ForwardDallas Comprehensive Land Use Plan Update

FORWARDALLAS PLAN

DRAFT #1

SEPTEMBER 2023

City of Dallas

P+UD

FORWARDALLAS.

Planning + Urban Design

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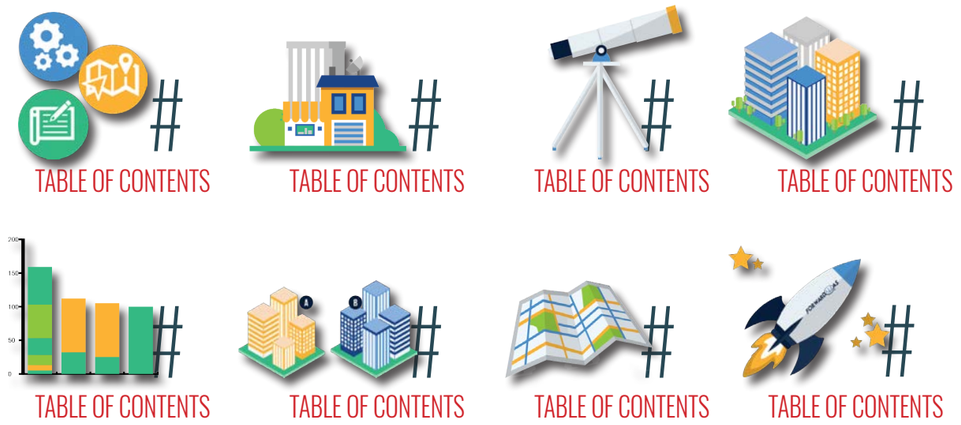
All. As. One.

One .

Acknowledgement

The Department of Planning and Urban Design (P+UD) would like to thank everyone involved in the development of this plan. Thousands of Dallasites engaged with us over the course of two years, extending their days by attending evening and weekend meetings to talk about their community, filling out surveys, providing comments online, reviewing drafts and spreading the word to neighbors and co-workers. This plan is a result of your commitment to Dallas, both today and into tomorrow.

Contents



EXECUTIVE SUMMARY

This ForwardDallas Comprehensive Land Use Plan Update for the City of Dallas outlines a set of strategies to update our land use policies to better reflect the needs and priorities of our community. Our current land use policies were established over fifteen years ago, with the adoption of the original ForwardDallas Plan in 2006. Since then, our community has changed significantly with new development patterns, demographic shifts, and environmental challenges.

Prior to looking forward, we must recognize that historically, land use and zoning has been used to exclude and segregate people of color in Dallas. This has played a role in the creation and perpetuation of racial, economic and health inequities within our city. ForwardDallas will not resolve these 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.

This plan is organized into four (4) sections: 1) overarching plan themes; 2) placetype (future land use) descriptions; 3) citywide future placetype map; and 4) implementation. Each section builds upon one another: the themes, rooted in community input, laid the foundation for the placetype descriptions and their application on the future placetype map. The last section of the plan, the implementation tables, outline the action steps necessary to achieve the vision established through the themes and future land use map.

To support the implementation of this plan, strong leadership, cooperation, and partnership is needed across all sectors of the City, including government, business, and residents. Data-driven decision-making and continuous monitoring and evaluation will help ensure that these land use policies remain relevant and effective over time. Engaging with the community beyond the adoption of this plan is vital to ensuring that the land use policies continue to reflect the needs and aspirations of all members of our community.

ForwardDallas represents an important step toward advancing the City's land use policies to better reflect the needs and priorities of all Dallas. By promoting inclusive engagement in planning processes, sustainable and equitable growth, protection of natural resources, and an enhanced quality of life for all members of the community, Dallas is poised to be a vibrant, equitable and resilient city for generations to come.

WHAT IS FORWARDDALLAS?

ForwardDallas 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.

WHY UPDATE THIS NOW?

The previous iteration of the land use plan was approved by the City Council in 2006. During the ensuing 17 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.

WHY IS THIS IMPORTANT?

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

- It can help to ensure that the communities are developed to meet the needs and desires, such as affordable housing, parks, and other amenities.
- It can attract new businesses, industries and support 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 in order to support growth and development.
- It can provide a transparent and public process for planning and decision-making.

HOW DOES IT RELATE TO OTHER PLANS?

The ForwardDallas Comprehensive Land Use Plan is part of suite of citywide adopted plans that should be used in concert to advance City goals. ForwardDallas supports and furthers the goals of the City's Racial Equity Plan, Housing Policy 2033, Economic Development Policy, Comprehensive Environmental and Climate Action Plan (CECAP), Connect Dallas Strategic Mobility Plan, and the Comprehensive Housing Policy.

ForwardDallas also provides overarching context and guidance for smaller area planning efforts including future neighborhood and corridor plans. When smaller area plans are completed, they are adopted as components of the ForwardDallas Comprehensive Plan. These localized plans advance the citywide vision, while providing the opportunity to work on more fine-grained issues with the local community. The smaller area plans keep the ForwardDallas current and dynamic over time.

HOW WILL IT BE DONE?

Comprehensive plans are implemented through various tools and resources. One of the primary implementation tools is zoning. Comprehensive Plans establish the future land use guidance, and the zoning implements the vision laid out in the plan. Zoning changes can be made by property owner or initiated by the City.

Plans are also implemented through the City's Capital Improvements Program, which allocates funding for projects including parks, streets, and utility connections. An implementation matrix, organized by overarching plan themes, in included at the end of this document.

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 primarily through two different processes:

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

After adoption of this plan, it is recommended that the City formalize a process for reviewing and updating, if necessary, the entirety of its comprehensive land use plan every ten years. 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.

CITY OF DALLAS

WORKING DRAFT
PUBLIC REVIEW ONLY

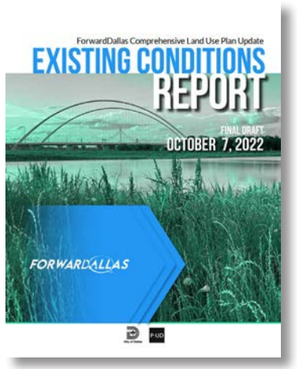
LAND USE & DEVELOPMENT | CHAPTER #

PROJECT TIMELINE

1 2 3 4 5 6

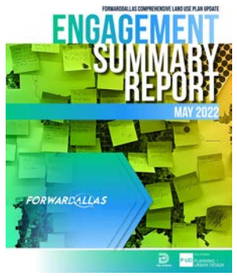
PROJECT INITIATION & EXISTING CONDITIONS

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



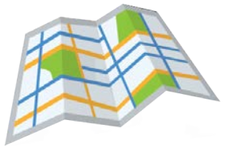
INITIAL COMMUNITY ENGAGEMENT

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



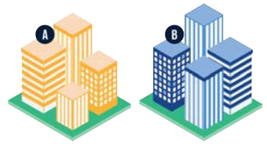
LAND-USE VISIONING

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



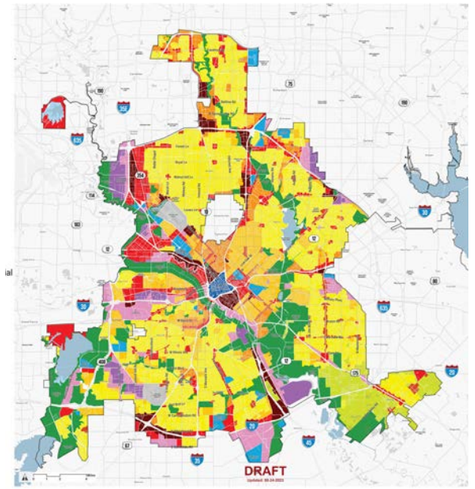
LANDUSE THEME DEVELOPMENT

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



PLACETYPE & URBAN DESIGN MAP REVIEW

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



DRAFT PLAN REVIEW

PUBLIC BRIEFINGS/ HEARINGS AND ADOPTION

THEME

ENVIRONMENTAL JUSTICE + SUSTAINABILITY

GOAL

Protect communities from the effects of environmental hazards and further the quality of the environment through protection, conservation, and sustainability practices within the built environment.

DID YOU KNOW?

Environmental justice is the fair and equitable treatment of all people in the application of environmental policies and development practices, with aims to protect the public health and our natural environment

The purpose of this theme is to actively promote and protect environmental sustainability, public health, and equity through our natural systems and built environment.

1 WHY IS THIS IMPORTANT? [KEY ISSUES]

1. Concentration of incompatible land-uses in the city
2. Health and quality of life concerns due to industrial proximity
3. Communities at risk near floodplain
4. Excessive impervious surfaces, increasing in urban heat island effect and storm water runoff

2 WHERE ARE WE TODAY? [CURRENT CONDITIONS]

Dallas is the second most polluted city in Texas in terms of heat generated ozone and the 16th most polluted in the US. 87% of all heavy industrial uses are in the southern service districts, the region of the city that constitutes 88% of all Racially Ethnic Concentrated Areas of poverty (RECAP). Areas of significant impermeable surfaces leading to the city's urban heat island effect are also concentrated in lower income, communities of color, leading to disproportionate health impacts in these areas.

3 WHAT NEEDS TO BE DONE? [OBJECTIVES] + HOW WILL IT BE DONE? [ACTION ITEMS]

OBJECTIVES

A Support OEQS's Citywide Environmental Justice (EJ) Program

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

C Support the Environmental Protection and Expansion of Natural Assets

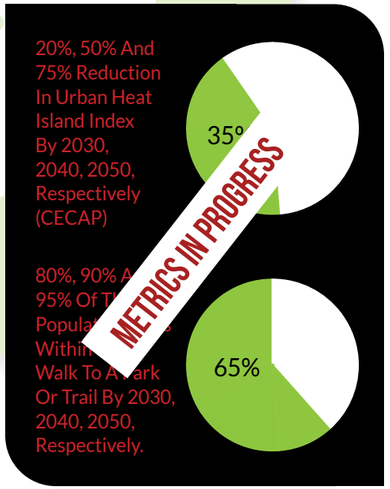
ACTION STEPS

A
1. Develop a comprehensive land use strategy that addresses issues identified through the EJ program and prioritize identified areas for land use and zoning interventions.
2. Coordinate with OEQS and the community to identify areas of EJ concern where stakeholders identify issues, help gather and track data, and catalog resources to address EJ issues.
3. Support the creation of an Environmental Justice Overlay to tailor zoning interventions and other investment for identified EJ areas.

B
1. Prioritize stronger environmental impact reviews in EJ and EPA focus areas that are also contributors of urban heat island effect and excessive storm water runoff.
2. Update the Development Code to reduce the percentage of impervious surface areas.
3. Coordinate with DPW 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.
4. Update development code to incorporate green infrastructure practices into land use planning and development, such as rain gardens, green roofs, permeable pavements, bioswales, and vegetated swales.

C
1. Update Development Code & Article X to prioritize the protection of mature trees and when replanting to encourage native planting of drought-tolerant tree and plant species, reducing artificial irrigation dependencies.
2. Support the creation of a Watershed District Overlay to help mitigate existing and projected stormwater impacts from new development.
3. Support the development of an Environmental Preservation Overlay to protect Environmentally Sensitive Areas, including the 100-year floodplain, creeks, areas with mature tree canopies, the Escarpment, and other water bodies.
4. 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.

METRICS + MEASUIRNG SUCCESS



4 WHO WILL DO IT? [LEAD PARTNER] + WHEN WILL IT BE DONE? [TIMEFRAME]

Refer to Implementation Tables within Section X

THEME

TRANSIT-ORIENTED DEVELOPMENT (TOD) + CONNECTIVITY

GOAL

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

DID YOU KNOW?

Transit-Oriented Development (TOD) is a type of development that maximizes the amount of residential, business, and leisure space within walking distance of public transport. A TOD can be focused around light rail stations as well as major bus nodes, bike infrastructure, and trails. The purpose of this theme is to spur economic growth, expand housing opportunities, increase connectivity around a mix of land uses, and promote revitalization around DART stations and transportation nodes.

1 WHY IS THIS IMPORTANT?

[KEY ISSUES]

1. Land use constraints that hinder TOD marketability
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]

Only 22% of Dallas residents are within a 10-min walk of a transit stop and residents in black majority neighborhoods are 17x less likely to have access to jobs through transit than racially diverse neighborhoods (based on 30 min transit commute). The majority (76.8%) of Dallas residents drive to work alone and the remaining 23.2% carpool (11.1%), telework (4.87%), use public transit (3.8%), walk (1.9%) or bicycle (0.3%). 3,420 acres of vacant land exists within Dallas' transit nodes (161 acres are not developable due to the floodplain).

3 WHAT NEEDS TO BE DONE? + HOW WILL IT BE DONE?

[OBJECTIVES] + [ACTION ITEMS]

OBJECTIVES

A Encourage more housing, employment, services and

ACTION STEPS

1. Prioritize appropriate density and zoning around DART stations, other high frequency transit nodes and corridors, trails, and neighborhood centers.
2. Right-size parking regulations within parking code amendments to allow increased development opportunity for TOD projects.

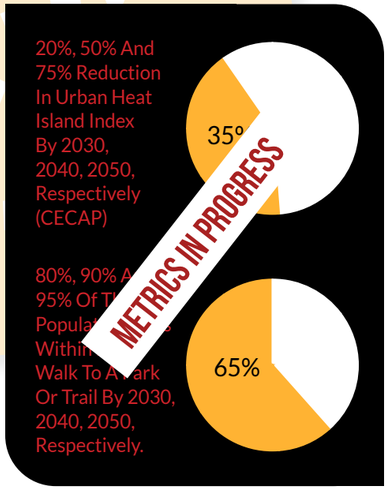
B Align Transportation Planning, Land Use Planning, and Development Processes.

1. Incorporate TOD-specific design guidance within the citywide urban design framework to emphasize safe access, site design excellence, enhanced connectivity, and high-quality public spaces.
2. Develop corridor and station area plans that focus on equitable development and access.
3. Support assessments of existing transit infrastructure, exploring multimodal options for last-mile connections to essential land uses and community services.
4. Initiate a Thoroughfare and Freight Master Plan Update that aligns future placetypes, Dallas' Complete Street typologies, and urban design guidelines.

C Promote a multi-modal transportation network that is highly accessible and well-connected.

1. As neighborhood, corridor and station area plans are developed, prioritize assessments of the land use mix and available infrastructure in underserved areas to improve linkages to employment, education, parks, food, and health services.
2. Establish place-specific criteria for "15-Minute Complete Communities" to provide safe, convenient, and equitable proximity to daily goods and services.

METRICS + MEASUIRNG SUCCESS



4 WHO WILL DO IT? + WHEN WILL IT BE DONE?

[LEAD PARTNER] + [TIMEFRAME]

Refer to Implementation Tables within Section X

THEME

HOUSING CHOICE + ACCESS

GOAL

Increase housing choice throughout the city, particularly near job centers transit accessible locations, and amenity-rich areas to meet the needs of people of all ages, races, and income levels.

DID YOU KNOW?

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

1 WHY IS THIS IMPORTANT?

[KEY ISSUES]

1. Lack of availability and affordability of housing
2. Lack of diverse housing options to accommodate vaying incomes
3. Disconnect in housing and transportation planning
4. Displacement and gentrification of older neighborhoods

2 WHERE ARE WE TODAY?

[CURRENT CONDITIONS]

Over the past few years, housing costs have risen while incomes have remained stagnant. According to US Census American Community Survey, 44.3% of Dallas renters and 25.1% of owner-occupied households are considered cost burdened. Dallas' total cost-burdened household percentage is at 36.4%. According to the city's Market Value Analysis (MVA), areas north and east of 1-30, in addition to the West Oak Cliff area, support the highest residential market levels while the southern and southeastern areas of the city fall on the lower end of the spectrum.

3 WHAT NEEDS TO BE DONE? + HOW WILL IT BE DONE?

[OBJECTIVES] + [ACTION ITEMS]

OBJECTIVES

A Provide a Mix of Housing types and affordabilities across all Neighborhoods

B Coordinate stabilization efforts in neighborhoods experiencing change, particularly in areas most vulnerable to displacement.

C Update City Policies to Support the Environmental Protection of Key Natural Assets.

ACTION STEPS

A

1. Collaborate with residents at the neighborhood level to plan for more housing and housing types that are consistent with existing context and scale.
2. Update the development code to allow context sensitive Accessory Dwelling Units (ADUs) by-right in all neighborhoods.
3. Create an infill residential zone to allow appropriately scaled infill housing in designated areas.
4. Promote diverse and affordable mix of housing types within neighborhoods to provide housing choices for all stages of life

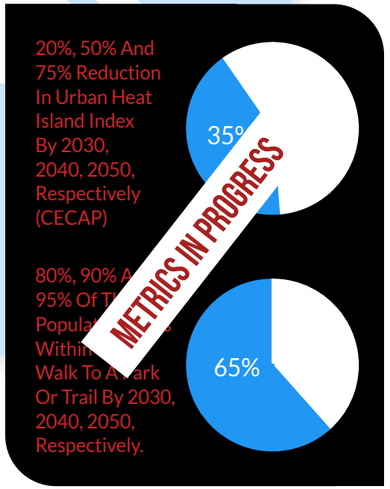
B

1. Work with HOU to identify and plan for areas in which surplus land is purchased for the development of affordable housing to address gentrification and displacement.
2. Encourage the addition of diverse housing types within the city's landbank program.
3. Incorporate displacement risk assessments and community discussions as part of future smaller area planning efforts.
4. Prioritize neighborhoods identified most at risk of displacement for neighborhood planning and city initiated rezoning efforts including conservation districts, neighborhood stabilization overlays, historic districts.
5. Partner with housing agencies and advocates to create a more expansive anti-displacement toolkit.

C

1. Streamline the development review and rezoning process for affordable housing projects.
2. Develop an integrated housing infill policy that provides an expedited rezoning and permitting process, housing pattern books for different housing types, and pre-vetted and approved housing plans.
3. Establish urban design guidelines for the city's Notice of Funding Availability (NOFA) procurement, selection, and review process for multifamily projects.
4. Provide land use and zoning data to support city recommended changes to state law that remove barriers to affordable housing options.

METRICS + MEASURING SUCCESS



4 WHO WILL DO IT? + WHEN WILL IT BE DONE?

[LEAD PARTNER] + [TIMEFRAME]

Refer to Implementation Tables within Section X

THEME

ECONOMIC DEVELOPMENT + REVITALIZATION

GOAL

Promote economic growth and equitable sustainable development while focusing on revitalization of underserved neighborhoods, commercial corridors, and mixed-use job centers.

DID YOU KNOW?

As Dallas experiences shifting market trends for retail and office as well as geographical shifts in where the City targets investment, land use policy must proactively respond to enable these changes while providing a foundation for a more balanced and equitable city. While open land remains available for new, innovative development, particularly in the southern portion of the city, a significant number of aging and underutilized commercial corridors exist throughout the City as opportunities for placemaking and revitalization to infuse new life in areas with existing infrastructure. Additionally, the City's transit stations and high-capacity bus routes offer unique opportunities to spur transit oriented development that connects people to employment.

1 WHY IS THIS IMPORTANT? [KEY ISSUES]

1. Southern Dallas continues to face challenges in attracting private investment
2. Aging commercial corridors
3. Lack of equitable economic development strategies
4. Transition of industrial land in vulnerable areas

2 WHERE ARE WE TODAY? [CURRENT CONDITIONS]

Dallas residents living in poverty are primarily located south of 1-30, Northwest Dallas, and portions of Northeast Dallas. About 600,000 Dallas residents commute to jobs elsewhere in the region while nearly 300,000 non-residents commute into the city for work. The top five (5) fastest growing sectors within Dallas are 1) Management & Enterprise Companies, 2) Arts, Recreation, & Entertainment, 3) Real Estate, 4) Professional & Technical Services, and 5) Education Services.

3 WHAT NEEDS TO BE DONE? [OBJECTIVES] + HOW WILL IT BE DONE? [ACTION ITEMS]

OBJECTIVES

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

B Prioritize Equitable Growth by Targeting Investment in Underserved Communities

C Foster Economically Resilient Communitie

ACTION STEPS

A

1. Identify underutilized, surplus or vacant land in key areas to transform into vibrant spaces to support greater economic outcomes for those areas.
2. Facilitate collaborative placemaking initiatives in underserved spaces to reimagine the adaptive reuse of historically and culturally significant structures and places.
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.

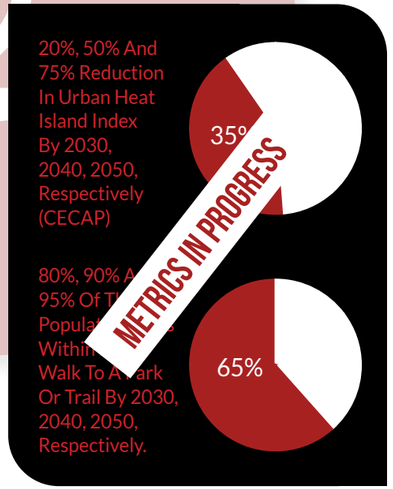
B

1. Prioritize neighborhood and corridor planning efforts and/or zoning reviews in areas transitioning away from industrial uses or for former brownfield areas.
2. Coordinate future land use with infrastructure investment in Southern Dallas to ensure adequate public facilities, housing, and mobility options for existing and future businesses and their employees.
3. Coordinate with ECO to direct economic development resources to areas through ForwardDallas and other neighborhood planning and corridor efforts.

C

1. Work with Economic Development to support investment in new TOD areas and within existing commercial nodes to provide a sustainable mix of employment, housing and services to the community.
2. Coordinate with ECO and the Small Business Center to create and implement anti-displacement policies for small business owners.
3. Ensure appropriate land use and zoning in designated areas to support emerging creative and technology industries to supplement the expansion of logistics-related jobs, particularly in the Southern Sector.
4. Coordinate planning and economic development initiatives with surrounding jurisdictions to ensure mutually beneficial development and integrated infrastructure investment.

METRICS + MEASURING SUCCESS



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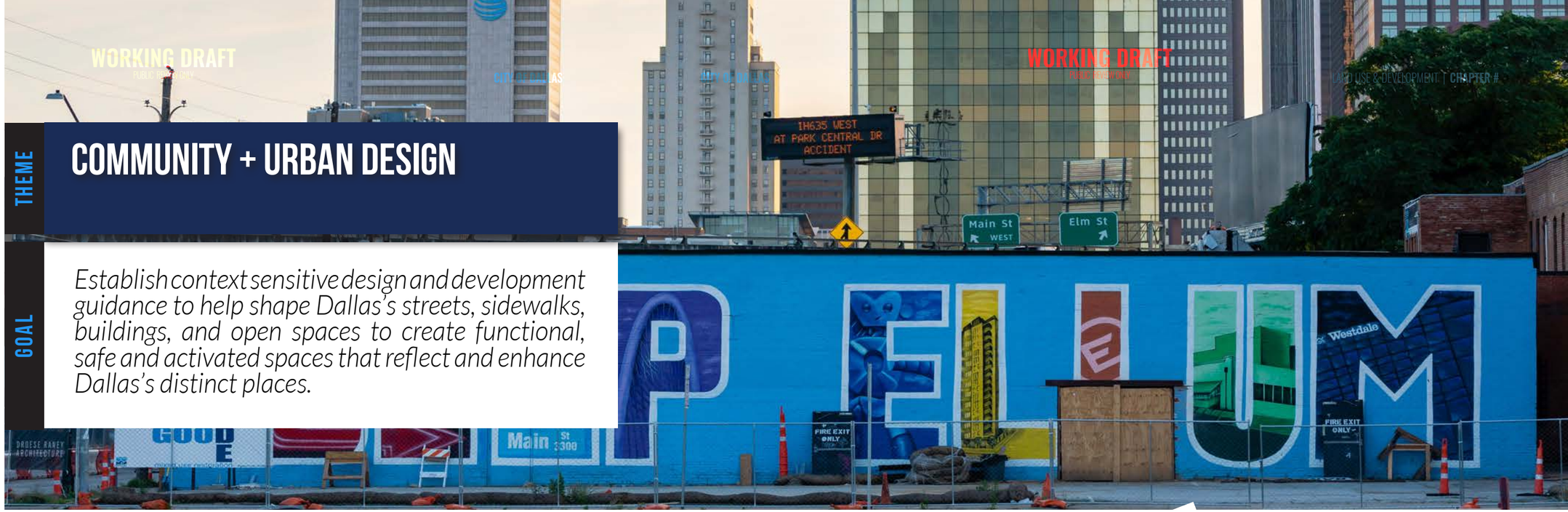


WORKING DRAFT
PUBLIC REVIEW DRAFT
CITY OF DALLAS
LAND USE & DEVELOPMENT | CHAPTER #

THEME

COMMUNITY + URBAN DESIGN

GOAL

Establish context sensitive design and development guidance to help shape Dallas's streets, sidewalks, buildings, and open spaces to create functional, safe and activated spaces that reflect and enhance Dallas's distinct places.

