ForwardDallas 2.0 Comprehensive Land Use Plan

FORWARDALLAS 2.0

FINAL
SEPTEMBER 2024

City of Dallas

ORDINANCE

241459

9-18-24

ORDINANCE NO. 32685

An ordinance amending Ordinance No. 26371, passed by the Dallas City Council on June 14, 2006; adopting the ForwardDallas 2.0 Comprehensive Land Use Plan; providing a saving clause; providing a severability clause; and providing an effective date.

BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF DALLAS:

SECTION 1. That Section 1 of Ordinance No. 26371 is amended to read as follows:

"SECTION 1. That the city council hereby adopts the ForwardDallas 2.0 [~~forwardDallas!~~] Comprehensive Land Use Plan, which is attached to and made a part of this ordinance as Exhibit A, as the comprehensive plan of the city of Dallas."

SECTION 2. That any act done or right vested or accrued, or any proceeding, suit, or prosecution had or commenced in any action before the amendment or repeal of any ordinance, or part thereof, shall not be affected or impaired by amendment or repeal of any ordinance, or part thereof, and shall be treated as still remaining in full force and effect for all intents and purposes as if the amended or repealed ordinance, or part thereof, had remained in force.

SECTION 3. That the terms and provisions of this ordinance are severable and are governed by Section 1-4 of Chapter 1 of the Dallas City Code, as amended.

ORDINANCE

32885

241459

SECTION 4. That this ordinance shall take effect immediately from and after its passage and publication in accordance with the provisions of the Charter of the City of Dallas, and it is accordingly so ordained.

APPROVED AS TO FORM:

TAMMY L. PALOMINO, City Attorney

By _____
Assistant City Attorney

Passed SEP 25 2024

ACKNOWLEDGMENTS

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Office of Cultural Affairs

Dallas Department of Aviation

City Attorney's Office

City of Dallas Bond Program Administration

Dallas Code Compliance Services

City of Dallas Office of Budget

Dallas Building Services Department

Dallas Convention & Visitors Bureau

Department of Data Analytics and Business Intelligence

Dallas Office of Economic Development

Office of Environmental Quality & Sustainability

Office of Equity and Human Rights

Dallas Fire-Rescue Department

GIS Services of the City of Dallas

Dallas Historic Preservation Office

Dallas Department of Housing and Neighborhood Revitalization

Dallas Public Library

Dallas Parks and Recreation Department

Dallas Police Department

*Committee members / staff no longer on committee or team at time of adoption

ACKNOWLEDGMENTS (CONT.)

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Dallas Department of Transportation

Dallas Water Utilities

Dallas Area Rapid Transit

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Dallas County

Texas Department of Transportation

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American Institute of Architects (AIA)

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Dallas Housing Coalition

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RAYO Planning

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*Megan O'Neal - Planning Manager (Parks)

*Committee members / staff no longer on committee or team at time of adoption

Land Use Acknowledgment

City of Dallas' Department of Planning and Urban Design acknowledges the traditional territory of North Texas occupied by multiple American Indian groups because of the Trinity River which provided seasonal homes and trading exchanges. Most notably, it was inhabited by the Caddo, Wichita, and nomadic tribes such as the Comanche and Kiowa, and ancestral tribes including the Arkikosa, Atakapa, Karankawa, Tawakoni, and others. We recognize the American Indian peoples as original stewards of this land and all the relatives within it. The acknowledgment is a small gesture to a larger commitment to showing respect through ongoing awareness and action.

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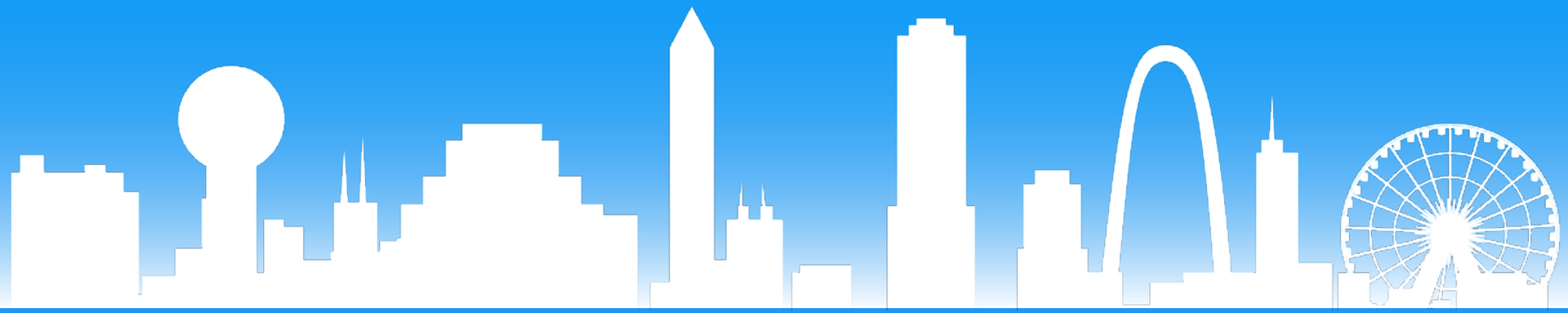

HISTORY

Prior to looking forward, we must recognize that historically, in communities across the nation, land use and zoning has been used to exclude and segregate people of color. This has played a role in the creation and perpetuation of racial, economic and health inequities.

ForwardDallas cannot resolve the historical impact of inequitable land use and zoning issues overnight, or by itself, but the City is committed to applying an equity lens to how we plan and engage today and into the future.

ENGAGEMENT

1500+ IN-PERSON ATTENDEES

25000+ WEBMAP VISITS

1600+ MAP COMMENTS

1000+ SURVEY RESPONSES

10000+ ONLINE USERS

200+ IN-PERSON EVENTS

70+ VIRTUAL EVENTS

VISION

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2021

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2022

INITIAL COMMUNITY ENGAGEMENT

LAND-USE VISIONING

2023

LAND USE THEME DEVELOPMENT

PLACETYPE DEVELOPMENT

DRAFT PLAN REVIEW

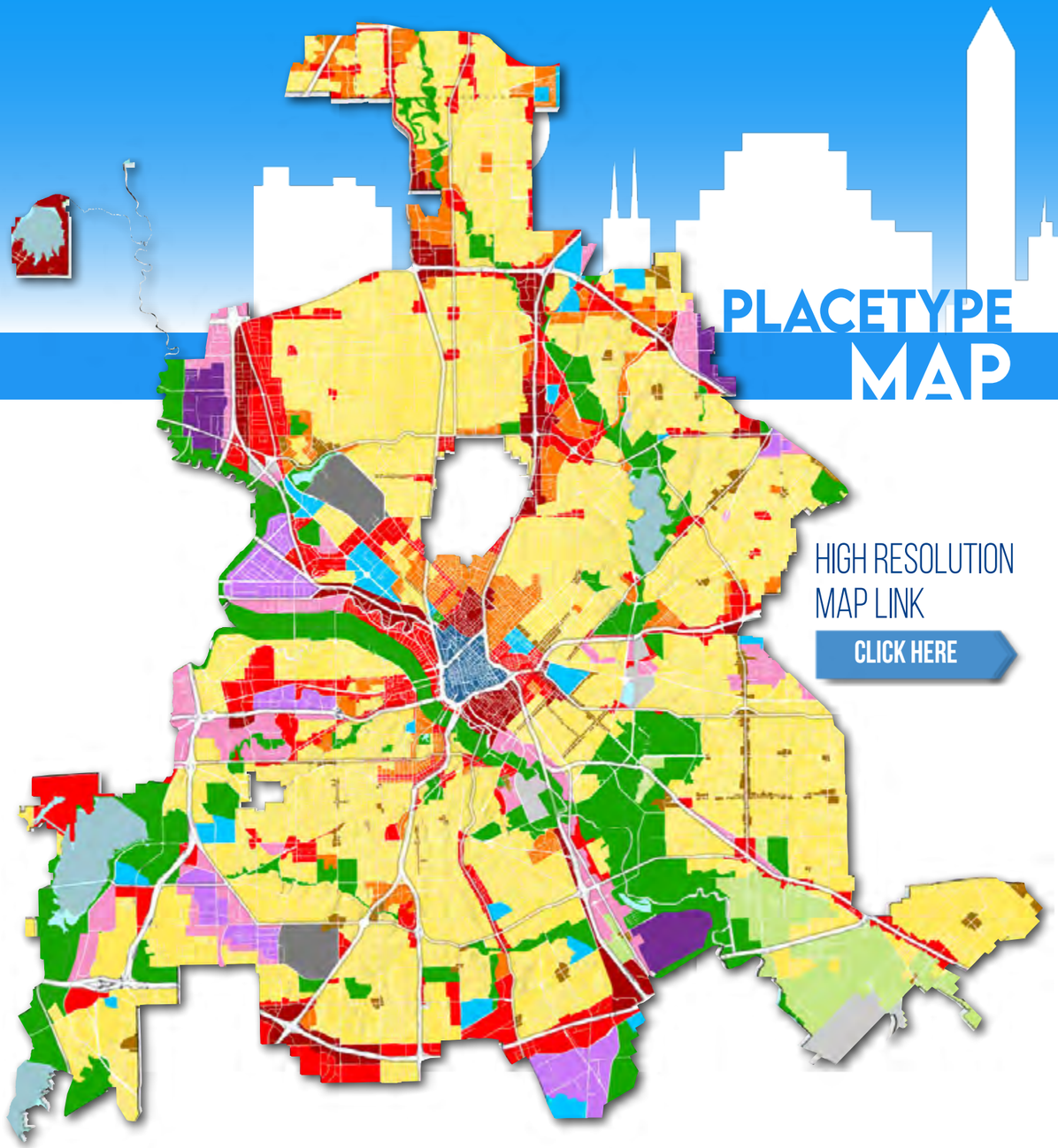
2024

PUBLIC BRIEFINGS/ HEARINGS + ADOPTION

Final - September 2024

Final - September 2024

EXECUTIVE SUMMARY



PLACETYPE MAP

HIGH RESOLUTION MAP LINK

CLICK HERE

PLACETYPE CATEGORIES

A placetype represents a holistic, larger scale vision for a community or place that incorporates a desired mix of land uses, design, and density.

- REGIONAL OPEN SPACE
- SMALL TOWN RESIDENTIAL
- COMMUNITY RESIDENTIAL
- CITY RESIDENTIAL
- FLEX COMMERCIAL
- INDUSTRIAL HUB
- AIRPORT
- NEIGHBORHOOD MIXED-USE
- COMMUNITY MIXED-USE
- REGIONAL MIXED-USE
- CITY CENTER
- LOGISTICS/INDUSTRIAL PARK
- INSTITUTIONAL CAMPUS
- UTILITY

EXECUTIVE SUMMARY

LAND USE THEMES

ENVIRONMENTAL JUSTICE + SUSTAINABILITY

Theme Goal: Actively and equitably protect communities from the effects of environmental hazards, while enhancing environmental quality through proactive protection, conservation, and sustainable practices in both natural and built environments.

TRANSIT-ORIENTED DEVELOPMENT (TOD) + CONNECTIVITY

Theme Goal: Advance safe, compact, and walkable mixed-use development around DART stations and other transportation nodes to further increase accessible connectivity to housing, job opportunities, and neighborhood amenities for all residents.

HOUSING CHOICE + ACCESS

Theme Goal: Equitably increase attainable housing options throughout the city, particularly near job centers and transit-oriented locations, to meet the diverse housing needs of all people in Dallas.

ECONOMIC DEVELOPMENT + REVITALIZATION

Theme Goal: Promote equitable development of Dallas' diverse communities across the city, through the revitalization of neighborhood centers, commercial corridors, employment centers, and transit areas.

COMMUNITY + URBAN DESIGN

Theme Goal: Adopt and implement context-sensitive design and development guidance to help shape Dallas' streets, sidewalks, buildings, and open spaces, ensuring functional, safe, sustainable, and vibrant spaces that not only reflect but also enhance Dallas' distinct places and diverse communities.

IMPLEMENTATION PLAN

	Objective A: Create and support citywide Environmental Justice (EJ) goals	**Objective B:** Mitigate negative environmental impacts from new development	**Objective C:** Support the environmental protection of key natural resources
	Objective A: Encourage more housing, employment, services and amenities around transit stations	**Objective B:** Align transportation planning, land use planning, and development processes	**Objective C:** Promote a multi-modal transportation network that is highly accessible and well-connected
	Objective A: Encourage a mix of housing types and affordabilities to meet diverse needs	**Objective B:** Prioritize housing investments for the most vulnerable populations, especially the unhoused and those at high risk of displacement	**Objective C:** Align land use policy and process with housing strategies, plans, and programs	**Objective D:** Protect and Preserve Existing Neighborhoods
	Objective A: Implement "transformative placemaking" strategies to revitalize commercial corridors, transit nodes, and employment centers	**Objective B:** Prioritize equitable growth by targeting Investment in underserved communities	**Objective C:** Foster economically resilient communitiesthat are regionally connected and locally supported	**Objective D:** Remove land use and zoning barriers that hinder small business development
	Objective A: Establish a citywide urban design framework	**Objective B:** Integrate urban design standards and guidance into the development review process and future planning efforts	**Objective C:** Promote quality design principles to foster more inclusive and equitable neighborhoods and spaces throughout Dallas

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FORWARDALLAS

CONTENTS

CHAPTER 1
INTRODUCTION

OVERVIEW

ForwardDallas 2.0 is the citywide visionary plan that establishes guidelines for how public and private land should be used and what the city should look like. Land use and urban design have significant impacts on most aspects of daily life, such as job opportunities, commute times, air quality, and access to recreation and green space.

This section provides a general summary of what the plan is, what it isn't, and its importance for the city.

OVERVIEW

FOREWORD

Many established neighborhoods, ranging from those that consist of exclusively single-family detached residences to those with a diverse array of housing types, have experienced considerable changes since the first ForwardDallas plan was published in 2006, in large part due to market demands for housing significantly outstripping our housing supply. While some of this redevelopment has benefitted neighborhoods, in too many instances, it has led to existing residents being displaced from their longtime homes. On one hand, many Dallas neighborhoods have experienced significant displacement despite being zoned single-family. On the other hand, neighborhoods that allow different housing types have not been immune to displacement, either.

The most important considerations as the City moves forward in the conversation about adding new housing types are (1) meeting the housing needs of Dallas residents in the midst of a housing shortage and in light of projections that housing demand will continue to grow along with the City itself; and (2) ensuring that residents of established neighborhoods are not displaced.

Land use and zoning decisions should proceed from the fundamental tenet that all residents of Dallas are equal and can live and thrive as neighbors in all parts of the City.

WHY UPDATE THIS NOW?

The previous iteration of the land use plan was approved by the City Council in 2006. During the ensuing 18 years, the city of Dallas has undergone rapid and significant growth. By revising our land use plan, we aim to envision new ways of utilizing and designing spaces in Dallas that offer equitable access to resources, reinforce the strengths of our communities, and foster continued growth as a thriving city accessible to all.

WHAT IS FORWARDDALLAS?

The ForwardDallas Comprehensive Land Use Plan Update, to be referenced as ForwardDallas 2.0, is a long-range, future land use vision that guides how and where the city grows over the coming decades and describes how to achieve that vision.

The plan is rooted in five overarching themes that serve as the foundation for the plan's goals, objectives, and actions steps.

Those themes are:

1. Environmental Justice and Sustainability
2. Transit-Oriented Development and Connectivity
3. Housing Choice and Access
4. Economic Development and Revitalization
5. Community and Urban Design

HOW WILL IT BE DONE?

Future land use plans are implemented through various tools and resources. One of the primary implementation tools is zoning. Zoning changes can be initiated by property owners or by the City. Implementation also occurs through the City's Capital Improvements Program, which allocates funding for projects including parks, streets, and utility connections.

WHAT THIS IS NOT

ForwardDallas 2.0 is not a regulatory document or a silver bullet for all public policy. It informs decisions about zoning and development, but does not constitute zoning nor change zoning. This plan and maps contained therein do not establish zoning district boundaries or regulations, nor do they guarantee that individual properties are suitable for the full range of land uses and design characteristics described within each placetype. Land use decisions on individual properties should consider not only the Future Placetype Map, but other factors such as other city policies, the context of the surrounding area, and other individual site considerations that cannot be evaluated as part of the high-level policy guidance of ForwardDallas 2.0.

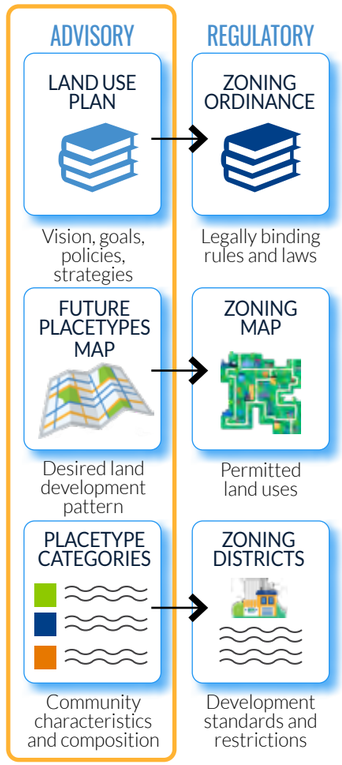
This plan does not recommend a city-initiated re-zoning of single-family neighborhoods. Under existing zoning, change has already come to countless established Dallas neighborhoods. Future policymaking should be sensitive to the fabic of neighborhoods, particularly those where long-term residents are at risk of displacement. Specifically, future discussions about different housing types and zoning considerations post ForwardDallas will require a separate public process that includes community engagement, City Plan Commission review and recommendation, and City Council adoption. Furthermore, tearing down existing housing for replacement and incompatible infill is not encouraged by this plan, particularly in areas at risk of displacement.

WHY IS THIS IMPORTANT?

A comprehensive land use plan is a planning tool that outlines the vision for how land within a particular area should be used, developed, and managed over time. It can be important for several reasons:

- It can help to ensure that communities are developed to meet their needs and desired in areas, such as housing, parks, and other amenities.
- It can attract new businesses, industries, residential, and mixed-use development, and attract economic growth by providing a framework for development and zoning regulations.
- It can protect the environment and preserve natural resources by identifying areas that are sensitive to development and need protection.
- It can assist in infrastructure planning for transportation, water, and other services to support growth and development.
- It can provide a transparent and public process for planning and decision-making.

ROLE OF A FUTURE LAND USE PLAN



CITY OF DALLAS

This section outlines the legal foundation of the plan, details its relationship to other policies, and provides guidance on how to use the plan.

PURPOSE

LEGAL BASIS

City of Dallas Charter:

"The council may adopt [...] a comprehensive plan setting forth [...] policies to govern the future physical development of the city. Such plan may cover the entire city and all of its functions and services or may consist of a combination of plans governing specific functions and services or specific geographic areas which together cover the entire city and all of its functions and services."

Chapter 51A Dallas Development Code:

"The purpose of [the] comprehensive plan is to promote sound development of the city and promote the public health, safety, and welfare. The comprehensive plan is a plan for the long-range development of the city. The comprehensive plan sets forth policies to govern the future physical development of the city. The comprehensive plan shall serve as a guide to all future city council action concerning land use and development regulations, urban conservation and rehabilitation programs, and expenditures for capital improvements."

Texas Local Government Code:

The Texas Local Government Code, Section 213.005, states that municipalities may have comprehensive plans. Section 211.004 provides that zoning regulations must be adopted in accordance with the comprehensive plan.

RELATIONSHIP TO ZONING

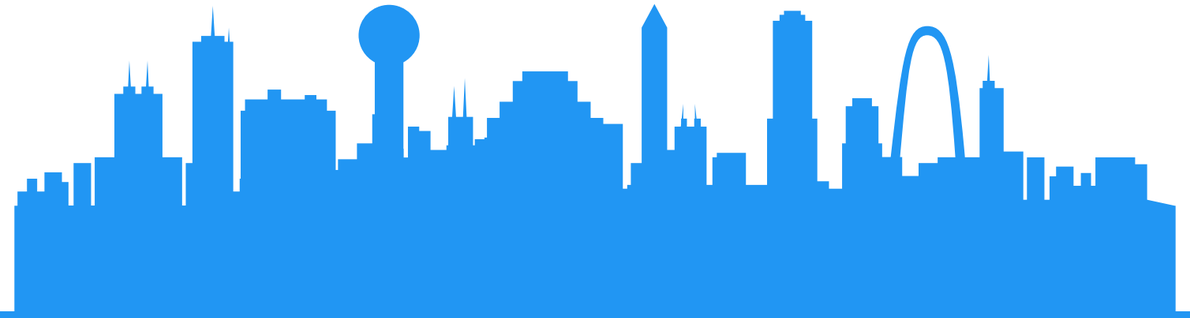
"The relationship between the comprehensive plan and development regulations is that the comprehensive plan serves merely as a guide for rezoning requests rather than as a mandatory restriction on the city's authority to regulate land use. The comprehensive plan shall not constitute zoning regulations or establish zoning district boundaries. The comprehensive plan does not limit the ability of the city to prepare other plans, policies, or strategies as required. (Ord. Nos. 26371; 28073)".[1]

RELATIONSHIP TO HISTORIC DISTRICTS, CONSERVATION DISTRICTS, NEIGHBORHOOD STABILIZATION OVERLAYS, AND PLANNED DEVELOPMENT DISTRICTS

Historic Districts (HDs), Conservation Districts (CDs), Neighborhood Stabilization Overlays (NSOs) and other neighborhood-led efforts, including predominantly residential planned development districts (PDs) and sub-districts, reflect thoughtful collaboration amongst stakeholders that allow neighborhoods to establish a more detailed vision of their community which ForwardDallas 2.0 does not change nor makes a recommendation to change. This plan does not preclude neighborhoods from creating such districts in the future.

