CITY OF DALLAS
Trinity River Corridor
COMPREHENSIVE LAND USE PLAN



Final Report

HNTB Corporation

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1. Introduction

The Trinity River Corridor includes almost 70 square miles of territory in the center of Dallas and at the heart of a major urban region. A crossing of the Trinity River was the site where Dallas was founded and today this corridor includes many of the city's most recognizable landmarks, its downtown, a large share of its economic base and its most notable natural areas. For all these reasons, the future of Dallas is closely linked to the future of this corridor.

Dallas voters understood the importance of this corridor in 1998, when they approved $246 million in bond funding for major public investments in flood protection, transportation, environmental, recreation and open space improvements for the Trinity River Corridor. Those public investments should do more than address these specific issues – they should serve as catalysts for new development and reinvestment in existing communities along the river. They should be the foundation upon which private property owners make investments in their homes, businesses and buildings that will successfully attract residents and businesses to the corridor throughout the 21st century.

This Comprehensive Land Use Plan is an important tool for the individuals and organizations that make decisions affecting the Trinity River Corridor. Its broad vision describes the character this corridor should have in the future. It establishes the general principles that will direct preparation of detailed plans for smaller parts of this large area. It provides guidance about the appropriate land uses and development patterns for the corridor that can be used by citizens, property owners and City officials as they review specific development proposals. It offers a point of departure for action by many partners to carry out particular projects that will, in the long term, achieve the desired vision for the Trinity River Corridor.

The vision for the Trinity River Corridor found in this plan offers an exciting image of neighborhoods, open spaces and business areas that appeal to people who live in Dallas now and who will choose to live here in the future. It includes:

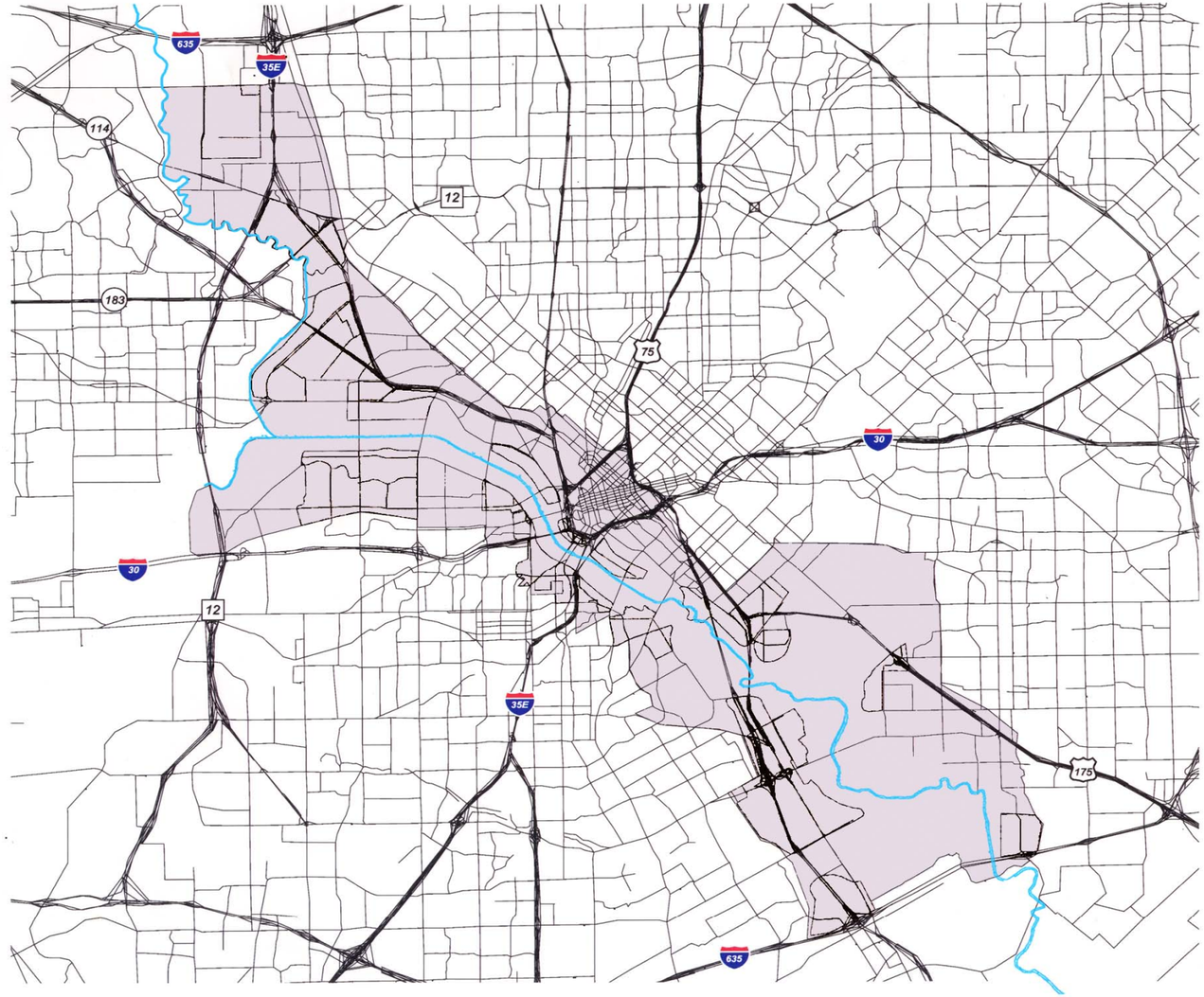
- ✓ Single family neighborhoods, including many that exist today, that offer a high quality of life and benefit from locations close to jobs and recreation.
- ✓ New urban neighborhoods with a mix of homes, offices and shops within walking distance, often linked to the rest of the region with light rail transit and trails as well as roadways.
- ✓ The largest urban hardwood forest in the nation and flagship centers so visitors – from neighborhood school children to international tourists – can appreciate the natural resources of this area.
- ✓ Other distinctive parks, recreational facilities and amenities that provide a unique identity for nearby business areas and communities.
- ✓ A wide array of retail centers serving neighborhood and regional shopping needs.
- ✓ Sites that are appropriate and desirable for a wide range of businesses, from manufacturing plants and distribution centers to corporate headquarters and firms researching emerging technologies.
- ✓ Job opportunities for Dallas residents at all skill levels.
- ✓ Public improvements that provide flood protection, transportation and other important services to people and companies who choose to invest their own resources in this corridor.

The Trinity River Corridor Comprehensive Land Use Plan is the 'blueprint' for this future.

The plan contains seven chapters, including this introduction. The chapters that follow are:

- ✓ ***A Vision to Transform Dallas' Trinity River Corridor***, which imagines the future of this corridor and describes its key features;
- ✓ ***Land Use and Urban Design Throughout the Trinity Corridor***, which explains the overall principles that should guide land use and urban design in all parts of the Trinity Corridor;
- ✓ ***Implementation Strategies Throughout the Trinity Corridor***, which explains the capital projects and other tools needed to carry out this plan;
- ✓ ***Trinity Corridor District Plans***, which provides more detailed direction about the development patterns in particular parts of the corridor;
- ✓ ***Creating This Plan***, which summarizes the process used to prepare this plan; and
- ✓ ***Background Documents***, which lists the resource reports produced during the planning process.

This document is the result of a planning process that started in 2000 and was completed in 2005. During that time, many detailed research reports were produced and an extensive, inclusive public involvement program was conducted. This document is based on the ideas, input and analysis of the hundreds of people who participated in that process. It should create a future that meets their needs and inspires their enthusiasm for Dallas and the Trinity River.



The HNTB Team
HNTB

Dallas' Trinity River Corridor

July 2006
TRINITY RIVER CORRIDOR COMPREHENSIVE LAND USE PLAN
with Economic Analysis and Implementation Strategy

2. A Vision to Transform Dallas' Trinity Corridor

2050 Vision

The residents, business leaders and professionals who worked together to create this Trinity River Comprehensive Land Use Plan imagine a future for this part of Dallas that is quite different from its recent past. The 2050 Vision Statement describes the community they intend to create by approving and carrying out this plan.

The 2050 Vision Statement for the Trinity River Corridor in Dallas

The Trinity River Corridor is a unified collection of diverse neighborhoods and business centers at the heart of a unified and thriving Dallas, connected by a ribbon of blue water and green spaces that is the Trinity River.

Additionally,

The Trinity River Corridor is the City's model for economic growth without physical, social or economic barriers, which attracts residents and visitors to live, learn, work, shop and play within a cosmopolitan urban core, and alongside the river's meandering environment.

Objectives for the Trinity Corridor

Five objectives for future development in the Trinity Corridor add detail to the 2050 Vision Statement. They provide guidance that shapes this plan's recommendations for each part of this very large corridor. The five objectives are:

- Reconnect North and South Dallas
- Establish the role of economic development along the Trinity River
- Create a vibrant central city
- Establish the Trinity River floodplain as the front yard of the City
- Enhance the City's urban form to increase the appeal of urban life

Reconnect North and South Dallas

The 2050 Vision of the Trinity River Corridor Comprehensive Land Use Plan provides the opportunity to bring together the two halves of the city – the area north of the Trinity River and the area south of the river. Historically, the river has been regarded as serving a strictly utilitarian purpose – to move flood waters through the city. This attitude caused the river to be a dividing line in the city that has persisted through the decades.

In this plan, the river is refocused into a community asset that bonds the city as a whole. It establishes the Trinity River Corridor as an attraction rather than a barrier. Reconnection of north and south will be achieved by creating a series of gateways along the Trinity River and by converting some older existing bridges, such as Continental Street Viaduct, into pedestrian crossings. The plan fosters the development of linkages that connect communities to the river and leads to the creation of amenities within the Trinity River floodplain itself.

In addition to these physical connections across the river, this plan also proposes other actions that reconnect Dallas communities to the Trinity. As an example, sections of the river could be identified with names that reference river landmarks, historical and archeological sites, recreational facilities and the river's neighboring communities.

Even before the construction of major public infrastructure along the Trinity River, smaller projects can help bring the city together. These include establishing key overlook points along the river where citizens can watch developments within the floodway. These overlooks will become the places where people watch the river's seasonal changes and observe nature or recreational activities in the floodway below. To make the river corridor seamless requires a network of trails that cross the river and connect with destinations in and along the entire river corridor. Along the river corridor, other new bridges or pathways might connect key riverside communities, such as connecting Eagle Ford with Brookhollow, linking Oak Lawn with La Bajada and North Oak Cliff, and joining Rochester Park with Cedar Crest.

By 2050, the public and private investments this plan describes should result in a Trinity River that is the center of Dallas and serves as an important part of the communities to the north and south.

Establish the role of economic development along the Trinity River

Dallas needs to capitalize on the significant public investment it is making in the Trinity River Corridor. These public improvements should support new investment by area homeowners, business property owners and developers. These private investments should provide new construction and permanent jobs in the area. They should enhance property values throughout the corridor and, as a result, should generate increased tax revenue for the City of Dallas and other taxing entities.

Promoting the City's investment along IH-45 and IH-20 will help to stimulate job growth and new taxes. Partnering with Dallas Area Rapid Transit and developing transit oriented developments at key transit centers along the river corridor will help foster new commercial activity, residential units, and employment. Similarly, partnerships with developers and financial institutions (banks, pension funds, Fannie Mae) will encourage new community investments along the river corridor.

The City must explore the use of all available economic development tools along the Trinity River. Creation or expansion of tax increment financing districts, public improvement districts or other special districts will support development of corporate campuses and business relocations. Other economic development initiatives will further tourism in Dallas. These initiatives include efforts to enhance nature and heritage tourism and to create RV parks in the periphery of the river corridor near IH-20.

By 2050, the public's investments in the Trinity River Corridor should produce significant returns in economic development and community revitalization in the neighborhoods and business areas all along the river.

Create a vibrant central city

Unlike many Texas cities, Dallas cannot expand its boundaries outward because it is almost completely hemmed in by its suburban cities. The future growth and development of Dallas must be refocused inward to developing an exciting and healthy central city. The Trinity Corridor plays an important role in the creation of a dynamic central city.

This plan recognizes the need to connect downtown to the river and develop a riverside levee-top promenade. Such linkages will encourage 'street theater' both in downtown and along the river. They create a central city that will be one of the most multi-cultural, stimulating, tolerant, and entertaining places in the region.

Dramatic new landmarks in the Trinity River floodway will strengthen the identity of the central city and will create destinations for residents and visitors. Among these landmarks are signature bridges over the Trinity River and two new lakes between downtown and Oak Cliff. Signature bridges should lead to investment in signature boulevards into and through the city center. Within the river corridor, this plan encourages the use of light, water, and new technologies to create an ever-changing display that delights the visitor's senses. Another concept that could bring increased vibrancy to the center city is construction of levee gates to provide easy access and connection between the recreational amenities inside the levees and the living, working, shopping, and entertainment activities on the developed side of the levees.

Incentives will be needed to stimulate growth in the central city and along the river corridor. Incentives will encourage the development of over 60,000 varied types of housing units in the central city area. They should foster continued improvements at Dallas Independent School District campuses and support private educational institutions in the central city area – both important assets for families considering an urban lifestyle.

The Trinity River Corridor of 2050 will be an exciting and desirable urban center for our city and the larger Dallas-Fort Worth region.

Establish the Trinity River floodplain as the front yard of the City

In the past, the Trinity River floodplain has been a forgotten and neglected back yard while Dallas focused its attention on growth in other parts of the city. An important objective of this plan is to return Dallas' focus to the river and make the floodplain area the front yard for all the communities and districts it touches. Its amenities should be the impressive foreground in views of the Dallas skyline; they should also be the neighborhood front yard where local children play and adults enjoy nature.

Several concepts contained in this plan help achieve this objective. Its land use and urban design recommendations create development facing the river. New mixed use communities are located where the river, lakes and other features create distinctive identities and assets for future residents and visitors. Current barriers to river access should be removed or overcome, so riverside neighborhoods have unlimited access to the river and other features in the floodway. Two of the concepts that achieve this objective are connection of the meanders (the old river channel) with today's main river channel via levee gates to offer floodplain-level access; and provision of canoeing options down the old river channel tied to periodic releases from Lake Lewisville.

Several public improvements along the river will make the Trinity a front yard for play. An amphitheater on the West Dallas/Oak Cliff side of the floodway, boat launches at Sylvan Avenue and South Loop 12, the Trinity Audubon Center, the Great Trinity Forest and the Trinity Horse Park provide many choices for entertainment, education and enjoyment. Boardwalks near lakes, wetlands, and treetop level observation towers within woodlands and promontories offer additional destinations for neighborhood residents and visitors to Dallas.

Significant places for public gatherings will make the Trinity the front yard for major civic events and celebrations. Major plazas and overlooks will create gathering places for events such as fireworks displays or citywide festivals. Special interest gathering places are also encouraged, such as pooch parks for dogs and their two-legged friends and kite parks for those who want to take off the day and catch the wind.

The Trinity River floodplain of the future will be an area with restored and revitalized natural ecosystems. The Great Trinity Forest, a tree-lined and meandering river channel, lakes of varying size and character, meadows and wetlands are all part of this vision. These natural features provide important environmental benefits; they also offer places for solitude and contemplation of nature in the center of the city.

The destinations described above will give people reasons to come to the Trinity River. Networks of trails will offer choices for people as they seek these destinations. The river floodplain will serve as the hub for a radiating hike, bike and equestrian trails system that connects Trinity destinations with Dallas neighborhoods and with the larger region. Public transportation will be a very attractive option for park users; DART's light rail station at 8th and Corinth will link directly to Moore Park, a major gateway into the Trinity River area. The river itself will be a route for canoe and kayak trips and these boating choices expand the possibilities for travel to and from area destinations.

By 2050, the Trinity River floodplain will be cherished as the front yard for its neighboring residents, the primary gathering place for the Dallas community and the most remarkable natural destination for national and international visitors to this major urban area.

Enhance the City's urban form to increase the appeal of urban life

This plan for the Trinity River Corridor is designed to strengthen the urban core of Dallas and the region. It will counter the perception that 'being suburban is desirable' by designing places where 'being in the central city is fun, aesthetically exciting, and attractive.' Urban form – the design of the public and private spaces that will line the future Trinity River – is a prime consideration in the land use plans, urban design concepts and implementation recommendations found in this plan.

More detailed urban design plans for specific riverside communities will be created to follow and further detail the urban form recommendations in this plan. High urban design standards are needed for the streets, open spaces and buildings along the Trinity. Strategically-placed urban parks of ten acres or larger will offer inspiring urban vistas and will shape the character of surrounding neighborhoods. Attention to the details of public art, building placement and mass, viewsheds, streetscape and landscape design will result in communities that are distinctive as well as desirable. Inclusion of natural areas and features will reveal the beauty of the river and make Dallas' urban form even more unique among major cities.

The urban areas along the Trinity River in 2050 will exemplify the best in 21st century city design – distinctive places for living, working and playing that link to one another and connect to Dallas' natural setting in a way that is both engaging and sustainable.

Framework Concepts for Public Investment

The Dallas City Council adopted "A Balanced Vision Plan for the Trinity River Corridor" in December 2003. This plan establishes the design and interaction among the major public improvements that contribute to the overall Trinity River Corridor Project. This plan proposes public and civic investment in the Trinity River Corridor of over $1.7 billion during the next twenty to thirty years. These public improvements are intended to maximize the opportunities for community revitalization and economic development in the areas along the river. Thus, the framework concepts guiding public investment provide a foundation for the concepts directing land use and development.

Flood Protection

Framework Concept: A balanced vision for flood protection throughout the Dallas – Fort Worth Metroplex must include efforts to manage growth's impacts on the watershed region-wide along with investments to minimize the impacts of flooding on specific neighborhoods and business areas.

Significant Public Improvements

- Dallas Floodway Extension, including both levees and a chain of wetlands
- The Elm Fork Flood Protection project
- Levee improvements in the Dallas Floodway

Environmental Restoration and Management

Framework Concept: The Trinity River will become a source of pride for Dallas, with a new sustainable park environment that reveals the now hidden treasures of the Great Trinity Forest and the Trinity River.

Significant Public Improvements

- Restoring the river's sinuosity
- Wetlands at the outfalls of the stormwater system
- Headwaters wetlands adjacent to new lakes
- Habitat creation, restoration and management

Parks & Recreation

Framework Concept: A Trinity Central Park within the Dallas Floodway will knit scattered recreational facilities into one system. Combined with regional open space and trail networks, the entire system creates the largest urban park in the nation.

Significant Public Improvements

- An 'Urban Lake' and a 'Natural Lake' between Downtown Dallas and Oak Cliff
- A braided river channel
- A West Dallas Lake

Transportation

Framework Concept: A multi-modal transportation system must be built that meets projected regional travel demands. It must also be designed to be compatible with adjacent parks, neighborhoods and business areas.

Significant Public Improvements

- A Trinity Parkway with three sections that have specific context-sensitive design features
- An enhanced Industrial Boulevard that serves as a collector-distributor route for the parkway
- Levee-top roads in Oak Cliff and Downtown Dallas
- Enhancement of other major arterials, including S. M. Wright Freeway and South Lamar Street

Framework Concepts for Land Use and Development

The **Trinity River Corridor's 2050 Vision Statement and Objectives** must be translated into more specific recommendations for land use and development if they are to become reality. A set of five Framework Concepts guide the plans for areas within the corridor. These concepts are summarized in text and illustrated with conceptual maps for the entire Trinity River Corridor. These Framework Concepts shape the specific land use recommendations for the entire corridor and offer detailed development concepts for key locations within the corridor.

Open Space and Environment

Framework Concept: Planning for the Trinity River Corridor begins with planning for enhancement of the river and it the natural environment. This open space corridor – and the water, land and ecosystems it contain – is the central defining feature that connects the communities along the river and makes them different from other places in the city or region.

City of Dallas Parks

- Parks provide areas for recreation and environmental protection along the Trinity River
- These parks meet both active and passive recreation needs
- They include diverse attractions such as lakes, ballfields, interpretive centers and other park amenities
- The Great Trinity Forest is a part of the City's park system

Floodplain

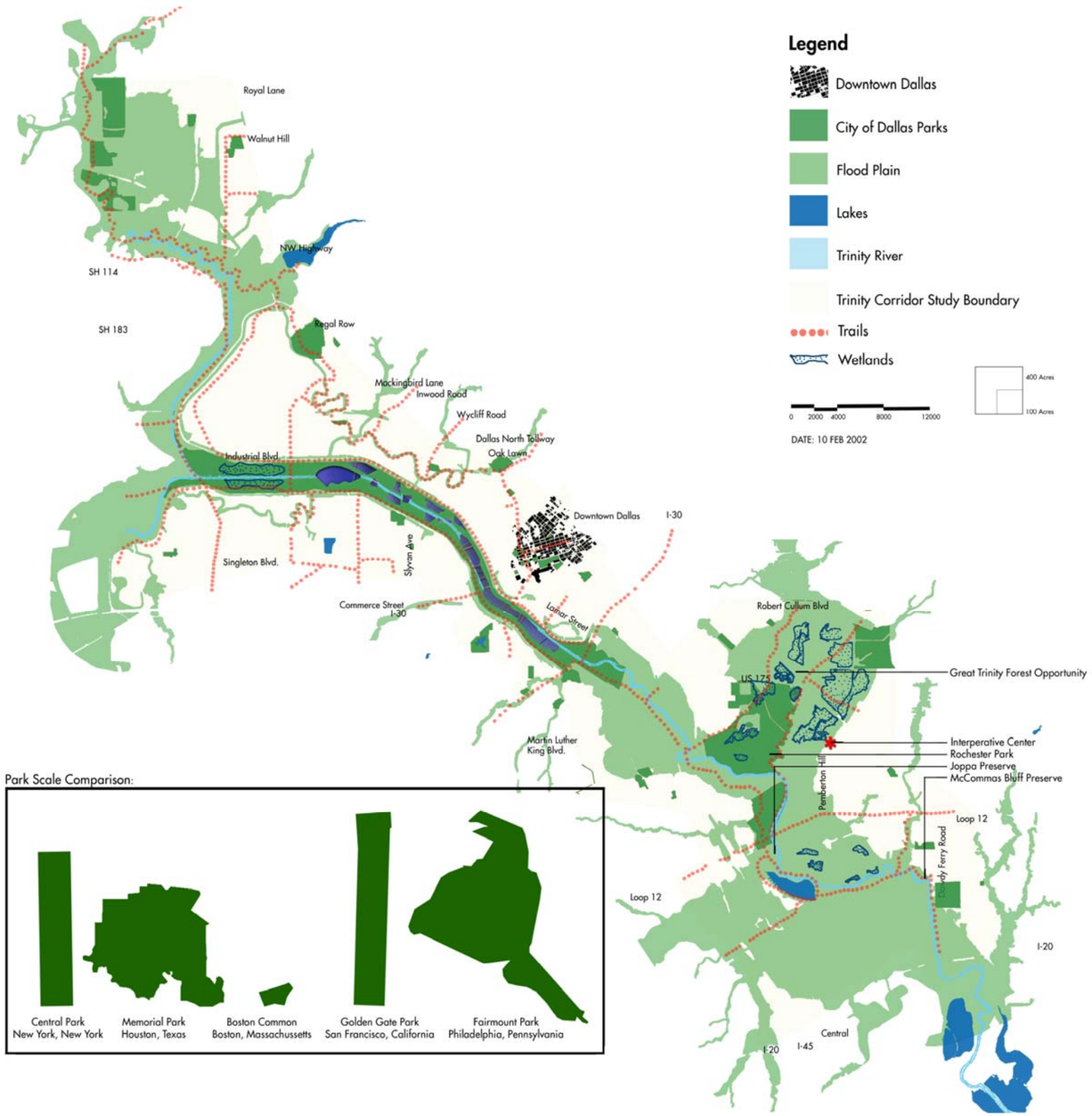
- The 100-year floodplains for the West Fork and Elm Fork of the Trinity River are highlighted on the framework concept map
- The floodplain areas provide environmental protection, flood control, and recreation uses
- These areas must be protected to minimize flooding damage in Dallas and downstream

Lakes

- Existing lakes are shown on the framework concept map, as are some concepts for potential future lakes
- The lakes provide a significant amenity for adjacent recreational activities
- Inside the Trinity River levees, wetland areas around lakes create natural habitat and additional amenities

Trinity River

- The Trinity River is the single most important conveyer of water in Dallas County
- The Trinity River, though contained within levees in the central part of Dallas, will be restored to a more natural, meandering course



Land Use

Framework Concept: The Trinity River Corridor includes parts of downtown, industrial and residential districts, and vacant, undeveloped and undeveloped areas. The plan for its future must consider the existing character and assets of each area within the corridor, and must use these assets to create varied and distinctive communities.

Downtown Dallas

- The focus of development for the corridor, city & region
- Greatest densities within the corridor

Urban Village

- Compact mixed use pattern of development
- Transit system relationship is key; transit supports higher densities
- Urban street relationships

Mixed Use – High Density

- Mixed use development pattern for buildings; ground floor uses are different than those on upper floors
- Ground floor uses are typically retail or office
- Building heights range from 7 to 21 stories

Mixed Use – Low Density

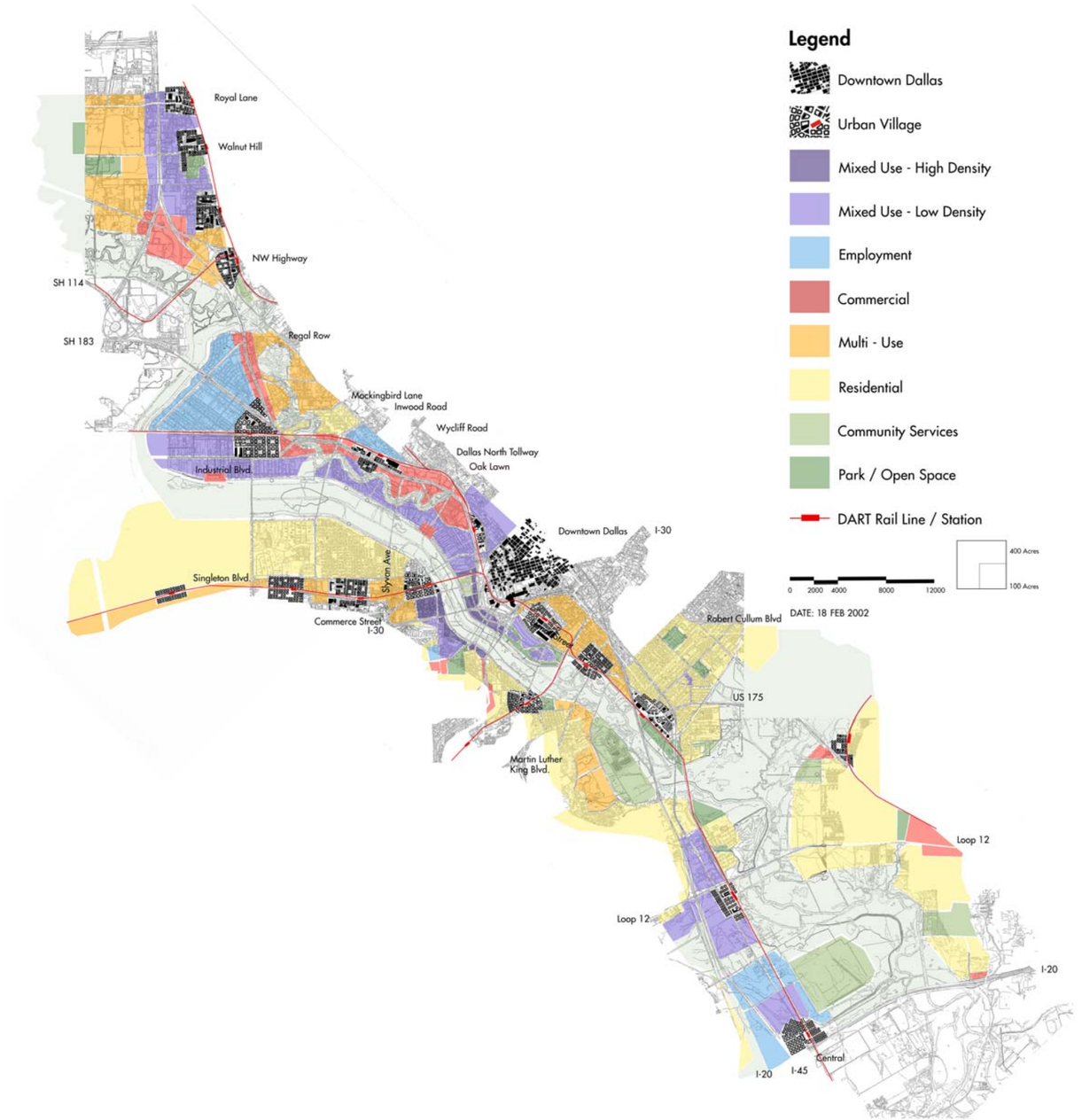
- Building heights range from 4 to 6 stories

Employment

- Land uses include office, commercial, retail, and technology
- Supported with adjacent urban village

Multi - Use

- Different uses are arranged in a horizontal nature



Transportation

Framework Concept: People should have a variety of transportation choices for travel.

Balanced Transit & Vehicular Network

- The transit and roadway systems are balanced in a complete transportation network
- Transit provides stimulus for increased development density
- Balanced transit opportunities for south, north, and west Dallas

Urban Villages – 5 Minute Walk

- Identifies the distance for a pedestrian to travel during a five minute walk to transit station
- Core area which defines multi-modal transportation network to support increased density

Urban Villages – 10 Minute Travel Radius

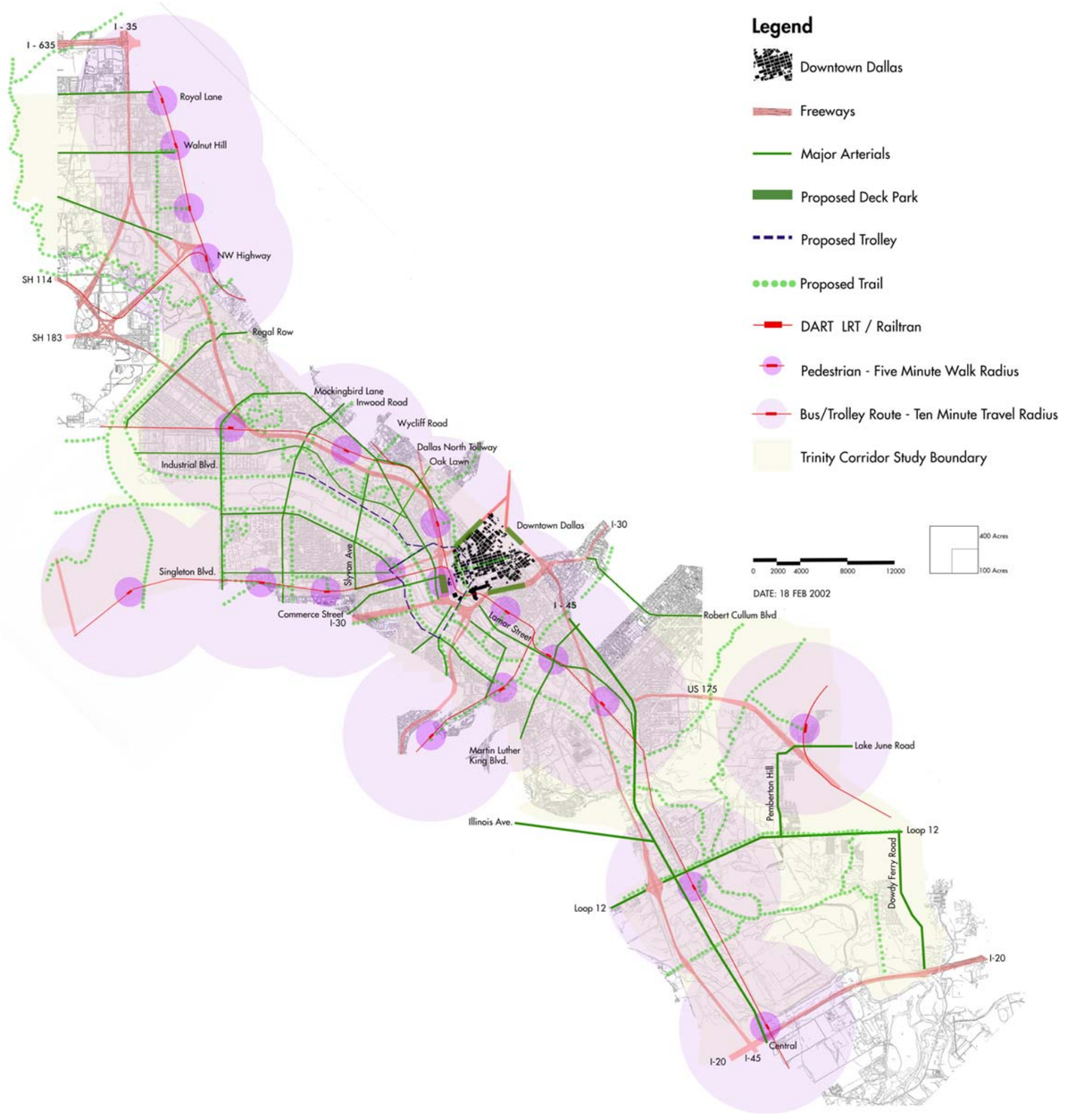
- Identifies the distance for a bus to travel as a part of a 10 minute loop network returning to transit station
- Supports increased development densities

Trolley System

- A trolley system could be either a metal or rubber tired trolley; it runs on public streets
- An entertainment trolley loop connects all the entertainment venues adjacent to the Trinity River and runs on top of the levees
- The North Bank District trolley system links the area to Victory and downtown
- The trolley is a component of a transit network that includes regional/commuter rail, light rail transit (LRT), and buses

Trail Network

- Regional and local access for pedestrians, cyclists and equestrians
- Provides connection to Trinity River portals for access to park
- Links employment, housing and recreational areas



Urban Design

Framework Concept: The design features of the public improvements establish a standard of excellence that define nearby areas and create an expectation for comparable quality in future private development.

Trinity River Park & Lakes

- Establish the primary elements for urban form and redevelopment
- Water and park amenities create development opportunities

Primary Streetscape Treatment

- These are primary streets linking urban villages and amenities together
- Linkages with downtown Dallas
- Pedestrian focus for detailed streetscape elements

Secondary Streetscape Treatment

- These streets provide a smaller scale linkage for neighborhoods
- Linkage between urban villages

Trinity Park Portal

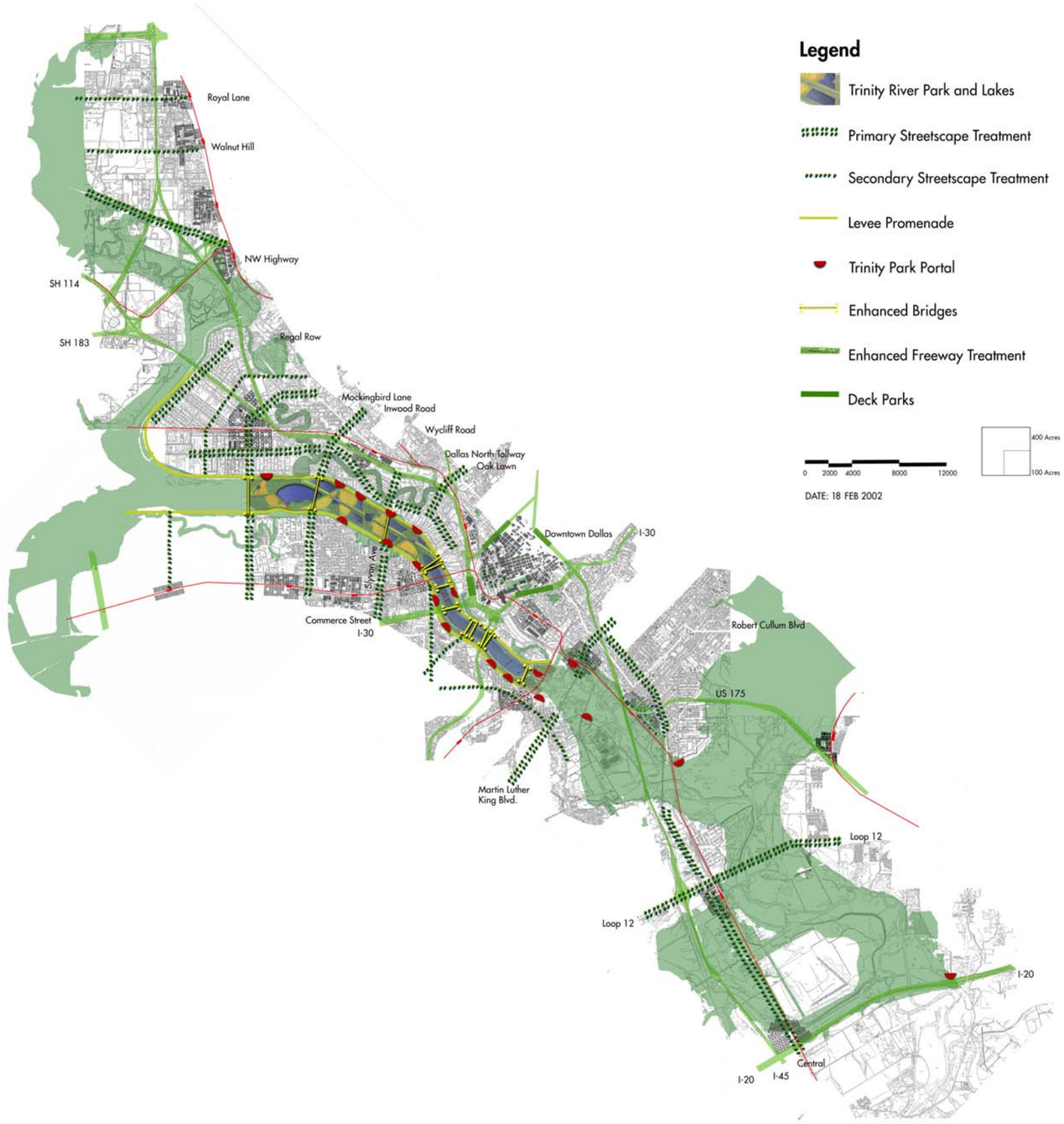
- Portals offer the primary pedestrian access to the Trinity Park
- Provides some stimulus for redevelopment activity

Deck Park

- Decks over or plazas beneath the highways that ring downtown will provide connections to river amenities
- Establishes stimulus for redevelopment activity

Enhanced Bridges

- Enhanced bridges create signature landmarks
- Calatrava-designed bridges attract international recognition



Development Areas

Framework Concept: Certain areas within the Trinity River Corridor play particularly valuable roles in achieving the 2050 Vision. The development visions for these areas are part of the framework for land use planning of the entire corridor.

Elm Fork Villages

- Series of transit-oriented villages
- Adjacent to DART's northeast LRT line
- Primary land use is mixed-use low density

Elm Fork Employment Center

- Primary land use is multi-use
- Proposed development pattern is light and heavy industrial with limited opportunities for commercial
- Open space allows for golf, environmental protection, flood control, and active recreation uses

Trinity Tech Area

- Proposed redevelopment pattern is primarily urban office campus, office tech, and mixed-use with residential above office
- Excellent relationship to transportation system via Railtran station in urban village, DFW airport, and freeways
- Adjacent to existing high-speed cable linkages for communication

Far North Bank

- Primary land use is mixed-use low density
- Associated with the large urban village at Mockingbird and SH 183
- Trinity entertainment portal includes levee access gates to Trinity corridor, commercial development, and future lakes

West Villages

- Series of transit-oriented villages
- Adjacent to DART's future west LRT line
- Primary land use is multi-use and residential neighborhoods

North Bank

- Primary land use is mixed use low density
- The former Trinity River meanders provide pedestrian trail and open space amenity
- Trinity entertainment portal includes levee gates for access to Trinity corridor, lakes and commercial development

Big Three Area

- Includes the expansion and densification of three existing sub-areas – Medical, Market Center and Victory developments
- Primary supporting land use within the district is commercial
- Transportation focus is IH-35, Harry Hines, and Railtran stations

Trinity Overlook

- Brings downtown Dallas and Oak Cliff together with the aid of mixed use development overlooking the Trinity River
- Central focus is the series of park amenities in the central portion of the Trinity River floodway
- Reinforced with a new transit system that links all entertainment venues together (Oak Cliff, La Bajada, Victory, West End, Convention Center, etc.)

Cedars / Lamar Villages

- Series of transit-oriented villages
- Adjacent to DART's future Trinity LRT line
- Primary development patterns is business, commercial, light industrial, and urban residential

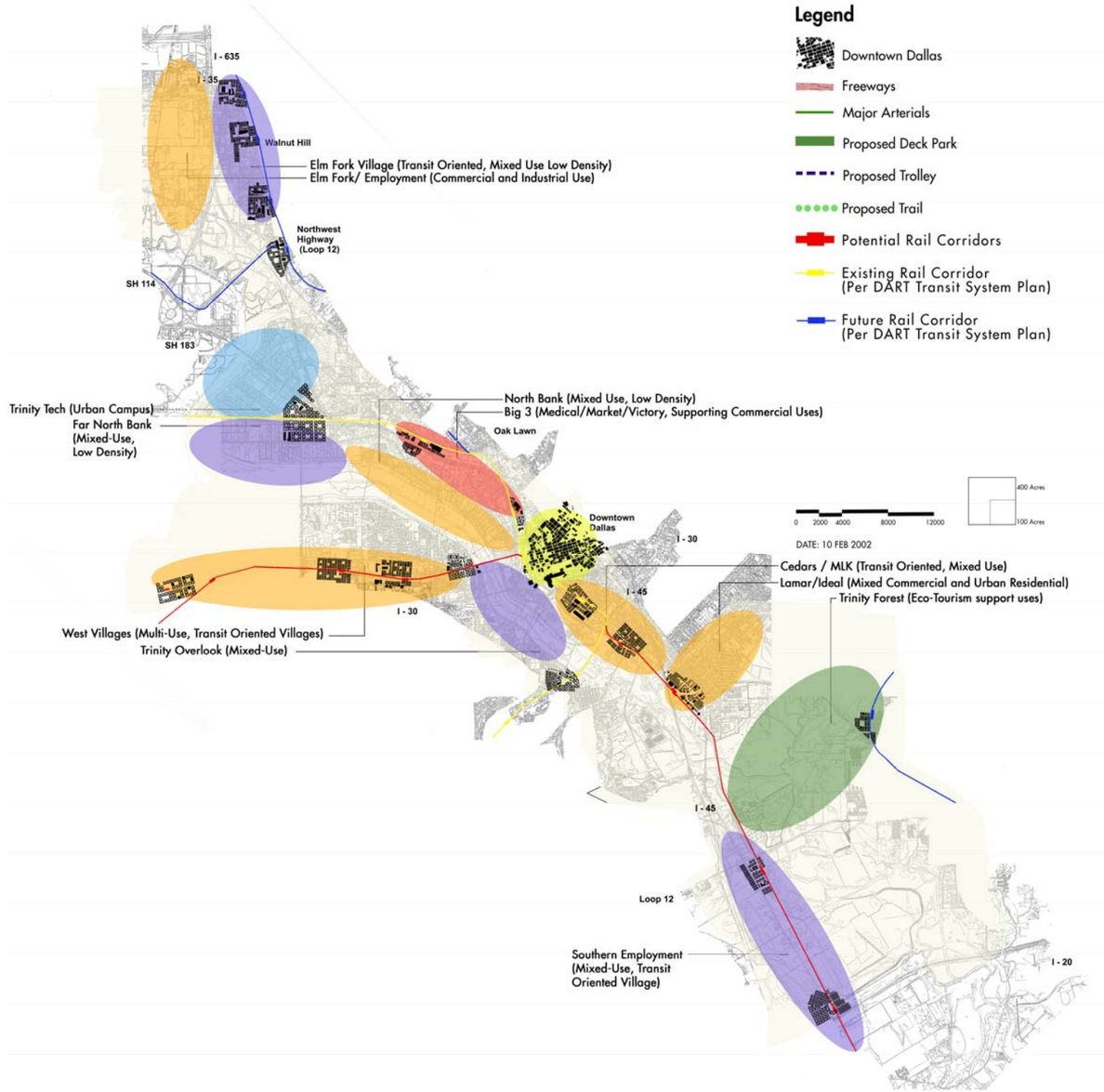
Trinity Forest

- Central focus is the Trinity Forest
- Lake June transit-oriented development is urban village
- Trinity Interpretative Center provides portal into Trinity eco-system

Southern Employment Center

- Primary land uses are mixed use low density and employment
- Two mixed use urban villages provide density focus and transit
- Land reclamation allows for expanded development potential

2. A Vision to Transform Dallas' Trinity River



3. Land Use and Urban Design Throughout the Trinity Corridor

Land Use Principles

A land use plan should describe a community's preferred pattern of future development. It should provide policies, maps and other illustrations that can be used by citizens, property owners and public officials to determine whether a proposal for development on a particular piece of property is consistent with this preferred pattern of development. It does not, however, prescribe specific zoning or development regulation at a parcel-specific level.

Chapter 2 of this "Comprehensive Land Use Plan for the Trinity River Corridor" describes the vision for this area through 2050. It also sets objectives and establishes the framework concepts for public and private investment. In this chapter of the Comprehensive Land Use Plan, the 'building blocks' used to define the preferred development pattern are explained. The land use and urban design policies that apply throughout the corridor are also discussed. The detailed land use plans that apply to each district within the corridor are presented in Chapter 5. These district plans use the 'building blocks' explained in this chapter.

Comprehensive land use plans use many different techniques to convey their policy direction. This plan defines a set of 33 **'land use types'** that are appropriate in one or more locations throughout the Trinity River Corridor. These land use types are then combined into 15 **'land use modules'**. Each module includes several land use types; the mix of these types within a module defines the character of an area's development. Finally, the land use modules are applied to the map of the Trinity River Corridor to create a **'preferred land use plan'**. This plan covers the entire corridor and illustrates the City's policy direction for future development and redevelopment.

Building Blocks for Planning: Land Use Types

Land use definitions provide a description and basic understanding of how a community values its built environment and surroundings. Land uses help clarify the type of activities the community deems appropriate for a particular area. The 33 land use definitions for the Trinity River Corridor spell out the development types, intensity, function, and characteristics for each area; their application is based on community input. Many of these land use definitions reflect a changing urban community where people live, work, shop, and play within easy walking or commuting distance.

Mixed Use 'A'

- Mix of uses in a vertical arrangement
- 2- to 3-story buildings
- Generally consists of ground-floor retail or office with residential or office above

Mixed Use 'B'

- Mix of uses in a dense vertical arrangement
- 4- to 6-story buildings
- Active, pedestrian-oriented commercial uses located on the ground floor with direct street access

Mixed Use – High Rise

- Mix of uses in a dense vertical arrangement
- 7- to 20-story buildings
- Active, pedestrian-oriented commercial uses located on the ground floor with direct street access and one or two uses in floors above

Retail - Neighborhood

- Limited retail uses intended to serve the needs of a small market area
- Customer base would likely come from adjacent residential neighborhoods up to 1 mile away

Retail - Community

- Serves populations within a 2 mile radius
- Comprised of a major anchor tenant and multiple inline lease spaces

Retail – Neighborhood Urban

- Retail development, generally 1- to 2-stories in height
- Designed for high volumes of pedestrian activity from adjacent neighborhoods

Retail - Regional

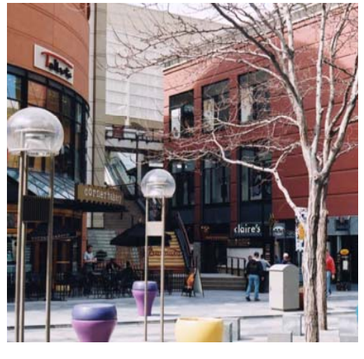
- Serves a population radius of approximately 5 miles
- Developments tend to have multiple anchor tenants along with pad sites at the periphery of the center
- Allows for office and medical uses

Retail – Parkside

- Serves a larger market area
- Should be focused on the Trinity River park amenities
- Can consist of:
  - Retail tourism centers
  - Themed retail centers
  - Smaller sport-related
  - Retail developments

Retail - Urban

- Designed for high volumes of pedestrian activity
- Acts as a destination for a regional area
- Retail development generally 3- to 4-stories in height



Office – Neighborhood

- Provides office space for professionals servicing surrounding neighborhoods
- Up to 3-story commercial development

Office – Regional

- Provides office space for professional services and clients seeking multi-story office spaces
- 4- to 9-story commercial development

Office - Parkside

- Provides office space for professional services
- 6- to 12-story commercial development
- Capitalizes on proximity to the Trinity River through views and connectivity

Office - Urban

- Provides office space for professional services
- 10- to 25-story commercial development
- Built adjacent to street and ties into the urban framework of its surroundings

Office - CBD

- Provides office space for professional services
- Ties into the surrounding urban framework
- 10 stories and up to 'any legal height' commercial building
- Represents the highest density office category

Office – Corporate HQ

- Provides office space for one tenant user desiring a high profile building
- Can be a low slung campus setting or a multi-story office tower
- High profile location or address is desirable

Employment Center

- Large-scale, high density commercial and/or institutional development
- Represents entities with similar interests locate together, providing a significant job base

Industrial – Flex Space

- Mix of office and warehouse distribution functions on one property
- The office function is typically 25% and the distribution area is 75% of the overall building

Single Family Detached

- Represents neighborhoods of single family detached houses
- The average density is 5 dwelling units per acre

Lodging

- Represents developments such as hotels, motels, inns, and bed & breakfast establishments

Industrial - Manufacturing

- Commercial development devoted to the processing of raw materials and/or recycled materials for the production of goods and/or wholesale storage of goods

Single Family Urban

- Represented by single family detached houses with narrower street setbacks organized in a denser, more pedestrian-oriented layout
- The average density is 8 dwelling units per acre

Industrial - Distribution

- Commercial development devoted to the wholesale storage and distribution of goods

Single Family Estate

- Characterized by single family houses on large lots
- The lowest density residential use
- The approximate density is one dwelling unit per acre

Single Family Attached

- Comprised of housing structures with the visual character and arrangement of a single family detached house
- Duplex to quadplex

Townhouse

- Single dwelling units sharing their sides with an adjacent unit
- 2- to 3-story vertical housing units
- Averages 12 dwelling units per acre

Residential Urban 5

- Residential development characterized by 6- to 9-story structures having multiple units
- Located adjacent to the street; creates an urban streetscape

Entertainment

- Includes functions such as movie theaters, themed restaurants, outdoor game/recreation venues, and park rental activities

Multi-Family 2

- Residential development characterized by 2- to 3-story structures with multiple units
- Typical developments are loosely organized around landscaped areas and use surface parking

Residential - Parkside

- Residential development characterized by 10- to 25-story structures having multiple units
- Capitalizes on proximity to the Trinity River through views and connectivity

Civic

- Represents non-profit, public or semi-public uses such as a church, school, post office, town square, library, fire station, community center, or other government / municipal facility

Multi-Family 3

- Residential development characterized by 4- to 8-story structures with multiple units
- Located adjacent to the street; creates an urban streetscape

Residential Urban 10

- Residential development characterized by 10-to 35-story structures with multiple units
- Located adjacent to the street; creates an urban streetscape

Parks and Open Space

- Includes public and private parks, open space, golf courses, equestrian centers, large gardens, and outdoor structure placements

Building Blocks for Planning: Land Use Modules

The land use types described in the previous section are combined into "land use modules" that illustrate preferred development patterns for each part of the Trinity River Corridor, while providing flexibility in the use of particular parcels within an area. Each of the fifteen (15) land use modules is characterized by a dominant or primary land use type indicated by a particular color and land use code. Within each module a variety of land uses may be mixed to achieve a desired development pattern for a specific parcel or development project. Module boundaries are determined by natural and man-made features. The size of modules was influenced based on the area's features, its infrastructure/service needs and the ability of the surrounding area to absorb the mix of uses.

Module Applications

Each land use module has a core land use type (identified in bold) that serves as the primary focus of the area. Several secondary land uses support the primary use. Recommended land use percentages provide a balanced mix of primary and supporting uses. The land use mix described by these percentages creates an opportunity for fiscal balance and ample land use transitions. Totaled together, the primary and secondary land uses equal 100%. Optional land uses can be substituted for the secondary land uses, but not the primary land use type. Park & Open Space uses can occur as any percentage of a module that is appropriate to meet community needs in the area where the module is applied.

These modules serve as the palette to paint a picture describing desirable future land development in the Trinity River Corridor. The stated percentages of land uses are not intended to be prescribed strictly through zoning; but rather as a general policy guide to achieve a desirable land use mix through development decisions, other city policies, investments and incentives.

Flexibility Factor

A flexibility factor for the primary and secondary land uses allows the mix of land use types in each module to vary as necessary to take advantage of market trends while maintaining community values. A flexibility factor of +5% means the primary or secondary land use can be increased by five percentage points, while a flexibility factor of +/- 5% means the primary or secondary land use can increase or decrease by five percentage points from its recommended percentage.