DID YOU KNOW?

Urban design shapes the public realm to promote a healthy and socially interactive environment that contributes to the economic success of the city. It gives form, shape, and character to buildings, neighborhoods, and the city making each more functional and attractive.

1 WHY IS THIS IMPORTANT?

[KEY ISSUES]

1. Land use constraints such as concentrations of single-family zoning and PD standards hinder TOD marketability.
2. Lack of and coordination in the planning of last mile connecti... to improve travel time... accessibility ar...
3. ...tions citywide ...nimize transit-...portive density.
4. Inequitable access to goods and services.

IN PROGRESS

2 WHERE ARE WE TODAY?

[CURRENT CONDITIONS]

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

3 WHAT NEEDS TO BE DONE? + HOW WILL IT BE DONE?

[OBJECTIVES] + **[ACTION ITEMS]**

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 sense of place and community identity for all Dallas neighborhoods.

ACTION STEPS

A

1. Develop a citywide context sensitive urban design guidebook that illustrates how places, streets, and corridors will grow and be preserved.

B

1. Utilize the ForwardDallas urban design principles and elements as the foundation for integrating urban design standards into the development code update.
2. Incorporate the urban design guidelines as a component of the development review process including for all rezoning and "by-right" projects.
3. Expand the purview of the Urban Design Peer Review Panel (UDPRP) to include the review of urban design criteria for bond projects.
4. 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.
5. Work with Park and Recreation planning staff to increase public access from new development to parks, trails and open space including potential for accessibility standard in the development code.
6. Coordinate with Park and Recreation planning staff on future updates to Dallas Park and Recreation Master Plan. Including policy that increases access to existing and future parks as it relates to land use and urban design changes over time.
7. Incorporate place-specific urban design guidelines within neighborhood and corridor plans.

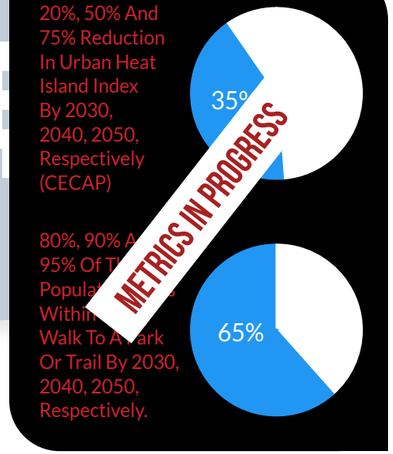
C

1. Formerly establish a neighborhood planning program through which community stakeholders envision, evaluate, and establish the desired vision and form of their community.
2. 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.
3. Expand the suite of context sensitive design and preservation tools including historic and conservation districts and neighborhood stabilization overlay programs and update applicable ordinances to better respond to rapidly changing conditions in established neighborhoods.

METRICS + MEASURING SUCCESS

20%, 50% And 75% Reduction In Urban Heat Island Index By 2030, 2040, 2050, Respectively (CECAP)

80%, 90% A... 95% Of T... Popula... Within... Walk To A... ark Or Trail By 2030, 2040, 2050, Respectively.



4 WHO WILL DO IT? + WHEN WILL IT BE DONE?

[LEAD PARTNER] + **[TIMEFRAME]**

Refer to Implementation Tables within Section X

THEME

COMMUNITY + URBAN DESIGN (CONTINUED)

GOAL

Establish context sensitive design and development guidance to help shape Dallas's streets, sidewalks, buildings, and open spaces to create functional, safe and activated spaces that reflect and enhance Dallas's distinct places.

URBAN DESIGN PRINCIPLES

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

WORKING DRAFT
PUBLIC REVIEW DRAFT

Community + Urban Design guidance within this document will be provided under two element types: **1.** Urban Framework **& 2.** 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

PLACETYPE + URBAN FRAMEWORK MAPS [1]

PATHS

Networks or channels of frequent or potential routes of movement through the city. Identifies appropriate Complete Street typology.

DISTRICTS

A unique area of homogeneous character, style, and natural features. Identifies unique communities and preservation areas.

LANDMARKS

Spatially prominent or easily identifiable physical features that help orient users around specific focal points as they traverse spaces within a community.

NODES

Primary concentrations or hubs of activity within a community. Serve as communal destinations or gathering places.

NATURAL FEATURES

Ecological landforms that contribute to the creation, protection, and/or conservation of linked open space systems. Can serve as buffers between built and natural environments.

2. URBAN FORM

Describes the physical characteristics of a place within the city

PLACETYPE DESCRIPTIONS [2]

STREETSCAPE

Identifies travel mode preferences and relationship between street, pedestrian and micromobility zones. Safety and connectivity should be prioritized for all mobility options.

PARKING

Describes appropriate parking type and location. Parking should accessible, but designed to minimize visual impacts.

BUILDINGS

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

OPEN SPACE

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

NOTES:

1. **Urban Design Framework** guidance is found within the Placetype + Urban Design Framework Maps
2. **Urban Form** guidance is found within the Placetype Descriptions
3. **Elements** such as materials, color, and texture are outside the scope of his document. A more detailed community plan could be developed to provide such guidance.

September 2023 – ForwardDallas Comprehensive Land Use Plan (Working Draft)

CITY OF DALLAS

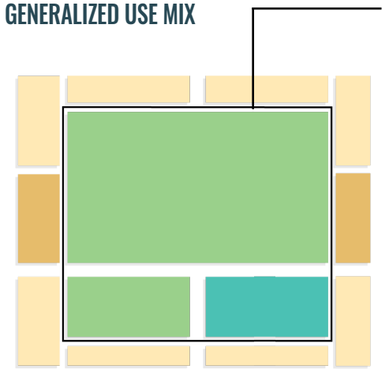
WORKING DRAFT
PUBLIC REVIEW ONLY

	REGIONAL OPEN SPACE	SMALL TOWN RESIDENTIAL	TRADITIONAL RESIDENTIAL	BLENDED RESIDENTIAL	CITY/URBAN RESIDENTIAL	NEIGHBORHOOD MIXED USE	COMMUNITY MIXED USE	REGIONAL MIXED USE	CITY CENTER/ URBAN CORE	INSTITUTIONAL/ SPECIAL PURPOSE	FLEX COMMERCIAL	INDUSTRIAL HUB
FUTURE LAND USE												
Agricultural	○	○	○	○	○							
Heavy Industrial												●
Light Industrial						○	○	○			●	●
Lodging				○	○	●	●	●	●	○	○	
Mixed-Use				○	●	●	●	●	●	○	●	
Multi-Family		○	○	●	●	●	●	●	●	○	○	
Office			○	○	○	○	○	●	●	●	●	○
Private Open Space	●	○	○	○	○	○	○	○	○	○	○	○
Public Open Space	●	○	○	○	○	○	○	○	○	○	○	○
Public Institutional	●	○	○	○	○	○	○	○	●	●		
Commercial		○	○	○	○	●	●	●	●	○	●	○
Single Family Attached		●	●	●	○	○	○	○		○	○	
Single Family Detached		●	●	●	○	○	○	○		○	○	
Transportation	○	○	○	○	○	○	○	○	○	○	○	●
Utility	○	○	○	○	○	○	○	○	○	○	○	●
URBAN DESIGN												
Buildings												
Streetscape												
Open Space												
Parking												

September 2023 – ForwardDallas Comprehensive Land Use Plan (Working Draft)

REGIONAL OPEN SPACE

GENERALIZED USE MIX

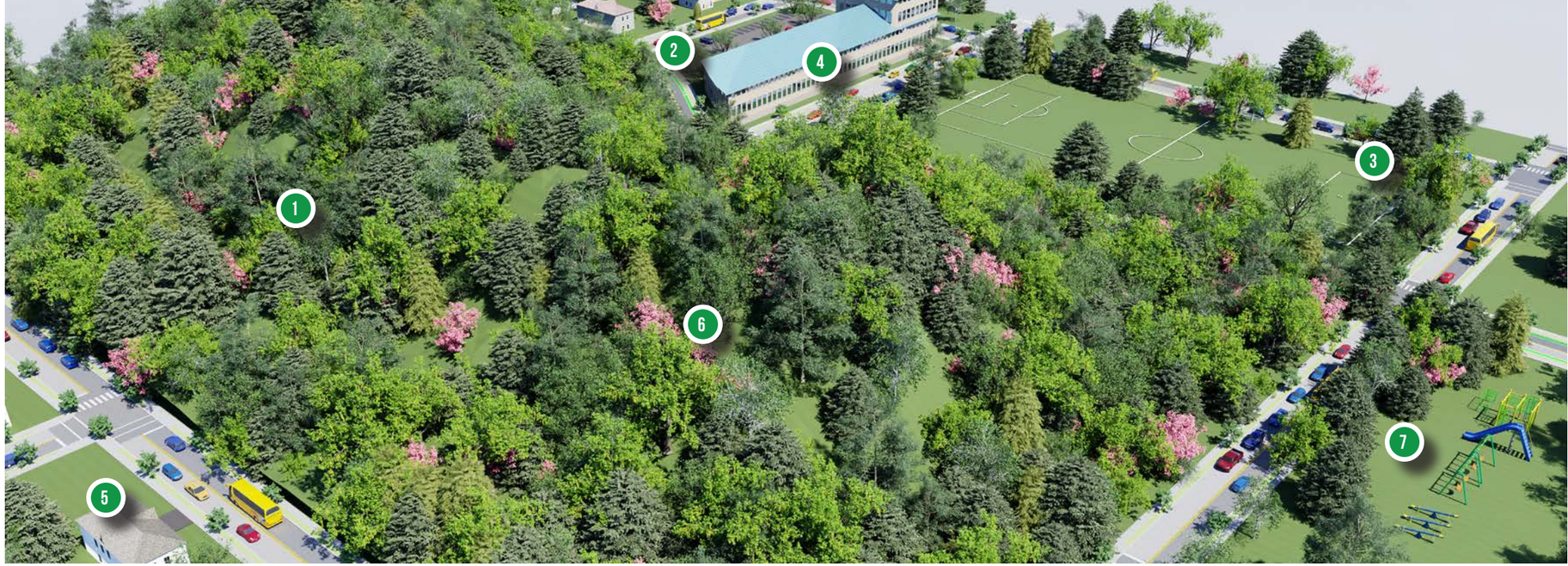


PRIMARY & SUPPORTING USES

- Public Open Space
- Public Institutional Facilities

ADJACENT LAND USES

- Single Family Detached
- Single Family Attached



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. In addition to leisure and recreation, regional open spaces preserve important environmental and ecological functions. These natural environs give city residents a way to escape from their urban surroundings and enjoy the natural resources Dallas has to offer.

The preservation of Regional Open Space areas is key 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, but the Regional Open Space place-type is reserved for large dedicated areas that function as distinct places in their own right. Smaller-scale community, neighborhood parks and greenways complement and add to these Regional Open Spaces.

PLACETYPE APPLICATION

The City and partner organizations should continue to invest in the preservation and enhancement of established Regional Open Space areas. Many of these areas identified on the Future Placetype Map are environmentally sensitive areas, such as riparian zones adjacent to waterways, floodplain and flood prone areas. 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.

TRANSITIONS

The predominance of large areas of green space in the Regional Open Space placetype minimizes the need for established transition areas between adjacent development. However, adjacent development should be supportive of environmentally sensitive areas and tree canopy. Regional recreation facilities and parking areas should include landscape buffers and appropriate lighting and sound mitigations when abutting residential areas. 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

STREETSCAPE

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

PARKING

2. Parking should be minimized and consolidated when possible, primarily to support civic or recreational uses within this placetype.

3. Permeable and environmentally sensitive materials should be utilized when feasible.

OPEN SPACE

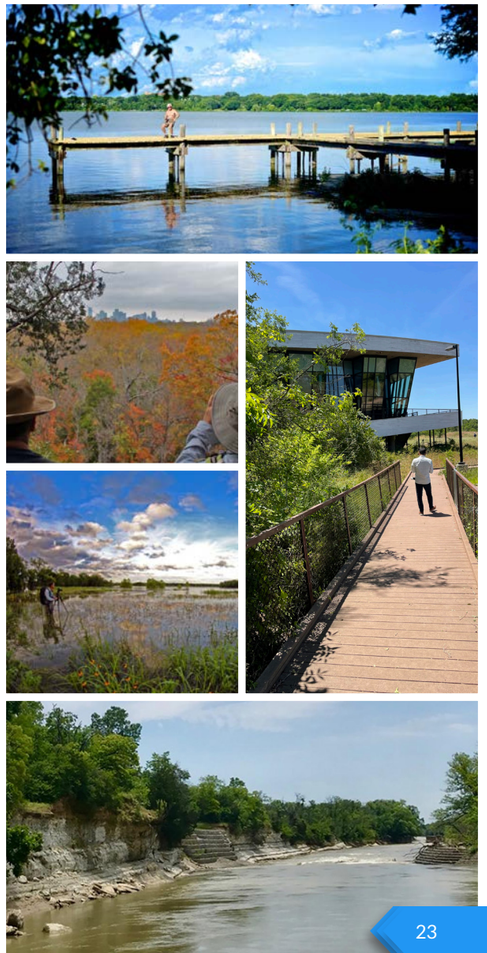
4. Utilize conservation design strategies to integrate connected local greenspace amenities into new development and increase access to Regional Open Space areas.

5. Where possible, 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.

BUILDINGS

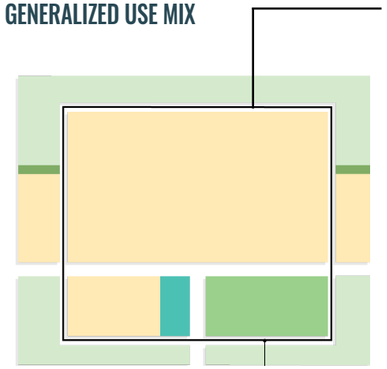
6. Structures are limited in number, vary in size depending on the purpose of the building and the setting, and are typically low-rise.

7. 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 storm- water flows and improve water quality, while reducing heat island effect and increasing tree canopy.



SMALL TOWN RESIDENTIAL

GENERALIZED USE MIX



PLACETYPE

PRIMARY & SUPPORTING USES

- Single Family Detached
- Public Institutional Facilities
- Public Open Space

ADJACENT LAND USES

- Agriculture
- Private Open Space

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 like Kleburg 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 Commercial and Medium Commercial 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 the Neighborhood Mixed Use and Medium Mixed placetypes should be clustered and implemented at strategic locations with existing or planned infrastructure to serve the immediate residential areas. Commercial and mixed-use development should be focused around "Town Center" style development, smaller town "main Streets" or Town Squares"

PLACETYPE APPLICATION

Residents this placetype are primarily reliant on private vehicles for commuting as public transit is limited or provided by on-demand service. Roadways have limited improvements given their more rural nature, but where possible, multiuse paths are used to provide bike and pedestrian connectivity throughout the placetype.

When large open spaces or vacant properties are defined as Small Town Residential, zoning and infrastructure should be planned in a manner that preserves the natural landscapes and improves quality of life for residents desiring a more rural lifestyle. Residential development in this placetype within large lots should preserve the large lot character and mitigate the impacts from new development particularly in areas with limited utilities and infrastructure to support denser residential development. New subdivisions 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.

TRANSITIONS

Natural areas should be integrated into development to provide a natural buffer between residential areas and more intense development. Service areas for agricultural uses should be located away from and screened from residential development. Any new Industrial uses should be environmentally low-impact and well buffered from residential uses and contained within the property to avoid negative spill over impacts on residential uses or environmentally sensitive areas.

URBAN DESIGN ELEMENTS

STREETSCAPE

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 bus stops.

PARKING

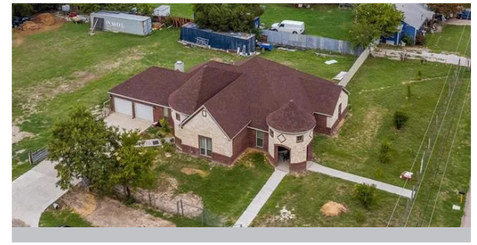
3. Blend parking areas into its surroundings, using landscaping and materials that minimize its visual impact.
4. Consider shared parking arrangements to reduce overall parking demand especially if the rural development includes various facilities with differing peak usage times (e.g., a community center,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

OPEN SPACE

5. Integrate "agrihood" features into neighborhood design including working farms, community gardens, apiaries, orchards, and ranching.
6. Discourage development in areas not served adequately by municipal or corporate sanitary sewers.

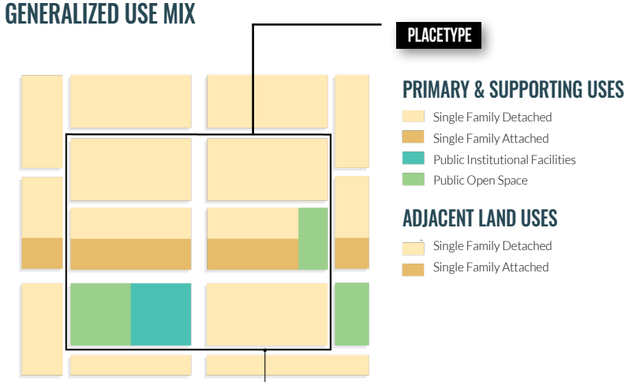
BUILDINGS

7. Preserve rural character by preserving the deep lots typical of this placetype or by implementing conservation design to establish shared open space areas.
8. Commercial development should be focused at intersections and be organized in a compact manner with a "main street" feel.



TRADITIONAL RESIDENTIAL NEIGHBORHOOD

GENERALIZED USE MIX



PRIMARY & SUPPORTING USES

- Single Family Detached
- Single Family Attached
- Public Institutional Facilities
- Public Open Space

ADJACENT LAND USES

- Single Family Detached
- Single Family Attached

CHARACTER DESCRIPTION

Dallas' Traditional Residential neighborhoods were primarily developed as post-war subdivisions with detached single-family housing. Uses such as parks, recreation centers, community centers, schools and places of worship are interspersed throughout the neighborhood and provide focal points for community activity. Supporting clusters of duplexes, townhomes, and smaller apartment buildings provide for housing choice within the neighborhood.

This placetype is more suburban in character compared to Dallas' other residential areas,with considerable areas dedicated to single uses. Curvilinear roadways organize large blocks of housing with limited access from major streets. Green parkways frame roadways, providing opportunities for street trees and an extensive sidewalk network. Although vehicularly focused, trails and transit (including rail) help provide pedestrian connections between neighborhoods and to nearby amenities and retail areas.

Limited scale retail shops and services are integrated into the community at key intersections, allowing the Neighborhood Commercial and Medium Commercial placetypes to serve as a companion to Traditional Residential communities. These placetypes work together to form a complete community with a variety of activities essential to a high-quality of life.

PLACETYPE APPLICATION

The development of new Traditional Residential Neighborhoods, at least at the scale we have seen in the past, may be limited given the decreasing supply of available land with proximity to the necessary infrastructure. However, if new areas are considered for this placetype, development should be informed by strategic planning to help determine the appropriate mix of land uses, infrastructure improvements to promote multi-modal connectivity within the neighborhood and to surrounding neighborhoods, public spaces, and commercial/mixed use areas.

Any changes to established Traditional Residential neighborhoods should be incremental and sensitive to the existing context, and include inclusive community engagement efforts. Key intersections, local commercial areas, edge areas, and areas within a ¼ mile of a transit station may represent the most appropriate opportunities for new development and the integration of additional, context sensitive housing options.

Vacant and underutilized lots could also provide opportunities for gentle infill development that enables missing middle housing types to be sensitively integrated within the community. Such sites also represent an opportunity to provide for additional local parks and open space amenities.

TRANSITIONS

Multiple unit housing such as duplexes, townhomes, and multifamily should be designed to complement the scale and context of the surrounding neighborhood. Attention should be given to building height, orientation, architectural style, and setback to ensure the existing neighborhood context is retained. For commercial properties, parking and service areas should be located behind the building with ample landscaping to provide a buffer to adjacent residential areas.

URBAN DESIGN ELEMENTS

STREETSCAPE

1. Establish a comprehensive pedestrian network with an emphasis on connections to transit routes, commercial areas, schools, parks.

PARKING

2. Consider shared parking spaces that can serve both residential and business needs.
3. Incorporate landscaping into parking areas to enhance the aesthetic appeal of the neighborhood.
4. Use trees, shrubs, and greenery to soften the visual impact of parking lots.
5. Ensure pedestrian safety by incorporating sidewalks and pedestrian pathways between parking areas and residential properties.

OPEN SPACE

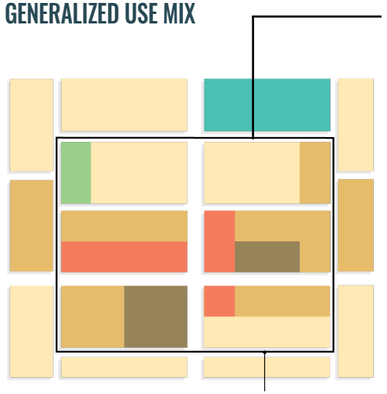
6. Plant parkways and private yards with shade trees to expand the urban forest and improve neighborhood character.
7. Front and rear yards serve as private open spaces. Application can vary but it should be generally consistent throughout this placetype
8. Side and rear yards can serve as transitions between different housing types and commercial developments.

BUILDINGS

9. Establish compact blocks and locate buildings toward the front property line with alleyways or side-loaded garages to provide a welcoming walking environment.
10. Anchor neighborhoods with local-serving commercial nodes.
11. Infill development should be context sensitive, and building scale, height and massing should complement existing buildings.

BLENDED RESIDENTIAL NEIGHBORHOOD

GENERALIZED USE MIX



PLACETYPE

PRIMARY & SUPPORTING USES

- Single Family Detached
- Single Family Attached
- Multifamily
- Retail
- Public Open Space

ADJACENT LAND USES

- Single Family Detached
- Single Family Attached
- Public Instituional Facilities

CHARACTER DESCRIPTION

The Blended Residential placetype is made up of primarily single-family neighborhoods with homes typically situated on narrow, but deep lots. In contrast to the curvilinear roadways of the Traditional Placetype, neighborhoods in the Blended Residential Placetype are largely organized in gridded blocks with higher degrees of connectivity and greater proximity to transit options, including bus and rail.

While single-family homes are the predominant housing type, compared to the Traditional Residential placetype, there is a wider mix, or blend, present of other housing types and uses. It is common to find duplexes and townhomes scattered within the neighborhoods. Multifamily housing is generally made up of smaller apartment buildings, rather than multi-building complexes, and serve to complement local commercial areas. Corner stores and small office buildings help provide local shopping and service options. These uses are complemented by linear commercial districts or "main streets" of 1-2 blocks, focused along major streets.

Historic parkways and boulevards help frame the edges of local neighborhoods and consistent blocks lined with sidewalks and parkway trees are supported by alleys to provide an inviting pedestrian environment.

PLACETYPE APPLICATION

As different neighborhoods in Dallas continue to maturate and grow, thoughtful planning about the mix, design and intensity of land uses will be needed in areas that may be evolving from a Traditional Residential Neighborhood to more of a Blended Residential Neighborhood. These areas may be ideal candidates for future, more fine-grained planning efforts to engage the community in discussion and analysis about potential areas for redevelopment including along commercial corridors, underutilized shopping centers, and aging multi-unit buildings.

These areas should be improved in an incremental manner that is sensitive to area context. Key intersections and local commercial areas may represent the most significant opportunities for new development or redevelopment, and the integration of additional housing options. Any redevelopment of existing multi-unit buildings should establish a plan to avoid displacement pursuant to redevelopment, including allowing more units in return for greater affordability.