In areas with historic and cultural resources, land use decisions guided by this comprehensive plan should consider the guidance, goals, policies, and regulations stipulated in the future Historic Preservation Plan, the Historic & Cultural Preservation Strategy, and historic preservation and conservation ordinances adopted by the City.

1 Chapter 51A Dallas Development Code Sec. 51A-1.108. Comprehensive Plan



RELATIONSHIP TO OTHER PLANS

This plan provides overarching context and guidance for smaller area planning efforts including future neighborhood and corridor plans. While ForwardDallas 2.0 may provide sufficient guidance for the majority of the city, there may be areas where change is occurring at a pace for which a more granular analysis of an area is needed to sort out the property by property issues. For these areas, smaller area, neighborhood, or corridor plans may be most beneficial, both in areas without previous planning efforts and in areas with older area plans in need of an update.

Previously adopted plans with land use components were used to prepare the base draft of the ForwardDallas 2.0 land use map. Refinements were made based on changing conditions since original adoption, community feedback, and changing market conditions, as applicable. Land use plans are generally reviewed for an update every five-ten years, however, this has not occurred for most smaller area plans within the city.

RELATIONSHIP TO OTHER PLANS (CONT.)

These plans may still provide more detailed background information about the areas than what can be incorporated into a high-level, city-wide policy document; therefore, plans adopted more than a decade prior to the adoption of this plan may still be used as background reference. In areas where the original plan conflicts with ForwardDallas 2.0, FowardDallas 2.0 is the controlling land use policy. Plans adopted since the 2006 forwardDallas! plan are adopted into this Comprehensive Plan as components of the plan; however, policies in this plan supersede any policies in conflict with those in previously adopted plans.

Future area, neighborhood, or corridor plans that are adopted after the adoption of ForwardDallas 2.0 will be incorporated as amendments to and components of ForwardDallas 2.0. They advance the citywide vision, while providing the opportunity to work on more fine-grained issues with the local community. The more localized plans keep ForwardDallas 2.0 current and dynamic over time and hold as much weight as ForwardDallas 2.0.

HOW TO AMEND THE PLAN?

Plans should be adaptable documents and include an amendment process that provides an opportunity to propose, as part of the public process, changes or updates to the plan to address emergent economic or social trends or reflect new city plans and policies. Changes to the plan may occur through two different processes:

1. Annual tracking by staff to assess and report progress from implementation efforts, newly adopted City policies, or from zoning requests resulting in changes to the future land use vision for an area.
2. Adoption and incorporation of smaller area plans, including neighborhood and corridor plans, into the citywide plan.

MONITORING PROGRESS

After adoption of this plan, it is required that the comprehensive land use plan be reviewed within five years from the date of adoption and consider revision of the plan within ten years of the date of adoption. The city should also consider completing a mid-cycle report of the plan five years after its adoption date to evaluate progress and maintain relevancy to the community, appointed and elected officials, and City staff. Annual reports and briefings will be provided to Council, the City Plan Commission (CPC), applicable committees and sub-committees.

Final - September 2024

Prior to looking forward, we must recognize that historically, in communities across the nation, land use and zoning has been used to exclude and segregate people of color.

HISTORY

HISTORICAL PLANNING CONTEXT

Zoning is the regulatory tool used by municipalities to enforce land-use policies and decisions that determine the physical development of land based on its usage, purpose, and geological characteristics. In its earliest application, zoning in the United States was intended to protect white single-family neighborhoods from the encroachment of common nuisances and people of color.

The impetus for employing zoning in cities was oftentimes to segregate undesired uses such as polluting industry away from white residential areas. Industrial land uses were intentionally located away from affluent white neighborhoods. As a result, nearly half of the areas in the city designated as "Racially/ Ethnic Concentrated Areas of Poverty" by the Federal Government have industrial uses in close proximity or in their midst.

The current proximity of residential homes to industrial areas reflects the lasting effects of Dallas' historical cumulative zoning, especially noticeable in the southern and western parts of the city.

Addressing these challenges becomes more complex due to discrepancies between adopted land use plans aimed at resolving such issues and subsequent zoning changes that haven't consistently aligned with the envisioned future development, as well as legal nonconforming land uses that continue to operate even after zoning is changed.

Zoning tools also frequently resulted from and into policies whose sole intent was to segregate land uses based on racial and socioeconomic demographics. Our nation has a troubled history of systematic practices and policies that have been used to enforce inequities. When Dallas adopted its first official zoning code in 1929, overtly or discreetly inequitable land use policies preceded its adoption and were codified into the zoning code. In 1921, Dallas adopted a city law which permitted neighborhoods to be legally closed to certain races.

Neighborhood and business associations who supported the 1926 Kessler Plan, such as the Kessler Plan Association, stated that "whites who have bought homes are entitled to protection from encroachment of Negroes moving into the neighborhood."[1]

Much of post-World War II land use planning for residential areas has involved dedicating large land areas of Dallas solely for single-family, detached housing with pockets for large apartment complexes. This practice, coupled with underinvestment by banks and private developers in certain areas of the city, has contributed to limited housing options--- including types and price points--- and inadequate affordable housing. Zoning options have also not kept pace with evolving lifestyle and development trends, which have created barriers to developing different housing types and new, sensitively scaled, infill housing designs.

1 The Washington Post

LEARN MORE IN THE EXISTING CONDITIONS REPORT **CLICK HERE**

BACKGROUND

TRENDS

While emerging trends tell a story of population and economic growth in the city, significant equity challenges persist between certain population groups and geographic areas. Other important trends, such as the evolving economic use of space and shifting age demographics, point towards unique challenges and opportunities for future land use planning.

Dallas has experienced a 9% population increase in the last decade. While this is less than the growth rate of the Dallas-Fort Worth metroplex (43%) and Texas (26%) during this same period, the North Central Texas Council of Governments (NCTCOG) projected that the city's population will continue to grow over the next 20 years to 1.6 million by 2045, an increase of 300,000.

Dallas has seen an overall growth in median household incomes since 2010, a forty-two percent (42%) increase from around $41,000 to $58,249 (2021; ACS 5-Yr). While this is a lower growth rate than other peer cities studied, Dallas' median home values have increased at a greater rate than both the DFW metro and the State, at 37.4%, up to $303,444 (2021; ACS 5-Yr).

This economic growth has led to uneven impacts on different population groups and geographic areas of the city. The rapid growth of home and property values has exacerbated challenges around housing costs, with 44.3% of Dallas renters and 25.1% of homeowners considered cost-burdened. Dallas leads all Texas peer city groups in the total number of persons living in poverty at 18.1%, while the percentage of people making over six-figure incomes has increased by nearly 25%. This income inequality continues to express itself through the concentration of racialized poverty in some areas, with growing wealth in others. A Market Value Analysis has also demonstrated uneven opportunity for investment and development, leading to continued disinvestment in some areas, and growth and displacement pressures in others.

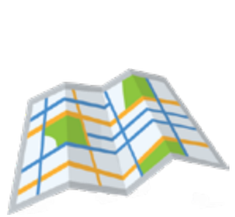
The Dallas economy continues to diversify, with large growth in areas such as management, the arts, real estate, professional and technical services, and education services. The national decline in traditional retail and office occupancy rates presents challenges and opportunities for land use and development throughout the city.

Over the past two decades, age distributions within the city have shown significant change. While persons over 55-64 and over 65 populations have grown 36% between 2010 and 2020, the next largest age group (20 – 34) only grew by 12.5% during the last ten (10) years. As of 2022, the median age in Dallas was 33.1 years, younger than the Dallas-Fort Worth-Arlington Metropolitan Statistical area with a median age of 35.3 years. These growing populations have different needs and lifestyles that will require careful thought about the provision of housing, leisure activities, services, and workforce preferences.

CITY OF DALLAS

This section provides a summary of the steps taken to develop ForwardDallas 2.0.

PROCESS+ TIMELINE



1 PROJECT INITIATION & EXISTING CONDITIONS

Kicking off the planning process and establishing a solid technical and conceptual foundation of Dallas.

SEP 2021 - MAY 2022

2 INITIAL COMMUNITY ENGAGEMENT

Getting the community engagement efforts rolling with a series of workshops and an outline survey to identify priority issues.

SEP 2021 - MAY 2022

3 LAND USE VISIONING

Forming the vision of Dallas' future together with the community and key stakeholders.

JUL 2022 - APR 2023

4 LAND USE THEME DEVELOPMENT

Development of land use themes based on the community's vision.

NOV 2022 - APR 2023

5 PLACETYPE & URBAN DESIGN MAP REVIEW

Meeting with the community to refine the placetypes into a recommended future placetype map.

AUG 2022- MAY 2023

6 DRAFT PLAN REVIEW

Community, staff, and advisory review of future placetype map.

MAR 2023 - FALL 2024

7 PUBLIC BRIEFINGS/ HEARINGS + ADOPTION

Public discussion and review of draft plan and future land use map.

FALL 2023 - FALL 2024

Final - September 2024

CITY OF DALLAS

This section highlights the engagement process of the plan since its launch.

COMMUNITY ENGAGEMENT

1500+ IN-PERSON ATTENDEES

10000+ ONLINE USERS

25000+ WEBMAP VISITS

1600+ MAP COMMENTS

1000+ SURVEY RESPONSES

200+ EVENTS

The ForwardDallas engagement process started with an emphasis on consistent messaging and reaching residents "where there are." Relaying the message to diverse audiences served as the basis for developing specific engagement strategies and tools to extend the reach and convenience of the plan's message to under-represented communities.

The plan draws its priorities and action steps from inclusive and extensive community input, vital in shaping the City of Dallas' direction. Since its launch in September 2021, Dallas residents and stakeholders have actively participated through various ways, including in-person workshops, pop-up events, virtual discussions, and online/paper surveys.

Public feedback has been summarized into key land use themes, shaping forthcoming action steps and policies. The word-cloud and topic bubbles in **Figure 1** are scaled to represent the frequency of open-ended responses received for each theme. Each subtopic within the themes is distinctively color-coded for easy reference.

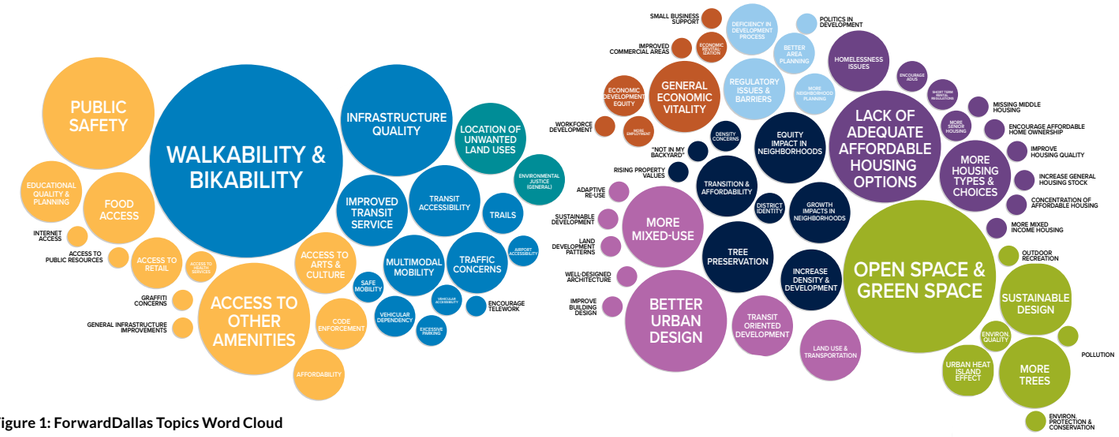


Figure 1: ForwardDallas Topics Word Cloud

Mapping participant attendance and demographic data helps ensure that engagement efforts are equitably distributed throughout the city. The map in **Figure 2** depicts event and engagement activity conducted throughout the course of the project.

Legend

- Advisory
- Capacity Building
- Listening Session/ Focus Group
- Open house
- Popup/Table
- Workshop

LEARN MORE IN THE ENGAGEMENT REPORT

CLICK HERE

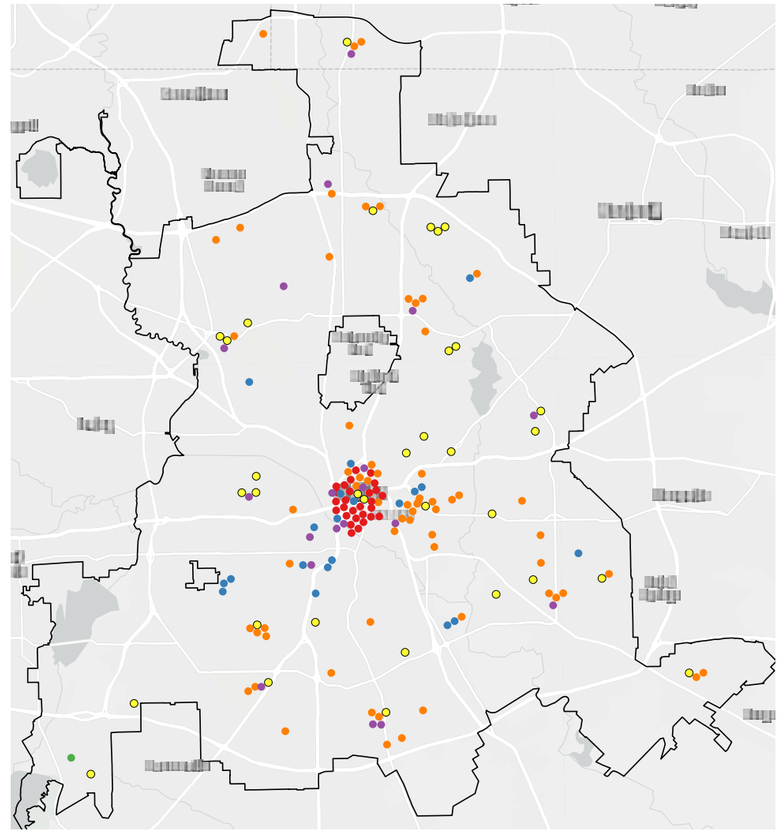


Figure 2: ForwardDallas Engagement Events Map

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CITY OF DALLAS

This plan is structured into 4 major sections, each building upon each other. The guide below provides a summary on how to navigate and best utilize this plan.

HOW TO USE THIS PLAN

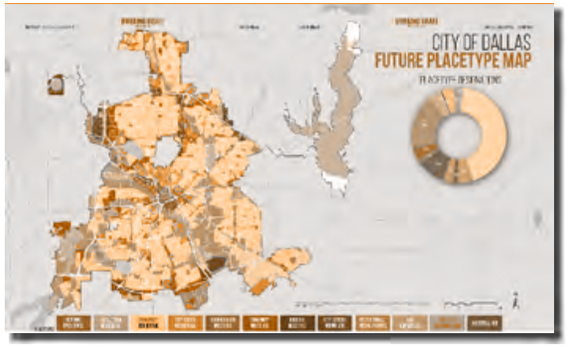
1 LAND USE THEMES

Details the land use themes developed from the community's shared values and vision. Each theme is made up of a primary goal, which provides direction and expectations of what the plan should achieve. Furthermore, each theme goal has a series of objectives that provide strategic recommendations on how to achieve each theme goal.

2 PLACETYPE DESCRIPTIONS

Describes the various types of places in the city that represent a vision for the desired mix of uses, development character, urban design features, and density for areas within Dallas. This section provides character descriptions, application methods, and urban design guidance for each placetype.

3 FUTURE PLACETYPE MAP



Provides a graphical and geographical representation of where each placetype is located in the city and how they are related to each other.

4 IMPLEMENTATION PLAN

Details how each land use theme will be addressed, which agencies and departments will lead the effort, and a timeframe on when related action items will be achieved.

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FORWARDALLAS

CONTENTS

CHAPTER 2
LAND USE THEMES

OVERVIEW

This chapter details the land use themes developed from the community's shared values and vision. Each theme is made up of a primary goal that provides direction and expectations of what the plan should achieve. Furthermore, each theme goal has a series of objectives that provide strategic recommendations on how to achieve each theme goal.

DID YOU KNOW?

Environmental Justice is the fair treatment and meaningful involvement of all people regardless of race, color, national origin, or income, concerning the development, implementation, and enforcement of environmental laws, regulations, and policies.[1]

Environmental Justice ensures equitable access to healthy communities and environmental benefits. It prevents disproportionate burdens from environmental hazards and provides equitable involvement in decision-making processes for all people, regardless of race, ethnicity, income, or national origin[2].

Sustainability is the concept of creating and maintaining conditions under which humans and nature can exist in productive harmony and that permit fulfilling social, economic, and other requirements of present and future generations.[3]

1. United States EPA
2. City of Dallas OEQS
3. NEPA

CITY OF DALLAS

THEME

ENVIRONMENTAL JUSTICE + SUSTAINABILITY

GOAL

Actively and equitably protect communities from the effects of environmental hazards, while enhancing environmental quality through proactive protection, conservation, and sustainable practices in both natural and built environments.

Decrease the % of industrial zones/ uses near residential zones/uses*

(Key Performance Indicators to be developed and tracked post plan adoption with annual reporting to either City Plan Commission or Council.)

1 WHY IS THIS IMPORTANT? (KEY ISSUES)

1. Inequitable concentration of incompatible land-uses in communities of color leading to R/ECAP (Racially or Ethically Concentrated Areas of Poverty) areas.
2. Communities at risk near floodplains.
3. Negative impacts on community quality of life, health, air quality and water quality due to heavy industrial proximities.
4. Excessive impervious surfaces citywide, increasing urban heat island effect and storm water runoff.

2 WHERE ARE WE TODAY? (CURRENT CONDITIONS)

Land use policy has played a significant role in the disparate distribution of environmental burdens, particularly near communities of color, and outdated land use and zoning tools have reinforced barriers to addressing environmental justice concerns. The City of Dallas has approximately 70,000 acres of residential land, comprising 32% of the city's total land area. Of this, 10,700 acres (5% of the city's land area) are located within 1,000 feet of an industrially zoned district. ForwardDallas 2.0 prioritizes environmental justice concerns and identifies multiple areas on the future placetype map where changes in the future land use mix should occur to encourage healthier environments for people and habitat.

Dallas is the second-most polluted city in Texas regarding heat-generated ozone and the 16th most polluted in the US. Adding to the challenge is Dallas' increasing percentage of impermeable surfaces leading to the city's urban heat-island, which is the second-highest rate in the nation behind Phoenix. Following recommendations in the Comprehensive Environmental and Climate Action Plan (CECAP), this plan explores ways to reduce emissions and impervious land coverage through more sustainable land use practices.

3 WHAT NEEDS TO BE DONE? (OBJECTIVES)

A Create and Support Citywide Environmental Justice (EJ) Goals.

B Mitigate Negative Environmental and Public Health Impacts from the Built Environment.

C Support the Environmental Protection and Expansion of Natural Resources.

4 HOW WILL IT BE DONE? (ACTION ITEMS)

+

WHO WILL DO IT? (LEAD PARTNER)

Refer to Implementation Tables in Chapter 4

5 MEASURING SUCCESS (METRICS)

6 EQUITY CONNECTION

***Implement policies and programs on existing pollution sources to identify incompatible land use decisions in/near equity priority areas (Dallas Racial Equity Plan).**

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DID YOU KNOW?

Transit-Oriented Development (TOD) is a pattern of higher-density residential, commercial, office, and civic uses with an urban design and high-quality support for walking, bicycling, transit use, and other forms of non-vehicular transportation, developed near high-performance transit stations. TOD is often encouraged using special development regulations around transit stations that require greater density, a higher-quality public realm, limited parking, and connections to adjoining neighborhoods. It aims to spur economic growth, expand housing opportunities, increase connectivity around a mix of land uses, and promote revitalization around DART stations and transportation nodes.

TOD can be focused around 1/2 mile of major transit nodes, such as DART rails stations and bus transfer centers. However, TOD around bike, bus, and trail infrastructure is generally developed at lower intensities to blend appropriately with the scale of surrounding areas, where the range of walkable access is generally within a 1/4 mile of these connections.

THEME

TRANSIT-ORIENTED DEVELOPMENT (TOD) + CONNECTIVITY

GOAL

Advance safe, compact, and walkable mixed-use development around DART stations and other transportation nodes to further increase accessible connectivity to housing, job opportunities, and neighborhood amenities for all residents.

Increase % of land use mix within TOD centers*

(Key Performance Indicators to be developed and tracked post plan adoption with annual reporting to either City Plan Commission or Council.)

1 WHY IS THIS IMPORTANT? (KEY ISSUES)

1. Overly restrictive zoning requirements limit a mix of uses around potential TOD sites that hinder feasibility.
2. Lack of integration and coordination in the planning of last mile connections.
3. Parking regulations citywide do not incentivize transit-supportive density.
4. Inequitable access to goods and services.