Regional Corridor Module

	%	Flexibility Factor
Primary Land Use		
Retail-Regional	**45%**	**+/- 10%**
Secondary Land Uses		
Office-Regional	20%	+/- 10%
Mixed Use A	15%	+/- 5%
Residential-Multi-Family 3	10%	+/- 5%
Entertainment	5%	+ 5%
Civic	5%	+ 5%
Optional Land Uses		
Park & Open Space		
Retail-Community	5%	
Lodging	5%	
Industrial Distribution	5%	

Community Corridor Module

	%	Flexibility Factor
Primary Land Use		
Retail-Community	**25%**	**+ 10%**
Office-Regional	**25%**	**+/- 10%**
Secondary Land Uses		
Mixed Use A	20%	+/- 5%
Residential-Multi-Family 3	20%	+/- 5%
Entertainment	5%	+ 5%
Civic	5%	+ 5%
Optional Land Uses		
Park & Open Space		
Industrial-Distribution	5%	
Retail-Neighborhood	10%	

Neighborhood Corridor Module

	%	Flexibility Factor
Primary Land Use		
Mixed Use A	**25%**	**+/- 10%**
Residential-Multi-Family 3	**25%**	**+/- 10%**
Office-Neighborhood	**25%**	**+/- 5%**
Secondary Land Uses		
Retail-Neighborhood	20%	+/- 10%
Civic	5%	+ 5%
Optional Land Uses		
Park & Open Space		
Entertainment	15%	

Central Business District Module

	%	Flexibility Factor
Primary Land Use		
Mixed Use B	**50%**	**+/- 10%**
Secondary Land Uses		
Office CBD	15%	+ 10%
Retail-Urban	10%	+ 5%
Residential Urban 10	5%	+ 5%
Entertainment	5%	+ 5%
Civic	15%	+ 5%
Optional Land Uses		
Park & Open Space		
Mixed Use-High Rise	10%	
Retail-Parkside	10%	
Residential Townhouse	5%	

Regional Employment Module

	%	Flexibility Factor
Primary Land Use		
Employment Center	**30%**	**+ 20%**
Secondary Land Uses		
Mixed Use B	20%	+/- 5%
Residential-Multi-Family 3	20%	+/- 5%
Retail-Regional	10%	+ 5%
Office-Regional	5%	+ 10%
Entertainment	5%	+ 5%
Civic	10%	+ 5%
Optional Land Uses		
Park & Open Space		
Lodging	10%	

Office Module

	%	Flexibility Factor
Primary Land Use		
Office-Regional	**60%**	**Unlimited**
Retail-Regional	15%	+ 15%
Lodging	15%	+/- 5%
Residential-Multi-Family 3	5%	+ 5%
Civic	5%	+ 5%
Optional Land Uses		
Park & Open Space		
Office-Corporate HQ	20%	
Retail-Neighborhood	10%	

Mixed Use – High Density Module

	%	Flexibility Factor
Primary Land Use		
Mixed Use B	**25%**	**+ 10%**
Residential-Urban 5	**25%**	**+ 10%**
Secondary Land Uses		
Mixed Use-High Rise	15%	+/- 5%
Office-Urban	10%	+/- 5%
Retail-Urban	10%	+/- 5%
Residential-Townhouse	5%	+ 5%
Civic	10%	+ 10%
Optional Land Uses		
Park & Open Space		
Residential Urban 10	5%	
Residential-Single Family Urban	10%	
Entertainment	5%	

Mixed Use – Adaptive Reuse Module

	%	Flexibility Factor
Primary Land Use		
Office-Regional (Adaptive Reuse)	**25%**	**+ 5%**
Mixed Use B (Adaptive Reuse)	**25%**	**+ 5%**
Secondary Land Uses		
Employment Center	20%	+/- 5%
Residential-Multi-Family 3	20%	+ 5%
Entertainment (Adaptive Reuse)	5%	+ 10%
Civic	5%	+ 10%
Optional Land Uses		
Mixed Use-High Rise	10%	

Transit Center Module

	%	Flexibility Factor
Primary Land Use		
Mixed Use B	**40%**	**+ 10%**
Secondary Land Uses		
Residential-Multi-Family 3	20%	+/- 5%
Office-Urban	15%	+/- 5%
Retail-Urban	10%	+/- 5%
Entertainment	5%	+ 5%
Civic	10%	+ 10%
Optional Land Uses		
Park & Open Space		
Mixed Use A	15%	
Mixed Use-High Rise	10%	
Residential-Urban 5	10%	

Community Village Module

	%	Flexibility Factor
Primary Land Use		
Retail-Community	**45%**	**+/- 5%**
Secondary Land Uses		
Office-Regional	15%	+/- 5%
Residential-Multi-Family 3	15%	+/- 5%
Residential-Townhouse	5%	+ 10%
Residential-Single Family Urban	5%	+ 10%
Entertainment	5%	+ 5%
Civic	10%	+ 5%
Optional Land Uses		
Mixed Use B	10%	

Residential Riverside Module

	%	Flexibility Factor
Primary Land Use		
Residential-Parkside	**55%**	**+ 10%**
Secondary Land Uses		
Mixed Use B	15%	+/- 5%
Office-Parkside	10%	+/- 5%
Entertainment	5%	+ 10%
Retail-Parkside	5%	+ 5%
Lodging	5%	+ 10%
Civic	5%	+ 10%
Optional Land Uses		
Park & Open Space		
Mixed Use-High Rise	10%	
Office-Corporate HQ	10%	
Residential-Townhouse	5%	

Residential Urban Module

	%	Flexibility Factor
Primary Land Use		
Residential-Single Family Urban	**55%**	**+/- 10%**
Residential-Single Family Attached	10%	+ 10%
Residential-Multi-Family 3	10%	+ 10%
Retail-Neighborhood Urban	10%	+ 10%
Office-Neighborhood	5%	+ 5%
	%	**Flexibility Factor**
Primary Land Use		
Industrial-Manufacturing	**50%**	**Unlimited**
Civic	10%	+ 5%
Optional Land Uses		
Park & Open Space		
Residential Townhouse	10%	

Residential Traditional Module

	%	Flexibility Factor
Primary Land Use		
Residential-Single Family Detached	**65%**	**+ 5%**
Secondary Land Uses		
Residential-Multi-Family 2	10%	+/- 5%
Retail-Neighborhood	10%	+ 5%
Office-Neighborhood	5%	+ 5%
Civic	10%	+ 5%
Optional Land Uses		
Park & Open Space		
Single Family Estate	10%	

Light Industrial Module

	%	Flexibility Factor
Primary Land Use		
Industrial-Distribution	**35%**	**Unlimited**
Secondary Land Uses		
Industrial-Flex Office	30%	Unlimited
Office-Regional	20%	+/- 5%
Retail-Neighborhood	10%	+ 5%
Civic	5%	+ 5%
Optional Land Uses		
Park & Open Space		
Lodging	10%	

Heavy Industrial Module

	%	Flexibility Factor
Primary Land Use		
Industrial-Manufacturing	**50%**	**Unlimited**
Secondary Land Uses		
Industrial-Flex Office	25%	Unlimited
Industrial-Distribution	20%	Unlimited
Civic	5%	5%
Optional Land Uses		
Park & Open Space		
Retail-Neighborhood	15%	

Preferred Land Use Plan

The Preferred Land Use Plan serves as the long-range land use and development plan for the Corridor. In this capacity, the comprehensive land use plan will be the policy reference for City staff, the City Plan Commission, and the Dallas City Council when they consider decisions affecting land use in the corridor. In addition to the land use plan's importance for the public sector, the plan directs the private sector regarding the community's preferences for how development should take place. This plan is shown on the following page.

The Preferred Land Use Plan shown here is the result of detailed analysis by professional staff and consultants, as well as extensive input from citizens and stakeholders at each stage in the development of this plan. Chapter 6 explains this planning process and describes the many levels of involvement by the community that resulted in this land use plan for the Trinity River Corridor. Major stakeholder recommendations that are reflected in the Preferred Land Use Plan include:

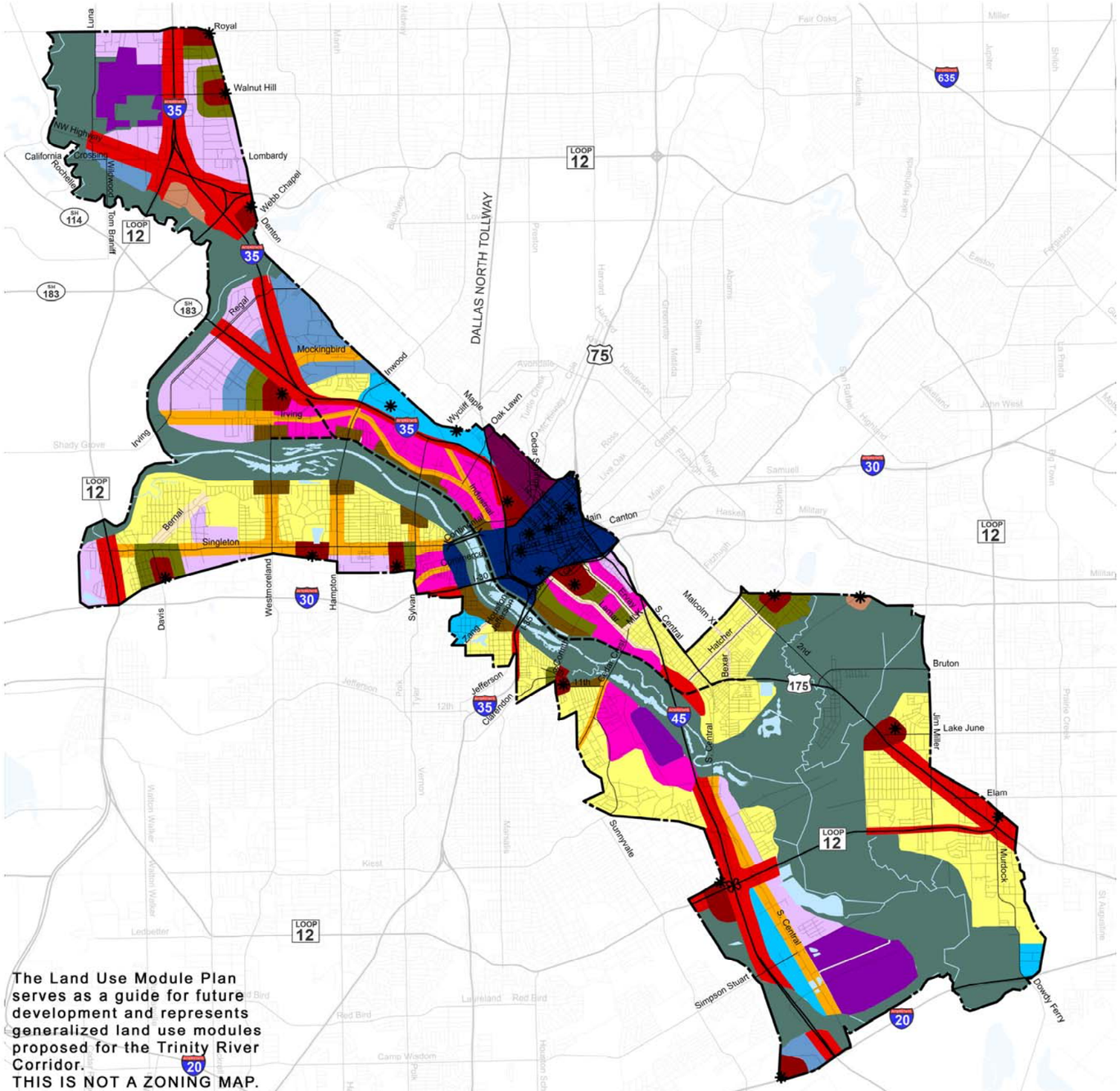
- Within a three- to four-mile radius of downtown Dallas, development in the corridor should emphasize higher density, mixed use development and economic activity along the river's edge.
- Outside that radius, the corridor's development pattern should reflect dispersed centers of density or activity at locations such as major intersections and DART stations.
- In West Dallas, economic activity is planned at dispersed locations throughout the community, while traditional residential – without a mix of non-residential uses – is maintained at most places along the riverside.
- Heavy Industrial uses are expanded at each end of the corridor (Elm Fork and I-45 Gateway near McCommas Bluff), while the areas in between cater to existing Residential Traditional uses (West Dallas, Tenth Street Bottoms, Joppa, Rochester Park, and Pleasant Grove); Mixed Use / Adaptive Reuse and Residential Riverside uses (Trinity Industrial District, Oak Cliff Gateway, Cedars West, Lamar Street, and small portions of West Dallas); Light Industrial uses (Brookhollow); and expand Central Business District uses (both sides of river at Commerce Street).
- Land use patterns that emphasize transit and pedestrian-oriented activities are actively promoted throughout the corridor.
- The expansion of rail transit is supported throughout the corridor and specifically in West Dallas and along IH-45. Transit-oriented development should occur around potential transit stations.
- A trail system should be implemented throughout the Trinity River Corridor, serving as a catalyst for new development, adaptive reuse of existing structures, and an important tool for connecting neighborhoods.
- Mixed use development should form a buffer between residential and industrial uses.
- Development patterns should provide as much development south of the river as north of the river.
- Higher density uses should be located close to downtown on both sides of the river.

The Trinity River Corridor Comprehensive Land Use Plan is a central component of the *Forward Dallas! Plan* for the entire City of Dallas. Its objectives, preferred land use plan and other policies establish the development direction for this part of Dallas within the context of the overall *Forward Dallas! Plan*.

The HNTB Team

TRINITY RIVER CORRIDOR FUTURE LAND USE PLAN

PREFERRED SCENARIO



The Land Use Module Plan serves as a guide for future development and represents generalized land use modules proposed for the Trinity River Corridor.
THIS IS NOT A ZONING MAP.

Legend

CORRIDOR MODULES
- Regional Corridor
- Community Corridor
- Neighborhood Corridor

LAND USE MODULES
- CBD
- Regional Employment
- Office
- Mixed Use High Density
- Mixed Use / Adaptive Reuse
- Transit Center
- Community Village
- Residential Riverside
- Residential Urban
- Residential Traditional
- Light Industrial
- Heavy Industrial
- Trinity River Floodway

- Corridor Boundary
- Trinity Tollway
- DART Stations
- Lakes
- Road
- Arterials
- Highway
- Future Bridge

100 Ac.
0 3000 6000

Urban Design Principles

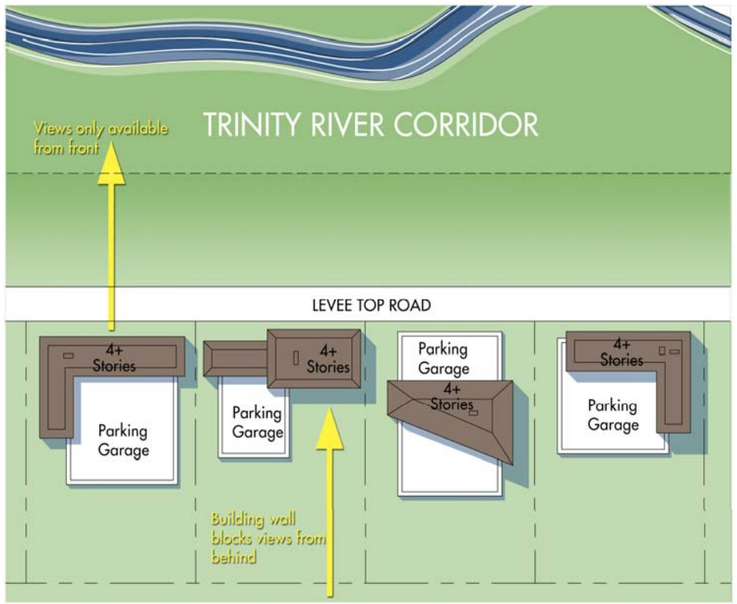
Identifying the land uses that will occur in the Trinity River Corridor is an important step in creating the communities envisioned for the future. But the land uses alone do not determine the character of an area or the image of a community. Guidance about appropriate urban design – the location, mass and form of buildings, paved surfaces, landscaping and other urban features – is the essential next step for an area that is as important to a community as the Trinity River Corridor is to Dallas.

Urban Design Concerns

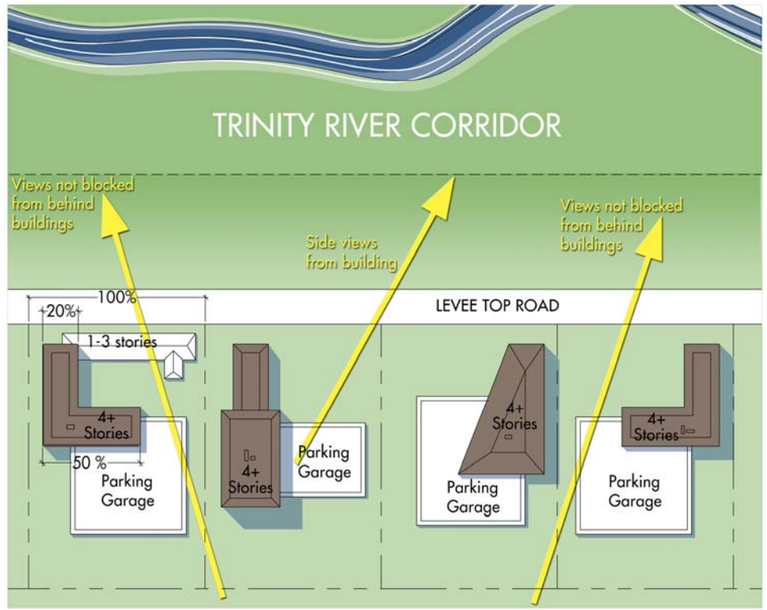
- Protecting key view corridors so new development does not block important vistas of the Dallas skyline, the Trinity River and landmarks such as the signature bridges.
- Avoiding a 'wall of buildings' that limits views along the river greenbelt edge.
- Establishing riverfront development patterns that encourage new investment and redevelopment while protecting views from properties located further from the river's edge.
- Establishing riverfront development patterns that enhance the view looking back at the city from the trails, lakes, and wetlands inside the river greenbelt and from the bridges crossing the river.

General Design Concepts

- A maximum of 20% of the building's main vertical facade can front the river greenbelt's edge (for buildings that are four stories or higher).
- Lengthwise, no more than 50% of the main vertical structure of the building can be parallel to the river greenbelt's edge (for buildings that are four stories or higher).
- Parking garages must be placed to the rear or interior of the property or, if fronting onto the river greenbelt's edge, must be below the elevation of the top of the levee.
- Each module's land use mix will encourage a variety of development patterns along the river greenbelt's edge.
- Buildings fronting directly adjacent and parallel to the river greenbelt's edge can be only three stories of habitable structure maximum at the top of levee (as illustrated in the graphic below).



Discourage this pattern of development along the river greenbelt's edge

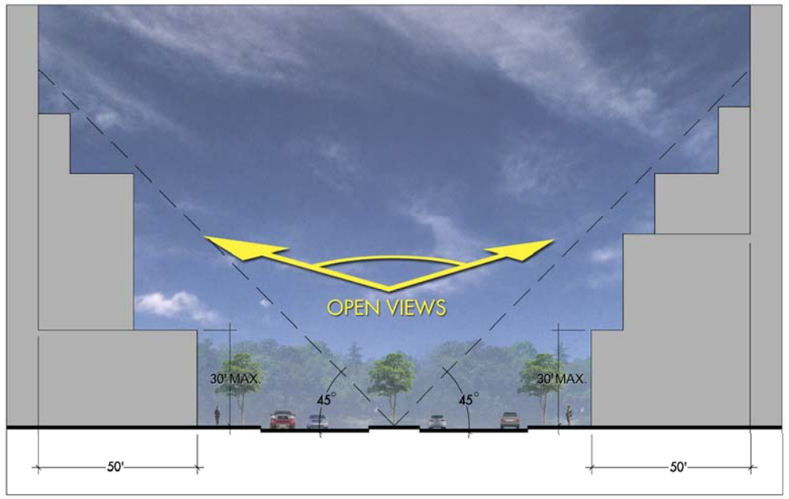


Encourage this pattern of development with building orientation

Urban Design Recommendations

Development in the Trinity River Corridor must conform to the land use modules illustrated in the Preferred Land Use Plan. In addition, urban design guidelines must be established to address the urban design concerns. Three key sets of design guidelines are needed.

- **Architectural guidelines for development immediately adjacent to the river greenbelt's edge.** These guidelines would protect view corridors and enhance the community form by fostering a sense of place. These guidelines could be established through a zoning overlay district. This technique has been used in similar riverside locations in Vancouver, Seattle, San Francisco, and Washington, D.C.
- **Locational criteria for the distribution of land uses at key locations within defined land use modules.** For example, these criteria would provide direction for the land uses next to major roadways or key public buildings.
- **Streetscape design guidelines.** These urban design guidelines would define the widths and locations of vehicular travel lanes, paths or sidewalks, signage, landscaping, street furniture and other aspects of the travel routes through the Trinity River Corridor. Streetscape guidelines would be different for major roadways (such as the Trinity Parkway), arterial and collector streets, levee top roads and other local streets. They should protect view corridors and enhance the experience of travelers using all modes of transportation.



Recommended building envelopes along public streets pointing toward river

Development Areas within the Trinity River Corridor

Planning Districts

The Preferred Land Use Plan for the entire Trinity River Corridor is shown on page 32 of this document. The corridor is divided into seven Planning Districts in order to communicate the appropriate land use plan and design policies for each part of the corridor. Chapter 5 discusses each of the Planning Districts and presents the Preferred Land Use Plan for each one.

Planning Districts

- ✓ South Trinity Forest
- ✓ I-45 Gateway
- ✓ North Trinity Forest
- ✓ Downtown – Lakes
- ✓ West Dallas
- ✓ Stemmons
- ✓ Elm Fork

Study Areas

Within the 44,000 acre Trinity River Corridor, study areas were identified for more detailed evaluation and policy recommendation. These 23 areas were selected because they include important existing neighborhood and business assets, are adjacent to key Trinity River Corridor project improvements, or are near other major public facilities or investments (such as major interchanges on IH-20). Chapter 5 provides detailed development direction for each of these study areas. It includes:

- Text describing the study area and its assets.
- A **"Land Use Opportunity Plan"** showing specific development opportunities in the study area, based on expected market response to the Trinity Project's major public improvements. These maps also capture the land use desires for the corridor expressed by the stakeholders through a series of stakeholder meetings and reflect the professional evaluation of staff and consultants.
- An **"Urban Design Framework Plan"** illustrating the development framework created by major public projects and additional design features that should be created during future development. Transportation systems are identified on the plans and additional enhancement treatment such as streetscape, entry portals, edges, are noted. These plans also include physical recommendations for such items as significant intersections, pedestrian access alignments, Trinity River project access, special elements/uses for preservation, NTTA tollway alignments, streetscape treatment, and significant civic elements.

Prototype Sites

A final component of this land use planning and urban design study was the creation of example site development plans for ten (10) prototype sites within the corridor. These sites were selected because they are representative of development conditions at many locations within the corridor. The case studies prepared for these prototype sites include land use mix and intensity and a site plan showing an illustrative layout of buildings, roadways, landscaping and other features. Each prototype size was analyzed to determine its economic feasibility. Lastly, specific implementation tools needed to achieve such development are described. Plans for these prototype sites are found in Chapter 5 of this document.

The prototype site plans are not intended to show actual projects that are currently being pursued by private property owners. Rather, they are site-specific examples of the types of development this plan supports and assessments of the public and private actions needed to complete them.

4. Implementation Strategies Throughout the Trinity Corridor

This Trinity River Corridor Comprehensive Land Use Plan establishes a preferred land use pattern and key urban design concepts for this corridor's development through 2050. Specific implementation strategies are necessary so this vision of Dallas' future becomes a reality. While it is not possible to know all the potential actions that could implement this plan through the year 2050, it is both possible and important to define the key partners – public agencies, private property owners, community organizations and others – that must participate in this plan's implementation. Also, the primary implementation strategies should be described. Lastly, current cost estimates for the projects identified to date should be provided so decision-makers can consider these costs and benefits when setting priorities for capital investment and other spending.

This chapter of the plan contains information and recommendations that explain how the Dallas community intends to carry out this plan. It describes the partners involved and explains key features of the major strategies that will implement the plan. Preliminary cost estimates are provided for projects that affect the entire Trinity Corridor. The preliminary costs for projects in each district of the corridor are summarized here; the details of these projects are discussed in Chapter 5.

Partners for the Trinity

Success along the Trinity requires the involvement, investment and collaboration of many partners. The partners identified at this time are listed below; additional organizations and agencies may become involved as the project continues.

City of Dallas

Trinity River Corridor Project Office

The Trinity River Corridor Project Office manages the planning and construction of the city's public projects in the Trinity River Corridor. It coordinates with the other public entities and the community in advancing this project. Its role in plan implementation includes leadership of capital improvements and planning studies for the corridor.

Dallas Water Utilities (DWU)

The Dallas Water Utilities provide water to Dallas residents and businesses; they also collect, treat and discharge wastewater from these customers. The Water Utility is an enterprise-funded department; its operations are supported by fees and charges from its customers. DWU operates the Central Wastewater Treatment Plant located along the Trinity River, a plant that also discharges to the river. It will participate in plan implementation through its infrastructure investments in neighborhood and business areas of the corridor, as well as through its major facilities that will provide water for the Trinity lakes.

Development Services Department

The Development Services Department is responsible for planning, zoning, subdivision and other processes that result in development and redevelopment of property in Dallas. This department will be responsible for specific area studies, creation of urban design guidelines and similar implementation activities.

Office of Economic Development

The Office of Economic Development provides services to stimulate economic development and assist the development process. Through its Business Services section, it develops and manages tax increment financing districts in the City. It will play an important role in creating and managing the economic development incentives that will be important to support growth in areas that are transitioning to new uses or that have not had strong market demand in the recent past.

Housing Department

Through its land bank program, the City's Housing Department is responsible for seeking and providing funding options to developers of affordable housing for infill lots. The Housing Department also coordinates programs with community-based housing organizations and a variety of other initiatives that help build, maintain and rehabilitate housing in Dallas.

Park and Recreation Department

The Park and Recreation Department buys park land, builds park and recreational facilities and manages the properties and programs that serve Dallas residents' recreational needs. It coordinates with the Trinity River Corridor Project Office on the planning, design and construction of the major park improvements that are a part of the Trinity River Project. It will operate programs, maintain facilities and manage natural open space areas within the corridor.

Public Works and Transportation Department

The Public Works & Transportation Department constructs most capital improvements funded by the City of Dallas' general obligation bond program. It also plans, operates and maintains the city's storm drainage systems, flood protection facilities and other infrastructure. Its construction programs are integral to the success of this plan.

Streets Department

The Streets Department maintains and rehabilitates Dallas' street network. It will participate in plan implementation because many of the District Plans discussed in Chapter 5 include street improvements and streetscape enhancements.

General Obligation Bond Program

General obligation bonds are the main funding source for Dallas capital programs that serve general public purposes. These include improvements to the City's street system; parks and recreation facilities; police and fire protection facilities; flood protection and storm drainage systems; various city facilities, cultural facilities; and improvements to stimulate economic growth. These funds can be leveraged with other funding sources, such as state and federal entities.

Other Local Governmental Entities

Dallas Area Rapid Transit (DART)

This regional agency oversees the development and operation of Dallas' mass transit system; it also provides funds for projects (such as High Occupancy Vehicle lanes) to help reduce traffic congestion in the region. DART's system is an important ingredient in the creation of new urban communities described in this plan.

Dallas County

Dallas County participates with local cities and entities to fund regional thoroughfares as well as regional trails and the acquisition of open space. In this role, it partners with the City of Dallas on public projects.

North Central Texas Council of Governments (NCTCOG)

The Council of Governments is a voluntary association of the public jurisdictions in the region. It also serves as the Metropolitan Planning Organization for the North Central Texas area. In that role, its Regional Transportation Council allocates funds for a wide variety of transportation-related projects. NCTCOG provides funding for key transportation components of the Trinity Project.

North Texas Tollway Authority (NTTA)

NTTA is a political subdivision of the State of Texas under Chapter 366 of the Transportation Code that operates in the North Central Texas region. It acquires, constructs, maintains, repairs and operates the region's turnpike projects. It raises capital for construction projects through the issuance of Turnpike Revenue Bonds; and collects tolls to operate, maintain and pay debt service on those projects. NTTA is expected to build and maintain the Trinity Parkway.

State of Texas

Texas Department of Transportation (TXDOT)

This state agency plans, builds and funds transportation facilities for vehicular, pedestrian, freight and aviation transportation. It manages a variety of funds that are targeted to specific types of transportation investments in local communities. TXDOT investment is crucial to projects in the Trinity Corridor including the signature bridges, Project Pegasus and other improvements to area interstates and state highways.

Texas Parks and Wildlife Department (TPWD)

This state agency provides grants and administrative assistance for outdoor recreation, indoor recreation, community outdoor outreach programs, regional parks, and small community grants. It assists in park planning and funding in the Trinity Corridor.

Texas Water Development Board

The Texas Water Development Board makes loans to communities for projects such as:

- Water and wastewater projects to meet regulatory requirements and basic health needs,
- Financial assistance for needed repairs, improvements, and expansions to existing facilities (including water towers, transmission lines, water wells, storage reservoirs, and building or upgrading water or wastewater treatment facilities), flood control projects.

Federal Government

United States Army Corps of Engineers (USACE)

The Corps is the federal government's largest water resources development and management agency, representing federal interests in navigation, flood and storm damage reduction, ecosystem restoration, and a variety of other resource needs. It is an important partner in the Trinity River Corridor's public infrastructure projects for flood protection and environmental restoration.

Bureau of Reclamation

The Bureau of Reclamation is an agency of the Department of the Interior; its mission is to "assist in meeting the increasing water demands of the West while protecting the environment and the public's investment in these structures."[1] It provides financial assistance for studies of issues of wastewater reuse and other issues related to the Trinity River and its water resources.

Environmental Protection Agency (EPA)

The Environmental Protection Agency oversees the nation's environmental regulations and manages other programs that "protect human health and the environment".[2] Trinity River Corridor communities and property owners may use EPA's Brownfields Programs to complete environmental remediation and begin new development.

Department of Transportation (DOT)

The Department of Transportation is the federal agency responsible for funding of highways and transit systems, both essential components of the Trinity's revitalization.

Civic & Non-Profit Organizations

Trinity Commons Foundation

The Trinity Commons Foundation works with all interested parties to maintain communications and momentum in the Trinity River Corridor, seeking flood protection, transportation improvements, economic development and neighborhood revitalization, in the end creating a common unifying destination for all the citizens of Dallas. It will play an important role in implementation of this plan because it provides a vehicle for community participation in the projects throughout the corridor.

[1] Bureau of Reclamation; www.usgbr.gov.

[2] Environmental Protection Agency, www.epa.gov.

The Trinity Trust Foundation

The Trinity Trust Foundation raises private funds to implement the "Balanced Vision Plan for the Trinity River Corridor" and coordinates with the City of Dallas and the Trinity Commons Foundation in the effort to build public support, secure public funding and build the project. The funds it raises will help to create the public infrastructure that should spur the community revitalization and economic development described in this plan.

Neighborhood, Community & Business Organizations

There are many civic organizations that focus their activities on particular geographic areas within the Trinity River Corridor or on specific issues addressed by this project. Neighborhood organizations exist in many parts of the corridor; their involvement in the next steps of revitalization is critical to creating the communities described in this plan. Community Development Corporations (CDC's) and Community Housing Development Organizations (CHDO's) will be important partners in the areas where infill housing is needed in existing neighborhoods.

Similarly, business organizations that represent interests in various parts of the corridor are important partners in the plan's implementation. Organizations like the Stemmons Corridor Business Association, the Oak Cliff Chamber of Commerce, the Central Dallas Association, the Greater Dallas Chamber of Commerce and others must be actively engaged in the efforts to attract new businesses and economic growth to the corridor.

A number of organizations are involved in particular issues within the Trinity River Corridor. Their participation will help implement this plan in several ways: by actually operating facilities or programs; by creating programs for citizen involvement and by continuing to express their views on policy issues. Some of these active organizations include the Audubon Society (which will manage the Trinity Audubon Center), the Texas Horse Park, Inc. (which will manage the Texas Horse Park facilities near the Great Trinity Forest), The Strand Trail Foundation, GroundWorks and Save Open Space.

Private Sector Interests

Homeowners & Residents

Individuals and families who currently live in Trinity River Corridor neighborhoods are partners in implementing this plan because they must have the confidence to choose to remain in these neighborhoods and invest in their own properties here. They have been involved in shaping this plan and must stay involved in the more detailed studies that will follow.

Business Owners & Non-Residential Property Owners

Most land within the Trinity River Corridor is in private ownership. The individuals and businesses who have invested in the non-residential properties in the corridor must also decide that this area is a good choice for investment if this plan is to be accomplished.

Developers

Many areas of the Trinity Corridor will see significant new investment and transformation if this Land Use Plan is to be realized. For this reason, the development community's investments are essential to implement this plan.

Strategies for Action

Communities use a wide variety of strategies to implement long range plans. Four strategies are most important to carry out this Trinity River Corridor Comprehensive Land Use Plan. These are described briefly below. Also, the background documents listed in Chapter 7 contain a great deal of additional research on these tools and techniques that led to the conclusion that they are the priority strategies for action.

Capital Investments

Public investment in capital facilities is essential to implementation of this plan. Voter authorization of capital funds for the Trinity River Corridor, through the City of Dallas 1998 Bond Program, has been a major impetus for this community planning effort. The capital projects funded by that bond program and other public investments will create the framework upon which this plan's community revitalization and economic growth are built.

Redevelopment Authorities

The purpose of a Redevelopment Authority (RDA) is to stimulate and promote economic growth and development. Often, redevelopment authorities are used to address issues of blight, unfavorable land uses, and economic disadvantages.

The Redevelopment Authority can serve as a vehicle for change through business attraction and relocation, infrastructure improvements, land assembly, and financing. The organizational structure of a Redevelopment Authority may vary based on the Authority's overall goals and objectives. A redevelopment authority is categorized as a special purpose agency with some of the powers of general purpose government such as the authority to issue bonds, capture taxes (Tax Increment Financing) borrow money; and sell, purchase, and/or condemn private property for public purpose.

Redevelopment Authorities are able to establish an environment in which the socioeconomic problems of the project area will be improved and increased opportunities for employment, education, social services, housing, and health will be able to flourish.

As part of this project, the role and track record of redevelopment authorities in Texas and the U.S. were investigated. This research indicates that one or more redevelopment authorities may be effective tools to implement this Comprehensive Land Use Plan. Additional research should determine exactly what powers are needed, what geographic area should be covered and how redevelopment authorities should be structured for best effect in Dallas' Trinity River Corridor. Assuming that this research confirms current findings, creation of one or more redevelopment authorities should be an important implementation step.

Special Plans & Studies

This plan covers an extremely large area – about 20% of the City of Dallas. While it establishes the policy direction for development in this large area, it cannot address the very specific design details that are important to particular smaller geographic areas. As a result, implementation recommendations include a variety of special plans and studies that are recommended to provide that next level of detail. These studies include Station Areas Plans for the areas around existing or planned DART rail stations, analyses of potential Tax Increment Finance (TIF) Districts and studies that will create design guidelines or standards for subareas of the Corridor.

Tax Increment Financing Districts

Tax increment financing (TIF) districts are useful tools for funding infrastructure that is needed in an area so private development and investment can be attracted there. When a TIF district is created, the existing property values and current taxes paid to all taxing entities are determined to establish a base level of value and taxes. The TIF district approves a plan for financing and building public infrastructure such as streets, parks or sewer lines. As new development occurs, the value of the district's property rises. The taxes that would have been paid on the 'increment' of property value since the district was creation are not paid to the general taxing entities. Instead, they are paid to the TIF. In this way, the increasing value of property in an area covers the costs of infrastructure that is critical to the area's growth.

Dallas has created many TIF districts and a number of these are located within the Trinity River Corridor. These TIF Districts will continue to play an important role in the revitalization envisioned by this plan.

Preliminary Capital Cost Estimates

Three groups of capital improvement projects will play a role in carrying out this plan. First, projects that serve the entire Dallas region and make important contributions to transportation accessibility, flood protection and other factors are important because they make revitalization and development here desirable and feasible. Second, projects that are located within the corridor but that serve Dallas' citywide needs also support this plan's implementation. Third, specific capital improvements within the corridor's business and neighborhood areas will have an immediate impact on the people and businesses here.

The consultant team has reviewed all three groups of capital projects and has developed a set of preliminary cost estimates for their construction. These estimates were developed in four steps:

- Identify the regional and citywide capital projects that benefit this area, and assemble cost estimates for these;
- Summarize the needed improvements and system upgrades for each district within the corridor and identify those items requiring the greatest attention from a capital spending perspective;
- Generate cost estimates for these capital improvements that support the development depicted in the Preferred Land Use Plan; and
- Develop an overall improvement program by prioritizing these projects.

Many of these projects have been identified but do not yet have detailed construction drawings. As a result, the capital costs presented below and in Chapter 5 should be considered preliminary cost estimates for these projects. Detailed engineering, materials costs, inflation and other factors could change these costs before the projects are built.

Regional Capital Projects and Cost Estimates

The Trinity River Corridor includes a large portion of central Dallas and some of the region's major transportation and infrastructure investments. Some of these major public investments have been identified as major capital improvements and remediation projects in the plans of the city and other partner public agencies. The following table lists major environmental, flood protection, infrastructure, transportation, and parks

and recreation investments that are planned by the region's public agencies and are expected to cost more than $7.5 million.[3]

Significant Regional Projects in the Corridor	Expected Let Date	Estimated Project Cost
DART 20.9 miles of light rail transit from Buckner Blvd. to Valley View Lane	2006 - 2008	$3,298,247,490
Trinity Tollway construction from IH 35E / SH 183 split to SH 310	01/2007	$609,334,400
Signature bridges at IH-30 and IH-35	n/a	$331,478,208
Dallas Floodway Extension	n/a	$140,800,000
Loop 12 widening from Texas Plaza to IH 35E / Loop 12 split	07/2006	$119,000,000
Woodall Rodgers bridge construction	n/a	$72,167,000
DART light rail transit from Bachman Lake station to south Las Colinas	01/2008	$66,656,861
Woodall Rodgers Freeway extension from IH 35E to the Beckley/Singleton intersection	10/2006	$65,000,000
Internal park roads, bridges, and parking	n/a	$49,831,555
Elm Fork Flood Improvements	n/a	$39,623,993
Trails	n/a	$36,148,795
IH 30 widening from east of Sylvan Avenue to IH 35E	03/2007	$32,000,000
Elm Fork Recreation Improvements	n/a	$31,511,007
River Meanders	n/a	$29,710,706
Excavation, ultimate plan	n/a	$18,837,000
Lamar Boulevard enhancements	n/a	$17,323,714
Raising existing levees	n/a	$16,310,101
Oak Lawn Avenue widening from Maple Avenue to IH 35E	08/2005	$14,719,111
Trinity Audubon Center	n/a	$14,430,313
Widened pedestrian connections	n/a	$11,497,662
Other infrastructure	n/a	$10,846,792
Gateway Parks	n/a	$10,566,400
Beckley improvements	n/a	$10,470,817
Activity terrace #1	n/a	$9,660,000
Activity terrace #2	n/a	$9,660,000
Culverts under lakes	n/a	$9,264,876
Boardwalks	n/a	$8,585,175
Harry Hines Blvd. widening from Royal Lane to IH 35E	11/2006	$8,400,000
Pedestrian deck park	n/a	$8,059,109
Urban lake improvements	n/a	$8,017,486
Total, Regional Capital Improvement Projects		$5,108,158,571

Citywide Capital Projects and Cost Estimates

In addition to these regional projects, the City of Dallas identifies infrastructure and capital facility projects that are needed to meet the needs of its citizens. A Needs Inventory is prepared to compile a listing of the projects identified through sources such as master plans, studies, citizens input, Council input, staff input, and other inventories. The listing of citywide capital needs reflects the projects in this inventory that are located within the Trinity River Corridor or that benefit its neighborhood and business areas and that are expected to cost over $7.5 million.[4]

Citywide Projects Over $7.5 million within the Trinity River Corridor	Estimated Project Cost
Old City Hall Renovation	$15,000,000
Southeast Service Center – EBS Replacement Facility	$9,126,504
Dallas Convention Center (DCC) Pedestrian Connector	$14,000,000
DCC Master Plan-C Section Multifunction space	$49,294,983
DCC Master Plan-East Wing Theater-Conference Center	$119,403,404
DCC Master Plan-Exhibit Halls A, B, & C Expansion	$143,503,174
DCC Master Plan-Exhibit Halls G & H Expansion	$306,724,341
DCC Master Plan-Ground Floor Meeting Room-C	$44,913,207
DCC Master Plan-Ground Floor Meeting Rooms-A & B	$44,913,207
DCC Master Plan-Mezzanine D Meeting Rooms	$10,000,000
DCC Master Plan-West Wing Multi-function Space	$113,926,184
Old City Park – Dallas County Heritage Society	$9,552,404
Cedars TIF	$42,000,000
City Center TIF	$100,000,000
Oak Cliff Gateway TIF	$30,000,000
Interior Drainage – Hampton-Oak Lawn Sump	$75,000,000
Interior Drainage – Trinity-Portland Sump	$11,000,000
Northern Lake and amenities	$21,089,735
Prairie Creek bridge improvement at Dowdy Ferry	$11,817,901
Mill Creek Drainage Relief System (council district #2's portion of cost)	$64,300,000
Pacific Avenue Relief and Elm Street	$10,129,629
West Dallas – Pavaho Sump Basin	$16,117,366
Central Library-non public areas	$9,461,435
Police Academy – Phase 1 – Construction	$15,957,573
Police Academy – Phase II	$25,659,170
McCommas Bluff Landfill Flood Protection	$24,000,000
Streetscape improvements: Oak Lawn, Market Center, Irving and Industrial	$8,960,406
Continental – 800 feet east of IH-35e to IH-35e	$9,015,042
Harry Hines – Mockingbird to Webb Chapel Extension	$21,349,839
Harry Hines – Oak Lawn to Market Center	$11,141,867
Harry Hines – Royal to Northwest Highway	$16,828,079
Industrial – IH-45 to South Central	$13,768,428
Industrial – South Central to Lake June	$42,225,275
Luna – Royal to Spur 482/Northwest Highway	$8,414,039
SH 310/SM Wright – Loop 12 to Simpson Stuart	$9,375,644
SH 310/SM Wright – Simpson Stuart to IH-20	$9,856,446
Wycliff – Sylvan connection – Harry Hines to IH-35e	$27,099,763
Trinity River – Playing fields	$24,150,000
Trinity River – Underground existing power transmission lines upstream from future Margaret Hunt Hill Bridge	$21,700,000
Trinity River – Underground existing transmission lines along East Levee	$19,000,000
Trinity River – Underground existing transmission lines along West Levee from West Levee Switching Station to the East	$40,000,000
Trinity River – Utilities for Trinity Park	$9,660,000
Trinity River – Wetlands and river habitat improvements	$37,332,349
Trinity River – Whitewater course	$16,600,000
Trinity River – Internal park roads	$46,644,000
Elm Fork – Primary trails and trail linkages	$9,300,850
Industrial Blvd. – Corinth Street to Continental Avenue	$66,000,000
Oak Cliff levee road	$27,112,390
South Lamar Street – Grand Avenue to IH-45	$14,600,000
S.M. Wright Freeway downgrade – Grand Avenue to IH-45	$26,800,000
Total, Citywide Projects	$1,873,824,634

[3] This information is based on the 2006 – 2008 Transportation Improvement Program for the Dallas-Fort Worth Metropolitan Area by the North Central Texas Council of Governments, approved by the Regional Transportation Council April 14, 2005.

[4] City of Dallas 2005 Draft Needs Inventory.

Planning District Capital Projects and Cost Estimates

Each of the Preferred Land Use Plans discussed in Chapter 6 include a listing of capital improvement projects and related studies that are important for plan implementation. These projects were identified by the consultant team for this project; preliminary cost estimates were also developed by the consultant team. The specific projects and estimated costs are shown in Chapter 5. The table below summarizes the estimated capital costs for improvements to the business and neighborhood areas within this corridor that will help revitalize these areas.

Capital Projects Identified for Comprehensive Land Use Plan Districts	Estimated Project Cost
South Trinity Forest District	$15,633,000
I-45 District	$31,399,140
North Trinity Forest District	$51,242,452
Downtown – Lakes District	$104,375,316
West Dallas District	$75,442,912
Stemmons District	$38,472,100
Elm Fork District	$43,618,205
Total, Preferred Land Use Plan Projects	$360,183,125

Capital Investment Priorities

All projects identified in the Trinity River Corridor are important for achieving the goals expressed by the community. Even so, elected officials and city staff must decide which projects to initiate first and which projects to defer. There are a range of factors that affect these decisions and the importance of any one factor may change over time. Factors affecting capital investment priorities include the availability of funding resources, community values, infrastructure durability, lack of infrastructure, market supply and demand, community equity, public policy, the actions of outside agencies, political realities and timing. These factors – as well as other issues – influence the placement of projects on any improvement program's 'to-do list'.

For this Comprehensive Land Use Plan, capital investments should be prioritized so they will support the pattern of land use development described by the "Preferred Land Use Plan". These public capital investments should be timed so they assist or accelerate decisions by private property owners who are considering investments in this area. The section below proposes an initial set of capital investment priorities for the corridor based on the work completed as part of this planning process. This proposal should serve as the starting point for discussions and decisions about the allocation of staff and resources by the City and the other public agencies responsible for capital improvements in the corridor.

Short–term Projects

The short-term projects on the initial list below build on the initial expectations of what the Trinity River Corridor will mean for Dallas' growth and character. These projects impact all areas along the Corridor and direct growth and development in a step-by-step process. They are suggested for completion in approximately the first seven years after plan adoption (2005 through 2012).

Many of these projects can be tagged as "keep the dirt flying" projects. These are projects that allow the public to see their voters-approved tax dollars at work through the development of improved roadways, urban design streetscapes and pedestrian trails. These projects complement the existing urban fabric and should further development interest in the Trinity River Corridor.

A handful of projects listed establish a foundation for future growth because they provide the next-step studies and analysis for later capital investment. While these studies lack the 'built appeal' of newly-poured concrete or the draw of a yet-to-be explored trail, they do engage the public and seek professional assistance so a more detailed level of policy direction and guidance can inform elected officials, city staff, the development community, and the public about future growth opportunities. These projects include sump and drainage studies, upgrades to the city's aging infrastructure, DART station area plans, and more detailed analysis of various tools to support redevelopment activity.

Projects that support planned Dallas Area Rapid Transit rail station locations reaffirm the city's commitment to significant ongoing regional projects that reflect community values expressed during the Trinity River Corridor planning process. Other projects provide a "placeholder" for expected development based on community input, such as river greenbelt pedestrian access through built barriers.

A few projects listed as 'short-term projects' also have 'mid-term projects' and 'long-term projects' components as these projects enter into their next phase of development or are expanded due to community-support. Two examples of these include the Trinity Strand Trail and the terrace boulevard / heritage road.

In the first example, initial planning work for the Trinity Strand Trail has already begun building community support of developing a linkage trail from the Katy Trail to the planned trails within Trinity River greenbelt. The Trinity Strand Trail follows the former river channel of the Trinity River as it meanders through the Dallas Design District and photo district. Short-term work would take the trail up to Motor Street, while long-term the project could be expanded from Motor Street up to the levees near IH-35E and Regal Row.

In the second example, the terrace boulevard (or levee-top road) is included in the Balanced Vision Plan for certain parts of the central Trinity River Corridor. On the Oak Cliff side, the terrace boulevard initially is planned to run on or alongside the levee from Beckley Avenue on the north to 1st Street/Eads Street around IH-35E on the south. The terrace boulevard would create a local street with a remarkable identity, based on its incomparable access to the Trinity park areas and views of the corridor and downtown. This boulevard should support new private development on the land side of the road; on the park side, pedestrian walkways and the street itself allow the public to drive or walk along the top of the levee and enjoy the views or access the park After its initial development, the road's terrace design overlooking the river would be expanded to link together Dallas' older riverside communities and points-of-interest, both through existing streets and through new road development, as a heritage drive. An expanded heritage drive would be developed as a mid-term and long-term project highlighting each location's place in history and threading together the stories of the river and its influence on the land, the wildlife, and the residents' lives in these communities. Noted communities include La Bajada on the north; 10th Street/Bottoms, Moore Park, and Cadillac Heights towards the center; and the Joppa Freedman's Town on the south.

The Trinity River overlooks are the remaining short-term projects that build on the public's fascination with the Trinity River project as a turning point in the city's growth, development, and urban character. The overlooks are initial developments that can be as simple as cordoning off a lane for parking along the Houston Street Viaduct or establishing parking and viewing areas early in the project that will still be in use decades later. Overlooks provide urban photo opportunities that define Dallas and say "Wish you were here." Overlooks provide a place where generations can come to watch, capture an image, and absorb the progress in building the signature bridges, the initial waters for the center city lakes, or the evolution of the chain of wetlands.

Short-term Projects	
EF 3	Luna Road at Northwest Highway intersection improvements
EF 8	DART stations - support location of stations
EF 9	DART stations - station area plans
EF 10	DART stations - infrastructure needs, zoning ordinance review, pedestrian trails, etc.

4. Implementation Strategies Throughout the Trinity Corridor

Short-term Projects	
EF 14	Tributaries in Heavy Industrial - Regional retention / detention / sedimentation (Elm Fork Floodplain Management Study)
EF 15	Elm Fork Trail
S 5	Levee top hike & bike trail
S 6	Trinity Strand Trail – Phase I
S 9	River greenbelt pedestrian access
S 10	Sump and drainage study - impact on new development
WD 1	Singleton Boulevard urban design plan and reconstruction – Phase I
WD 3	Canada Drive urban design plan
WD4	Bernal Drive urban design plan
WD 11	City support for potential phase two DART rail line and stations
WD 14	Pedestrian access master plan
WD 15	Sump and drainage study
WD 17	River greenbelt pedestrian access
WD 18	Trinity River overlooks
DL 1	Industrial Boulevard urban design plan and reconstruction
DL 4	West Commerce Street urban design plan and reconstruction
DL 10	Terrace / heritage road – initial development
DL 12	Water/wastewater/sanitary sewer upgrades
DL 14	TIF Districts for Cedars West and West Commerce
DL 15	Sump and drainage study - impact on new development
DL 16	Pedestrian access master plan
DL 17	Trinity River overlooks
DL 18	River greenbelt pedestrian access
NTF 3	Bexar Street reconstruction and urban design
NTF 4	Cedar Crest Boulevard reconstruction and urban design
NTF 5	S.M. Wright Parkway reconstruction and urban design
NTF 6	DART stations - support location of stations
NTF 7	DART stations - station area plans
NTF 8	DART stations - infrastructure needs, zoning ordinance review, pedestrian trails, etc.
NTF 10	Infill housing
NTF 11	Pedestrian access master plan
NTF 14	Sump and drainage study
NTF 15	River greenbelt pedestrian access
NTF 16	Trinity River overlooks

Short-term Projects	
STF 1	Lake June road urban design plan
STF 5	DART stations - support location of stations
STF 6	DART stations - station area plans
STF 7	DART stations – infrastructure needs, zoning ordinance review, pedestrian trails, etc.
STF 8	Trail connections to transit stations
IH 1	SH 310 urban design and streetscape
IH 3	City support for potential phase two DART rail line and stations
IH 7	Linfield Road bridge improvements with pedestrian sidewalks
IH 9	Drainage study
IH 10	Trinity River overlooks
IH 11	I-45 / SH 310 Corridor TIF (redevelopment authority)

Mid-term Projects

Building on the momentum established from the short-term projects, mid-term projects carry the project's torch forward. They are suggested for completion in approximately the eighth through fifteenth years after plan adoption (2013 through 2020).

This initial proposal of mid-term projects include the active 'dirt turning' projects, such as road improvements, urban design-streetscape enhancements, and major portals to the greenbelt including the Reunion Boulevard extension. City support for a potential commuter rail station at Mockingbird Lane is listed as a mid-term project. Foundation projects include station area plans for a potential Trinity Railway Express commuter station at Mockingbird Lane, pedestrian access master plans, and reviewing development sector plans for adaptive reuse. An added amenity to complement the Trinity River greenbelt is the improvement of Simpson Lake next to Rochester Park.

Mid-term Projects	
EF 1	Walnut Hill Lane extension
EF 2	Luna Road widening and enhancements
EF 5	Luna Road / Wildwood Drive realignment/connection
EF 7	California Crossing Road at Northwest Highway intersection improvements
EF 12	DART - Gateway at the Northwest Highway/Bachman Lake DART transit station
S 1	Irving Boulevard enhancements
S 2	Trinity River Express station at Mockingbird Lane
S 3	Trinity River Express - station area plan

Mid-term Projects	
S 4	Trinity River Express - infrastructure needs, zoning ordinance review, pedestrian trails, etc.
S 8	Pedestrian access master plan
WD 2	Singleton Boulevard urban design plan and reconstruction – Phase II
WD 5	Westmoreland Road urban design plan
WD 6	Hampton Road urban design plan
WD 9	Bickers Street urban design plan - Hampton Road to Westmoreland Road
WD 16	Trinity Strand Trail / Greenbelt
DL 2	Lamar Street urban design plan
DL 5	Zang Boulevard urban design plan
DL 7	Canada Drive and Beckley Avenue urban design plan, relocation, and reconstruction
DL 9	Extension of Reunion Boulevard to levee
DL 13	City purchase parcels for portal park/entrance at Oak Lawn and Levee Streets
NTF 1	South Lamar Street reconstruction and urban design
NTF 9	Lamar Center TIF (redevelopment authority)
NTF 12	Simpson Lake - recreational uses
NTF 13	Review development sector plan for adaptive reuse
STF 2	Pemberton Hill Road expansion and urban design plan
STF 4	Pedestrian access master plan
IH 2	SH 310 streetscape
IH 6	Heritage road extension
IH 8	Pedestrian access master plan

Long-term Projects

Long-term projects build on the work already completed and bring the Corridor into focus based on the values express by Dallas citizens. They are suggested for completion in approximately the sixteenth through twentieth years after plan adoption (2021 through 2025).

The projects included in this initial list of long-term projects include the completion of major roadway projects and reconstructions, urban design streetscape plans, and trail extensions. Next step studies tend to focus on station area plans for phase two DART rail expansion and pedestrian access master planning for the Elm Fork District. New amenities that further the attractiveness of the Trinity River Corridor include circulator trolley or other themed vehicle service on the levee top roads, acquisition of the former Highland Park landfill, and a gateway at the Royal Lane DART station.

4. Implementation Strategies Throughout the Trinity Corridor

Long-term Projects	
EF 4	Wildwood Drive widening and enhancements
EF 6	California Crossing Road widening and enhancements
EF 11	DART - Gateway at the Royal Lane DART transit station
EF 13	Pedestrian access master plan
S 7	Old Trinity Meanders Trail – Phase II
S 11	Highland Park landfill acquisition
WD 7	Norwich Street urban design plan
WD 8	Bickers Street urban design plan - Vilbig to Hampton
WD 10	Bickers Street urban design plan - Westmoreland Road to Norwich Street
WD 12	DART stations (potential) - station area plans
WD 13	DART stations - infrastructure needs, zoning ordinance review, pedestrian trails, etc.
DL 3	Ervay Street urban design plan and reconstruction
DL 6	Sylvan Avenue urban design plan
DL 8	Extend/connect Herbert and Hardwick Streets for La Bajada neighborhood
DL 11	Circulator trolley-themed vehicle on levee top roads
NTF 2	Hatcher Street reconstruction and urban design
STF 3	Dowdy Ferry Road urban design plan
IH 4	DART stations (potential) - station area plans
IH 5	DART stations (potential) - infrastructure needs, zoning ordinance review, pedestrian trails, etc.

5. Trinity Corridor District Plans

The overall land use policy for the Trinity River Corridor is expressed in the Preferred Land Use Plan presented in Chapter 4. In order to use this plan effectively, a more detailed discussion of these policies – as they relate to particular parts of the corridor – is found in this chapter. This chapter addresses each of the seven planning Districts within the Trinity River Corridor. It provides policy guidance at three levels of detail.