TRANSITIONS

Commercial areas, including retail mixed-use development, should be located at key intersections and along major roadways and designed in a manner that promotes walkability including enhanced sidewalks, street trees and landscaping, minimal curb cuts, and pedestrian scaled lighting. Maximum building heights should be oriented toward the commercial street and taper down toward residential uses.

Higher intensity housing such as duplexes, townhomes, and multifamily should be designed to complement the scale and character of the surrounding neighborhood. Attention should be given to building height, orientation, architectural style, and setback to ensure the existing neighborhood character is retained.

URBAN DESIGN ELEMENTS

STREETSCAPE

1. Establish a comprehensive pedestrian network with an emphasis on connections to transit routes, commercial areas, schools, parks.

PARKING

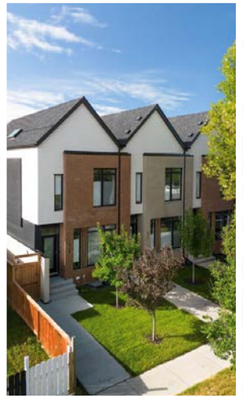
2. Incorporate green spaces and landscaping within and around parking areas to enhance aesthetics and reduce the visual impact of parking structures.
3. In commercial and mixed use developments, parking should be oriented toward the rear of the buildings to promote a more walkable environment.
4. Place surface parking at the rear or interior of the lot and include active ground-floor uses in parking garages to enhance the pedestrian experience.

OPEN SPACE

5. Plant parkways and private yards with shade trees to expand the urban forest and improve neighborhood character.

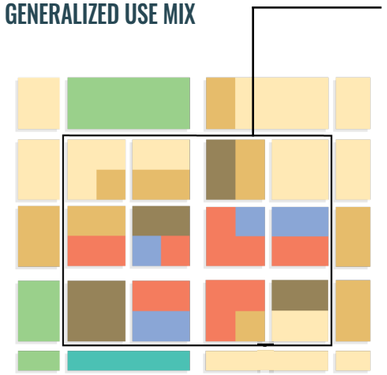
BUILDINGS

6. Use single-family attached housing to transition to less intense development in neighboring areas.
7. Establish compact blocks and locate buildings toward the front property line with alleyways or side-loaded garages to provide a welcoming walking environment.
8. Anchor neighborhoods with local-serving commercial nodes.
9. Locate single-family attached and multifamily development along main corridors to provide local housing choice.



CITY RESIDENTIAL

GENERALIZED USE MIX



PLACETYPE

PRIMARY & SUPPORTING USES

- Single Family Detached
- Single Family Attached
- Multifamily
- Retail
- Public Open Space

ADJACENT LAND USES

- Single Family Detached
- Single Family Attached
- Public Open Space
- Public Institutional Facilities

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 medium density 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 are comprised of multifamily complexes, often of fewer stories but yet 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 larger, 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 within separate structures on a single property, access is more auto-dependant, and is mostly served by bus transit. Within these areas, the City Residential placetype complements regional employment centers, accessed primarily by car or by bus.

PLACETYPE APPLICATION

While the City Residential placetype is defined by established neighborhoods, new areas considered for the City Residential placetype should be located near existing or proposed DART station locations to provide transit supportive density in proximity to fixed rail routes. Future City Residential placetype locations should also be considered for locations along or near key corridors to provide additional residential density, including a mix of unit types and affordabilities, to support commercial activities.

Within established City Residential areas, vacant and underutilized sites, particularly surface parking lots, provide opportunities for multi-family and mixed-use development. Such redevelopment should be accomplished in a manner that transitions appropriately to adjoining neighborhoods. A comfortable pedestrian environment should be prioritized to improve walkability between uses to parks and other amenities.

Redevelopment in the suburban areas with this placetype should consider consolidating density in certain areas of a larger site to provide opportunities for additional open space, a great mix of uses to provide commercial uses closer to residents, and better connected internal and external circulation, both vehicular and pedestrian. Maintaining affordability should be prioritized if redevelopment occurs and additional density should be considered to avoid displacement of existing residents. Employing anti-displacement tools when orif aging multifamily housing stock gets redeveloped should be considered to reduce displacement.

TRANSITIONS

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. Additionally, enhanced parks and open spaces should be incorporated into redevelopment proposals at key areas to provide transitions between new and existing developments.

URBAN DESIGN ELEMENTS

STREETSCAPE

1. Establish a comprehensive pedestrian network with an emphasis on connections to transit routes, commercial areas, schools, parks.

PARKING

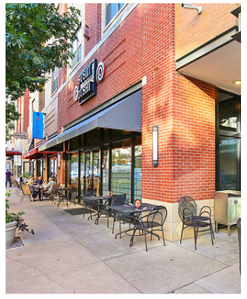
2. Strategically position parking facilities behind buildings or in side yards, minimizing the visual impact of surface parking and optimizing shared parking opportunities.

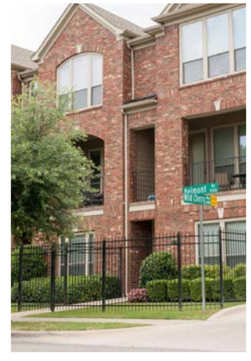
OPEN SPACE

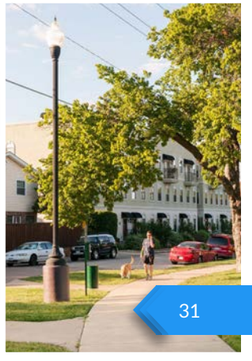
3. Plant parkways and private yards with shade trees to expand the urban forest and improve neighborhood character.

BUILDINGS

4. Locate commercial and mixed-use buildings toward the front property line to activate sidewalks and enhance public realm.
5. Compact, pedestrian-friendly blocks should be framed by residential streets with low vehicle speeds that prioritize pedestrian and bicycle safety.
6. 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.
7. Orient maximum building heights along major roadways, away from lower-scaled development.
8. New buildings should taper down in height and scale toward existing single-unit detached homes to establish a compatible relationship between buildings.

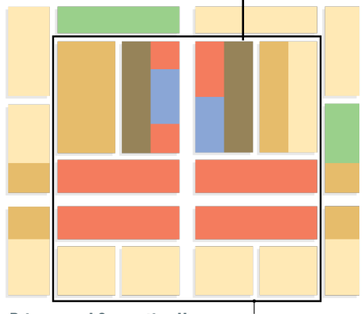






NEIGHBORHOOD MIXED USE

GENERALIZED USE MIX



PLACETYPE

PRIMARY & SUPPORTING USES

- Office
- Retail and Personal Services
- Multifamily
- SIngle-Family Attached
- SIngle Family Dettached

ADJACENT LAND USES

- Single Family Detached
- Single Family Attached
- Public Open Space

CHARACTER DESCRIPTION

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

Planning should incorporate infrastructure improvements that prioritize 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 commercial character.

PLACETYPE APPLICATION

New Neighborhood Mixed Use areas should be designed to complement the scale and character of the surrounding residential areas they serve. Emphasis should be placed on strengthening mobility connections between new neighborhood commercial development and adjacent housing, parks, and service providers. Where appropriate, multi-family development should be incorporated alongside or above commercial development to strengthen local support for new retail and foster long-term viability.

As redevelopment occurs, established development should be repositioned to incorporate community gathering places, and pedestrian amenities. Aging or underutilized neighborhood shopping areas may also be prime areas to incorporate additional housing units and types at a scale in context with the surrounding area. Additional, neighborhood-scale planning may be needed to untangle some of the challenges to revitalization and redevelopment.

TRANSITIONS

Quality design is paramount to ensuring a beneficial relationship between Neighborhood Commercial areas and surrounding neighborhoods. Neighborhood commercial development should be designed to knit into the fabric of the neigh- borhood 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. When adjacent to existing residential areas, commercial and mixed use areas should have increased distances from abutting property lines to allow for enhanced landscaping buffers.

URBAN DESIGN ELEMENTS

STREETSCAPE

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 establish mobility hubs to maximize transit connectivity.
3. Integrate public art to reflective the community’s identity, history and, culture at key gateways and/or open spaces.

BUILDINGS

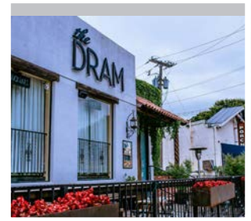
4. Anchor neighborhood commercial districts with mixed-use and commercial development at key intersections.
5. Commercial buildings are located closer to the street on main, local streets, but may have greater landscaping areas when situated on arterials.
6. Where commercial buildings are in proximity to residential uses, they should relate to one another in scale, proportion and massing.

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 or in side yards, 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 is encouraged.

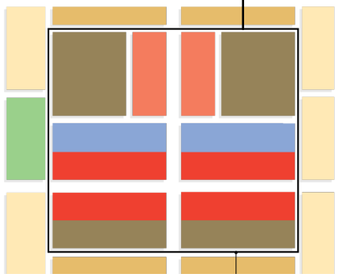
OPEN SPACE

12. Integrate green space like plazas and parklets into commercial districts to serve as an amenity to residents and businesses.
13. Space between the sidewalk and the building front should accommodate seating areas or active open space areas to activate the streetscape.
14. Incorporate landscaped buffers to minimize impacts on nearby established residential areas.



COMMUNITY MIXED USE

GENERALIZED USE MIX



PLACETYPE

PRIMARY & SUPPORTING USES

- Office
- Retail and Personal Services
- Mixed-Use
- Multifamily

ADJACENT LAND USES

- Single Family Detached
- Single Family Attached
- Public Open Space

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 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.

PLACETYPE APPLICATION

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 the commercial uses. Vacant and underutilized parking areas should be prioritized for infill development with mixed use buildings to support the existing, often more separated, uses. 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.

Areas intended for transition from another development pattern to the Community Mixed Use placetype primarily consist of undeveloped roadway corridors or industrial areas that are no longer compatible with the surrounding development pattern. Industrial, outdoor storage areas and other underutilized spaces within close proximity to residential areas, particularly those near DART bus and rail routes, should be prioritized for redevelopment. These areas may need more detailed master planning efforts to ensure adequate infrastructure, appropriate phasing of old development to new to avoid proximity of incompatible land uses, and a well-connected public realm with new construction.

TRANSITIONS

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

URBAN DESIGN ELEMENTS

STREETSCAPE

1. Design ground floor building facades with a high degree of transparency and locate doorways along primary routes to foster a vibrant pedestrian environment.

   Screen building service functions and mechanical equipment for commercial developments.

PARKING

2. Promote the use of shared parking facilities between commercial uses
3. Incorporate onsite landscaping to screen parking and service areas from public rights-of-way..

   Discourage site design that places parking areas along roadway frontage.

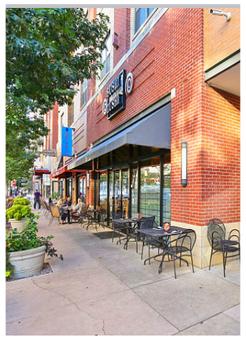
OPEN SPACE

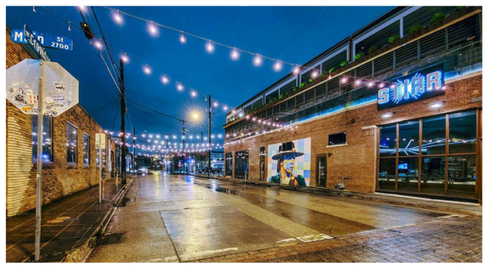
4. Integrate green space like plazas and parklets into commercial districts to serve as an amenity to residents and businesses.
5. Integrate green infrastructure like bioswales, permeable pavement, and green roofs to reduce urban flooding and heat island effects.

BUILDINGS

6. Incorporate landscaped buffers into new development to minimize impacts on nearby established residential areas.
7. Anchor commercial districts with mixed-use and commercial development at key intersections.
8. Taper building height and bulk in edge areas to transition to less intense development in neighboring areas.

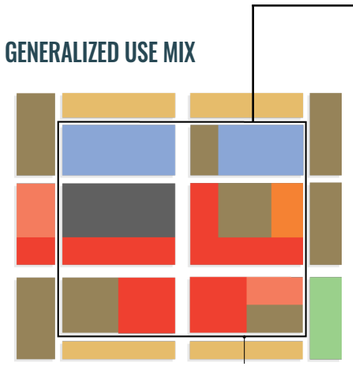
   Locate new development at the edges of large blocks to create a walkable environment and screen parking and servicing areas from public view..





REGIONAL MIXED USE

GENERALIZED USE MIX



PRIMARY & SUPPORTING USES

- Office
- Retail and Personal Services
- Mixed-Use
- Multifamily
- Lodging

ADJACENT LAND USES

- Single Family Detached
- Public Open Space
- Multifamily

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 as well as 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 it 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 automobile and transit to bring in employees and visitors from throughout the region on a daily basis. Despite the efficient movement of automobile traffic, improvements to bicycle and pedestrian infrastructure 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.

PLACETYPE APPLICATION

Areas newly designated as Regional Mixed Use primarily consist of undeveloped roadway corridors or underdeveloped commercial areas that are envisioned as regional commercial districts. Key intersections should serve as the focus of regional commercial hubs, concentrating more intense uses along major roadways New development should tie into regional transit service where possible, and plan for multiple mobility options within the newly developed center. 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.

Sensitive natural features within undeveloped areas should be preserved or, where possible, integrated into the development to serve as an amenity. A framework of streets, sidewalks and connecting pathways that supports ground-floor retail and makes movement within and around the site more efficient should be established. The placement of lower intensity development, landscaped buffers and/or greenspaces should be utilized to create gathering spaces and focal points.

New development should include family-oriented services to support the density and activity on site and within the surrounding areas. Multifamily development, including mixed income housing options, should be integrated into regional commercial areas as redevelopment occurs to complement the non-residential uses and walkable environment. to provide more options that reduce the need to commute long distances between where people live, work and shop.

TRANSITIONS

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. 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.

URBAN DESIGN ELEMENTS

STREETSCAPE

1. Locate regional retail development along bus routes and establish mobility hubs to maximize transit connectivity.
2. Prioritize pedestrian, bicycle, and transit safety at intersections, while balancing pedestrian needs with traffic flow.

PARKING

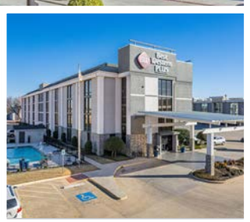
3. Promote the use of shared parking facilities between commercial uses
4. Incorporate onsite landscaping to screen parking and service areas from public rights-of-way.
5. Structured parking should be wrapped and screened to minimize visual impact at the ground level.
6. Surface parking should be located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

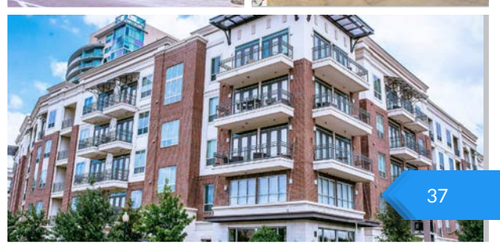
OPEN SPACE

8. Integrate green space like plazas and parklets into commercial districts to serve as an amenity to residents and businesses.
9. Integrate green infrastructure like bioswales, permeable pavement, and green roofs to reduce urban flooding and heat island effects.

BUILDINGS

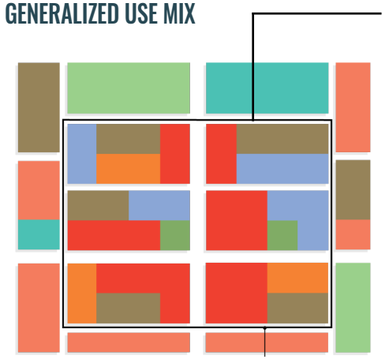
10. Design ground floor building facades with a high degree of transparency and locate doorways along primary routes to foster a vibrant pedestrian environment.
11. Taper building height and bulk in edge areas to transition to less intense development in neighboring areas.
11. Lower or step-back building heights along edges abutting neighborhoods.
11. Use key intersections to serve as the focus of regional commercial hubs, concentrating more intense uses along major roadways.





CITY CENTER / URBAN CORE

GENERALIZED USE MIX



PLACETYPE

PRIMARY & SUPPORTING USES

- Office
- Mixed-Use
- Multifamily
- Lodging
- Private Open Space

ADJACENT LAND USES

- Retail and Personal Services
- Public Institutional Facilities
- Public Open Space
- Multifamily

CHARACTER DESCRIPTION

The City Center is made up of the centrally located Downtown and Uptown areas as well as portions of the Oak Lawn neighborhood. A unique placetype found in no other part of the city, Dallas' City Center encompasses is the historic downtown and central business district which is home to major employers and corporate headquarters, and serves as the center of government for the City. This centrally located hub provides a high intensity and concen- trated regional job and commercial activity center supported by high-den- sity housing and ringed by a vibrant collection of historic neighborhoods.

The City Center includes pedestri- an-oriented and mixed-use development served by multiple transportation options including bus and rail transit.

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, and 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 as well as a diversity of uses, generating activity throughout the day and evening.

PLACETYPE APPLICATION

As a unique established placetype within Dallas, the City Center is planned to remain within its current extent in the Land Use Plan. Existing areas of the City Center placetype should be improved to maximize development potential and expand the area's function as a regional hub of commerce and employment. Lower intensity development as well as vacant and underutilized parking areas should be redeveloped for more intense mixed-use multi-story development. 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.

TRANSITIONS

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

STREETSCAPE

1. Prioritize pedestrian, bicycle, and transit safety at intersections, while balancing pedestrian needs with traffic flow.
2. Design streets for mult-mobility use.

PARKING

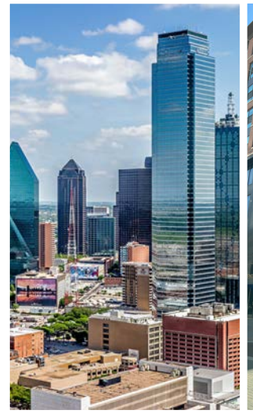
3. Promote the use of shared parking facilities between commercial uses
4. Incorporate onsite landscaping to screen parking and service areas from public rights-of-way.
5. Structured parking should be wrapped and screened and located in a manner that does not interfere with the pedestrian environment.
6. Surface parking lots should be considered for redevelopment. When retained, they should be screened from view and located to the rear of a structure.

OPEN SPACE

7. Integrate green space like plazas and parklets into commercial districts to serve as an amenity to residents and businesses.
8. Integrate green infrastructure like bioswales, permeable pavement, and green roofs to reduce urban flooding and heat island effects.
9. Increase street tree plantings along sidewalks and within street medians, when applicable, to improve tree canopy within the urban core.

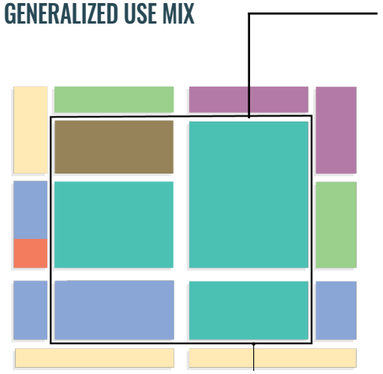
BUILDINGS

10. Design ground floor building facades with a high degree of transparency and locate doorways along primary routes to foster a vibrant pedestrian environment.
11. Integrate multifamily housing within the city center to provide housing choice close to retail and employment.
12. Taper building height and bulk in edge areas to transition to less intense development in neighboring areas.



INSTUTIONAL CAMPUS/ SPECIAL PURPOSE

GENERALIZED USE MIX



PLACETYPE

PRIMARY & SUPPORTING USES

- Public Institutional Facilities
- Office
- Multifamily

ADJACENT LAND USES

- Single Family Detached
- Retail and Personal Services
- Light Industrial
- Public Open Space

CHARACTER DESCRIPTION

The Institutional Campus/Special Purpose placetype is home to a variety of unique areas throughout Dallas where large master-planned educational, institutional, and business facilities outside of the City's Core anchor compact, high-intensity districts. Development in this placetype is typically more intense than surrounding areas with land uses focused in key areas that support the area's anchor institution.

The Institutional Campus/Special Purpose placetype hosts numerous epicenters of employment, providing jobs for the greater Dallas-Fort Worth region and multimodal connectivity and public transit access is key to the success of this placetype. As an anchor for regional economic activity locations for visitors, it is important that development and streetscaping within the Institutional Campus/Special Purpose placetype be of the highest quality. 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.

PLACETYPE APPLICATION

The Institutional Campus/ Special Purpose placetype's success is built on its strong association with regional-serving institutions and their integration into the broader community. It is important that these institutional growth areas be supported with needed infrastructure and corridor improvements to facilitate traffic flow, multimodal connectivity, and quality streetscaping. Where possible, development should be designed to maximize 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. Where possible, new development within the same district should utilize facades with similar or complementary architectural styles to provide a cohesive sense of identity.

In established districts, reinvestment will require thoughtful and targeted planning and community engagement to ensure that anchor institutions have the space they need to prosper while also respecting the health of the businesses and residents that have grown around them. New or revitalized campus areas should be walkable and context sensitive at the street level to surrounding neighborhoods. Transitions can be established by providing enhanced open spaces along the edges of the campus, enhanced pedestrian and bicycle amenities along the surrounding streets, and neighborhood-scaled buildings adjacent to residential areas.

TRANSITIONS

In growth areas, institutional campuses should be designed to include landscaped buffers or recreation fields to serve as transition areas to adjacent neighborhoods. Intense office and institutional development should be focused in nodes, with less intense housing and complementary uses along the edge areas. Visual and operational impacts from institutional uses on neighborhoods should be mitigated by different site planning strategies.

URBAN DESIGN ELEMENTS

STREETSCAPE

1. Locate institutional anchors development along bus routes and establish 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 points of entry to enhance district sense of place.

OPEN SPACE

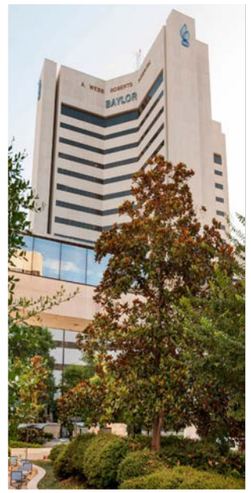
5. Plant parkways and institutional campus grounds with shade trees to expand the urban forest and improve neighborhood character.
6. Invest in open space and park improvements to buffer more intense institutional uses from neighboring residential areas.
7. Integrate green space like plazas and parklets to serve as an amenity to residents and employees.

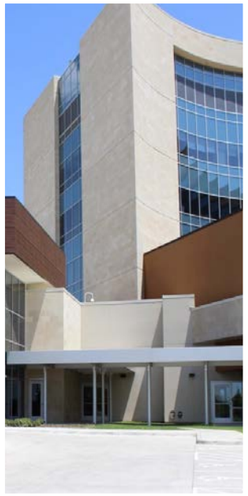
PARKING

8. Utilize on-site landscaping and parking lot design to screen parking and service areas to create an inviting pedestrian environment.
9. Incorporate onsite landscaping to screen parking and service areas from public rights-of-way.
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. When it occurs, safe and complete pedestrian paths should be provided from the parking areas to building entrances.

BUILDINGS

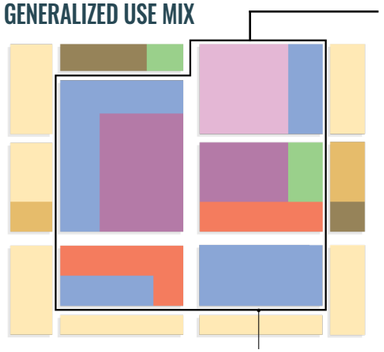
13. Establish mixed-use and commercial development at key intersections to serve institutional users and local residents.
14. Building heights are lower in locations abutting residential areas.





FLEX COMMERCIAL

GENERALIZED USE MIX



PLACETYPE

PRIMARY & SUPPORTING USES

- Office
- Retail and Personal Services
- Light Industrial
- Warehouse/Distribution
- Public Open Space

ADJACENT LAND USES

- Single Family Detached
- Single Family Attached
- Multifamily

CHARACTER DESCRIPTION

The Flex Commercial placetype primarily consists of general commercial, limited logistical and light industrial uses and employment centers along with some limited residential and retail areas designated to complement the employment focus of the area. This placetype plays a key role in maintaining separation between Dallas' more intense industrial areas and adjacent non-industrial areas. It also plays a role in pointing to areas where the transition away from certain heavier, outmoded industrial uses is envisioned to provide a more compatible transition to surrounding residential communities and environmental resources. This is of greatest priority within industrial areas adjacent to communities that are disproportionality affected by pollution and environmental hazards. Sites with 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.