2 WHERE ARE WE TODAY? (CURRENT CONDITIONS)

TOD should incorporate various modes of transportation infrastructure. Dallas contains 249 miles of trails, over 100 DART bus routes, over 100 miles of bike lanes, and there are 65 light-rail stations within DART's system, 46 of which are located within Dallas city limits. The majority of the rail stations with examples of walkable, transit-oriented development are located downtown and to the north along the Orange line around Uptown, City Place and Mockingbird Station. The land within TOD areas (1/2 mile of DART rail stations) comprises roughly 25,800 acres, approximately 11% of the city's land area. Of that land, approximately 2,500 acres, or 10%, is city-owned, half of which is parkland, and approximately 13% of the total acreage is vacant.

Vacant or undeveloped land at the time of this plan presents an opportunity for a mix of new and equitable development including more options for housing, employment, and services.

Some land use and zoning barriers may limit the potential around certain stations. Approximately 33% of the land around rail stations is zoned for low-density residential use. Future land use planning around these stations should be coordinated between the City, DART, and the surrounding neighborhoods to ensure that new development is well-integrated, connected, and appropriately adapted to the context.

3 WHAT NEEDS TO BE DONE? (OBJECTIVES)

- **A** Encourage More Housing, Employment, Services, and Amenities Around Transit Stations.
- **B** Align Transportation Planning, Land Use Planning, and Development Processes.
- **C** Promote a Multi-Modal Transportation Network that is Highly Accessible and Well-Connected.

4 HOW WILL IT BE DONE? (ACTION ITEMS) + WHO WILL DO IT? (LEAD PARTNER)

Refer to Implementation Tables in Chapter 4

5 MEASURING SUCCESS (METRICS)

6 EQUITY CONNECTION

***Investigate rezoning to encourage more development and walkability near transit in historically disadvantaged communities (Dallas Racial Equity Plan).**

TOD TYPOLOGIES

TOD typologies groups station areas into several "types" based on context and predominant mode of access.

NEIGHBORHOOD CENTERS

MIXED USE CENTERS

CITY CENTER

SPECIAL PURPOSE CENTERS

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TOD TYPOLOGIES

TOD typologies acknowledge that context varies throughout the city and provides broad parameters for the scale and intensity of development, use mix, access, and market potential. Each typology should feature multiple modes of transportation.

These typologies are based on DART's typologies with an emphasis on their connection Dallas' future placetypes (see Chapter 3 for more info on Placetypes).

For details on the application of these typologies within DART station area, refer to DART's "Transit Oriented Development Guidelines".

Map of DART Rail Stations and TOD Typologies in: Appendix A: Maps

1 NEIGHBORHOOD CENTERS

DART Typology: Community Centers

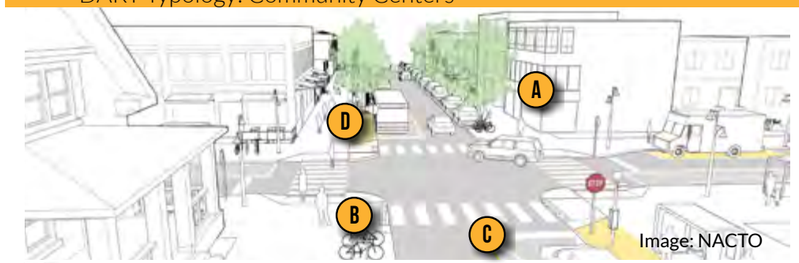
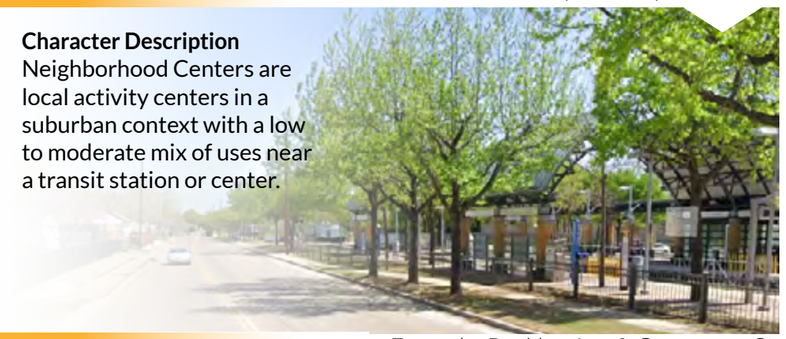


Image: NACTO

Example: Hampton Station



Character Description
Neighborhood Centers are local activity centers in a suburban context with a low to moderate mix of uses near a transit station or center.

2 MIXED-USE CENTERS

DART Typology: Urban Districts + Town Centers

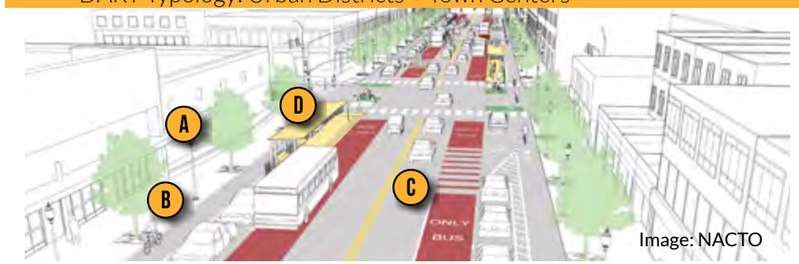


Image: NACTO

Example: Beckley Ave & Commerce St.

Character Description
These districts serve as commercial destinations and tend to include a mix of mid-rise uses catering to the daily needs of residents and workers in surrounding communities.

3 CITY CENTERS

DART Typology: Urban Districts + Urban Core

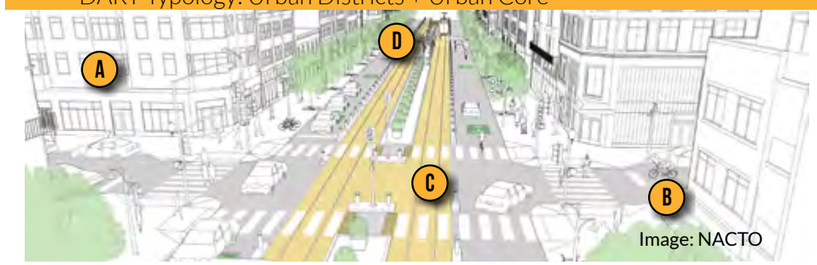
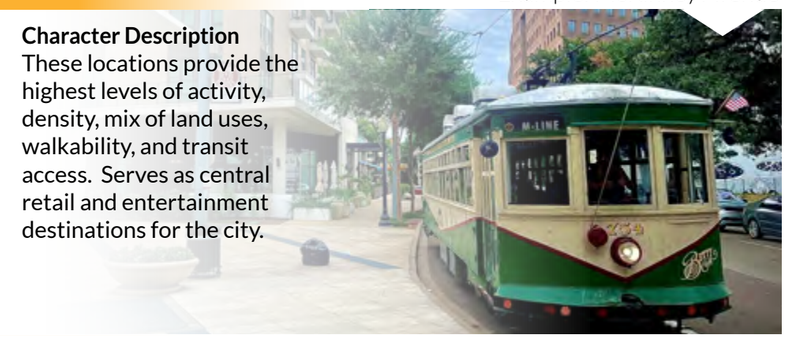


Image: NACTO

Example: McKinney Avenue



Character Description
These locations provide the highest levels of activity, density, mix of land uses, walkability, and transit access. Serves as central retail and entertainment destinations for the city.

4 SPECIAL PURPOSE CENTER

DART Typology: Destination Districts + Other

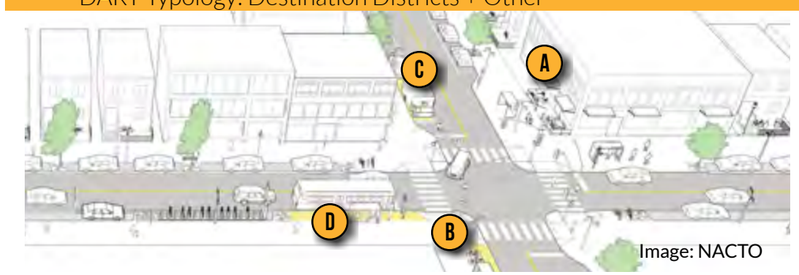


Image: NACTO

Example: Parkland Health

Character Description
These districts have an exclusive or predominant use, such as medical, employment, cultural, entertainment, or industrial and are often arranged in a campus setting, requiring more flexibility on block size.

CITY OF DALLAS

TOD Typology Key Elements

- **A** Buildings lining pedestrian-friendly streets and public spaces.
- **B** Walking, cycling, & scootering offer multimodal access.
- **C** Pattern and scale of development tends to support the potential for reduced parking, car usage, and/or low-speed vehicular traffic.
- **D** Creating designated space for curbside stops can reduce transit delays and create a safer environment for pedestrians and cyclists.

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MODES OF TRANSPORTATION

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DID YOU KNOW?

As a fundamental right, housing access refers not only to affordable housing for households with the lowest incomes but also ensures opportunities for residents of all incomes, phases of life, abilities, and lifestyles. This includes locating a variety of diverse and sensitively scaled housing types throughout the city, particularly in areas near transit, employment centers, services and amenities, as well as preserving and strengthening naturally occurring affordable and workforce housing in established neighborhoods.

THEME

HOUSING CHOICE + ACCESS

GOAL

Equitably increase attainable housing options throughout the city, particularly near job centers and transit-oriented locations, to meet the diverse housing needs of all people in Dallas.

Increase # of housing units in areas of displacement risk, TOD areas, and commercial corridors (REP) *

(Key Performance Indicators to be developed and tracked post plan adoption with annual reporting to either City Plan Commission or Council.)

1 WHY IS THIS IMPORTANT? [KEY ISSUES]

1. Decreasing stock of naturally occurring affordable housing.
2. A lack of diverse and affordable housing options citywide due in part to zoning and land use barriers.
3. Need for increased coordination between housing, economic development and transportation planning.
4. Disproportionate displacement in low-to-moderate income areas due in part to burdensome development restrictions.

2 WHERE ARE WE TODAY? [CURRENT CONDITIONS]

Over the past several years, housing costs have risen significantly, and incomes have not kept pace, particularly for Black and Latinx residents. According to the 2021 US Census American Community Survey (ACS) 5-year estimates, there have been significant changes in housing costs between the same survey in 2018. Estimated median home value has risen to $303,444 from $209,700, and Median Gross Rent is estimated at $1,305, up from $1,054. Median Household Income has risen to $58,249**,** up from $52,210, but has not increased proportionally with the increased cost of housing. US Census data further approximates that 44% of Dallas renters (59% of households) and 25% of owner-occupied households (41%) are considered cost-burdened.

Dallas' total cost burdened household percentage is roughly 36%. In 2023, the City of Dallas adopted an updated housing policy, Housing Policy 2033, that included extensive housing-related data, much of which demonstrated continued disparities in housing opportunity and the need for a different approach to housing. Dallasites are increasingly more housing cost burdened, but the impact is falling disproportionately on Black and Latinx residents whose median household incomes are far less than White (Non-Hispanic/Latinx) households and whose median home values are estimated to be as little as one-third the average median home value for White (Non-Hispanic/Latinx) households.

3 WHAT NEEDS TO BE DONE? [OBJECTIVES]

A Provide a Mix of Housing Types and Affordabilities Citywide to Meet Diverse Needs.

B Coordinate Stabilization Efforts in Neighborhoods Experiencing Change, Particularly in Areas Most Vulnerable to Displacement.

C Align Land Use Policy & Process with Housing Strategies, Plans, and Programs.

D Protect and Preserve Existing Neighborhoods

4 HOW WILL IT BE DONE? [ACTION ITEMS]

+

WHO WILL DO IT? [LEAD PARTNER]

Refer to Implementation Tables in Chapter 4

5 MEASURING SUCCESS [METRICS]

6 EQUITY CONNECTION

***Close the homeownership gap and secure housing stability by deploying anti-displacement strategies in transitioning neighborhoods (e.g., gentrification) to address longstanding inequities by ensuring zoning is inclusive of historically disadvantaged communities to encourage sustainability and thriving opportunities. (Dallas Racial Equity Plan).**

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DID YOU KNOW?

As Dallas experiences shifting market trends for retail and office spaces and geographical shifts in investment, land use policy must proactively respond to these dynamics while laying the foundation for a more balanced and equitable city.

A significant number of aging and underutilized commercial corridors present opportunities for placemaking, revisioning, and revitalization to inject new life into areas and accommodate the current and future demand for mixed use developments.

Additionally, the City's transit stations and high-capacity bus routes offer unique opportunities to drive transit-oriented development, seamlessly connecting people to employment.

THEME

ECONOMIC DEVELOPMENT + REVITALIZATION

GOAL

Promote equitable development of Dallas' diverse communities across the city, through the revitalization of neighborhood centers, commercial corridors, employment centers, and transit areas.

Increase percentage of mixed-use zoning along commercial corridors.*

(Key Performance Indicators to be developed and tracked post plan adoption with annual reporting to either City Plan Commission or Council.)

1 WHY IS THIS IMPORTANT? [KEY ISSUES]

1. Barriers to equitable economic development opportunities in areas with a concentration of incompatible land uses.
2. Increased vacancy in single-use commercial shopping centers, corridors, and office parks due, in part, to restrictive use requirements.
3. Private investment and development barriers in Southern Dallas due to aging or non-existent infrastructure and difficulties accessing capital for local investors.

2 WHERE ARE WE TODAY? [CURRENT CONDITIONS]

One of the implementation items of the City of Dallas recently adopted (2022) Economic Development Policy (EDP) is to adopt a future land use map to address land use inequities, guide development and increase opportunities in disinvested areas. ForwardDallas is aligned with the EDP, and the future land use recommendations in this plan support placing focus on aging and underutilized commercial corridors, particularly those adjacent to disinvested and underserved neighborhoods, to inject new life into areas with existing infrastructure.

3 WHAT NEEDS TO BE DONE? [OBJECTIVES]

A Implement Transformative Placemaking Strategies to Revitalize Commercial Corridors, Transit Nodes, and Employment Centers.

B Prioritize Equitable Growth by Strategically Targeting Investment in Underserved Communities.

C Foster Economically Resilient Communities Though Diverse and Sustainable Development Practices.

D Remove Land Use and Zoning Barriers That Hinder Small Business Development.

4 HOW WILL IT BE DONE? [ACTION ITEMS]

+

WHO WILL DO IT? [LEAD PARTNER]

Refer to Implementation Tables in Chapter 4

5 MEASURING SUCCESS [METRICS]

6 EQUITY CONNECTION

***Increase the development of historically disadvantaged communities with high residential vacancies (Dallas Racial Equity Plan).**

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DID YOU KNOW?

Urban design crucially shapes the public realm to promote a healthy and socially interactive environment, thus contributing to the city's economic success. It gives form, shape, and character to buildings, neighborhoods, and the city, making each more functional and visually appealing.

CITY OF DALLAS

THEME

COMMUNITY + URBAN DESIGN

GOAL

Adopt and implement context-sensitive design and development guidance to help shape Dallas' streets, sidewalks, buildings, and open spaces, ensuring functional, safe, sustainable, and vibrant spaces that not only reflect but also enhance Dallas' distinct places and diverse communities.

Metrics to be developed with citywide urban design guidelines

(Key Performance Indicators to be developed and tracked post plan adoption with annual reporting to either City Plan Commission or Council.)

1 WHY IS THIS IMPORTANT? [KEY ISSUES]

1. Unsustainable urban sprawl and form, detrimental to quality of life
2. Historical lack of cohesive urban design in the city
3. Lack of historic preservation led to loss of community identity

2 WHERE ARE WE TODAY? [CURRENT CONDITIONS]

A comprehensive or citywide set of urban design guidelines currently does not exist. The implementation of urban design principles within the city is primarily achieved through a handful of policies, precedents, and projects that provide guidance and best practices for the public realm. To date, of the 40 urban design action items within ForwardDallas 2006, only seven (7) have been substantially completed.

3 WHAT NEEDS TO BE DONE? [OBJECTIVES]

A Establish a Citywide Urban Design Framework.

B Integrate Urban Design Standards and Guidance Into the Development Review Process and Future Planning Efforts.

C Strengthen the Sense of Place and Community Identity for All Dallas Neighborhoods.

4 HOW WILL IT BE DONE? [ACTION ITEMS]

+

WHO WILL DO IT? [LEAD PARTNER]

Refer to Implementation Tables in Chapter 4

5 MEASURING SUCCESS [METRICS]

6 EQUITY CONNECTION

Engage residents through arts and cultural programs that fully integrate neighborhoods and historically disadvantaged communities into civic life and create a community ecosystem where art and culture are valued in every neighborhood. (Dallas Racial Equity Plan).

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CITY OF DALLAS

THEME

COMMUNITY + URBAN DESIGN

GOAL

Adopt and implement context-sensitive design and development guidance to help shape Dallas' streets, sidewalks, buildings, and open spaces, ensuring functional, safe, sustainable, and vibrant spaces that not only reflect but also enhance Dallas' distinct places and diverse communities.

URBAN DESIGN PRINCIPLES

1. Enhance the physical design of the public realm by harmoniously integrating citywide initiatives with local community values.
2. Build a resilient and sustainable Dallas to improve quality of life, focusing on equity, harmonizing the built and natural environment, and bolstering economic vitality.
3. Develop a balanced multi-modal mobility network that creates a safe and more well-connected city.
4. Maximize the contributions of each public space to more effectively thread together the built environment.
5. New development should celebrate distinct built and natural assets to help further strengthen each community's vitality, health, and identity.
6. Unify the design of buildings, open space, and streetscapes to further enhance the public experience.

Community + Urban Design guidance within this document will be provided using two element types: **Urban Framework** & **Urban Form**

1. URBAN FRAMEWORK

Illustrates how users experience the arrangement of land uses throughout the city and how those activities relate to each other

APPEARS IN **PLACETYPE MAPS**

PATHS

Networks or channels of frequent or potential routes of movement through the city. Facilitates efficient and accessible travel through Complete Street typologies.

DISTRICTS

Areas with a cohesive character, style, and natural features that define individual communities and preservation areas.

LANDMARKS

Prominent or easily recognizable features that orient users to specific focal points, enhancing navigation within communities.

NODES

Key concentrations or central hubs of activity within a community. Act as focal points for communal engagement and gathering.

NATURAL FEATURES

Key ecological landforms crucial for forming, protecting, and maintaining connected open spaces. They also provide essential buffers between developed areas and natural habitats.

2. URBAN FORM

Describes the physical characteristics of a place within the city

APPEARS IN **PLACETYPE DESCRIPTIONS**

MOBILITY + ACCESS

Identifies travel mode. Ensure safety and connectivity are prioritized for all mobility options.

STREETSCAPE + PARKING

Describes the appropriate parking type, location, and relationship between the street and pedestrian zones. Parking should be accessible, but also designed to minimize visual impacts.

BUILDING FORM + CHARACTER

Suggests building orientation, density, placement, and number of levels. Development should harmoniously respect the scale of its context.

GREEN + OPEN SPACE

Recommends shared space design, landscape treatments, and park accessibility. Open spaces should be easily accessible and located to ensure a 10-minute walk for all residents.

THEME CONNECTIONS

Community + Urban Design is a unifying theme that links all other themes together.

LEGEND

- Environmental Justice + Sustainability
- TOD + Connectivity
- Housing Choice + Access
- Economic Development + Revitalization
- Community + Urban Design

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CONTENTS

CHAPTER 3
PLACETYPES

OVERVIEW

The placetypes in this plan represent the form of future development as envisioned by the Dallas community. These placetypes will in turn provide the macro-level guidance that will help to inform the City's future Development Code Update and possible Citywide Urban Design Guidelines.

This section provides a general summary of what placetypes are and how to use them in this plan.

WHAT ARE PLACETYPES?

WHAT ARE PLACETYPES?

Placetypes describe the long-term vision and desired building and preservation characteristics for different places within the city including neighborhoods, mixed-use areas, employment and industry centers, and open spaces.

They provide a high-level guide for the desired mix of land uses, design and the recommended intensity and scale of the different uses. The placetype descriptions are translated into a graphical placetype map that provides the long-range visual view of the different places in Dallas.

HOW WERE PLACETYPES DEVELOPED?

The unique characteristics included in each of the placetypes are rooted in over two years of community input and thousands of comments from people across the city of Dallas.

RELATIONSHIP TO DEVELOPMENT CODE

The Development Code is a regulatory (legal) tool used to implement guidance provided by the more generalized placetype descriptions and the actions items found within the implementation chapter. ForwardDallas 2.0 includes several actions steps where updates to the Development Code are recommended. In each placetype, a variety of zoning districts may be found and in order to achieve the vision laid out in the placetypes, certain development code updates may be required. For example, the plan recommends more housing and mixed use development along higher capacity commercial corridors, which may require updates to the commercial and mixed use zoning districts, to achieve the type of design that is envisioned for those areas.

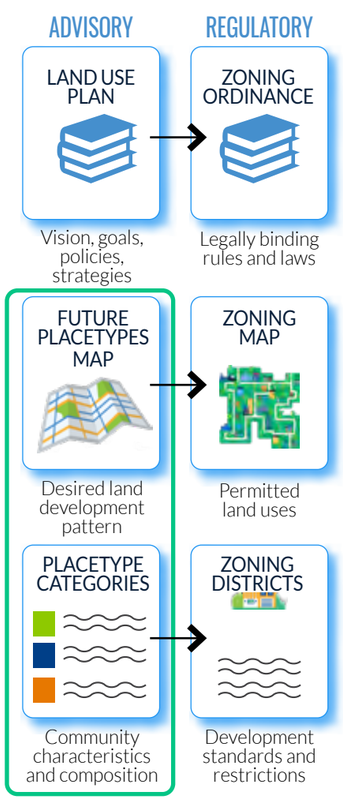
LIMITATIONS OF PLACETYPES?