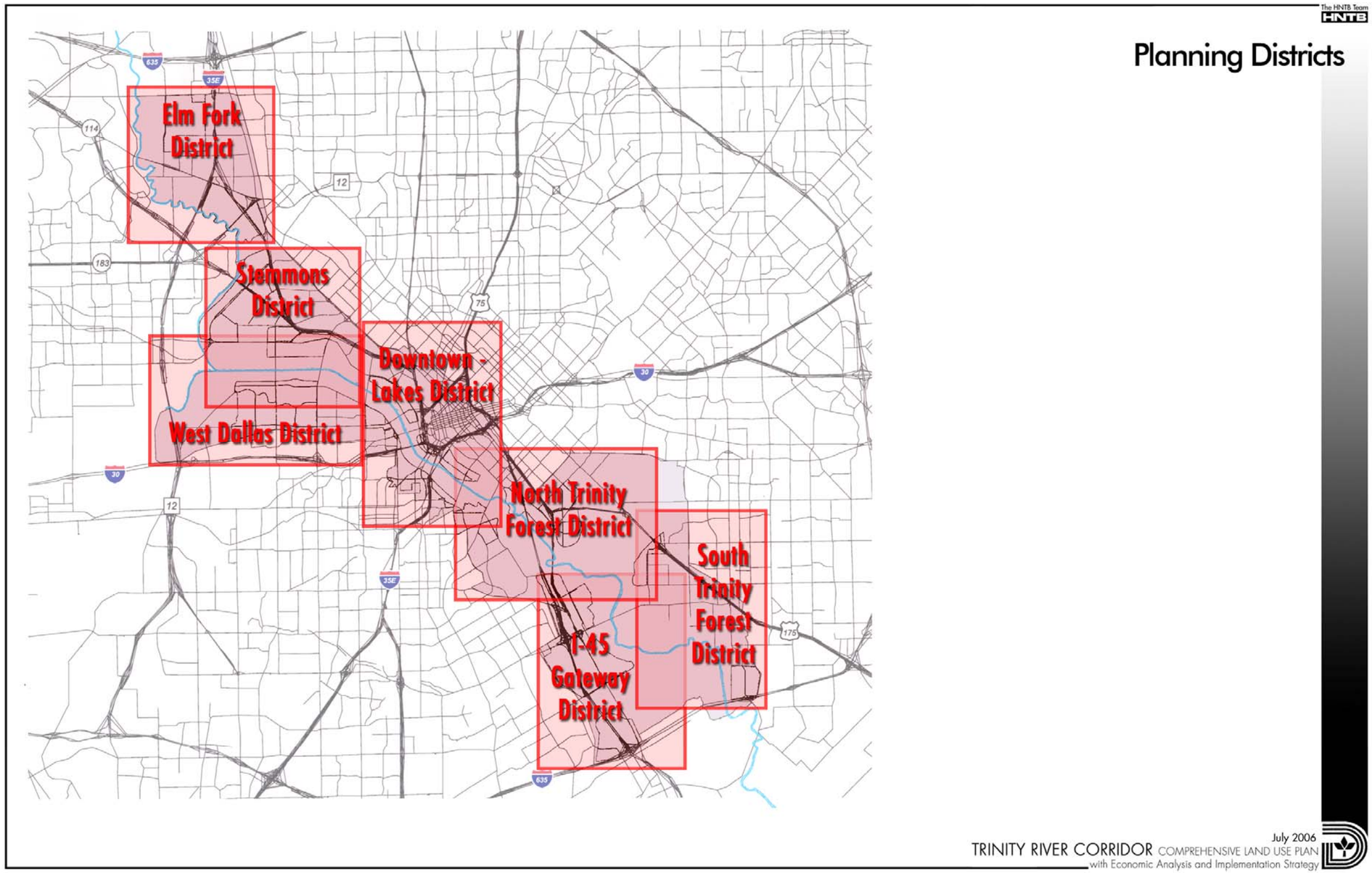
The discussion of each planning **District** assesses the assets and challenges facing each district within the corridor. Stakeholder input regarding land use and urban design that was received during this study's extensive public involvement process is summarized. This section also describes the vision for the district's future and explains the Preferred Land Use Plan that applies to each district. The seven districts used in this study were established based on natural and man-made boundaries and the character of the existing land uses and development. These Trinity Corridor Districts are shown on page 45.

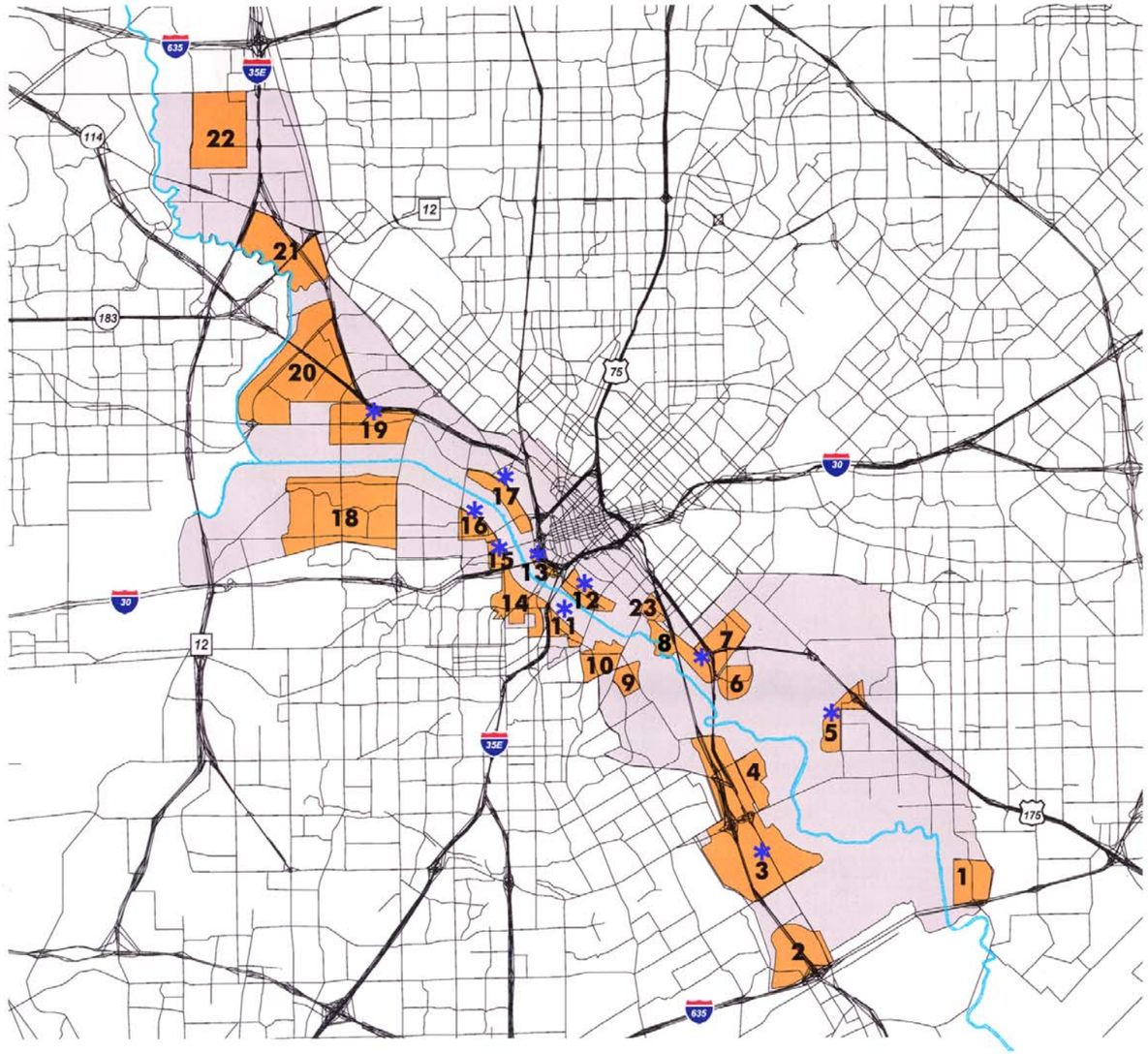
The **Study Areas** within each district are discussed immediately after the overall district plan is described. For each study area, a general assessment of the area's existing conditions and potential are presented. Then the key elements of the ***Land Use Opportunity Plan*** for the study area are described and the Land Use Opportunity Plan map is presented. This plan uses a more detailed set of land use categories than the modules used at the District level. These land use categories are applied more precisely to the properties within the study area. Since these study areas have had more detailed professional analysis and received more extensive public comment during the planning process, the resulting Land Use Opportunity Plans can provide a more precise level of policy guidance for future development and investment decisions. The Study Area discussions also include a map and description of the ***Urban Design Framework Plan*** for the study area. These framework plans provide general recommendations related to the urban design details that will make these study areas successful and distinctive. The twenty-three study areas within the corridor are shown on page 46.

The **Prototype Sites** located within a district are discussed after the study area plans. The prototype site plans are not intended to reflect specific development proposals. Rather, they are meant to be examples of the types of site development that can occur consistent with this plan's policy direction. The prototype site plans apply to particular geographic areas; however, similar site development opportunities exist in other areas of the corridor as well. The locations of these ten prototype sites are also shown on page 46.

Implementation of these land use and urban design plans requires action and investment by the public sector and the businesses and homeowners in the corridor. The final section in each district discussion lists the public projects identified to implement each district plan. Where possible, cost estimates are also included.

5. Trinity Corridor District Plans





Study Areas and Prototype Sites

Study Area # - Study Area Name

1 - I-20 Dowdy Ferry
2 - Southern Gateway
3 - Southward Industrial
4 - Joppa
5 - Pemberton Hill
6 - Rochester Park
7 - Ideal Neighborhood
8 - South Lamar
9 - Cadillac Heights
10 - Skyline Heights
11 - Tenth Street Bottoms
12 - Cedars West
13 - Mixmaster Riverfront
14 - Oak Cliff Gateway
15 - West Commerce Riverside
16 - La Bajada / Los Altos
17 - Old Trinity Industrial
18 - Westmoreland Heights / Lake West
19 - Commonwealth / Trinity Parkway
20 - Irving Blvd. / Regal Row
21 - Stemmons Crossroads
22 - Luna Road / Walnut Hill
23 - Forest Heights Neighborhood

Study Area # - Prototype Site Name

* - Location of Prototype Site
3 - I-45 Industrial Park
5 - Lake June Station
7 - Lamar Center
11- 8th & Corinth
12 - Cedars Village
13 - Reunion Place
15 - Trinity Landing
16 - Woodall Rodgers Intercept
17 - Old Trinity Industrial
19 - Inwood Campus

The HNTB Team HNTB

July 2006
TRINITY RIVER CORRIDOR COMPREHENSIVE LAND USE PLAN
with Economic Analysis and Implementation Strategy

Study Area Land Use

Overview

Land Use Opportunity Plans were developed for each of 23 study areas within the Trinity River Corridor. These maps reflect specific opportunities that can be expected in the corridor based upon a market response to the capital improvements in the Trinity River Corridor Project. These maps also express the land uses desired for the corridor by the stakeholders who participated in this planning process and the professional expertise of the staff and consultants. These opportunity plans are created using the set of land use categories described below.

Land Use Categories

Land use helps to capture and measure the physical aspects of an area. These physical aspects include the area's built environment as well as its natural features. The nineteen (19) land use categories described below are used in the 'Land Use Opportunity Plans' for the study areas.

Residential – Planned Village

This category represents conventional single family detached homes or development. Residential neighborhoods are created through the addition of schools, churches and parks/open space support these residential uses. The land within this area can support residential neighborhoods of low to medium density. Development occurs in a large enough area that a community – or village – is created. Mobile home park uses are not included.

Residential – Neighborhood Infill

This category represents conventional single family detached homes that will be built within existing residential neighborhoods. 'Infill' homes fill in currently-vacant lots within or near an existing a neighborhood. Residential infill supports the established neighborhood and can be supported by schools, churches and parks/open space. Infill development can occur on a lot by lot basis, or as a larger area of new housing within an existing neighborhood.

Residential – Multi-Family

This category represents residential development characterized by two (2) to three (3) story structures containing multiple residential units. This land use is a higher density than single family development. It includes renter-occupied (apartment) and owner-occupied (condominium) units. Typical multi-family development is loosely organized around landscaped areas and uses surface parking.

Residential – Urban

This category represents residential development characterized by three (3) to five (5) story structures containing multiple residential units. Urban residential buildings are located close to the street, with sidewalks and other human-scale amenities between the buildings and the street. The units may be owned or rented. Typical urban residential projects have some or all of the following features: parking in an internal parking garage, center courtyards and ground-floor retail uses.

Retail – Community

This category represents limited retail uses intended to serve the needs of a small market area. Generally, the retail businesses here focus on goods and services such as groceries, prescription drugs and personal services. Most customers live in adjacent neighborhoods. This land use typically has a minimal impact on adjacent neighborhoods because it does not attract customers from a larger region and, as a result, generates less traffic and parking pressure than a large retail center.

Retail – Special

This category represents retail development designed for high volumes of pedestrian activity. Special retail serves the larger market area and has greater community impacts and parking requirements. This land use can include retail tourism centers, themed retail centers and smaller sports-related retail developments. Typical special retail can have some or all of the following: public open space as a focus, unified architectural image, special landscaping, special light fixtures, coordinated signage and parking structures.

Commercial – Freeway

This category represents retail uses intended to serve the needs of a regional market area. Its businesses may seek to draw a large customer base by offering significant discounts on merchandise, an extensive and diverse inventory and 24-hour service. Buildings for this land use can be quite large; they usually have extensive areas of surface parking in front of the buildings. The market for such commercial uses is typically drawn from a four (4) to eight (8) mile radius around the site. This land use can have significant impacts on adjacent development and should not be located next to residential land uses.

Mixed Use

This category represents a mix of uses in a vertical arrangement within a building. The active pedestrian uses are located on the ground floor with direct street access. The mix of land uses can include combinations such as retail on the ground floor and residential uses on upper floors; ground floor retail with office uses above; or ground floor office with residential uses above. Mixed use development fosters active pedestrian areas.

Mixed Use – High Density

This category represents a mix of uses in a dense vertical arrangement within a tall building. The active pedestrian uses are located on the ground floor with direct access to major streets and/or transit stations. High density mixed use development can include hotel, office, residential, entertainment and civic uses. Dense mixed-use development fosters active pedestrian areas and is usually located where it can take advantage of quality views.

Entertainment

This category represents limited scale entertainment development. Entertainment includes such functions as small movie theaters, themed restaurants, outdoor game and recreation ventures, and park rental activities. Special site design is important to address impacts on adjacent properties and to make the most of the project's location.

Entertainment – Ecotourism

This category represents environmental-based tourism and entertainment. This land use benefits from proximity to the natural and environmental features that either exist today along the Trinity River or will be created as part of the Trinity River Corridor Project.

Entertainment - Regional

This category represents large-scaled entertainment development that attracts customers from a very large region. Regional-entertainment includes such functions as multi-screen movie theatre complexes, themed

restaurant districts, themed shopping districts, outdoor game/recreation venues and professional sporting venues. Due to adjacency issues, special site planning and design are needed to address traffic movement, delivery access, signage, buffers, and security.

Office

This category represents low to medium intensity office development for professional services and general business operations. Buildings typically do not exceed three (3) stories. Office uses can be located adjacent to residential neighborhoods if adequate buffering is provided.

Office - Campus / Technical

This category represents medium intensity office development in a campus environment. The office campus setting uses extensive landscaping, parking screened from view and high-quality building design. Buildings should not exceed five (5) stories and adequate buffering from adjacent residential neighborhoods is needed.

Office - Flex

This category represents a mix of office and warehouse distribution functions on one property. The office function is typically 25 % and distribution area is 75% of the overall building. This use is generally one (1) story with truck docks along the back of the building allowing the loading and unloading of goods and materials. The buildings are usually large and this use often locates near major highways.

Church / School / Civic

This category represents nonprofit, public or semi-public uses such as churches, synagogues, public and private schools, post offices, libraries, community centers, fire stations, and other government/municipal facilities.

Industrial - Light

This category represents non-residential uses such as warehousing, distribution, assembly, fabrication, and light manufacturing. Light industrial uses typically have fewer impacts on their surroundings (in terms of noise, traffic, pollution, etc.) than do heavy industrial uses. Generally buildings have less than three (3) floors and can have large footprints. Good railroad and highway access is important to this land use type.

Industrial - Heavy

This category represents manufacturing or other enterprises with significant external effects, or which may pose risks due to the materials used or the operations conducted. It also includes extractive enterprises such as gravel mining. Generally buildings have less than three (3) floors; there may be substantial activity and storage of materials outside the buildings.

Utility

This category represents areas that provide, conduct, or distribute public or private utility service. Some examples include overhead electricity line right of way, water lines right of way, sewer line right of way, and railroad tracks.

Park / Open Space

This category represents areas that are designated for park, active recreation, and/or open space functions. These areas can be within the current floodplain boundary. It includes uses such as public parks, tennis centers, soccer complexes, ball field complexes, nature preserves and similar activities.

South Trinity Forest District

Location

The South Trinity Forest District is generally bounded by Scyene Road on the north; a combination of Jim Miller Road, DART's future Southeast light rail line, and Prairie Creek on the east; IH-20 on the south; and the Trinity River and White Rock Creek on the west.

Assessment

The South Trinity Forest District is adjacent to the southern and eastern sides of the Great Trinity Forest. Like the neighboring forest, these urban areas have not had the attention they deserve in the past. This quadrant of Dallas has experienced gradual growth, mostly of a traditional single family character.

- A large portion of the South Trinity Forest District consists of residential uses and commercial corridor activities along US 175.
- The western stretch of this district borders the Great Trinity Forest.
- This district still has large parcels of land that remain undeveloped, especially towards the southern end of the district.
- The Trinity Horse Park and the Trinity Audubon Center, two major Trinity River attractions, are located in the South Trinity Forest District.

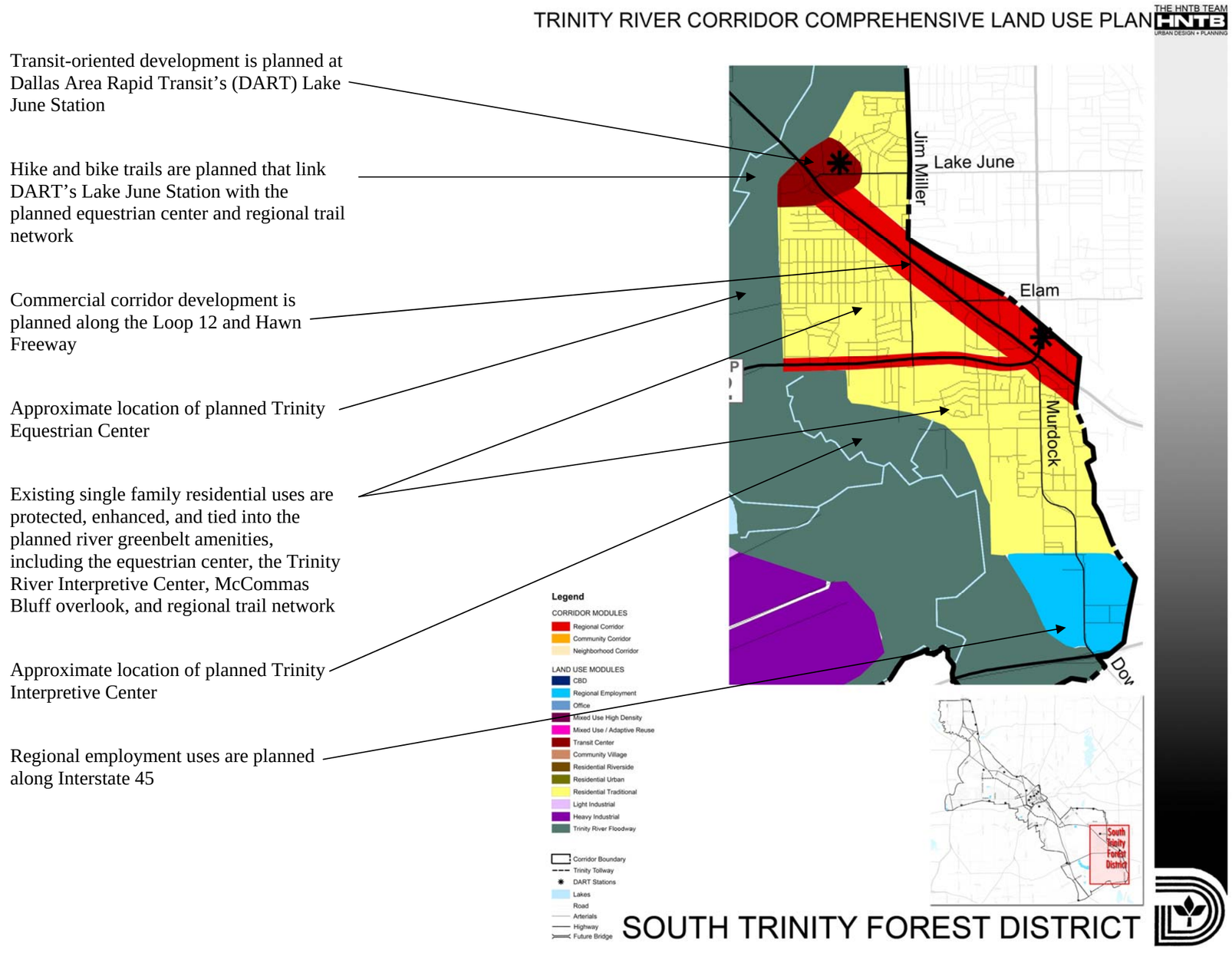
Stakeholder Input

During the various community meetings, stakeholders in the district noted the change that could be anticipated with the planned opening of DART's Lake June Transit Station and its linkages to planned major investments, such as the Trinity Horse Park. Stakeholders mentioned the need for pedestrian and hike and bike connections, mixed use developments, shopping centers, and tourist type retail around the transit station. Additional comments are summarized below.

- Lake June Transit Station desired uses include:
  - Shopping center
  - Mixed use development
  - Tourist-oriented retail, particularly for visitors to the new interpretive and equestrian centers
  - Pedestrian and bike and bus connections from DART station to Trinity Audubon Center and Trinity Horse Park
- Neighborhood retail would be appropriate
- Single family development was supported for much of this district
- There may be a possibility for large lot residential in this area, catering to people with horses who will use the nearby equestrian center
- Community retail uses and specialized retail related to activities at the interpretive and equestrian centers would be appropriate along collector and arterial roads (an example of this specialized retail is a tack and feed store)
- Along Jim Miller east to Murdock – more neighborhood-serving retail is appropriate
- Truck stops are viewed as inappropriate uses in this district
- A fire station is needed near Dowdy Ferry and IH-20

Preferred Land Use Plan

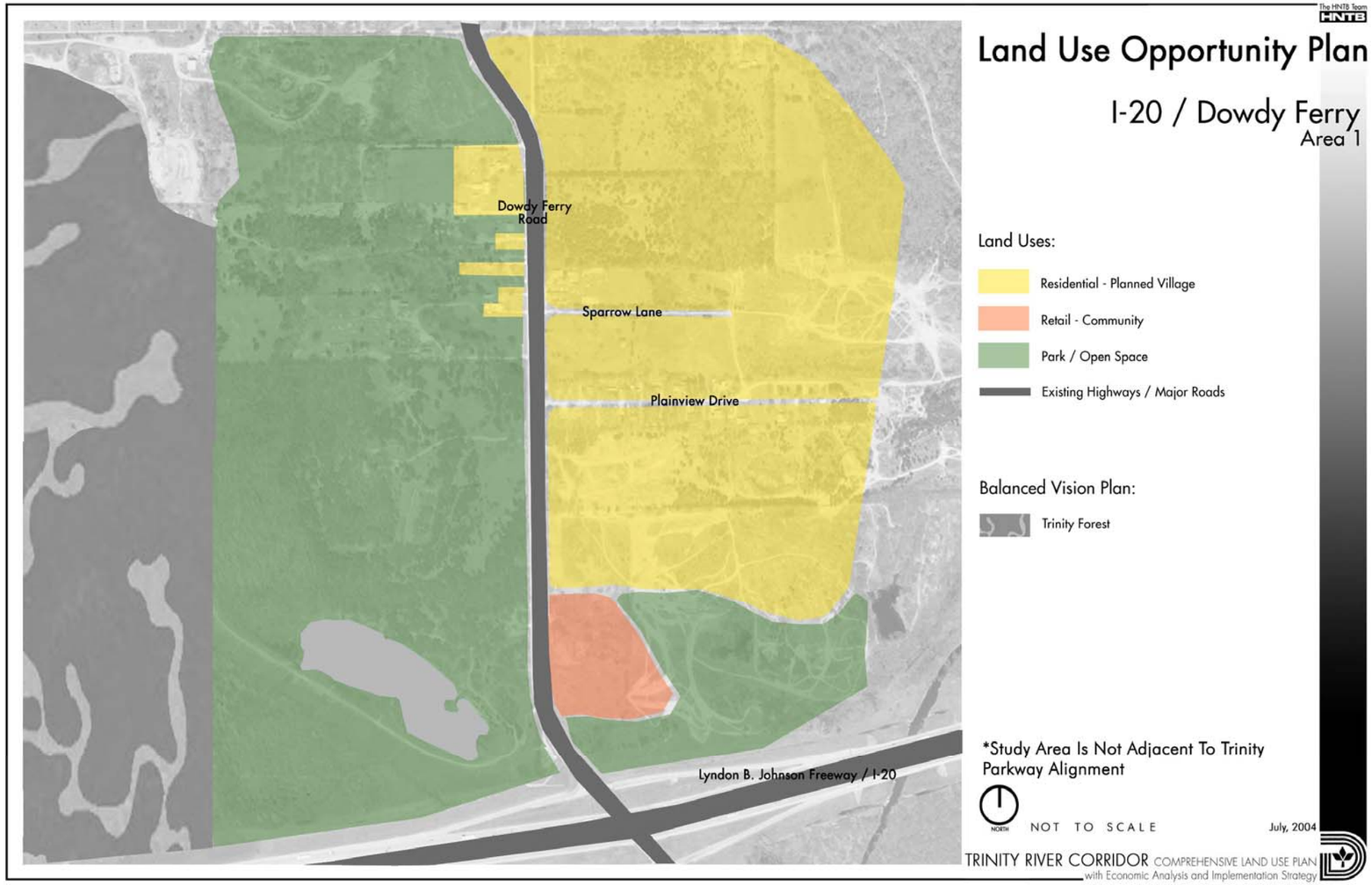
The preferred land use plan for this district builds on four key features of the district: its existing single family neighborhoods, the Great Trinity Forest, the future DART light rail line and IH-20. The plan retains the single family character of the neighborhoods in most of this district. Around the Lake June DART station, a mix of uses and intensities appropriate for transit-oriented development will add new retail and service choices, as well as housing options for residents who want an alternative to a single family home. The DART station itself will be an advantage for this district because it provides a transportation choice for district residents and businesses. The Great Trinity Forest will become a major identifier and asset for this district in the future. Trail connections between the Lake June DART station and the forest will provide non-auto travel options for neighborhood residents who want to use the DART system or are seeking recreational and exercise routes to the amenities of the Great Trinity Forest. The Interpretive Center and the Equestrian Center will be located in this district, creating new assets for the community and new tourism destinations for visitors. Visitors to these centers, and the forest itself, are also expected to support new retail along the major roadways in this district and at the Lake June DART station. Lastly, a regional employment center is envisioned along IH-20, providing new employment opportunities for existing residents and making these neighborhoods attractive to the employees of businesses that will locate here.



Study Area 1: IH-20 / Dowdy Ferry

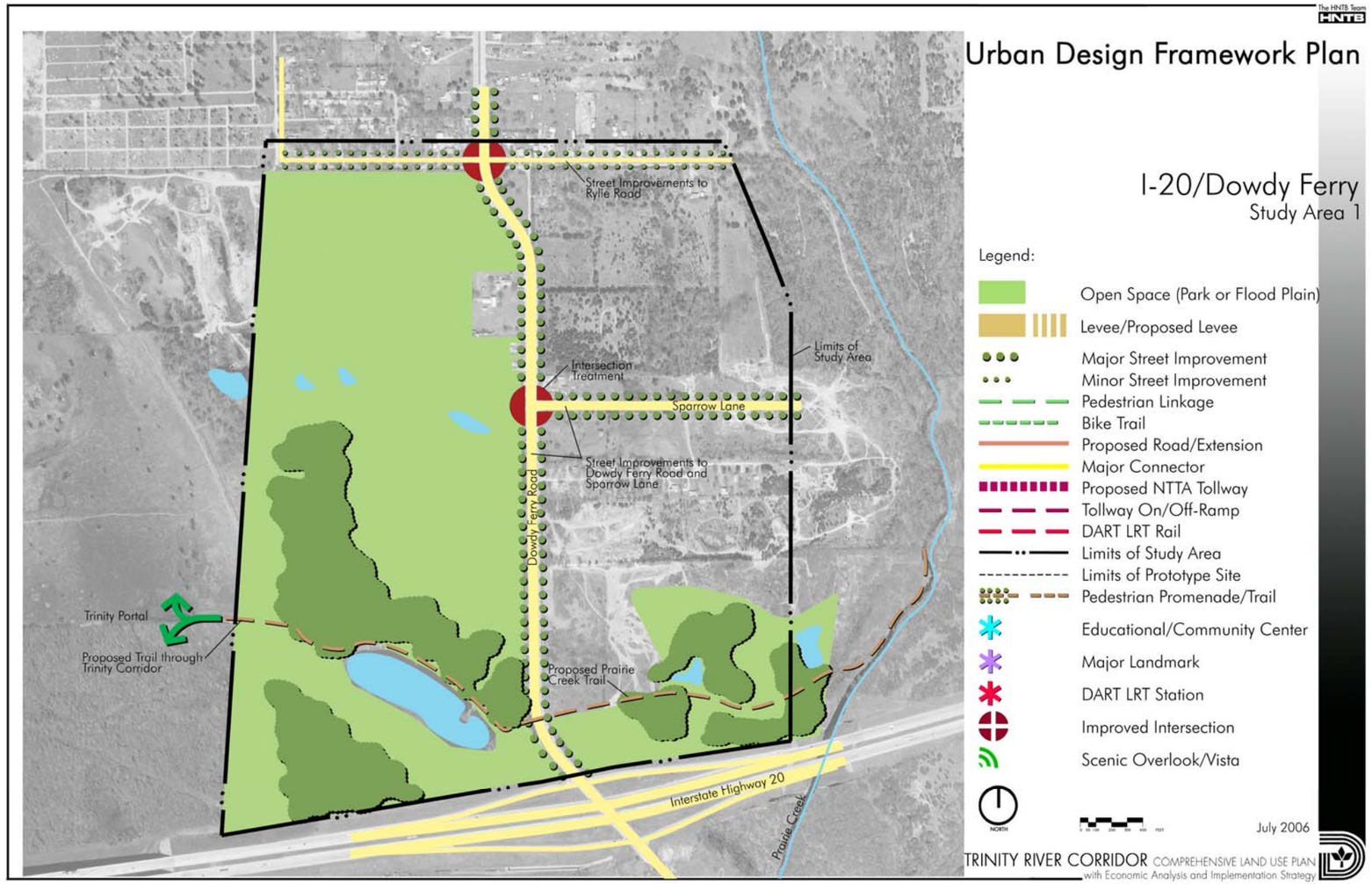
This area is located directly north of Interstate 20 and is centered on Dowdy Ferry Road. It is approximately 265 acres in size. Currently, most of this area is semi-rural, with little urban development. Much of the area is in the Trinity River floodplain, creating both a limitation on development and an opportunity for preservation of distinctive natural areas. Much of the land is held in relatively large parcels. The main 'gateway' to the Trinity River Corridor from IH-20 is located here.

Most of the study area west of Dowdy Ferry Road is within the floodplain and is planned for park and open space uses. These uses continue in the southernmost part of the study area adjacent to IH-20. The areas to the east of Dowdy Ferry Road are designated for Residential – Planned Village development. This is an important opportunity to create new single family neighborhoods in the southern part of Dallas that can incorporate features such as sidewalks and trails linking to the Trinity. The Retail – Community area is intended to serve neighborhood residents; streets and paths should ensure connectivity between these two areas.



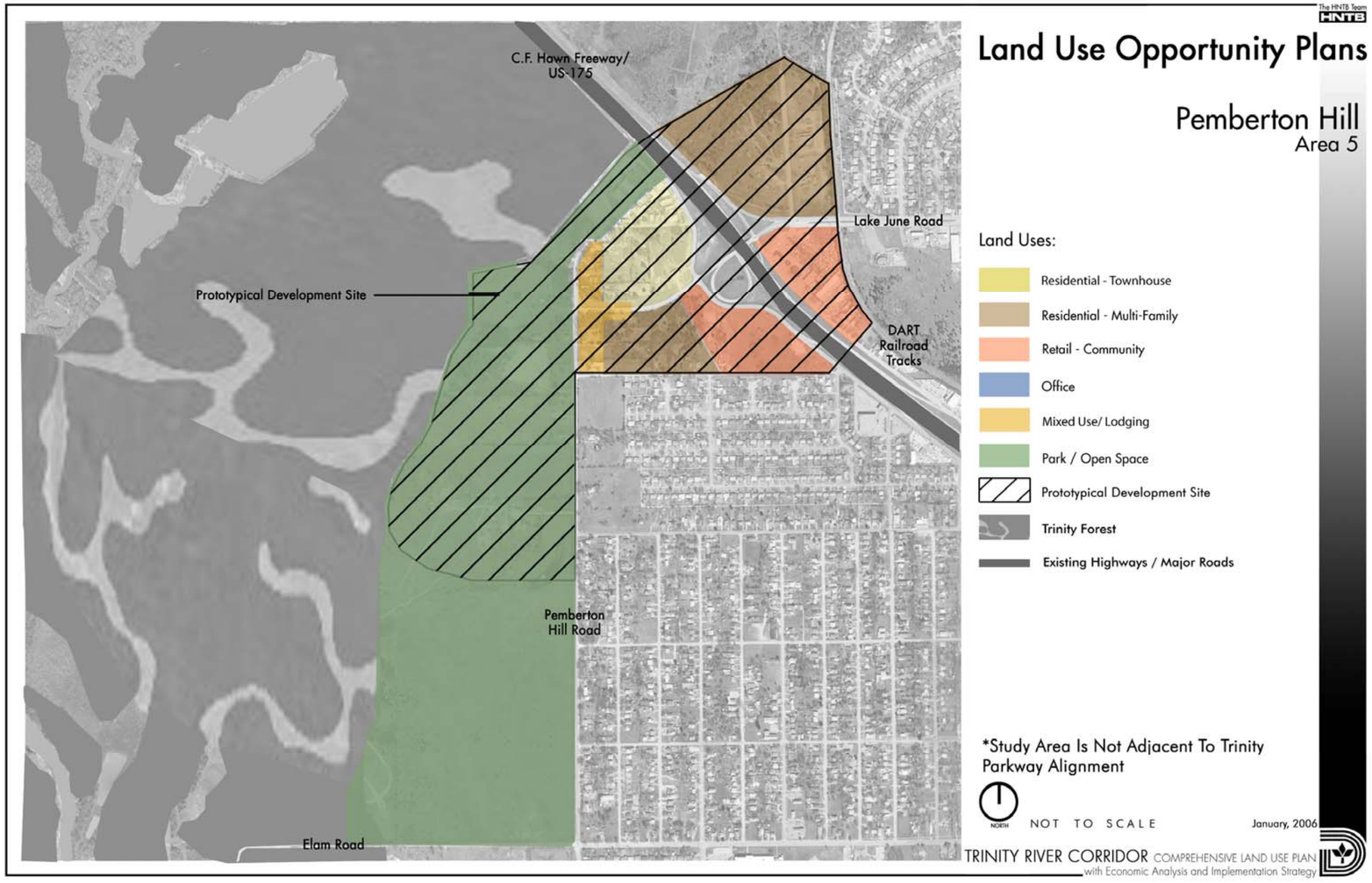
5. Trinity Corridor District Plans

The urban design framework includes street improvements and streetscape enhancements on Dowdy Ferry Road, Sparrow Lane and Rylie Road. The proposed Prairie Creek Trail would traverse the open space in the southern part of the study area, and connect Prairie Creek with the Great Trinity Forest at a Trinity portal on the western side of the study area.



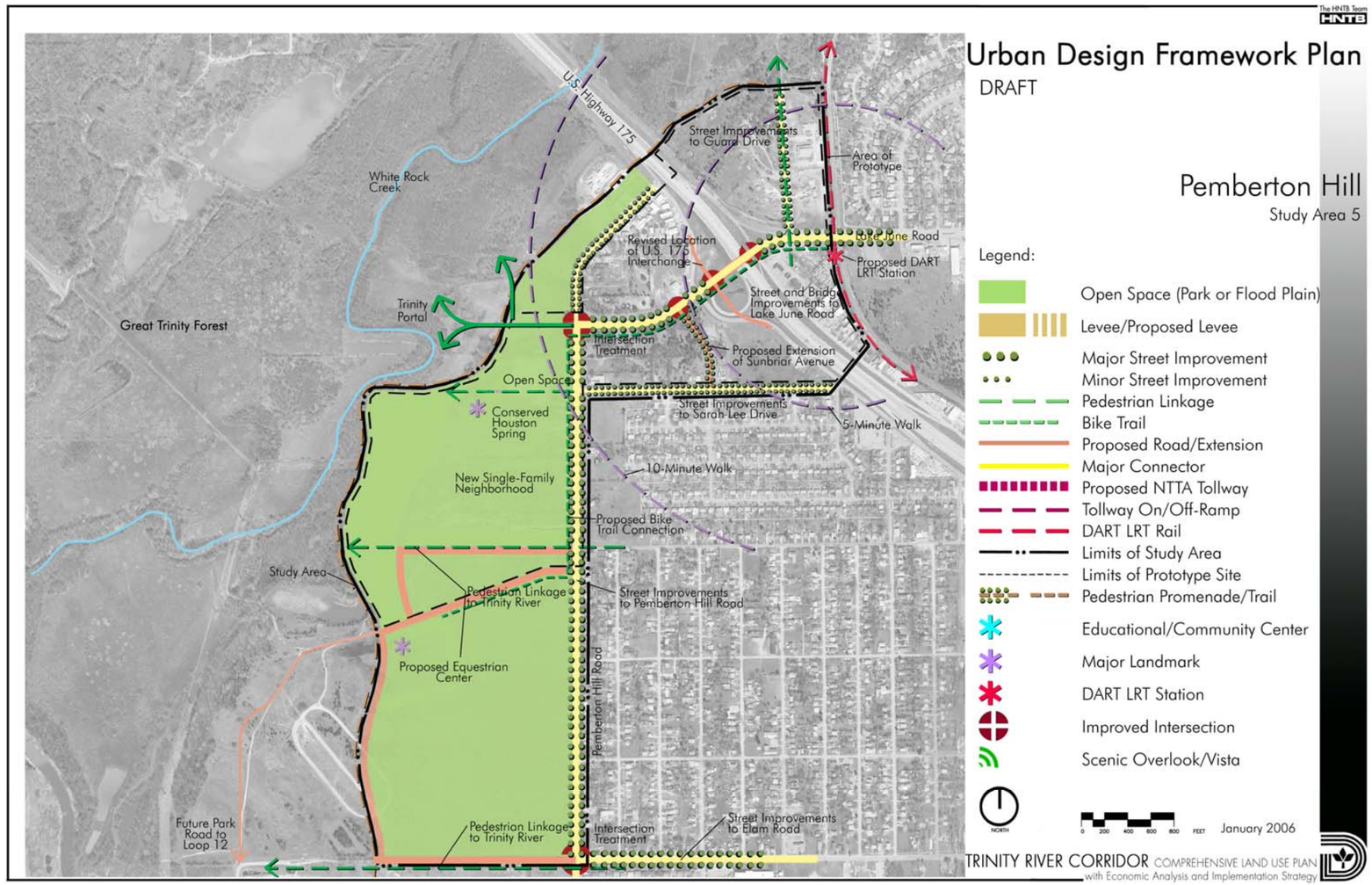
Study Area 5: Pemberton Hill

The Pemberton Hill study area is focused on the intersection of US 175 and Lake June Road. It surrounds DART's future Lake June light rail station and connects on the west with the Great Trinity Forest. It extends south along the forest to Elam Road. The study area contains approximately 200 acres of land, with some existing single family neighborhoods and much undeveloped land.



5. Trinity Corridor District Plans

The Urban Design Framework Plan recommends street and streetscape enhancements along Pemberton Hill, Elam, Lake June and Sarah Lee. A Trinity portal, park road, trails, and pedestrian linkages provide access to the Great Trinity Forest and Trinity River.



Lake June Prototype Site

Significance

This location was recognized as a priority site because of its gateway significance for US 175 as it enters Pleasant Grove through the broad bottom woodlands of the Trinity River-White Rock Creek basin and Dallas Area Rapid Transit's (DART) Lake June bus transit station. This site also enjoys undisturbed vistas across the broad woods of the basin with the Dallas skyline and Fair Park institutions recognizable along the horizon. During the project's development, this site has gained added worth due to its proximity to the planned Trinity River equestrian center and DART's planned light rail station at the existing Lake June transit station.

Surrounding Influences

As a gateway transition point for southeast Dallas and the Trinity River-White Rock Creek basin, this site contains several local influences that will have direct and indirect impacts on this location's growth and development. These influences are listed below:

- Planned DART light rail station
- Economic potential along US 175 regional highway corridor
- Planned equestrian center
- Proximity to planned Trinity Interpretative Center
- Broad wooded "front lawn" adjacent to site provided by the Trinity River-White Rock Creek basin
- Broad vistas afforded by higher terrain overlooking the basin's woodlands
- Planned trails associated with the White Rock Heritage District
- Large base of single family housing

Implementation initiatives to foster growth and development

Lake June Road urban design plan

Planned Dallas Area Rapid Transit (DART) Lake June light rail transit station

Pedestrian access master plan

Trail connections between DART Lake June station and the planned Trinity Equestrian Center and further to the planned Trinity Interpretive Center, and the planned regional Trinity Trail

Pemberton Hill Road enhancements and urban design plan

Planned equestrian center

Development Concept

A mixed-use transit-oriented development at the future DART Lake June Road light rail station, serving as a strategic gateway to the Great Trinity Forest. A key component of the development is an interpretive center designed to attract ecotourism to this location.

Public Investments as a Stimulus to Development

- DART Southeast Corridor light rail line and station.
- Interpretive Center / Visitor Center, trailhead parking, and trail system in the Great Trinity Forest.
- Street and drainage improvements to Lake June Road and Pemberton Hill Road.
- New parkway street providing access to park and Great Trinity Forest.

Rationale

- This location is strategic because it benefits from both a freeway interchange and a future DART light rail station, making medium density residential and shopping center uses feasible.
- This is the closest DART light rail station to the Great Trinity Forest.
- Existing land uses are marginal, with deteriorating commercial; the area is ripe for redevelopment.
- The Pemberton Hill neighborhood to the south can expand naturally across Pemberton Hill Road offering affordable single-family housing on the hilltop overlooking the forest.

Data Calculations

Total Acreage 82.1 Acres

Retail 348,925 sf

Low / Mid-Rise MF 708 Units

Professional Office 78,800 sf

Park / Open Space 2.0 Acres

Implementation

These are individual projects that would provide system upgrades and needed improvements to the South Trinity Forest District's existing and planned land use patterns.

ID #	Project	Location	Improvements	Project's cost
South Trinity Forest District				
STF 1	Lake June Road urban design	US Highway 175 to Jim Miller Road	Develop urban design enhancements along this stretch of Lake June Road to encourage pedestrian use and improve the traffic environment	$3,877,000
STF 2	Pemberton Hill Road expansion and urban design	Lake June Road to South Loop 12	Develop urban design enhancements tied to the Pemberton Hill Road expansion to encourage pedestrian use and improve the traffic environment	$5,042,000
STF 3	Dowdy Ferry Road urban design	IH-20 to Midland Street	Develop urban design enhancements along this stretch of Dowdy Ferry Road to encourage pedestrian use and improve the traffic environment	$6,164,000
STF 4	Pedestrian access master plan	Throughout district	District wide study regarding pedestrian access limitations and opportunities	$250,000+/-
STF 5	DART stations - support location of stations	At Lake June Road and US Highway 175 and at Buckner Boulevard and US Highway 175	City support for regional transportation project	NA
STF 6	DART stations - station area plans	Approximately a quarter-mile radius from each transit station	Finalize station area plans for the DART light rail stations at Lake June and at Buckner Boulevard	$300,000+/-
STF 7	DART stations - infrastructure needs, zoning ordinance review, pedestrian trails, etc.	Approximately a quarter-mile radius from each transit station	Identified infrastructure improvements, zoning needs, and amenities around planned light rail stations	NA
STF 8	Trail connections to transit stations	From the Trinity River greenbelt and Lower White Rock Creek	Links trails either established or planned in the Trinity River greenbelt and Lower	NA

ID #	Project	Location	Improvements	Project's cost
South Trinity Forest District				
		Heritage District to the planned transit stations at Lake June Road and Buckner Boulevard	White Rock Creek Heritage District to planned regional mass transit projects	
Total, South Trinity Forest District				$15,633,000

I-45 Gateway District

Location

The I-45 Gateway District is generally bounded by Overton Road and SH 130 on the north; the Trinity River on the east; the Dallas city limits and IH-20 on the south; and the Union Pacific Railroad track and Illinois Avenue on the west.

Assessment

For decades, the I-45 Gateway District has served as the main routes for both vehicular and rail commerce from the Gulf Coast to Dallas, and its development activity has catered to this relationship. This major employment center contrasts with the other two notable parts of this district: the historic Joppa neighborhood and the Great Trinity Forest.

- The I-45 Gateway District is made up of a mix of light industrial, heavy industrial, rail yard, landfill, and residential uses.
- The district is home to Joppa, one of the last historic Freedman's Towns in North Texas.
- Most of the development in this district is concentrated along the old SH 310 highway corridor, while a lack of frontage roads has suppressed development along IH-45 and IH-20.
- Despite the lack of frontage roads, the district enjoys good rail and highway access.
- Much of the district's eastern boundary borders the Great Trinity Forest.

Stakeholder Input

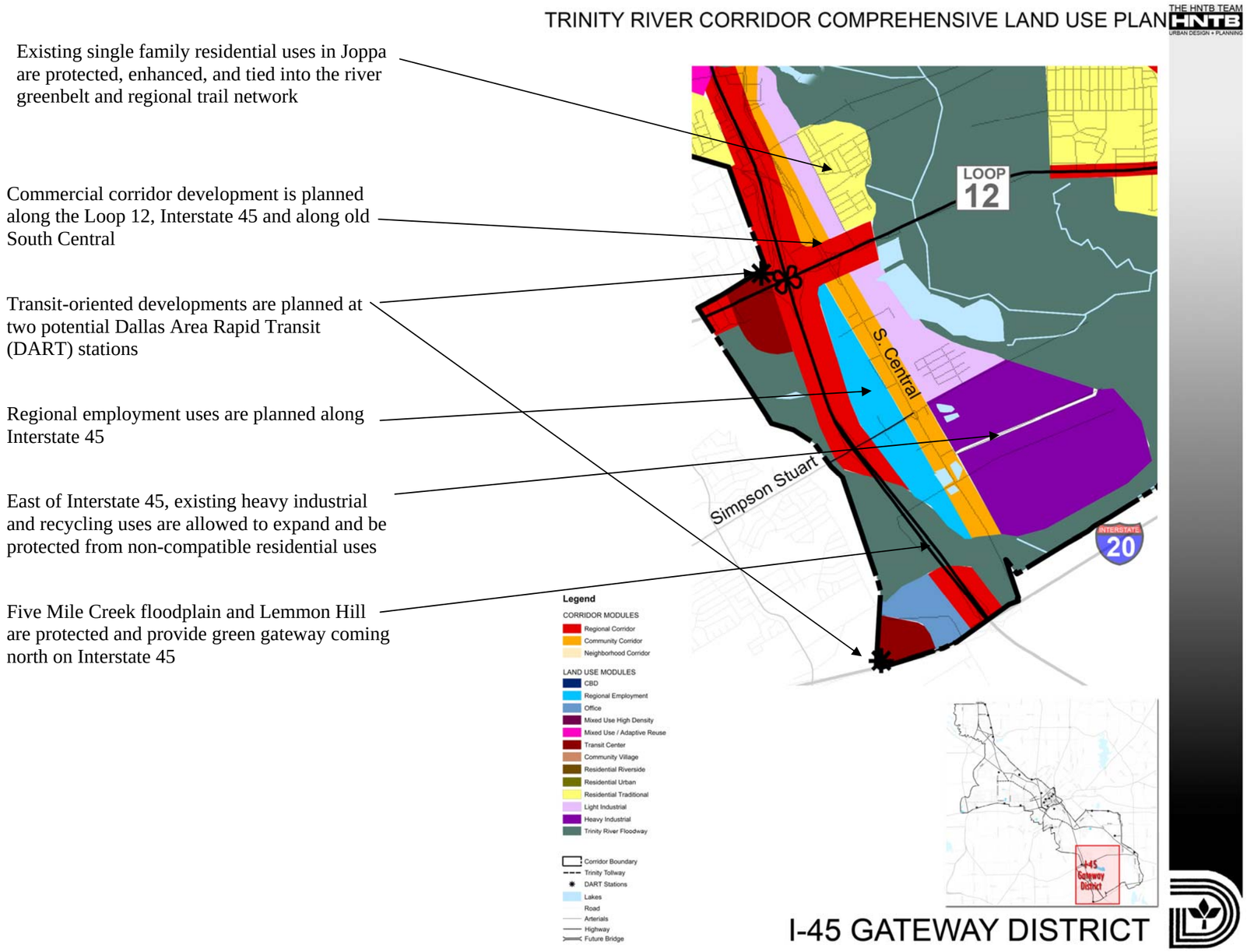
Stakeholders who participated in meetings for this district clearly valued the three diverse assets in the district today: Joppa, the Great Trinity

Forest, and the economic base. Many of their comments supported planning and investment that would improve the quality of life for Joppa residents by better buffering between the neighborhood and its industrial neighbors. Joppa residents also want to benefit from enhancements to the Great Trinity Forest that give them additional recreational assets and support ecotourism in and near their community. Economic development for the southern sector of Dallas was also supported by stakeholders, and the addition of frontage roads to IH-45 was proposed as a way to support economic growth. Particular stakeholder suggestions are noted below.

- Residential traditional module for the Joppa neighborhood should include only single family housing units and neighborhood serving retail
- There should be no multi-family units in Joppa residential module
- Transitions are needed between different uses - need buffer between industrial area and Joppa
- Future vision of district does not include railroad switching yard next to Joppa community
- Eliminate junk yards in district along transportation corridors for better land uses such as business parks
- Frontage roads are needed along IH-45 to attract economic development
- City should construct an open air concert area on Lemmon Hill (section of city-owned property at IH-45, JJ Lemon, and SH 310); open air concert area would be comparable to Tanglewood development used by Boston Pops overlooking river
- Lemmon Hill is on Dallas County's Open Space list
- Office campus land uses at IH-20 and IH-45 intersection are desirable

Preferred Land Use Plan

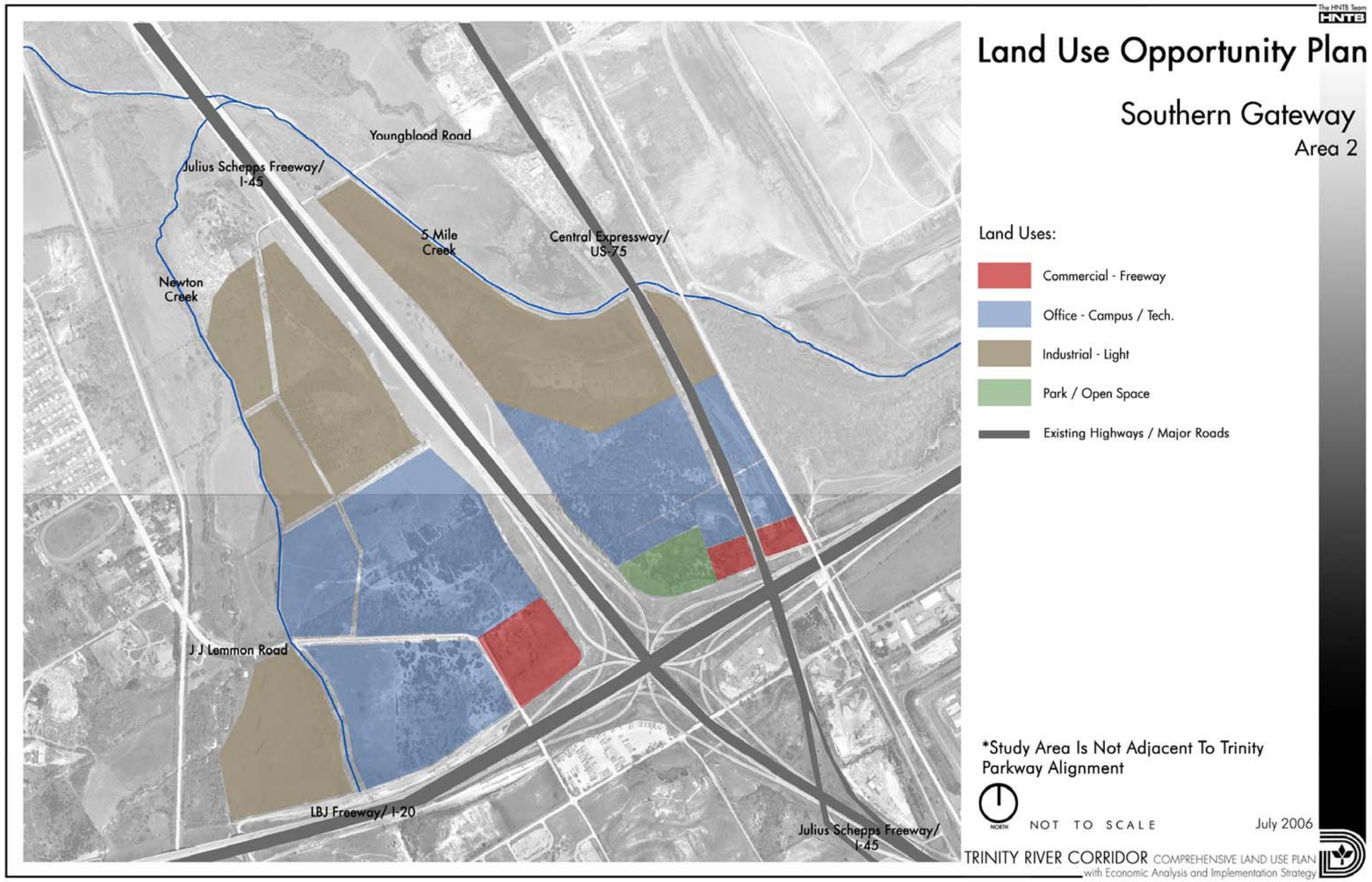
The preferred land use plan for this district combines quality of life enhancements with successful economic development. The Joppa neighborhood is protected and supported in this plan. Its preferred land use reflects a Neighborhood Traditional character, without the mix of multi-family and non-residential uses that could occur where this land use module is applied elsewhere in the corridor. Improved locations for higher-value economic activities are shown south of Loop 12 and additional commercial uses can locate along IH-45 and Loop 12. Recreational and open space amenities should be connected to the neighborhood and should provide additional business and employment opportunities for area residents.



Study Area 2: Southern Gateway

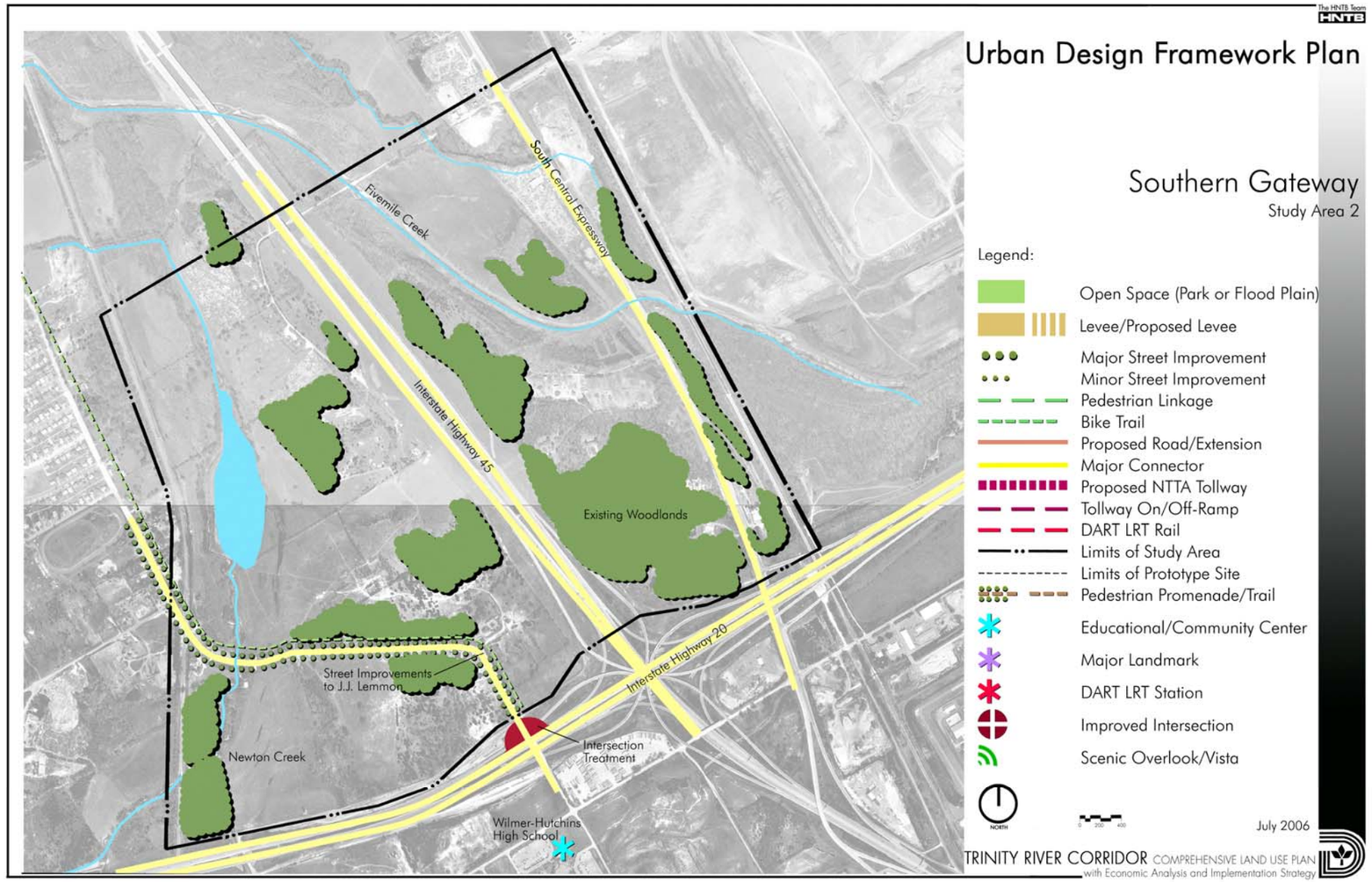
The Southern Gateway Study Area is located on the northerly side of the LBJ Freeway (Interstate 20). Most of the area is situated between Newton Creek to the southeast and Five Mile Creek to the northwest. The study area contains approximately 380 acres.