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 one to another including office, research, athletic spaces, warehouse and light productions. 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.

PLACETYPE APPLICATION

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. Sites with negative external impacts on surrounding areas, such as environmental, noise and air pollution, should be redeveloped with cleaner employment-generating uses more compatible with nearby uses. Reinvestment should also include enhancements to parking areas and streetscape, such as added landscaping, street trees and connections to sidewalks and internal site pathways. New uses should be buffered from surrounding development by landscaped areas, screened parking areas, and/or open spaces that shield the view of of structures, loading docks or outdoor storage from nearby residential uses.

TRANSITIONS

This placetype may also function as a buffer between heavier industrial operations and residential areas, therefore particular attention should be paid to the treatment of edge areas and adjacent areas. Commercial and smaller office uses should be integrated in edge areas to transition into and provide a buffer to surrounding neighborhoods.

URBAN DESIGN ELEMENTS

STREETSCAPE

1. Locate industrial uses along truck routes designed for anticipated capacity and divert traffic away from residential neighborhoods.

   Provide direct paths for pedestrians from parking areas to primary building entrances within large development as well as to and from available transit stops.

PARKING

2. Utilize on-site landscaping and parking lot design to screen parking and service areas to create an inviting pedestrian environment.

   Parking for large commercial trucks should be located toward the rear or side of buildings when possible and should not abut residential areas.

OPEN SPACE

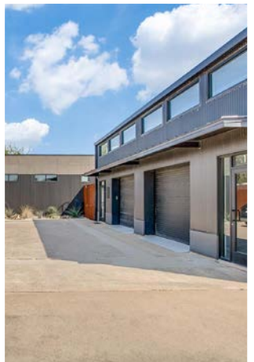
3. Integrate green infrastructure like tree boxes, permeable pavement, and green roofs to reduce urban flooding and heat island effects.

4. Integrate paths and outdoor recreation areas that are used as amenities by employees.

BUILDINGS

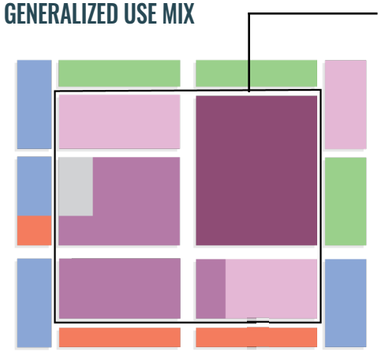
5. When located on arterials or edge areas, buildings may be set back further to accomadate enhanced landscaped and open areas to provide greater separation between street traffic and/or less intense uses.

6. Orient new commercially-focused buildings toward the street with street-fronting entrances that connect to sidewalks.



INDUSTRIAL HUB

GENERALIZED USE MIX



PRIMARY & SUPPORTING USES

- Heavy Industrial
- Light Industrial
- Warehouse/Distribution
- Utility

ADJACENT LAND USES

- Office
- Retail and Personal Services
- Public Open Space

CHARACTER DESCRIPTION

The Industrial Hub placetype consists of areas identified for industrial development and uses focused on production and employment. Industrial Hub areas represent significant employment assets providing space for innovation, employment, and opportunities for Dallas' workforce. Industrial Hub areas also house logistics and warehousing, a growing industry with strong potential for upward mobility of skilled workers. Over the long term, shifting industries to cleaner and more sustainable practices that reduce adverse environmental impact on human health and wildlife will ensure the viability of the Industrial Hub 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 Industrial Hub placetype and large contiguous areas with access to major roadways, freeways, freight rail, and airports should be prioritized. To accommodate freight traffic and parking for employees, buildings within the Industrial Hub placetype have large surface parking areas for cars and trucks as well as wider streets and intersections. Public transportation and sidewalks and trail connections are focused on connecting employees to employee and customer entrances and parking and drop-off areas.

PLACETYPE APPLICATION

Business activities emitting air pollution in Industrial Hub areas are monitored and regulated to ensure environmental justice policies and strategies are adhered to. 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. Despite existing challenges, the Industrial Hub placetype should accommodate Dallas's innovative and cutting-edge sustainable economic models that promote a green economy.

TRANSITIONS

Areas functioning as Industrial Hubs and designated to remain should be improved as healthy environments with quality jobs. 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. As reinvestment occurs in Industrial Hub areas, addressing adverse environmental effects generated by sources of pollution, particularly those impacting disadvantaged communities, should be prioritized. Industrial Hubs will play a key role as the City transitions it's economic systems toward a decarbonized economy - a system that sustainably reduces and compensates carbon emissions.

URBAN DESIGN ELEMENTS

STREETSCAPE

1. Locate industrial uses along truck routes designed for anticipated capacity and divert traffic away from residential neighborhoods.

PARKING

2. Use landscaped buffers to screen loading and service areas from view and limit impacts on adjacent development.

OPEN SPACE

3. Integrate paths and outdoor recreation areas that are used as amenities by employees.

BUILDINGS

4. Encourage commercial development within industrial areas to provide amenities to local employees and neighboring neighborhoods.
5. Implement gateway features, including district branding elements, at key points of entry to enhance district sense of place.
6. Orient buildings with more intense industrial uses internal to the site, away from less intense uses and placetypes.
7. Outdoor storage areas should be appropriately screened, particularly at the edges of the placetype.

CITY OF DALLAS

WORKING DRAFT
PUBLIC REVIEW ONLY

CITY OF DALLAS
FUTURE PLACETYPE MAP

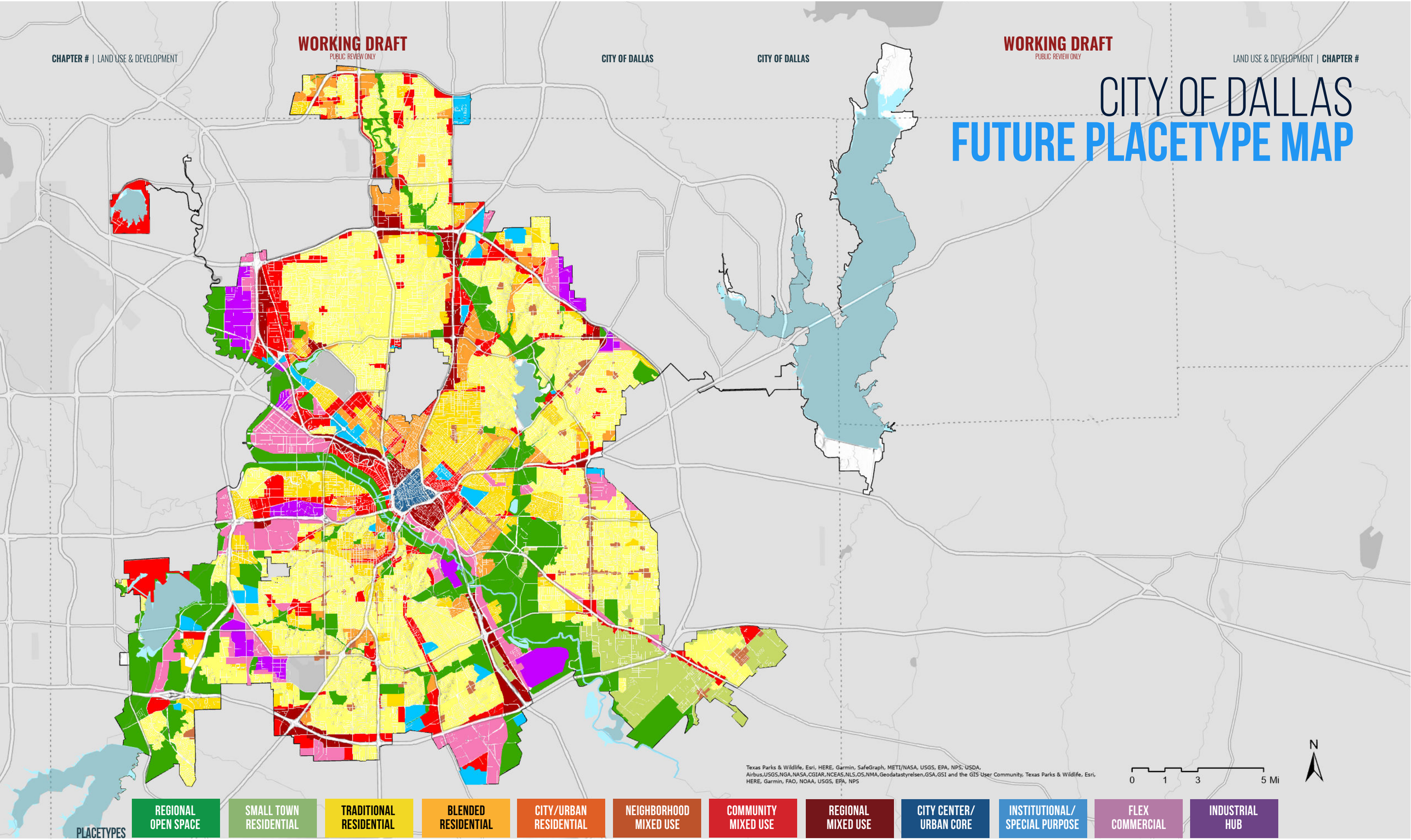
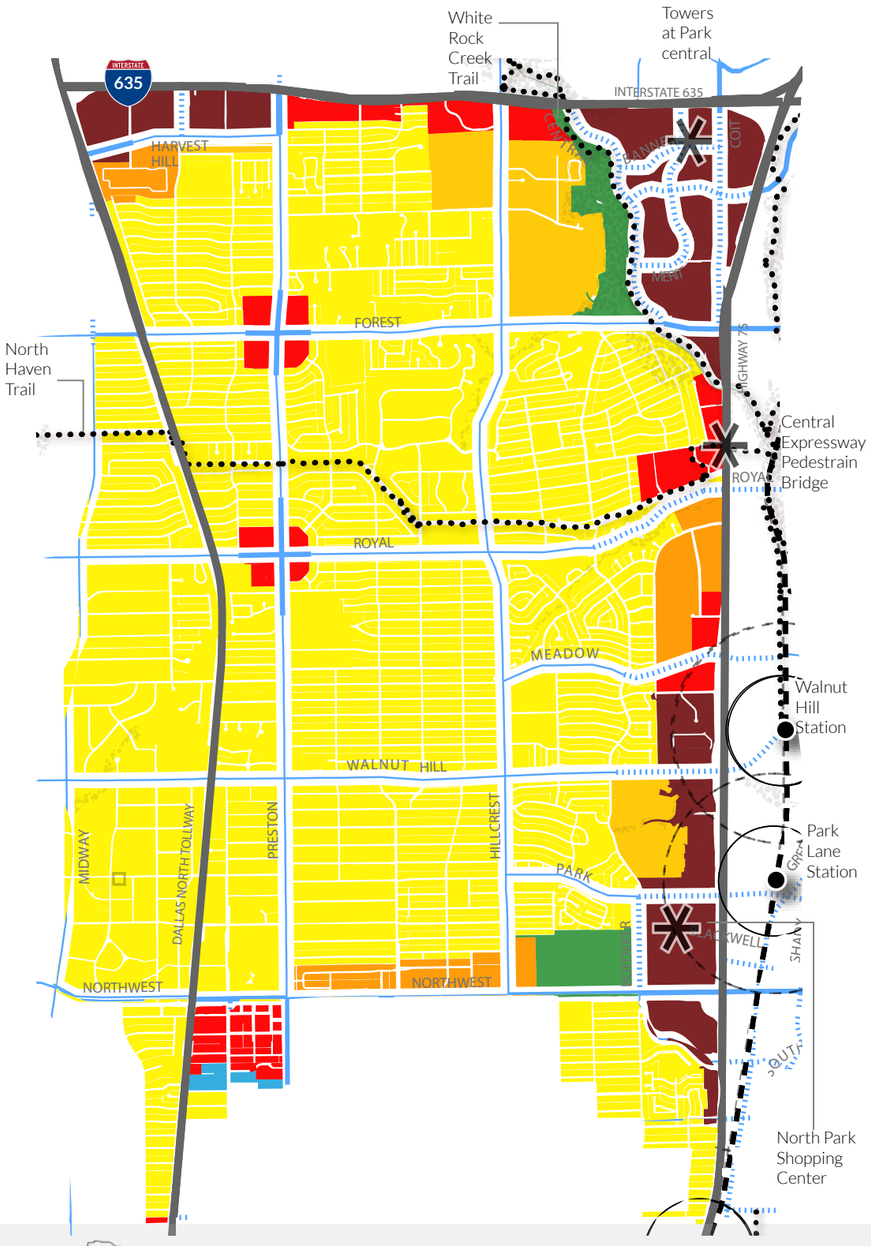


Figure 1: Dallas City Limits

A comprehensive plan shall not constitute zoning regulations or establish zoning district boundaries.
Texas Local Government Code, Section 219.005.

Figure 2: Dallas City Limits

NC-1 NORTH DALLAS



PLACETYPE

This predominantly single-family residential district has increased development along three (3) of these corridors; NW Highway, LBJ, and Central Expressway. The Tollway has a few commercial land uses along its corridor. The commercial nodes at NW Highway and Preston Road, Royal Lane and Preston Road, Forest Lane and Preston Road, and the area near the Medical City Dallas offer a mixture of uses including office and multi-family housing.

URBAN DESIGN

Urban design features are mainly in two (2) regional pedestrian trails which connect into the White Rock Creek network to the east, local landmarks of prominent church/ temple structures and the regional asset of the North Park Shopping Center. This district includes a modest amount of neighborhood parks and green amenities.

This district features three (3) small creeks that flow eastward in the White Rock Lake watershed. These creeks with their mature trees are important to protect as they serve to supply routes for flood water, shade for city cooling, and urban environments for wildlife and pollinators. Overall, the district is traversed with a range of complete streets as defined by Dallas plan guidelines.

"A comprehensive plan shall not constitute zoning regulations or establish zoning district boundaries." Texas Local Government Code, Section 219.005.

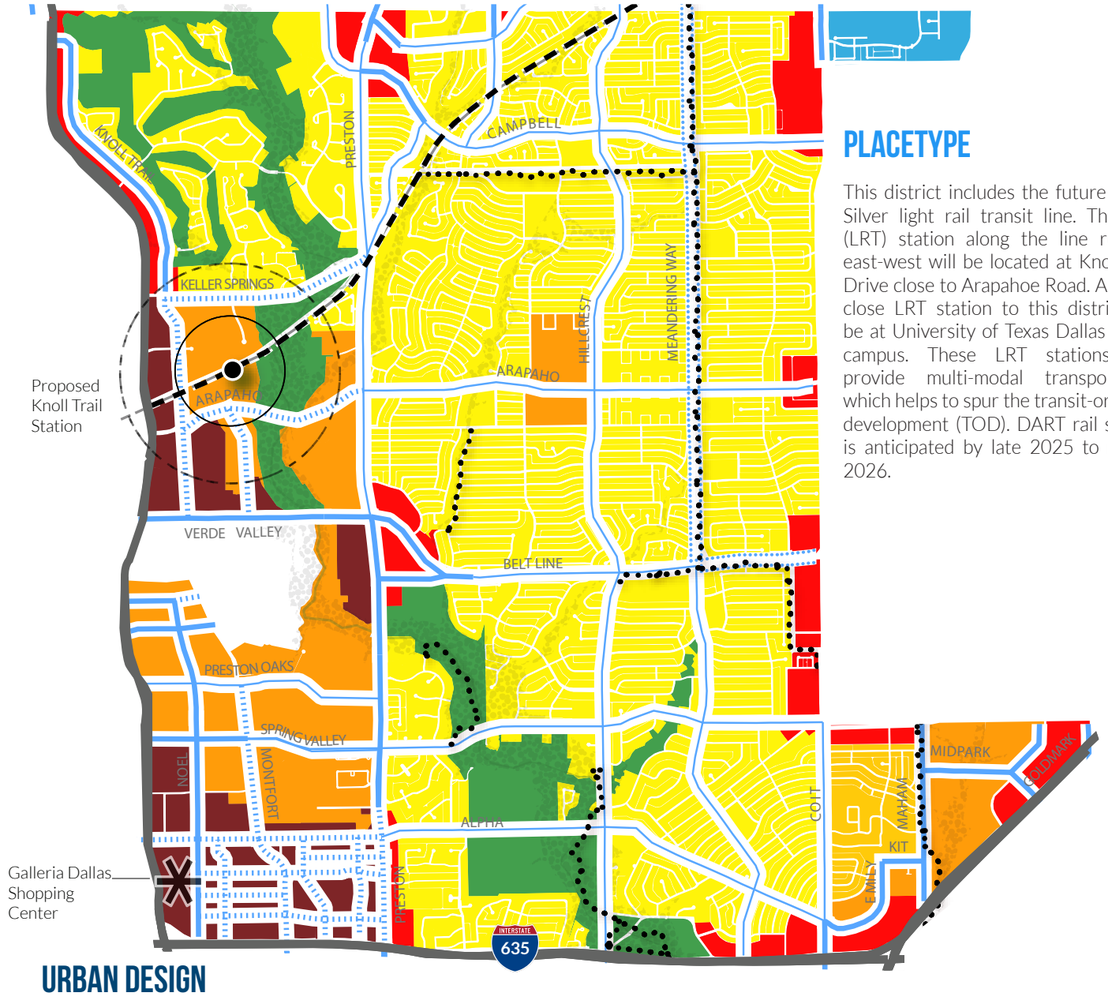
RESIDENTIAL
- RURAL RESIDENTIAL
- TRADITIONAL RESIDENTIAL
- BLENDED / MIXED RESIDENTIAL
- URBAN / CITY RESIDENTIAL

COMMERCIAL / MIXED USE / INDUSTRY
- NEIGHBORHOOD COMMERCIAL / MU
- MEDIUM COMMERCIAL / MU
- REGIONAL COMMERCIAL / MU
- URBAN / CITY CENTER
- INDUSTRIAL HUB
- FLEX COMMERCIAL

SPECIAL PURPOSE
- INSTITUTIONAL
- AIRPORT

OPEN SPACE
- REGIONAL OPEN SPACE

NC-2 FAR NORTH DALLAS (ABOVE LBJ CORRIDOR)



PLACETYPE

This district includes the future DART Silver light rail transit line. The only (LRT) station along the line running east-west will be located at Knoll Trail Drive close to Arapahoe Road. Another close LRT station to this district will be at University of Texas Dallas (UTD) campus. These LRT stations may provide multi-modal transportation which helps to spur the transit-oriented development (TOD). DART rail service is anticipated by late 2025 to middle 2026.

URBAN DESIGN

The district includes the northern alignment of White Rock Creek. This creek, which runs from northeast to southeast across the entire district, also has numerous tributaries flowing into White Rock Creek. Along the various White Rock Creeks there are several public parks, pedestrian trails, and golf courses. This area includes several long pedestrian trails including Campbell Green Trail, Meandering Way corridor trail, Kiowa Parkway, and Hillcrest/Valley View Trail. The Dallas Galleria Shopping Center and office buildings serve as a regional landmark in the southwestern corner of this district. Overall, the district is traversed with a range of complete streets as defined by Dallas Complete Street plan guidelines.

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PATHS
- PEDESTRIAN /BIKE TRAILS
- INTERSTATE
- DART TRANSIT
- RAILWAY

COMPLETE STREETS
- COMMERCIAL
- INDUSTRIAL
- MIXED USE
- PARKWAY
- RESIDENTIAL

DISTRICTS
- HISTORIC AND CONSERVATION DISTRICTS

LANDMARKS
- FEATURE (REGIONAL)
- GATEWAY (REGIONAL)

NODES
- 1/2 MILE
- 1/4 MILE

NATURAL FEATURES
- FLOODPLAIN
- ESCARPMENT
- PARK (ALL PARKS ABOVE 5 AC.)

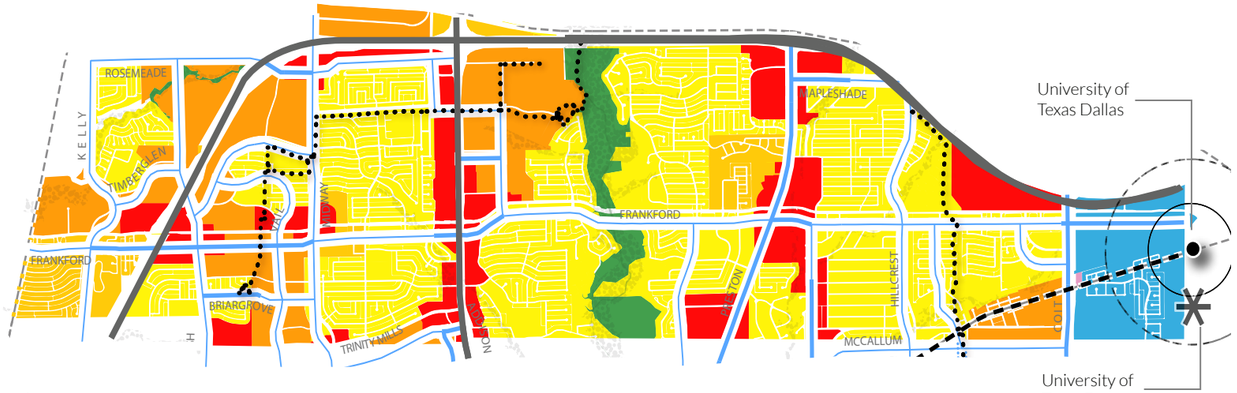
NC-3 MOST NORTHERN DALLAS (BELOW PGBT CORRIDOR)

PLACETYPE

This district is generally bound by McCallum Boulevard to the south, a line west of the President George Bush Tollway (PGBT) to the west, PGBT to the north, and Coit Road to the east. Frankford Road runs east-west basically through the center. There are two urbanizing pedestrian-oriented villages on Frankford at the intersections of the Dallas North Tollway (DNT) and Preston Road. These urban paterns of development what one might call an urban village have a good opportunity for pedestrian walkability.

URBAN DESIGN

Pedestrian trails assist in the urban design character of this district. There are two (2) primary long trails, one being the pedestrian connection between NorthBark, the large far north Dallas dog park, then west to Timberglen Park next south to Briargrove. Preston Ridge Trail is the other pedestrian route running north-south. The University of Texas at Dallas (UTD) campus and future DART light rail station is located just east of this district boundary. Overall, the district is traversed with a range of future complete streets as defined by Dallas Complete Street plan guidelines.