Due to the macro scale of the plan, not all uses or design considerations described within the placetypes may be suitable for every individual property. The placetypes are one of several factors that elected and appointed officials take into consideration when making decisions about new development, in addition to the context of the surrounding area, other property-specific considerations, and other citywide adopted policies.

SUPPORTING POLICY DOCUMENTS

Several recommendations in this plan will also require updates to the City's Development Code and potentially the creation of citywide Urban Design Guidelines to fully implement the vision.

ROLE OF PLACETYPES IN THIS PLAN



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PLACETYPE / LAND USE MATRIX

Placetypes are land use categories that represent a vision for the desired mix of uses, development character, urban design features, and density for areas within the city.

- **Primary Use:** A more prevalent and prominent land use that plays a pivotal role in characterizing a placetype
- **Secondary Use:** A less prevalent use that may serve to support or complement the primary land use in a placetype, **but often requires justification, higher scrutiny, and adherence with the locational strategy.**

LEGEND:
● - PRIMARY USE
○ - SECONDARY USE

LAND USES	Agricultural	Public Open Space	Private Open Space	Single Family Detached	Single Family Attached	Multiplex	Apartments	Mixed-Use	Lodging	Commercial	Office	Civic / Public Institutional	Utility	Light Industry/ Distribution	Heavy Industrial
EXAMPLES	• Animal production • Commercial stable • Crop production • Agritourism	• Nature preserves • Golf courses • Cemetery	• City Park • Nature Preserves • Golf Courses • Cemetery	• All Single Family residential units	• Townhomes • Duplexes	• Multi-family with 8 or fewer attached dwelling units	• Multi-family with 9 or more attached dwelling units	• Combination of residential, retail, lodging, and/or office	• Hotels • Motels • Extended stays	• Retail • Personal services • Restaurants	• Financial institutions • Medical clinic • Other office	• Schools • Religious institutions • Hospitals • Government buildings	• Telecom Tower • Power station [5] • Pump station	• Warehouses[3] • Maint. shops • Office/ Showroom • Light manufacturing • Tool rental	• Warehouses • Batch plant • Salvage • Outdoor storage • Construction materials
TOD[1] / PLACETYPES															
REGIONAL OPEN SPACE	○	●	●									●	○		
NEIGHBORHOOD CENTERS — SMALL TOWN RESIDENTIAL	●	●	○	●	●	○		○	○	○	○	○	○		
NEIGHBORHOOD CENTERS — COMMUNITY RESIDENTIAL	○	○	○	●	●	○	○	○		○	○	○	○		
NEIGHBORHOOD CENTERS — CITY RESIDENTIAL	○	○	○	○	○	●	●	●	○	○	○	○	○		
MIXED-USE CENTERS — NEIGHBORHOOD MIXED-USE	○	○	○	○	○	●	●	●	○	○	○	○	○		
MIXED-USE CENTERS — COMMUNITY MIXED USE	○	○	○	○	○	●	●	●	○	○	○	○	○	○	
MIXED-USE CENTERS — REGIONAL MIXED-USE	○	○	○		○	○	○	●	○	○	○	○	○	○	
CITY CTR — CITY CENTER	○	○	○			○	●	●	○	○	○	●	○	○	
SPECIAL - PURPOSE CENTERS — INSTITUTIONAL CAMPUS	○	○	○	○	○	○	○	●	○	○	○	●	○		
SPECIAL - PURPOSE CENTERS — FLEX COMMERCIAL	○	○	○		○	○	○	●	○	○	○		○	○	
SPECIAL - PURPOSE CENTERS — LOGISTICS/ INDUSTRIAL PARK		○	○						○	●	●		●	●	
SPECIAL - PURPOSE CENTERS — INDUSTRIAL HUB		○	○							○	○		●	●	●
SPECIAL - PURPOSE CENTERS — AIRPORT[2]	○	○	○				○	○	○	○	○	●	○	○	
PUBLIC UTILITY[2]		○	○							○	○	○	●		

1. Transit-Oriented Development (TOD) typology; refer to Chapter 2 for more details
2. Airport and Public Utility placetype description spreads not included in plan document
3. In the Flex Commercial placetype, only small warehouses no greater than 20,000 - 25,000 square feet are recommended. Warehouses larger than 25,000 square feet should be directed toward the logistics/industrial park and industrial hub placetypes.
4. The land use matrix is not intended to be a zoning use matrix.
5. In the Regional Open Space placetype, a masterplan review for compatibility with a power station should be undergone in the area adjacent to Mountain Creek Lake.

Final - September 2024

CITY OF DALLAS

REGIONAL OPEN SPACE (RO)

CHARACTER DESCRIPTION

Lakes, rivers, streams, forests and parks form a vital system of regional open spaces throughout Dallas. Nature preserves such as Cedar Ridge Preserve and green corridors such as the Trinity Greenbelt are examples of this placetype. Regional open spaces are typically open to everyone and can be programmed with a mix of recreational and leisure activities. Regional open spaces preserve important environment and ecological functions in addition to leisure and recreation.

These natural environs give city residents a way to escape from their urban surroundings and opportunities to enjoy Dallas' natural resources. Preserving Regional Open Space areas is vital to the long-term environmental health and quality of life of residents and visitors of Dallas. Parks and open spaces of different sizes and utilities should be integrated throughout Dallas to serve neighborhoods and developments; however, the Regional Open Space place-type is reserved for large, dedicated areas that function as distinct places in their own right. Smaller-scale communities, neighborhood parks, and greenways complement and add to these Regional Open Spaces.

LOCAL EXAMPLES

1. TRINITY RIVER
2. LAKE CLIFF PARK
3. WHITE ROCK LAKE
4. BACHMAN LAKE
5. GREAT TRINITY FOREST
6. MOUNTAIN CREEK LAKE

THEME CONNECTIONS

A. PLACETYPE APPLICATION

RO A-1

The City and partner organizations should continue to invest in the preserving and enhancing of established Regional Open Space areas.

RO A-2

Many of these areas identified on the Future Placetype Map are environmentally sensitive areas, such as riparian zones adjacent to waterways, floodplains, and flood-prone areas.

RO A-3

Where appropriate, Regional Open Space amenities can be integrated into new development using conservation design strategies that will preserve green space while enhancing access to natural areas; however, structures are typically limited in number and are intended to support on-site recreational activities and/or civic uses.

RO A-4

New development and infrastructure should include enhanced connectivity for pedestrians and bikes to access open spaces and parks.

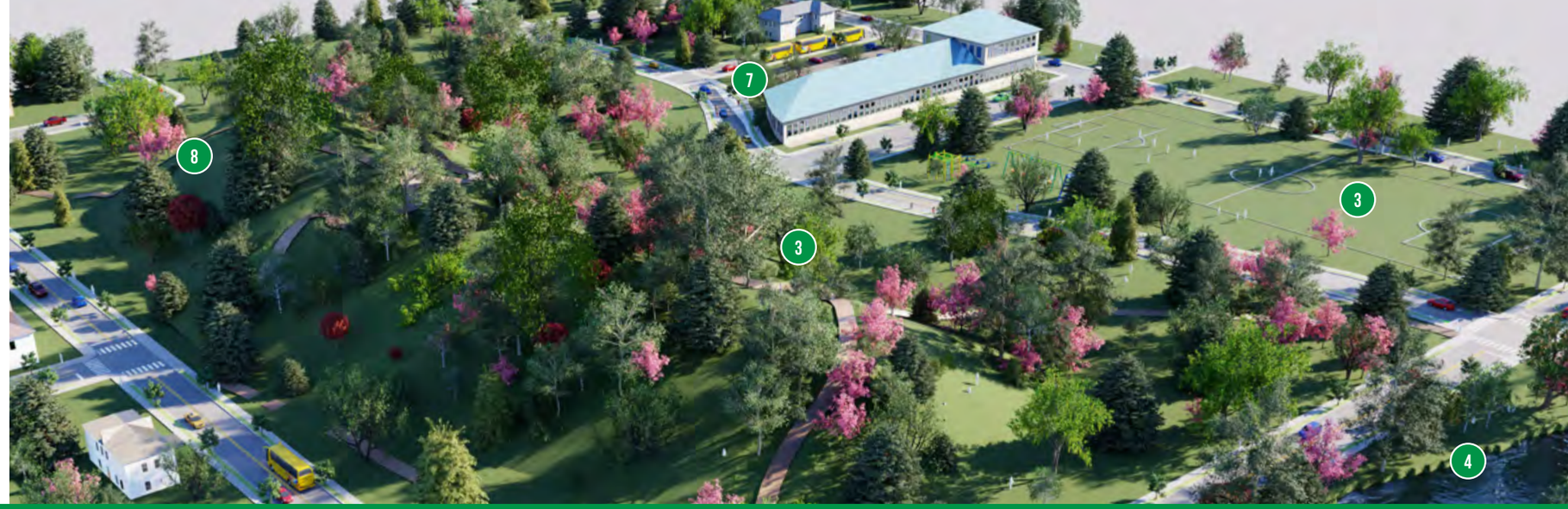
FUTURE LAND USE MIX

PRIMARY USE
SECONDARY USE

- Agricultural
- Public Open Space
- Private Open Space
- Single Family Detached
- Single Family Attached
- Multiplex
- Apartments
- Mixed-Use
- Lodging
- Commercial
- Office
- Civic/Public Institutional
- Utility
- Light Industrial
- Heavy Industrial

REGIONAL OPEN SPACE (RO)

As of 2023, Dallas has 381 Parks totaling 18,842 acres and over 14.7 million trees contributing to a tree canopy cover of 32% . The parks, trails, and open space within the Regional Open Space placetype play an important role in connecting people to nature, limiting urban encroachment into natural systems, and enhancing overall environmental quality.



B. ADJACENCIES

RO B-1

The predominance of large areas of green space in the Regional Open Space placetype minimizes the need for established transition areas between adjacent development.

RO B-2

Adjacent development should support environmentally sensitive areas and tree canopy.

RO B-3

Regional recreation facilities and parking areas should include landscape buffers, appropriate lighting, and sound mitigations when abutting residential areas.

RO B-4

Neighborhood park amenities integrated within the Regional Open Space areas should be located in well-connected edge zones to maximize access for local residents..

URBAN DESIGN ELEMENTS + STRATEGIES

MOBILITY + ACCESS

1. As new development surrounding these areas occurs, install trails, lighting, enhanced sidewalks, traffic calming devices, and raised crosswalks to improve connections leading to the Regional Open Space areas.

GREEN + OPEN SPACE

2. Utilize conservation design strategies, to be detailed in a future citywide urban design and conservation policy, that integrates connected local green space amenities into new development and increase access to Regional Open Space areas.
3. Integrate new or improved adjacent local-serving public green space such as neighborhood parks, greenways, parklets, and community gardens into the existing Regional Open Space fabric and enhance resident access to such amenities.
4. When possible, prioritize creek and river access as an amenity.

URBAN DESIGN ELEMENTS + STRATEGIES (CONT.)

STREETSCAPE + PARKING

5. Parking should be minimized and consolidated when possible, primarily to support civic or recreational uses within this placetype.
6. Permeable and environmentally sensitive materials should be utilized when feasible.

BUILDING FORM + CHARACTER

7. Structures are limited in number, vary in size depending on the purpose of the building and the setting, and are typically low-rise.
8. Promote environmentally low-impact design (LID) for any supporting structures built within this placetype, including the use of green infrastructure and conservation design to reduce stormwater flows and improve water quality, while reducing the urban heat island effect and increasing tree canopy.
9. Structures should be designed in a way that complements, supplements, and helps define the natural features and open space within the Regional Open Space placetype.

THEME CONNECTIONS

Primary Secondary

LAND USE TYPICAL SECTION

Agricultural | **Public Open** | **Private Open** | ~~SF Detached~~ | ~~SF Attached~~ | ~~Multiplex~~ | ~~Apartment~~ | ~~Mixed-Use~~ | ~~Lodging~~ | ~~Commercial~~ | ~~Office~~ | **Civic** | **Utility** | ~~Lt. Industrial~~ | ~~Hvy. Industrial~~

SMALL TOWN RESIDENTIAL (ST)

CHARACTER DESCRIPTION

This placetype is found in portions of southeast and southwest Dallas and represents some of the last areas to be annexed into the City of Dallas in the 1960s and 1970s. Small Town Residential areas include communities such as Kleberg and Rylie that had their own defined identity prior to annexation including a mix of small single-family neighborhoods, rural estate lots, and active agricultural uses. Horse stables, tree farms, and small-scale farming complement the housing found in Small Town Residential areas.

The Neighborhood Mixed-Use and Community Mixed-Use placetypes serve as companions to Small-Town Residential communities, providing needed access to a variety of housing, services, shopping, and other activities essential to a high-quality of life.

However, with limited density to support local shops, Small Town Residential areas have fewer commercial and retail opportunities and both the Neighborhood Mixed-Use placetypes should be clustered and implemented strategically with existing or planned infrastructure to serve the immediate residential areas. Industrial land uses are not compatible in this placetype. Commercial and mixed-use development should be focused around "Town Center" style development, smaller town "main Streets," or Town Squares". As the population of the city increases and communities in this placetype densify, the Community Residential placetype could serve as a future option.

LOCAL EXAMPLES

1. WEST KLEBERG
2. EAST KLEBERG
3. RYLIE
4. JOPPA

THEME CONNECTIONS

A. PLACETYPE APPLICATION

ST A-1

Roadways have limited improvements given their more rural nature, but where possible, multi-use paths are used to provide biking, riding, and pedestrian connectivity throughout the placetype.

ST A-2

When large open spaces or properties with limited development are defined as Small Town Residential, zoning and infrastructure should be planned in a manner that prevents heavy commercial or industrial land uses.

ST A-3

Changes within this placetype should be sensitive to the existing context and include inclusive community engagement efforts.

ST A-4

Secondary and accessory land uses near existing residential or agricultural land uses, such as farms and ranches, can be located along major corridors or adjacent to the Neighborhood Mixed-Use placetype.

FUTURE LAND USE MIX

PRIMARY USE
SECONDARY USE

Agricultural	Lodging
Public Open Space	Commercial
Private Open Space	Office
Single Family Detached	Civic/Public Institutional
Single Family Attached	Utility
Multiplex	Light Industrial
Apartments	Heavy Industrial
Mixed-Use	

SMALL TOWN RESIDENTIAL (ST)

B. ADJACENCIES

ST B-1

New residential development in this placetype should align with the established large-lot ranchette style or the compact, small-town neighborhood development pattern.

ST B-2

New development should be well-integrated with the natural landscape and consideration should be given a clustered-design approach to preserve quality open space, natural areas, and scenic views.

ST B-3

The Industrial Hub Placetype and incompatible industrial and heavy commercial uses should not be adjacent to this placetype.

ST B-4

Natural areas should be integrated into development to provide a natural buffer between residential areas and more intense development.

ST B-5

Service areas for agricultural uses should be situated and screened to minimize impact on residential development.

ST B-6

Any industrial uses adjacent to this placetype should be environmentally low-impact, well buffered with natural vegetation from residential uses, and contained within the property to avoid negative spill over impacts on residential uses or environmentally sensitive areas.

ST B-7

Single family attached, compact multifamily, and multiplexes should be context sensitive and located generally along larger roads, Complete Streets, and in close proximity to the Neighborhood Mixed-Use placetype.

URBAN DESIGN ELEMENTS + STRATEGIES

MOBILITY + ACCESS

1. Create a well-connected multiuse street network with an emphasis on connecting residential areas to nearby commercial centers and community assets.
2. Adopt Vision Zero principles in rural residential neighborhoods by designing multi-use paths and strategically positioning transit infrastructure.

URBAN DESIGN ELEMENTS + STRATEGIES (CONT.)

GREEN + OPEN SPACE

3. Integrate "agrihood" features into neighborhood design including working farms, community gardens, apiaries, orchards, and ranching.

STREETSCAPE + PARKING

4. Blend parking areas into its surroundings, using landscaping and materials that minimize its visual and environmental impact.
5. Consider shared parking arrangements to reduce overall parking demand especially if the rural development includes various facilities with differing peak usage times (e.g., a community center, library, and sports fields),

BUILDING FORM + CHARACTER

6. Preserve the small town character in this placetype through the development of deep setbacks on large lots and shorter setbacks on smaller lots within more compact residential areas.
7. Commercial development should be focused at intersections and be organized in a compact manner with a "main street" feel.

THEME CONNECTIONS

Primary Secondary

LAND USE TYPICAL SECTION

COMMUNITY RESIDENTIAL (CR)

CHARACTER DESCRIPTION

The Community Residential placetype represents a major mainstay of Dallas. The quality of life in Dallas is reflected in the quality of its neighborhoods. Neighborhoods in this placetype are celebrated for the resilience, value, and stability they add to the city. This plan is designed to protect and support the vital foundation of our existing neighborhoods, promote new, walkable neighborhoods, and encourage support for neighborhoods in need of revitalization. It is vital that in stable neighborhoods, the City, developers, and the local community work together on any proposed changes to bring about quality, sustainable and equitable development that complements the existing context.

The Community Residential placetype encompasses the largest percentage of land within Dallas and is primarily made up of single-family homes. Parks, schools, and places of worship are interspersed throughout, providing focal points for community activity. Sensitively integrated housing types, such as duplexes and smaller-scaled multiplexes, can be found in many of these areas. Local commercial and office uses, as well as neighborhood-scaled apartments, may also be found, generally along main streets and at intersections, offering convenient access to goods and services, promoting a greater mix of uses, and supporting active, walkable environments.

Non-residential and apartment uses are generally located within a 1/2 mile of DART transit stations and within a 1/4 mile of established neighborhood-serving commercial nodes and multimodal facilities such as bus, bike, and trail infrastructure. Connections to high-capacity bus nodes, bike infrastructure and trails also provide residents access to destinations within and beyond their immediate neighborhoods. Both the Neighborhood and Community Mixed-Use placetypes complement this placetype, forming a complete community with activities essential to a high-quality of life.

This placetype generally appears in two different forms. The first was primarily developed before 1950 and consists of a gridded layout of interconnected streets and a blend of housing types. The other form was mostly developed after 1950 and has a suburban street pattern, limited interconnectivity, and less-integrated housing types. Improving opportunities for home ownership is also important within this placetype. Dallas has a high percentage of rental housing, especially concentrated in large apartment complexes. Based on public research and community workshops, there is an unmet demand for more homeownership, including traditional single-family homes, townhouses, duplexes, and condominiums.

Neighborhood Preservation and Stability

- ForwardDallas recognizes that it is imperative to maintain, stabilize and revitalize existing neighborhoods.
- Encouraging the creation of new neighborhoods that are safe, pedestrian friendly, and provide diverse housing opportunities is one of the city's key economic development priorities.
- Dallas has a strong tradition of neighborhood self-determination, which should be promoted to ensure the continued vitality of all neighborhoods.
- Support efforts to improve and stabilize neighborhoods.

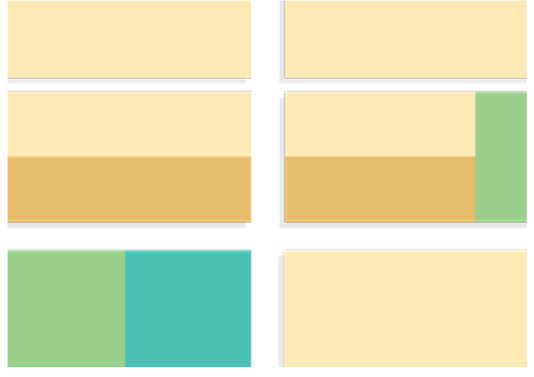
Community Engagement

- Changes to areas within Community Residential neighborhoods must prioritize community engagement. The community engagement should be initiated early in the process that is bringing about the change, and should be given significant weight in the decision making that occurs within this process.

LOCAL EXAMPLES

1. LAKEWOOD
2. WINNETKA HEIGHTS
3. BUCKNER TERRACE
4. GLEN OAKS
5. KIDD SPRINGS
6. ARCADIA PARK
7. HILLCREST FOREST

THEME CONNECTIONS



A. PLACETYPE APPLICATION

CR A-1

Strategic planning is needed in this placetype to help determine the appropriate mix of land uses and infrastructure improvements to promote multi-modal connectivity within the neighborhood and to surrounding neighborhoods, public spaces, commercial, and mixed-use areas.

CR A-2

Key intersections, local commercial areas, and areas within 1/2 mile of transit stations may represent the most appropriate opportunities for redevelopment with supporting land uses.

CR A-3

Explore creating incentives available to owners of older, market-rate multiple unit rental properties, such as garden apartments, to maintain and improve their properties while preserving affordability of their existing units and avoiding displacement of residents.

CR A-4

Changes to areas within Community Residential neighborhoods should look to add housing in a way that is gentle, equitable, incremental, and sensitive to the existing context, while doing so in a manner that strengthens these neighborhoods and incorporates inclusive community engagement efforts. Incompatible multiplex, townhome, duplex, triplex, and apartment development should be located outside of existing single-family neighborhoods.