The study area is a strategically-located area that is largely undeveloped. Although very visible from IH-20, the area has some access constraints. The plans for this area will create a new regional employment district that is served by the region's major transportation routes and provides new job opportunities for southern sector residents. The Land Use Opportunity Plan for the area provides for a mix of uses that change with distance from the interchange of IH-20 and IH-45. Commercial – Freeway uses are anticipated closest to the interchange. Areas planned for Office – Campus/Tech on both sides of IH-45 should be the central core of the new employment center. Properties furthest from the interchange are planned for Industrial – Light.



5. Trinity Corridor District Plans

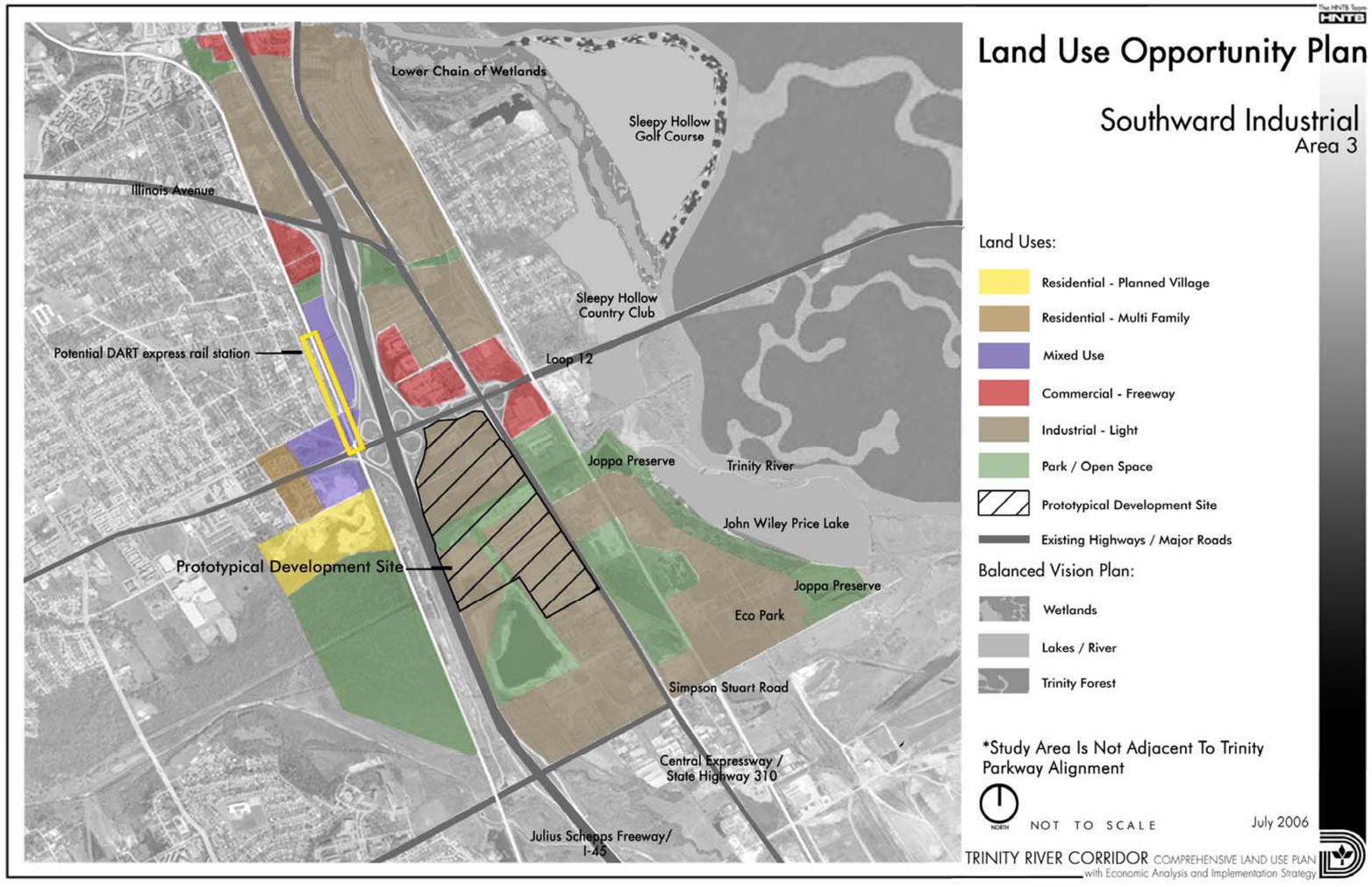
Planned urban design features for this study area include landscaping and other street improvements along J. J. Lemmon north of IH-20. Since this road will be the primary access point for the new employment areas, special intersection treatments will provide an identity and mark that intersection as a gateway to the new business areas. The campus style of development expected here will benefit from the existing stands of trees in the area, and should be designed to retain these as part of the development plan.



Study Area 3: Southward Industrial

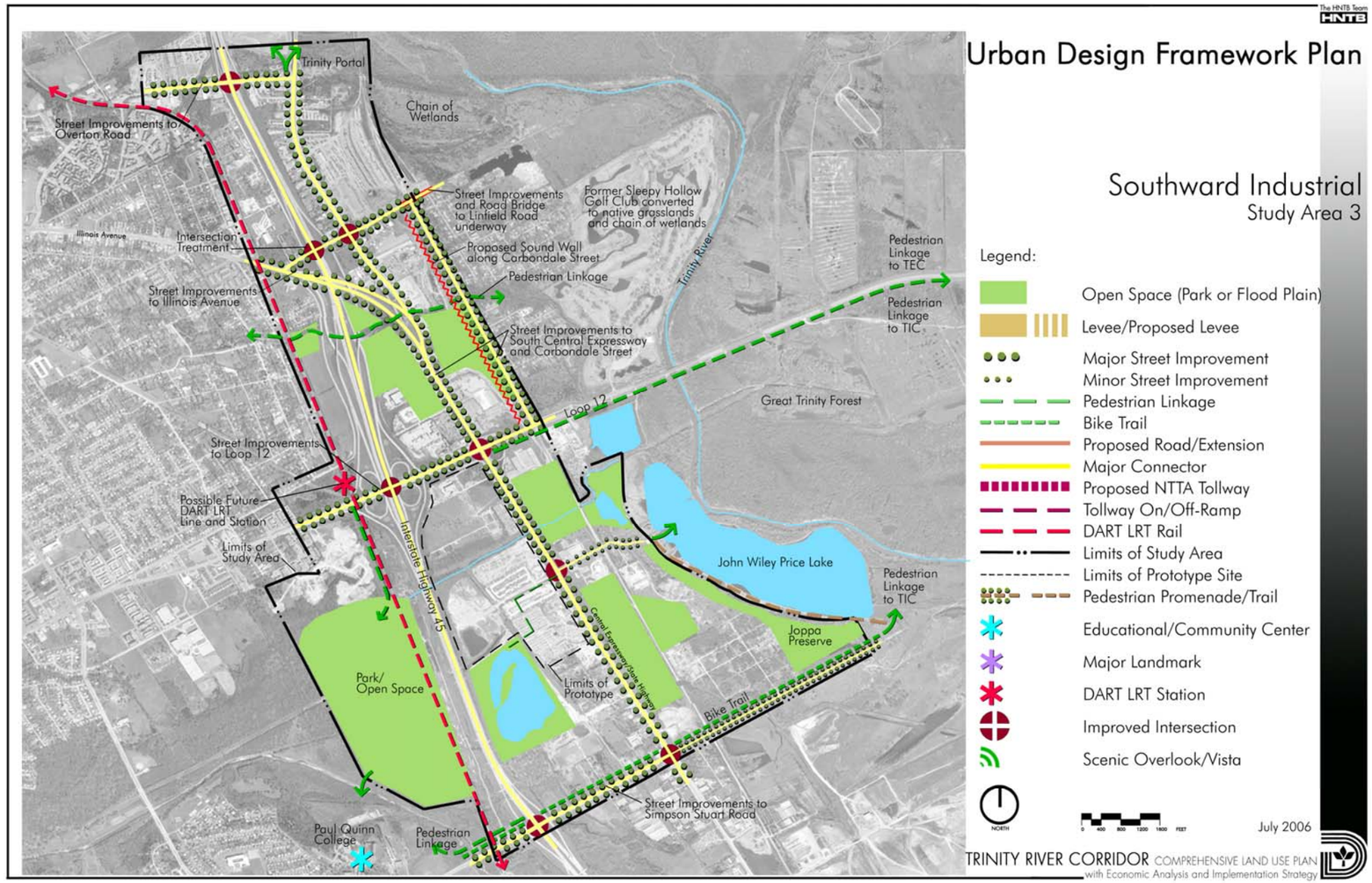
At approximately 1,550 acres in size, this is one of the largest study areas within the Trinity River Corridor. It surrounds the intersection of IH-45 and Loop 12. To the south, it extends to Simpson Stuart Road. On the north, the study area extends to approximately Overton Road. Much of the area today is undeveloped or used by a variety of industrial operations.

This is a second area that has the potential to become a significant regional employment center. A substantial part of this area is in the floodplain, and is planned for park and open space uses in the future. These open space areas include the Joppa Preserve on the easterly edge of the study area. The majority of the study area is planned for Industrial – Light uses. The City of Dallas Eco-Park is located in this area; other similar industrial and business uses here could further efforts to create jobs in fields such as renewable resources. The development that could occur here is illustrated by the I-45 Industrial Park Prototype Site. Properties along Loop 12 are designated for Commercial – Freeway activities; some ecotourism businesses might locate here to benefit from proximity to the nearby Trinity Audubon Center. On the westerly side of IH-45 just north of Loop 12, a potential site has been identified for a DART express rail station. Land uses planned near this potential station include Mixed Use and Residential – Planned Village, both development patterns that can create walkable and transit-oriented communities near this potential station.



5. Trinity Corridor District Plans

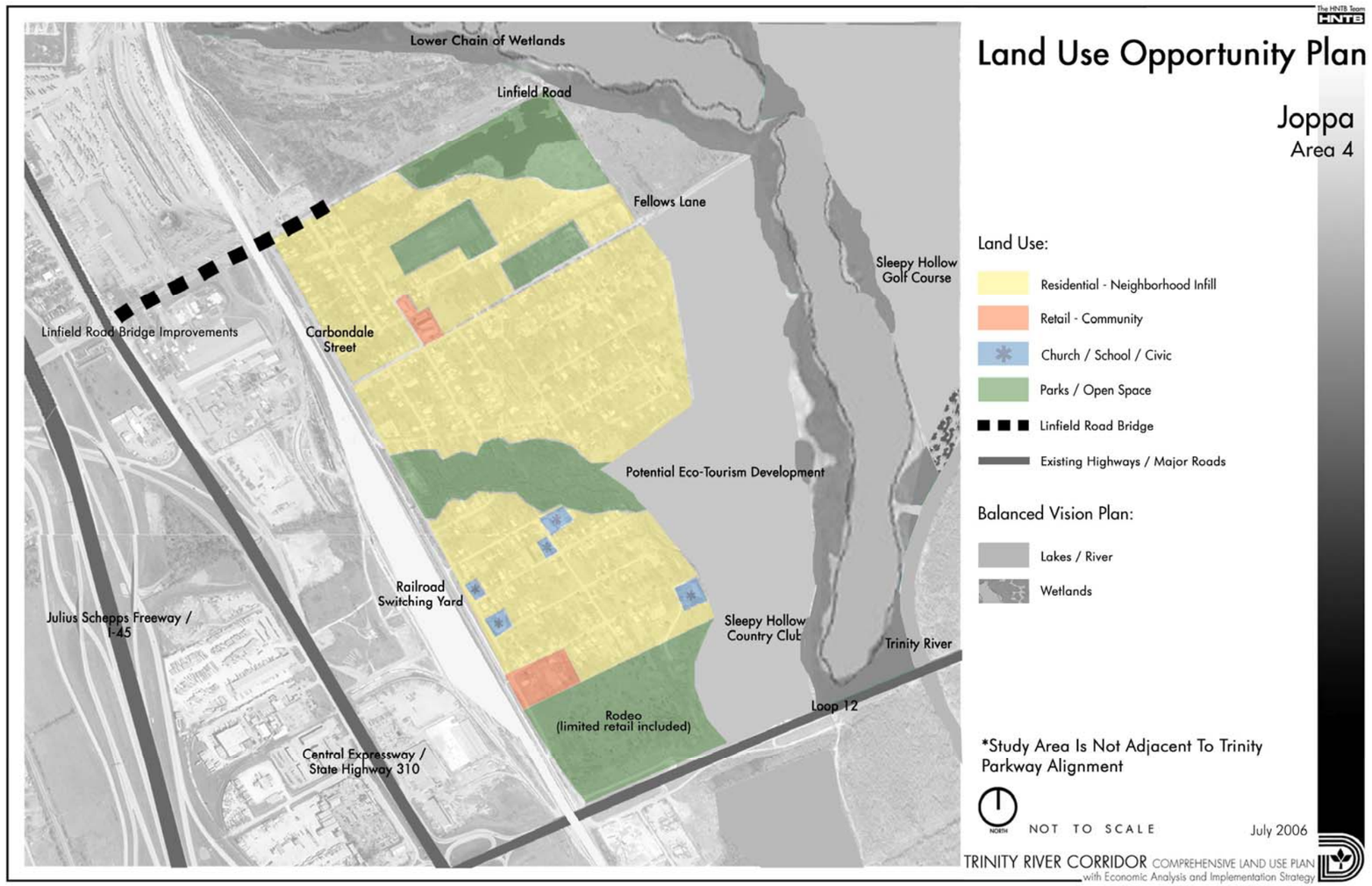
The Urban Design Framework Plan for this study area shows significant improvements to the transportation system, with designs that create an identity and an appealing route for pedestrians as well as vehicles. The study area includes a network of trails that link to major Trinity River Corridor destinations. Finally, an important Trinity portal is envisioned at the northerly end of this study area, where Overton Road and South Central Expressway intersect. This portal will provide access to the Chain of Wetlands within the corridor and to the trails and nature observation areas around the wetlands.



Study Area 4: Joppa

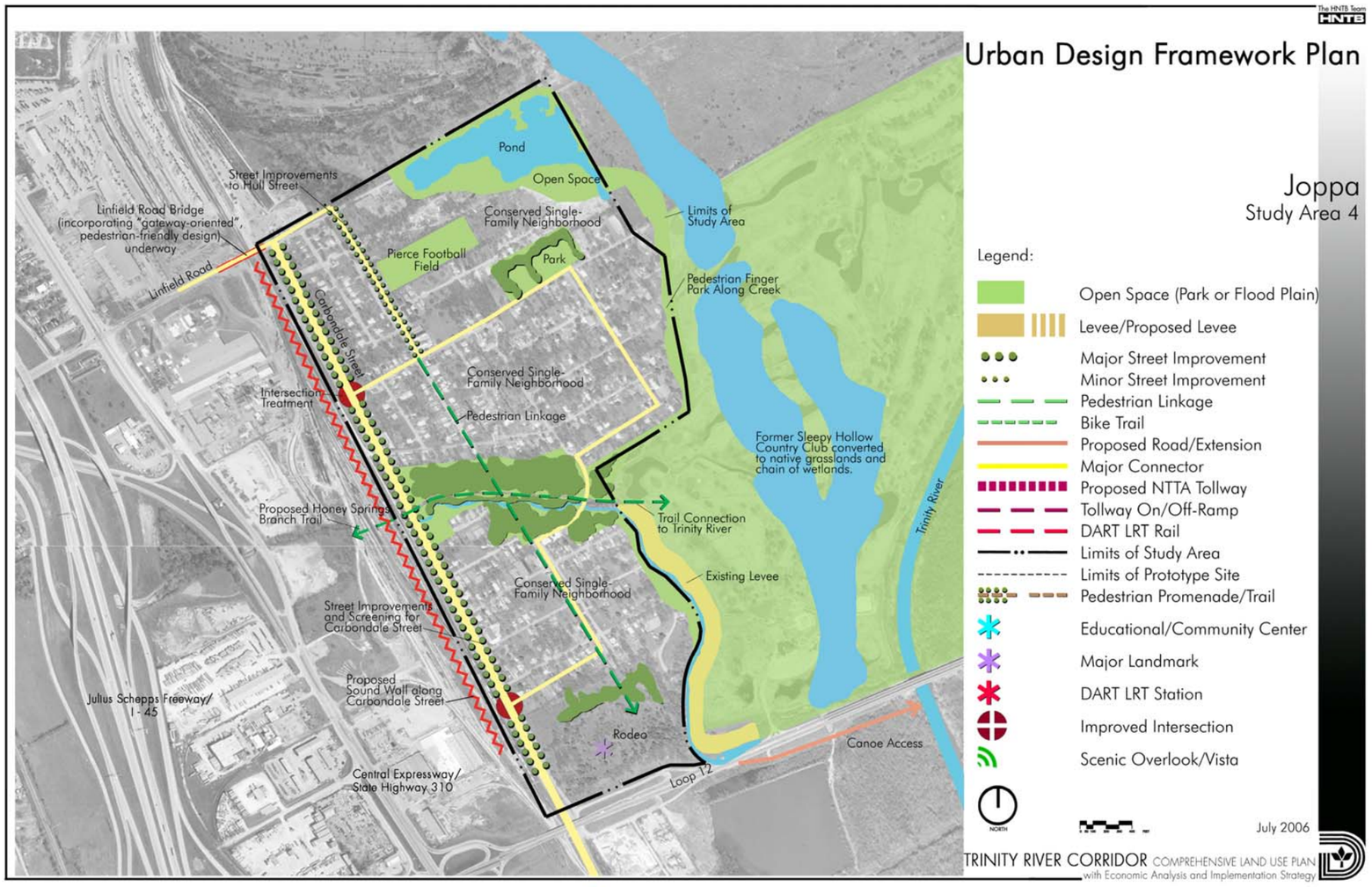
The Joppa Study Area is immediately adjacent to the Southward Industrial Study Area. The 200 acre study area includes the historic Joppa neighborhood, one of Dallas' oldest Freedman's Towns. The study area is between Linfield Road and Loop 12, adjacent to the Union Pacific railroad switching yard.

The highest priority for future land use in this area is support for the neighborhood's maintenance and revitalization. Most of the land in this area is planned for Residential - Neighborhood Infill uses. Parks / Open Space designations indicate important natural areas. These are important to the community because stakeholders hope to use the Trinity's hiking trails, wetlands and other features to attract new people to the area. The northeasterly quadrant of Loop 12 and Carbondale Street is planned for a special open space and tourism use – a Rodeo site that will continue a long-standing neighborhood tradition and create a new asset for recreation and tourism in the Joppa community. Within the Joppa neighborhood itself, selected sites are designated for Retail – Community and Church / School / Civic use.



5. Trinity Corridor District Plans

The primary urban design features in the Urban Design Framework Plan for this area reflect the objectives of area residents and stakeholders. First, improvements along Carbondale Street will both enhance its image and buffer the neighborhood from the impacts of the railroad switching yard to the west. Street improvements, landscaping and a sound wall will improve this edge of the Joppa neighborhood and greatly enhance the entrance to the neighborhood. The second design feature emphasized for this study area is a network of trails that connect this neighborhood to the Trinity River open space areas.



I-45 Industrial Park Prototype Site

Significance

Through citizen input and city staff discussions, the area between Interstate 45 and SH 310 south of South Loop 12 was identified as a Regional Employment Module in the Trinity River Corridor Preferred Land Use Plan. This area has the potential to provide an economic balance to the city if the area's aesthetic appeal, economic direction, drainage issues, and nearby neighborhood stability can be addressed.

Surrounding Influences

Listed below are several local influences that will have direct and indirect impacts on the success of the I-45 Industrial Park:

- Aging intermodal rail facility northeast of South Loop 12 and SH 310 being relocated south to the planned Dallas Agile Port facility along IH-45 in Wilmer-Hutchins
- Heavy industrial activities identified in the Preferred Land Use Plan to the southeast of the I-45 Industrial Park to provide in-city site for such uses, and complement McCommas Bluff landfill activities
- Potential for McCommas Bluff landfill and neighboring land to the north to be transformed into an university-sponsored environmental / recycling research center
- The historic Joppa 'Freedman's Town is located to the northeast
- Economic potential along two regional highway corridors – Interstate 45 and South Loop 12
- Potential for a Dallas Area Rapid Transit future rail line and transit station near the northwest corner of IH-45 and South Loop 12
- Two existing freight lines running through the area
- Southern Dallas gateway into city and area coming north from Houston along IH-45
- Three-mile proximity to Paul Quinn College and the Veteran's Administration Medical Center
- Planned county-wide trail connections along Five Mile Creek to John Wiley Price Lake (Lemmon Lake) and the Trinity River trails
- Planned county-wide trail connections along Honey Springs Branch into nearby Joppa community

Implementation initiatives to foster growth and development

South Loop 12 streetscaping and gateway treatments

Pedestrian access master plan

Five Mile Creek drainage study

SH 310 streetscaping to enhance area's overall appearance

Consider establishing site as a tax increment finance district

Development Concept

A planned industrial park focused on serving trucking operations (distribution centers, freight terminal activities, etc.) and technology companies (high-tech manufacturing and distribution), such as those uses moving out of the West Trinity Industrial District and typically lost by the City of Dallas to suburban cities.

Public Investment as Stimulus to Development

- Loop 12 streetscaping / beautification - emphasis on image as "Gateway to Business Corridor".
- Limited modifications at IH-45 southbound ramps to Loop 12.

Rationale

- IH-45 is a vital north-south corridor for trucking activity with its free flowing, non-congested condition and its "through-route" status from IH-35 to IH-20 and south.
- Full "cloverleaf interchange" in place at Loop 12 and IH-45.
- The development concept shown could be repeated on the southeast corner of Loop 12 and IH-45 and in the "Southern Gateway" area at IH-20 and IH-45.
- There is a strategic "linkage" between this potential development and the future use of Redbird Airport for distribution activities.

Data Calculations

Total Acreage 154.8 Acres

Office/Flex/Tech 287,000 sf

Industrial 2,130,000 sf

Implementation

The individual projects listed below were identified to help direct and reposition these land uses by providing needed improvements and system upgrades in the I-45 Gateway District.

ID #	Project	Location	Improvements	Project's cost
I-45 District				
IH 1	SH 310 urban design and streetscape	IH-20 to South Loop 12	Enhancements along this stretch of SH 310 will build on the improvements made to the roadway north of South Loop 12	$19,232,000
IH 2	SH 310 streetscape	South Loop 12 to Trinity River bridge	Pedestrian-friendly enhancements along this stretch of SH 310 will build on the improvements made to the roadway's median and crosswalks	$9,701,070
IH 3	City support for potential phase II DART rail line and stations	In possible locations along an existing railroad track - at northwest corner of South Loop 12 and IH-45 and at J.J. Lemmon Road at IH-20	The City of Dallas should work with the regional transportation agencies to study these sites as potential light rail or commuter rail stations	NA
IH 4	DART stations (potential) - station area plans	Approximately a quarter-mile radius from identified light rail / commuter rail station	City support for long-range plan	$300,000+/-
IH 5	DART stations (potential) - infrastructure needs, zoning ordinance review, pedestrian trails, etc.	Approximately a quarter-mile radius from identified light rail / commuter rail station	Identified infrastructure improvements, zoning needs, and amenities around potential light rail / commuter rail stations	NA
IH 6	Heritage road extension	From Moore Park / Cadillac Heights on the north to Joppa / J.W. Price Lake on the south	Development of a roadway and trail corridor linking Dallas' historical riverside communities through a mix of parkways (open areas) and urban streets (developed areas)	NA
IH 7	Linfield Road bridge improvements with	SH 310 to Carbondale	The new Linfield Road bridge will provide	$516,070

ID #	Project	Location	Improvements	Project's cost
I-45 District				
	pedestrian sidewalks	Road	uninterrupted access into the Joppa community for both vehicles and pedestrians	
IH 8	Pedestrian access master plan	Throughout district	District wide study regarding pedestrian access limitations and opportunities	$250,000+/-
IH 9	Drainage study	Along the IH-45 and SH 310 corridors in the Five Mile Creek floodplain	City supported study to identify existing floodplain, questionable fill areas, and land for potential development	$1,000,000+/-
IH 10	Trinity River overlooks	At key sites where major improvements are planned (bridges, chain of wetlands, lakes) and community recognized view sheds	Establish overlooks with vehicular parking and trail connections along the Trinity River greenbelt	$400,000+/-
IH 11	IH-45 / SH 310 Corridor TIF (redevelopment authority)	Potential area for a tax increment financing district(s) that could include areas along the IH-45 and SH 310 corridors from the Trinity River on the north to IH-20 on the south	City supported study to consider this section of the city as a potential tax increment financing district to help finance improvements in roads, water, sewer, environmental cleanup, and the establishment of a redevelopment authority	NA
Total, I-45 District				$31,399,140

North Trinity Forest District

Location

The North Trinity Forest District is one of two districts that include both sides of the Trinity River. Generally bounded by IH-35E / IH-30 on the west and northwest; a combination of S.M. Wright Freeway, Pine Street, and Scyene Road on the north and northeast; a combination of White Rock Creek, the Trinity River, SH 130, and Overton Road on the east and southeast; and on the southwest a combination of Illinois Avenue, Bonnie View Road, Morrell Street, Corinth Street, Clarendon Drive, and Ewing Street.

Assessment

The North Trinity Forest District will serve as a primary gateway into the Great Trinity Forest and other parts of the Trinity River Corridor. The greenbelt through this district not only serves as a northern gateway into the river woodlands but also brings together communities on both sides of the river with a shared amenity.

- Passive recreational activities such as hiking, bird watching, and canoeing are strong attractions along the river corridor in this district.
- Existing uses along the river corridor include heavy industrial, a wastewater treatment plant, and residential communities.
- The Trinity Parkway and extensions of the levee system provides the potential for opening up areas (such as the South Lamar Industrial District) to a new generation of development opportunities.

Stakeholder Input

Stakeholders from the district felt strongly that new development should not displace existing homeowners in the district's neighborhoods. They felt it was very important that new development should benefit existing residents, in terms of job creation, business opportunity, retail availability and enhanced neighborhood character.

- DO NOT want homeowners displaced by new development
- No overdevelopment – want balance; development should include large companies balanced with smaller ones, which are owned by people in community
- Prefer high density development to be located closer to river and downtown
- Heavy industrial area should not be adjacent to residential area
- Existing heavy industrial uses should be encouraged to relocate either north to the Elm Fork District or south to the I-45 Gateway District, where residential development is sparse.
- Mixed-use development (retail, office, residential) is appropriate – without industrial uses
- New development should create jobs for community residents
- Need quality retail in community
- Need banks in community
- No high rise condominiums in North Trinity Forest District (South Dallas)

Preferred Land Use Plan

The Preferred Land Use Plan supports and retains the existing neighborhoods of Skyline Heights, Magna Vista, Rochester Park, Forest Heights, the Ideal Neighborhood and the Tenth Street Historic District. The Residential Traditional land use module is used to support these communities. The Mixed Use – Adaptive Reuse module indicates areas where the pattern of existing uses is expected to change and a new type of development is anticipated. These include the Cadillac Heights neighborhood and the South Lamar Industrial area. A significant new retail opportunity is shown by the Regional Center designation at the point where the future Trinity Parkway and IH-45 intersect. The South Lamar Center Prototype illustrates the possibilities for this area.

Transit-oriented development is planned at Dallas Area Rapid Transit's station at Hatcher and Scyene Streets

Neighborhood commercial corridor development planned along Ervay, Lamar, and Martin Luther King, Jr. streets would support adjacent higher density residential uses

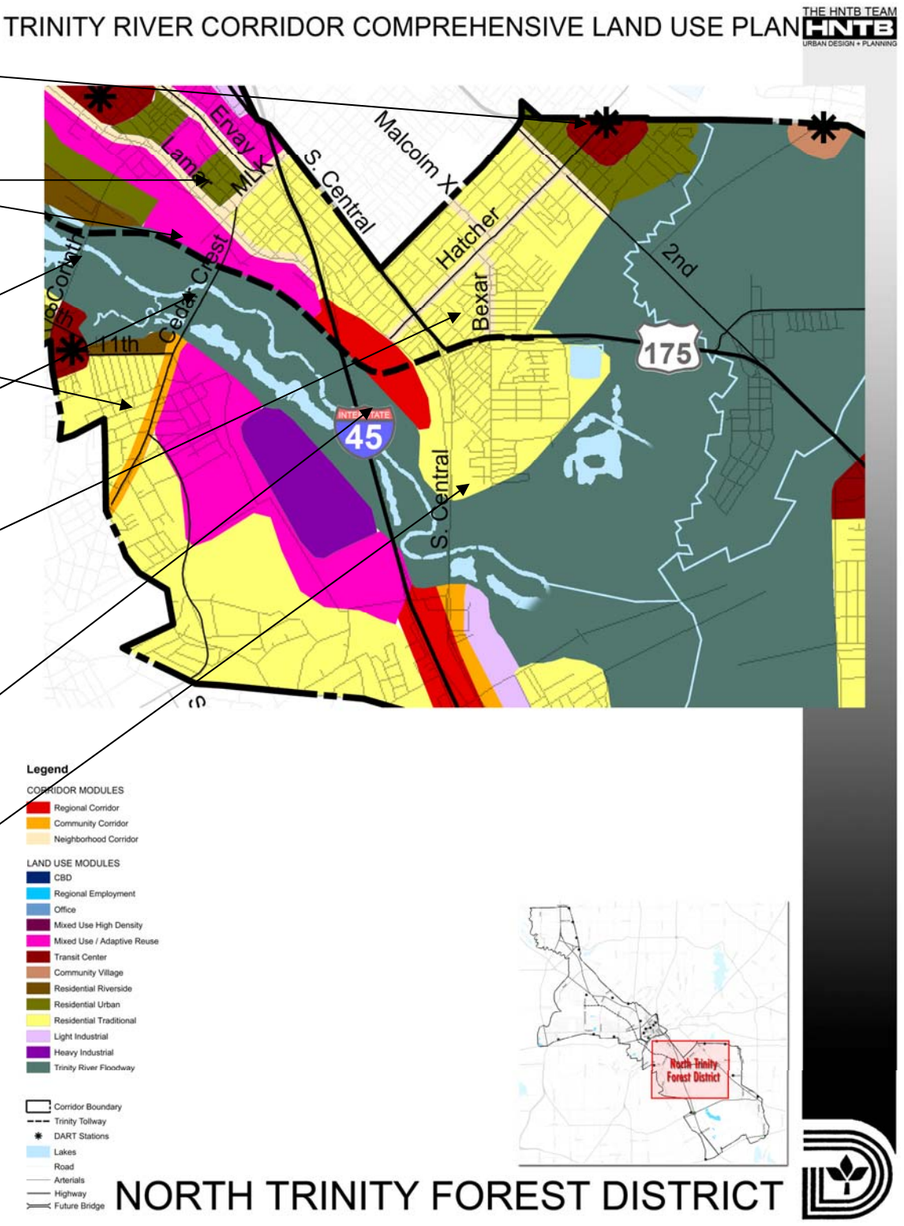
Higher density residential planned along riverfront ties into regional trail network

Mixed use and adaptive reuse planned along riverfront and connects into regional trail network

Neighborhood commercial corridor development planned along Hatcher, Bexar, and Malcolm X would support adjacent single family neighborhoods

Commercial corridor development is planned along the Trinity Parkway, Interstate 45 and along old South Central

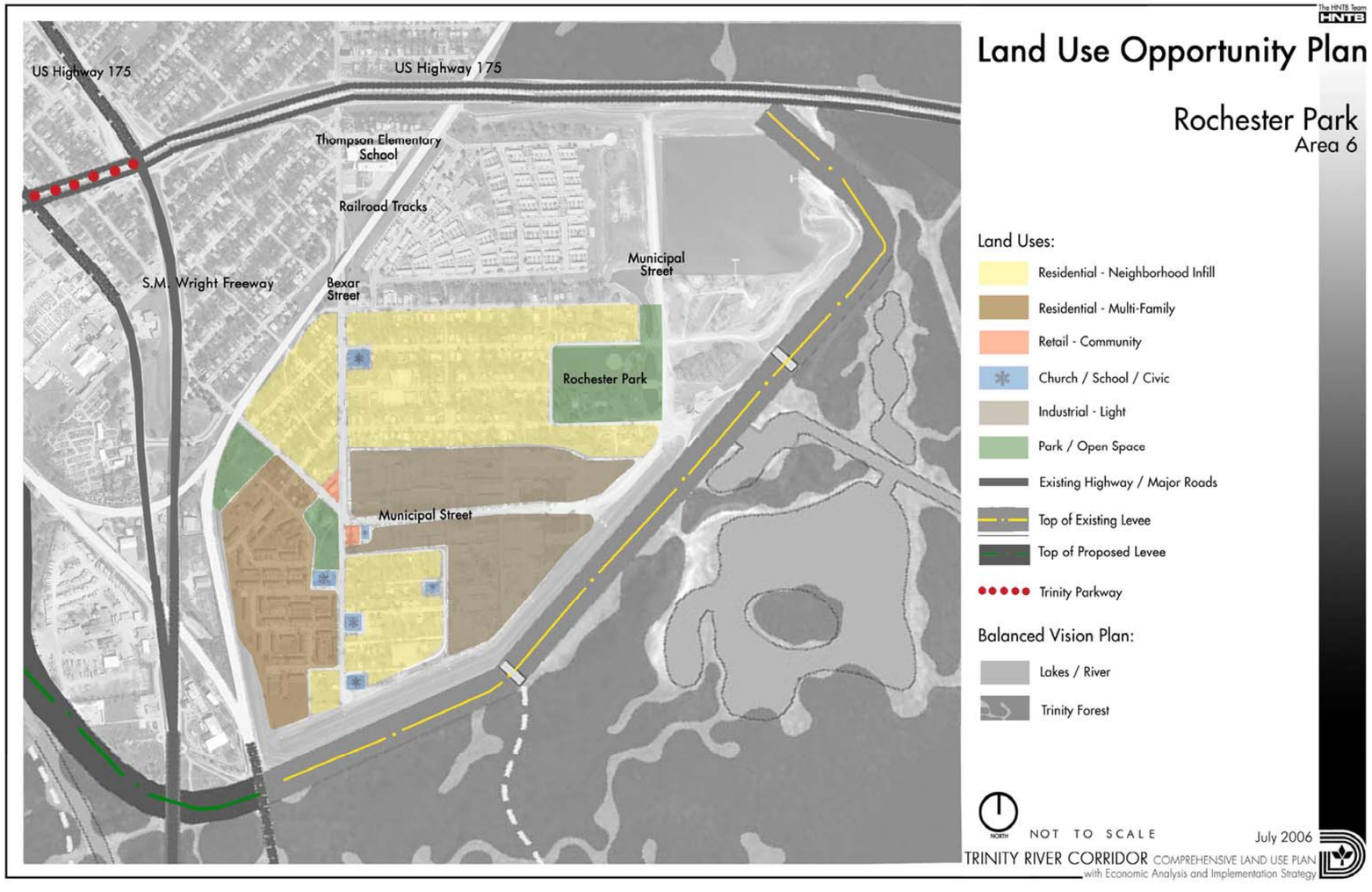
Existing single family residential uses are protected, enhanced, and tied into the river greenbelt and the regional trail network



Study Area 6: Rochester Park

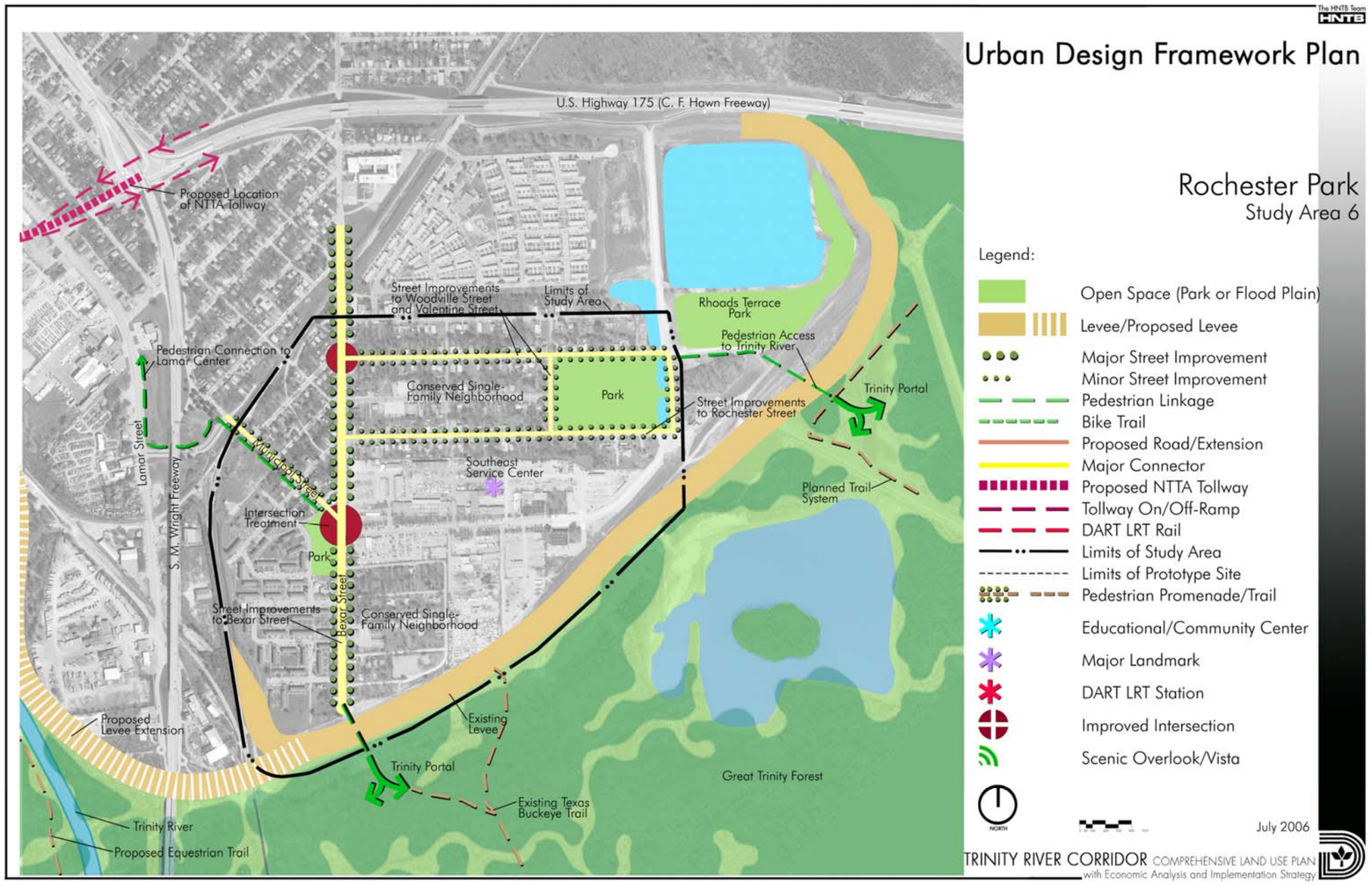
Rochester Park is a largely residential study area. Approximately 155 acres in size, it was formerly subject to flooding until levees were constructed to protect it in the 1990's. Rochester Park is located between the C. F. Hawn Freeway, SH 310 and the Trinity River. The City of Dallas Southeast Service Center and two Dallas Housing Authority developments are located in the Rochester Park Study Area.

The land use opportunity plan for Rochester Park reflects a continuation of the existing residential uses in this area. Much of the area is planned for Residential – Neighborhood Infill, which will strengthen the existing neighborhoods by adding new homes and filling the gaps in the community where lots are currently vacant. More intense Residential – Multi-Family land uses reflect the existing development intensity in parts of Rochester Park. The area's churches and public institutions are also shown.



5. Trinity Corridor District Plans

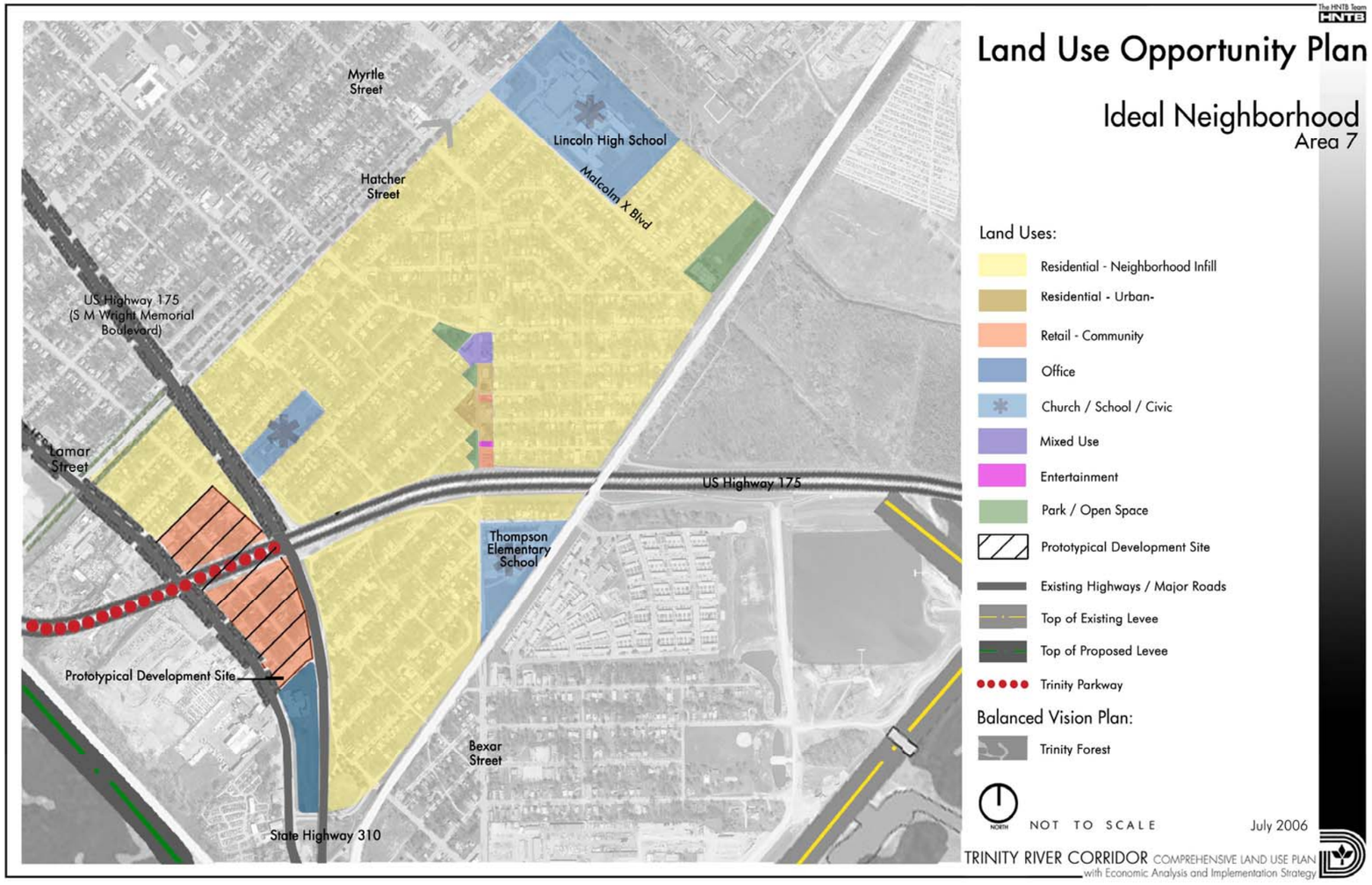
The plan proposes notable improvements in the area's urban design. Street improvements and landscaping are indicated along Bexar, Municipal, Rochester, Woodville and Valentine streets. Signature landscape improvements will also mark the intersections at Bexar and Municipal and at Bexar and Valentine. A trail system will connect neighborhood residents and visitors to the amenities of the Trinity River Corridor. Portals for access to the Trinity River will be located in two places: at the City of Dallas' Rochester Park (on the eastern edge of this neighborhood of the same name) and at the southern end of Bexar Street where trails connect to the Buckeye Trail.



Study Area 7: Ideal Neighborhood

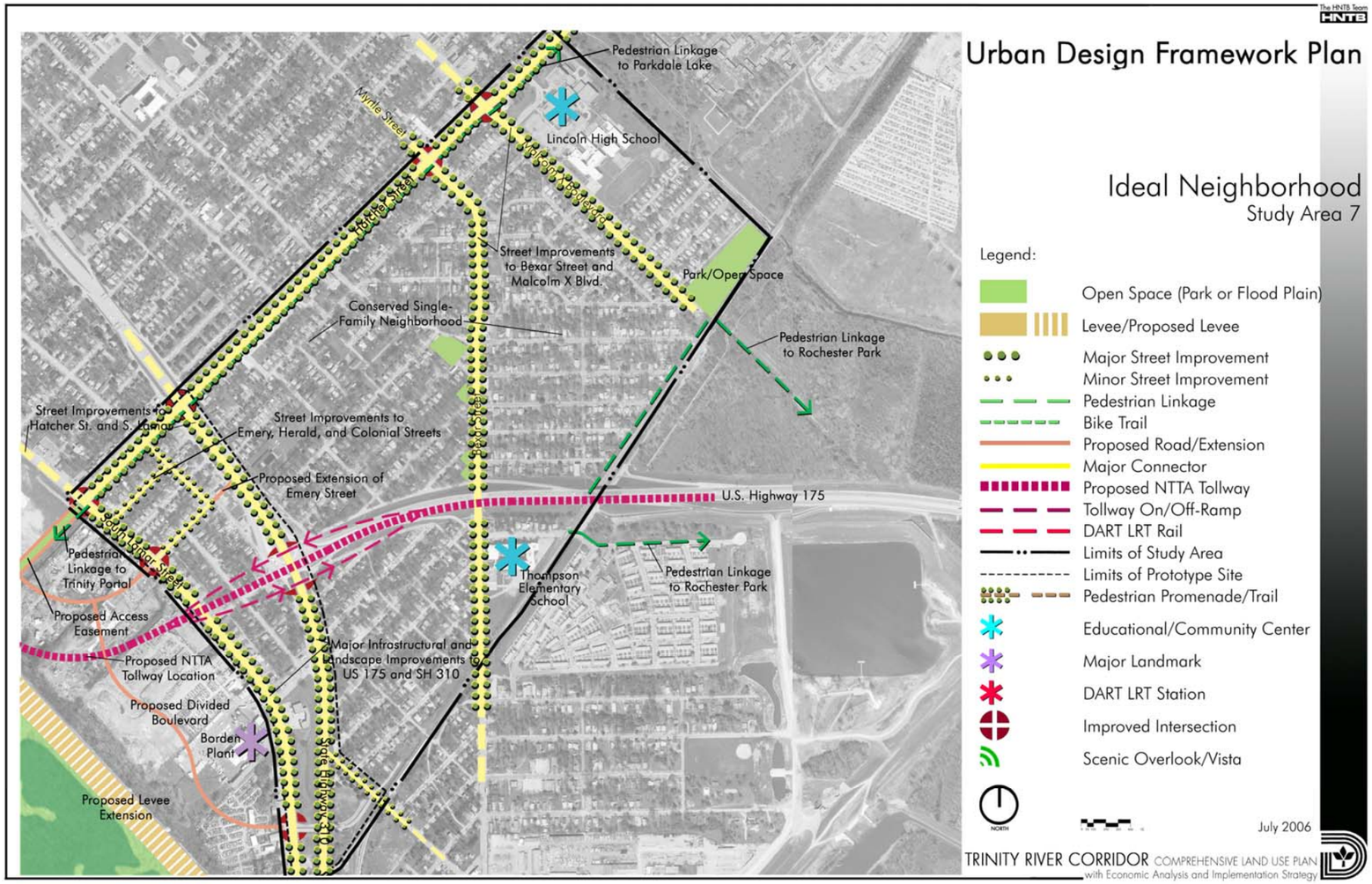
The Ideal Neighborhood Study Area is south of Hatcher Street; the study area includes the interchange of the S M Wright and C. F. Hawn Freeways. The study area is approximately 335 acres in size. Most of the study area is the Ideal Neighborhood itself. The residents and neighborhood leaders in this area have been very active in community development and revitalization. They believe it is essential that improvements to the Trinity River Corridor, particularly the Trinity Parkway, must be designed so they benefit area residents and do not create new barriers that divide the neighborhood.

The Land Use Opportunity Plan for this area retains the residential character of the study area, with the Residential – Neighborhood Infill designation indicating areas where the existing single family residential neighborhoods should be retained and enhanced. Small churches and other institutions are also reflected. A mix of more intense uses is planned along Bexar Street from U.S. 175 to Macon Street. This study area includes the southerly terminus of the Trinity Parkway, where it joins the existing U.S. 175. This interchange is the site for a significant new retail area, described below as the Lamar Center Prototype Site. Mixed use development is also expected south of this retail area and between U.S. 175 and S. H. 310.



5. Trinity Corridor District Plans

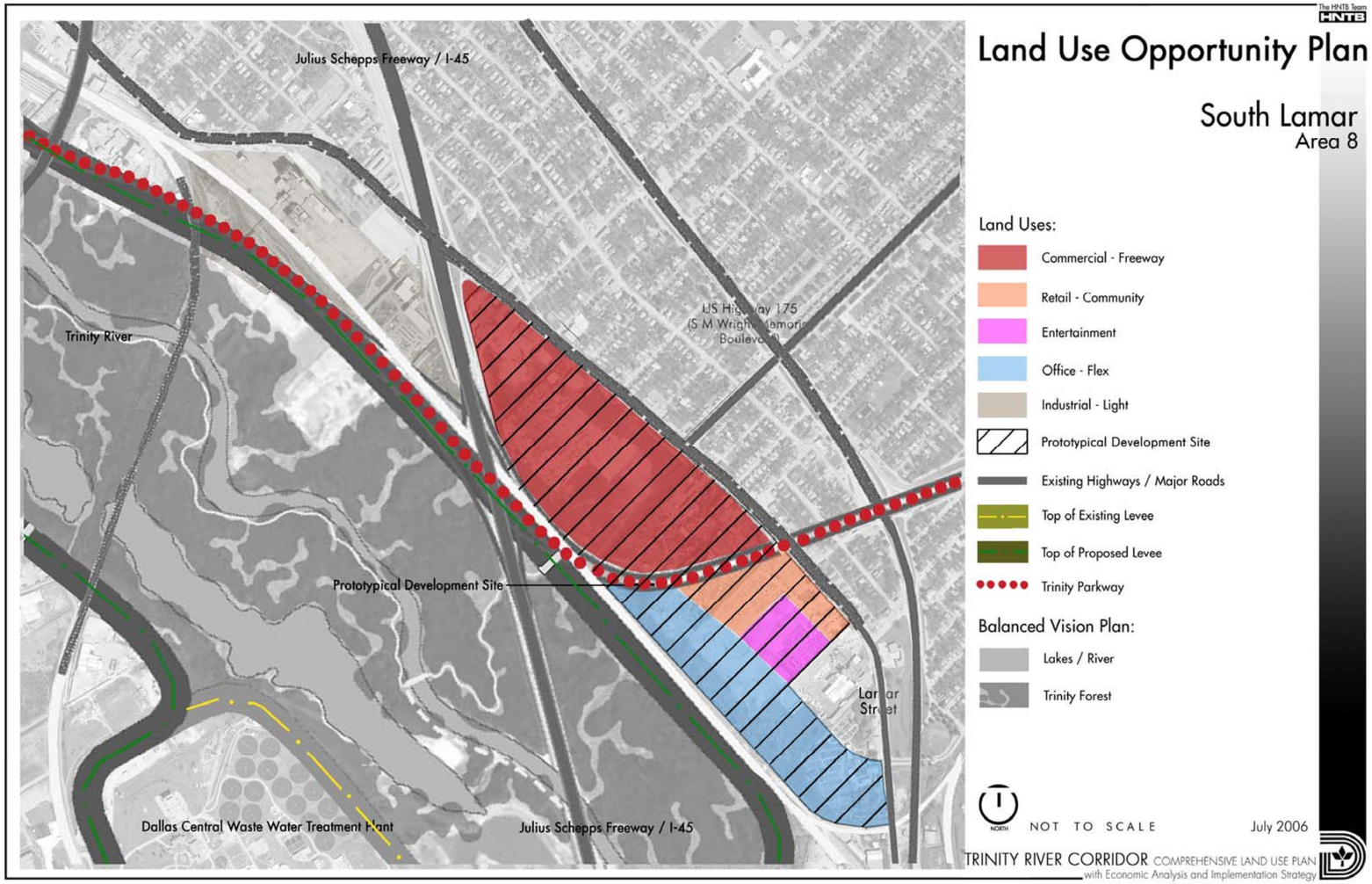
This plan retains the existing Ideal Neighborhood and enhances it with new urban design features. Street improvements, including landscaping and pedestrian amenities, are planned for the major roads in this study area: SH 310, U.S. 175, Bexar Street, Malcolm X Boulevard and Hatcher Street. The Lamar Center's urban design will make it an attractive place for visitors and area residents as well as a convenient shopping destination.