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RESIDENTIAL
- RURAL RESIDENTIAL
- TRADITIONAL RESIDENTIAL
- BLENDED / MIXED RESIDENTIAL
- URBAN / CITY RESIDENTIAL

COMMERCIAL / MIXED USE / INDUSTRY
- NEIGHBORHOOD COMMERCIAL / MU
- MEDIUM COMMERCIAL / MU
- REGIONAL COMMERCIAL / MU
- URBAN / CITY CENTER
- INDUSTRIAL HUB
- FLEX COMMERCIAL

SPECIAL PURPOSE
- INSTITUTIONAL
- AIRPORT

OPEN SPACE
- REGIONAL OPEN SPACE

NE-1 NORTHEAST DALLAS

PLACETYPE

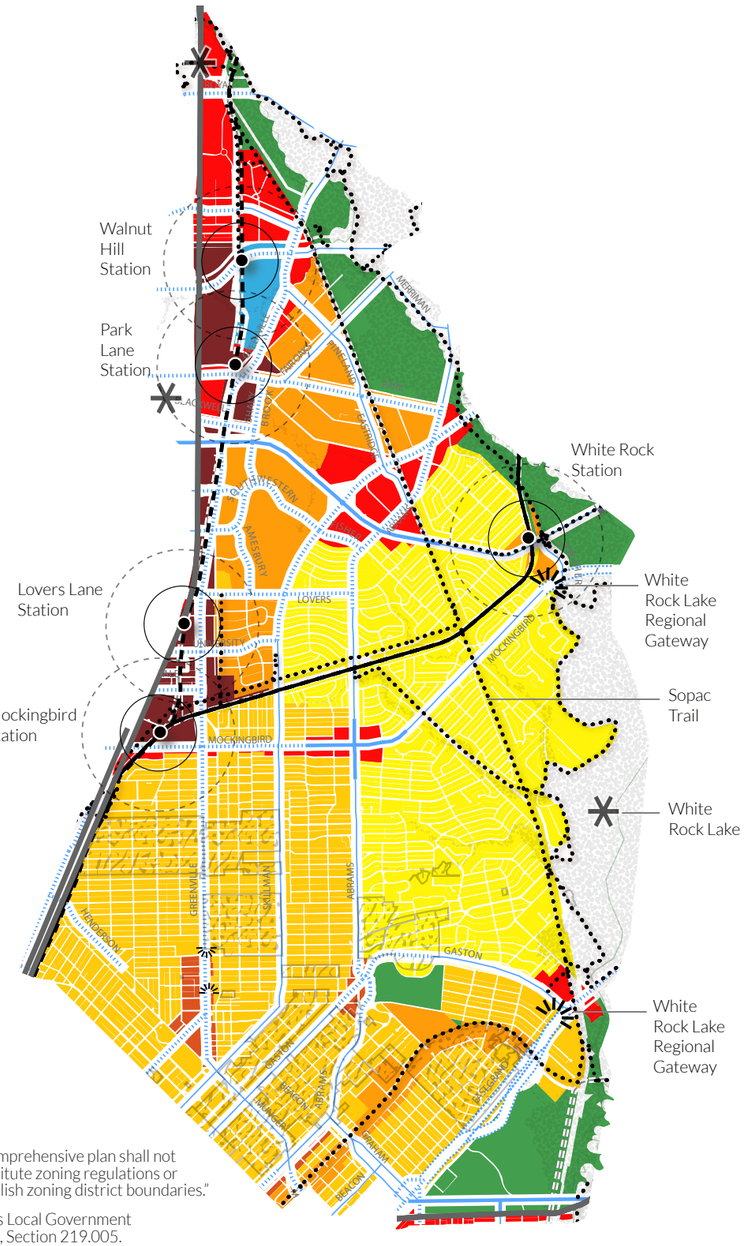
This area includes the DART light rail transit (LRT) stations along the line running north-south also in the western edge. These LRT stations provide transportation linkage which helps to spur the transit-oriented development (TOD). This TOD development patern supports a dense mixed-use set of land uses. The multi-modal access at the TOD can supply almost an infinite building program for the roughly one-mile square area. The greatest pedestrian walkable zone is nearest the transit station and extends about ¼ to ½ mile outward.

Generally, north of Mockingbird Lane this district includes large areas of multi-family housing, medical facilities, regional and neighborhood retail, and employment uses. With the density of development, a more walkable and bicycle friendly mobility network is growing.

URBAN DESIGN

The district is supported with a good amount of pedestrian and bike trails allowing access to the White Rock natural ecosystem along with communities in all directions. White Rock Lake is a tremendous regional landmark with major roadways leading into White Road Lake that serve as regional gateways into this important amenity. Generally smaller creeks and surface waterways flow to the east into White Rock Lake. These creeks with their mature trees are important to protect as they serve to supply routes for flood water, shade for city cooling, and urban environments for wildlife and pollinators.

Greenville Avenue provides an example of walkability with supporting commercial nodes. Overall, the district is traversed with a range of complete streets as defined by Dallas plan guidelines. This district could be one of the most diverse districts in regard to urban design features and there potential to support new development paterns.



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PATHS
- PEDESTRIAN /BIKE TRAILS
- INTERSTATE
- DART TRANSIT
- RAILWAY

COMPLETE STREETS
- COMMERCIAL
- INDUSTRIAL
- MIXED USE
- PARKWAY
- RESIDENTIAL

DISTRICTS
- HISTORIC AND CONSERVATION DISTRICTS

LANDMARKS
- FEATURE (REGIONAL)
- GATEWAY (REGIONAL)

NODES

NATURAL FEATURES
- FLOODPLAIN
- ESCARPMENT
- PARK (ALL PARKS ABOVE 5 AC.)

NE-2 LAKE HIGHLANDS / FAR NORTHEAST DALLAS

PLACETYPE

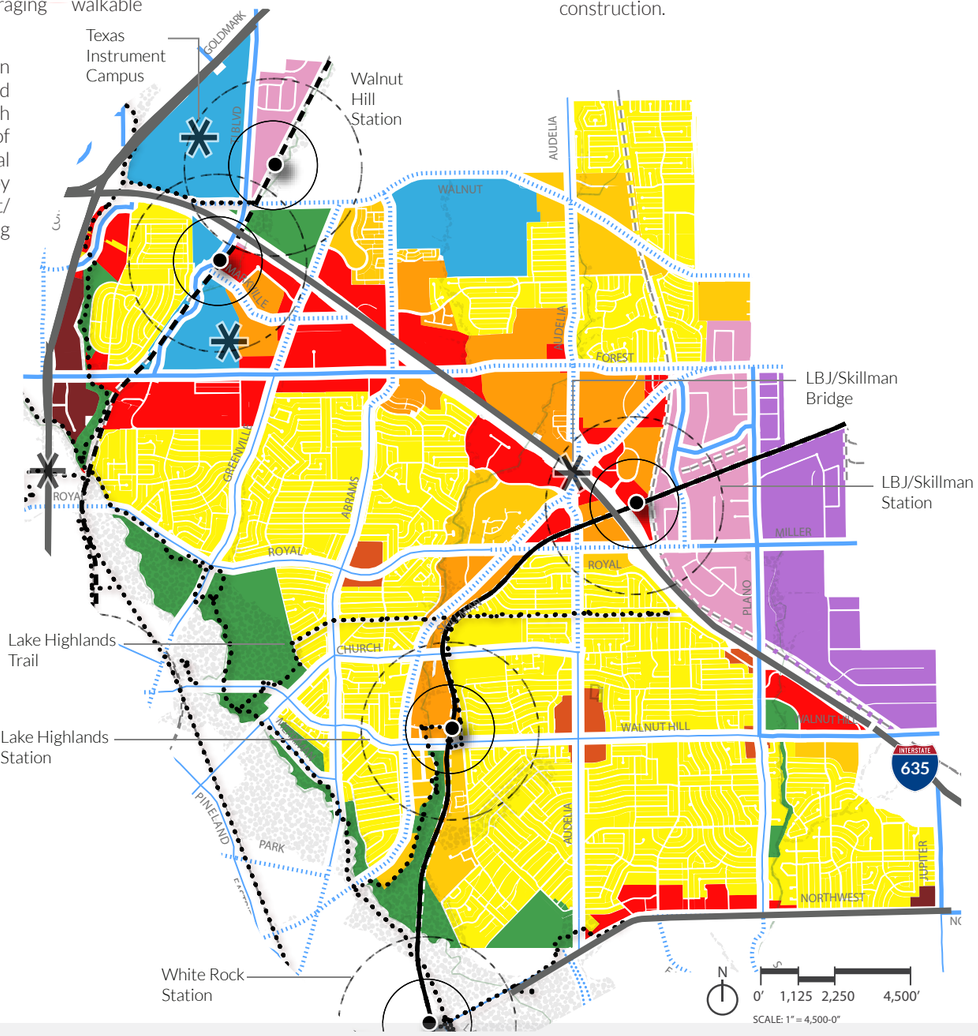
Community and urban design elements for this district are primarily based around several transportation networks and the natural creek corridors flowing toward White Rock Lake. The area includes two (2) DART LRT lines with three (3) separate transit nodes encouraging walkable development.

The district is interwoven with a grid of proposed complete streets which adds to a range of mobility types. Regional connectivity is supplied by I-635 (LBJ) heading east/west and US 75 heading north/south.

URBAN DESIGN

The creek corridors provide shade and a more natural environment plus an excellent path for pedestrian trails. This district includes four (4) key pedestrian trails linking residential areas with the many neighborhood and regional parks.

This district also includes a full set of neighborhood and regional landmarks including the Texas Instrument campuses, Dallas College – Richland Campus, local religious facilities, and the LBJ/Skillman signature bridge currently under construction.



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RESIDENTIAL
- RURAL RESIDENTIAL
- TRADITIONAL RESIDENTIAL
- BLENDED / MIXED RESIDENTIAL
- URBAN / CITY RESIDENTIAL

COMMERCIAL / MIXED USE / INDUSTRY
- NEIGHBORHOOD COMMERCIAL / MU
- MEDIUM COMMERCIAL / MU
- REGIONAL COMMERCIAL / MU
- URBAN / CITY CENTER
- INDUSTRIAL HUB
- FLEX COMMERCIAL

SPECIAL PURPOSE
- INSTITUTIONAL
- AIRPORT

OPEN SPACE
- REGIONAL OPEN SPACE

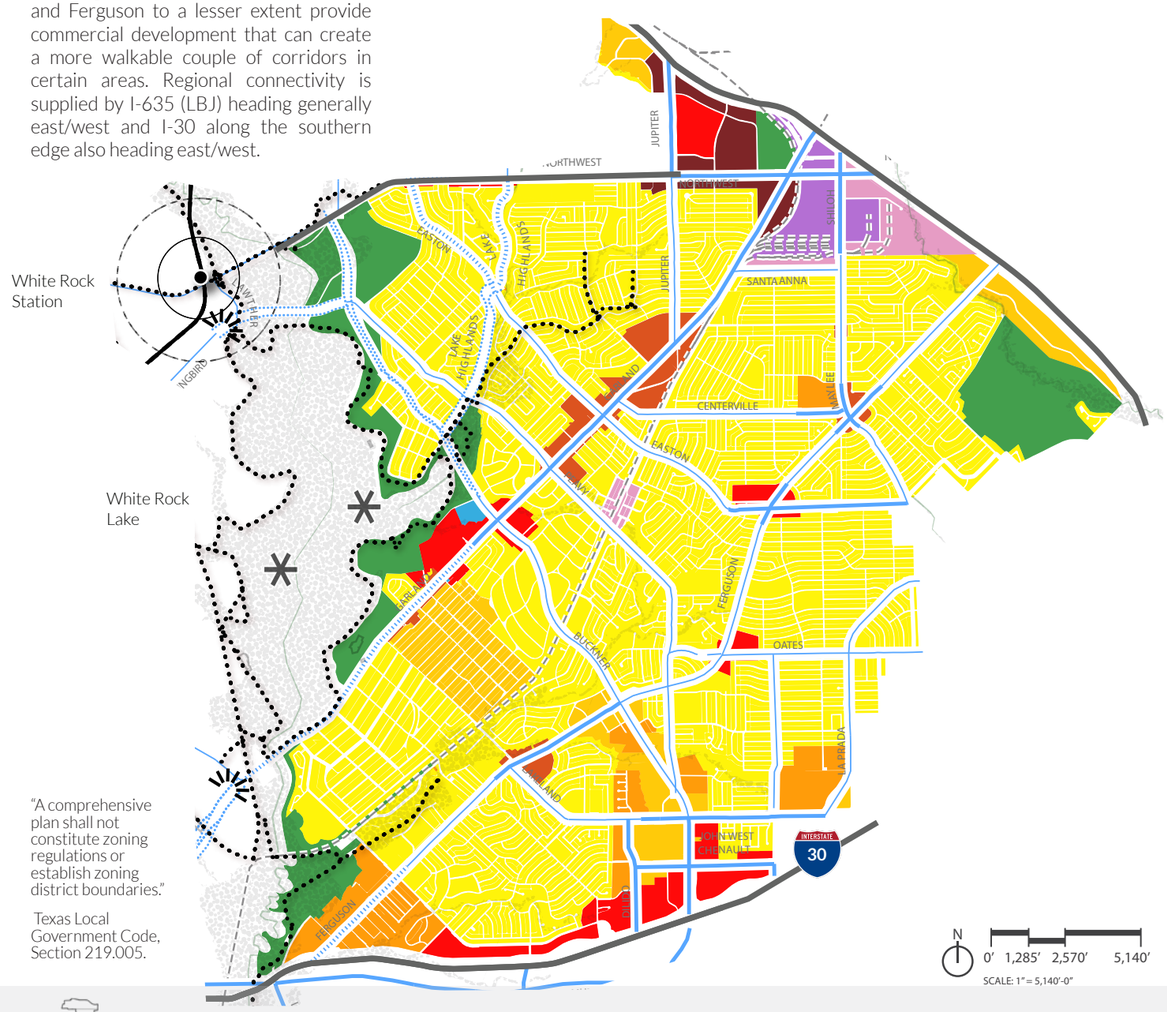
NE-3 WHITE ROCK / FAR EAST DALLAS

PLACETYPE

Community and urban design elements for this district are primarily focused around a residential scale of development and White Rock Lake (WRL) being a regional natural amenity and landmark along the western edge. The district is interwoven with a grid of proposed complete streets which adds to a range of mobility types. Garland Road and Ferguson to a lesser extent provide commercial development that can create a more walkable couple of corridors in certain areas. Regional connectivity is supplied by I-635 (LBJ) heading generally east/west and I-30 along the southern edge also heading east/west.

URBAN DESIGN

The creek corridors heading toward White Rock Lake provide shade and a more natural environment plus an excellent path for pedestrian trails. This district includes three (3) key pedestrian trails linking residential areas with White Rock Lake and the heavily enjoyed WRL pedestrian trail that goes around the lake. This district also includes a full set of neighborhood and regional landmarks including the WRL, the Dallas Arboretum, Casa Linda Plaza (historic), and a set of local religious



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PATHS
- PEDESTRIAN /BIKE TRAILS
- INTERSTATE
- DART TRANSIT
- RAILWAY

COMPLETE STREETS
- COMMERCIAL
- INDUSTRIAL
- MIXED USE
- PARKWAY
- RESIDENTIAL

DISTRICTS
- HISTORIC AND CONSERVATION DISTRICTS

LANDMARKS
- FEATURE (REGIONAL)
- GATEWAY (REGIONAL)

NODES
- 1/2 MI
- 1/4 MI

NATURAL FEATURES
- FLOODPLAIN
- ESCARPMENT
- PARK (ALL PARKS ABOVE 5 AC.)

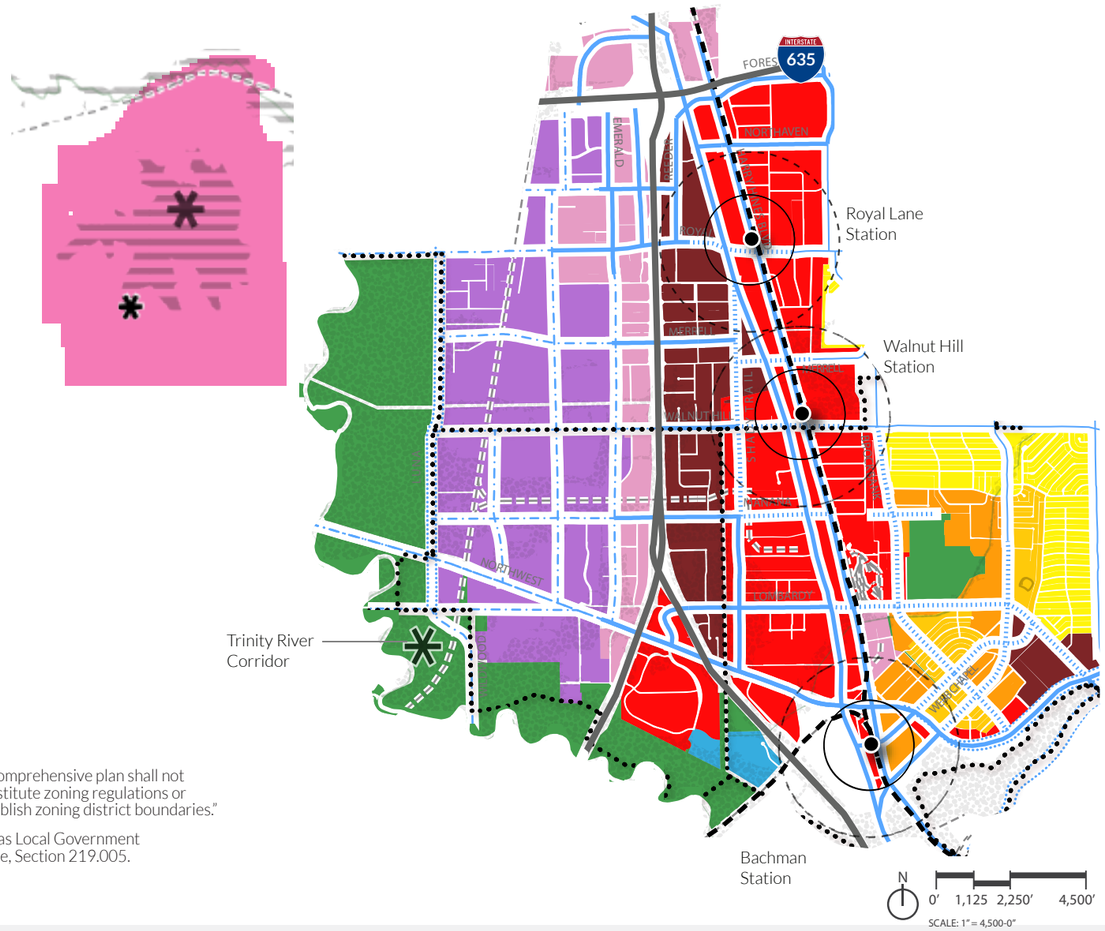
NW-1 NORTHWEST DALLAS /CYPRESS WATERS

PLACETYPE

Community and urban design elements for this district are primarily grouped around several transportation systems and the adjacent floodplain and corridor of the Elm Fork Trinity River. The area includes two (2) DART LRT lines with two (2) separate transit nodes encouraging walkable development. The district is interwoven with a grid of proposed complete streets which adds to a range of mobility types. Regional connectivity is centrally supplied by I-35 (Stemmons Freeway) and Loop 12 merging together heading north/south and I-635 running east/west.

URBAN DESIGN

The original Trinity River floodplain and tree canopy provides shade and level topography for some large-scale recreation developments including Luna Vista Golf Course, Elm Fork Athletic Complex, North Lake, and the Elm Fork Gun Club. This district includes three (3) pedestrian trails linking developed areas with the regional Trinity River corridor.



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RESIDENTIAL
- RURAL RESIDENTIAL
- TRADITIONAL RESIDENTIAL
- BLENDED / MIXED RESIDENTIAL
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COMMERCIAL / MIXED USE / INDUSTRY
- NEIGHBORHOOD COMMERCIAL / MU
- MEDIUM COMMERCIAL / MU
- REGIONAL COMMERCIAL / MU
- URBAN / CITY CENTER
- INDUSTRIAL HUB
- FLEX COMMERCIAL

SPECIAL PURPOSE
- INSTITUTIONAL
- AIRPORT

OPEN SPACE
- REGIONAL OPEN SPACE

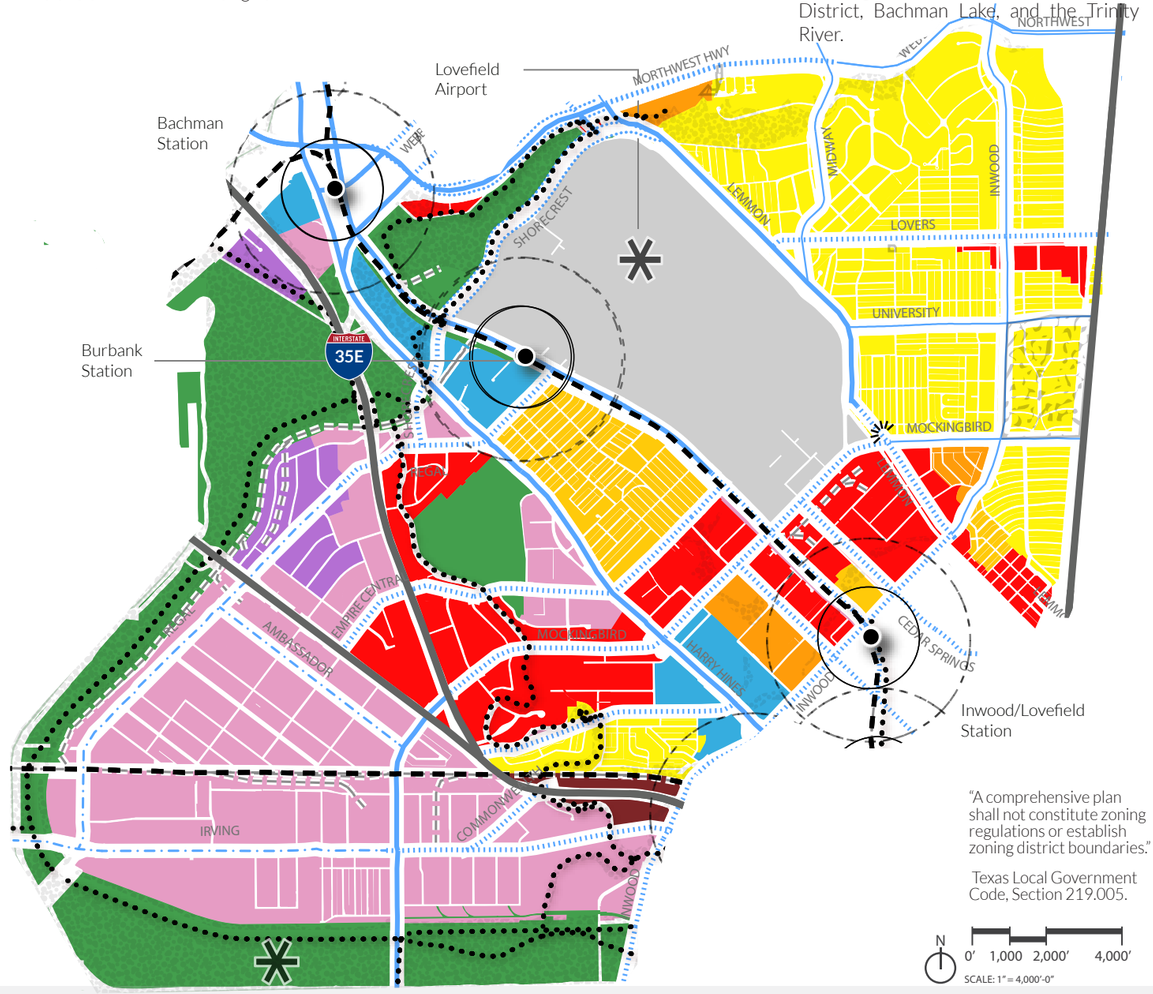
NW-2 STEMMONS / LOVE FIELD

PLACETYPE

Community and urban design elements for this district are primarily based around several transportation networks and the levee and floodplain of the Trinity River relating to a majority of existing industrial development. The area includes one (1) DART LRT line with a single (1) separate transit node connecting to Love Field and encouraging walkable development. The district is interwoven with a grid of proposed complete streets which adds to a range of mobility types. Regional connectivity is supplied by I-35 (Stemmons Freeway) heading north/south and US 114/183 heading primarily east/west.

URBAN DESIGN

The Trinity River levee network and the Trinity River meanders provide an excellent trail system for local and regional connections into the Trinity River corridor. There are several trails taking advantage of this linkage. This district also includes a full set of primarily regional landmarks including Love Field, Dallas Medical District, Bachman Lake, and the Trinity River.



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PATHS
- PEDESTRIAN /BIKE TRAILS
- INTERSTATE
- DART TRANSIT
- RAILWAY

COMPLETE STREETS
- COMMERCIAL
- INDUSTRIAL
- MIXED USE
- PARKWAY
- RESIDENTIAL

DISTRICTS
- HISTORIC AND CONSERVATION DISTRICTS

LANDMARKS
- FEATURE (REGIONAL)
- GATEWAY (REGIONAL)

NODES

NATURAL FEATURES
- FLOODPLAIN
- ESCARPMENT
- PARK (ALL PARKS ABOVE 5 AC.)