FUTURE LAND USE MIX

PRIMARY USE
SECONDARY USE

- Agricultural
- Public Open Space
- Private Open Space
- Single Family Detached
- Single Family Attached
- Multiplex
- Apartments
- Mixed-Use
- Lodging
- Commercial
- Office
- Civic/Public Institutional
- Utility
- Light Industrial
- Heavy Industrial

COMMUNITY RESIDENTIAL (CR)

LOCATIONAL STRATEGY

When development of different housing types is proposed, location should be an important consideration, along with community feedback, surrounding context, and existing infrastructure and amenities. Incompatible rezoning of individual single-family lots, especially mid-block, is generally discouraged. Properties near transit stations and along commercial corridors, transition areas between non-residential and existing residential areas, former civic/institutional properties, and underutilized shopping centers should be considered for adding these alternative housing types. Tearing down existing housing for replacement and incompatible infill is not encouraged by this plan.

Existing housing stock should be preserved and retained whenever possible to maintain stable neighborhoods and minimize the displacement of existing residents, particularly in areas identified as high risk for displacement.

SUBURBAN

GRIDDED

B. ADJACENCIES

CR B-1

Commercial areas, including retail mixed-use development, should be located at key intersections and along major roadways

CR B-2

Housing such as duplexes, townhomes, and multiplex should be designed to complement the scale and character of the surrounding neighborhood.

CR B-3

Industrial uses should not be within nor adjacent to this placetype.

CR B-4

Placetypes adjacent to this placetype should match the low-rise scale of this placetype at or along the adjacency before rising to mid or high rise.

URBAN DESIGN ELEMENTS + STRATEGIES

MOBILITY + ACCESS

1. Supporting commercial areas should be designed to promote walkability including enhanced sidewalks, street trees and landscaping, minimal curb cuts, and pedestrian-scaled lighting.
2. Establish a comprehensive pedestrian network emphasizing multimodal connections to transit routes, commercial areas, schools, and parks.
3. Local streets ideally have 6-foot sidewalks with planting strips in locations with less intense development and have 8-foot sidewalks with planting strips in locations with more intense development.
4. Arterials ideally have 8-foot sidewalks with either planting strips or amenity zones.
5. Bike lanes or separated bike lanes are provided on arterial streets. Bike boulevards are included on local streets. The bike network is complete, well-marked, safe, and easy to use.

GREEN + OPEN SPACE

6. Plant parkways and private yards with shade trees to expand the urban forest and improve neighborhood character.
7. Front and rear yards serve as private open spaces. Application can vary, but it should be generally consistent throughout this placetype.
8. Increased side and rear yards can serve as transitions between different housing types and commercial developments.
9. Have street connections to parks, schools, and other destinations, and include well-designed pedestrian connections to trails or greenways.

URBAN DESIGN ELEMENTS + STRATEGIES (CONT.)

STREETSCAPE + PARKING

10. Consider shared parking spaces, including the prioritization of street parking, that can serve both residential and business needs.
11. Incorporate green spaces and landscaping within and around parking areas to enhance the aesthetic appeal of the neighborhood
12. When feasible, place surface parking at the rear or interior of the lot to enhance the pedestrian experience.

BUILDING FORM + CHARACTER

13. Promote alleyway or side-loaded garages to provide a welcoming walking environment.
14. Anchor neighborhoods with local-serving commercial nodes.
15. New development should be context-sensitive, and building scale, height and massing should complement existing buildings.
16. Attention should be given to building height, orientation, architectural style, and setback to ensure new structures fit into existing neighborhood context.
17. All structures should be low rise structures within this placetype. The tallest low rise structures should be oriented to major streets, adjacent to mixed-use placetypes or adjacent to other taller low rise structures.
18. The preferred block length is ideally 400 feet and block lengths ideally do not exceed 800 feet.
19. Front yards are semi-private and may include front stoops and porches that contribute to a neighborhood's character
20. Density in the form of multiplexes should be prioritized along arterials, not neighborhood streets.
21. Front, side, and rear setbacks vary in size across neighborhoods but are generally consistent within an individual neighborhood.
22. Provide visual buffers between single family uses and other more intense adjoining uses.

THEME CONNECTIONS

Primary Secondary

LAND USE TYPICAL SECTION

Agricultural | Public Open | Private Open | **SF Detached** | **SF Attached** | **Multiplex** | Apartment | Mixed-Use | ~~Lodging~~ | Commercial | Office | Civic | Utility | ~~Lt. Industrial~~ | ~~Hvy. Industrial~~

CITY RESIDENTIAL (CU)

CHARACTER DESCRIPTION

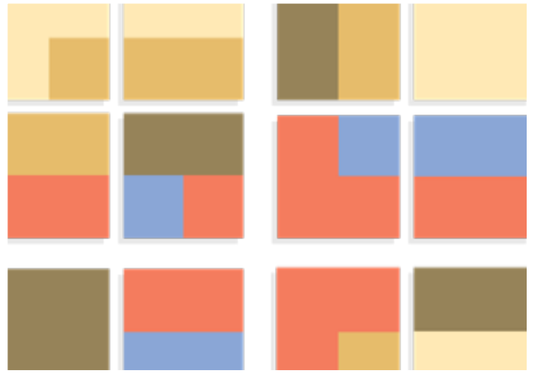
The City Residential placetype provides the greatest variety of housing types among all of the residential placetypes. City Residential neighborhoods primarily consist of high and mid-rise multifamily development, complemented by townhomes and duplex housing. For City Residential areas surrounding Downtown Dallas, development is concentrated in compact blocks with quality access to transit and a high degree of connectivity to surrounding neighborhoods. Mixed-use buildings in urban areas, generally developed vertically (multiple uses in a single building), also offer retail and commercial amenities along fixed transit/ transportation nodes, hubs, and corridors.

Within more suburban areas of Dallas, these areas consist of multifamily complexes, often of fewer stories but highly dense, that are generally separated from other housing types and commercial areas by large parking areas or open spaces along the perimeter. They often offer a significant supply of more extensive, naturally occurring affordable housing for residents of varying income levels and family sizes. Development can be mixed and of similar densities to areas surrounding downtown; however in the more suburban context, multiple development uses are usually within separate structures on a single property, access is more auto-dependent, and is served mainly by bus transit. Within these areas, the City Residential placetype complements regional employment centers.

LOCAL EXAMPLES

1. VICKERY MEADOWS
2. THE VILLAGE
3. OAK LAWN
4. LOWEST GREENVILLE

THEME CONNECTIONS



A. PLACETYPE APPLICATION

CU A-1
In addition to existing City Residential areas, new areas considered for this placetype should be located near existing or proposed DART stations, TOD sites, or along key transportation and commercial corridors to provide additional residential density and to support a mix of commercial activities.

CU A-2
Within established City Residential areas, properties without structures on them or without active land uses, including surface parking lots, provide opportunities for multi-family and mixed-use development.

CU A-3
A comfortable pedestrian environment should be prioritized to improve walkability between uses to parks and other amenities.

CU A-4
Redevelopment in the suburban areas with this placetype should consider consolidating density in some areas of a larger site to provide opportunities for additional open space, a greater mix of uses to provide commercial uses closer to residents, and better connected internal and external circulation, both vehicular and pedestrian.

CU A-5
Affordability should be prioritized if redevelopment occurs, and additional housing options should be considered to avoid displacement of existing residents.

Continued...

FUTURE LAND USE MIX

PRIMARY USE
SECONDARY USE

- Agricultural
- Public Open Space
- Private Open Space
- Single Family Detached
- Single Family Attached
- Multiplex
- Apartments
- Mixed-Use
- Lodging
- Commercial
- Office
- Civic/Public Institutional
- Utility
- Light Industrial
- Heavy Industrial

CITY RESIDENTIAL (CU)

A. PLACETYPE APPLICATION (CONT.)

CU A-6

Employing anti-displacement tools when aging multifamily housing stock gets redeveloped should be considered to be used to reduce displacement.

SUBURBAN

URBAN

B. ADJACENCIES

CU B-1

New buildings adjacent to existing residential areas should step down building heights and create variations in wall planes to soften the transition between different development types

.

CU B-2

Enhanced parks and open spaces should be incorporated into redevelopment proposals to provide transitions between new and existing developments.

CU B-3

Multifamily and mixed-use redevelopment should be accomplished in a manner that transitions appropriately to adjoining neighborhoods.

CU B-4

The Industrial Hub Placetype should not be adjacent to this placetype

URBAN DESIGN ELEMENTS + STRATEGIES

MOBILITY + ACCESS

1. Establish a comprehensive pedestrian and multimodal network with an emphasis on connections to transit routes, commercial areas, schools, and parks. through the integration of complete street guidelines
2. Alleys are also used to improve access and limit the number of driveways and individual access points along local streets.
3. Cross access is provided between adjacent multi-family residential sites and between multi-family residential and commercial sites.
4. Local and arterial streets ideally have 8-foot sidewalks with a planting strip.

GREEN + OPEN SPACE

5. Utilize climate-appropriate plants to landscape parkways and private yards.
6. Integrate shade trees to expand the urban forest and improve neighborhood character.
7. Where new residential development or redevelopment fronts creeks and rivers, strengthen connection between water edge to utilize as an amenity.
8. Reduce irrigation and increase green infrastructure for drainage and flooding by climate-aware design of buildings, roofs, and open space.

URBAN DESIGN ELEMENTS + STRATEGIES (CONT.)

STREETSCAPE + PARKING

9. Strategically position parking facilities behind buildings or in side yards, minimizing the visual impact of surface parking and optimizing shared parking opportunities
10. Limiting the number of driveways provides a safe and inviting public realm along streets that encourages walking and cycling.
11. Where residential buildings are located near the sidewalk, either a small front yard provides horizontal separation, or the ground floor of the building is raised above the sidewalk to provide vertical separation between the public sidewalk and the interior of residences.

BUILDING FORM + CHARACTER

12. Compact, pedestrian-friendly blocks should be framed by residential streets with low vehicle speeds, prioritizing pedestrian and bicycle safety.
13. Provide individual, street-facing entrances to ground-floor residential units and storefronts where possible to increase activity on the street and in common outdoor areas.
14. New buildings should taper down in height and scale toward existing single-unit detached homes to establish a compatible relationship between buildings.
15. Buildings are typically located away from the street, with lawns between the building and sidewalk. However, buildings in more urban contexts or with ground floor retail may be located closer to the street to activate sidewalks and enhance the public realm.
16. When located along arterial or Complete Streets, buildings are set back farther from the street to reduce noise or other traffic impacts and to provide privacy.
17. The preferred block length is ideally 400 feet and block lengths ideally do not exceed 650 feet.

THEME CONNECTIONS

Primary Secondary

LAND USE TYPICAL SECTION

Agricultural | Public Open | Private Open | SF Detached | SF Attached | **Multiplex** | **Apartment** | **Mixed-Use** | Lodging | Commercial | Office | Civic | Utility | ~~Lt. Industrial~~ | ~~Hvy. Industrial~~

CITY OF DALLAS

NEIGHBORHOOD MIXED-USE (NM)

CHARACTER DESCRIPTION

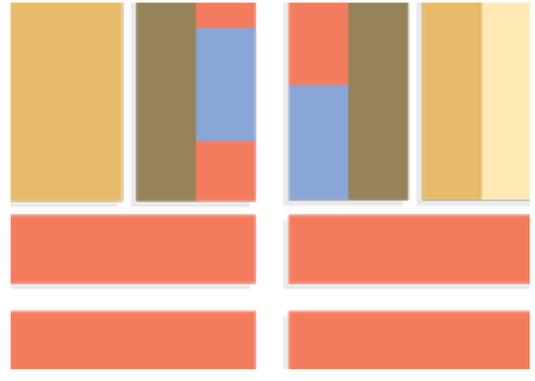
Areas comprising the Neighborhood Mixed-Use placetype are anchors of commercial and social activity for the surrounding neighborhoods. This placetype incorporates local-serving retail, services and dining options and a mix of low- and medium-density residential. These areas are typically located at key intersections in nodes or alongcorridorswheresmallcommercialshopping centers and corner stores provide access to daily needs for residents. It can include vertical mixed-use development as well as horizontally mixed-use centers that are compatibly scaled with surrounding neighborhoods.

Planning should incorporate infrastructure improvements prioritizing pedestrian connectivity with adjoining neighborhoods, activity centers, or institutional and employment centers. Over time, incompatible uses in neighborhood centers such as light industrial and outdoor storage, should be redeveloped with uses that complement the neighborhood's commercial character.

LOCAL EXAMPLES

1. SOUTH BUCKNER BLVD
2. HAMPTON ROAD
3. DOWNTOWN ELMWOOD
4. HENDERSON AVENUE

THEME CONNECTIONS



A. PLACETYPE APPLICATION

NM A-1

Neighborhood Mixed-Use areas should complement the scale and character of their surrounding residential areas.

NM A-2

Where appropriate, multi-family development should be incorporated alongside or above commercial development to strengthen local support for retail and foster long-term viability.

NM A-3

As redevelopment occurs, especially within established communities, look for opportunities to incorporate community gathering spaces and amenities such as such as green spaces, parklets, etc.

NM A-4

Aging neighborhood shopping areas may also be prime areas to incorporate additional housing units and types at a scale in context with the surrounding area.

NM A-5

Neighborhood-scale planning may be needed to re-envision, redevelop, and revitalize vacant properties or areas with inactive land uses.

FUTURE LAND USE MIX

PRIMARY USE
SECONDARY USE

- Agricultural
- Public Open Space
- Private Open Space
- Single Family Detached
- Single Family Attached
- Multiplex
- Apartments
- Mixed-Use
- Lodging
- Commercial
- Office
- Civic/Public Institutional
- Utility
- Light Industrial
- Heavy Industrial

NEIGHBORHOOD MIXED-USE (NM)

LOCATIONAL STRATEGY

When development of different housing types is proposed, location should be an important consideration. Among other things, properties near transit stations and along corridors, transition areas between non-residential and existing residential areas, former civic/institutional properties, and possibly corner lots should be considered for adding these alternative housing types.

B. ADJACENCIES

NM B-1

Quality design is paramount to ensuring a beneficial relationship between Neighborhood Mixed-Use areas and surrounding neighborhoods.

NM B-2

Neighborhood commercial development should be designed to knit into the fabric of the neighborhood with connections to local sidewalks and trails, "360-degree" architecture that is attractive from all sides, and buildings and parking located in a manner that minimizes impacts to adjacent homes.

NM B-3

Commercial and mixed-use areas should have increased distances from abutting property lines to allow for enhanced landscaping buffers when adjacent to existing residential areas.

URBAN DESIGN ELEMENTS + STRATEGIES

MOBILITY + ACCESS

1. Design roadways to emphasize multi-modal access, including the integration of wide sidewalks on routes serving neighborhood nodes.
2. Locate retail development along bus routes and established mobility hubs to maximize transit connectivity..
3. Emphasis should be placed on strengthening mobility connections between Neighborhood Mixed-Use placetypes and adjacent housing, parks, and service providers.

GREEN + OPEN SPACE

4. Integrate green spaces such as plazas and parklets into commercial districts to serve as an amenity to residents and businesses.
5. Space between the sidewalk and the building front should accommodate seating or active open space areas to activate the streetscape.
6. Incorporate landscaped buffers to minimize impacts on nearby established residential areas and reduce opportunities for interactions between pedestrians and vehicles.

URBAN DESIGN ELEMENTS + STRATEGIES (CONT.)

STREETSCAPE + PARKING

7. Promote the use of shared parking facilities between commercial uses.
8. Incorporate onsite landscaping to screen parking and service areas from public rights-of-way.
9. Strategically position parking facilities behind buildings, wrapped by buildings, in side yards, or below grade, minimizing the visual impact of surface parking and optimizing shared parking opportunities.
10. Large surface parking lots should be placed within the interior of blocks, shielded by commercial uses and landscaping and arranged to maximize sharing between multiple uses.
11. On-street parking in commercial areas is encouraged.
12. Integrate placemaking strategies, such as accessible public art, to reflect the community's identity, history, and culture at key gateways and open spaces.

BUILDING FORM + CHARACTER

13. Anchor neighborhood commercial districts with mixed-use and commercial development at key intersections.
14. Where commercial buildings are adjacent to residential uses, they should relate to one another in scale, proportion and massing.
15. All structures should be low-rise structures within this placetype. The tallest low-rise structures should be oriented to major streets, adjacent to mixed-use placetypes or adjacent to other taller, low-rise structures
16. Buildings are typically located near the back of the sidewalk on local and main streets, and on arterial streets greater separation between the building and street travel lanes is provided with landscape buffers between the streets and the sidewalks to promote pedestrian safety.
17. A majority of the street frontage is occupied by buildings and urban open spaces, particularly on primary frontages.
18. Space between the sidewalk and the face of buildings contains outdoor seating or usable open space that contributes to a lively streetscape and active public realm.
19. Short block lengths allow for more connections and create more (and shorter) route options to and through the placetype, thereby encouraging walking and cycling, while helping disperse vehicular traffic.
20. The preferred block length is 500 feet and block lengths ideally do not exceed 650 feet.

THEME CONNECTIONS

Primary Secondary

LAND USE TYPICAL SECTION

Agricultural | Public Open | Private Open | SF Detached | SF Attached | **Multiplex** | **Apartment** | **Mixed-Use** | **Lodging** | **Commercial** | **Office** | Civic | Utility | ~~Lt. Industrial~~ | ~~Hvy. Industrial~~

CITY OF DALLAS

COMMUNITY MIXED-USE (CM)

CHARACTER DESCRIPTION

Community Mixed-Use areas are located at major intersections and along key corridors, serving multiple surrounding neighborhoods and attracting retailers and services that require a larger market area. A mix of commercial, office, residential, retail, and services are concentrated adjacent to larger nodes of activity. Commercial centers, commercial corridors, and office parks are representative of this placetype. Residential uses are accommodated within mid-rise buildings, and some mixed-use structures are connected by internal and external pedestrian pathways.

These areas are often located along DART bus and rail routes to maximize transit connections to retail and job centers and provide multiple mobility options for residents and employees.

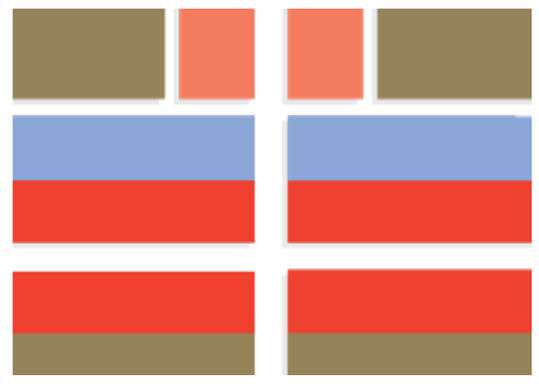
Vehicular access is generally easily accessible given that buildings are often located on separate parcels with their own parking areas.

For Community Mixed-Use areas closer to Downtown Dallas, development is concentrated in compact blocks with quality access to transit and a high degree of connectivity to surrounding neighborhoods. Buildings in these urban areas, are generally developed vertically (multiple uses in a single building), also offer more housing options and are along fixed transit and transportation nodes, hubs, and corridors. Within more suburban areas of Dallas, these areas are consist of larger complexes, often with fewer stories while offering a large amount of retail, restaurant, and personal services that are generally separated by large parking areas or open spaces along the perimeter.

LOCAL EXAMPLES

1. KOREATOWN
2. DESIGN DISTRICT
3. WYNNEWOOD VILLAGE
4. CASA LINDA
5. DEEP ELLUM

THEME CONNECTIONS



A. PLACETYPE APPLICATION

CM A-1

Established Community Mixed-Use areas should focus on incorporating additional community gathering spaces, pedestrian amenities, and enhanced landscaping as a catalyst for more destination activity around commercial uses.

CM A-2

Properties without structures on them or without active land uses, such as parking lots, provide opportunities for redevelopment for mixed-use and residential structures providing housing and housing choice in and around our neighborhoods.

CM A-3

New development should be located at the edges of large blocks to create a walkable environment, and parking and service areas should be screened from public view.

CM A-4

Housing should be integrated into under-performing, mixed-use corridors and centers to help increase housing access.

CM A-5

Legacy industrial, outdoor storage areas and properties with incompatible land uses within close proximity to residential areas, particularly those near DART bus and rail routes, should be prioritized for redevelopment.

CM A-6

Areas intended for transition from another development pattern to the Community Mixed-Use placetype generally consist of roadway corridors or industrial areas that are no longer, or never were, compatible with proximate residential areas or the broader surrounding development pattern.

Continued...

FUTURE LAND USE MIX

PRIMARY USE
SECONDARY USE

- Agricultural
- Public Open Space
- Private Open Space
- Single Family Detached
- Single Family Attached
- Multiplex
- Apartments
- Mixed-Use
- Lodging
- Commercial
- Office
- Civic/Public Institutional
- Utility
- Light Industrial
- Heavy Industrial

COMMUNITY MIXED-USE (CM)

A. PLACETYPE APPLICATION (CONT.)

CM A-7

These areas may need more detailed planning to ensure coordinated incorporation of adequate infrastructure, appropriate redevelopment of adjacent land uses, and a well-connected public realm.

CM A-8

Certain light Industrial land use is intended as a supportive component, limited in scale (such as small office/warehouse showrooms and maker and artisanal spaces) and designed to fit cohesively within the overall composition of the placetype.

B. ADJACENCIES

CM B-1

New development should transition along the edges to nearby residential neighborhoods with landscaping buffering, complete streets, pedestrian pathways, and lower building heights.

CM B-2

Additional incompatible industrial uses should not be added to areas transitioning away from industrial.