Study Area 8: South Lamar

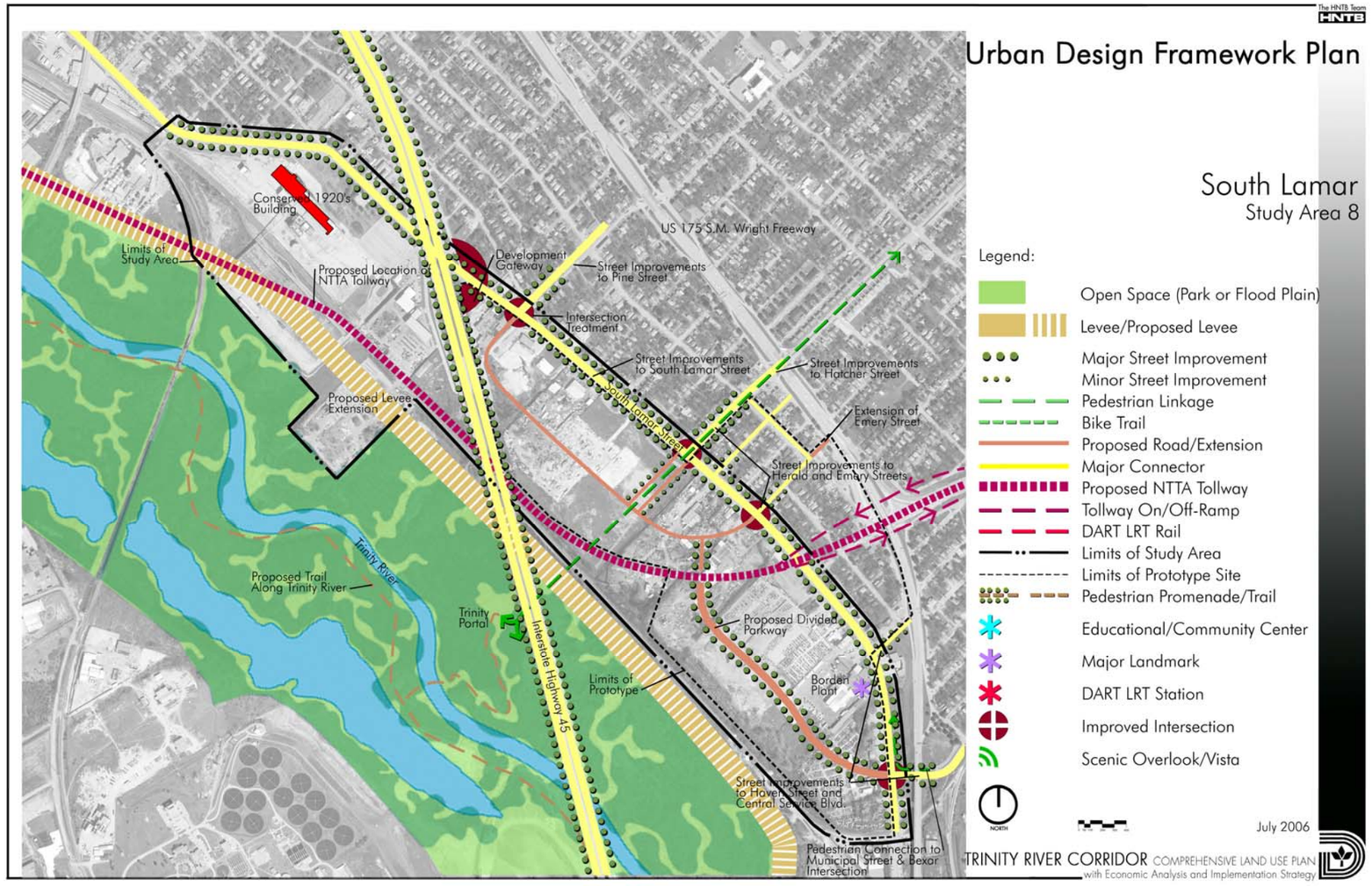
The South Lamar Study Area is located along the westerly side of S. M. Wright Freeway from the Trinity floodplain on the southeast to IH-45 on the northwest. These 165 acres are currently occupied by old industrial uses. Periodic flooding has reduced property owners' interest in new investment. Two of the major public investments for the Trinity affect this area. First, the levees will be extended to provide flood protection. Second, the Trinity Parkway will extend through this area. Part of the Lamar Center Prototype Site is located in this area.

The Land Use Opportunity Plan for this area focuses on non-residential uses that benefit from good transportation and offer the potential for economic development and revitalization. The part of the study area east of IH-45 and northerly of the future Trinity Parkway is planned for Commercial – Freeway development; this area is included in the Lamar Center. South of the future Parkway, uses include Entertainment, Retail – Community and Office – Flex.



5. Trinity Corridor District Plans

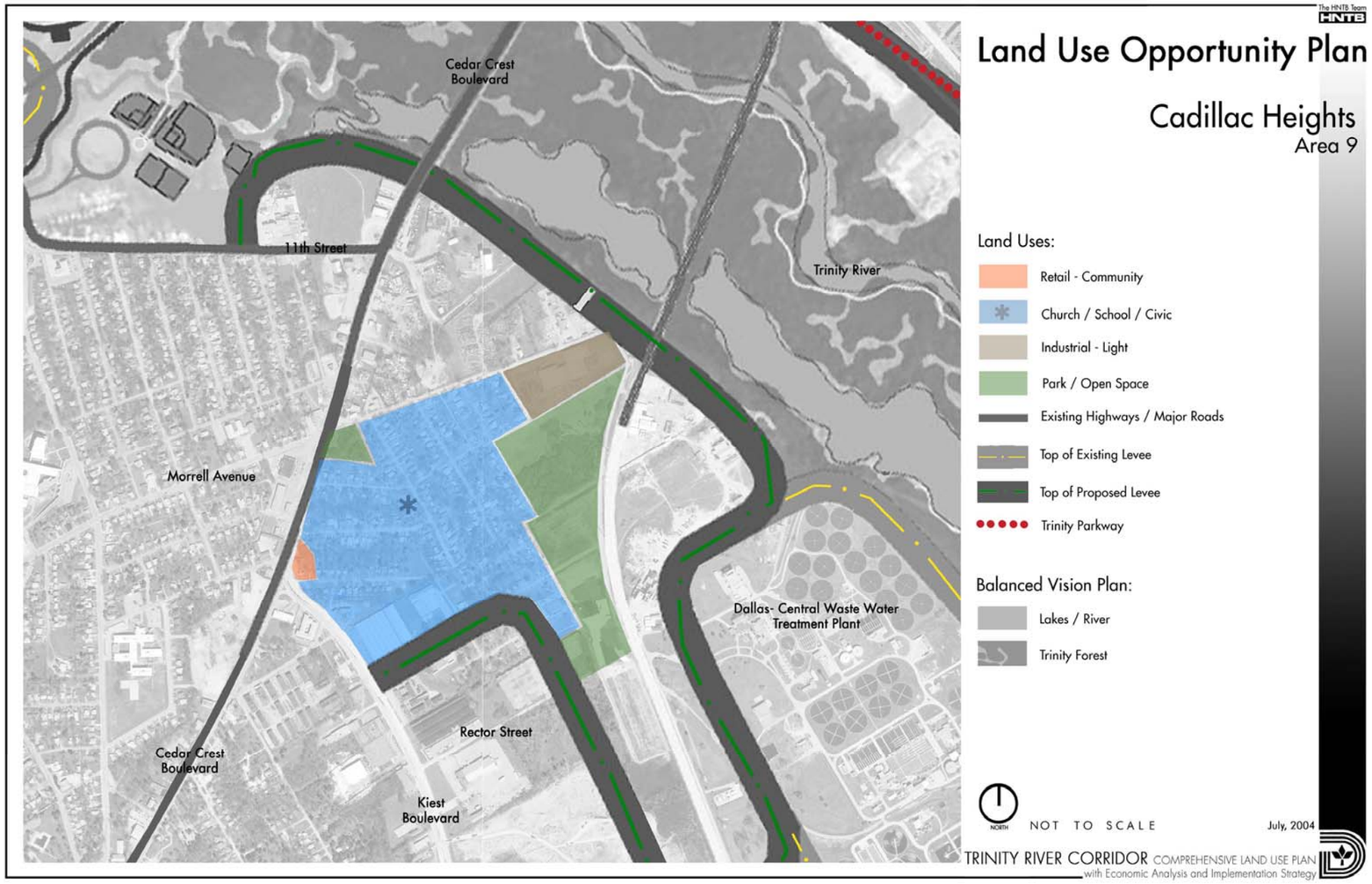
The Urban Design Framework Plan for South Lamar provides new roadways and streetscape improvements in the Lamar Center. In addition, a major gateway is planned at the interchange of IH-45 and South Lamar Street. A trail connection along Hatcher Street connects the neighborhoods to the east to a Trinity portal on the western edge of this study area.



Study Area 9: Cadillac Heights

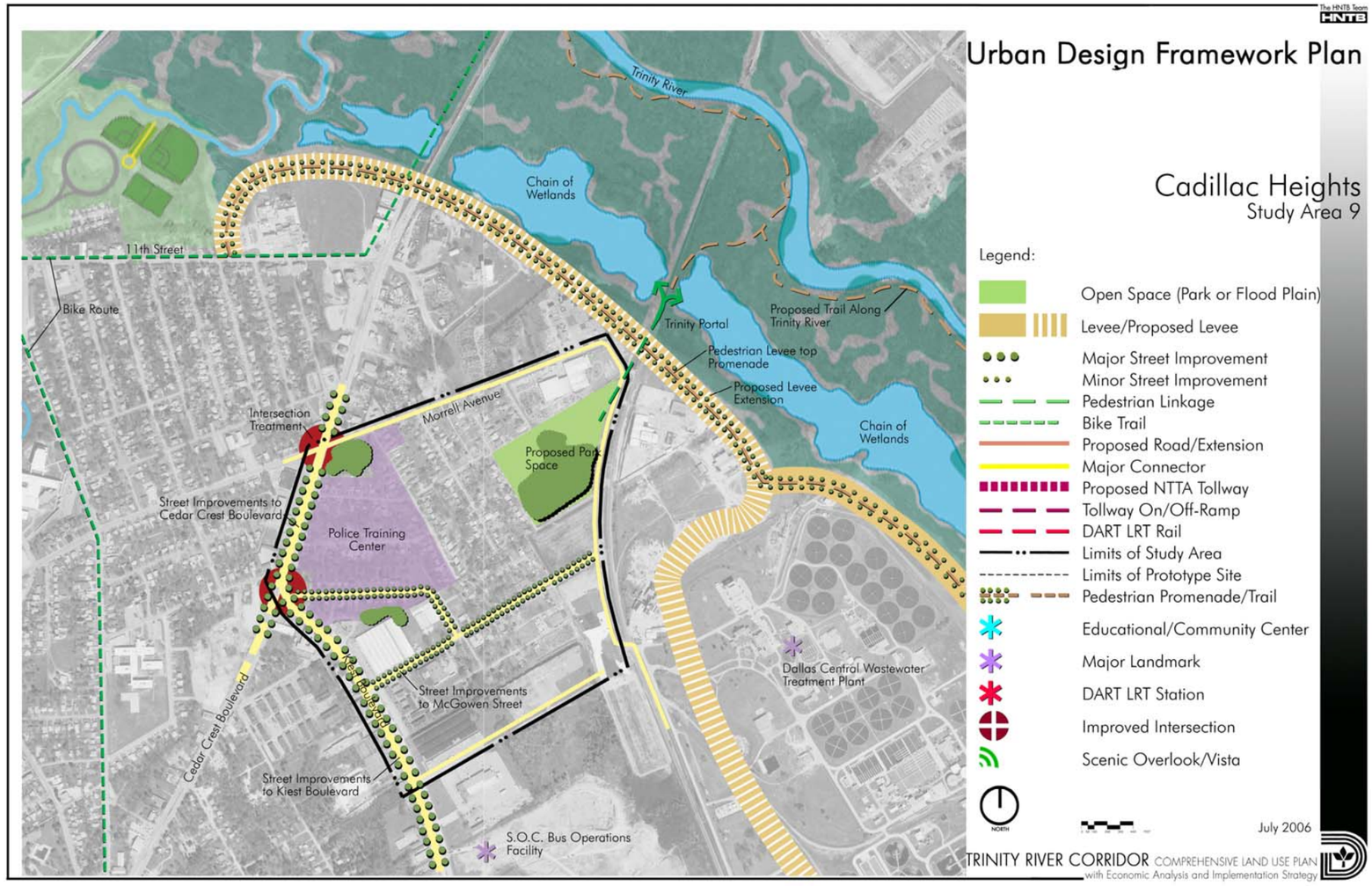
Cadillac Heights is a study area of about 110 acres located between Cedar Crest Boulevard and the Trinity River. Its boundaries are the Trinity River and the Dallas Central Wastewater Treatment Plant on the east and southeast, Rector Street on the south, Cedar Creek Boulevard to the west and Morrell Avenue to the north. The existing uses mix single family residential with industrial uses; part of the area is subject to flooding.

Cadillac Heights has been the focus of discussion about its future throughout this planning process. Along with this land use study, other initiatives have evaluated questions of environmental contamination, need for flood protection and appropriate mix of uses. The result of these discussions is a plan that addresses flooding of the area and transforms it from a mixed residential and industrial area to one dominated by public facilities. The Cadillac Heights Levee will provide flood protection to this study area. Within the study area, properties closest to the river are planned for park and open space uses, though one existing industrial use is retained. Most of the land is designated for public use and will become the future site of the Dallas Police Academy. The City of Dallas is in the process of purchasing land and relocating residents to accomplish this public objective.



5. Trinity Corridor District Plans

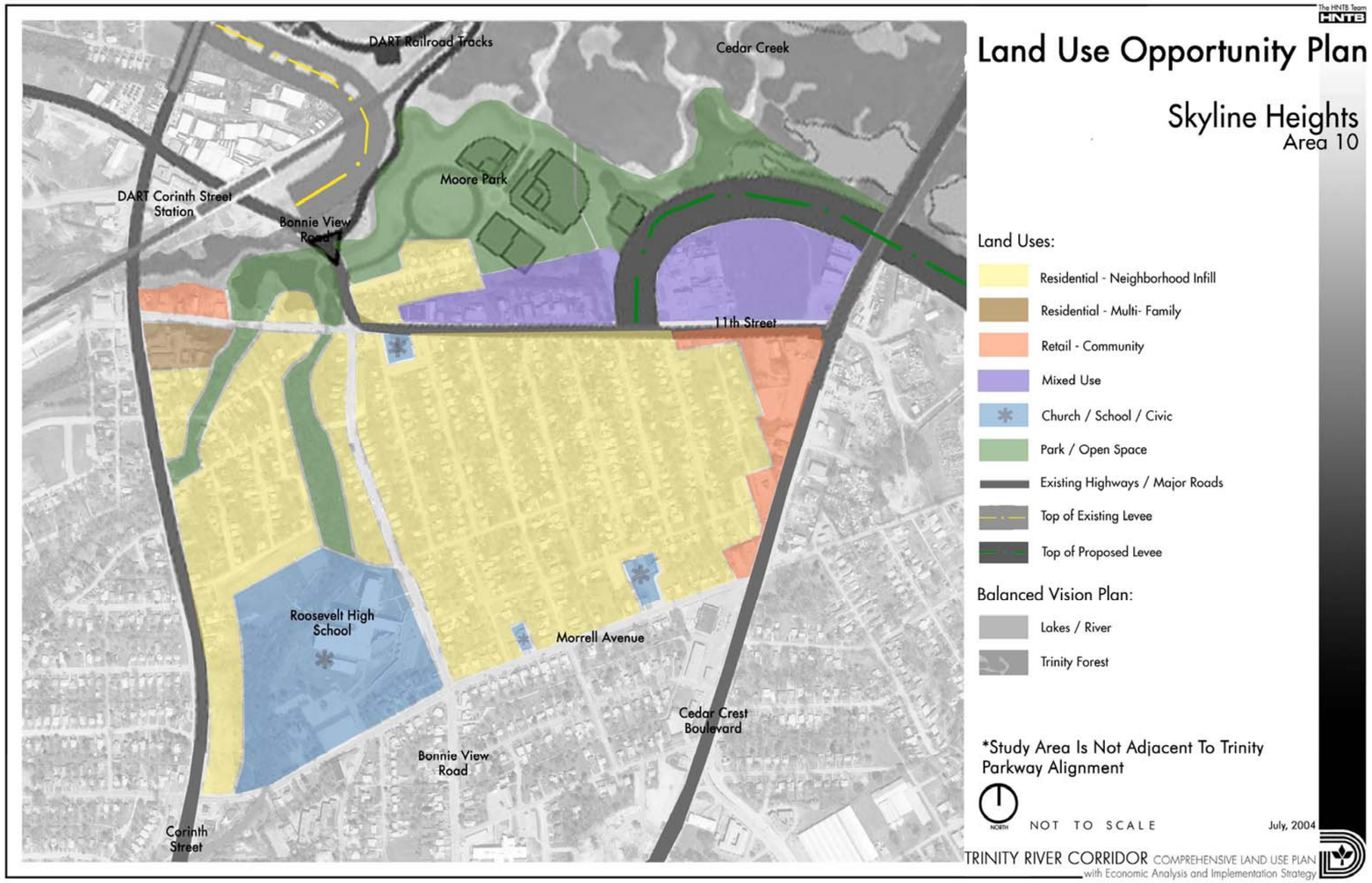
Street and intersection improvements are anticipated by the Urban Design Framework Plan for this area. In addition, it depicts a notable pedestrian promenade along the top of the new levee. This promenade will be a useful connection between the trails in the Great Trinity Forest to the south and the amenities at Moore Park and other destinations to the north; it will offer tremendous views of the city and the natural areas.



Study Area 10: Skyline Heights

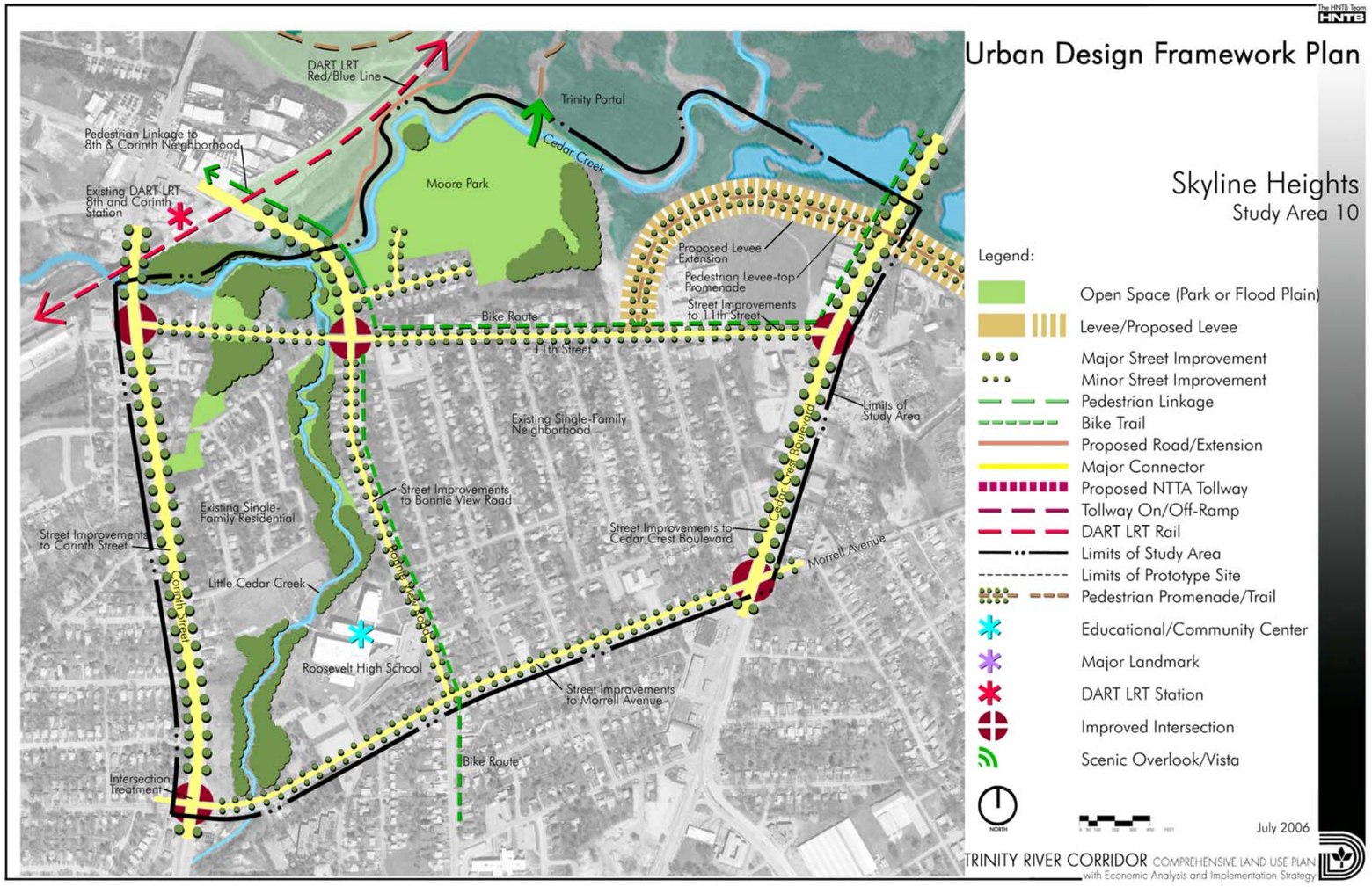
The Skyline Heights Study Area is about 145 acres in size and is located between Cedar Creek and the Trinity on the north, Cedar Crest Boulevard on the east, Morrell Avenue on the south and Corinth Street on the west. Largely residential today, the plan for much of this area supports the retention and enhancement of this existing neighborhood. Between 11th Street and the river, underutilized properties offer sites for redevelopment. DART's 8th and Corinth Station is on the study area's northerly boundary. Moore Park, which will become a principal access point for the Trinity River, is located here.

The Land Use Opportunity Plan for Skyline Heights depicts two varied types of development. South of 11th Street, the plan uses the Residential – Neighborhood Infill designation to reflect and retain the existing neighborhood. In this area, other uses are envisioned only on the edges of the community, with new Retail – Commercial uses along Cedar Crest Boulevard and Residential – Multi-Family at the intersection of 11th Street and Corinth. North of 11th Street, Moore Park will provide major recreational amenities and access to the river. Since the DART light rail station is nearby, this park will become the easiest Trinity portal to access using DART.



5. Trinity Corridor District Plans

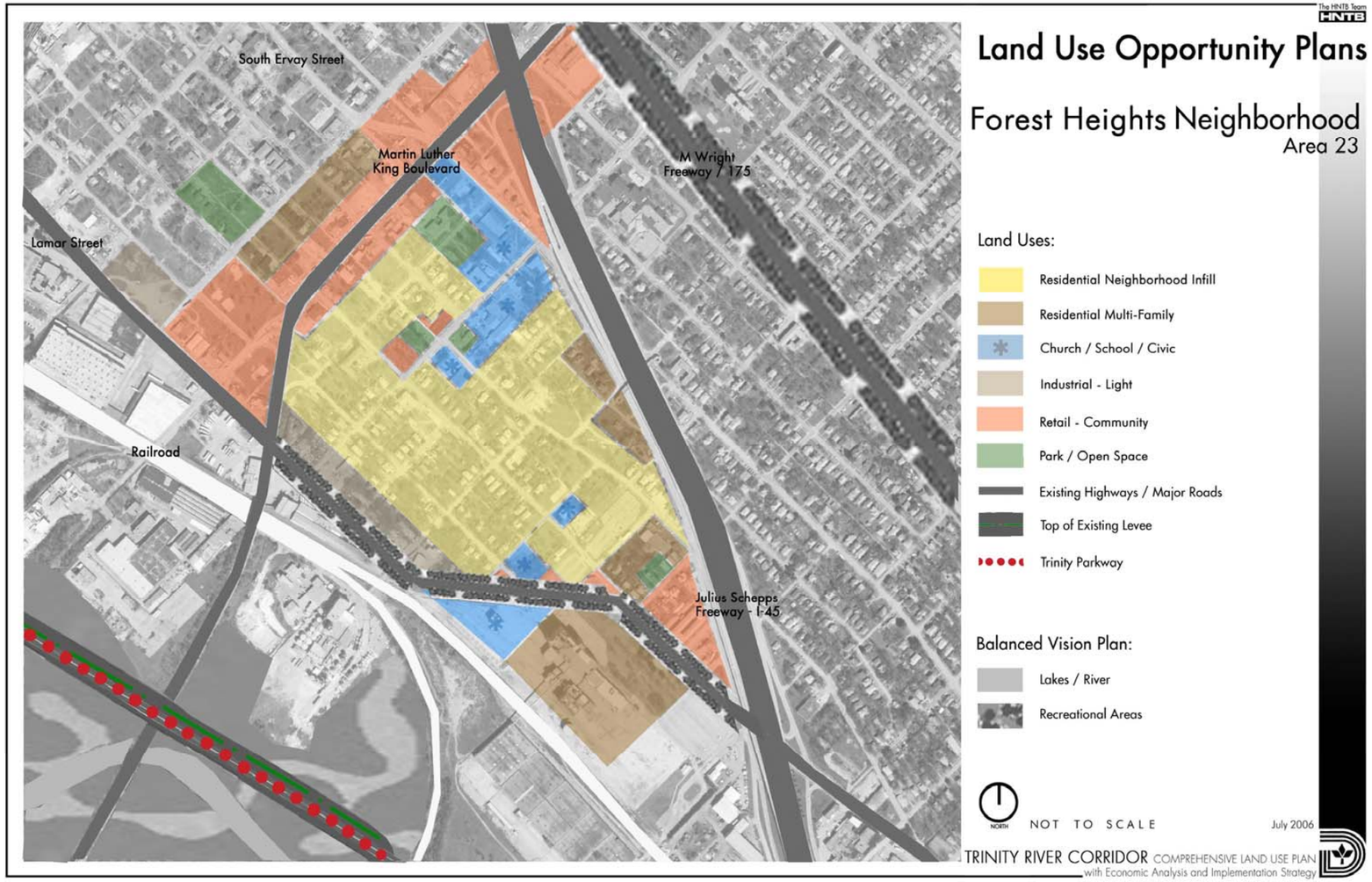
The Urban Design Framework Plan proposes street and landscaping improvements for 11th Street and the major roadways that bound this study area. The pedestrian promenade along the top of the new Cadillac Heights Levee continues into this area as well. Enhanced pedestrian routes connect the DART station, Moore Park, the levee and other Trinity destinations.



Study Area 23: Forest Heights Neighborhood

The Forest Heights community has an active group of residents and leaders. Its Community Development Corporation has focused on revitalization of this part of the city and their work is reflected in this study area's plans. The Forest Heights Neighborhood Study Area is bounded by Lamar Street on the west, Martin Luther King on the north and IH-45 on most of its southeastern side.

The Land Use Opportunity Plan for this area retains its existing single family neighborhood character by designating the central part of the study area for Residential – Neighborhood Infill. Retail – Community uses are planned along Martin Luther King Jr. Boulevard and at the southern tip of the study area where Lamar Street intersects IH-45. The public uses identified within the study area reflect existing and planned schools, churches and civic institutions.



5. Trinity Corridor District Plans

The community planning study that led to creation of this Land Use Opportunity Plan was conducted by the Forest Heights community during the larger Trinity River Corridor Land Use Study. However, it was not included in the original list of study areas and, as a result, an Urban Design Framework Plan was not prepared for it.

Lamar Center Prototype Site

Significance

Due to the mature, built-out development patterns of the South Dallas community, this area south of downtown Dallas has been passed over in attracting investment dollars that could provide jobs, services, and new housing choices. In May 1998, Dallas voters approved spending local money, leveraged with state and federal dollars, for improvements along the Trinity River Corridor, part of which would extend the Trinity River levees and would to help provide partial financing for the Trinity Parkway. The levee extension and toll road development will open up land development opportunities for areas once considered risky or unfavorable for redevelopment. Implementation of the Lamar Center site would transform an area along South Lamar known for its scrap metal yards and obsolete uses and provide desirable community activities such as retail, office, and infill housing opportunities.

Surrounding Influences

Several local influences will have direct and indirect impacts on the success of Lamar Center. These influences are listed below:

- Extension of the Trinity River levees from south of Corinth Street to the Rochester Park levee
- Other planned improvements and amenities within the Trinity River greenbelt
- Planned development of the Trinity Parkway
- Future conversion of S.M. Wright Freeway into S.M. Wright Parkway following completion of Trinity Parkway
- Planned regional Trinity Trails in the Trinity River floodplain

Implementation initiatives to foster growth and development

Consider establishing site as a tax increment finance district

Water/wastewater/sanitary sewer infrastructure improvements

South Lamar Street urban design plan and reconstruction

Sump and drainage study – impact on new development

Hatcher Street urban design plan and reconstruction

River greenbelt pedestrian access

Infill housing program

Development of planned regional Trinity Trails

Trinity River greenbelt amenities

Construction of Trinity Parkway and connection with US 175 / I-45

S.M. Wright Freeway urban design plan and roadway – downgrade conversion / reconstruction into a neighborhood 'signature' parkway connecting downtown with the Great Trinity Forest

Extension of the Trinity River Floodway levee south to the Rochester Park levee

Development Concept

A major retail power center, large floor-plate “back office,” and smaller scaled neighborhood serving retail with residential units above; all located on land currently underutilized by scrap metal salvage yards and other blighted industrial uses.

Public Investments as a Stimulus to Development

- Dallas Floodway levee extension to provide flood protection.
- Trinity Tollway connection to C.F. Hawn Freeway.
- Incentives package to include funding for environmental clean up.
- Street and drainage improvements to South Lamar Street and Hatcher Street.

Rationale

- This project will require significant involvement by the City, using right-of-way acquisition as a tool to accomplish this land assembly.
- A power center of this scale with a Super Target, cinema, electronics store, etc. will only happen once in the South Dallas market; there is some concern for the site’s lack of centrality within the market served.
- S.M. Wright Freeway could be converted to local parkway status with emphasis on landscape and uniting the east and west sides of the neighborhood.

Data Calculations

Total Acreage 134.9 Acres

Retail 797,000 sf

Low / Mid-Rise MF 194 Units

Office / Flex 220,000 sf

Entertainment 66,500 sf

Park / Open Space 1.4 Acres (61,000 sf)

Implementation

The individual projects listed below would assist the existing and planned land use patterns. These project were identified in the North Trinity Forest District to provide needed improvements and system upgrades to foster the district's transition and growth.

ID #	Project	Location	Improvements	Project's cost
North Trinity Forest District				
NTF 1	South Lamar Street reconstruction and urban design	Hatcher Street to SH 310	Roadway reconstruction and streetscape enhancements to spur pedestrian-friendly development and improve vehicular movement	$5,000,990
NTF 2	Hatcher Street reconstruction and urban design	Malcolm X Blvd. to Lamar Street	Roadway reconstruction and streetscape enhancements to serve the community	$4,818,820
NTF 3	Bexar Street reconstruction and urban design	US Highway 175 to Macon Street	Roadway reconstruction and streetscape enhancements to spur pedestrian-friendly development	$3,799,432
NTF 4	Cedar Crest Boulevard reconstruction and urban design	Bonnie View Lane to the Trinity River bridge	Roadway reconstruction and streetscape enhancements to serve as a gateway for both East Oak Cliff and the Trinity River greenbelt	$8,873,210
NTF 5	S.M. Wright Parkway reconstruction and urban design	Grand Avenue to South Lamar Street	Roadway reconstruction and parkway / streetscape enhancements to unite two split residential neighborhoods and serve as a parkway link between downtown Dallas and the Great Trinity Forest in Rochester Park	$26,800,000
NTF 6	DART stations - support location of stations	At Hatcher Street and Scyene Road and at Scyene Road and Lawnview Avenue	City support for regional transportation project	NA
NTF 7	DART stations - station area plans	Approximately a quarter-mile radius from identified light rail / commuter rail station	City support for long-range plan	$300,000+/-
NTF 8	DART stations - infrastructure needs, zoning ordinance review, pedestrian trails, etc.	Approximately a quarter-mile radius from identified light rail / commuter rail station	Identified infrastructure improvements, zoning needs, and amenities around planned light rail stations	NA
NTF 9	Lamar Center TIF - (redevelopment authority)	Potential areas for tax increment financing districts that could include areas along South Lamar Street	City supported study to consider this section of the city as a potential tax increment financing district to help finance improvements in roads, water, sewer, environmental cleanup, and the establishment of a redevelopment authority	$250,000+/-
NTF 10	Infill housing	Throughout district	Provide greater owner-occupied housing options to local residents and provide neighborhood stability	NA
NTF 11	Pedestrian access master plan	Throughout district	District wide study regarding pedestrian access limitations and opportunities	$250,000+/-
NTF 12	Simpson Lake - recreational uses	South of US Highway 175 in the Lower White Rock Creek Heritage District	Crackdown on illicit activities taking place around lake; community cleanup of lake, and provide lakeside amenities for passive recreational uses	NA
NTF 13	Review development sector plan for adaptive reuse	Throughout district	Study development sector plan for adaptive reuse alternatives	NA
NTF 14	Sump and drainage study	District-wide on the developed side of the levee	Study that would focus on the impact on new development from sump and drainage needs	$750,000
NTF 15	River greenbelt pedestrian access	Various locations identified in the Trinity River Corridor Master Implementation Plan	Identified as an early action item to provide needed access into the greenbelt corridor and to spur economic development	NA
NTF 16	Trinity River overlooks	At key sites with major improvements are planned (bridges, chain of wetlands, lakes) and community recognized view sheds	Establish overlooks with vehicular parking and trail connections along the Trinity River greenbelt	$400,000+/- (each)
Total, North Trinity Forest District				$51,242,452

Downtown - Lakes District

Location

The Downtown-Lakes District is one of two districts that blends both sides of the Trinity River. It is the recognized core of the city of Dallas and includes the city's founding site as well as major civic and cultural institutions located Downtown. The most intense existing development in Dallas is located in this area. The Downtown-Lakes District is generally bounded on the north and east by Harry Hines Boulevard and US 75 (also the boundaries of the Trinity River Corridor in this vicinity). The district's boundary generally follows the DART light rail line as it crosses the river to the south. The southwestern boundaries of the study area follow the set of streets defining the Oak Cliff Gateway. To the west, the district extends slightly beyond Sylvan Boulevard.

Assessment

The Downtown-Lakes District includes areas that are the central focus for Dallas and many discussions of the Trinity River. Currently, most of the adjacent buildings back up to the river floodplain's edge. The Trinity River Corridor improvements will change this orientation dramatically.

- This district includes the location of the two off-channel lakes and associated water-based recreational amenities.
- The three signature bridges are all located here.
- New environmental assets will include a meandering river; wetland, woodland and meadow areas; trails, boardwalks and nature observation points.
- The properties along the river on the Oak Cliff side have the potential for significant mixed use development that will benefit from the magnificent views of Downtown Dallas, the lakes and bridges.
- Connections to the river from both sides will include overlooks, plazas and other gathering places; Continental Bridge will be converted to pedestrian use.
- Challenges for this district include changes to a new development pattern in the areas north and south of Downtown and preservation of existing single family neighborhoods on the Oak Cliff side of the river.

Stakeholder Input

District stakeholders want the Trinity River Project to benefit their communities and business areas. They supported public investments and land use plans that will result in "as much development south of the river as north of the river". They also stated that these plans must assist community revitalization efforts and bring new economic development to this district. Specific comments are noted below.

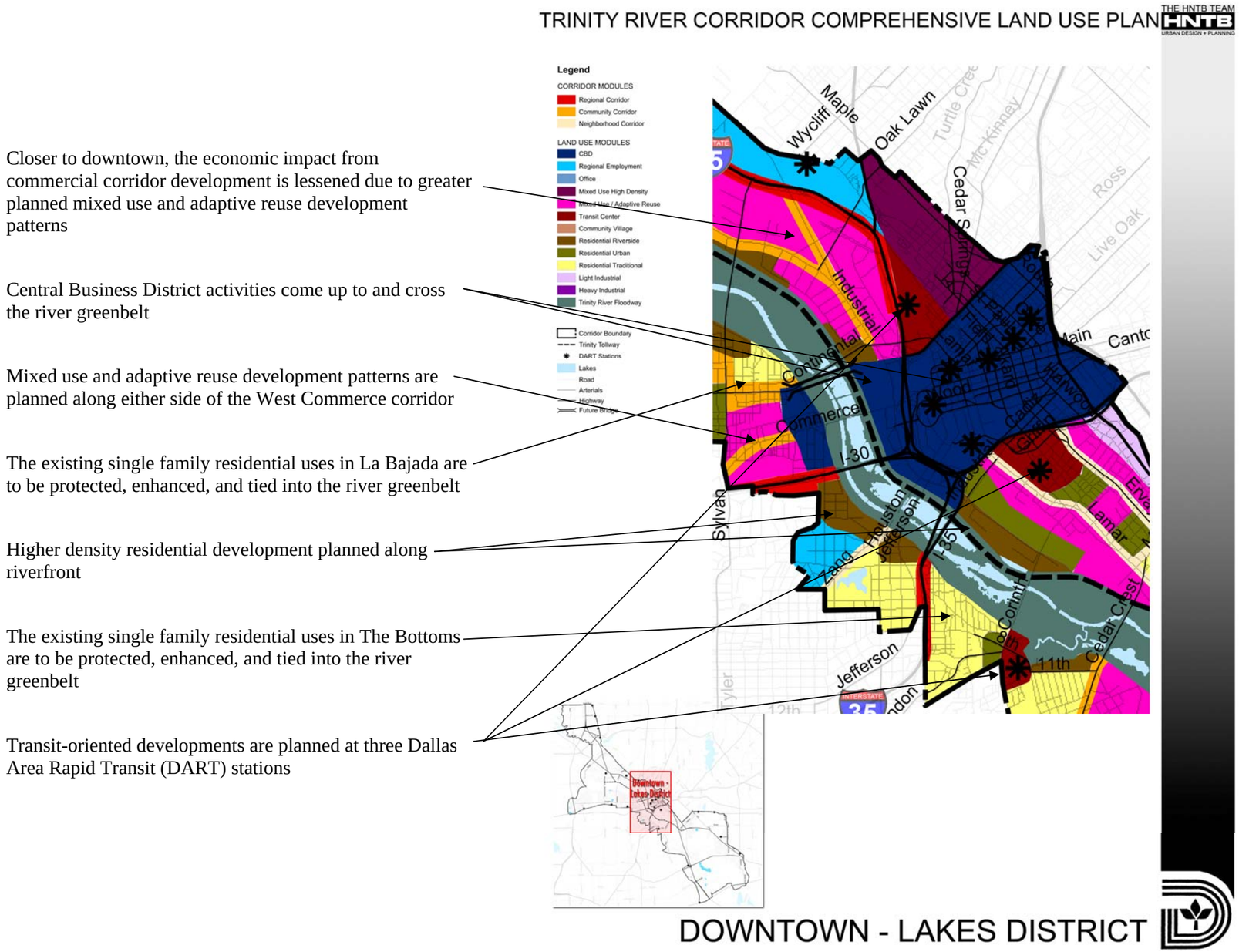
- Support higher density across from downtown, with residential as part of the mix
- In the central part of the district, development should focus on the river; further out, a transit-oriented pattern should be emphasized
- There should be enhanced buffers between residential and industrial
- Relate this study area plan to plans in 8th/Corinth/10 Street areas
- Pedestrian access to park improvements is important to this district
- Support revitalization of existing neighborhoods
- The Trinity Parkway design should not block development from the river

Preferred Land Use Plan

In the preferred land use plan, the Downtown – Lakes District will continue to have the most intense development pattern in Dallas. The CBD development module – with the highest development intensity in this plan – extends across IH-35 from Downtown Dallas to the Trinity River levees and continues across the river to Oak Cliff and West Dallas. This development pattern should extend the existing downtown fabric and take full advantage of the appealing amenities planned in the central part of the Trinity River Corridor. Other land use modules provide for mixed use urban development as well. Mixed Use – High Density; Mixed Use – Adaptive Reuse; Residential Urban and Residential Riverside modules are all included in the plans for this district. The result should be a variety of exciting new urban neighborhoods and business areas.

While there is significant emphasis on new development patterns, there are also parts of the Downtown – Lakes District where the priority is on retaining and enhancing existing uses. The Lake Cliff, Tenth Street Bottoms, and La Bajada/Los Altos neighborhoods are among those designated for Residential Traditional uses. In these areas, investments and development patterns should support and strengthen the existing neighborhoods. Major roadways in this district are planned for Community Corridor uses, continuing the existing pattern of retail and other non-residential uses and creating the potential for additional commercial uses serving the area's future residents, visitors and workers. Lastly, transit-oriented development is supported at the numerous DART light rail stations in this district.

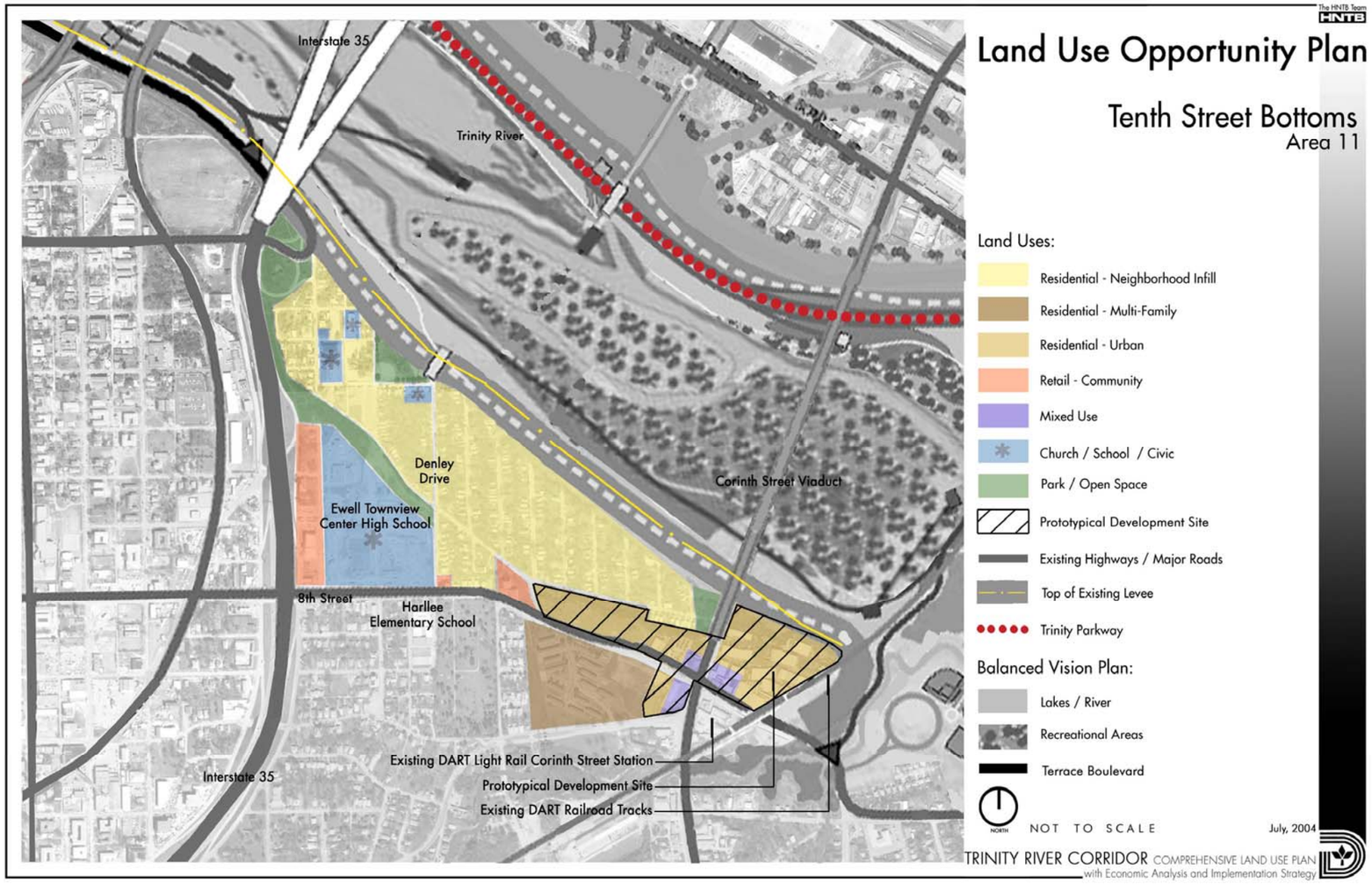
The highest-profile Trinity improvements occur in the central part of the Trinity River Corridor. This corridor – and these improvements – are at the center of planning for development and revitalization of this Downtown – Lakes District. With this plan, the Trinity River truly becomes the shared 'front yard' rather than a barrier dividing north from south.



Study Area 11: Tenth Street Bottoms

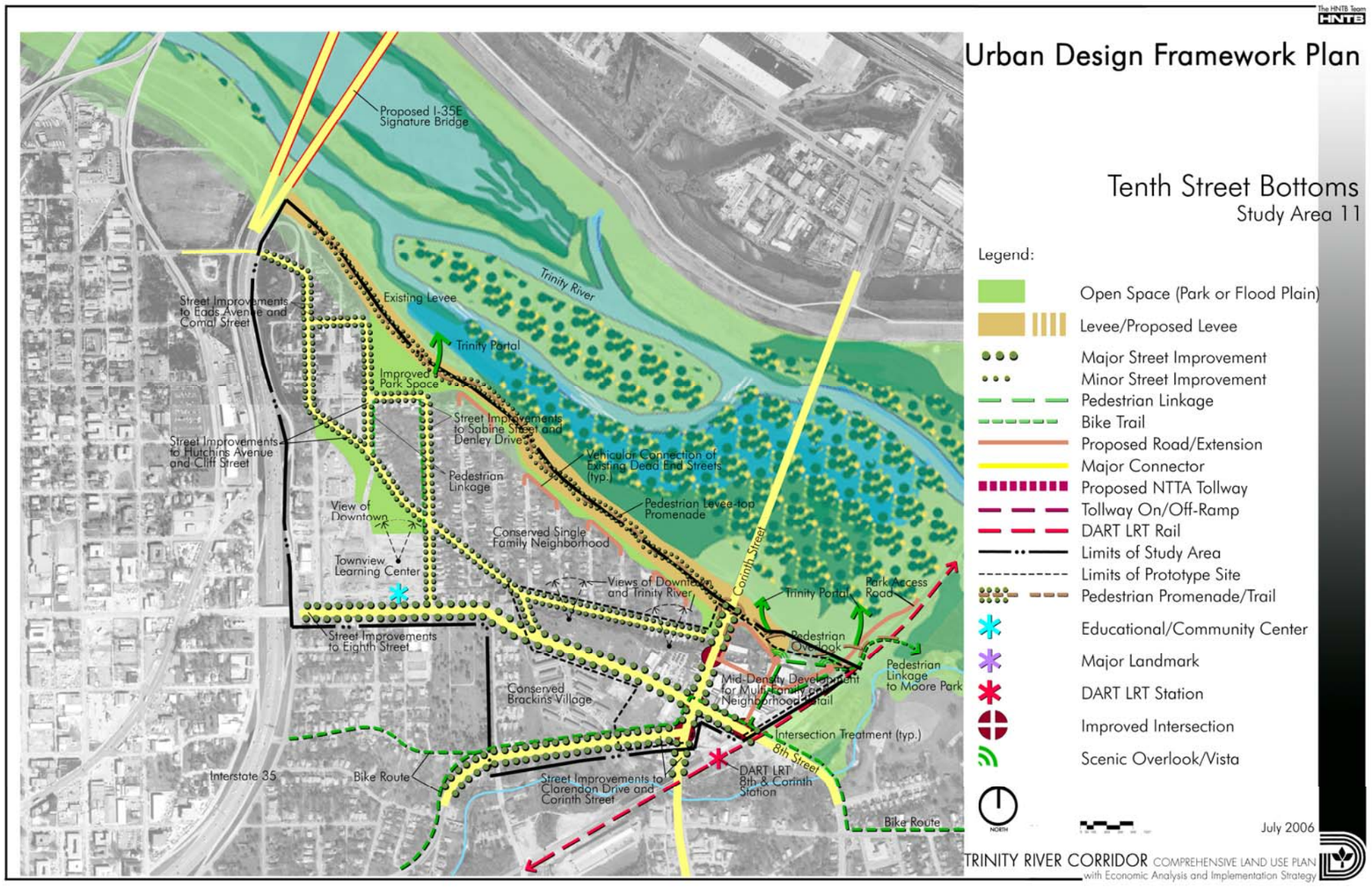
This study area is situated east of IH-35 and south of the Trinity River. It is approximately 92 acres in size. The Yvonne Ewell Townview Magnet School is an important anchor in the southwestern part of the study area, and the DART 8th and Corinth light rail station is immediately adjacent to the study area on the southeast. The Brackins Village community is located in the study area. The historic Tenth Street neighborhood is located south of the study area.

The Land Use Opportunity Area Plan for the Tenth Street Bottoms emphasizes the revitalization of the neighborhood. Consistent with stakeholder comments, this plan uses the 'Residential – Neighborhood Infill' designation to reflect continued single family use within the area. Stakeholders also identified the need for additional neighborhood-serving retail in the area. These uses can be located in the Retail – Community areas along the IH-35 frontage and near the DART station. The area surrounding the DART station is planned for Mixed Use development. This transit-oriented community is described further by the 8th and Corinth Prototype Site Plan.



5. Trinity Corridor District Plans

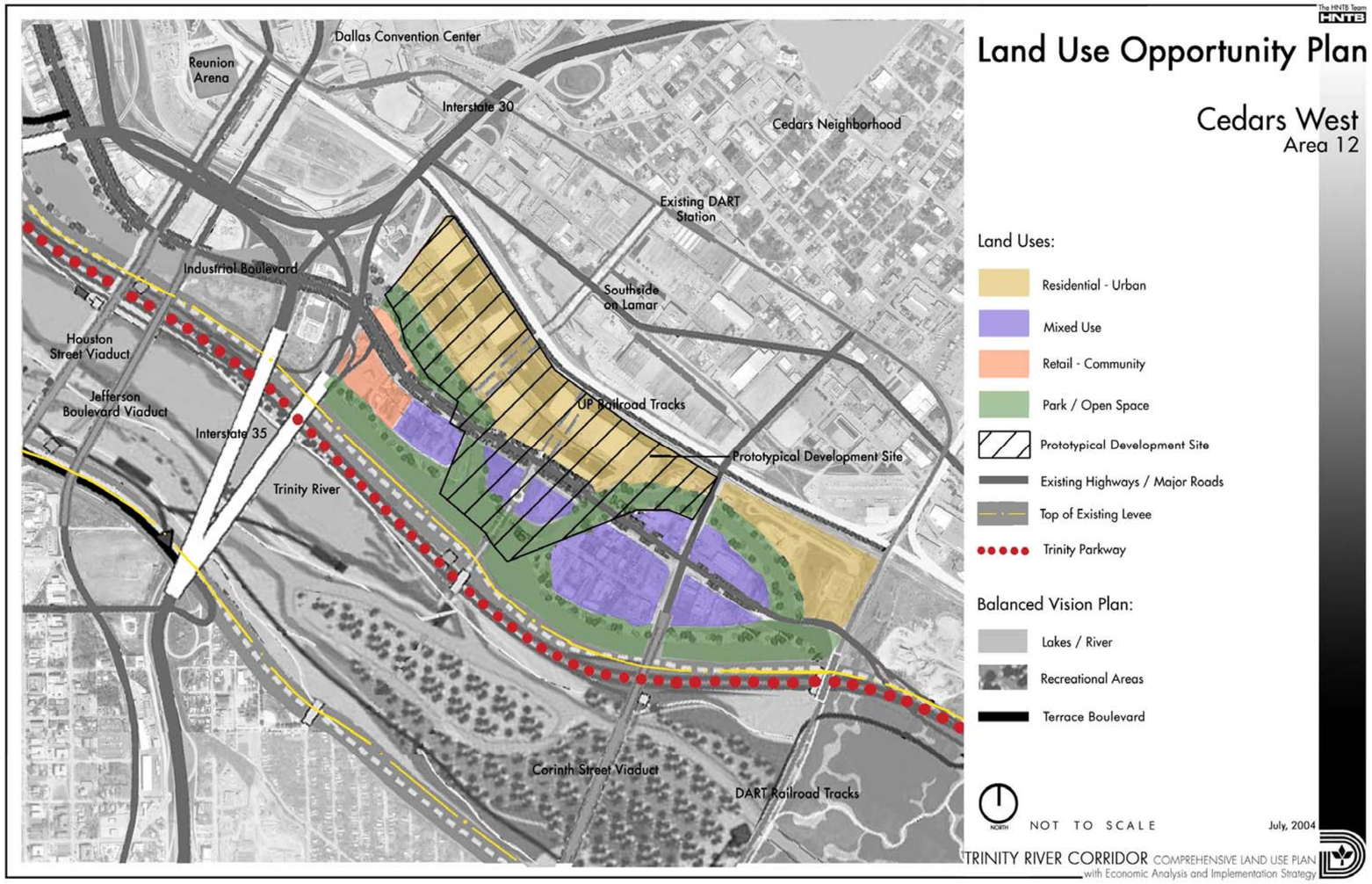
Area stakeholders emphasized that public investments should support community revitalization and reinvestment. The Urban Design Framework Plan for this study area includes substantial improvements to streets and streetscape within this area. Major streets are designated for street improvements and landscaping. Within the Tenth Street neighborhood, Sabine Street and Denby Drive are indicated for street improvements. Street connections between the dead ends of existing streets are recommended to improve circulation and access within the neighborhood. Such investments enhance the community's character and should benefit existing residents as well as those who will invest in revitalization here in the future. Pedestrian enhancements for the Tenth Street Bottoms area include a pedestrian promenade on top of the levee along the length of the neighborhood. Pedestrian overlooks and portals into the Trinity are defined near the DART station and at the northerly end of the study area so area residents can have easy access to the Trinity Park. This area enjoys excellent views of the Trinity River and the downtown skyline. The Urban Design Framework Plan notes several areas where these views should be protected.