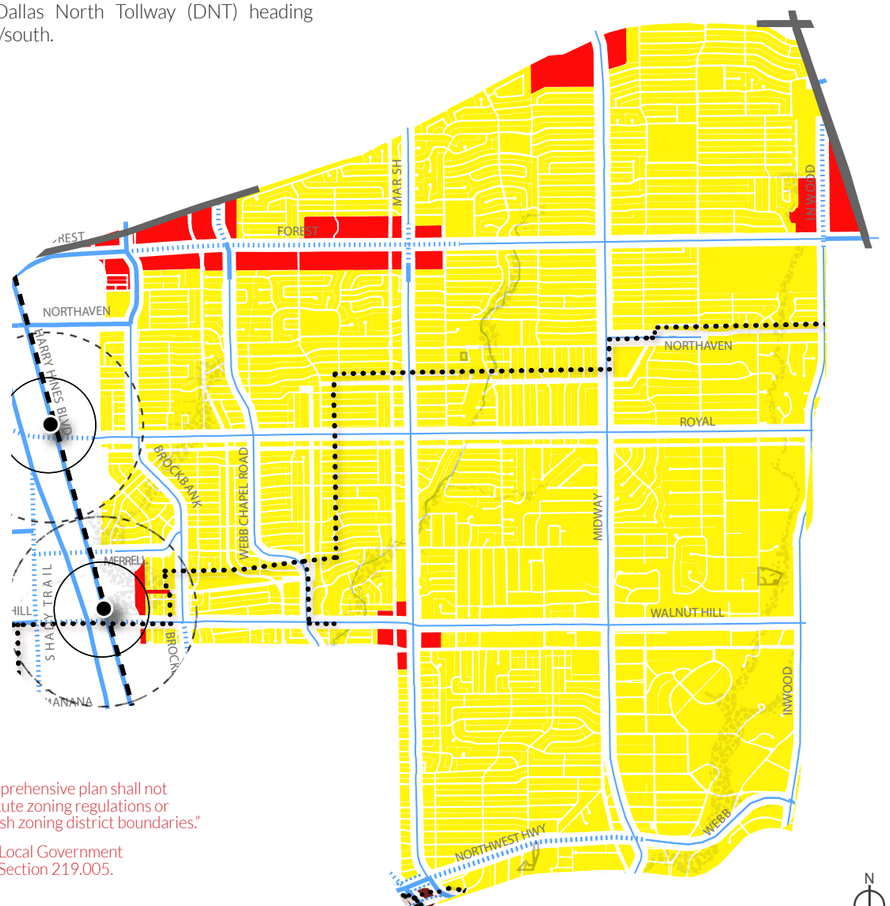
NW-3 NORTHWEST DALLAS

PLACETYPE

Community and urban design elements for this district are primarily based around transportation networks and the natural creek corridors flowing toward the Trinity River. The district is interwoven with a grid of proposed complete streets supporting residential neighborhoods and the commercial along I-635 (LBJ) which adds to a range of mobility types. Regional connectivity is supplied by I-635 (LBJ) heading east/west and Dallas North Tollway (DNT) heading north/south.

URBAN DESIGN

The creek corridors provide shade and a more natural environment in the city. This district includes two (2) key pedestrian trails linking residential areas with the many neighborhood parks and schools. This district includes a full set of neighborhood landmarks including many local school and religious facilities.



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N
0' 1,000 2,000' 4,000'
SCALE: 1" = 4,000'-0"

RESIDENTIAL
- RURAL RESIDENTIAL
- TRADITIONAL RESIDENTIAL
- BLENDED / MIXED RESIDENTIAL
- URBAN / CITY RESIDENTIAL

COMMERCIAL / MIXED USE / INDUSTRY
- NEIGHBORHOOD COMMERCIAL / MU
- MEDIUM COMMERCIAL / MU
- REGIONAL COMMERCIAL / MU
- URBAN / CITY CENTER
- INDUSTRIAL HUB
- FLEX COMMERCIAL

SPECIAL PURPOSE
- INSTITUTIONAL
- AIRPORT

OPEN SPACE
- REGIONAL OPEN SPACE

C-1 DOWNTOWN / OAK LAWN

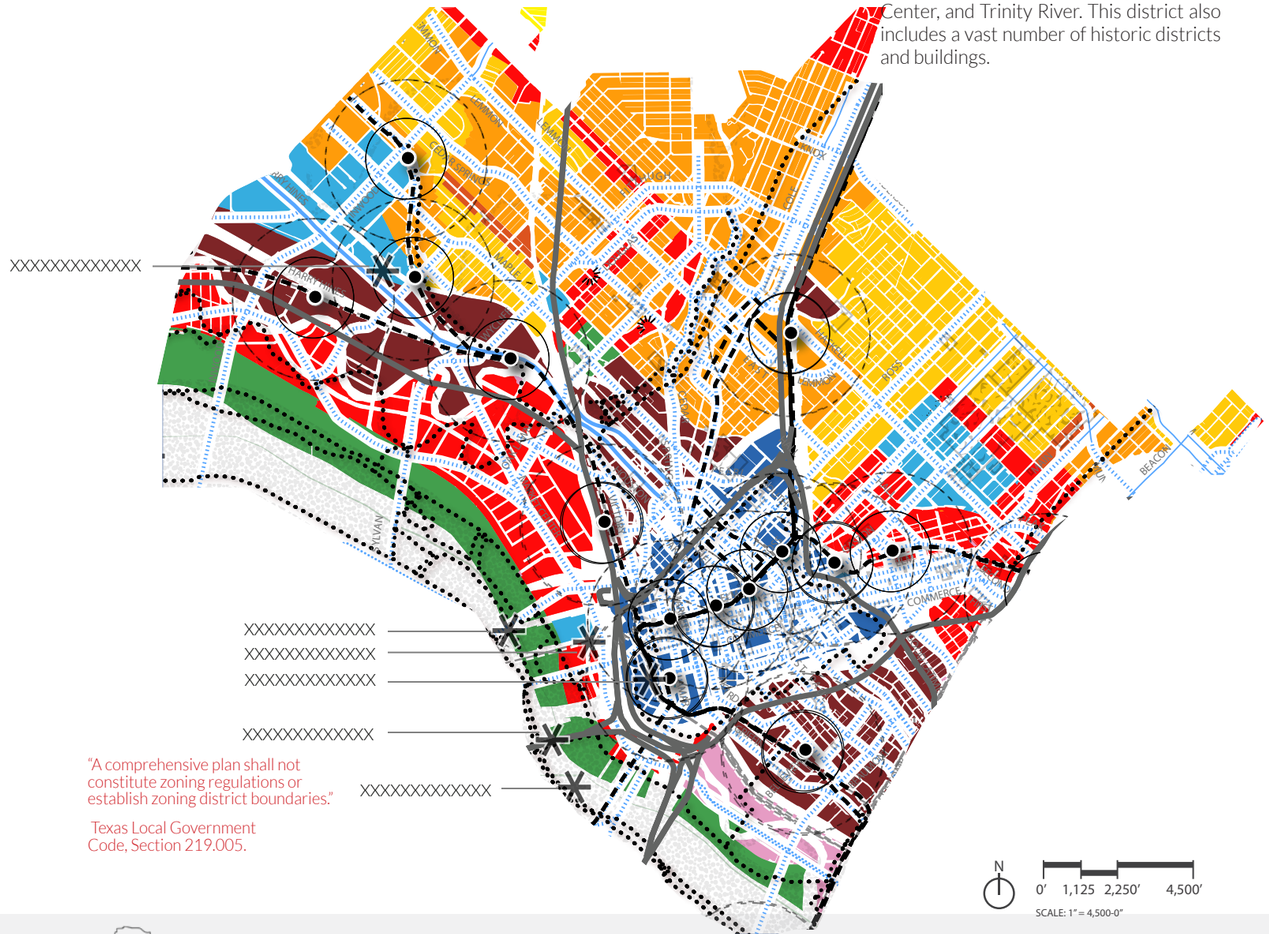
PLACETYPE

Community and urban design elements for this district are primarily based around four regional elements that help to advance this district. The four (4) elements are in no particular order downtown Dallas (Central Business District), DART LRT transit system, Trinity River corridor, and Turtle Creek and parkway which is one of our significant natural resources that has helped form a dense urban development patern. The area includes segments of five (5) DART LRT lines with at a minimum fi□een (15) separate transit nodes encouraging walkable development.

Regional connectivity and access are the best in Dallas supplied by I-30 heading east/west, US 75 (Central Expressway) heading north/south, I-35 (Stemmons Freeway) heading north/south, and I-45 also heading north/south. The urban creek corridors provide shade and a more natural environment plus an excellent path for pedestrian trails.

URBAN DESIGN

This district includes seven (7) key pedestrian trails linking residential areas with the many neighborhoods, employment centers, and regional parks. Regional landmarks include Reunion Tower, Margaret Hunt Hill Bridge, Klyde Warren Deck Park, New Parkland Health Center, Dallas City Hall, DART Transit Mall, Dealey Plaza and JFK Memorial, Reunion Arena, Farmers Market, McKinney Avenue corridor, Baylor University Medical Center, and Trinity River. This district also includes a vast number of historic districts and buildings.



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N
0' 1,125 2,250' 4,500'
SCALE: 1" = 4,500-0"

PATHS
- PEDESTRIAN /BIKE TRAILS
- INTERSTATE
- DART TRANSIT
- RAILWAY

COMPLETE STREETS
- COMMERCIAL
- INDUSTRIAL
- MIXED USE
- PARKWAY
- RESIDENTIAL

DISTRICTS
- HISTORIC AND CONSERVATION DISTRICTS

LANDMARKS
- FEATURE (REGIONAL)
- GATEWAY (REGIONAL)

NODES

NATURAL FEATURES
- FLOODPLAIN
- ESCARPMENT
- PARK (ALL PARKS ABOVE 5 AC.)

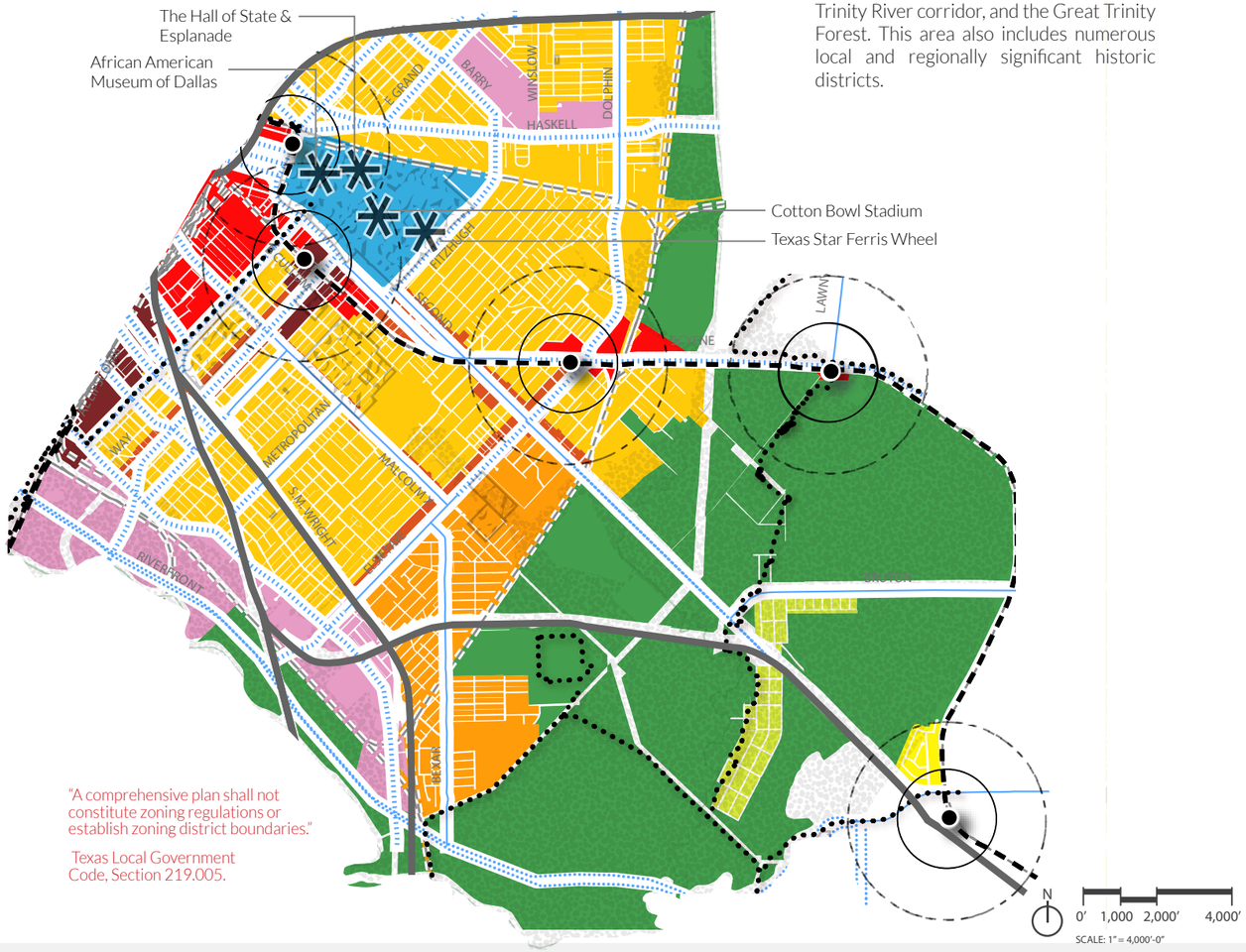
SE-1 SOUTH DALLAS / FAIR PARK

PLACETYPE

Community and urban design elements for this district are primarily based around three regional elements that help to advance this district. The three (3) elements are in no particular order Fair Park historic and entertainment district, DART LRT transit system, and Great Trinity Forest which is one of our significant environmental resources. The area includes basically one (1) DART LRT lines with four (4) separate transit nodes encouraging walkable development and connection to Fair Park. The district is interwoven with a grid of proposed complete streets which adds to a range of mobility types. Regional connectivity is supplied by I-635 (LBJ) heading east/west and US 75 heading north/south.

URBAN DESIGN

The Trinity River corridor provides shade and a natural environment plus an excellent path for pedestrian trails. This district includes three (3) key pedestrian trails linking residential areas with the many neighborhood and regional eco-friendly parks. This district also includes a full set of neighborhood and regional landmarks including Fair Park and its many assets, Trinity River corridor, and the Great Trinity Forest. This area also includes numerous local and regionally significant historic districts.



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RESIDENTIAL
- RURAL RESIDENTIAL
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COMMERCIAL / MIXED USE / INDUSTRY
- NEIGHBORHOOD COMMERCIAL / MU
- MEDIUM COMMERCIAL / MU
- REGIONAL COMMERCIAL / MU
- URBAN / CITY CENTER
- INDUSTRIAL HUB
- FLEX COMMERCIAL

SPECIAL PURPOSE
- INSTITUTIONAL
- AIRPORT

OPEN SPACE
- REGIONAL OPEN SPACE

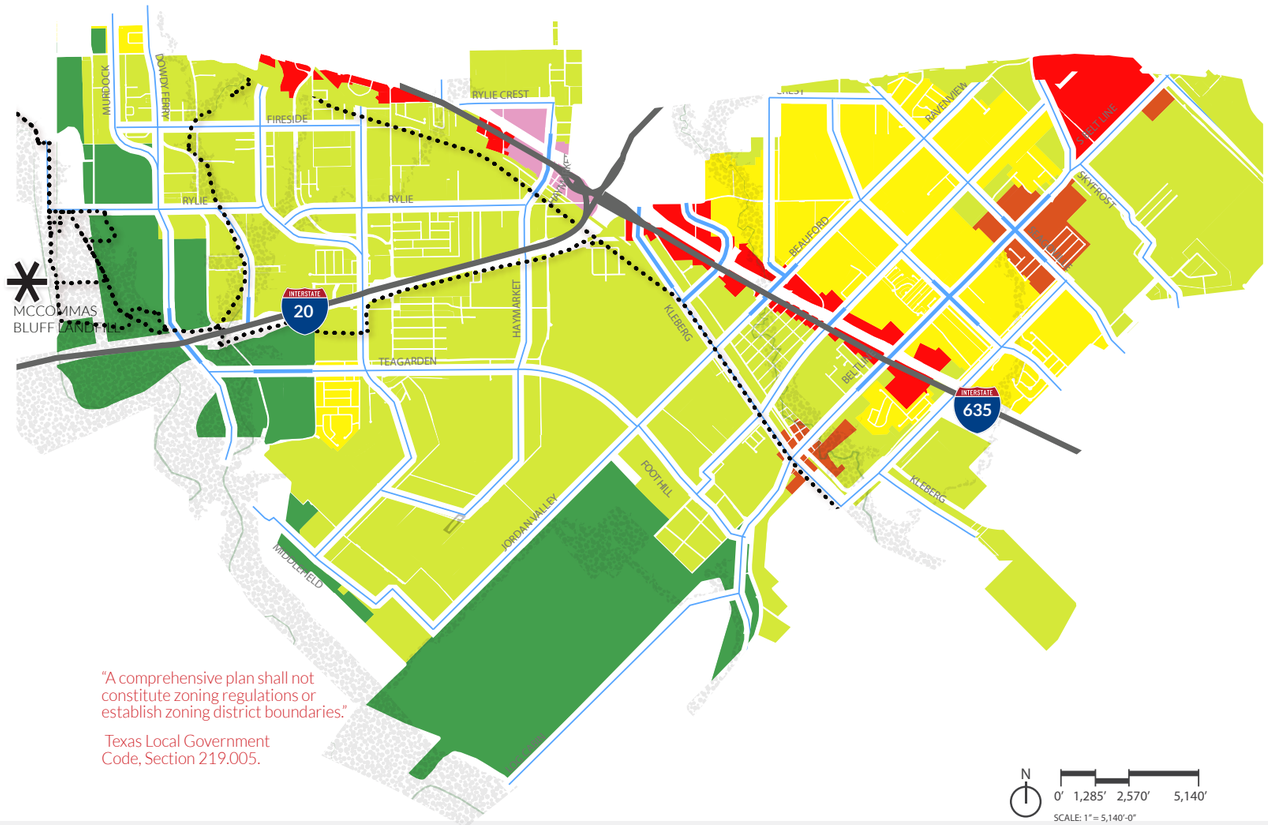
SE-2 KLEBURG-RYLIE

PLACETYPE

Community and urban design elements for this district are primarily based around several transportation networks and the natural creek corridors flowing to the Trinity River. The district is interwoven with a grid of proposed complete streets which adds to a range of mobility types. Regional connectivity is supplied by I-20 and I-635 (LBJ) heading east/west and US 75 heading generally north/south.

URBAN DESIGN

The creek corridors provide shade and a more natural environment plus an excellent path for pedestrian trails. This district includes three (3) key pedestrian trails linking residential areas with the many neighborhood and regional parks. This district also includes a full set of neighborhood and regional landmarks including McCommas Bluff - Dallas County Nature Preserve, Prairie Creek Greenbelt, and many local religious facilities.



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PATHS
- PEDESTRIAN /BIKE TRAILS
- INTERSTATE
- DART TRANSIT
- RAILWAY

COMPLETE STREETS
- COMMERCIAL
- INDUSTRIAL
- MIXED USE
- PARKWAY
- RESIDENTIAL

DISTRICTS
- HISTORIC AND CONSERVATION DISTRICTS

LANDMARKS
- FEATURE (REGIONAL)
- GATEWAY (REGIONAL)

NODES

NATURAL FEATURES
- FLOODPLAIN
- ESCARPMENT
- PARK (ALL PARKS ABOVE 5 AC.)

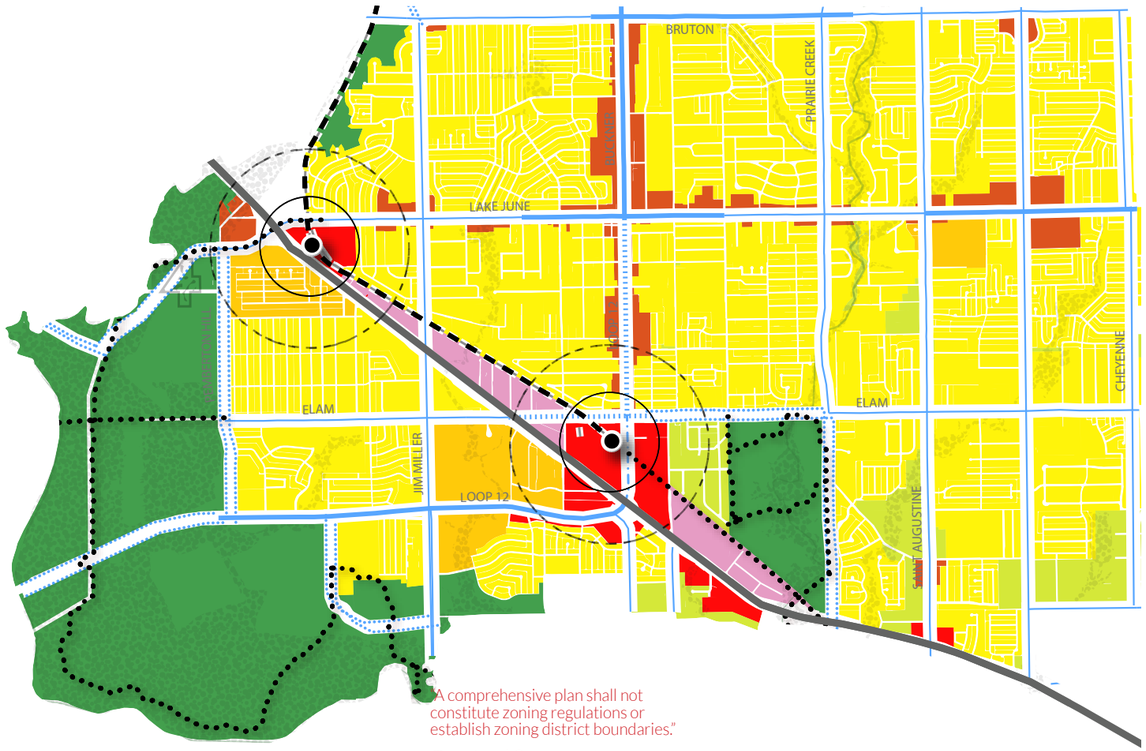
SE-3 PLEASANT GROVE

PLACETYPE

Community and urban design elements for this district are primarily based around several transportation networks and the natural creek corridors flowing toward the Trinity River. The area includes a single (1) DART LRT lines with two (2) separate transit nodes encouraging walkable development. The district is interwoven with a grid of proposed complete streets which adds to a range of mobility types. Regional connectivity is supplied by US-175 (C.F. Hawn Freeway) heading generally north/south and lesser by Loop 12 (Buckner Boulevard) heading multiple directions in this district.

URBAN DESIGN

The creek corridors provide shade and a more natural environment plus an excellent path for pedestrian trails. This district includes three (3) key pedestrian trails linking residential areas with the many neighborhood and regional parks near the Trinity River. This district also includes a full set of neighborhood and regional landmarks including the Crawford Memorial Park, Trinity River Audubon Center, Trinity Forest Golf Club, Trinity



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RESIDENTIAL
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- REGIONAL COMMERCIAL / MU
- URBAN / CITY CENTER
- INDUSTRIAL HUB
- FLEX COMMERCIAL

SPECIAL PURPOSE
- INSTITUTIONAL
- AIRPORT

OPEN SPACE
- REGIONAL OPEN SPACE

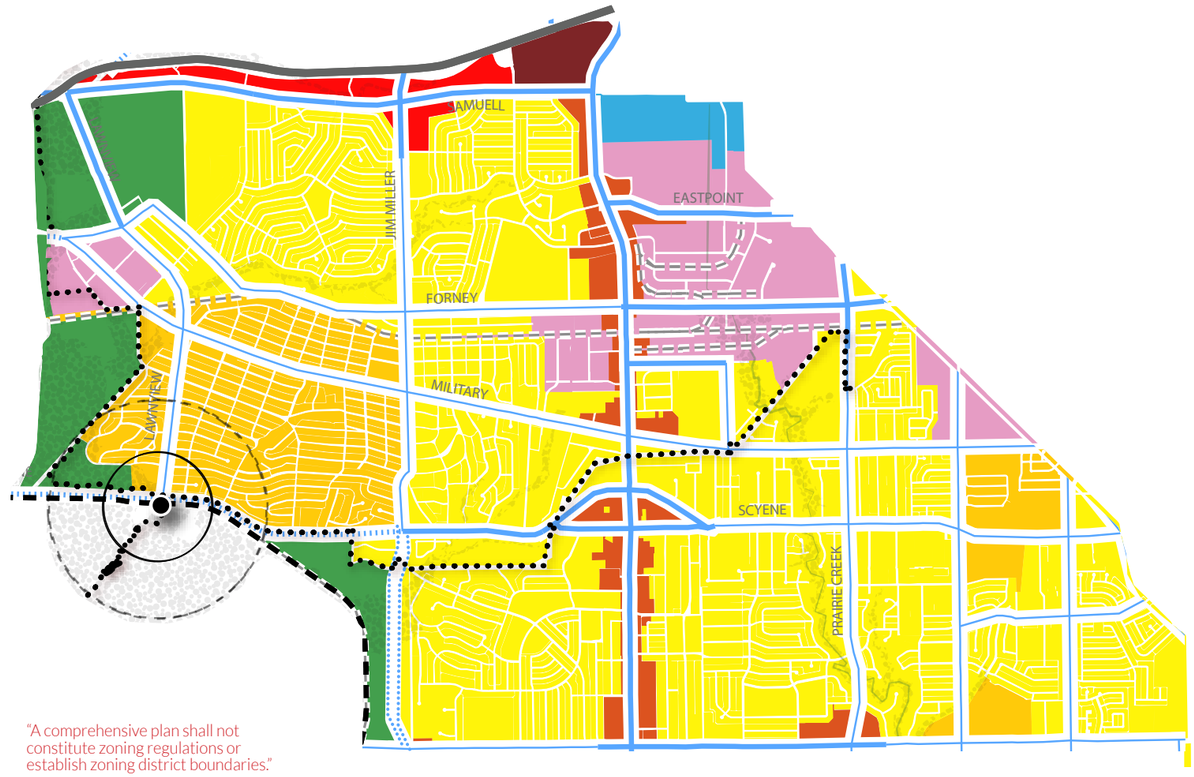
SE-4 SOUTHEAST DALLAS

PLACETYPE

Community and urban design elements for this district are primarily based around several transportation networks and the natural creek corridors flowing toward the White Rock Creek and Trinity River. The area includes a single (1) DART LRT line with one (1) transit node encouraging walkable development. The district is interwoven with a grid of proposed complete streets which adds to a range of mobility types. Regional connectivity is supplied by I-30 and US 80 heading east/west and lesser by Loop 12 (Buckner Boulevard) heading north/south.