URBAN DESIGN ELEMENTS + STRATEGIES

MOBILITY + ACCESS

1. Design ground-floor building facades with a high degree of transparency and locate doorways along primary routes to foster a vibrant pedestrian environment.
2. Screen building service functions and mechanical equipment for commercial developments.
3. Community Mixed-Use has a dense street network to reflect the high emphasis on accessibility by all transportation modes.

GREEN + OPEN SPACE

4. Integrate green spaces such as plazas and parklets into commercial districts to serve as an amenity to residents and businesses.
5. Incorporate green infrastructure elements such as channels of absorptive landscaping, permeable pavement, and green roofs to mitigate urban flooding and heat-island effects.

URBAN DESIGN ELEMENTS + STRATEGIES (CONT.)

THEME CONNECTIONS

STREETSCAPE + PARKING

6. Promote the use of shared parking facilities between commercial uses.
7. Incorporate onsite landscaping to screen parking and service areas from public rights-of-way.
8. When possible, discourage site design that places parking lots along roadway frontage.
9. When possible, encourage below grade or wrapped parking.

BUILDING FORM + CHARACTER

10. Incorporate landscaped buffers into new development to minimize impacts on nearby established residential areas.
11. Anchor commercial districts with mixed-use and commercial development at key intersections.
12. Taper building height and bulk in edge areas to transition to less intense development in neighboring areas.
13. Front facades of buildings are typically located near the sidewalk on local and main streets, and on arterial streets greater separation between the building and street travel lanes is provided.
14. A majority of the street frontage is occupied by buildings and urban open spaces, particularly on primary frontages.
15. Buildings are located near the side and rear property lines. When abutting neighborhoods, the buildings are further from the property line and there is room for a landscaped buffer.
16. Space between the sidewalk and the face of buildings may contain outdoor seating or usable open space that contributes to a lively streetscape and active public realm.
17. Short block lengths allow for more connections and create more (and shorter) route options to and through the placetype, thereby encouraging walking and cycling, while helping disperse vehicular traffic.
18. The preferred block length is ideally 500 feet and block lengths ideally do not exceed 650 feet.

REGIONAL MIXED-USE (RM)

CHARACTER DESCRIPTION

The Regional Mixed-Use placetype accommodates a wide range of large retail, commercial, office and institutional uses connected by Dallas' major roadways. This placetype provides major employment and shopping destinations outside of the City Center placetype. Additionally, high-rise office towers, multifamily dwelling units, and low- to mid-rise residential buildings for condominiums or apartments are located throughout this placetype.

While these areas are intended to serve the broader Dallas community, they should enhance and not detract from local quality of life.

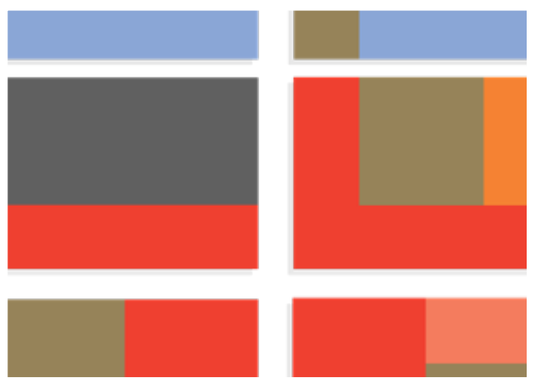
Typically located at major intersections or along key transportation corridors, including roadways and DART routes, regional commercial areas rely heavily on automobiles and transit to bring in employees and visitors from throughout the region daily. Despite the efficient movement of automobile traffic, bicycle and pedestrian infrastructure improvements will help ensure quality multi-modal access.

Within more urbanized areas, regional commercial development includes a mix of uses organized in a compact, walkable environment. Within suburban areas of Dallas, regional commercial development is typically more segregated, with parking lots and roadways separating different uses.

LOCAL EXAMPLES

1. THE CEDARS
2. INTERNATIONAL DISTRICT (GALLERIA)
3. NORTH PARK MALL
4. REDBIRD MALL
5. ENERGY SQUARE

THEME CONNECTIONS



A. PLACETYPE APPLICATION

RM A-1

Areas newly designated as Regional Mixed-Use primarily consist of undeveloped roadway corridors or underdeveloped commercial areas envisioned as regional commercial districts.

RM A-2

Key intersections should serve as the focus of regional commercial hubs, concentrating more intense uses along major roadways.

RM A-3

New development should tie into regional transit service where possible, and plan for multiple mobility options within the newly developed center.

RM A-4

Public transit has the potential to anchor these areas as transit-oriented development nodes in the more urbanized areas and provide greater options to "park once" and utilize other mobility options in the more suburban contexts.

RM A-5

Sensitive natural features within undeveloped areas should be preserved, or where possible, integrated into the development to serve as an amenity.

RM A-6

A framework of streets, sidewalks, and connecting pathways that support ground-floor retail and make movement within and around the site more efficient should be established.

RM A-7

The placement of lower intensity development, landscaped buffers, and greenspaces should be utilized to create gathering spaces and focal points.

Continued...

FUTURE LAND USE MIX

PRIMARY USE
SECONDARY USE

- Agricultural
- Public Open Space
- Private Open Space
- Single Family Detached
- Single Family Attached
- Multiplex
- Apartments
- Mixed-Use
- Lodging
- Commercial
- Office
- Civic/Public Institutional
- Utility
- Light Industrial
- Heavy Industrial

REGIONAL MIXED-USE (RM)

A. PLACETYPE APPLICATION (CONT.)

RM A-8

New development should include community-oriented services to support the density and activity on site and within the surrounding areas.

RM A-9

Multifamily development, including mixed-income housing options, should be integrated into regional commercial areas to reduce the need to commute long distances between where people live, work and shop.

B. ADJACENCIES

RM B-1

Lower-intensity commercial and office uses should be located within edge zones to provide a gradual transition away from intense regional commercial and mixed-use areas.

URBAN DESIGN ELEMENTS + STRATEGIES

MOBILITY + ACCESS

1. Locate regional retail development along bus routes and established mobility hubs to maximize transit connectivity.
2. Prioritize pedestrian, bicycle, and transit safety at intersections, while prioritizing pedestrian needs over traffic flow.
3. Regional Mixed-Use has a dense street network to reflect the high emphasis on accessibility by all transportation modes.

GREEN + OPEN SPACE

4. Integrate green spaces such as plazas and parklets into commercial districts to serve as an amenity to residents and businesses.
5. Integrate green infrastructure such as bioswales, permeable pavement, and green roofs to reduce urban flooding and heat island effects.
6. Incorporate more "transit-aware" landscaping and materials at bus stops such as the increased utilization of permeable pavement pads and pedestrian-friendly materials.

URBAN DESIGN ELEMENTS + STRATEGIES (CONT.)

STREETSCAPE + PARKING

7. Promote the use of shared parking facilities between commercial uses.
8. Incorporate on-site landscaping to screen parking and service areas from public rights-of-way.
9. Structured parking should be wrapped and screened to minimize visual impact at the ground level.
10. Surface parking should be located at the side or rear of buildings.
11. Loading and service areas should be located toward the rear of the building and screened from public view.

BUILDING FORM + CHARACTER

12. Design ground floor building facades with a high degree of transparency and locate doorways along primary routes to foster a vibrant pedestrian environment.
13. Taper building height and bulk in edge areas to transition to less intense development near neighboring residential areas.
14. Lower or step back building heights along edges abutting neighborhoods.
15. Use scale-appropriate intersections to serve as placemaking opportunities.
16. Buildings are typically located near the sidewalk on local and main streets, and on arterial streets greater separation between the building and street travel lanes is provided.
17. A majority of the street frontage is occupied by buildings and urban open spaces, particularly on primary frontages.
18. Buildings are located near the side and rear property lines. When abutting neighborhoods, the buildings are further from the property line and there is room for a landscaped buffer.
19. Space between the sidewalk and the face of buildings contains outdoor seating or usable open space that contributes to a lively streetscape and active public realm.
20. The preferred block length is ideally 400 feet and block lengths ideally do not exceed 600 feet.

THEME CONNECTIONS

Primary Secondary

LAND USE TYPICAL SECTION

Agricultural | Public Open | Private Open | SF Detached | SF Attached | Multiplex | **Apartment** | **Mixed-Use** | **Lodging** | **Commercial** | **Office** | Civic | Utility | Lt. Industrial | ~~Hvy. Industrial~~

CITY OF DALLAS

CITY CENTER (CC)

CHARACTER DESCRIPTION

The City Center is a complete and connected neighborhood made up of the centrally located Downtown district and its adjoining communities. It "offers an inclusive, robust, and unique combination of residential options, job opportunities, schools, open spaces, street activity, business, and retail connected by an accessible, balanced, multi-modal transportation network with a variety of options to move from one destination to the next".[1] This placetype, only found in Downtown and Uptown, encompasses the historic downtown, central business district, the financial district, and civic center which is home to major employers and corporate headquarters.

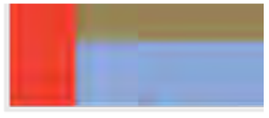
This centrally located hub serves as the most concentrated regional, commercial, tourism, and activity center, supported by high-density housing and ringed by a vibrant collection of historic landmarks and cultural neighborhoods.

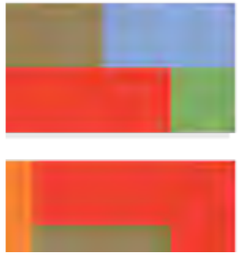
Ground floor windows of the numerous tall buildings in the City Center provide for visual interest and views into active storefronts. The streetscape incorporates trees for shade, wide sidewalks, easy-to-use signage, and wayfinding for locating the City Center's numerous destinations and points of interest. Civic and open spaces are featured throughout the City Center and provide an inviting atmosphere for pedestrians and a diversity of uses, generating activity throughout the day and evening.

1 The 360 Plan: A Complete and Connected City Center

LOCAL EXAMPLES
1. DOWNTOWN
2. UPTOWN

THEME CONNECTIONS





Final - September 2024

A. PLACETYPE APPLICATION

CC A-1

Properties without structures on them or without active land uses, such as parking lots, provide opportunities for redevelopment and should be utilized to achieve the City Center's needs and functions.

CC A-2

While certain lower intensity development should be redeveloped for more intense mixed use multi-story development, careful attention must also be paid to historic preservation and incorporation of a diversity of uses to create and maintain a vibrant downtown.

CC A-3

Multifamily development, including mixed-income housing, should be integrated into City Center areas as redevelopment occurs, including the adaptive reuse of outmoded office development to housing, broadening support for retail and dining in the City Center and contributing non-workday activity.

FUTURE LAND USE MIX

PRIMARY USE
SECONDARY USE

- Agricultural
- Public Open Space
- Private Open Space
- Single Family Detached
- Single Family Attached
- Multiplex
- Apartments
- Mixed-Use
- Lodging
- Commercial
- Office
- Civic/Public Institutional
- Utility
- Light Industrial
- Heavy Industrial

Final - September 2024

CITY CENTER (CC)

B. ADJACENCIES

CC B-1

While a mix of uses should continue to be encouraged, development intensity should taper in areas adjacent to lower-scale, non-City Center placetypes by reducing height and building bulk to better complement the scale of surrounding placetypes.

CC B-2

In addition, greenways and regional parks should be enhanced or developed to help buffer the City Center area from surrounding districts, while providing valuable amenities to area employers and residents.

URBAN DESIGN ELEMENTS + STRATEGIES

MOBILITY + ACCESS

1. Prioritize pedestrian, bicycle, and transit safety at intersections, while balancing pedestrian needs with traffic flow.
2. Redesign and prioritize streets for multimodal use.
3. New skybridges and tunnels should be discouraged as part of any new development or redevelopment to promote street-level pedestrian activity.
4. City Center has a dense street network to reflect the high emphasis on accessibility by all modes.
5. Incorporate and loop in the city's trail system for access to the city center and to serve as part of the city's multimodal transportation network.
6. Auto-centric amenities, such as drive-through access, are not appropriate in the city center.

GREEN + OPEN SPACE

7. Integrate green spaces such as plazas and parklets into commercial districts to serve as an amenity to communities while also buffering from adjacent noise pollution.
8. Incorporate green infrastructure elements such as channels of absorptive landscaping, permeable pavement, and green roofs to mitigate urban flooding and heat island effects.
9. Increase street tree plantings and landscape buffers along sidewalks and within street medians, when applicable, to improve tree canopy and pedestrian safety within the city center.

URBAN DESIGN ELEMENTS + STRATEGIES (CONT.)

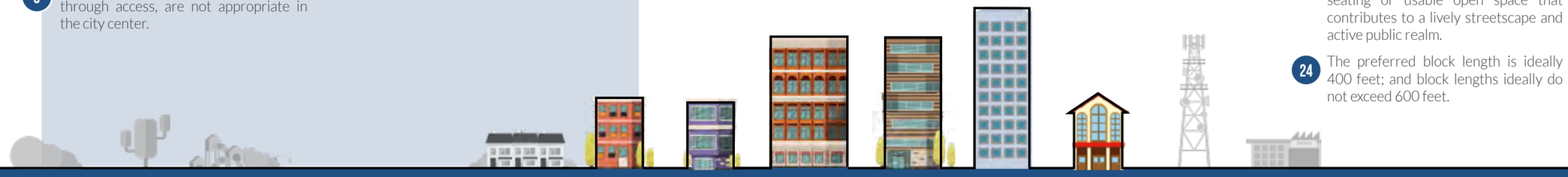
STREETSCAPE + PARKING

10. Promote the use of shared parking facilities between commercial uses.
11. Incorporate onsite landscaping to screen parking and service areas from public rights-of-way.
12. Structured parking should be underground and located in a manner that does not interfere with the pedestrian environment.
13. Prioritize underground or structured parking. Surface parking lots should be considered for redevelopment.
14. Implement scale regulations at building ground-levels to humanize streetscape and scale.

BUILDING FORM + CHARACTER

15. Integrate placemaking strategies, such as accessible public art, to reflect the community's identity, strengthen historic preservation, and culture at key gateways and open spaces.
16. Design ground-floor building facades with a high degree of transparency and locate doorways along primary routes to foster a vibrant pedestrian environment.
17. Integrate multifamily housing within the city center to provide housing choice close to retail and employment.
18. Taper building height and bulk in edge areas to transition to less intense development in neighboring areas
19. Design future garages with floor-to-floor heights that would allow for future conversions.
20. Incorporate adaptive reuse strategies as a tool for building preservation, when possible.
21. Buildings are typically located near the back of the sidewalk on local and main streets, and on arterial streets greater separation between the building and street travel lanes is provided.
22. A majority of the street frontage is occupied by buildings and urban open spaces, particularly on primary frontages.
23. Space between the sidewalk and the face of buildings contains outdoor seating or usable open space that contributes to a lively streetscape and active public realm.
24. The preferred block length is ideally 400 feet; and block lengths ideally do not exceed 600 feet.

THEME CONNECTIONS



Primary Secondary

LAND USE TYPICAL SECTION

Agricultural | Public Open | Private Open | ~~SF Detached~~ | ~~SF Attached~~ | Multiplex | **Apartment** | **Mixed-Use** | **Lodging** | **Commercial** | **Office** | **Civic** | Utility | Lt. Industrial | ~~Hvy. Industrial~~

CITY OF DALLAS

INSTITUTIONAL CAMPUS (IC)

CHARACTER DESCRIPTION

The Institutional Campus placetype is home to various areas throughout Dallas where large master-planned educational, institutional, and business facilities primarily exist. Development in this placetype is typically more intense than surrounding areas with land uses focused in critical areas that support the area's anchor institution.

The Institutional Campus placetype hosts numerous epicenters of employment, providing jobs for the greater Dallas-Fort Worth region.

Multimodal connectivity and public transit access are vital to the success of this placetype. As an anchor for regional economic activity, public edges of master-planned campuses within this placetype should provide an inviting public realm and gateway features that invite visitors into the campus. Major roadways in these areas should also feature streetscaping and wayfinding that help visually unify the district's many users and support a unique sense of place.

LOCAL EXAMPLES

1. UNT DALLAS
2. SOUTHWESTERN MEDICAL / PARKLAND DISTRICT
3. BAYLOR MEDICAL

THEME CONNECTIONS

Final - September 2024

A. PLACETYPE APPLICATION

IC A-1

The Institutional Campus placetype's success is built on its strong association with regional-serving institutions and their integration into the broader community.

IC A-2

These institutional growth areas should be supported with needed infrastructure and corridor improvements to facilitate traffic flow, multimodal connectivity, and quality streetscaping.

IC A-3

Where possible, development should be designed to maximize the use of existing and planned DART station locations with transit-oriented development complementing anchor institutions. Institutional anchors are typically established first with complementary uses following.

IC A-4

New or revitalized campus areas should be walkable and context-sensitive at the street level to surrounding neighborhoods.

IC A-5

In established districts, reinvestment will require thoughtful and targeted planning and community engagement to ensure that anchor institutions have the space to prosper while also respecting the health of the businesses and residents that have grown around them.

IC A-6

Where possible, new development within the same district should utilize facades with similar or complementary architectural styles to provide a cohesive sense of identity.

FUTURE LAND USE MIX

PRIMARY USE
SECONDARY USE

- Agricultural
- Public Open Space
- Private Open Space
- Single Family Detached
- Single Family Attached
- Multiplex
- Apartments
- Mixed-Use
- Lodging
- Commercial
- Office
- Civic/Public Institutional
- Utility
- Light Industrial
- Heavy Industrial

INSTITUTIONAL CAMPUS (IC)

B. ADJACENCIES

IC B-1

In growth areas, institutional campuses should be designed to include context-specific landscaped buffers or recreation fields to serve as transition areas to adjacent neighborhoods.

IC B-2

Intense office and institutional development should be focused in nodes, with less intense housing and complementary uses along the edge areas.

IC B-3

Different site-planning strategies should mitigate visual and operational impacts from institutional uses in neighborhoods.

IC B-4

Provide enhanced open spaces along the edges of the campus and neighborhood-scaled buildings adjacent to residential areas.

URBAN DESIGN ELEMENTS + STRATEGIES

MOBILITY + ACCESS

1. Locate institutional anchors development along bus routes and established mobility hubs to maximize transit connectivity.
2. Prioritize pedestrian, bicycle, and transit safety at intersections, while balancing pedestrian needs with traffic flow.
3. Incorporate street trees and landscaped areas, planting strip between the curb and sidewalk, and enhanced sidewalks.
4. Implement gateway features, including district branding elements, at key entry points to enhance the district's sense of place.
5. Prioritize pedestrian and bicycle amenities along the surrounding streets.

GREEN + OPEN SPACE

6. Plant parkways on institutional campus grounds with shade trees and vegetation to expand the urban forest, mitigate heat, reduce noise pollution, and improve neighborhood character.
7. Invest in open space and park improvements to buffer more intense institutional uses from neighboring residential areas.
8. Integrate green space such as plazas and parklets to serve as an amenity to residents and employees.

URBAN DESIGN ELEMENTS + STRATEGIES (CONT.)

STREETSCAPE + PARKING

9. Utilize on-site landscaping and parking lot design to screen parking and service areas to create an inviting pedestrian environment.
10. Locate parking areas and associated driveways away from nearby neighborhoods and discourage site design that places parking areas along roadway frontages.
11. Parking facilities should minimize curb cuts, particularly in pedestrian-oriented areas.
12. Surface parking between buildings and the sidewalk or street should be limited. Safe and complete pedestrian paths should be provided from the parking areas to building entrances when it occurs.

BUILDING FORM + CHARACTER

13. Establish mixed-use and commercial development at key intersections to serve institutional users and local residents.
14. Building heights are lower in locations abutting residential areas.
15. Buildings on less intensely developed Campuses are typically located away from the sidewalk, and lawns; and open spaces may be found between buildings and streets.
16. More intensely developed institutional Campuses have buildings and open spaces that line street frontages, providing an urban edge, while lawns and open spaces typically line the streets of less intensely developed Campuses and side and rear setback are typically larger, reflecting the dispersed nature of the development.
17. Outdoor seating or usable open spaces are located between the face of buildings and the sidewalks of more intensely developed institutional Campuses, and positively contribute to a lively streetscape and attractive public realm.
18. The preferred block length is ideally 500 feet and block lengths ideally do not exceed 650 feet.

THEME CONNECTIONS

Primary Secondary

LAND USE TYPICAL SECTION

CITY OF DALLAS

FLEX COMMERCIAL (FC)

CHARACTER DESCRIPTION

The Flex Commercial placetype plays a role in signaling and initiating the transition from heavier industrial uses to more compatible and less impactful land uses surrounding residential communities and environmental resources. This placetype is a mixture of general commercial, employment centers, and supporting smaller-scaled, light industrial uses. Limited residential and retail areas may complement the employment focus of the area. Further incompatible industrial proximities to residential should not occur within this placetype, and as new development occurs, residential proximity should be given priority and new development should address existing incompatibilities.

Buildings within the Flex Commercial placetype should be designed intentionally and built to be versatile to accommodate a mix of uses at one time or as uses transition from another, including office, research, athletic spaces, small warehouses, and light production.

A limited number of live/work units may also be accommodated within this placetype to meet the rise in the need for affordable, flexible spaces for artists, artisans and creative manufacturing. New buildings and enhancements to existing buildings should have an increased emphasis on how buildings interact with public right-of-way, incorporating a more pedestrian-friendly environment that includes quality landscaping, connected sidewalks and amenities such as benches, shade structures, and street trees. Reinvestment is encouraged to repurpose existing buildings and maximize the use of existing infrastructure.