Study Area 12: Cedars West

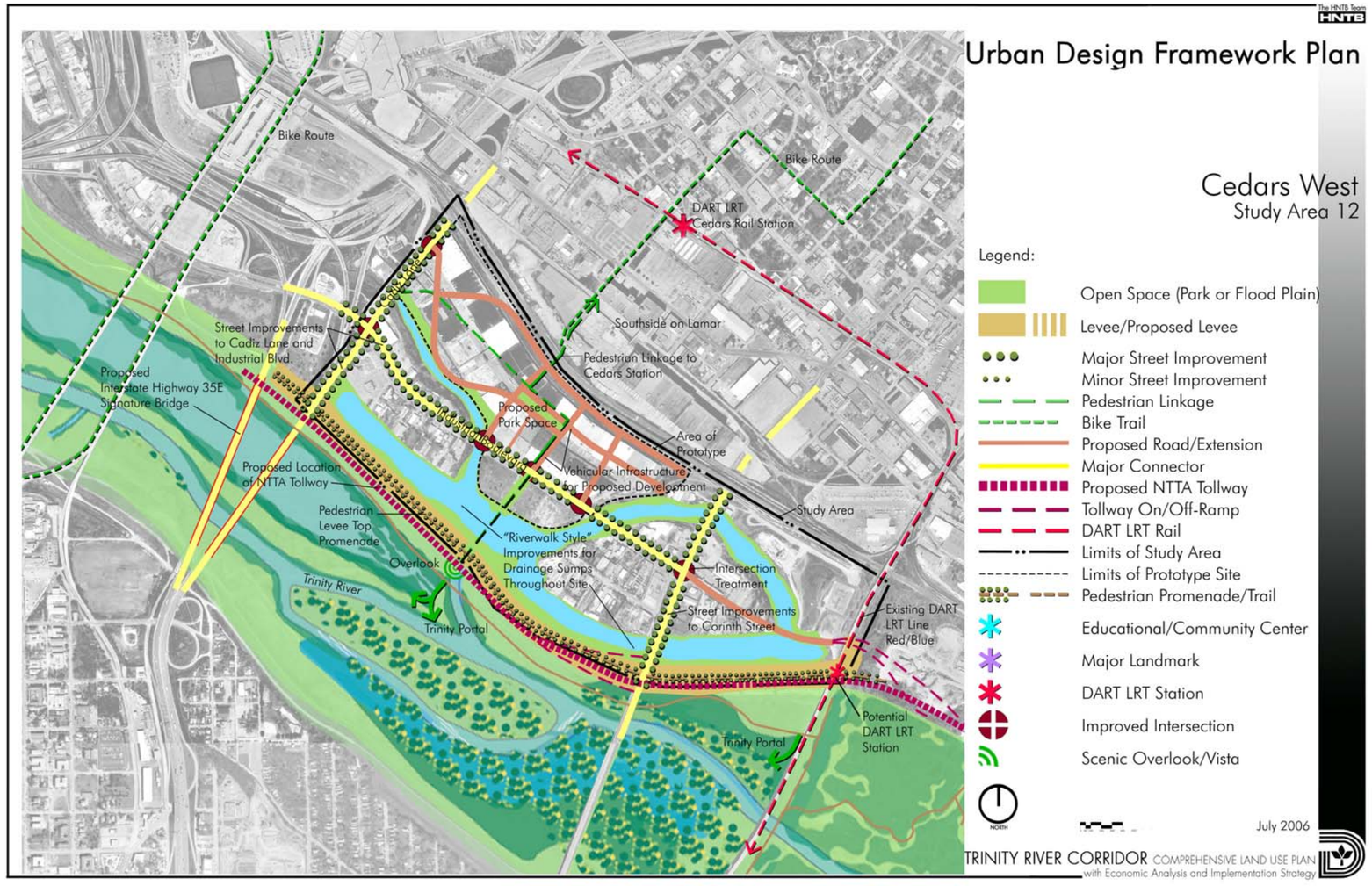
The Cedars West Study Area is located south of Downtown Dallas on the easterly bank of the Trinity River. The area's 180 acres are bounded on the southwest by the existing Trinity River levees, on the southeast by the DART light rail line, on the northeast by the Union Pacific railroad tracks and on the northwest by Interstate 35. The area includes existing sump areas (the former meanders of the Trinity River itself); most of the existing development is industrial. The second off-channel lake within the corridor will be adjacent to this area, as will the Trinity Parkway.

This study area is one of Dallas' best opportunities for development similar to that found along San Antonio's Riverwalk. Its proximity to downtown, the Dallas Convention Center, the Cedars entertainment area, and major transportation routes mean that restaurants, shops and entertainment destinations here will be accessible to Dallas residents and visitors. The meanders within the study area and the lake and open space areas adjacent to it create the opportunity to develop an urban residential neighborhood. The Land Use Opportunity Plan focuses on three principal types of development. In areas between the meanders and the levee, Mixed Use provides the greatest flexibility for a future Riverwalk-style community. The area around the IH-35 interchange at Industrial is designated for Retail – Community uses. Finally, the areas between Industrial Boulevard and the UP tracks is planned for Residential – Urban uses. Cedars West is one of the study areas that should see significant transformation that creates exciting new urban neighborhoods for Dallas. The concepts expressed in this Land Use Opportunity Plan are detailed further in the Cedars Village Prototype Site Plan.



5. Trinity Corridor District Plans

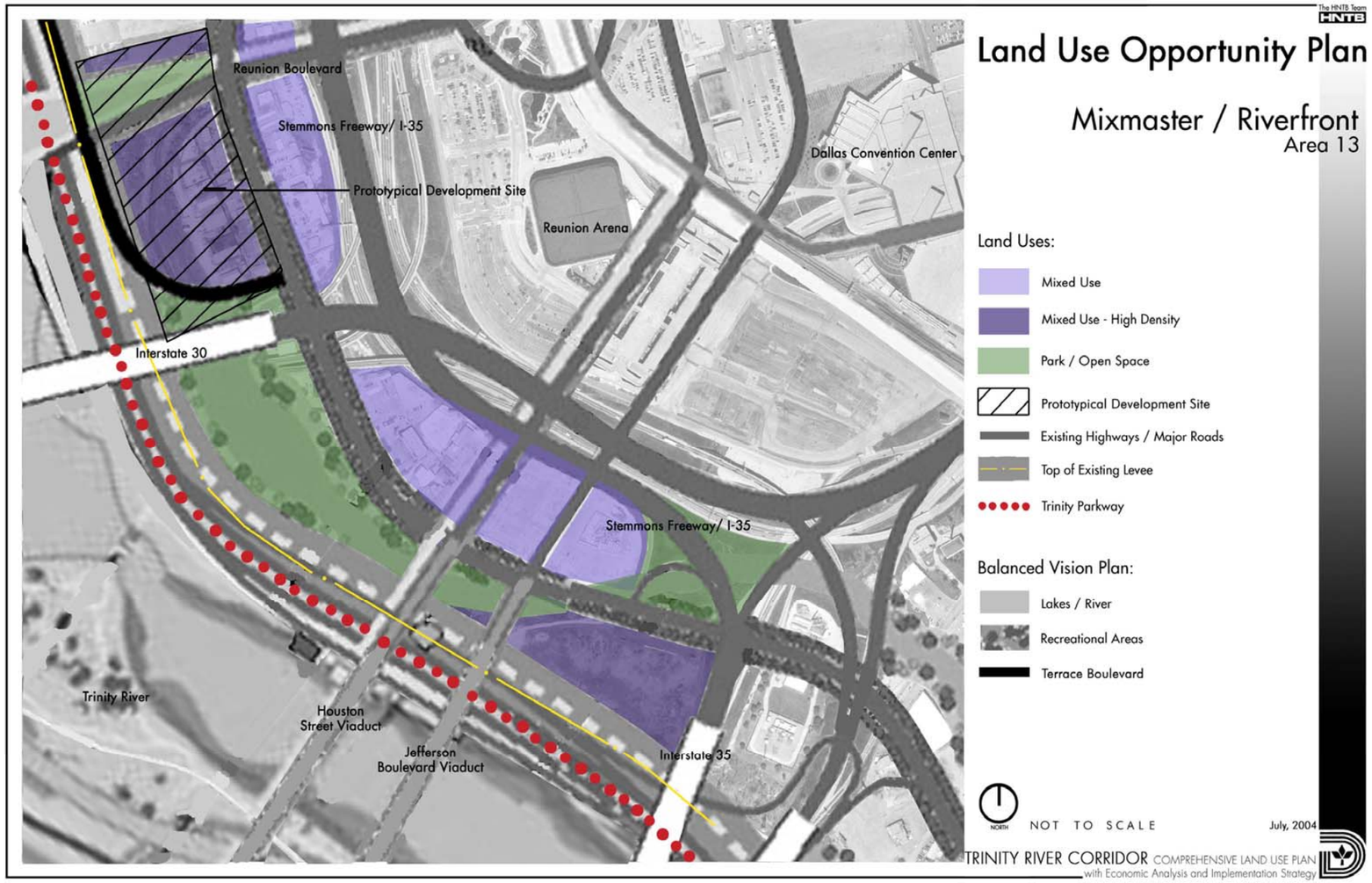
The Urban Design Framework Plan for Cedars West includes street, intersection and streetscape improvements along Cadiz, Industrial and Corinth streets. Pedestrian routes connect through this neighborhood to the Trinity River on the southwest, and to the Cedars neighborhood and DART station on the northeast. A potential new DART station would further enhance transit access to and from this area. Importantly, Riverwalk-style improvements are anticipated to transform the sumps into areas that appeal to visitors as well as complete needed storm drainage functions. Landscaping and buffering are defined to screen the Trinity Parkway from this new urban community. Residents, workers and visitors to the area will enjoy a levee-top promenade and an overlook with dramatic views of the lakes, bridges and Great Trinity Forest. An access portal into the Trinity Corridor is also anticipated here.



Study Area 13: Mixmaster / Riverfront

The Mixmaster/Riverfront Study Area includes 55 acres of land located between the easterly Trinity River levee and the IH-30/IH-35 Mixmaster. Its southerly boundary is IH-35 and its northerly boundary is Reunion Boulevard. Most current uses are commercial and industrial.

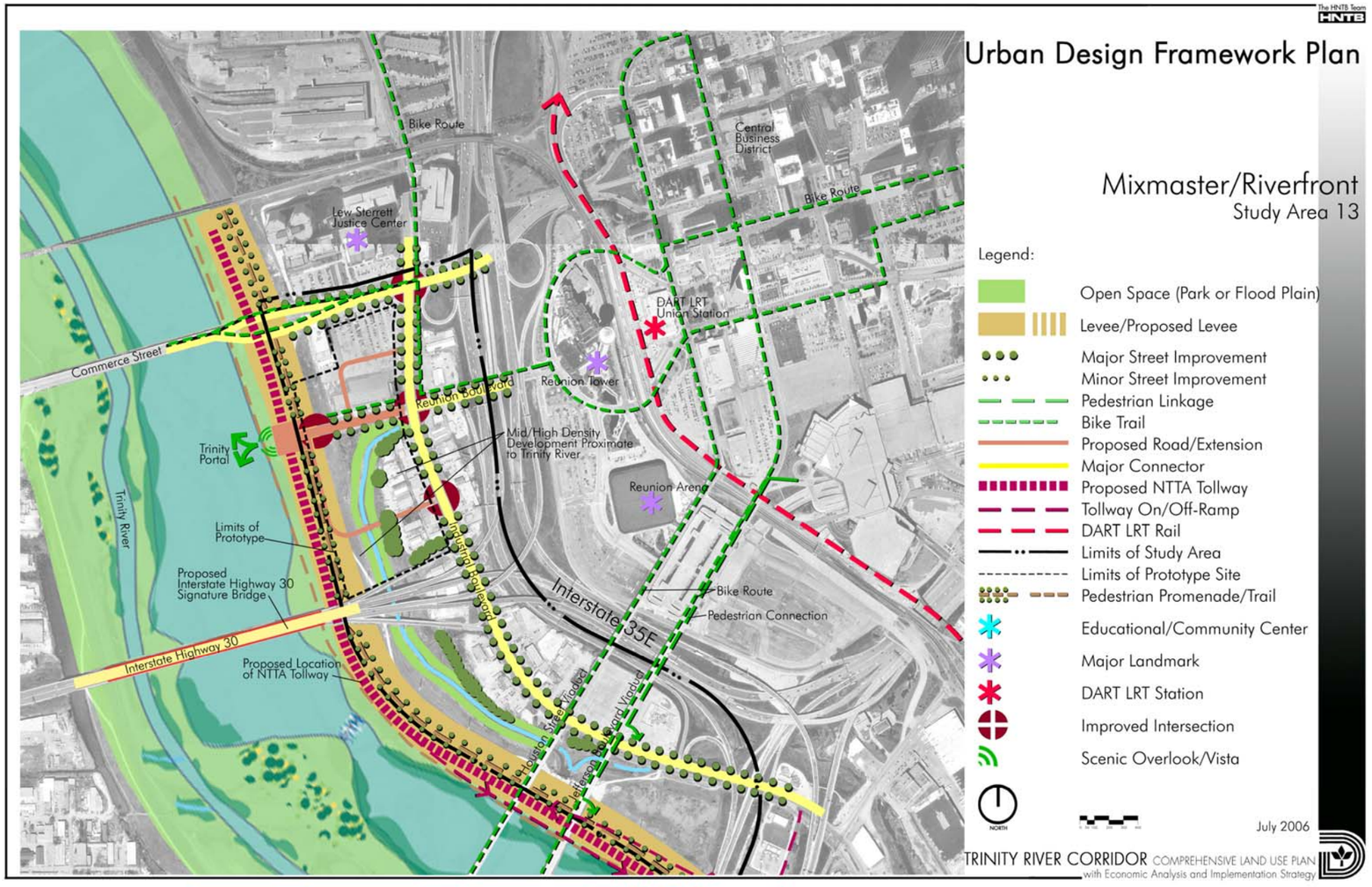
This area's future development will extend Dallas' current downtown beyond the freeway loop to the banks of the Trinity River. It has the potential to be one of the most intensely-developed areas overlooking the River and its amenities. The Land Use Opportunity Plan for this area reflects this potential and the comments of many participating stakeholders. The plan shows Mixed Use areas between Industrial Boulevard and IH-35 and Mixed Use – High Density areas between Industrial Boulevard and the Trinity River levee. Park and open space designations reflect areas that may serve as open space connections between the river and downtown, and stormwater management needs as well. The Reunion Place Prototype Site Plan illustrates these concepts for Mixed Use – High Density development.



5. Trinity Corridor District Plans

The Urban Design Framework Plan for the Mixmaster/Riverfront Study Area includes design enhancements that serve three purposes: changing the character of this area itself; creating inviting connections back to Downtown; and completing the major enhancements that benefit from improvements in the central part of the Trinity River Corridor. The spine of this study area, Industrial Boulevard, will serve a significant transportation and urban design role when the Trinity Project is constructed. Street, intersection and streetscape improvements are planned within this study area. Open space and landscape enhancements along the land side of the levee will create amenities for future development.

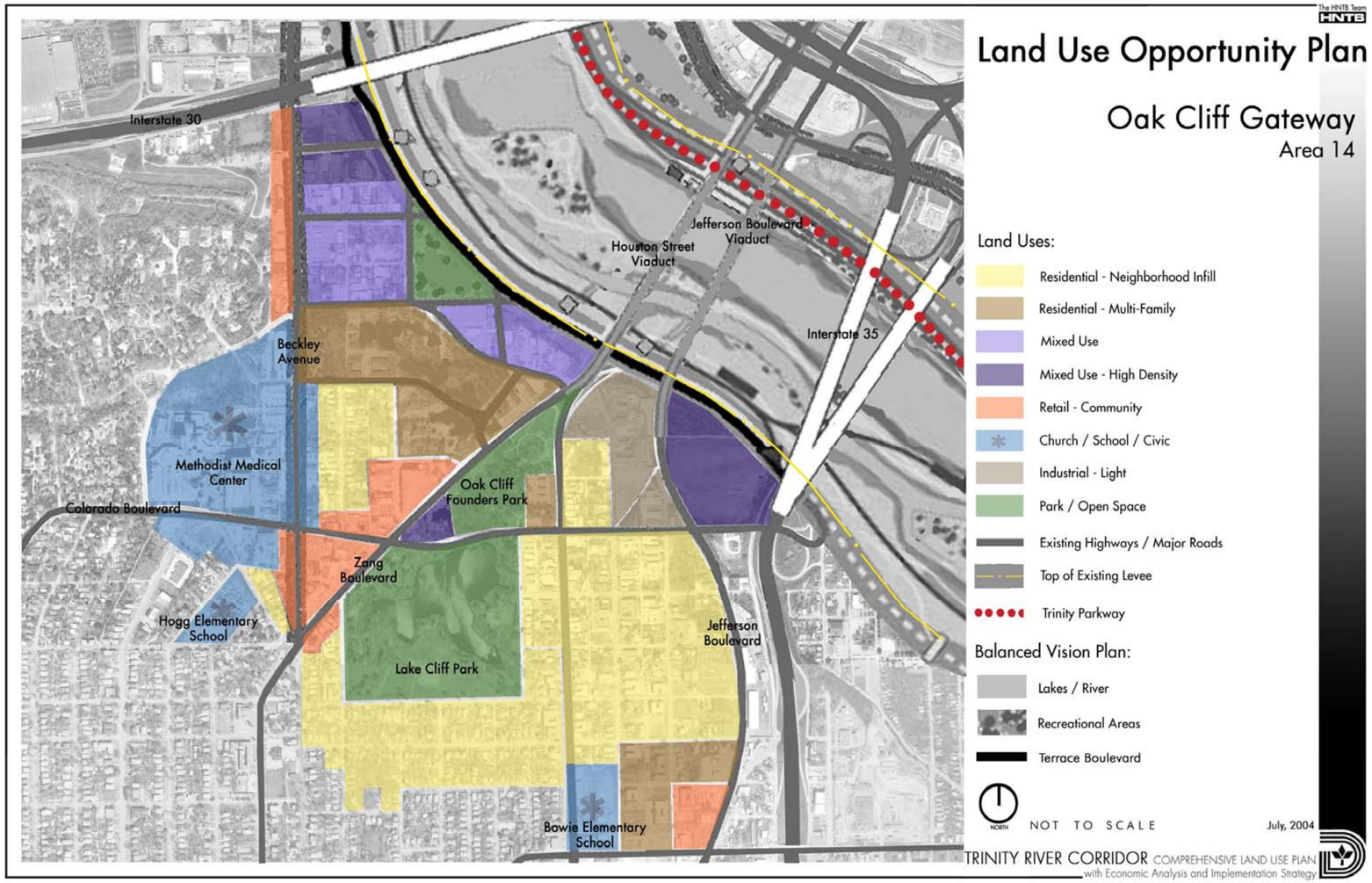
Enhanced pedestrian routes connect this area to downtown and Oak Cliff along Commerce Street and Houston and Jefferson Boulevards; a pedestrian route at Reunion Boulevard links this area to Reunion, to transit access at Union Station and to downtown. The extension of Reunion Boulevard to the top of the levee forms the site for the primary Trinity River overlook and access portal. This overlook is envisioned as the place Dallasites will come for major ceremonial events and celebrations. The design of park, plaza, landmark, access and other features here will make it one of the principal destinations along the Trinity River.



Study Area 14: Oak Cliff Gateway

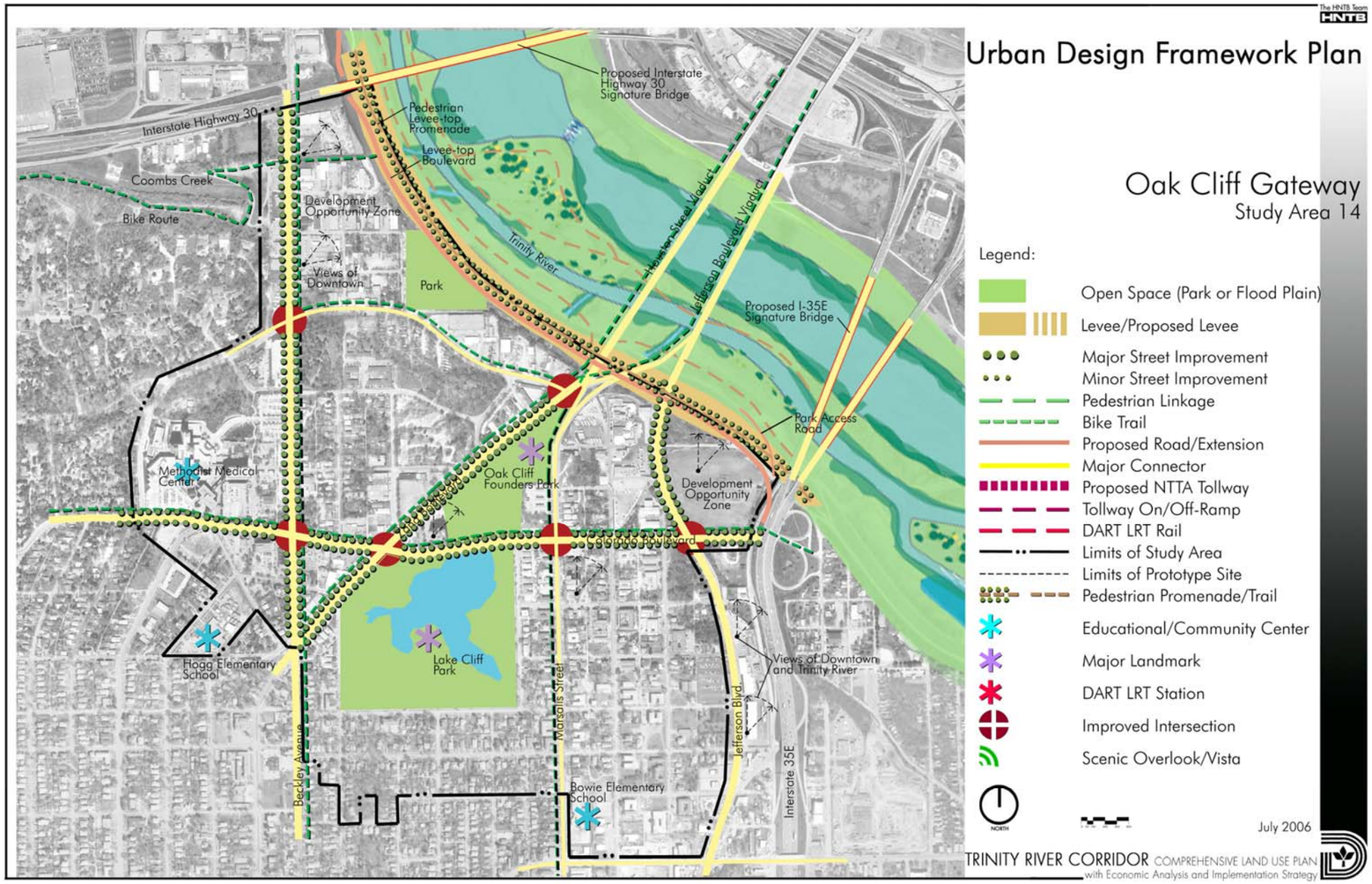
The Oak Cliff Gateway Study Area connects Oak Cliff to the Trinity River. In general, it is bounded on the east by Jefferson Boulevard and on the west by Beckley Avenue. This 60 acre study area is generally consistent with the areas of previously-designated Tax Increment and Planned Development Districts for the community. Methodist Medical Center, in the western part of the study area, is an important public facility and a major employer. Lake Cliff Park is centrally located within the study area and, with Oak Cliff Founders Park, provides open space that connects almost to the Trinity River today. The area includes single family neighborhoods, multi-family residential housing, retail and industrial uses. Its riverfront edge, from IH-30 to IH-35, overlooks parts of both lakes and the river; it will have among the best views in the city of downtown and the signature bridges.

This area can build on the historic character of the Oak Cliff community and its proximity to major Trinity River assets. The Land Use Opportunity Plan for the Oak Cliff Gateway envisions a group of neighborhoods that offer residents a wide range of choices, from classic homes on tree-lined streets to apartments in high rise mixed use buildings overlooking the Trinity lakes. Stakeholders from this area stressed the development value of the 'green appeal' and views of Downtown from this area. The most intense development (Mixed Use, Mixed Use – High Density and Residential – Multi-Family) is planned along the levee to take advantage of these assets. Area residents supported retention of existing single family neighborhoods, which are shown with Residential – Neighborhood Infill designation on this plan. The plan identifies Methodist Hospital as an important part of this study area and designates Beckley Avenue for civic and retail uses as a way to provide for uses that benefit from and support the hospital and its users. It defines two locations – the former Burnett Field site and the area between Greenbrier and the levee as key 'development opportunity sites'.



5. Trinity Corridor District Plans

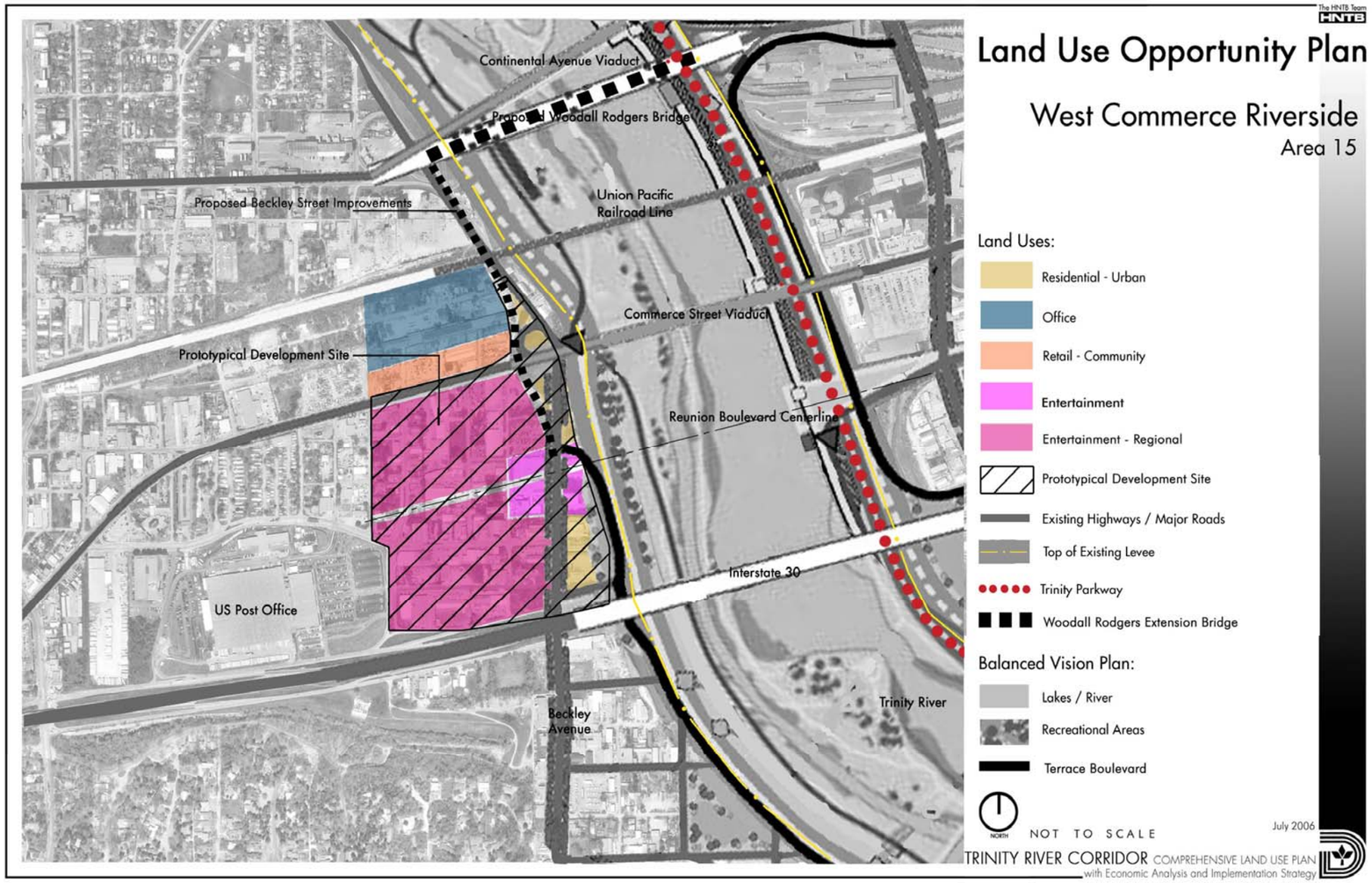
Two key urban design principles were voiced by many stakeholders in this area. First, people in the Oak Cliff community should be able to see the Trinity open spaces, parks and amenities easily and at frequent intervals. Second, the new urban development along the levee should be designed so it does not block the views of the river and downtown from properties that are further from the river. The Urban Design Framework Plan shows a local-serving road with landscaping and a pedestrian promenade along the top of the levee. Park access roads and a pedestrian connection at Coombs Creek provide additional access options. The urban design guidelines discussed in Chapter 3 are particularly relevant here; their implementation will allow high rise development to occur while preserving key views. Street, intersection and streetscape improvements are proposed for Beckley Avenue, Colorado and Zang Boulevards.



Study Area 15: West Commerce Riverside

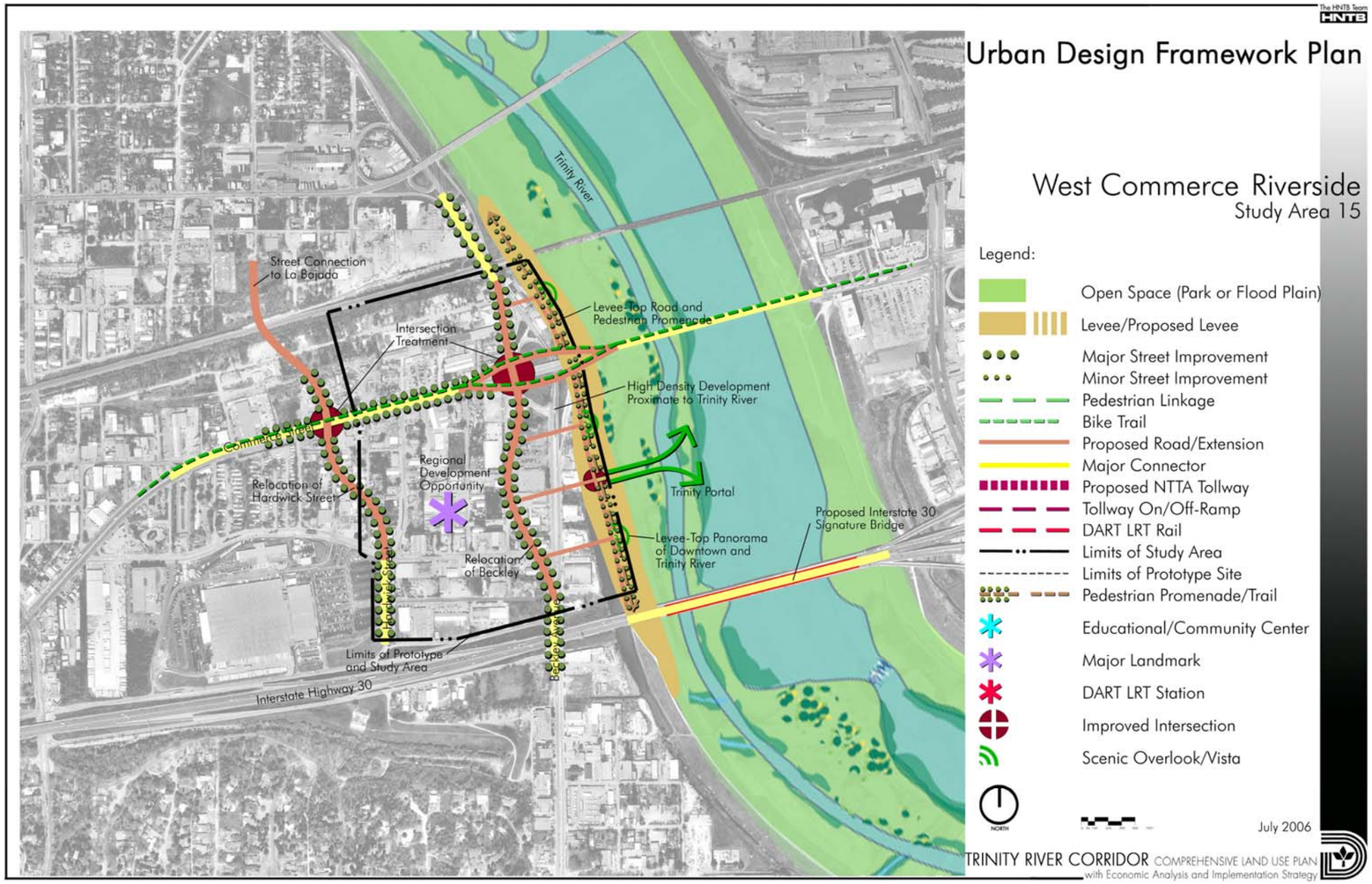
The West Commerce Riverside Study Area is located just north (and upstream) of the Oak Cliff Study Area; it is across the river from the Mixmaster / Riverfront Study Area. It includes approximately 100 acres of land bounded on the south by IH-30, on the east by the Trinity River levees, on the north by the Union Pacific Railroad line and on the west by Hardwick Street. A mix of industrial uses exists here today.

The Land Use Opportunity Plan for this area defines it as a prime location for a major entertainment district that can attract customers from the entire Dallas region. Most of the land between IH-30 and Commerce Street is designated for Entertainment or Entertainment – Retail use. A Residential – Urban neighborhood could develop between Beckley Avenue and the planned levee-top road. North of Commerce, the plans indicate Retail – Community use along Commerce, and Office uses between Commerce and the rail lines. The Trinity Landing Prototype Site Plan provides design details for this study area.



5. Trinity Corridor District Plans

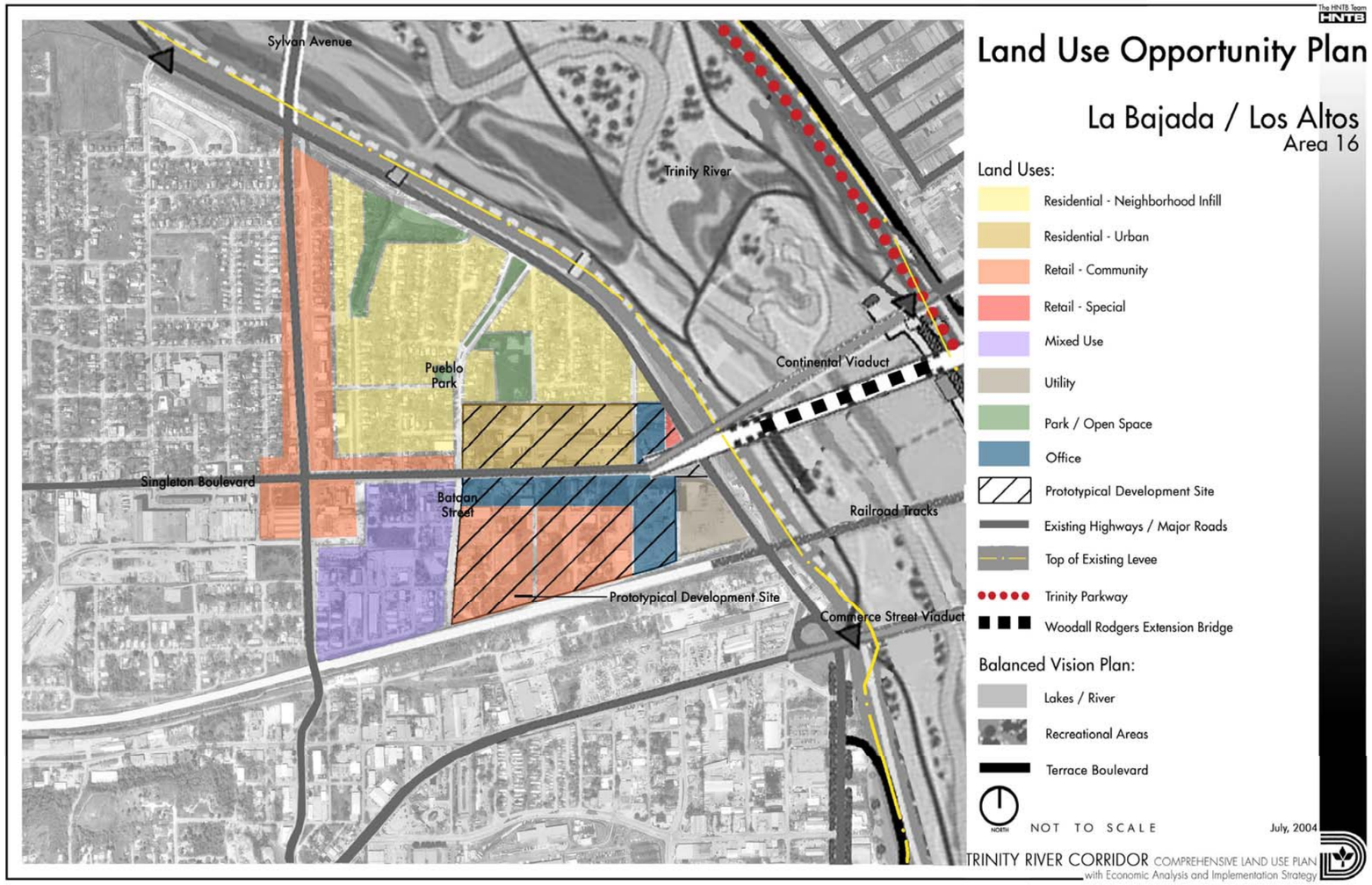
The Urban Design Framework Plan creates a strong and dramatic edge along the Trinity River levee. A levee top road, pedestrian promenade and overlooks take advantage of the views and provide access into the park. Street and streetscape improvements are identified on Commerce and Hardwick Streets. Beckley Avenue is relocated and improved to create a strong internal access route for future entertainment venues. The intersection of the relocated Beckley Avenue and Commerce Avenue will be a major landmark for people on both sides of the river.



Study Area 16: La Bajada / Los Altos

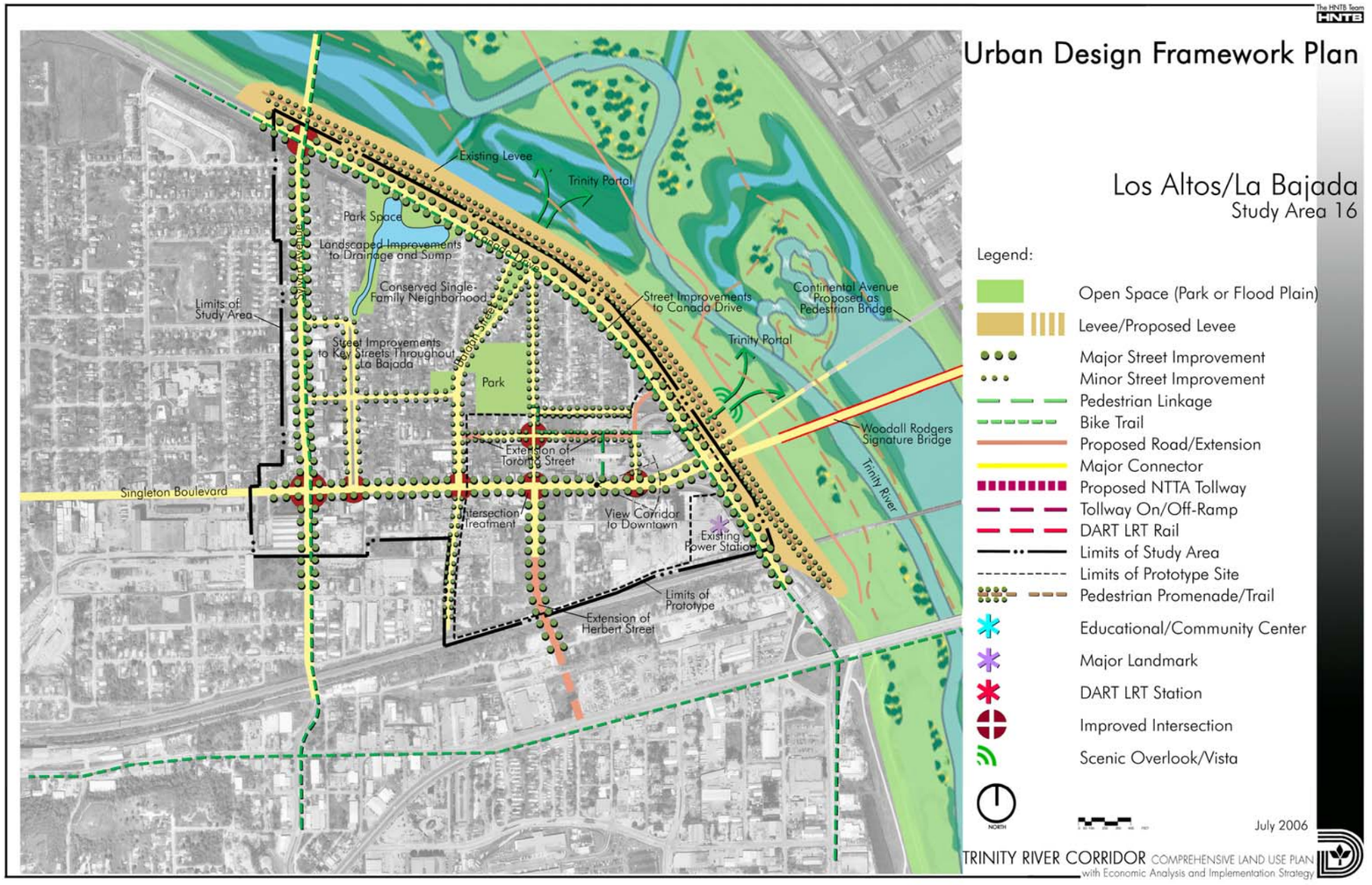
The La Bajada / Los Altos Study Area is immediately north of the West Commerce / Riverside. It is bounded by the Trinity River levees on the north and east, the Union Pacific railroad line on the south and a boundary just beyond Sylvan Boulevard on the west. It includes approximately 145 acres of land and is bisected by Singleton Boulevard. To the north of Singleton are several existing single family neighborhoods; area residents are most concerned that the Trinity Project will not displace their homes and communities. The area south of Singleton contains utility, industrial and commercial uses. The Margaret Hunt Hill Bridge is expected to be the first "signature bridge" completed along the Trinity; it will connect with Singleton Boulevard on this side of the river.

The Land Use Opportunity Plan for this area protects and retains the existing neighborhoods here. It envisions a mix of uses, including Office and Retail – Special, at the point where the Margaret Hunt Hill Bridge will create a new connection across the river and a new gateway into West Dallas. The area between Singleton Boulevard and the rail line will redevelop with a mix of uses. Lastly, Retail – Community uses are designated along Sylvan in response to stakeholder interest in retail uses that will serve both local residents and visitors using the Trinity Park. This new gateway deserves special design attention. A development concept for this key location is shown in the Woodall Rodgers Intercept Prototype Site Plan.



5. Trinity Corridor District Plans

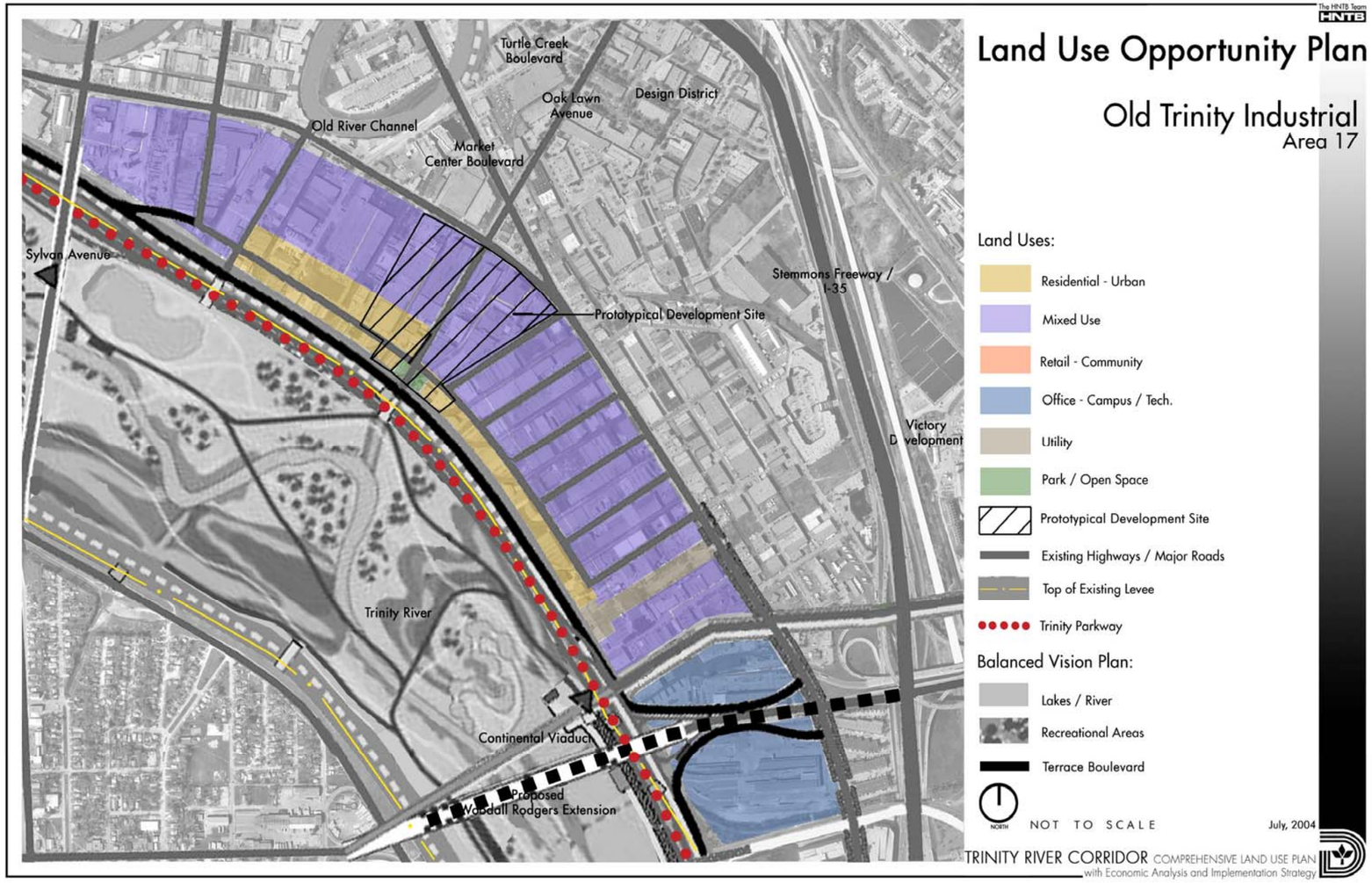
The Urban Design Framework Plan for the La Bajada / Los Altos area creates a network of streets with enhanced landscaping and pedestrian amenities. Improvements are shown for Canada Drive, Singleton Boulevard, Herbert and Bataan Streets. Park and creek corridors form open space and trail connections to the Trinity River. Two portals provide access to the Trinity River and its lakes, wetlands and whitewater course. Important intersections receive enhancements that create landmarks within this part of West Dallas. Lastly, views of the signature bridge and downtown are identified for protection.



Study Area 17: Old Trinity Industrial

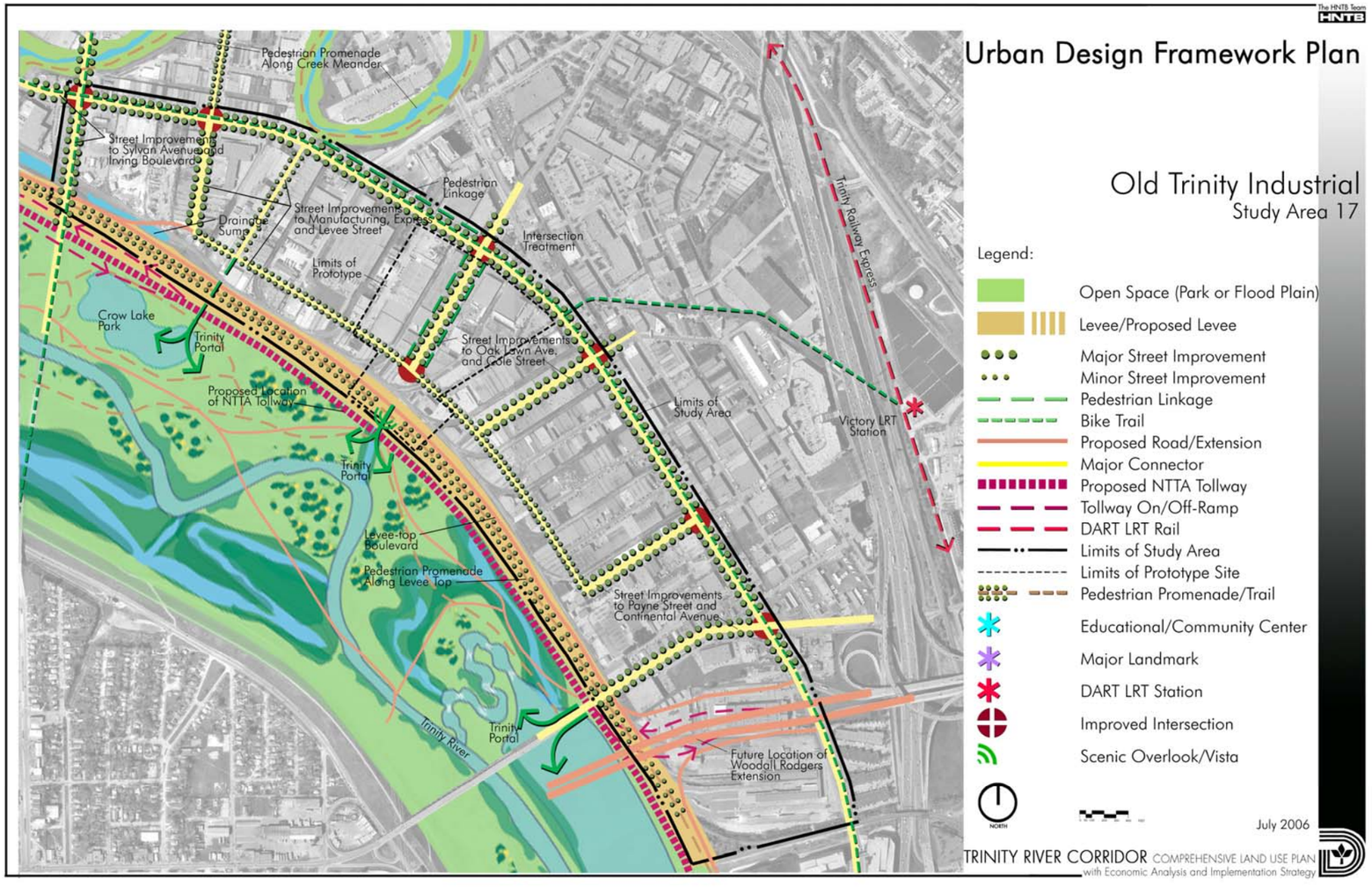
The Old Trinity Industrial Study Area is across the river from the La Bajada / Los Altos and West Commerce Riverside study areas; it is just north (and upstream) of the Mixmaster / Riverfront Study Area. In general, it is located between the Trinity River levees and Industrial / Irving Boulevards; it extends slightly south of the future Woodall Rodgers extension to the Margaret Hunt Hill Bridge and north as far as Sylvan Avenue. It includes approximately 200 acres of land. Most of this area is developed with industrial uses that located here in the mid-20th century when levees first protected the area from flooding. The levees also relocated the river from its historic channel. While many successful businesses are located here, there are also areas in transition from industrial to other uses. The Dallas Design District is an important example of this change – it is a focal point for architects, designers and suppliers for the design community.

The Old Trinity Industrial Study Area is expected to see a major transformation under this Land Use Opportunity Plan. Along the levee, Residential – Urban uses will offer views across the river and access to park and open space areas. In most of the area, Mixed Use development will create lively new urban places for living, working and playing. The areas on both sides of the Woodall Rodgers extension will enjoy close and dramatic views of the Margaret Hunt Hill Bridge; they are designated for Office use and are appropriate sites for distinctive corporate headquarters locations. The Oak Lawn Center Prototype Site Plan illustrates the new development that could occur in many places within this study area.



5. Trinity Corridor District Plans

The Urban Design Framework Plan for this area continues several design elements from the southerly study areas: landscaping and buffering along the Trinity Parkway and a possible levee top road; enhancements to Industrial Boulevard and provision of pedestrian access to the Trinity River itself. Additional streetscape and intersection improvements are planned for Levee Street, Oak Lawn Avenue and other key roadways. Pedestrian routes access two portals into the Trinity parks and trail systems that link to the Trinity and the Katy Trail; they also provide a connection to the Victory development and its DART station.



8th & Corinth Prototype Site

Significance

The 8th & Corinth site is notable for having the closest Dallas Area Rapid Transit (DART) light rail station to the planned river amenities and being the first DART station on the Oak Cliff side of the river. Access to the river amenities would be through an improved Moore Park and the future levee top trails. The site holds potential for promoting transit oriented development in an area that has been economically by-passed. It would take advantage of the stunning vistas of the river amenities and the downtown Dallas skyline. Buffering and other investments that enhance nearby older neighborhoods, such the Tenth Street Bottoms and Skyline Heights, should be a high priority.

Surrounding Influences

The 8th & Corinth site has several local advantages that add to the site's attractiveness for promoting development and creating a distinctive place. Listed below are several local influences that will have direct and indirect impacts on this site:

- Planned improvements and amenities within the Trinity River greenbelt
- Existing Dallas Area Rapid Transit light rail station
- Corinth Street Viaduct improvements
- Planned county-wide trail connections (Trestle Trail) along Cedar Creek connecting interior Oak Cliff neighborhoods and the Dallas Zoo with the Trinity River amenities through Moore Park
- Proximity to the Dallas Zoo
- Future improvements to Moore Park detailed in the Moore Park Master Plan
- Planned regional Trinity Trails in the Trinity River floodplain
- Proposed white water course along the edge of Moore Park
- Walking proximity to the Skyline Heights neighborhood
- Walking proximity to the Tenth Street Historic District
- Proximity to future Dallas Police Department's training academy

Implementation initiatives to foster growth and development

Circulator trolley theme vehicle on levee top boardwalk

Infill housing

Future levee top boardwalk

Pedestrian access master plan

Planned Trestle Trail

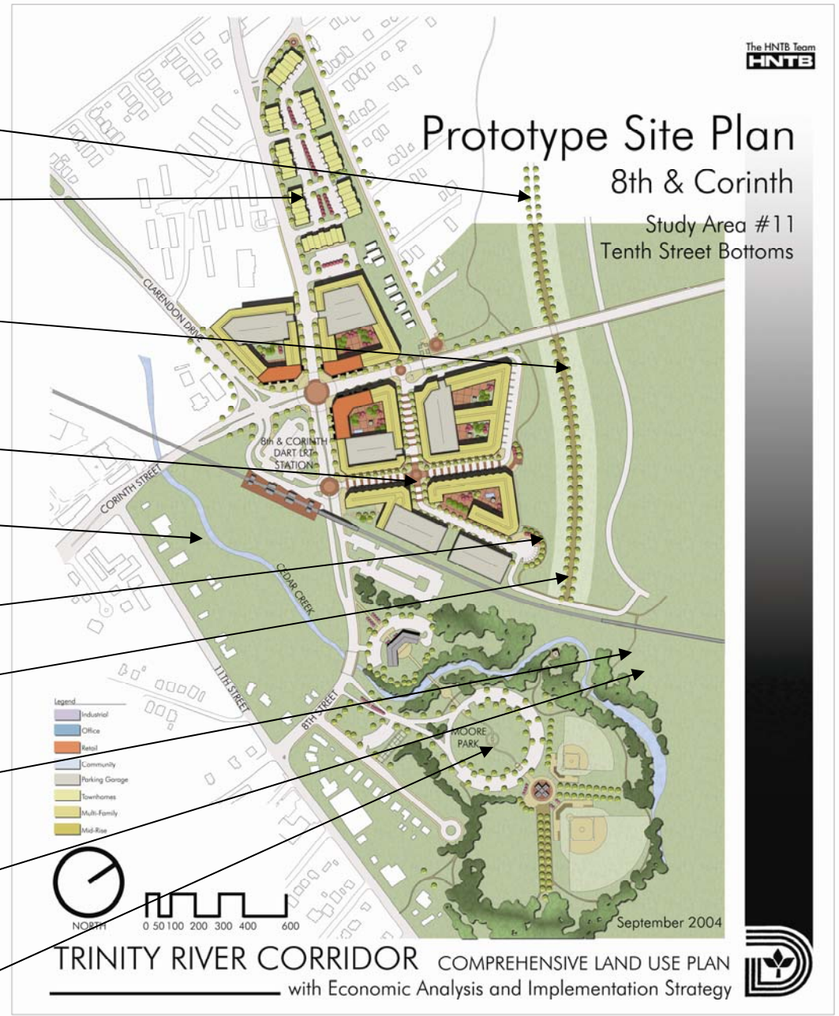
Trinity River overlooks

River greenbelt pedestrian access

Development of planned regional Trinity Trails

Trinity River greenbelt amenities

Moore Park Master Plan improvements



5. Trinity Corridor District Plans

Development Concept

A mixed-use transit oriented development with high-density residential over neighborhood serving retail, and affordable single-family attached housing.

Public Investments as a Stimulus to Development

- Recreation amenities within the floodway corridor and construction of the Trinity River lakes will make this a premier residential location.
- Moore Park improvements (trailhead parking, recreation center).