URBAN DESIGN

The creek corridors provide shade and a more natural environment plus an excellent path for pedestrian trails. This district includes at least three (3) key pedestrian trails linking residential areas with the many neighborhood and regional parks near the Trinity River. This district also includes a full set of neighborhood landmarks with many local religious facilities.



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PATHS
- PEDESTRIAN /BIKE TRAILS
- INTERSTATE
- DART TRANSIT
- RAILWAY

COMPLETE STREETS
- COMMERCIAL
- INDUSTRIAL
- MIXED USE
- PARKWAY
- RESIDENTIAL

DISTRICTS
- HISTORIC AND CONSERVATION DISTRICTS

LANDMARKS
- FEATURE (REGIONAL)
- GATEWAY (REGIONAL)

NODES

NATURAL FEATURES
- FLOODPLAIN
- ESCARPMENT
- PARK (ALL PARKS ABOVE 5 AC.)

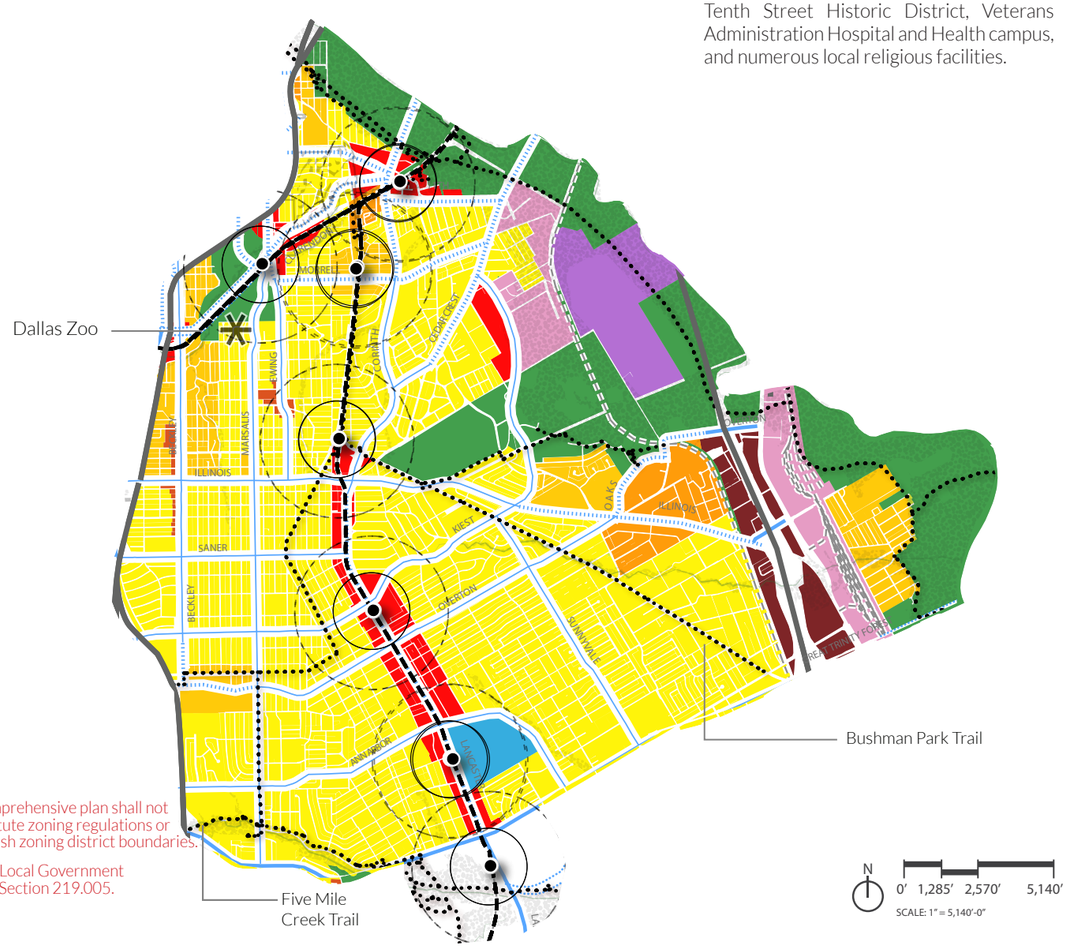
SC-1 EAST OAK CLIFF

PLACETYPE

Community and urban design elements for this district are primarily based around three regional elements that help to evaluate this district. The three (3) elements are in no particular order Dallas Zoo and close historic districts, DART LRT transit system, and Trinity River with its relationship to downtown Dallas. The area includes two (2) DART LRT lines with five (5) separate transit nodes encouraging walkable development. The district is interwoven with a grid of proposed complete streets which adds to a range of mobility types. Regional connectivity is supplied by I-35 and I-45 both heading north/south.

URBAN DESIGN

The Trinity River corridor provides shade and a natural environment plus an excellent path for pedestrian trails. This district includes five (5) key pedestrian trails linking residential areas with the many neighborhood and regional parks. This district also includes a full set of neighborhood and regional landmarks including the Dallas Zoo, Trinity River, Tenth Street Historic District, Veterans Administration Hospital and Health campus, and numerous local religious facilities.



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RESIDENTIAL
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- TRADITIONAL RESIDENTIAL
- BLENDED / MIXED RESIDENTIAL
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COMMERCIAL / MIXED USE / INDUSTRY
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- MEDIUM COMMERCIAL / MU
- REGIONAL COMMERCIAL / MU
- URBAN / CITY CENTER
- INDUSTRIAL HUB
- FLEX COMMERCIAL

SPECIAL PURPOSE
- INSTITUTIONAL
- AIRPORT

OPEN SPACE
- REGIONAL OPEN SPACE

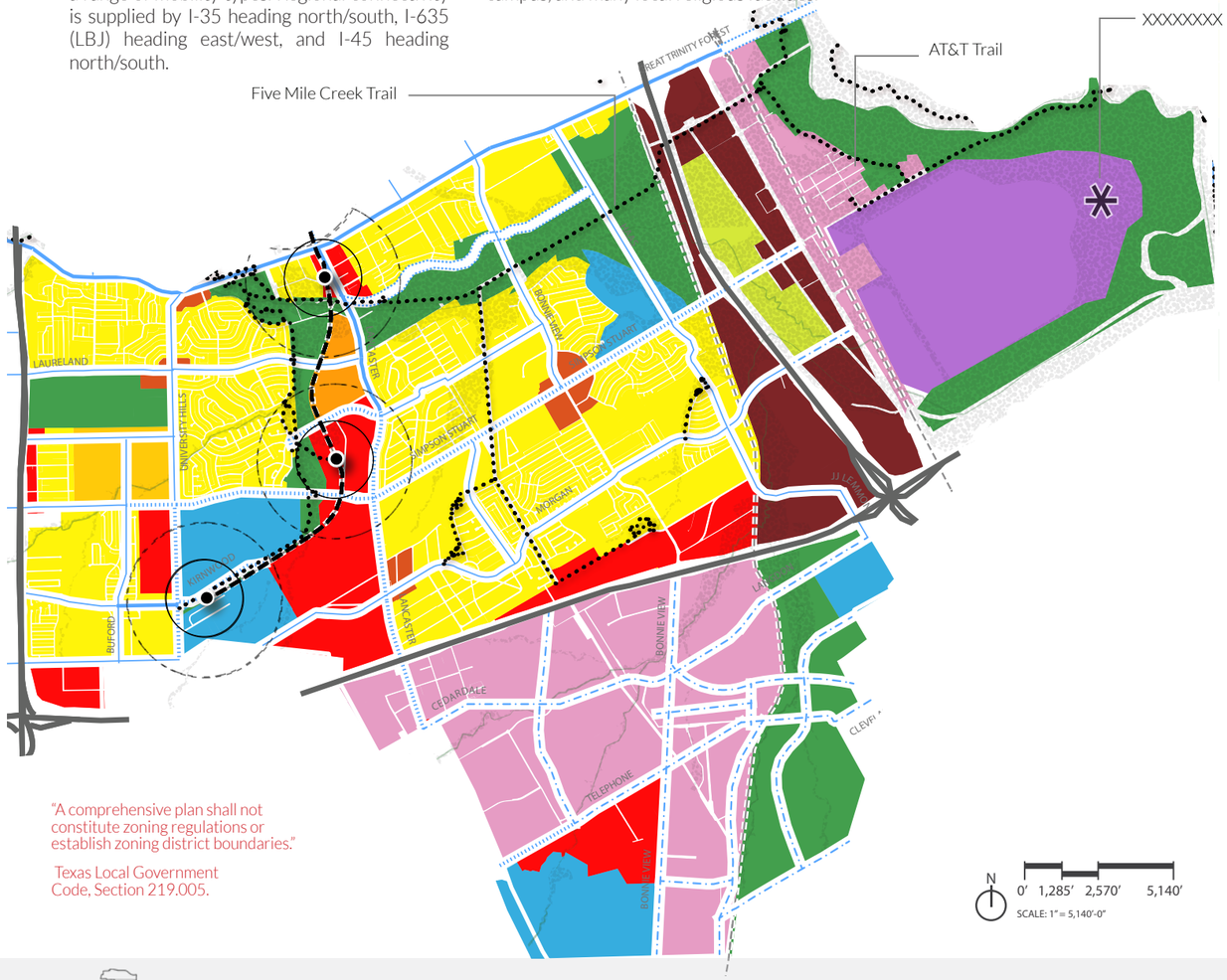
SC-2 SOUTHEAST OAK CLIFF

PLACETYPE

Community and urban design elements for this district are primarily based around several transportation networks and the natural creek corridors flowing toward the Trinity River. The area includes one (1) DART LRT lines with three (3) transit nodes encouraging walkable development. The district is interwoven with a grid of proposed complete streets which adds to a range of mobility types. Regional connectivity is supplied by I-35 heading north/south, I-635 (LBJ) heading east/west, and I-45 heading north/south.

URBAN DESIGN

The creek corridors provide shade and a more natural environment plus an excellent path for pedestrian trails. This district includes three (3) key pedestrian trails linking residential areas with the many neighborhood parks. This district also includes a set of neighborhood and regional landmarks including Paul Quinn College, University of North Texas at Dallas campus, and many local religious facilities.



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PATHS
- PEDESTRIAN /BIKE TRAILS
- INTERSTATE
- DART TRANSIT
- RAILWAY

COMPLETE STREETS
- COMMERCIAL
- INDUSTRIAL
- MIXED USE
- PARKWAY
- RESIDENTIAL

DISTRICTS
- HISTORIC AND CONSERVATION DISTRICTS

LANDMARKS
- FEATURE (REGIONAL)
- GATEWAY (REGIONAL)

NODES

NATURAL FEATURES
- FLOODPLAIN
- ESCARPMENT
- PARK (ALL PARKS ABOVE 5 AC.)

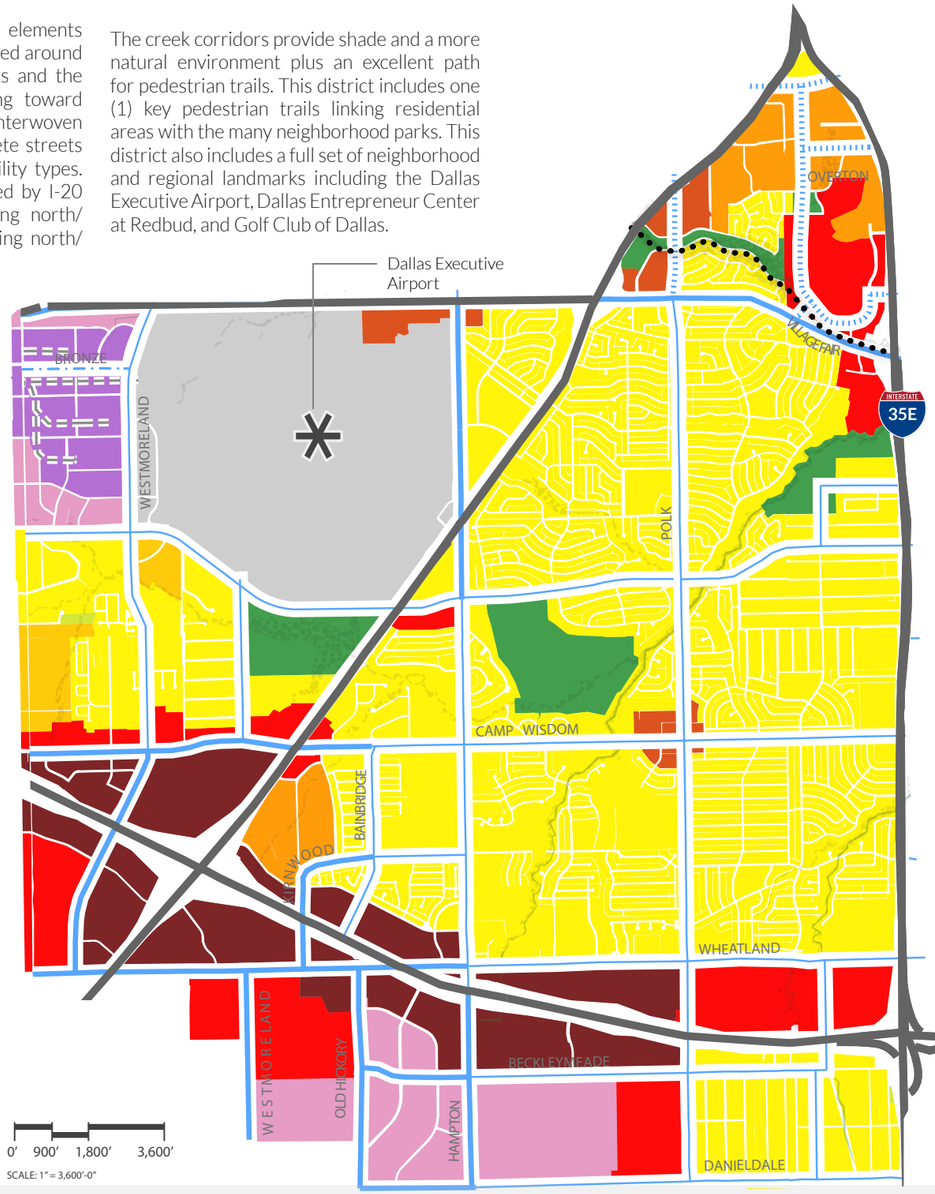
SC-3 SOUTHERN DALLAS / REDBIRD / SOUTH OAK CLIFF

PLACETYPE

Community and urban design elements for this district are primarily based around several transportation networks and the natural creek corridors flowing toward the Trinity River. The district is interwoven with a grid of proposed complete streets which adds to a range of mobility types. Regional connectivity is supplied by I-20 heading east/west, I-35 heading north/south, and US 67 mainly heading north/south.

URBAN DESIGN

The creek corridors provide shade and a more natural environment plus an excellent path for pedestrian trails. This district includes one (1) key pedestrian trails linking residential areas with the many neighborhood parks. This district also includes a full set of neighborhood and regional landmarks including the Dallas Executive Airport, Dallas Entrepreneur Center at Redbud, and Golf Club of Dallas.



"A comprehensive plan shall not constitute zoning regulations or establish zoning district boundaries."

Texas Local Government Code, Section 219.005.

N
0′ 900′ 1,800′ 3,600′
SCALE: 1" = 3,600'-0"

RESIDENTIAL
- RURAL RESIDENTIAL
- TRADITIONAL RESIDENTIAL
- BLENDED / MIXED RESIDENTIAL
- URBAN / CITY RESIDENTIAL

COMMERCIAL / MIXED USE / INDUSTRY
- NEIGHBORHOOD COMMERCIAL / MU
- MEDIUM COMMERCIAL / MU
- REGIONAL COMMERCIAL / MU
- URBAN / CITY CENTER
- INDUSTRIAL HUB
- FLEX COMMERCIAL

SPECIAL PURPOSE
- INSTITUTIONAL
- AIRPORT

OPEN SPACE
- REGIONAL OPEN SPACE

WORKING DRAFT
PUBLIC REVIEW ONLY

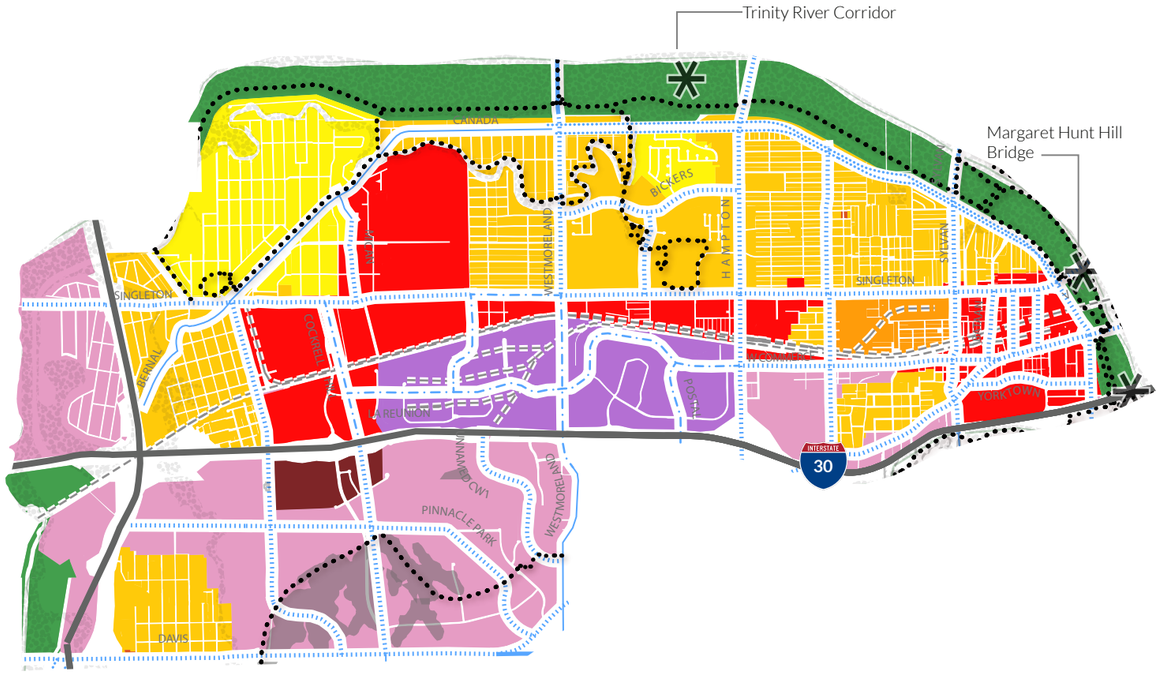
SW-1 WEST DALLAS

PLACETYPE

Community and urban design elements for this district are primarily based around several transportation networks and the natural and built creek corridors flowing toward the Trinity River. The district is interwoven with a grid of proposed complete streets which adds to a range of mobility types. Regional connectivity is supplied by I-30 (Tom Landry Freeway) heading east/west and Loop 12 (Walton Walker Freeway) heading north/south.

URBAN DESIGN

The creeks and old Trinity meander corridors provide shade and a more natural environment plus an excellent path for pedestrian trails. This district includes three (3) key pedestrian trails linking residential areas with the many neighborhood and regional parks. This district also includes a full set of neighborhood and regional landmarks including the Margaret Hunt Hill Bridge, Margaret McDermot Bridge, Trinity River, Trinity Groves entertainment center, and other local assets.



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N
0′ 1,125′ 2,250′ 4,500′
SCALE: 1" = 4,500'-0"

PATHS
- PEDESTRIAN /BIKE TRAILS
- INTERSTATE
- DART TRANSIT
- RAILWAY

COMPLETE STREETS
- COMMERCIAL
- INDUSTRIAL
- MIXED USE
- PARKWAY
- RESIDENTIAL

DISTRICTS
- HISTORIC AND CONSERVATION DISTRICTS

LANDMARKS
- FEATURE (REGIONAL)
- GATEWAY (REGIONAL)

NODES

NATURAL FEATURES
- FLOODPLAIN
- ESCARPMENT
- PARK (ALL PARKS ABOVE 5 AC.)

SW-2 SOUTHWEST DALLAS / MOUNTAIN CREEK

PLACETYPE

Community and urban design elements for this district are primarily based around several transportation networks and natural systems. This planning district has some of the steepest slopes and best natural vistas due to the escarpment. This geologic formation runs from about I-30 southwest along Texas Spur 408 and down south of Dallas. It creates a natural environment rich in topography and landscape flora that supports native species. The district is interwoven to the east with a grid of proposed complete streets which adds to a range of mobility types. Regional connectivity is supplied by I-20 heading east/west and Texas Spur 408 heading north/south.

URBAN DESIGN

The creek corridors and escarpment provide shade and a natural environment plus an excellent path for pedestrian trails. This district includes one (1) key pedestrian trails linking residential areas with the Dallas escarpment and views over Mountain Creek Lake. This district is rich in natural amenities creating neighborhood and regional landmarks including the escarpment, Mountain Creek Lake, Joe Pool Lake, Dallas Baptist University, Dallas College Mountain View campus, and Camp Wisdom Boy Scout camp.