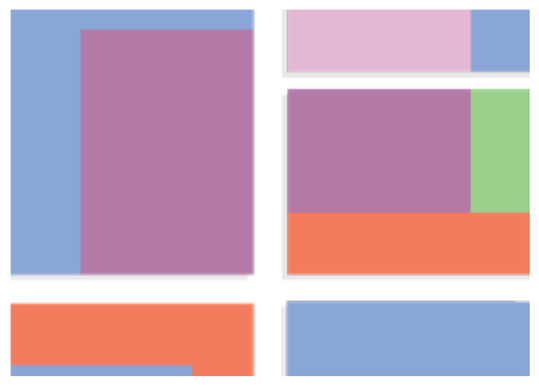
Future smaller-scaled community planning efforts in this placetype should look to develop a clear vision for what their communities aspire to be as some areas transition away from legacy uses.

CITY OF DALLAS

LOCAL EXAMPLES

1. PLANO ROAD CORRIDOR
2. REINHARDT
3. I-45 CORRIDOR

THEME CONNECTIONS



Final - September 2024

A. PLACETYPE APPLICATION

FC A-1

Redevelopment and building retrofits should be used to mitigate the negative environmental and public health impacts of legacy industrial development and provide high-quality jobs in a healthy environment.

FC A-2

Reinvestment should include enhancements to parking areas and streetscape, such as added landscaping, street trees, and connections to sidewalks and internal site pathways.

FC A-3

Changes to areas within Flex Commercial districts should be incremental and sensitive to the existing context, and include inclusive community engagement efforts.

FC A-4

This placetype is characterized by adaptively reusing single-use structures that are transitioning to vertically integrated uses in a pedestrian-oriented environment.

FUTURE LAND USE MIX

PRIMARY USE
SECONDARY USE

- Agricultural
- Public Open Space
- Private Open Space
- Single Family Detached
- Single Family Attached
- Multiplex
- Apartments
- Mixed-Use
- Lodging
- Commercial
- Office
- Civic/Public Institutional
- Utility
- Light Industrial
- Heavy Industrial

FLEX COMMERCIAL (FC)

The City of Dallas has nearly 70,000 acres of residential land (32% of city land) of which almost 10,700 acres (4%) are within 1000 feet of an industrial zoned district. The Flex Commercial placetype plays a role in signaling the transition away from these incompatibilities.

B. ADJACENCIES

FC B-1

New uses should be buffered from surrounding development by landscaped areas, screened parking areas, and open spaces that shield the view of structures, loading docks, or existing outdoor storage from nearby residential uses.

FC B-2

This placetype may function as a transition between heavier industrial operations and residential areas, however, the transition should not include residential, to avoid placing more people closer to industry. Particular attention should be paid to the treatment of edge areas and adjacent areas.

FC B-3

Commercial and smaller office uses should be integrated into edge areas to transition into and provide a buffer for surrounding neighborhoods.

FC B-4

Sites with existing, negative external impacts on the surrounding area, such as environmental and noise pollution, should be redeveloped with cleaner employment-generating uses more compatible with adjacent and nearby uses.

FC B-5

When Flex Commercial exists between residential and heavier industrial uses, any new land uses in the Flex Commercial area should provide a less intense and compatible transitional buffer between the residential and industrial uses.

FC B-6

New light industrial uses considered within this placetype should be low impact, small-scaled, incorporate clean emissions, and self-contained to the interior of the building if adjacent to residential uses.

FC B-7

Where Flex Commercial areas are adjacent to residential communities, proposed rezonings or development to smaller warehouses or other less intense light industrial uses should include performance measures to ensure uses are not incompatible with surroundings.

Primary Secondary

URBAN DESIGN ELEMENTS + STRATEGIES

MOBILITY + ACCESS

1. Locate industrial uses along truck routes designed for anticipated capacity and divert traffic away from residential neighborhoods.
2. Provide direct paths for pedestrians from parking areas to primary building entrances within large development as well as to and from available transit stops.

URBAN DESIGN ELEMENTS + STRATEGIES (CONT.)

GREEN + OPEN SPACE

3. Integrate green infrastructure such as tree boxes, permeable pavement, and green roofs to reduce urban flooding and heat island effects.
4. Integrate paths and outdoor recreation areas that are used as amenities by employees.

STREETSCAPE + PARKING

5. Utilize on-site landscaping and parking lot design to screen parking and service areas to create an inviting pedestrian environment.
6. Parking for large commercial trucks should be located toward the rear or side of buildings when possible and should not abut residential areas.
7. Future decisions regarding parking and drive-aisle paving materials should take into consideration both storm water and air-quality considerations.

BUILDING FORM + CHARACTER

8. When located on arterials or edge areas, buildings may be set back further to accommodate enhanced landscaped and open spaces to provide greater separation between street traffic and/or less intense uses.
9. Orient new, commercially-focused buildings toward the street with street fronting entrances that connect to sidewalks.
10. When an industrial facility includes a structure that requires increased height, the structure is located so that it does not significantly visually or physically impact nearby residential areas.
11. Loading, trash service, and other back-of-building functions should not be visible from the front of the building to ensure an attractive and inviting face to the community.

THEME CONNECTIONS

LAND USE TYPICAL SECTION Agricultural | Public Open | Private Open | SF Detached | SF Attached | Multiplex | Apartment | **Mixed-Use** | Lodging | **Commercial** | **Office** | ~~Civic~~ | Utility | Lt. Industrial | ~~Hvy. Industrial~~

CITY OF DALLAS

LOGISTICS / INDUSTRIAL PARK (LP)

CHARACTER DESCRIPTION

The Logistics/Industrial Park placetype consists of areas identified for wholesale, large distribution areas, and storage uses focused on production and employment. Logistics/Industrial Park areas represent significant employment assets providing space for innovation, employment, and the potential for upward mobility for Dallas' skilled workers. Clean and more sustainable practices that reduce adverse environmental impacts on human health and wildlife will ensure the viability of the Logistics/Industrial Park placetype and augment its beneficial economic role.

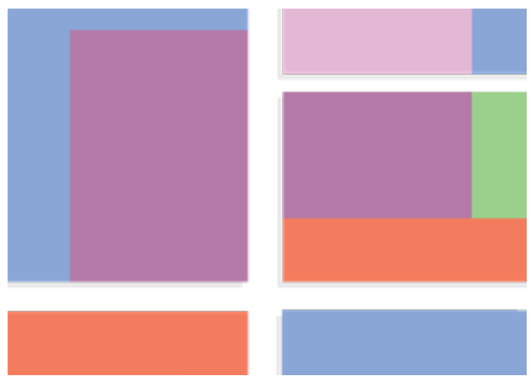
The efficient movement of freight through Dallas to the rest of the country is crucial to the success of the Logistics/Industrial Park placetype.

These areas generally comprise large, contiguous parcels that are often self-contained. Access to major roadways, freeways, freight rail, and airports should be prioritized. To accommodate freight traffic and parking for employees, buildings within the Logistics/Industrial Park placetype have large surface parking areas for cars and trucks as well as wider streets and intersections. Roadway and access planning is critical to the future of this land use given the increased truck traffic that results from these uses. Public transportation, sidewalks, and trail connections focus on connecting employees to employee and customer entrances and parking and drop-off areas.

LOCAL EXAMPLES

1. SOUTHPORT (SOUTH DALLAS INLAND PORT)
2. AGILE PORT
3. WEST DALLAS INDUSTRIAL PARK
4. ZACHA JUNCTION

THEME CONNECTIONS



A. PLACETYPE APPLICATION

LP A-1

The Logistics/Industrial Park placetype should accommodate Dallas' innovative and cutting-edge sustainable economic models that promote a green economy.

LP A-2

These developments will focus on light industrial uses, including clean manufacturing centers, technology centers, and biotech facilities.

FUTURE LAND USE MIX

PRIMARY USE
SECONDARY USE

- Agricultural
- Public Open Space
- Private Open Space
- Single Family Detached
- Single Family Attached
- Multiplex
- Apartments
- Mixed-Use
- Lodging
- Commercial
- Office
- Civic/Public Institutional
- Utility
- Light Industrial
- Heavy Industrial

LOGISTICS/ INDUSTRIAL PARK (LP)

Heavy transportation and infrastructure systems are critical to the movement of goods which power the economy.[1] Properly aligning logistics-oriented land uses to these transportation networks, while also preventing encroachment into residential communities, is key to locating Logistics/Industrial Parks throughout the city.

1. ForwardDallas Existing Conditions Report

LOGISTICS

INDUSTRIAL PARK

B. ADJACENCIES

LP B-1

When an industrial facility includes a structure that requires increased height, the structure is located so that it does not significantly visually or physically impact nearby residential areas.

LP B-2

As reinvestment occurs in Logistics/ Industrial Park areas, addressing adverse environmental effects generated by sources of pollution, particularly those impacting disadvantaged communities, should be prioritized and no new incompatible proximities should occur.

LP B-3

If any new, light industrial uses in this placetype are considered adjacent to residential areas, at minimum, they should be low impact, small-scaled, self contained to the interior of the buildings, and not create any additional incompatabilities.

URBAN DESIGN ELEMENTS + STRATEGIES

MOBILITY + ACCESS

1. Locate logistics and industrial park uses along truck routes designed for anticipated capacity and divert traffic away from residential neighborhoods.
2. Loading areas and loading docks should be located away from primary street facades and pedestrian routes.
3. Public transportation and sidewalks and trail connections are focused on connecting employees to employee and customer entrances and parking and drop-off areas.

GREEN + OPEN SPACE

4. Integrate paths and outdoor recreation areas that are used as amenities by employees
5. Integrate green infrastructure, for example, tree boxes, permeable pavement, and green roofs to reduce urban flooding and heat island effects

URBAN DESIGN ELEMENTS + STRATEGIES (CONT.)

STREETSCAPE + PARKING

6. Use landscaped buffers to screen loading and service areas from view and limit impacts on adjacent development and uses.
7. Permeable and environmentally sensitive materials that do not contribute to stormwater or air quality issues should be utilized when feasible.
8. Large vehicle parking should be located to the side and rear of buildings, when possible and not abutting residential neighborhoods.
9. Parking lots in front of buildings provide a clear pedestrian path between the public sidewalk and building entrances.
10. Loading docks and vehicle storage are located to the side or rear of buildings and screened from streets.
11. Site design should incorporate adequate parking and queuing space on-site.

BUILDING FORM + CHARACTER

12. Encourage commercial development within industrial areas to provide supportive services to local employees and residents.
13. Implement gateway features, including district-branding elements, at key points of entry to enhance the district's sense of place.
14. Orient buildings with more intense industrial uses internal to the site, away from less intense uses and placetypes.
15. Outdoor storage areas should be appropriately screened, particularly at the edges of the placetype.
16. The preferred block length is ideally 800 feet and block lengths ideally do not exceed 1,500 feet. The longer block lengths help accommodate larger industrial buildings as necessary.
17. In some cases, blocks might be longer because specific site conditions make new streets and street connections infeasible. These conditions include topography, natural barriers such as creeks and streams, and other barriers such as freeways and railroad lines.

THEME CONNECTIONS

Primary Secondary

LAND USE TYPICAL SECTION

~~Agricultural~~ Public Open Private Open ~~F Detached~~ ~~SF Attached~~ ~~Multiplex~~ ~~Apartment~~ Mixed-Use Lodging **Commercial** **Office** ~~Civic~~ **Utility** **Lt. Industrial** ~~Hvy. Industrial~~

INDUSTRIAL HUB (IH)

CHARACTER DESCRIPTION

The Industrial Hub placetype comprises areas identified for heavy industrial production, salvage, and storage operations. These areas, and the uses they include, should not be located in or near residential areas. Industrial uses such as asphalt batch plants, bulk processing, waste collection, and salvage facilities are contained in this placetype. The strategic and equitable location of this placetype within the city, away from proximity to neighborhoods, aims to address historic residential adjacencies while providing critical infrastructure support.

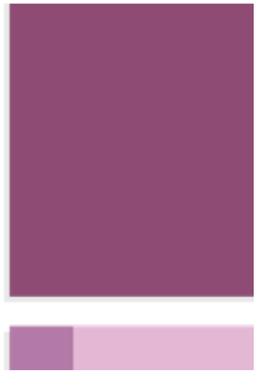
Structures and buildings within Industrial Hubs often have large footprints with significant land needs for equipment and material storage. Large surface parking areas for cars and trucks, as well as wider streets and intersections, should be thoughtfully designed to minimally impact the environment. With the common conveyance of heavy machinery and freight traffic in this placetype, appropriately designed roadway networks, sufficient infrastructure, and access to major transportation hubs and corridors should be prioritized.

CITY OF DALLAS

LOCAL EXAMPLES

1. MCCOMMAS LANDFILL
2. CALIFORNIA CROSSING

THEME CONNECTIONS



A. PLACETYPE APPLICATION

IH A-1

Cleaning up contaminated sites such as Superfund and Brownfield sites is a priority implementation action to be followed up by local community-led redevelopment and capital project prioritization.

IH A-2

Despite existing challenges and current conditions, the Industrial Hub placetype has the potential to accommodate Dallas' innovative and cutting-edge sustainable economic models that promote a green economy.

IH A-3

Enhance areas designated as Industrial Hubs, ensuring they evolve into healthy environments with quality job opportunities while safeguarding communities from adverse environmental hazards.

FUTURE LAND USE MIX

PRIMARY USE
SECONDARY USE

- Agricultural
- Public Open Space
- Private Open Space
- Single Family Detached
- Single Family Attached
- Multiplex
- Apartments
- Mixed-Use
- Lodging
- Commercial
- Office
- Civic/Public Institutional
- Utility
- Light Industrial
- Heavy Industrial

INDUSTRIAL HUB (IH)

The equitable, geographic location of this placetype aims to address the historic inequitable placement of industrial land uses and their adjacency to residential communities, especially communities of color. It is limited to areas not co-located with residential communities, while providing critical infrastructure support.

B. ADJACENCIES

IH B-1

Redevelopment and building retrofits, in combination with enhancements to parking areas and open space, should be used to mitigate the negative environmental impacts of legacy industrial development.

IH B-2

Industrial Hub areas should address adverse environmental effects, particularly those impacting disadvantaged communities.

IH B-3

This placetype is not compatible with neighborhood - scaled placetypes, residential placetypes, or those that permit residential zoning.

IH B-4

Heavy industrial uses should be concentrated at arterials, expressways, and railroad lines.

URBAN DESIGN ELEMENTS + STRATEGIES

MOBILITY + ACCESS

1. Locate industrial uses along truck routes designed for anticipated capacity and divert traffic away from residential neighborhoods.
2. An internally connected network should provide direct and efficient truck access to arterials from local and collector streets
3. Enlarged landscape buffers should provide a transition to adjacent uses.
4. Site design should incorporate adequate parking and queuing space on-site.
5. The City should invest capital improvements to the public roadways in these areas, especially those that are contributors to dust propagation.

GREEN + OPEN SPACE

6. Integrate paths and outdoor recreation areas that are used as amenities by employees.
7. Perimeter site design should incorporate more greenspace to counter the heat-island effect of increased paving needed for operations.

URBAN DESIGN ELEMENTS + STRATEGIES (CONTINUED)

STREETSCAPE + PARKING

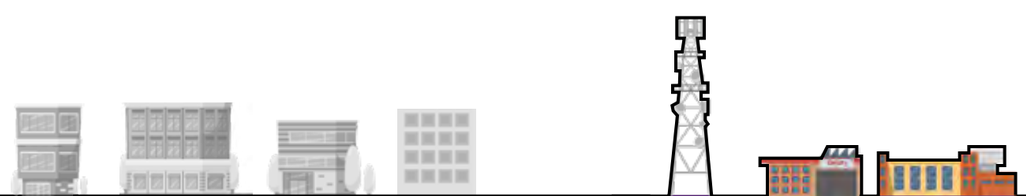
8. Use landscaped buffers to screen loading and service areas from view and limit impacts on adjacent development.
9. Permeable and environmentally sensitive materials that do not contribute to stormwater or air quality issues should be utilized when feasible.
10. Parking is typically provided on surface lots.
11. Large-vehicle parking, loading docks, and vehicle storage should be located to the side and rear of buildings when possible, not abut residential neighborhoods, and be screened from the streets.
12. Parking lots in front of buildings provide a clear pedestrian path between the public sidewalk and building entrances.

BUILDING FORM + CHARACTER

13. Encourage commercial development within industrial areas to provide supportive services to local employees.
14. Orient buildings with more intense industrial uses internal to the site, away from less intense uses and placetypes.
15. Outdoor storage areas should be appropriately screened, particularly at the edges of the placetype.
16. When an industrial facility includes a structure that requires increased height, the structure is located so that it does not significantly visually or physically impact nearby residential areas.
17. The preferred block length is ideally 800 feet, and block lengths ideally do not exceed 1,500 feet. The longer block lengths help accommodate larger industrial buildings as necessary.
18. In some cases, blocks might be longer because specific site conditions make new streets and street connections infeasible. These conditions include topography, natural barriers such as creeks and streams, and other barriers such as freeways and railroad lines.

THEME CONNECTIONS

Primary Secondary



LAND USE TYPICAL SECTION

~~Agricultural~~ Public Open Private Open ~~SF Detached~~ ~~SF Attached~~ ~~Multiplex~~ ~~Apartment~~ Mixed-Use Lodging Commercial Office ~~Civic~~ **Utility** **Lt. Industrial** **Hvy. Industrial**

CITY OF DALLAS

CITY OF DALLAS
FUTURE PLACETYPE MAP

Interactive High-Resolution Map Link
CLICK HERE

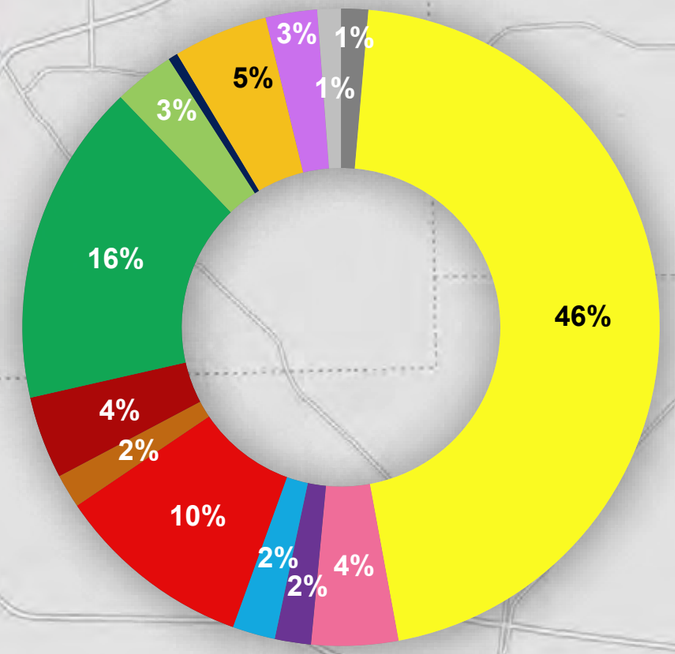


Figure 2: Future Placetype Chart

PLACETYPES

REGIONAL OPEN SPACE
SMALL TOWN RESIDENTIAL
COMMUNITY RESIDENTIAL
CITY RESIDENTIAL
NEIGHBORHOOD MIXE- USE
COMMUNITY MIXED-USE
REGIONAL MIXED-USE
CITY CENTER
INSTITUTIONAL CAMPUS
FLEX COMMERCIAL
LOGISTICS/ INDUSTRIAL PARK
INDUSTRIAL HUB
AIRPORT
UTILITY

0 1 3 5 Mi

N

Figure 1: Future Placetype Map

1. A comprehensive plan shall not constitute zoning regulations or establish zoning district boundaries. (Texas Local Government Code, Section 219.005.)
2. The land use map provides general graphic intent; the text provides more detail. The land use map is intended to be used in concert with the written text.
3. Land Use Maps are guidance documents and should be utilized in conjunction with recommendations contained within Chapters 1-4 of the ForwardDallas 2.0 Comprehensive Plan.

Final - September 2024

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FORWARDALLAS

CONTENTS

CHAPTER 4
IMPLEMENTATION

OVERVIEW

Comprehensive Plans are future-oriented guidance documents that lay out short, medium and long-range recommendations to incrementally advance plan goals and objectives.

The planning process does not end upon adoption of this plan. The implementation matrices in this section provide action steps by plan theme that can be accomplished during the plan horizon. The action items vary and include regulatory changes, process updates, infrastructure improvements, future studies and plans, and policy changes.

The key to achieving the majority of the recommendations within this section is continued collaboration between various internal and external partners and annual monitoring to ensure accountability and relevancy.

CITY OF DALLAS
IMPLEMENTATION | CHAPTER 4

SHORT TERM ACTION MATRIX

The following tables identify short-term action items needed to implement the Plan's land use themes within the next one to five years. The table includes recommendations organized by goal, objective, suggested action steps, designated lead, key partner(s), and related cross-theme connections, if applicable.