Rationale

- The existing DART 8th Street & Corinth Street light rail station offers the most immediate access to Trinity River Corridor amenities.
- Tenth Street Bottoms and Skyline Heights Neighborhood lack retail services, which this proposed development can provide.
- Adjacent Moore Park will serve as a primary "portal" into the Trinity River Corridor.
- Residential units will enjoy spectacular views of Trinity River lakes and the downtown skyline and will offer immediate access to the park with no intervening roadways.
- The project will require an assembly of marginal commercial properties.

Data Calculations

Total Acreage 25.0 Acres

Retail 33,000 sf

Low / Mid-Rise MF 1,029 Units

Park / Open Space 0.85 Acres (37,000 sf)

Cedars Village Prototype Site

Significance

The old river channel that has held this location back from extensive development in the past should provide the impetus for future growth by promoting the creation of a unique neighborhood lifestyle not found today in Dallas. The former channel of the Old Trinity River should be transformed from a meandering utilitarian sump into an attractive waterway amenity that would link neighborhoods and define place. The intimacy afforded by developments along the old river channel would provide a complementary balance to the expansive physical setting planned along the Trinity River greenbelt.

Surrounding Influences

Listed below are several local influences that will have direct and indirect impacts on the success of the Cedars Village:

- Extensive frontage along the planned improvements and amenities within the Trinity River greenbelt
- Walking proximity to The Cedars neighborhood and the entertainment district along Lamar
- Proximity to downtown Dallas
- Proximity to Dallas Convention Center
- Walking proximity to Dallas Area Rapid Transit's (DART) Cedars light rail station
- Access to the hub of the region's freeway network
- Planned regional Trinity Trails in the Trinity River floodplain
- Mixed use / adaptive reuse development to the east of the Cedars Village to provide a complementary choice adjacent to this in-city site
- Expansion of the Central Business District (CBD) activities to the river greenbelt's edge allows a more direct connection to Cedars Village site
- Corinth Street Viaduct improvements
- Planned county-wide trail connections along the Trestle Trail in proximity to site
- Proposed IH-35E signature bridge

Implementation initiatives to foster growth and development

Proposed I-35e signature bridge design and construction

Industrial Boulevard urban design plan and reconstruction

Water/wastewater/sanitary sewer infrastructure improvements

Sump and drainage study to ascertain impact on new development

Consider establishing site as a tax increment finance district

Pedestrian bridge connection across railroad tracks between Cedars Village and DART's Cedars light rail station

Development of planned regional Trinity Trails

Future levee top boardwalk

Trinity River overlook

River greenbelt pedestrian access

Pedestrian access master plan

Construction of Trinity Parkway

Improved access via Corinth Street interchange with Trinity Tollway

Circulator trolley theme vehicle on levee top boardwalk

5. Trinity Corridor District Plans

Development Concept

An urban residential village offering rental apartments, for-sale townhouses, and neighborhood serving retail.

Public Investments as a Stimulus to Development

- South Industrial Boulevard streetscaping beautification.
- Improved access via Corinth Street interchange with Trinity Tollway.
- Recreational amenities and construction of Trinity River lakes.

Rationale

- This development is proposed on a site in single ownership; no land assembly is required.
- Major residential developers are already eyeing The Cedars area.
- The development can be linked to the DART Cedars light rail station.
- Drainage sumps and old river channel meanders offer an opportunity for unique setting.
- A direct linkage to levee top can be achieved.

Data Calculations

Total Acreage 71.8 Acres

Retail 138,100 sf

Low / Mid-Rise MF 2,110 Units

Professional Office 56,200 sf

Park / Open Space 10.4 Acres

Reunion Place Prototype Site

Significance

Many people have stated that the Trinity River improvements should serve as the front lawn for Downtown Dallas. The backdrop to this new front lawn should encourage riverfront development that will invite Dallas' residents and visitors to come down to the river's edge and take in the sights. These riverfront development opportunities should also serve as a sliding glass back door from the community's living room to backyard playground. The central business district will make the leap over the freeway loop to the river's edge and even beyond to the Oak Cliff side of the river. A newly extended Reunion Boulevard will serve as the ceremonial entry point between Downtown Dallas and the river's edge. The more intense uses allowed in this location will be balanced by an attractive waterway amenity – the old river channel – that meanders and reminds users that the river crossing that once attracted settlers to the nearby bluffs should be protected and restored.

Surrounding Influences

Listed below are several local influences that will have direct and indirect impacts on the success of the Reunion Place:

- Reconstruction of the Mixmaster as part of Project Pegasus
- Construction of Trinity Parkway
- IH-30 reconstruction and improvements
- The Margaret Hunt Hill signature bridge and extension of the Woodall Rodgers Freeway across the river to Singleton Boulevard
- The second signature bridge that will replace the existing IH-30 bridge
- Broad frontage to the Trinity River greenbelt amenities, including the lakes and trails
- The future use of Reunion Arena
- Walking proximity to Reunion Tower, Union Station (including Dallas Area Rapid Transit and Trinity River Express rail lines), Dallas County government complex, and the West End Historic District
- Proximity to downtown Dallas' core

Implementation initiatives to foster growth and development

Industrial Boulevard urban design plan and reconstruction

Construction of Trinity Parkway

Water/wastewater/sanitary sewer infrastructure improvements

Sump and drainage study to ascertain impact on new development

Prominent Reunion Boulevard extension to levee top promenade and river access

Trinity River greenbelt amenities and improvements

Trinity River overlook

Future levee top boardwalk

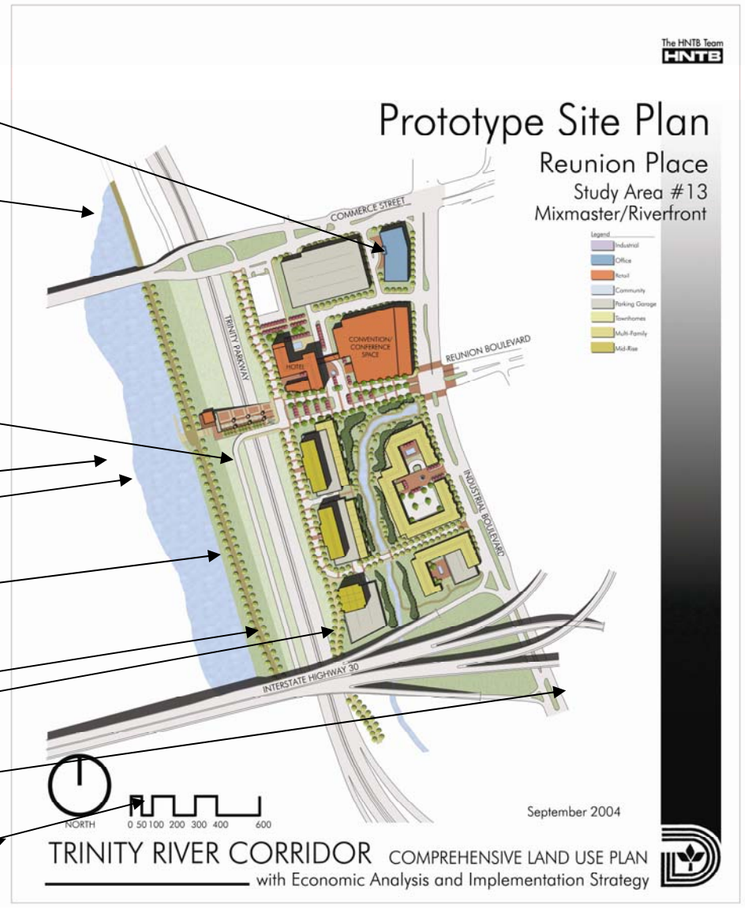
Circulator trolley theme vehicle on levee top boardwalk

Pedestrian access master plan

Project Pegasus improvements to Mixmaster

Planned I-30 signature bridge design and construction

I-30 reconstruction and improvements



Development Concept

High-density, high-rise apartments or condominiums and a hotel facing a levee-top street and promenade. The old river channel meander is repositioned within the project to facilitate creation of a developable site.

Public Investments as a Stimulus to Development

- Extension of Reunion Boulevard to terminate in a public plaza bridging the Trinity Tollway and offering access into the park.
- Industrial Boulevard streetscaping/beautification.

Rationale

- This is the ceremonial place "where Downtown comes to the river."
- The ballroom/banquet spaces and hotel parking structure can be organized to screen and buffer the site from the County Criminal Justice Complex.
- Consideration should be given to a pedestrian bridge (which might also accommodate a trolley or circulator bus) connecting this site to the "West Bank" development.
- The four high-rise building sites are all currently City of Dallas property (levee and river channel meander).

Data Calculations

Total Acreage 23.1 Acres

Low / Mid-Rise MF 375 Units

High - Rise MF 608 Units

Hotel 500 Rooms

Park / Open Space 5.4 Acres

Trinity Landing Prototype Site

Significance

The Trinity Landing location represents an opportunity to provide a balance that complements both sides of the river. This site plan basically shifts the perceived center of Dallas from the downtown side of the river and focuses the future center on the Trinity River amenities. This is the new 'Urban Dallas' that alters the staid '9 to 5 central business district' image into an 'escape the day, hang out, and enjoy what beckons' alter ego. Urban vistas and greenbelt access on both sides of the river are the attractions and both sides should have strong draws to make this possible. Besides playing on its riverfront advantages, the Trinity Landing site's interior would create regional opportunities, such as a potential location for an urban cluster of corporate headquarters, a prominent setting for a new federal center, an in-city university campus, or as a placeholder for a future international exposition.

Surrounding Influences

Direct and indirect impacts will have an influence on the success of the Trinity Landing. These impacts are listed below:

- IH-30 reconstruction and improvements
- The Margaret Hunt Hill signature bridge and extension of the Woodall Rodgers Freeway across the river to Singleton Boulevard
- The second signature bridge that will replace the existing IH-30 bridge
- Broad frontage to the Trinity River greenbelt amenities, including the lakes and trails, and skyline view of downtown Dallas skyline
- Proximity to downtown Dallas
- Proximity to the hub of the region's freeway network
- Planned regional Trinity Trails in the Trinity River floodplain
- Planned county-wide Coombs Creek Trail in proximity to site

Implementation initiatives to foster growth and development

Beckley Avenue urban design plan and relocation

Trinity River greenbelt amenities and improvements

West Commerce Street urban design plan and reconstruction

Consider establishing site as a tax increment finance district

Water/wastewater/sanitary sewer infrastructure improvements

Sump and drainage study to ascertain impact on new development

Future levee top boardwalk

Hardwick / Herbert Streets connection improvements

Trinity River overlook

Circulator trolley theme vehicle on levee top boardwalk

Pedestrian access master plan

Planned I-30 signature bridge design and construction

I-30 reconstruction and improvements

Development Concept

A major regional entertainment facility as an anchor to a mixed use development, including housing, hotels, entertainment support uses and retail.

Public Investments as a Stimulus to Development

- Beckley Avenue is proposed to be re-routed to create meaningful development sites adjacent to the levee; right of way acquisition could be used as a tool for land assembly.

Rationale

- This is probably the last remaining area near downtown and the Trinity River Corridor where a site for a major regional entertainment facility could be assembled.
- The adjacent land uses are compatible with such a large-scaled development; much of the area is in low-grade industrial, auto-related uses, and vacant land.
- Well-landscaped surface parking lots required for this development should transition in future years to higher density office uses with structured parking shared with the regional entertainment.
- A high-traffic use such as a regional entertainment facility might merit a DART light rail line spur or a shuttle service to connect this site with Dallas' Central Business District.

Data Calculations

Total Acreage +/- 113.5 Acres

Retail 99,750 sf

Low / Mid-Rise MF 820 Units

High - Rise MF 440 Units

Hotel 1,820 Rooms

Entertainment 1 Regional Facility

Park / Open Space 2.9 Acres

Woodall Rodgers Intercept Prototype Site

Significance

This site as well as the West Dallas community has long been over-looked for economic growth and development. With the Trinity River Corridor investments, this gateway location will experience significantly greater opportunity. The first of several signature bridges will be built connecting West Dallas with downtown Dallas on the opposite side of the river. This gateway location should reflect a community with a colorful past. What is today's West Dallas was first settled as a French utopian community, but has also seen cattle drives heading north, settlers heading west, and was home to Bonnie and Clyde's gang of outlaws. Not only does this location serve as a gateway into West Dallas and the Trinity River greenbelt, the site enjoys some of the best vistas of the downtown Dallas skyline as well as the emerging skyline in Victory, Uptown, Oak Lawn, and the Stemmons Corridor. The site holds potential for both neighborhood and regional commercial development and housing options.

Surrounding Influences

Noted below are several local influences that will have direct and indirect impacts on the success of the Woodall Rodgers Intercept:

- Frontage along the planned improvements and amenities within the Trinity River greenbelt
- The Margaret Hunt Hill Bridge – the first in a series of signature bridges over the Trinity River
- Conversion of Continental Street Viaduct into a pedestrian bridge
- Proximity to downtown Dallas
- Access to the hub of the region's freeway network
- Planned regional Trinity Trails in the Trinity River floodplain
- Planned levee top trail north of Continental Street and levee top promenade south of Continental Street

Implementation initiatives to foster growth and development

Trinity River greenbelt amenities and improvements

Development of planned regional Trinity Trails

Levee top trail

Continental Street Viaduct improvements to a possible pedestrian and bike only bridge connecting to downtown

Canada Drive urban design plan and reconstruction

River greenbelt pedestrian access

First signature bridge as part of the Woodall Rodgers Freeway extension

Pedestrian access master plan

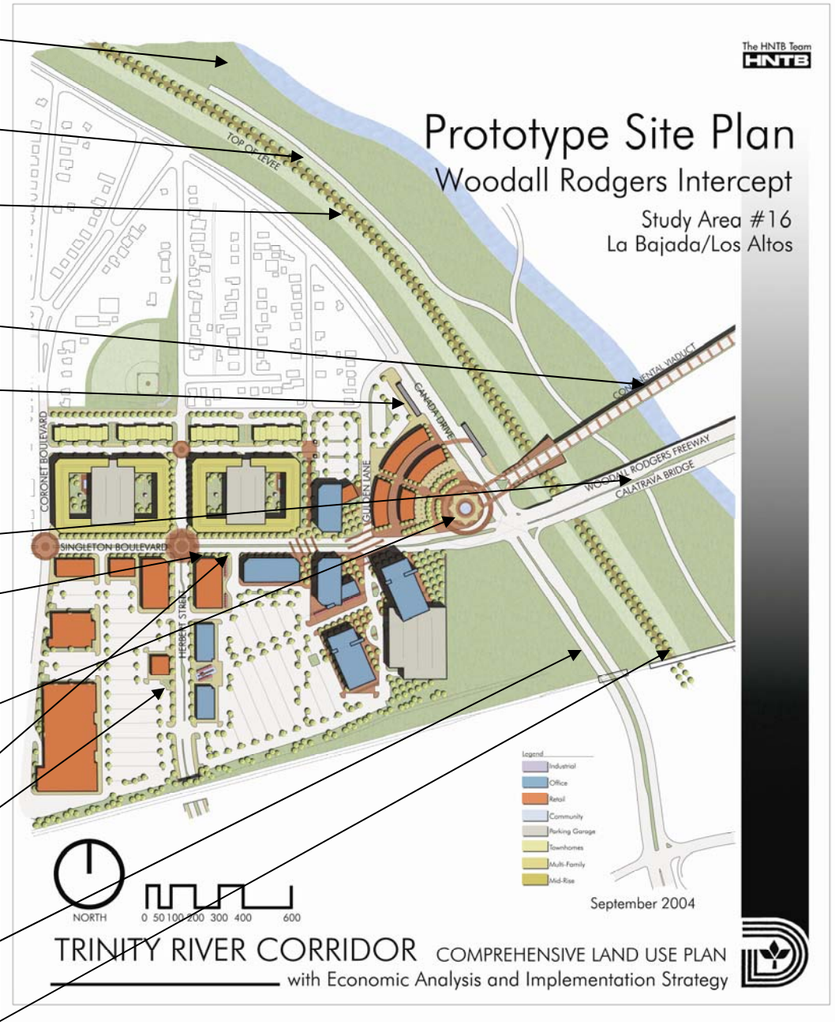
Gateway urban design plan at Continental Street Viaduct / Woodall Rodgers extension / Canada Drive – Beckley Avenue connection

Singleton Boulevard urban design plan and reconstruction

Herbert - Harwick Streets connection improvements

Beckley Avenue urban design plan and reconstruction

Circulator trolley theme vehicle on levee top boardwalk



Development Concept

A cluster of office buildings is attracted to the well-located sites at the west end of the Margaret Hunt Hill signature bridge; a "Mercado" and "Plaza del Sol" become city-wide neighborhood attractions and favorites of visitors to Dallas.

Public Investments as a Stimulus to Development

- The Calatrava-designed "signature" bridge, named for Dallas civic leader Margaret Hunt Hill, brings significantly enhanced access and visibility.
- Singleton Boulevard, Beckley Avenue, and Canada Drive improvements.
- Conversion of Continental Street viaduct to an exclusively pedestrian and bicycle connection to Dallas' Central Business District.

Rationale

- This development proposal does not encroach into residential streets of the La Bajada neighborhood; existing single-family uses have been protected. Community College or Vocational / Technical School could be integrated into the office park, offering linkage between training and job opportunity. New medium-density residential development with ground floor retail uses is proposed along Singleton Boulevard. This is an important "portal" location providing access to recreational amenities within the floodway.

Data Calculations

Total Acreage 59.9 Acres

Retail 203,100 sf

Low / Mid-Rise MF 529 Units

Mid - High Rise Office 1,412,200 sf

Park / Open Space 3.7 Acres

Oak Lawn Center Prototype Site

Significance

The Oak Lawn Center site is an important area in the Trinity River Corridor because it represents a key connection between one of Dallas' most active communities – Oak Lawn – and the Trinity River greenbelt. This site is also essential because it is serves as a model of how adaptive reuse development activity would take place along the river corridor's edge. With this site, proximity to the river greenbelt is a strong attraction. Much of the existing development northwest of downtown is made up of an older stock of industrial buildings whose intended desirability has waned, but with a little repositioning could realize a higher value for those looking for an in-town lifestyle for working, living, shopping, and entertaining.

Surrounding Influences

Direct and indirect impacts will have an influence on the success of the Oak Lawn Center. These impacts are listed below:

- Frontage to the Trinity River greenbelt amenities
- Construction of Trinity Parkway
- Proximity to the Old Trinity River channel
- Planned regional Trinity Trails in the Trinity River floodplain
- Walking proximity to Dallas Design District
- Proximity to Dallas Market Center
- Proximity to American Airlines Center and the Victory development
- Proximity to Stemmons Freeway and future expansion
- Proximity to downtown Dallas
- Proximity to Oak Lawn community

Implementation initiatives to foster growth and development

Irving Boulevard enhancements

Oak Lawn Avenue streetscape improvements

Pedestrian access master plan

Levee top trail

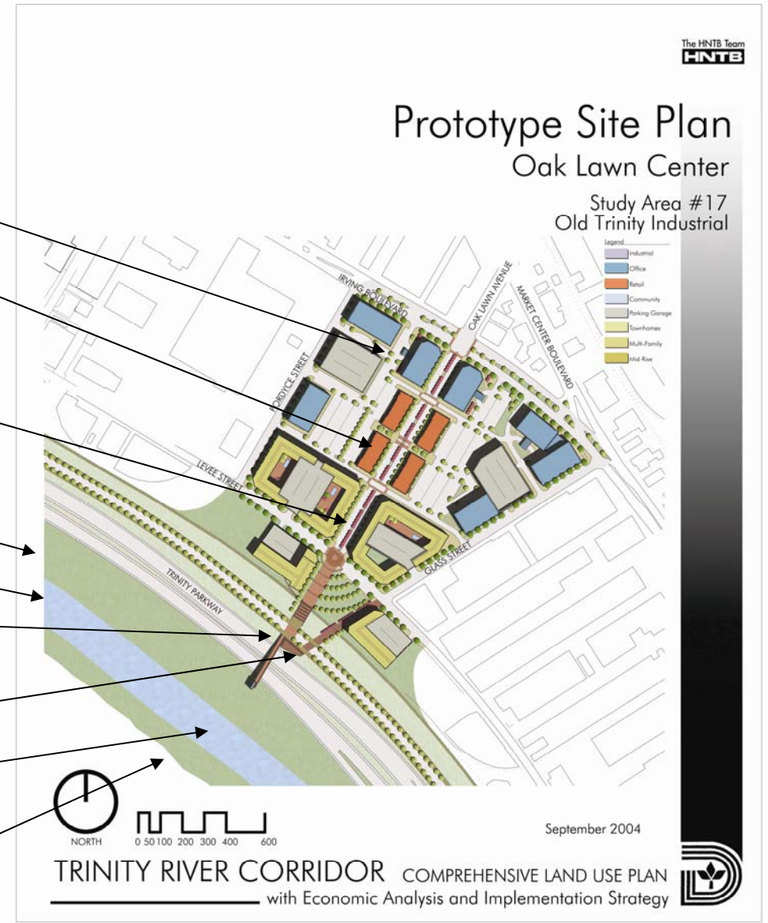
Trinity Parkway construction

Prominent promenade to levee top and river access

City purchase parcels at the end of Oak Lawn Avenue for portal park / entrance at Levee Street

Trinity River overlook

Trinity River greenbelt amenities and improvements



Development Concept

A slice of the Old Trinity Industrial District along both sides of Oak Lawn Avenue transitions into a mixed-use neighborhood of ground floor retail and showrooms, upper floor residential and mid-rise offices.

Public Investment as a Stimulus to Development

- Construction of Trinity River lakes and recreational amenities within the floodway.

Rationale

- This prototype could happen along any of the streets running from Industrial Boulevard to Levee Street; but Oak Lawn Avenue would be a strategic place to start due to the street's strong identity, connection to Stemmons Freeway and the Oak Lawn neighborhood.
- The proposal is consistent with the City's land use and urban design study for this area.
- Maximum building heights should be established to vary from highest at Sylvan Avenue, Continental Avenue, and Oak Lawn Avenue to lower maximums elsewhere to protect view corridors.
- It is anticipated that this district will consist of a mix of new construction and adaptive reuse of existing buildings.

Data Calculations

Total Acreage 27.5 Acres

Retail 60,900 sf

Low / Mid-Rise MF 710 Units

Mid - Rise Office 918,600 sf

Park / Open Space 2.0 Acres

Implementation

Individual projects that would provide system upgrades and needed improvements to the Downtown-Lakes District existing and planned land use make-up are listed below.

ID #	Project	Location	Improvements	Project's cost
Downtown – Lakes District				
DL 1	Industrial Boulevard reconstruction and urban design	Irving Boulevard to Corinth Street	In the Balanced Vision Plan, would include widening Industrial Boulevard in some sections and providing streetscape enhancements throughout	$68,558,000
DL 2	Lamar Street urban design	IH-30 to Hatcher Street	Develop urban design enhancements along this stretch of Lamar Street to encourage pedestrian use and improve the traffic environment	$11,802,106
DL 3	Ervay Street reconstruction and urban design	MLK, Jr. to Marilla Street	Roadway reconstruction and streetscape enhancements to serve as a gateway into downtown Dallas	$5,771,020
DL 4	West Commerce Street reconstruction and urban design	Levee to Sylvan Avenue	Roadway reconstruction and streetscape enhancements to serve as a gateway into downtown Dallas	$4,593,700
DL 5	Zang Boulevard urban design	Levee to Davis Street	Develop urban design enhancements along this stretch of Zang Boulevard to encourage pedestrian use and improve the traffic environment	$6,161,670
DL 6	Sylvan Avenue urban design	West Commerce Street to levee	Develop urban design enhancements along this stretch of Sylvan Avenue to encourage pedestrian use and improve the traffic environment	$4,931,150
DL 7	Canada Drive and Beckley Avenue relocation, reconstruction, and urban design	Where Canada Drive and Beckley Avenue would intersect the Woodall Rodgers Freeway extension	The extension of Woodall Rodgers Freeway into West Dallas will require that Canada Drive and Beckley Avenue be relocated to disperse traffic with urban design elements that complement the surrounding	NA

ID #	Project	Location	Improvements	Project's cost
Downtown – Lakes District				
			community	
DL 8	Extend/connect Herbert and Hardwick Streets for La Bajada neighborhood	IH-30 to Canada Drive	Provide better access for the La Bajada community	NA
DL 9	Extension of Reunion Boulevard to levee	Industrial Boulevard to levee	Part of the Balanced Vision Plan, this project would provide a direct link between downtown Dallas and the Trinity River greenbelt	$657,670
DL 10	Heritage road - initial development	From La Bajada on the north to Moore Park / Cadillac Heights on the south	Development of the levee-top terrace boulevard from the Balanced Vision Plan as a roadway and trail corridor linking Dallas' historical riverside communities through a mix of parkways (open areas) and urban streets (developed areas)	NA
DL 11	Circulator trolley-themed vehicle on levee top roads	To run along the levee top roads (downtown and Oak Cliff sides)	Requires a study be performed to identify the start-up cost, operations, and revenue streams and determine if this is a viable project	NA
DL 12	Water/wastewater/sanitary sewer upgrades	Oak Cliff Gateway and Mixmaster areas	Study the needed improvements to the water / wastewater / and sanitary sewer system in the Oak Cliff Gateway and Mixmaster in anticipation of riverfront development	NA
DL 13	City purchase parcels for portal park/entrance at Oak Lawn and Levee Streets	Terminus of Oak Lawn Avenue at Levee Street	City acquires several parcels for a portal park and entrance into the Trinity River greenbelt	NA
DL 14	TIF Districts for Cedars West and West Commerce	Potential areas for tax increment financing districts that could include areas along either side of the West Commerce Street and along the old	City supported study to consider this section of the city as a potential tax increment financing district to help finance improvements in roads, water, sewer, environmental	$250,000+/- (each)

ID #	Project	Location	Improvements	Project's cost
Downtown – Lakes District				
		meanders area west of The Cedars	cleanup, and the establishment of a redevelopment authority	
DL 15	Sump and drainage study	District-wide on the developed side of the levee	Study that would focus on the impact of new development on sump and drainage needs	$750,000
DL 16	Pedestrian access master plan	Throughout district	District wide study regarding pedestrian access limitations and opportunities	$250,000+/-
DL 17	Trinity River overlooks	At key sites where major improvements are planned (bridges, chain of wetlands, lakes) and community recognized view sheds	Establish overlooks with vehicular parking and trail connections along the Trinity River greenbelt	$400,000+/- (each)
DL 18	River greenbelt pedestrian access	Various locations identified in the Trinity River Corridor Master Implementation Plan	Identified as an early action item to provide needed access into the greenbelt corridor and to spur economic development	NA
Total, Downtown – Lakes District				$104,375,316

West Dallas District

Location

The West Dallas District is generally bounded by the Trinity River on the north and east, West Commerce Street and the Union Pacific Railroad tracks on the south, and Mountain Creek and the West Fork of the Trinity River on the west and northwest.

Assessment

The West Dallas District is primarily a residential district with some of the longest stretches of residential uses along the Trinity River greenbelt. It also includes two crossings of the river and areas of non-residential use south of Singleton.

- The neighborhoods in this district can take advantage of the planned Trinity River enhancements.
- Much of the area south of Singleton provides opportunities for employment generating uses and potential transit oriented development.

Stakeholder Input

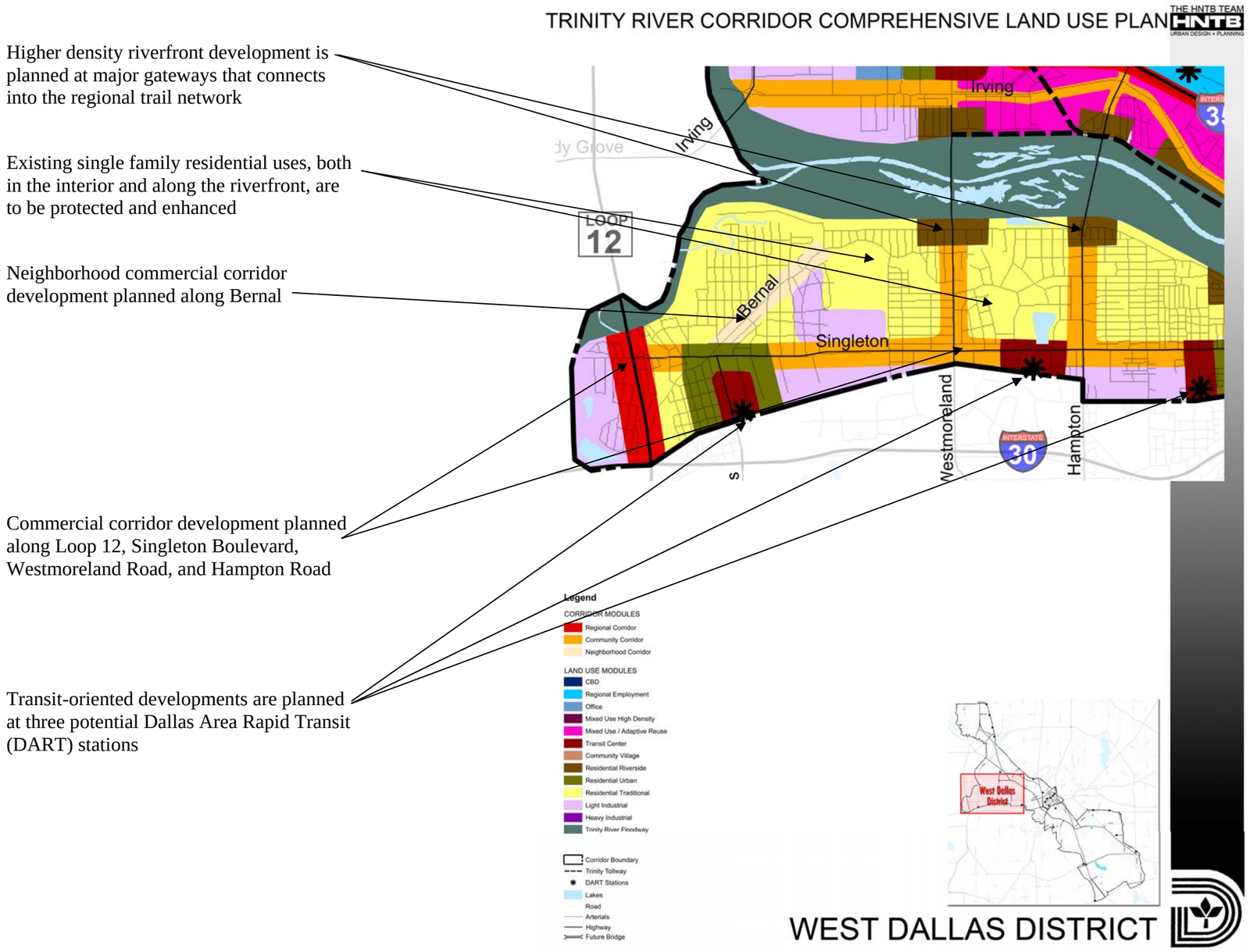
West Dallas stakeholders placed their highest priority on protection and enhancement of their neighborhoods. They believed the plan should retain the existing single family development pattern and they wanted to ensure that non-residential uses could not locate within the fabric of individual neighborhoods. Stakeholders noted that 'community revitalization in West Dallas neighborhoods is overdue'. Additional comments are summarized below.

- Residents do not want to see displacement due to new development in this area.
- Eliminate non-residential in residential areas; stakeholders do not want stores or clubs in their neighborhoods.
- Entertainment uses should be defined carefully so they do not create problems for surrounding neighborhoods.
- Need police station
- There should be new and upgraded commercial development along Singleton Boulevard
- Want to see improvements to West Dallas Shopping Center; more quality stores; cleaner stores
- Clean retail development along major thoroughfares with jobs for youth
- Residents desire a DART rail line for this area. The Union Pacific railroad line south of Singleton Boulevard was suggested as a potential DART rail line to serve this community with three suggested transit stations. Transit center developments and some residential urban development would be anticipated around these possible transit stations.

Preferred Land Use Plan

The Preferred Land Use Plan for the West Dallas District respects the concerns of area residents and stakeholders. The existing neighborhoods north of Singleton Boulevard will retain this character. The Residential Traditional land use module applied here maintains this development pattern. While this land use module can generally accommodate some multi-family, office and/or retail development, these uses should not extend into the single family neighborhoods. Community Corridor development is planned along three major roadways in this district – Singleton Boulevard and Westmoreland and Hampton Roads. Small areas are designated for Residential Riverside at the places where Westmoreland and Hampton Roads approach the Trinity River levee. These areas could provide more housing options for current area residents or others who want to live close to the Trinity's open spaces and amenities. These developments would be designed so they do not have a negative effect on the stability of adjacent neighborhoods.

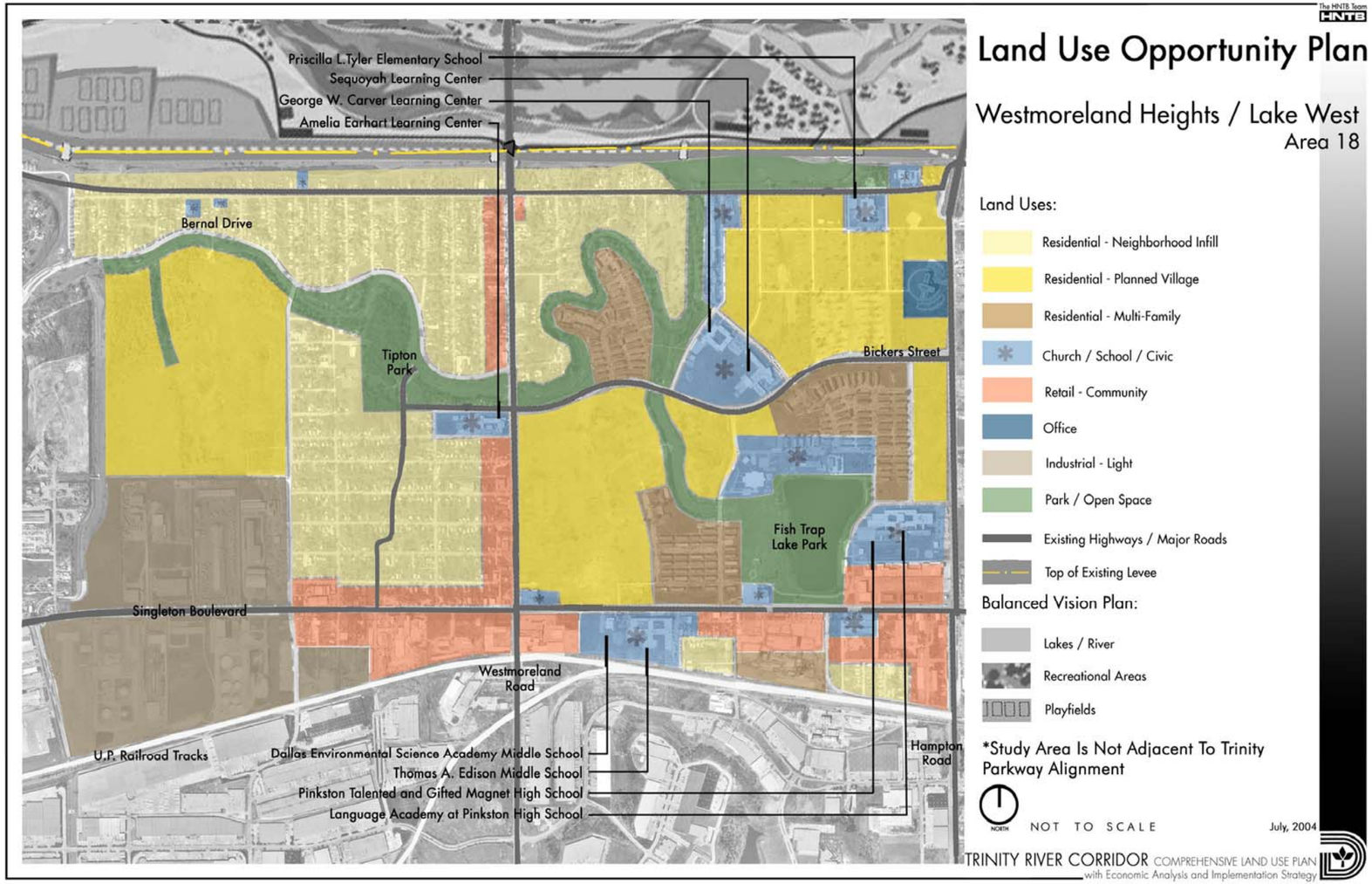
Development along Loop 12, a major regional highway, would continue its existing Regional Corridor character. South of Singleton Boulevard, areas are planned to remain in Light Industrial use. This Preferred Land Use Plan envisions a future DART light rail line along the Union Pacific railroad right-of-way. Stations at Manila and Chalk Hill would create opportunities for new transit-oriented development, as well as providing convenient access to this regional transportation system for West Dallas residents and businesses.



Study Area 18: Westmoreland Heights / Lake West

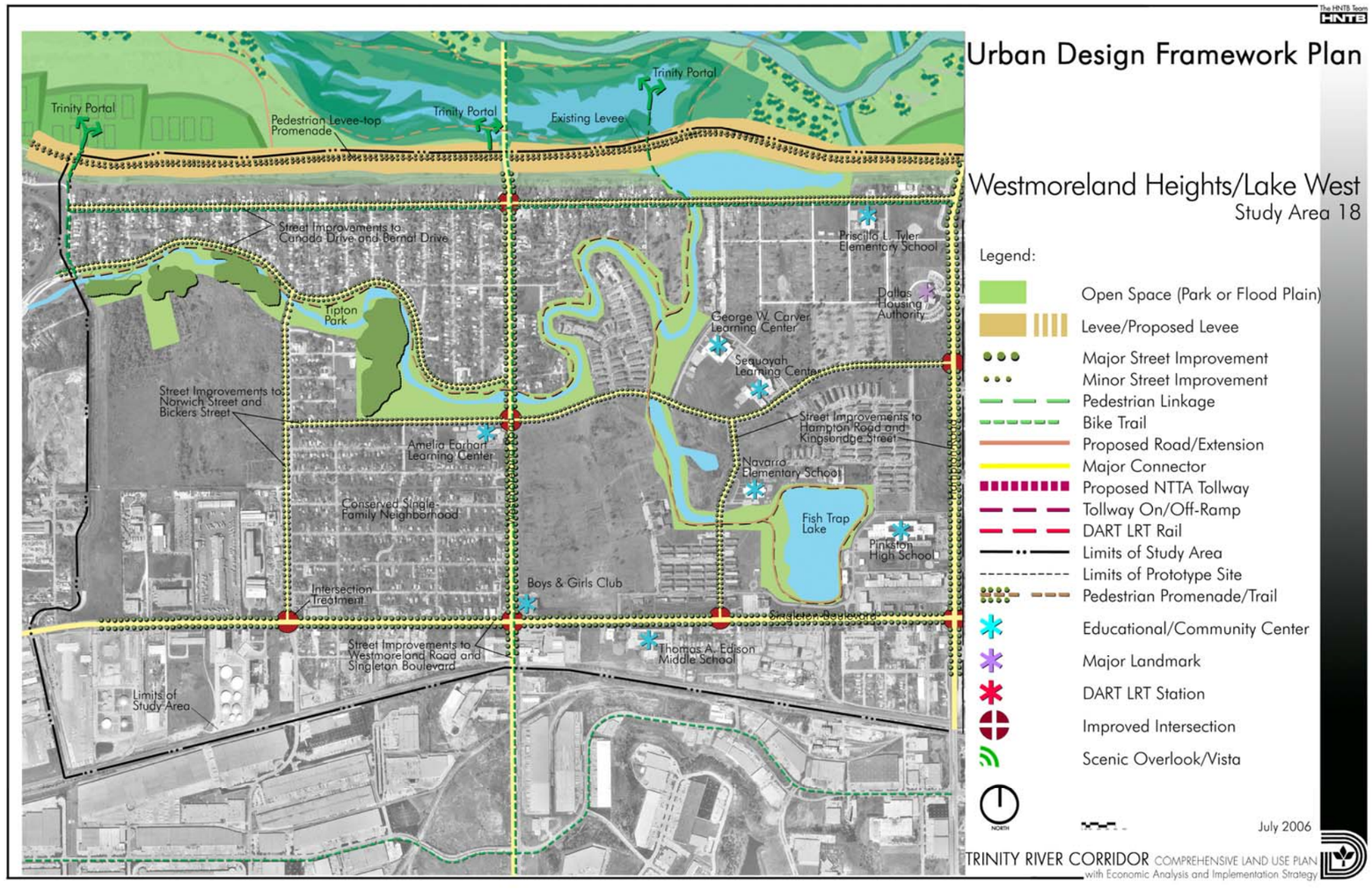
The Westmoreland Heights / Lake West Study Area is one of the largest in this study. It includes approximately 1,500 acres of land. It is centered on Westmoreland Road and is bounded on the north by the Trinity River levee, on the east by Hampton Road, on the south by the Union Pacific railroad line and on the west generally by Scholfield Drive. The existing development pattern is very diverse and includes single family neighborhoods, Dallas Housing Authority (DHA) development, commercial and industrial uses. Fish Trap Lake Park and Tipton Park are both located in this study area and a variety of schools and other community facilities are here as well.

The Land Use Opportunity Plan for this area retains the existing single family neighborhoods by designating them for Residential – Neighborhood Infill use. The areas controlled by DHA reflect the Residential – Planned Village and Residential – Multi-Family character of the Lake West community. Retail – Community uses along Singleton Boulevard should provide desired shopping and services for area residents. If a new DART line is located here, the area at Manila would develop with a mix of more intense residential and commercial uses; without a DART Station, the plan designates particular areas for Residential – Multi-Family and Retail – Commercial uses. New and revitalized commercial uses are also appropriate along Westmoreland Road.



5. Trinity Corridor District Plans

The Urban Design Framework Plan for this area uses its strong grid of major streets to create routes to and through the area that have enhanced street, intersection and streetscape improvements. Singleton Boulevard, Canada Drive, Westmoreland, Bernal and Bickers Roads all receive these improvements. A pedestrian promenade on the top of the levee, an enhanced trail system along the river's former meanders and three Trinity portals provide convenient and appealing access to the paths, lakes, ballfields, amphitheater and other amenities inside the corridor.



Implementation

Listed below are individual projects that would provide system upgrades and needed improvements to the West Dallas District's existing and planned land use pattern.

ID #	Project	Location	Improvements	Project's cost
West Dallas District				
WD 1	Singleton Boulevard urban design and reconstruction - Phase I	Beckley to Hampton Road	Would include widening Singleton Boulevard as a five-lane undivided roadway and providing streetscape enhancements throughout	$8,747,318
WD 2	Singleton Boulevard urban design - Phase II	Hampton Road to Walton Walker (Loop 12)	Develop urban design enhancements along this stretch of Singleton Boulevard to encourage pedestrian use and improve the traffic environment	$18,865,700
WD 3	Canada Drive urban design	Beckley to Pluto	Develop urban design enhancements along this stretch of Canada Drive to encourage pedestrian use and improve the traffic environment	$18,134,954
WD 4	Bernal Drive urban design	Singleton Blvd. to Peoria	Develop urban design enhancements along this stretch of Bernal Drive to encourage pedestrian use and improve the traffic environment	$3,231,680
WD 5	Westmoreland Road urban design	Union Pacific RR to levee	Develop urban design enhancements along this stretch of Westmoreland Road to encourage pedestrian use and improve the traffic environment	$6,415,080
WD 6	Hampton Road urban design	Union Pacific RR to levee	Develop urban design enhancements along this stretch of Hampton Road to encourage pedestrian use and improve the traffic	$7,144,420

ID #	Project	Location	Improvements	Project's cost
West Dallas District				
			environment	
WD 7	Norwich Street urban design	Singleton Blvd. to Bernal	Develop urban design enhancements along this stretch of Norwich Street to encourage pedestrian use and improve the traffic environment	$4,290,650
WD 8	Bickers Street urban design - Vilbig to Hampton Road	Vilbig to Hampton Road	Develop urban design enhancements along this stretch of Bickers Street to encourage pedestrian use and improve the traffic environment	$1,363,860
WD 9	Bickers Street urban design - Hampton Road to Westmoreland Road	Hampton Road to Westmoreland Road	Develop urban design enhancements along this stretch of Bickers Street to encourage pedestrian use and improve the traffic environment	$3,937,700
WD 10	Bickers Street urban design - Westmoreland Road to Norwich Street	Westmoreland Road to Norwich Street	Develop urban design enhancements along this stretch of Bickers Street to encourage pedestrian use and improve the traffic environment	$1,411,550
WD 11	City support for potential phase two DART rail line and stations	In possible locations along an existing railroad track - at Chalk Hill Road, Fish Trap Road, and Sylvan Avenue	The City of Dallas should work with the regional transportation agencies to study these sites as potential light rail or commuter rail stations	NA
WD 12	DART stations (potential) - station area plans	Approximately a quarter-mile radius from identified light rail / commuter rail station	City support for long-range plan	$300,000+/-

ID #	Project	Location	Improvements	Project's cost
West Dallas District				
WD 13	DART stations - infrastructure needs, zoning ordinance review, pedestrian trails, etc.	Approximately a quarter-mile radius from identified light rail / commuter rail station	Identified infrastructure improvements, zoning needs, and amenities around potential light rail / commuter rail stations	NA
WD 14	Pedestrian access master plan	Throughout district	District wide study regarding pedestrian access limitations and opportunities	$250,000+/-
WD 15	Sump and drainage study	District-wide on the developed side of the levee	Study that would focus on the impact of new development on sump and drainage needs	$750,000
WD 16	Old Trinity Meanders Trail / Greenbelt	Mican at Bernal east to Canada Drive	Enhance Old Trinity River Channel with trails, landscaping, and other community amenities	NA
WD 17	River greenbelt pedestrian access	Various locations identified in the Trinity River Corridor Master Implementation Plan	Identified as an early action item to provide needed access into the greenbelt corridor and to spur economic development	$200,000+/-
WD 18	Trinity River overlooks	At key sites where major improvements are planned (bridges, chain of wetlands, lakes) and community recognized view sheds	Establish overlooks with vehicular parking and trail connections along the Trinity River greenbelt	$400,000+/- (each)
Total, West Dallas District				$75,442,912

Stemmons District

Location

The Stemmons District is generally bounded by Bachman Creek on the northwest; Harry Hines Boulevard and Maple Avenue on the northeast; a combination of Woodall Rodgers Freeway and its future extension on the southeast; the Trinity River on the south and southwest; and the Elm Fork of the Trinity River on the west.

Assessment

Since the 1950's, the levee-protected Stemmons District has transformed a former river floodplain into a regional economic generator based on distribution, corporate centers, wholesale trade and medical complexes. It remains a vital and significant part of the City's tax base and the location of many businesses and jobs.

- This district has benefited from good access to both highway and rail transportation facilities.
- Today, many of the older commercial and industrial buildings here are no longer competitive with newer space or are not configured to meet current needs of rapidly-changing industries and technologies.
- Some thriving businesses lack available space to expand in this district.
- The existing structures have potential for adaptive reuse and the area has assets to support a change to a new mix of uses and activities.
- Since the Stemmons District is bounded on the south and west by the river, this district can take full advantage of the new Trinity River amenities and improvements.
- This district provides strong potential for riverside development possibilities.

Stakeholder Input

Stakeholder feedback recognized the importance of planning a transition for some parts of this district while supporting past development trends in other areas. In the areas south of IH-35 and Mockingbird Lane, stakeholders supported a new pattern of urban mixed use development. The institutions in the Medical District were identified as important parts of this district's future. Stakeholders identified the areas west of Mockingbird Lane as locations that should continue to attract major businesses and employers. Transit-oriented development was supported around future DART stations. Additional comments are noted below.

- The further out the area is from Central Business District, the stronger the need for development based on the major transportation facilities in the area; the Brookhollow area is an example
- More manufacturing is needed
- Desire higher densities at DART stations and land patterns that promote transit and walking
- The planned trail system serves as catalyst for population growth and adaptive/reuse
- More small boutiques
- Development oriented to the river makes sense in the area from Inwood to Continental

Preferred Land Use Plan

The Preferred Land Use Plan for the Stemmons District envisions a major employment center for several types of industries adjacent to an urban neighborhood that is unique in its mix of old and new buildings, residential and commercial uses and strong identity with the Trinity River open spaces. Manufacturing, communications and distribution companies should find appropriate locations in the areas near IH-35 and U.S. 183 that are planned for Light Industrial and Office uses. The Medical District is a defined hub for Regional Employment of a very different sort. A potential DART station near Mockingbird Lane is surrounded by Transit Center and Residential – Urban land uses. Closest to the main channel of the Trinity River, the area will see a significant transformation to Mixed Use / Adaptive Reuse and Residential Riverside uses. A former landfill site becomes a notable open space area for local residents and workers to enjoy.

Existing office and supporting uses are protected and expanded east of Interstate 35E

Commercial corridor development is planned along Interstate 35E, State Highway 183, Mockingbird Lane, and Irving Boulevard

Existing light industrial development is protected and enhanced along the western periphery

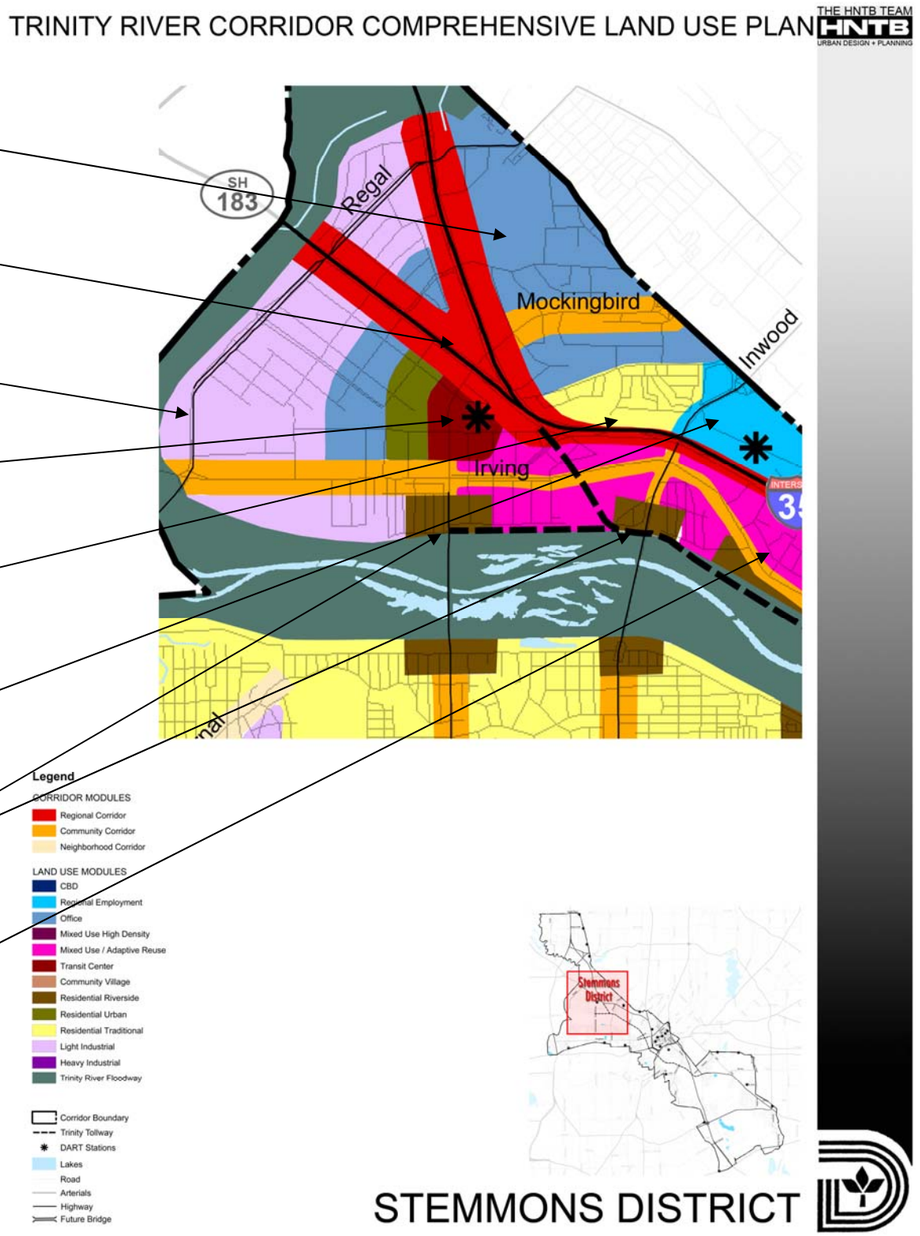
Economic activity is planned around a proposed Trinity Railway Express commuter transit station near Mockingbird Lane

Existing single family residential uses are to be protected and enhanced in the Arlington Park neighborhood

The medical district continues to have a major role in the economic growth of the city and the region

Higher density riverfront development is planned at major gateways that ties into regional trail network

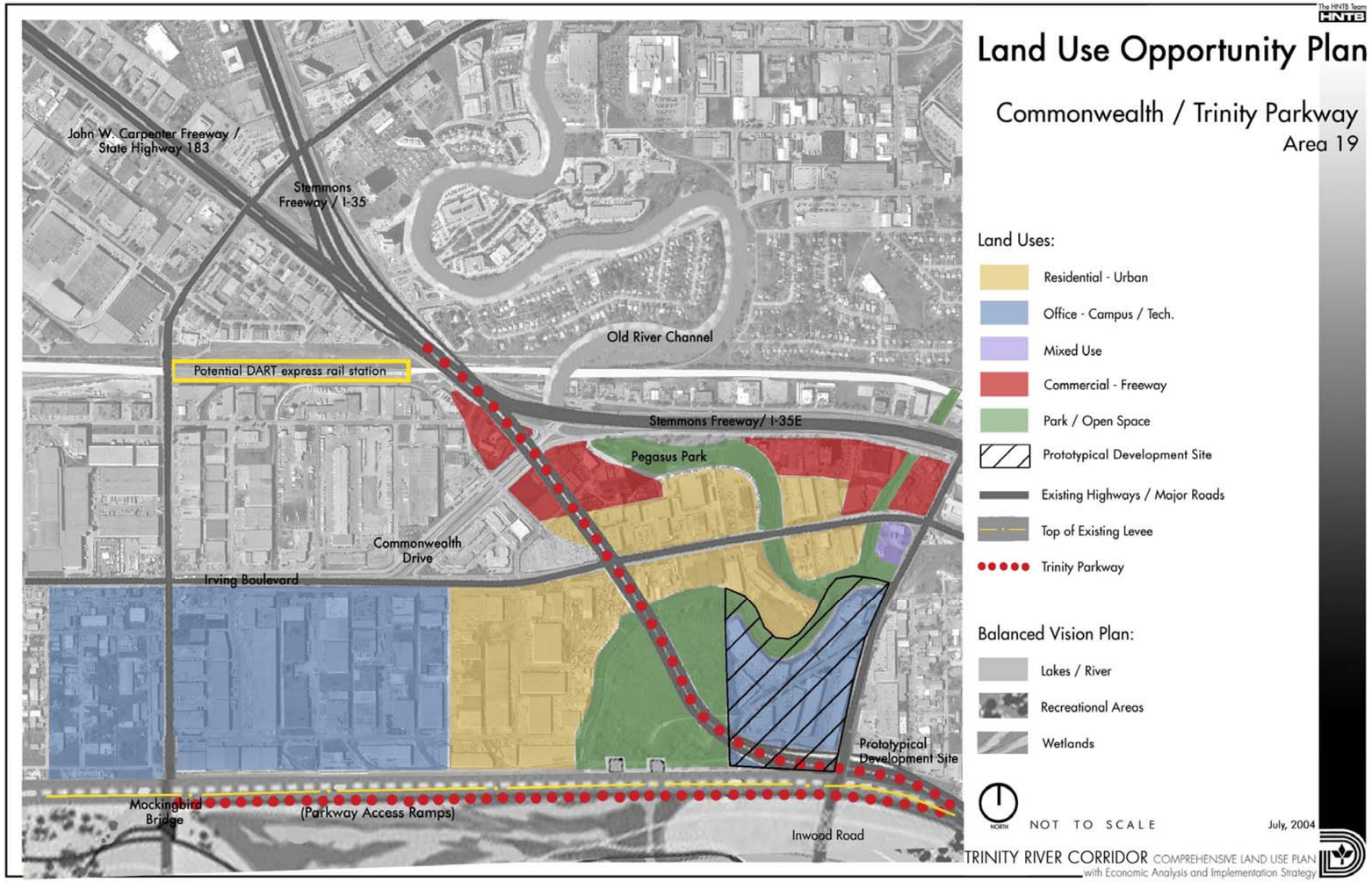
Higher density mixed use and adaptive reuse developments emphasizing pedestrian-friendly development patterns are planned east of Mockingbird Lane and towards downtown Dallas, while commercial corridor development is less significant



Study Area 19: Commonwealth / Trinity Parkway

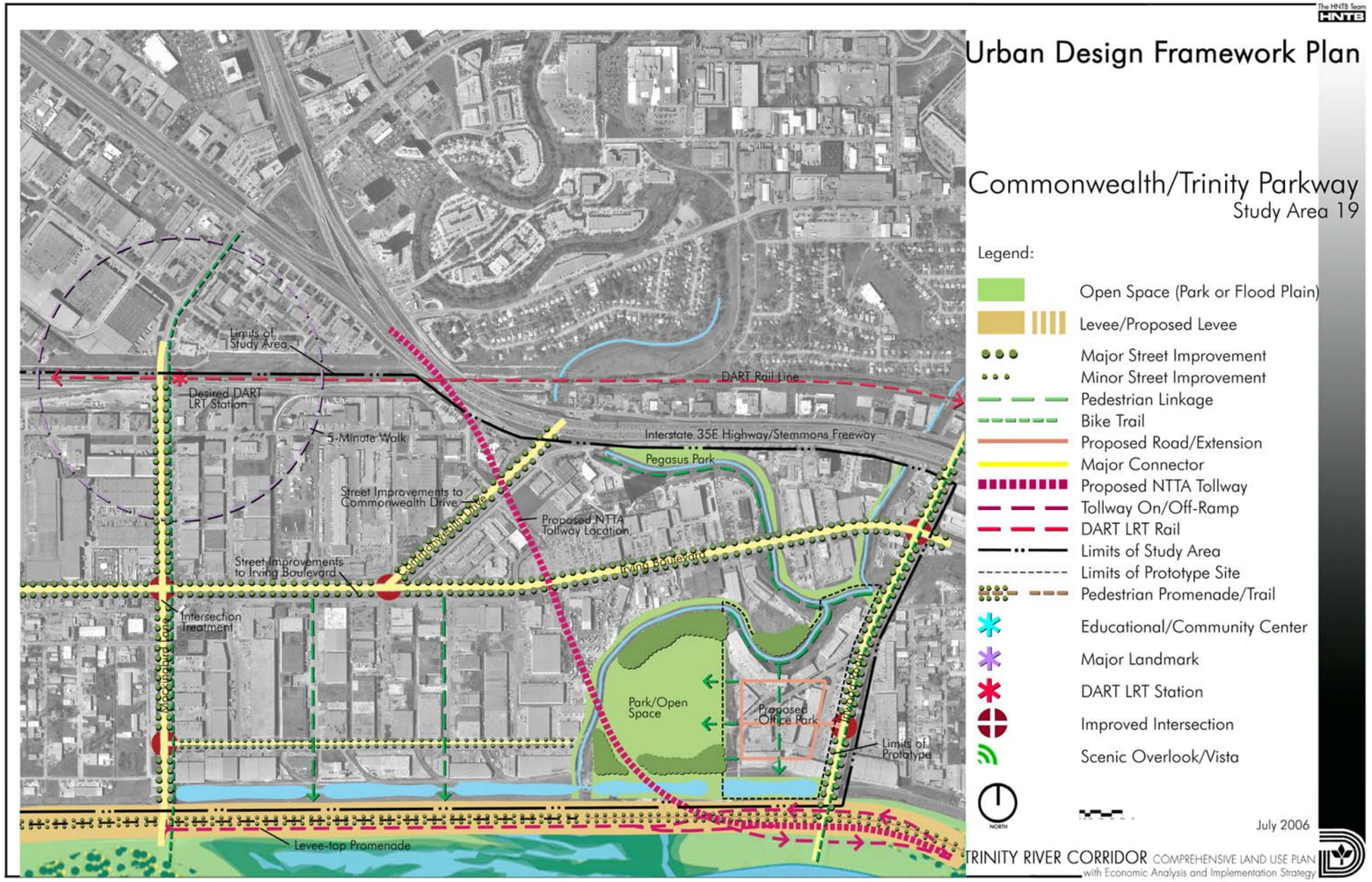
This study area is located between the Trinity River levee and IH-35; it extends from Inwood Road on the east to Alexander Street on the west. This 545 acre study area is largely developed with a variety of industrial and commercial uses. The alignment of the future Trinity Parkway begins in this study area, at the point where IH-35 and U.S. 183 merge.