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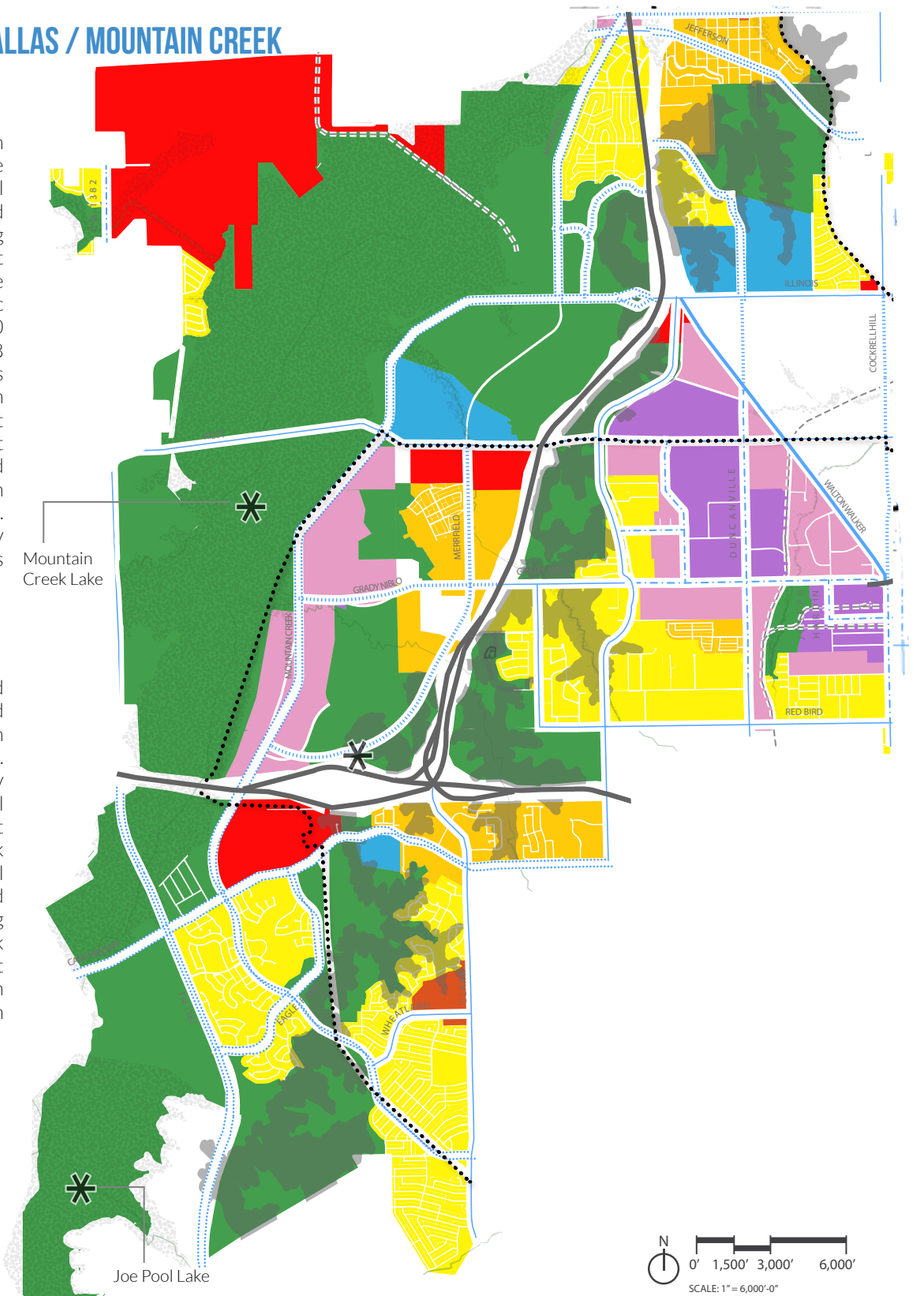
CITY OF DALLAS



RESIDENTIAL
- RURAL RESIDENTIAL
- TRADITIONAL RESIDENTIAL
- BLENDED / MIXED RESIDENTIAL
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COMMERCIAL / MIXED USE / INDUSTRY
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- URBAN / CITY CENTER
- INDUSTRIAL HUB
- FLEX COMMERCIAL

SPECIAL PURPOSE
- INSTITUTIONAL
- AIRPORT

OPEN SPACE
- REGIONAL OPEN SPACE

CITY OF DALLAS

SW-3 WEST OAK CLIFF

PLACETYPE

Community and urban design elements for this district are primarily based around transportation networks and the natural creek corridors flowing toward the Trinity River. The area includes one (1) DART LRT lines with two (2) separate transit nodes encouraging walkable development. The community is also served by the DART streetcar line linking this district with downtown Dallas. The region is interwoven with a grid of proposed complete streets which adds to a range of mobility types. Regional connectivity is supplied by I-30 (Tom Landry Freeway) heading east/west and I-35

URBAN DESIGN

West Oak Cliff includes a sizable number of districts and buildings. The creek corridors provide shade and a more natural environment in the city. This district includes three (3) key pedestrian trails linking residential areas with the many neighborhood and regional parks. This district includes a full set of neighborhood and regional landmarks including Texas Theatre, Bishop Arts District, Stevens Park Golf Course, Methodist Medical District, Margaret McDermot Bridge, and many local religious facilities.

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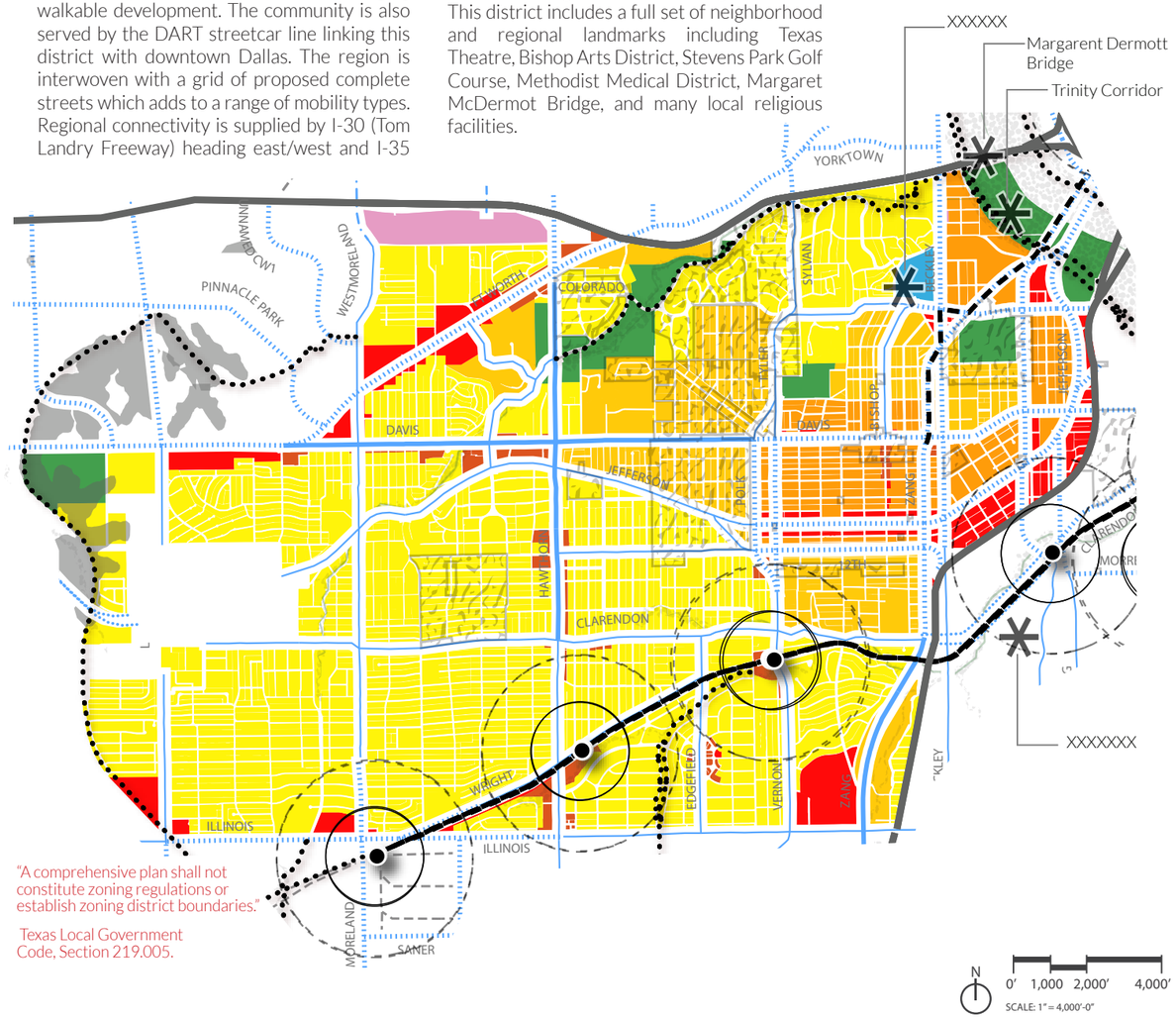


PATHS
- PEDESTRIAN /BIKE TRAILS
- INTERSTATE
- DART TRANSIT
- RAILWAY

COMPLETE STREETS
- COMMERCIAL
- INDUSTRIAL
- MIXED USE
- PARKWAY
- RESIDENTIAL

DISTRICTS
- HISTORIC AND CONSERVATION DISTRICTS

LANDMARKS
- FEATURE (REGIONAL)
- GATEWAY (REGIONAL)

NODES

NATURAL FEATURES
- FLOODPLAIN
- ESCARPMENT
- PARK (ALL PARKS ABOVE 5 AC.)

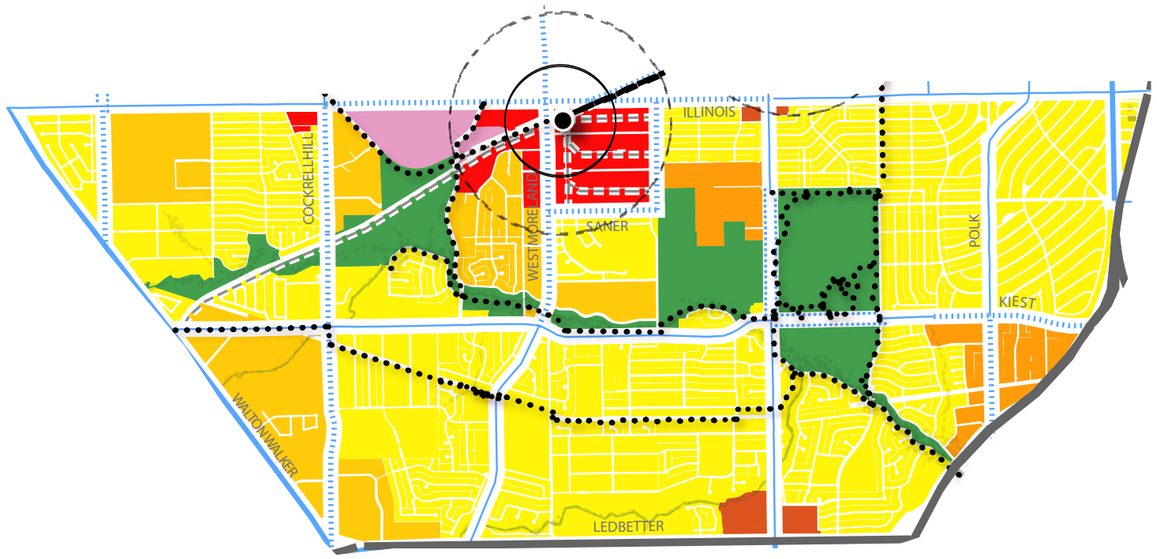
SW-4 KIEST

PLACETYPE

Community and urban design elements for this district are primarily based around transportation networks and the natural creek corridors flowing toward the Trinity River. The area includes one (1) DART LRT lines with a single (1) separate transit nodes encouraging walkable development. The district is interwoven with a grid of proposed complete streets supporting residential neighborhoods and local commercial which adds to a range of mobility types. Regional connectivity is supplied by I-35 (LBJ) heading primely north/south and Loop 12 (Walton Walker Freeway) heading north/south.

URBAN DESIGN

The creek corridors provide shade and a more natural environment plus an excellent path for pedestrian trails. This district includes five (5) key pedestrian trails linking residential areas with the many neighborhood parks. This district also includes a full set of neighborhood landmarks including Kiest Park and many local religious facilities.



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N

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SCALE: 1" = 3,600'-0"

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- URBAN / CITY CENTER
- INDUSTRIAL HUB
- FLEX COMMERCIAL

SPECIAL PURPOSE
- INSTITUTIONAL
- AIRPORT

OPEN SPACE
- REGIONAL OPEN SPACE

WORKING DRAFT
PUBLIC REVIEW ONLY

CITY OF DALLAS

CITY OF DALLAS
WORKING DRAFT
PUBLIC REVIEW ONLY
LAND USE & DEVELOPMENT | CHAPTER #

COMMUNITY AND URBAN DESIGN

Theme Goal: Establish context sensitive design and development guidance to help shape streets, sidewalks, landscaped areas, buildings and open spaces to create functional, safe and activated spaces that reflect and enhance Dallas' distinct places.

Community and Urban Design Implementation Table

Objective	Action Step	Lead	Key Partners
Establish a Citywide Urban Design Framework	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	PUD	PKR, HOU, ECO, TRN, DPW, DART
Integrate urban design standards and guidance into the development review process and future planning efforts.	Utilize the ForwardDallas urban design principles and elements as the foundation for integrating urban design standards into the development code update.	PUD	DEV
	Incorporate the urban design guidelines as a component of the development review process including for all rezoning and "by-right" projects.	PUD	DEV
	Expand the purview of the Urban Design Peer Review Panel (UDPRP) to include the review of urban design criteria for bond projects.	PUD	
	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.	PUD	DPW, TRN
	Work with Park and Recreation planning staff to increase public access from new development to parks, trails and open space including potential for accessibility standard in the development code.	PKR	PUD, TRN
	Coordinate with Park and Recreation planning staff on future updates to Dallas Park and Recreation Master Plan. Including policy that increases access to existing and future parks as it relates to land use and urban design changes over time.	PKR	PUD
	Incorporate place-specific urban design guidelines within neighborhood and corridor plans.	PUD	
Promote quality design principles to foster more inclusive and equitable neighborhoods and spaces throughout Dallas.	Formerly establish a neighborhood planning program through which community stakeholders envision, evaluate, and establish the desired vision and form of their community.	PUD	
	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.	PUD	OAC, DPW, TRN, PKR
	Expand the suite of context sensitive design and preservation tools including historic and conservation districts and neighborhood stabilization overlay programs and update applicable ordinances to better respond to rapidly changing conditions in established neighborhoods.	PUD	DEV, HOU

METRICS + MONITORING

- % of Typologies wi
- % of Sub-District w

METRICS IN PROGRESS

zation (Indicator of plan development)

September 2023 – ForwardDallas Comprehensive Land Use Plan (Working Draft)

ENVIRONMENTAL JUSTICE + SUSTAINABILITY

Theme Goal: Protect communities from the effects of environmental hazards and further the quality of the environment through protection, conservation, and sustainability practices within the built environment.

Environmental Justice + Sustainability Implementation Table

Objective	Action Step	Lead	Key Partners
Support a Citywide Environmental Justice (EJ) Program	Develop a comprehensive land use strategy that addresses issues identified through the EJ program and prioritize identified areas for land use and zoning interventions.	PUD	OEQS, Environmental Commission, EJ Cmte
	Coordinate with OEQS and the community to identify areas of EJ concern where stakeholders identify issues, help gather and track data, and catalog resources to address EJ issues.	OEQS	OEQS, Environmental Commission, EJ Cmte, NOM
	Support the creation of an Environmental Justice Overlay to tailor zoning interventions and other investment for identified EJ areas.	OEQS	PUD
Mitigate Negative Environmental Impacts from New Development	Prioritize stronger environmental impact reviews in EJ and EPA focus areas that are also contributors of urban heat island effect and excessive storm water runoff.	OEQS	PUD
	Update the Development Code to reduce the percentage of impervious surface areas.	PUD	OEQS, DEV, TRN
	Coordinate with DPW 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.	DPW, DWU	PUD
	Update development code to incorporate green infrastructure practices into land use planning and development, such as rain gardens, green roofs, permeable pavements, bioswales, and vegetated swales.	DPW	PUD, OEQS, PKR, DWU, TRN
	Update development code to incorporate Sustainable Low Impact Development Strategies that encourage compact and mixed land-use patterns that minimize negative environmental impacts.	DPW	PUD, DWU, DEV, OEQS
Support the Environmental Protection of Key Natural Assets	Update Development Code & Article X to prioritize the protection of mature trees and when replanting to encourage native planting of drought-tolerant tree and plant species, reducing artificial irrigation dependencies.	Forestry	Texas Trees Foundation; DWU, PBW, PKR, DEV, PUD
	Support the creation of a Watershed District Overlay to help mitigate existing and projected stormwater impacts from new development.	DWU	PUD, DEV, NCTCOG
	Support the development of an Environmental Preservation Overlay to protect Environmentally Sensitive Areas, including the 100-year floodplain, creeks, areas with mature tree canopies, the Escarpment, and other water bodies.	DPW, DWU, OEQS,	PUD, NCTCOG, DEV
	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, DPW Real Estate	PUD, HOU, DWU, TRN

METRICS + MONITORING

- 20%, 50% And 75% R … y 2030, 2040, 2050, Respectively (CECAP)
- 80%, 90% And 95% Of T… Park Or Trail By 2030, 2040, 2050, Respectively.

METRICS IN PROGRESS

TRANSIT ORIENTED DEVELOPMENT (TOD) + CONNECTIVITY

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

Transit-Oriented Development + Connectivity Implementation Table

Objective	Action Step	Lead	Key Partners
Encourage more housing, employment, services and amenities around transit stations.	Prioritize appropriate density and zoning around DART stations, other high frequency transit nodes and corridors, trails, and neighborhood centers.	PUD	DART, HOU, ECO, TRN
	Right-size parking regulations within parking code amendments to allow increased development opportunity for TOD projects.	PUD	DEV, TRN, DART
Align Transportation Planning, Land Use Planning, and Development Processes.	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.	PUD	DART, TRN, ECO, HOU
	Develop corridor and station area plans that focus on equitable development and access.	PUD	DART, TRN, NCTCOG, TXDOT
	Support assessments of existing transit infrastructure, exploring multimodal options for last-mile connections to essential land uses and community services.	PUD	PUD
	Initiate a Thoroughfare and Freight Master Plan Update that aligns future placetypes, Dallas' Complete Street typologies, and urban design guidelines.		PUD
Promote a multi-modal transportation network that is highly accessible and well-connected.	As neighborhood, corridor and station area plans are developed, prioritize assessments of the land use mix and available infrastructure in underserved areas to improve linkages to employment, education, parks, food, and health services.	PUD	
	Establish place-specific criteria for "15- Minute Complete Communities" to provide safe, convenient, and equitable proximity to daily goods and services.	PUD	HOU, ECO, DEV, DART, TRN

METRICS + MONITORING

- VMT and mode sp…
- % DART stations w… station area plans

METRICS IN PROGRESS

ECONOMIC DEVELOPMENT & REVITALIZATION

Theme Goal: Promote economic growth and sustainable development while focusing on revitalization of underserved neighborhoods, commercial corridors, and mixed-use job centers.

Economic Development & Revitalization Implementation Table

Objective	Action Step	Lead	Key Partners
Implement "Transformative Placemaking" Strategies to Revitalize Commercial Corridors, Transit Nodes, and Employment Centers	Identify underutilized, surplus or vacant land in key areas to transform into vibrant spaces to support greater economic outcomes for those areas.	PUD	ECO, DDI, OAC, TRN
	Facilitate collaborative placemaking initiatives in underserved spaces to reimagine the adaptive reuse of historically and culturally significant structures and places.	PUD	ECO
	Initiate detailed land use and zoning planning assessments of commercial corridors and centers identified through ForwardDallas to outline specific opportunities and strategies for revitalization.	PUD	ECO
Prioritize Equitable Growth by Targeting Investment in Underserved Communities.	Prioritize neighborhood and corridor planning efforts and/or zoning reviews in areas transitioning away from industrial uses or for former brownfield areas.	PUD	PUD, TRN, DPW
	Coordinate future land use with infrastructure investment in Southern Dallas to ensure adequate public facilities, housing, and mobility options for existing and future businesses and their employees.	PUD	ECO
	Coordinate with ECO to direct economic development resources to areas through ForwardDallas and other neighborhood planning and corridor efforts.	PUD	ECO
Foster Economically Resilient Communities That Are Regionally Connected and Locally Supported	Work with Economic Development to support investment in new TOD areas and within existing commercial nodes to provide a sustainable mix of employment, housing and services to the community.	ECO	PUD
	Coordinate with ECO and the Small Business Center to create and implement anti-displacement policies for small business owners.	Small Business Center	ECO, PUD
	Ensure appropriate land use and zoning in designated areas to support emerging creative and technology industries to supplement the expansion of logistics-related jobs, particularly in the Southern Sector.	OED	ECO
	Coordinate planning and economic development initiatives with surrounding jurisdictions to ensure mutually beneficial development and integrated infrastructure investment.	PUD	ECO, DPW, TRN, Surrounding jurisdictions

METRICS + MONITORING | ○ 20%, 50% And 75% R… y 2030, 2040, 2050, Respectively (CECAP)
○ 80%, 90% And 95% Of T… Park Or Trail By 2030, 2040, 2050, Respectively.

METRICS IN PROGRESS

HOUSING CHOICE + ACCESS

Theme Goal: Increase housing choice throughout the city, particularly near job centers transit accessible locations, and amenity-rich areas to meet the needs of people of all ages, races, and income levels.

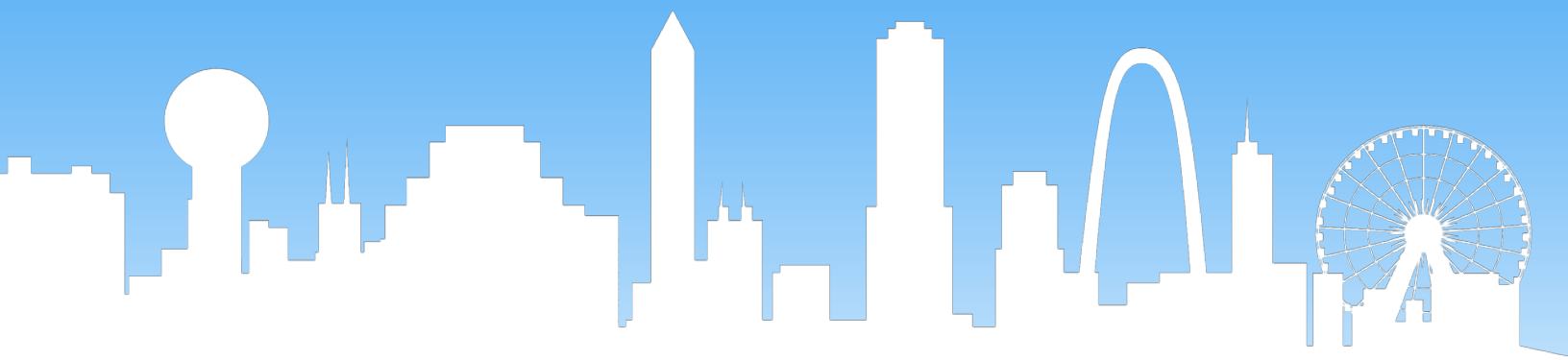
Housing Choice + Access Implementation Table

Objective	Action Step	Lead	Key Partners
Provide a Mix of Housing types and affordabilities across all Neighborhoods to meet diverse needs.	Collaborate with residents at the neighborhood level to plan for more housing and housing types that are consistent with existing context and scale.	PUD	HOU
	Update the development code to allow context sensitive Accessory Dwelling Units (ADUs) by-right in all neighborhoods.	PUD	DEV
	Create an infill residential zone to allow appropriately scaled infill housing in designated areas.	PUD	DEV, HOU
	Promote diverse and affordable mix of housing types within neighborhoods to provide housing choices for all stages of life	PUD	HOU
Prioritize Housing Investments for the Most Vulnerable Populations, Especially the Unhoused and those at High Risk of Displacement	Work with HOU to identify and plan for areas in which surplus land is purchased for the development of affordable housing to address gentrification and displacement.	HOU	PUD
	Encourage the addition of diverse housing types within the city's landbank program.	HOU	PUD
	Incorporate displacement risk assessments and community discussions as part of future smaller area planning efforts.	PUD	HOU
	Prioritize neighborhoods identified most at risk of displacement for neighborhood planning and city initiated rezoning efforts including conservation districts, neighborhood stabilization overlays, historic districts.	PUD	DEV, HOU
	Partner with housing agencies and advocates to create a more expansive anti-displacement toolkit.	HOU	PUD
Align Land Use Policy & Process with Housing Strategies, Plans, and Programs	Streamline the development review and rezoning process for affordable housing projects.	PUD	DEV, HOU
	Develop an integrated housing infill policy that provides an expedited rezoning and permitting process, housing pattern books for different housing types, and pre-vetted and approved housing plans.	PUD	DEV, HOU
	Establish urban design guidelines for the city's Notice of Funding Availability (NOFA) procurement, selection, and review process for multifamily projects.	PUD	HOU
	Provide land use and zoning data to support city recommended changes to state law that remove barriers to affordable housing options.	PUD	OGA, HOU

METRICS + MONITORING | ○ % of Typologies wi…
○ % of Sub-District w… zation (Indicator of plan development)

METRICS IN PROGRESS

FORWARDALLAS



P+UD