GENERAL + DEVELOPMENT PROCESS

General + Development Process Table

	Objective	#	Action Step	Lead	Key Partners**	Related Themes
-	Provide updates on plan progress.	1	Develop key performance indicators six (6) months after plan adoption for all theme metrics identified in plan document, with an anticipated mid-year check-in or report to CPC and Council.	PDD	All key partners from subsequent themes.	
	Improve notification and engagement in zoning cases.	2	Develop a comprehensive city-wide community engagement strategy to ensure that all impacted residents including renters are appropriately notified and engaged in neighborhood planning and development projects.	PDD	HOU, OED	

METRICS + MONITORING

THEME CONNECTIONS: Environmental Justice + Sustainability | TOD + Connectivity | Housing Choice + Access | Economic Development + Revitalization | Community + Urban Design

ENVIRONMENTAL JUSTICE + SUSTAINABILITY

Theme Goal: Actively and equitably protect communities from the effects of environmental hazards, while enhancing environmental quality through proactive protection, conservation, and sustainable practices in both natural and built environments.

Environmental Justice + Sustainability Implementation Table

	Objective	#	Action Step	Lead	Key Partners**	Related Themes
A	Create and Support Citywide Environmental Justice (EJ) Goals.	1	Develop a comprehensive land use strategy that addresses EJ issues and goals identified in the city's Comprehensive Environmental and Climate Action Plan (CECAP) and prioritize authorized hearings in areas with EJ concerns.	PDD	OEQS, Env Commission, EJ Cmte, OEI	5 5
		2	Coordinate with city departments, local agencies, communities impacted by environmental justice issues, environmental justice organizations, and other appropriate experts to identify issues and help gather and track data to address EJ issues.	OEQS	OEQS, Env Commission, EJ Cmte, OEI, DART	10 8
		3	Utilize the ForwardDallas Environmental Justice Areas of Focus* analysis to tailor zoning implementation, neighborhood-planning efforts, and other investments for identified EJ areas.	PDD	OEQS, OEI	1 3 5
		4	Consider the development of additional tools to address incompatible industrial uses in light of recent state law modifications to the city's amortization ordinance.	PDD		10
B	Mitigate Negative Environmental Impacts from New Development.	5	Prioritize environmental reviews in the development-review process, for projects within EJ and EPA focus areas that are also contributors of urban-heat-island effect, excessive storm-water runoff, and poor air and water quality.	OEQS, DWU	PDD	1 6 5 6
		6	Create an EJ review tool in collaboration with community partners to consider EJ impacts in zoning cases heard at CPC	PDD	OEQS, Env Commission, EJ Cmte, OEI.	3
		7	Update the development code to review and increase the distance requirements between industrial land uses from sensitive land uses such as schools, homes, churches.	PDD	OEQS, Env Commission, EJ Cmte, OEI	3 1 2
		8	Update the Development Code to reduce the percentage of impervious surface areas, where appropriate.	PDD	OEQS, PDD, TPW	3
		9	Coordinate with TPW and DWU as updates to the existing Street Design Manual and Drainage Design Manual occur to support the alignment with CECAP Air Quality and Water Management / Quality Target Goals.	TPW, DWU	PDD	8 5
		10	Update Development Code and Article X, to incorporate green-infrastructure practices into land use planning and development, such as rain gardens, native planting, green roofs, permeable pavements, bioswales, and vegetated swales, providing incentives where possible.	TPW	PDD, OEQS, PKR, DWU	3 2 3

General Notes:

* = Definition of ForwardDallas "Areas of Focus" can be found in the Glossary
** = Key Partners also include applicable community partners, including neighborhood based groups, non profit organizations, and advocacy groups, not shown on this list.

Environmental Justice + Sustainability Implementation Table

	Objective	#	Action Step	Lead	Key Partners**	Related Themes
B	Mitigate Negative Environmental Impacts from New Development. (Continued)	11	Update Development Code to incorporate Sustainable Low Impact Development Strategies that encourage compact, mixed-land-use patterns that minimize negative environmental impacts, such as requiring more tree plantings and greenspace on large-yard industrial and heavy commercial sites to lessen heat-island effect in these areas.	TPW	PDD, DWU, OEQS	3 1 2 14 3 9
		12	Coordinate with partner agencies and departments to incentivize the design and development of Brownfield sites.	OEQS	PDD	5 5
		13	Monitor commercial activities emitting air pollution throughout the city and conduct inspections to advance EJ Goals	OEQS	PDD	
		14	Update the Industrial Zoning classifications in the Development Code where applicable to differentiate between warehouse types and sizes and explore options for incorporating performance standards into the zones.	PDD	OEQS	5 1 10
C	Support the Environmental Protection of Key Natural Resources	15	Update Development Code & Article X to prioritize the protection of mature trees, the city's tree-canopy coverage, provisions for canopy removal, reduced mitigation costs, and when replanting to encourage native planting of drought-tolerant tree and plant species, reducing artificial-irrigation dependencies.	PDD	Texas Trees Foundation; DWU, PBW, PKR	5 1 12
		16	Explore the creation of a Watershed District Overlay to help mitigate existing and projected stormwater impacts from new development.	DWU	PDD, NCTCOG	
		17	Support the development of an Environmental Justice Areas of Focus* to protect Environmentally Sensitive Areas, including the 100-year floodplain, creeks, areas with mature tree canopies, the Escarpment, and other water bodies.	TPW, DWU, OEQS,	PDD, NCTCOG,	1
		18	Inventory underutilized, city-owned land, surplus rights-of-way, and vacant properties for opportunities of repurposing into environmentally protective land uses such as programmed green spaces, urban agriculture, and opportunities for urban-wildlife protection.	PKR, TPW Real Estate	PDD, HOU, DWU, OEQS	11

METRICS + MONITORING | Decrease % of industrial uses/zones near residential uses/zones.

THEME CONNECTIONS: Environmental Justice + Sustainability; TOD + Connectivity; Housing Choice + Access; Economic Development + Revitalization; Community + Urban Design

TRANSIT ORIENTED DEVELOPMENT (TOD) + CONNECTIVITY

Theme Goal: Advance safe, compact, and walkable mixed-use development around DART stations and other transportation nodes to further increase accessible connectivity to housing, job opportunities, and neighborhood amenities for all residents.

General Notes:

* = Definition of ForwardDallas "Areas of Focus" can be found in the Glossary
** = Key Partners also include applicable community partners, including neighborhood based groups, non profit organizations, and advocacy groups, not shown on this list.

Transit-Oriented Development + Connectivity Implementation Table

	Objective	#	Action Step	Lead	Key Partners**	Related Themes
A	Encourage more Housing, Employment, Services and Amenities around Transit Stations.	1	Prioritize appropriate increased density and zoning around DART stations, high-frequency transit nodes, commercial and mixed-use complete streets corridors, trails, neighborhood centers, and potential ForwardDallas TOD Areas of Focus.	PDD	DART, HOU, OED, TPW	8 4 9
		2	Right-size and reduce parking regulations within parking-code amendments to allow increased development opportunity for TOD projects and investigate integrating such reductions in exchange for additional affordable housing units and increased green space within these projects.	PDD	TPW, DART	5 1 4 8
		3	Explore potential development-code amendments that would further incentivize equitable development at transit stations including allowing density bonuses if affordable housing is provided, minimizing business displacement by including existing businesses in redevelopment opportunities, designing future spaces to minimize impact on, for example, lower density areas, and providing enhanced public and green spaces to support both internal and surrounding development.	PDD	TPW, DART	8 10 11 14 15 4 4 2
		4	Explore creating a TOD-overlay zone with development regulations that support transit ridership, equitable mixed-use development, mixed housing options, and a vibrant pedestrian environment within 1/2 mile around the station.	PDD	TPW, DART	4 4 8
B	Align Transportation Planning, Land Use Planning, and Development Processes.	5	Incorporate comprehensive TOD Design guidance within the future citywide urban design framework to emphasize safe access, site-design excellence, enhanced connectivity, and high-quality public spaces.	PDD	DART, TPW, OED, HOU	1 2 11 4 4 8
		6	Utilize an accessibility analysis to equitably develop corridor and station area plans that prioritize areas with poor access to essential services.	PDD	DART, TPW, NCTCOG, TXDOT	3 7 8 8
		7	Support assessments of existing transit infrastructure, exploring multi-modal options for last-mile connections to essential land uses and community services.	PDD	DART, TPW	9 4 8
		8	Initiate a Thoroughfare and Freight Master Plan Update that aligns future placetypes, Dallas' Complete Street typologies, and urban design guidelines.	TPW	PDD	1
		9	Coordinate with DART on future ROW changes that support or affect transit service, including but not limited to creating a dedicated process for requesting the removal of parking meters.	TPW	DART, NCTCOG, TXDOT, PDD	4 8
C	Promote a Multi-modal Transportation Network that is Highly Accessible and Well-connected.	10	As neighborhood, corridor, and station area plans are developed, prioritize assessments of the land use mix and available infrastructure in TOD areas of focus to improve linkages to employment, education, parks, food, and health services.	PDD	TPW, OED	3 7 8 8 4 9 11
		11	Establish place-specific criteria for "Complete Communities" to provide safe, convenient, and equitable proximity to daily goods and services.	PDD	HOU, OED, DART, TPW	1 11 4 8
		12	Coordinate and build out city's bike and trail networks.	PKR, TPW	PKR	11 4 8
		13	Provide last-mile transit options like scooters and e-bikes in all areas of the city during times that residents need them.	TPW	DART, PDD	4

METRICS + MONITORING | Increase % of land use mix within TOD centers

THEME CONNECTIONS: Environmental Justice + Sustainability | TOD + Connectivity | Housing Choice + Access | Economic Development + Revitalization | Community + Urban Design

HOUSING CHOICE + ACCESS

Theme Goal: Equitably increase attainable housing options throughout the city, particularly near job centers and transit-oriented locations, to meet the diverse housing needs of all people in Dallas

Housing Choice + Access Implementation Table

	Objective	#	Action Step	Lead	Key Partners**	Related Themes
A	Provide a Mix of Housing Types and Affordabilities to Meet Diverse Needs.	1	Consider implementing design standards into the Development Code and strengthening the Neighborhood Stabilization Overlay ordinance, to address, among other things including: height, roof design, garage/ parking placement, impervious surfaces, lot coverage and maximum lot size, location of front door(s), and setbacks. *(Note: In some instances, design standards for different housing types may need to be more stringent than those imposed on the established housing type(s) in a neighborhood. For example, consider requiring parking at duplexes in the rear of the lot, while continuing to allow (but not encourage) front-loaded parking for single-family homes.)*	PDD	HOU, OED, DCC, DFP, SAN	3 11 2
		2	Explore updating development code to create new districts for tiny homes and cottage courts, incorporating design standards.	PDD	ZOAC, CPC	3 2
		3	Explore the creation of a new residential zoning district that includes built-in design standards such as setbacks, garage placement, roof types, etc to allow appropriately scaled urban housing.	PDD	HOU	4
		4	Promote diverse and affordable mix of housing types along TOD sites, to provide housing choices for all stages of life.	PDD	HOU, OED	1 4 4 8
		5	Pilot targeted incentives, such as expedited rezoning and permitting applications, when developing alternative owner-occupied housing, such as co-ops, condos, and Tenancy in Common (TIC) agreements	PDD	HOU, OED	
		6	Increase partnerships with Community Development Corporations (CDC) and Community Land Trusts (CLT) to provide affordable housing by removing land cost from housing prices.	HOU	OED, PDD	
		7	Explore updating the standards for Manufactured Housing as part of the Development Code Update.	PDD	HOU	3
		8	Prioritize the development of a displacement-mitigation overlay for use in areas facing significant risk of residential displacement, as identified through appropriate metrics. In contrast to the Neighborhood Stabilization Overlay, which often takes significant time to implement because it is highly customizable, the potential displacement-mitigation overlay should be "turnkey" and may have design standards applicable to new construction that draw from existing residential development in the area. (E.g., square footage of new development in overlay limited to 150% of avg square footage of existing residences on block)	PDD	OEI	1 9 1 2 3 8
		9	Consider implementing criteria that facilitate the development of different housing types, such as single-family detached and multiplexes, in locations well suited for such development, such as near transit stations and along corridors, in transition areas between non-residential and existing residential areas, and on former civic/ institutional properties.	PDD	TPW, DART	4 8 14

General Notes:

* = Definition of ForwardDallas "Areas of Focus" can be found in the Glossary
** = Key Partners also include applicable community partners, including neighborhood based groups, non profit organizations, and advocacy groups, not shown on this list.

Housing Choice + Access Implementation Table

	Objective	#	Action Step	Lead	Key Partners**	Related Themes
B	Prioritize Housing Investments for the Most Vulnerable Populations, Especially the Unhoused and those at High Risk of Displacement	10	Work with city departments to identify and plan for areas in which surplus city and other public agency-owned land is purchased for the development of affordable housing to address gentrification, homelessness, and displacement.	Real Estate	HOU, OHS, OED, PDD	1 18
		11	Encourage the addition of diverse housing types within land controlled or owned by the city or other public agencies.	HOU	PDD, Real Estate	11 18
		12	Incorporate displacement-risk assessments and community discussions as part of future smaller area planning efforts.	PDD	HOU	11
		13	Prioritize the preservation and planning of neighborhoods identified most at risk of displacement through city-initiated rezoning efforts including conservation districts, neighborhood stabilization overlays, historic districts, and other yet-to-be established tools.	PDD	HOU	3 9
		14	Partner with housing agencies and advocates to create a more expansive anti-displacement toolkit.	HOU	PDD	9
		15	Explore creating incentives available to owners of older, market-rate multiple unit rental properties, such as garden apartments, to maintain and improve their properties while preserving affordability of their existing units and avoiding displacement of residents.	HOU	PDD, OED	9
		16	Prioritize the development of a housing density bonus program to ensure that new "missing middle" housing units (including townhomes, duplexes and triplexes, etc.) are appropriately priced to low and moderate income families.	PDD, HOU	OED	14
C	Align Land Use Policy & Process with Housing Strategies, Plans, and Programs	17	Streamline the development review and rezoning process for affordable housing projects.	PDD	HOU	1
		18	Develop an expedited rezoning and permitting process, housing pattern books for different housing types, and pre-vetted and approved housing plans.	PDD	HOU	11 2
		19	Establish urban design guidelines for the city's Notice of Funding Availability (NOFA) procurement, selection, and review process for multifamily, single family, and other residential projects.	PDD	HOU	1
D	Protect and Preserve Neighborhoods	20	Identify stable areas and put strategies in place that direct incompatible growth away from these areas of stability and into areas where development can be a force for healthy change.	PDD		

METRICS + MONITORING | Increase # of housing units in areas of displacement risk, TOD areas, and commercial corridors

THEME CONNECTIONS: Environmental Justice + Sustainability | TOD + Connectivity | Housing Choice + Access | Economic Development + Revitalization | Community + Urban Design

ECONOMIC DEVELOPMENT + REVITALIZATION

Theme Goal: Promote equitable development of Dallas' diverse communities across the city, through the revitalization of neighborhood centers, commercial corridors, employment centers, and transit areas.

CITY OF DALLAS

General Notes:

* = Definition of ForwardDallas "Areas of Focus" can be found in the Glossary
** = Key Partners also include applicable community partners, including neighborhood based groups, non profit organizations, and advocacy groups, not shown on this list.

Economic Development & Revitalization Implementation Table

	Objective	#	Action Step	Lead	Key Partners**	Related Themes
A	Implement "Transformative Placemaking" Strategies to Revitalize Commercial Corridors, Transit Nodes, and Employment Centers	1	In coordination with DART's strategic plan, identify surplus or vacant land in key areas, particularly in TOD areas of focus, to transform into vibrant spaces that support greater economic outcomes for those areas.	PDD	OED, DDI, OAC, TPW, COD EDC	12 11
		2	Facilitate collaborative-placemaking initiatives to reimagine the adaptive reuse of historically and culturally significant structures and places.	PDD	OED, OAC, Historic Preservation	10 11
		3	Initiate detailed land use and zoning planning assessments of commercial corridors and centers identified through ForwardDallas to outline specific opportunities and strategies for revitalization.	PDD	OED, TPW, DART, HOU	5 8
		4	Incentivize projects near TOD sites to conform to urban design standards specified within the Complete Streets Manual	OED	TPW	1 5 8 4 9 8
B	Prioritize Equitable Growth by Targeting Investment in Underserved Communities.	5	Prioritize neighborhood and corridor planning efforts and/or zoning reviews in areas transitioning away from industrial uses or for former brownfield areas, utilizing updated infill zoning categories that preserve compatible industrial and commercial uses.	PDD	TPW, OEQS, OGA	1 12 8
		6	Coordinate future land use with infrastructure investment in Southern Dallas to ensure adequate public facilities, housing, and mobility options (such as sidewalks) for existing and future businesses and their employees.	PDD	OED, TPW	9
		7	Coordinate with OED to direct economic-development resources to areas through ForwardDallas and other neighborhood planning and corridor efforts.	PDD	OED	5 8 8
		8	Work with city departments to support investment and development in "Economic Development + Revitalization" focus areas including new TOD areas, existing commercial nodes, and Economic Development Policy Target Areas to provide a sustainable mix of employment, mixed-income housing, and services to the community.	OED	PDD, HOU, TPW	1 2 5 4
C	Foster Economically Resilient Communities That Are Regionally Connected and Locally Supported	9	Coordinate with city departments to create and implement anti-displacement policies for small business owners and homeowners.	OED	PDD, HOU	10 8 12 13
		10	Ensure appropriate land use and zoning in designated areas throughout the city to support emerging creative and technology industries to supplement the expansion of logistics-related jobs and targeted industry clusters.	PDD	OED	14
		11	Coordinate planning and economic-development initiatives with surrounding jurisdictions to ensure mutually beneficial development, equitable cost-sharing. and integrated infrastructure investment.	PDD	OED, TPW, HOU	9
		12	Streamline and simplify incentives for reuse and reinvestment in historic properties, both existing and those designated in the future, to encourage property owners and developers to preserve historic structures and places.	PDD	OED, HOU	12 13 17
D	Remove Land Use and Zoning Barriers That Hinder Small Business Development	13	Investigate the reduction or removal of restrictive parking requirements that can serve as a barrier to small business project or development feasibility, while ensuring that such reductions do not adversely impact surrounding residential areas.	PDD	OED	2
		14	Encourage increased development of mixed-use live/work spaces in commercial centers and corridors.	PDD	OED, HOU	1 3 4 4

METRICS + MONITORING | **Increase % of land use mix along strategic commercial corridors**

THEME CONNECTIONS: Environmental Justice + Sustainability | TOD + Connectivity | Housing Choice + Access | Economic Development + Revitalization | Community + Urban Design

COMMUNITY + URBAN DESIGN

Theme Goal: Adopt and implement context-sensitive design and development guidance to help shape Dallas' streets, sidewalks, buildings, and open spaces, ensuring functional, safe, sustainable, and vibrant spaces that not only reflect but also enhance Dallas' distinct places and diverse communities.

General Notes:

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** = Key Partners also include applicable community partners, including neighborhood based groups, non profit organizations, and advocacy groups, not shown on this list.

Community and Urban Design Implementation Table

	Objective	#	Action Step	Lead	Key Partners**	Related Themes
A	Establish a Citywide Urban Design Framework	1	Develop citywide urban design guidelines that build upon ForwardDallas principles and illustrate how different communities and places will grow or be preserved in the future	PDD	PKR, HOU, ECO, TPW, DART	4 7 13
B	Integrate Urban Design Standards and Guidance into the Development Review Process and Future Planning Efforts.	2	Utilize the ForwardDallas urban design principles and elements as the foundation for integrating urban design standards into the development-code update.	PDD		3 5 2 3 14
		3	Incorporate the future citywide urban design guidelines as a component of the development-review process including for all rezoning projects.	PDD		5 2
		4	Expand the purview of the Urban Design Peer Review Panel (UDPRP) to include the review of urban design criteria for bond projects.	PDD		7
		5	Provide urban design support to CECAP's recommendation to implement green-infrastructure programs that treat the Right of way (ROW) as both a mobility and green-infrastructure asset.	PDD	TPW	13
		6	Work with Park and Recreation planning staff to increase public access from new development to parks, trails and open space including potential for accessibility standards in the development code.	PKR	PDD, TPW	1 3
		7	Coordinate with Park and Recreation planning staff on future updates to Dallas Park and Recreation Master Plan. Include policy that increases public access to existing and future parks as it relates to land use and urban design changes over time.	PKR	PDD	2
		8	Incorporate place-specific, urban design guidelines within neighborhood and corridor plans.	PDD	TPW	5 8 11 3 4
		9	Work with DWU and Public Works to re-evaluate design standards for retention and detention ponds.	PDD	TPW, DWU	9 17
		10	Explore updating the development code to require below grade parking within the City Center.	PDD		3
C	Promote Quality Design Principles to Foster More Inclusive and Equitable Neighborhoods and Spaces Throughout Dallas.	11	Establish a neighborhood-planning program through which community stakeholders envision, evaluate, and establish the desired vision and form of their community.	PDD		11
		12	Incorporate a community's people, history, culture, and identity into neighborhood planning and urban design processes to sensitively shape the relationship between new and existing buildings, parks, streets, and other open spaces.	PDD	OAC, TPW, PKR	2
		13	Expand the suite of context-sensitive design and preservation tools including historic and conservation districts, design standards, and neighborhood stabilization overlay programs and update applicable ordinances to better respond to rapidly changing conditions in established neighborhoods.	PDD	HOU	8 9 2

METRICS + MONITORING | Metrics to be developed in a future citywide urban design guidelines

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