The Land Use Opportunity Plan for this area proposes a combination of housing and workplaces designed for the 21st century. A central area of Residential – Urban uses creates the opportunity for new residential uses. Several areas adjacent to the river are planned for Office – Campus/Tech uses. These locations offer the unusual option of a campus office site for a corporation that provides the amenities and recreational assets of the Trinity River, proximity to urban neighborhoods where employees can avoid a lengthy commute, the business advantages of a short distance to Downtown Dallas and easy access to major regional highway and transit systems. Along IH-35, Commercial – Freeway uses are expected to continue. The possibilities of such a combination are illustrated by the Inwood Campus Prototype Site Plan.



5. Trinity Corridor District Plans

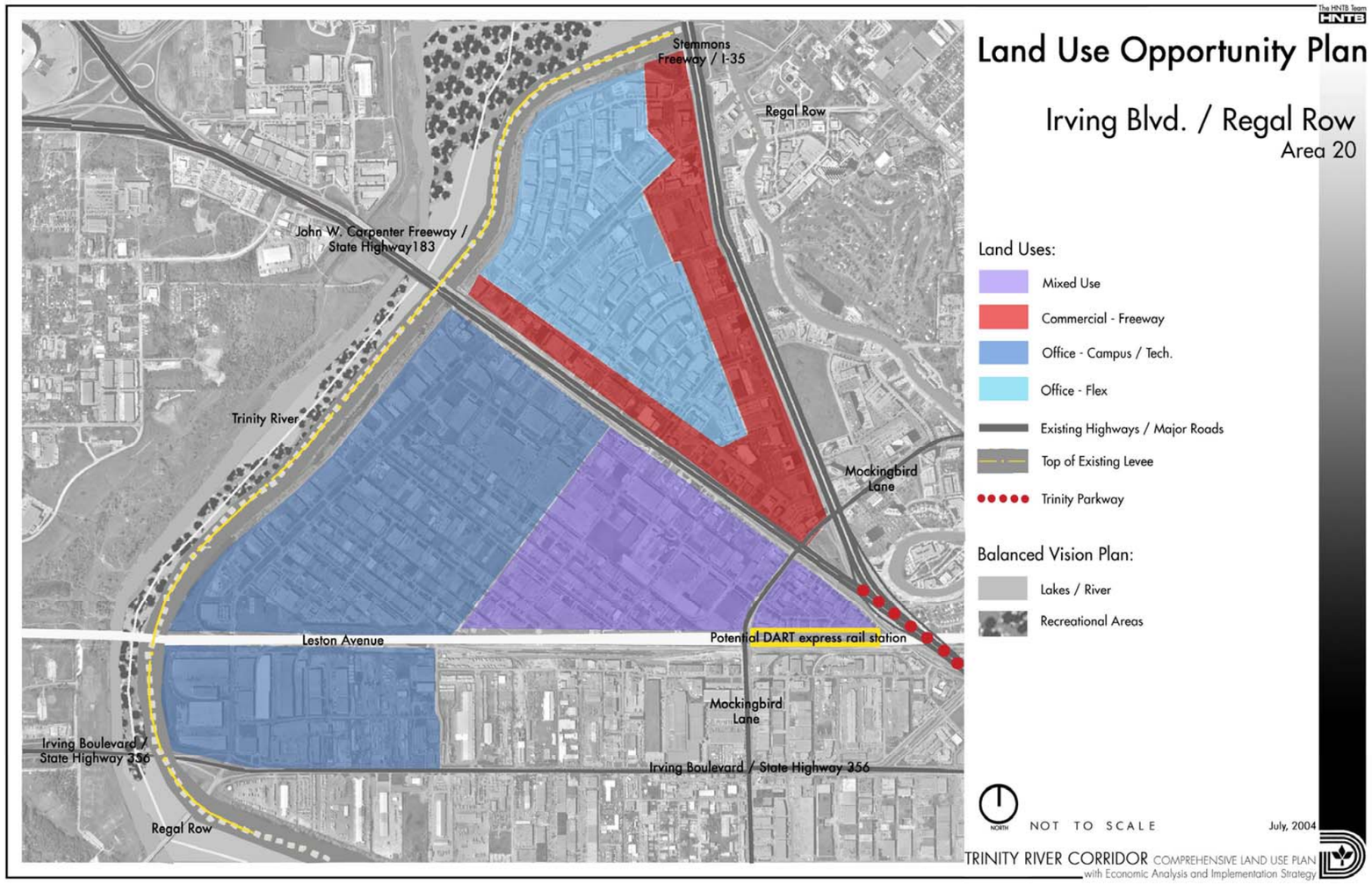
The Urban Design Framework Plan emphasizes street and streetscape improvements along Inwood Road, Mockingbird Lane, Irving and Commonwealth Boulevards. Trails are located along the river's former meanders; they provide a pedestrian connection under IH-35 at Pegasus Park.



Study Area 20: Irving Boulevard / Regal Row

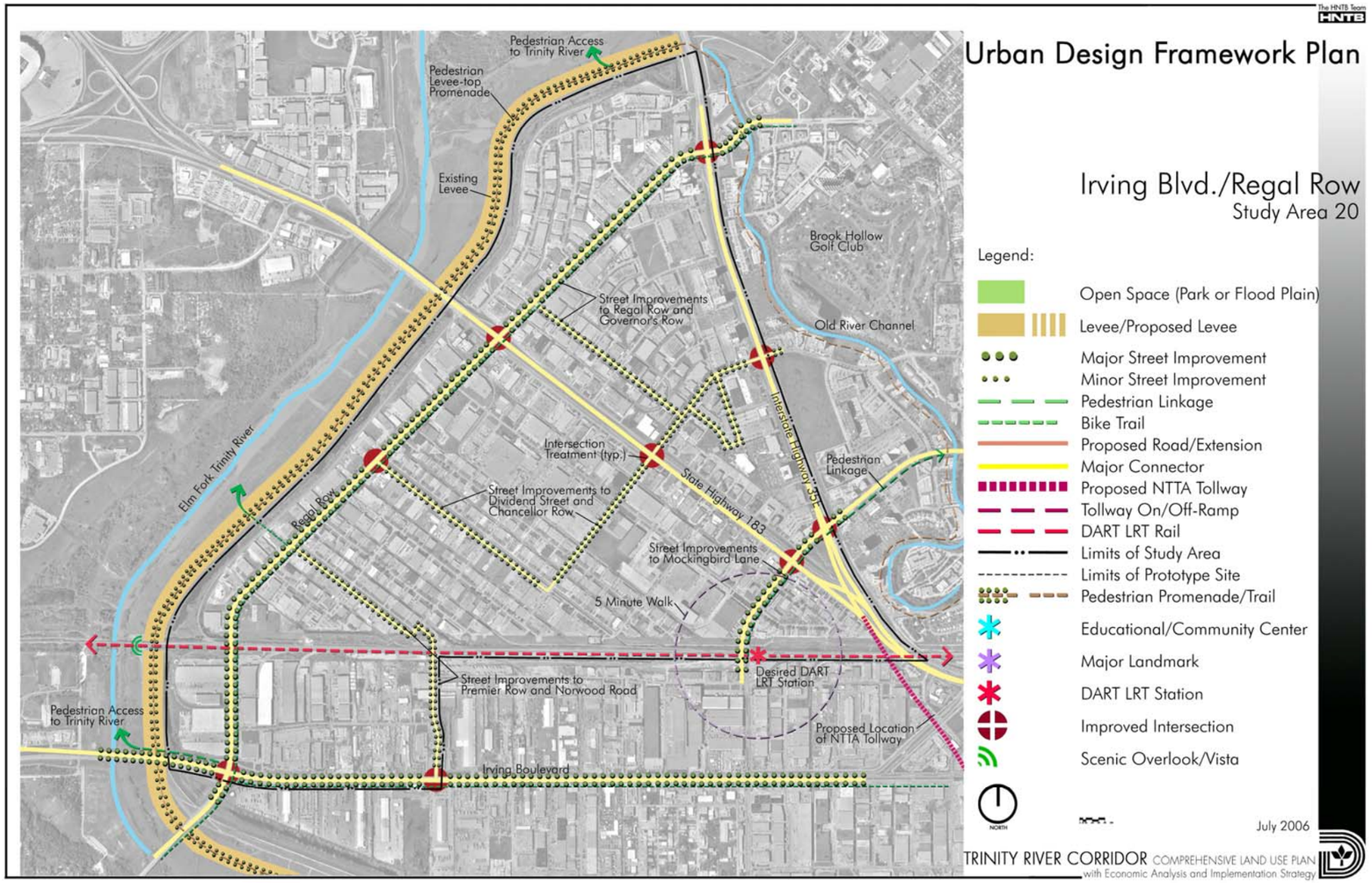
The Irving Boulevard / Regal Row Study Area illustrates the potential for employment uses that benefit from transportation connections. It includes the triangular area between the Elm Fork of the Trinity River, IH-35 and U.S. 183. It also includes the area south of U.S. 183 to Leston Avenue and Irving Boulevard. Another large study area, it includes approximately 1,500 acres.

The Land Use Opportunity Plan defines broad areas for four types of uses. The properties immediately adjacent to the two existing freeways are planned for a continuation of their existing Commercial – Freeway uses. Within this triangle, a significant amount of land is available for Office – Flex uses that should appeal to technology, communications and similar companies that combine manufacturing or production activities with administrative functions. The area south of U.S. 183 and closest to the Trinity (generally west of Dividend) is planned for Office - Campus/Tech uses. As noted in Study Area 19, these sites offer a remarkable combination of access and amenities. Mixed Use development is anticipated between U.S. 183, Legion Avenue and Empire Central. A potential DART express rail station could result in transit-oriented development here; without that station, the development should still create new pedestrian-oriented communities.



5. Trinity Corridor District Plans

The Urban Design Framework Plan uses street and streetscape enhancements to emphasize key roadways within the study area, including Irving Boulevard, Mockingbird Lane, Regal Row and others. A pedestrian promenade on the top of the levee circles the westerly part of the study area; several portals provide access to the natural areas and open spaces along the Elm Fork of the Trinity River.



Inwood Campus Prototype Plan

Significance

The Inwood Campus site takes advantage of its location next to the river greenbelt as well as its proximity to Dallas' primary Medical District. In addition, access to the Trinity Parkway adds further value to the location. This cluster-type development pattern is appropriate at key gateways where major thoroughfares cross the river. This location would be attractive for office users, higher density residential living, or as a mixed use village. This site also touches on the need for incorporating amenities on the developed side of the levee, such as the old river channel. Walking paths meandering alongside the restored old river channel would link surrounding developments, provide connections from one area to the next, and give a sense of 'place;' thereby generating value in an area that has long regarded the old river channel as a utilitarian sump of little value.

Surrounding Influences

Several local influences will have direct and indirect impacts on the success of Inwood Campus. These influences are listed below:

- Trinity River greenbelt amenities and improvements
- Planned Trinity Strand Trail providing linkages to major employment centers in the area, including the Medical District
- Old Trinity River channel
- Levee top trail
- Old Highland Park landfill
- Proximity to the Medical District along Harry Hines Boulevard
- Proximity to IH-35E (Stemmons Freeway)
- Planned regional Trinity Trails in the Trinity River floodplain

Implementation initiatives to foster growth and development

Sump and drainage study – impact on new development

Proposed Old Trinity River Meanders Trail

Old Highland Park landfill acquisition

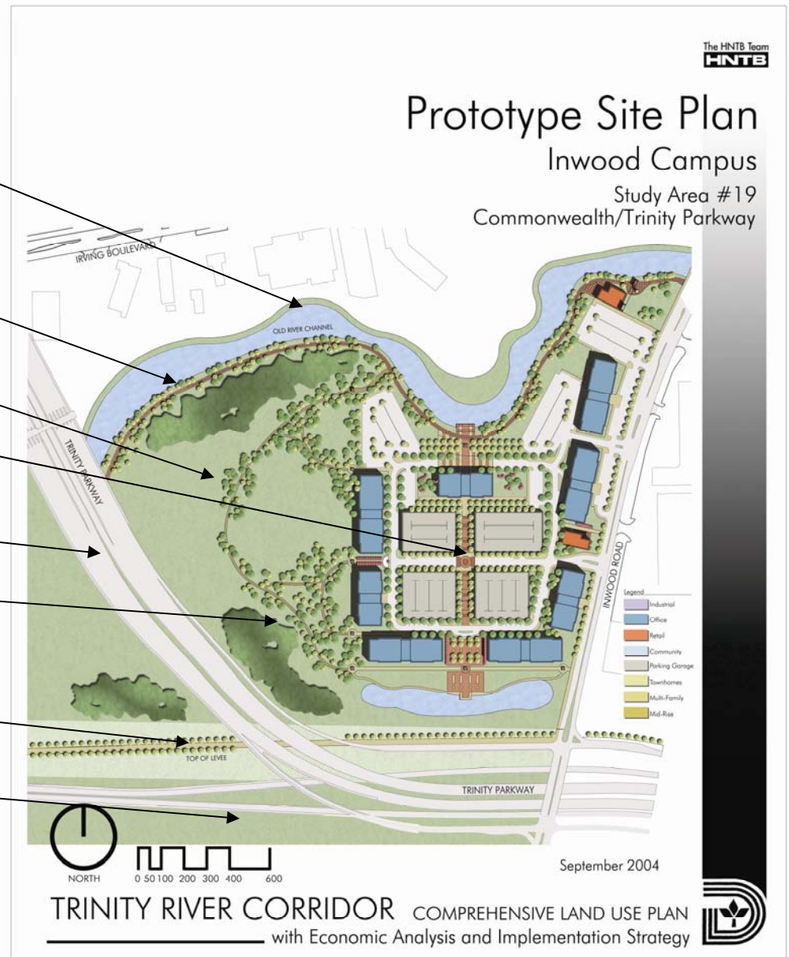
Pedestrian access master plan

Construction of Trinity Parkway

Access from Inwood Road to the Trinity Parkway

Levee top trail

Trinity River greenbelt amenities and improvements



Development Concept

A high-tech or biotech campus suitable for a single large corporation or as a multi-tenant development.

Public Investments as a Stimulus to Development

- Trinity Tollway interchange at Inwood Road offers enhanced visibility and access to the site.
- Trail system on old river meanders offers linkage to the river corridor amenities and to the Medical Center.
- Recreational amenities constructed within the floodway.

Rationale

- This site is in single ownership and will require no land assembly.
- The City of Highland Park owns the park land (former Highland Park landfill) adjacent to the west; this open space should be programmed for active recreational uses.

Data Calculations

Total Acreage 38.6 Acres

Retail 15,200 sf

Office / Bio Tech 1,034,000 sf

Park / Open Space 8.2 Acres

Implementation

To help support these existing and planned land use patterns are the individual projects listed here. These projects were identified in the

ID #	Project	Location	Improvements	Project's cost
Stemmons District				
S 1	Irving Boulevard enhancements	From Industrial Boulevard to the Irving city limits	Widening in some sections and streetscape enhancements throughout	$30,697,000
S 2	Trinity River Express station at Mockingbird Lane	In proximity where the Trinity River Express commuter rail line crosses Mockingbird Lane	The City of Dallas should work with the regional transportation agencies to study this site as a potential commuter rail station	NA
S 3	Trinity River Express - station area plan	Approximately a quarter-mile radius from identified commuter station	City support for long-range plan	NA
S 4	Trinity River Express - infrastructure needs, zoning ordinance review, pedestrian trails, etc.	Approximately a quarter-mile radius from identified commuter station	Identified infrastructure improvements, zoning needs, and amenities around potential commuter rail station	NA
S 5	Levee top hike & bike trail	Levee top from IH-35e to Mockingbird / Westmoreland bridge	Expanding the region's trail system and linking into already established trails	$1,118,890
S 6	Trinity Strand Trail - Phase I	From Katy Trail to Motor Street	Expanding the region's trail system and linking the Katy Trail to the planned Trinity Trail and Trinity River greenbelt amenities along the old river channel	NA
S 7	Trinity Strand Trail - Phase II	From Regal Row to Motor Street	Continued expansion of the region's trail system and extension of the first phase of the Trinity Strand Trail along the old river channel	$4,656,210
S 8	Pedestrian access master plan	Throughout district	District wide study regarding pedestrian access limitations and opportunities	$250,000+/-
S 9	River greenbelt pedestrian access	Various locations identified in the Trinity River Corridor Master Implementation Plan	Identified as an early action item to provide needed access into the greenbelt corridor and to spur economic development	NA

ID #	Project	Location	Improvements	Project's cost
Stemmons District				
S 10	Sump and drainage study	District-wide on the developed side of the levee	Study that would focus on the impact of new development on sump and drainage needs	$1,750,000
S 11	Highland Park landfill acquisition	North/east side of the river levee west of Inwood Road	Former landfill site presents opportunities for either active or passive recreational activities in an urbanized location	NA
Total, Stemmons District				$38,472,100

Elm Fork District

Location

The Elm Fork District is generally bounded by Royal Lane on the north, Denton Drive on the east, Bachman Creek on the Southeast, and the Elm Fork of the Trinity River on the west and southwest.

Assessment

The Elm Fork District contains a mix of light industrial, heavy industrial, office, and commercial corridor uses adjacent to collection of parks, river-bottom woodlands, and trails along the Elm Fork of the Trinity River.

- A large portion of the land area inside this district is very flat so drainage issues can limit development.
- This district is also adjacent to the series of parks, river-bottom woodlands, and trails along the Elm Fork of the Trinity River. Besides the trails, this acreage boasts a City-owned golf course and tennis courts and a gun range.
- Transportation access for both rail and highway is good in the district.
- DART is planning two major rail lines here– one to Carrollton and the other to D/FW International Airport.
- The district enjoys good transportation access for both rail and highway.
- It is located between the region's two major airports – Dallas Love Field and D/FW International Airport.

Stakeholder Input

Many area stakeholders are involved with the existing heavy industrial uses in the area. They note that this is one of few areas within Dallas where such uses do not impact nearby residential areas. Provision of appropriate locations for these uses retains and enhances the Dallas job and tax base. Thus, stakeholders recommended that plans should protect and expand the heavy industrial uses on the western side of this district. Additional comments are listed below.

- Heavy industries need to be near rail and highways
- Transit-oriented development seems desirable in the eastern part of the district
- Office uses were appropriate along the Elm Fork parkland south of Northwest Highway
- There is a need to balance office use with the creation of new communities
- Environmental restoration and clean-up are important for the river and parks in this area

Preferred Land Use Plan

The Preferred Land Use Plan for the Elm Fork District affirms its role as a location for industrial activities and businesses in Dallas. North of Northwest Highway and west of IH-35, areas are planned for Heavy Industrial and Light Industrial uses. The eastern part of this district abuts a future DART light rail line; Transit Centers are planned around three future DART station sites while other area east of IH-35 will continue in Light Industrial uses. A transition in uses is expected south of Northwest Highway. West of IH-35, a new location for Office use is identified adjacent to the Trinity River. From Loop 12 to IH-35, new communities at the Residential – Urban scale are anticipated.

Transit-oriented developments are planned at two future Dallas Area Rapid Transit (DART) stations

West of Interstate 35E, existing heavy industrial uses are allowed to expand and be protected from non-compatible residential uses

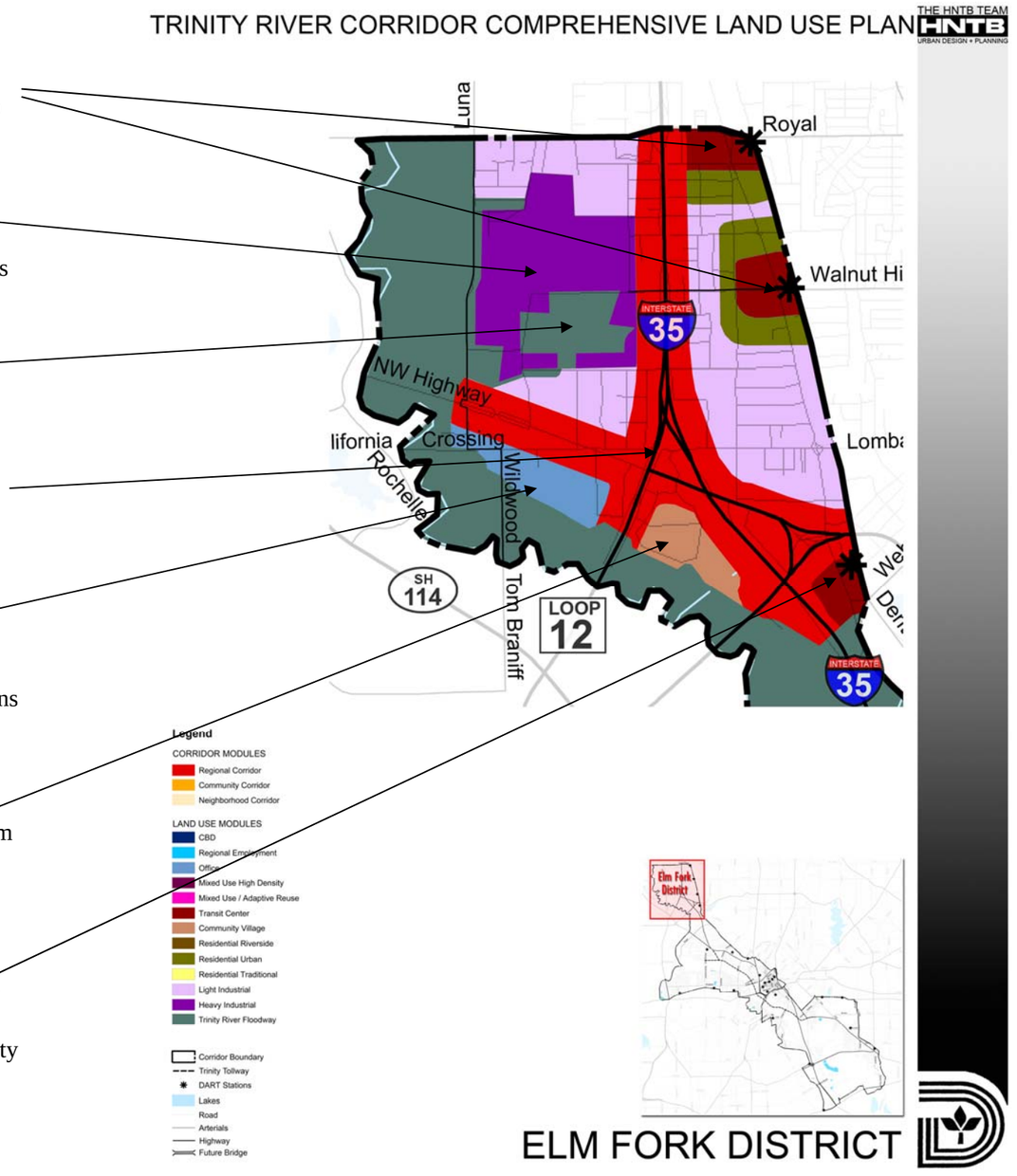
A regional sports complex is planned west of Interstate 35E and south of Walnut Hill Road that would link into the Elm Fork greenbelt

Commercial corridor development is planned along Loop 12, Interstate 35E, and Northwest Highway

Office uses, planned south of Northwest Highway and fronting along the Elm Fork greenbelt, would complement both the greenbelt and Las Colinas development patterns in Irving

Multiple uses including residential, office, retail, and lodging are planned north of the Elm Fork greenbelt and between Loop 12 Storey Road

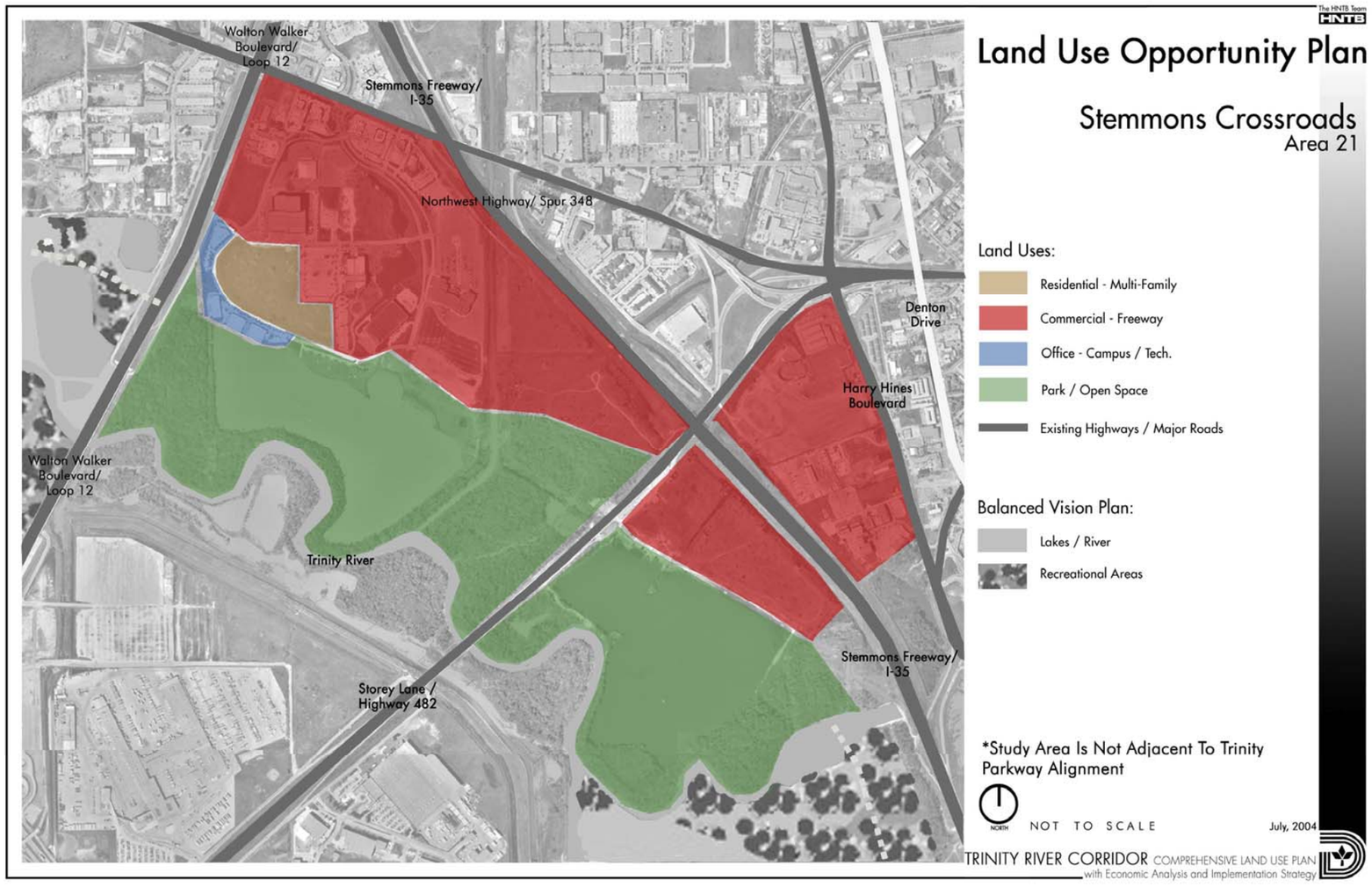
By taking advantage of highway and transit choices, recreational amenities, and proximity between the region's two major airports, significant economic activity and higher density residential development is planned around the DART's future Bachman Station



Study Area 21: Stemmons Crossroads

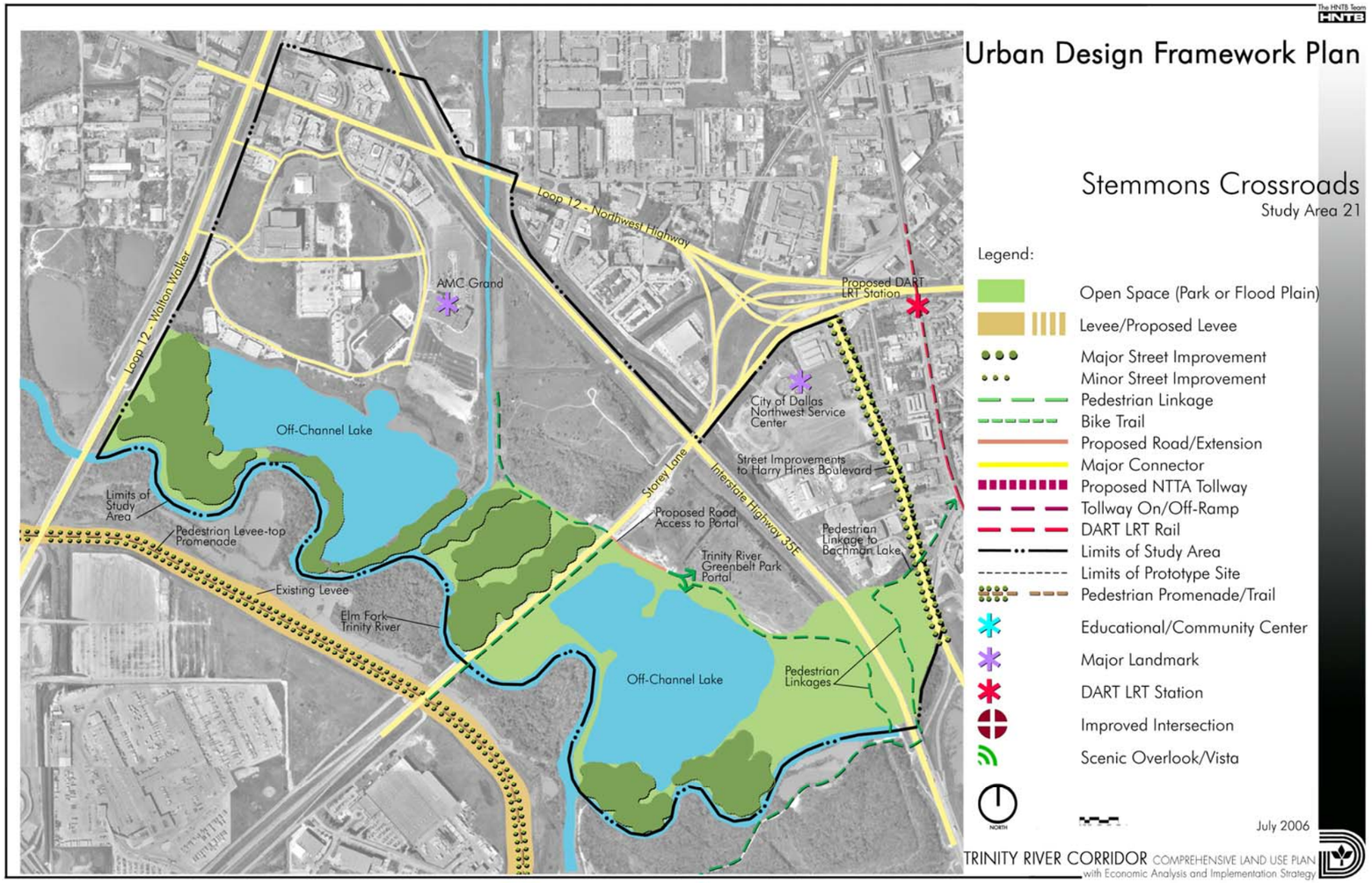
The Stemmons Crossroads Study Area includes 590 acres of land. It is bounded by the Trinity River to the south and east while IH-35 is the boundary on the north. Approximately half this area is in the Trinity River floodplain. Existing commercial uses, including the AMC Grand Theater Complex, are located close to IH-35 and Harry Hines Boulevard.

The Land Use Opportunity Plan for this area continues the existing pattern of Commercial – Freeway development along the major highways. The area between this commercial activity and the floodplain provides the potential for a community with a mix of uses such as residential, office, retail and lodging.



5. Trinity Corridor District Plans

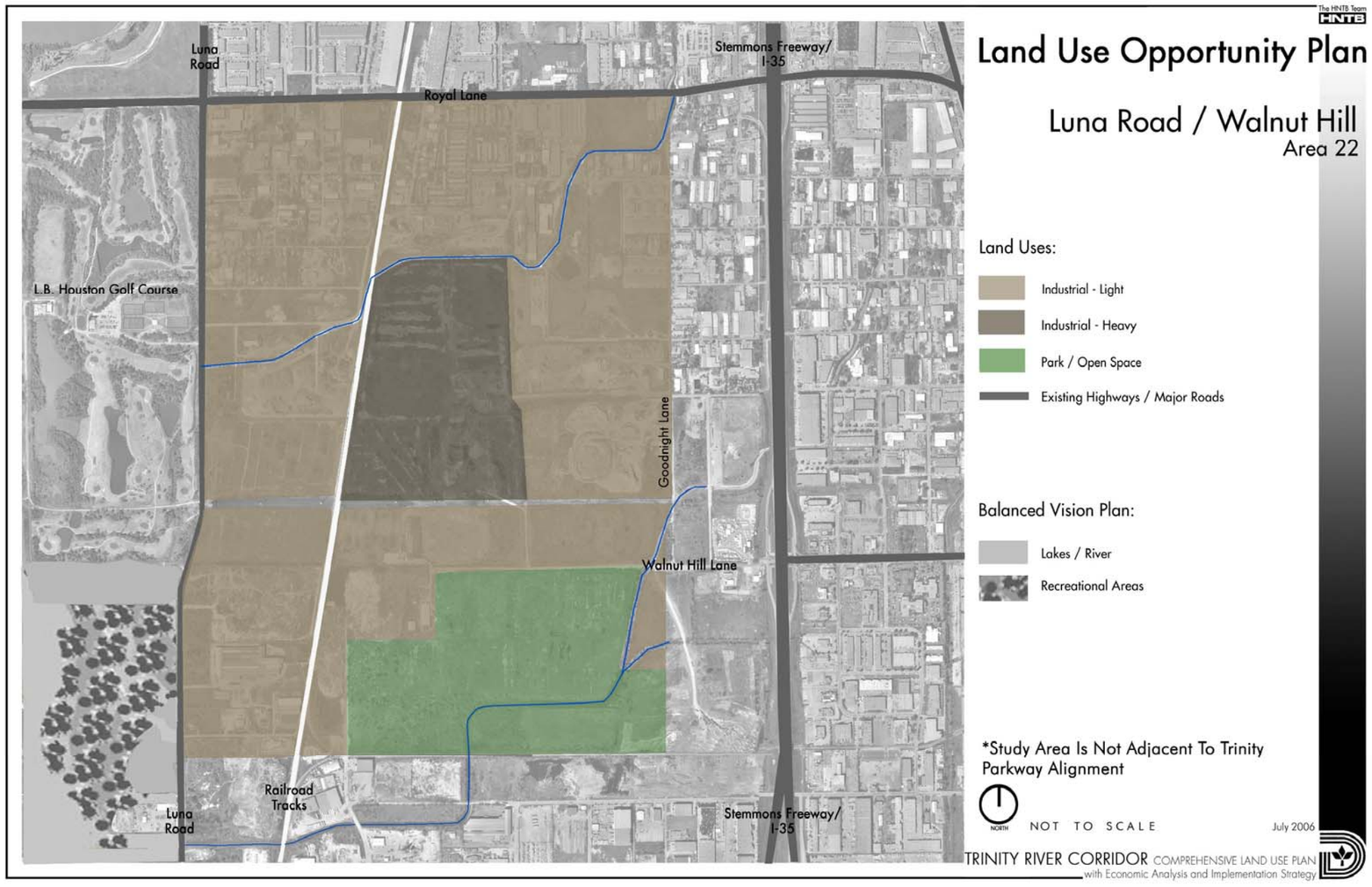
The Urban Design Framework Plan emphasizes the creation of off-channel lakes within the floodway, preservation of natural areas and trees and pedestrian linkages from the Trinity through the adjacent community and then east to Bachman Lake.



Study Area 22: Luna Road / Walnut Hill

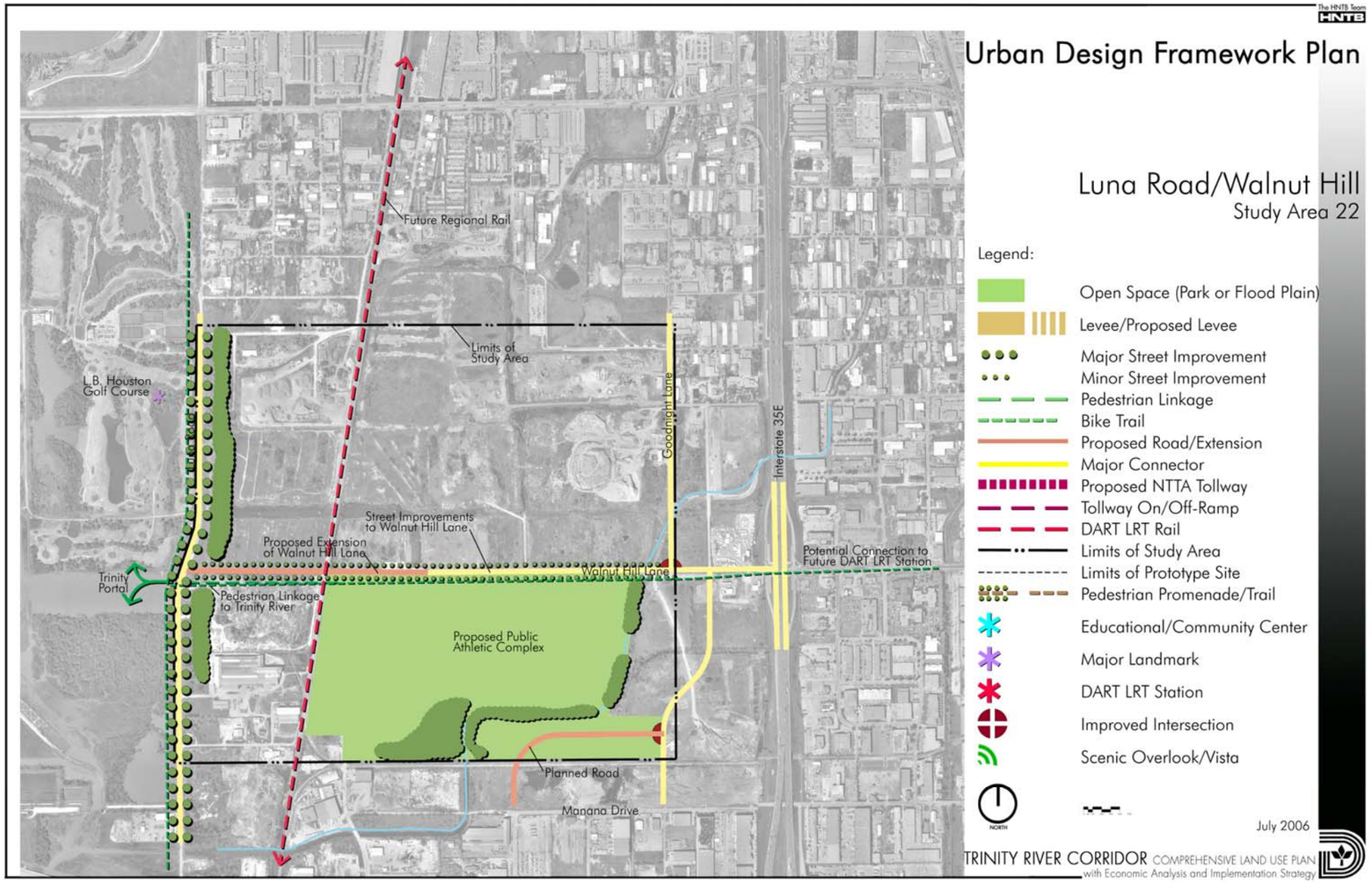
The Luna Road / Walnut Hill study area is bounded by Royal Lane on the north, Luna Road on the west, Manana Drive on the south, and Goodnight Lane on the east. Currently, much of this area is in industrial use or vacant.

The Land Use Opportunity Plan for this area includes a central area for Heavy Industrial use surrounded by areas of Light Industrial use. Heavy industrial uses should be allowed to remain and expand in these areas. Since many businesses today combine activities that traditionally were defined as 'light' or 'heavy' industrial, the appropriate intensity of developments in this area should consider issues of compatibility with adjacent properties. An area south of Walnut Hill Lane is designated for park and open space uses as a reflection of a planned public athletic complex here.



5. Trinity Corridor District Plans

The Urban Design Framework Plan for this area emphasizes streetscape improvements along Walnut Hill Lane. This arterial is proposed for extension to the west, where it terminates at an access portal to the Trinity River.



Implementation

The individual projects listed below were identified to help foster these land uses by providing needed improvements and system upgrades in the Elm Fork District.

ID #	Project	Location	Improvements	Project's cost
Elm Fork District				
EF 1	Walnut Hill Lane extension	From IH-35e to Luna Road	Widen into a four-lane divided thoroughfare with sidewalks, curbs, gutters, and drainage	$6,977,950
EF 2	Luna Road widening and enhancements	Royal Lane to just south of Northwest Highway	Widen into a six-lane divided thoroughfare with sidewalks or parallel trails and drainage	$8,414,039
EF 3	Luna Road at Northwest Highway	500 foot radius from intersection	Intersection improvements with pedestrian amenities	NA
EF 4	Wildwood Drive widening and enhancements	Just south of California Crossing Road to the Irving city limits	Widen into a four-lane undivided thoroughfare with parallel trails and drainage through the Elm Fork woodlands	$305,770
EF 5	Luna Road / Wildwood Drive realignment / connection	Just south of Northwest Highway to just south of California Crossing Road	Widen into a four-lane divided thoroughfare with sidewalks, curbs, gutters, and drainage	$9,820,980
EF 6	California Crossing Road widening and enhancements	Elm Fork of the Trinity River to Northwest Highway	Widen into a four-lane divided thoroughfare with sidewalks or parallel trails and drainage	$8,248,616
EF 7	California Crossing Road at Northwest Highway intersection improvements	500 foot radius from intersection	Intersection improvements with pedestrian amenities	NA
EF 8	DART stations - support location of stations	Royal Lane Station, Walnut Hill Station, and Northwest Highway/Bachman Lake Station	City support for regional transportation project	NA
EF 9	DART stations - station area plans	Approximately a quarter-mile radius from each transit station	City support for long-range plan	$300,000+/-
EF 10	DART stations - infrastructure needs, zoning ordinance review, pedestrian trails, etc.	Approximately a quarter-mile radius from each transit station	Identified infrastructure improvements, zoning needs, and amenities around planned light rail stations	NA
EF 11	Gateway at the Royal Lane DART transit station	Visual gateway in proximity to the transit station	Focal point that identifies and reflects the surrounding community	NA
EF 12	Gateway at the Northwest Highway/Bachman Lake DART transit station	Visual gateway in proximity to the transit station	Focal point that identifies and reflects the surrounding community	NA
EF 13	Pedestrian access master plan	Throughout district	District wide study regarding pedestrian access limitations and opportunities	$250,000+/-
EF 14	Tributaries in Heavy Industrial - Regional retention / detention / sedimentation (Elm Fork Floodplain Management Study)	As identified in the Elm Fork Floodplain Management Study	Improvements as detailed in the Elm Fork Floodplain Management Study	NA
EF 15	Elm Fork Trail	Planned Trinity Trail built through Dallas' Elm Fork woodland parallel to the river's meandering course and water-filled abandoned strip-mines	Regional trail through the Elm Fork woodlands on the Dallas side of the river providing linkages to major employment centers, recreational amenities, and pedestrian river bridges connecting to Irving's Campion Trail	$9,300,850
Total, Elm Fork District				$43,618,205

6. Creating This Plan

The Trinity River Corridor is a vital part of Dallas' future and a comprehensive land use plan is an essential tool for shaping that future. The process for creating the "Trinity River Corridor Comprehensive Land Use Plan" was ambitious in its scope and intentionally inclusive in its public involvement. The consultant team responsible for the project brought national expertise that, in conjunction with the expertise of local staff, contributed the highest level of professional input as well. The resulting plan should be an effective guide for the Dallas community as it reshapes this central part of the city.

The creation of the plan builds on activities during the 1990's that raised public awareness about the Trinity River Corridor's potential. The Dallas Plan, adopted by the City Council in 1994 as the citywide strategic plan for the future, included The Trinity River Corridor as one of six strategic initiatives. It supported action for public investment and community revitalization along the corridor. In 1995, a set of recommendations from the Trinity River Corridor Citizens Committee was accepted by the City Council. It also focused on public and private investments in the corridor. A major step in Dallas' efforts to fund these investments was the passage of the Trinity River Corridor bond proposition in 1998. The $246 million approved by the voters enabled the city's designers and engineers to move forward on the design of major public improvements that addressed flood protection, transportation and recreation. As work on those projects began, it became clear that a land use plan was needed to guide future development of the neighborhoods and business areas along the river, and to ensure the greatest benefit from the significant investment in public facilities. After a national proposal process, the HNTB Team was selected to carry out the Trinity River Corridor Comprehensive Land Use Plan.

The process of creating the plan was organized in five phases, each of which is summarized below. Public involvement was a part of all five phases of work and essential to the plan that resulted. The methods used to engage the public area also summarized below. Since this land use planning study occurred while design studies were underway on major public facilities, such as the Trinity Parkway, the process for creating this plan includes a significant amount of interaction with these infrastructure studies.

Purpose of the Plan

The purpose of the Trinity River Corridor Comprehensive Land Use Plan was to develop a long-range land use plan and implementation strategy for the Trinity River Corridor. In addition, economic analyses of the Trinity River Corridor Project and Trinity Parkway alignment options, which were being evaluated by the North Texas Tollway Authority, would be prepared.

Phases of Work

The Trinity River Corridor Comprehensive Land Use Plan had five phases:

- Inventory and Database Development
- Community Assessment and Analysis
- 2050 Vision Analysis and Cost-Benefit Analysis Options
- Alternative Land Use Scenario Assessment
- Comprehensive Land Use Plan Creation

The work conducted during each phase built upon the previous phase's results and conclusions. Each phase included professional research and assistance as well as extensive public involvement.

Inventory and Database Development

Phase one of the project provided the data and policy foundation for all later phases. It investigated existing plans and policies, existing physical conditions, existing infrastructure, and the proposed components of the Trinity River Project necessary for identifying potential boundaries for both primary and secondary areas of study. Based on the stakeholders' input, primary study areas were identified and their boundaries were developed. Also, the stakeholders' feedback provided insight into the community's perceptions and issues related to land use within each primary study area. A number of technical reports were produced during this phase. This research provided a better understanding of stakeholders' desires for their neighborhoods and business districts' future.

Community Assessment and Analysis

The Community Assessment and Analysis was the second phase of the project. The assessment and analysis included: a market assessment to identify priority development opportunity sites; urban design and development principles; housing and neighborhood revitalization strategies for corridor neighborhoods; and a target industry/cluster industry analysis. This phase of the project produced the initial drafts of the Land Use Opportunity Plans, Urban Design Framework Plans and Prototype Site Plans. Public input during the second phase focused on these plans for specific areas, and was instrumental in shaping the study area and prototype site plans.

2050 Vision Analysis and Cost-Benefit Analysis Options

The third phase of the project included work with two very different perspectives: creation of a long range vision for the entire corridor and detailed fiscal and economic impact analysis of the Trinity River Corridor Project and the Trinity Parkway alignment options.

By imagining the desired vision of the Trinity in 2050, planners and citizens were able to look beyond the immediate issues of short-term investment. The vision statement and the set of maps and framework concepts developed in this phase of the project built on Phase 1's analysis and Phase 2's creation of draft plans depicting the future of key sub-areas within the corridor. They create the overall image of this revitalized and thriving corridor's future.

The fiscal and economic impact analysis made an important connection between this study of future development opportunities and the North Texas Tollway Authority's Trinity Parkway Environmental Impact Statement. Twelve alternatives for public investment were defined that ranged from the 'true no-build' in which none of the improvements associated with the Trinity River Corridor Project were completed, to the 'Trinity Parkway Only' alternative, which assumed that the parks and flood protection improvements would be completed but the Trinity Parkway would not, to alternatives reflecting the five roadway alignments options for the Trinity Parkway. For each of these public investment alternatives, a future land use scenario was developed. Next, the amount of development that was expected during the first twenty years after project completion was projected based on two different levels of public involvement in supporting redevelopment. The alternative land use scenarios were modeled to determine their impacts on the fiscal health of the City of Dallas, Dallas County and the Dallas Independent School District. The economic impact analysis measured the effects of these alternatives on the city's economic base and job creation.

Public input during this phase contributed to the creation of the 2050 Vision for the Trinity. Stakeholder input was also used to refine the future land use scenarios that were used in the fiscal and economic analysis.

Alternative Land Use Scenario Assessment

The fourth phase in the project continued to build on the information and plans developed in the earlier phases. This phase focused on the creation and review of two corridor wide scenarios of possible future development. Such scenarios allow urban planners to geographically define land use patterns, establish numerical data for understanding and evaluating each option, and evaluate the implications of each conceptual land

use/development pattern. Two scenarios were considered – the River Oriented Scenario, which concentrated higher density and economic development-driven land uses along the river's edge; and the Dispersed Scenario, which decentralizes the focus of higher density and economic development-driven uses in a dispersed manner. Importantly, these scenarios were created after the selection of a locally-preferred alignment for the Trinity Parkway. As a result, the land use patterns illustrated by the scenarios could reflect development possibilities related to a particular roadway location and design.

Stakeholders participated in this phase of the project, and provided feedback about each of these scenarios and its ability to achieve the goals of individual communities and the overall city. The "Preferred Land Use Plan" resulted from this input.

Comprehensive Land Use Plan Creation

The Comprehensive Land Use Plan Creation is the fifth phase of the plan. This phase incorporates the work of all earlier phases, and creates a document that will serve as a guide for City staff, the City Plan Commission, and the Dallas City Council in considering development proposals and investment decisions within the corridor. This phase was completed when the Trinity River Corridor Comprehensive Land Use Plan was unanimously adopted by the Dallas City Council on March 9, 2005.

Role of Special Area Plans

The consultants and staff for this project gained insight, information and recommendations from the review of many previous plans for areas within the Trinity River Corridor or studies of functional issues (such as wastewater and transportation) within the corridor. Three special area plans were developed while this Comprehensive Land Use Plan was being prepared. Stakeholders involved in these three studies also participated in this study. These area plans are:

- **The Joppa Community Development Plan: Gateway to Joppa Preserve**; prepared for the Joppa community by the University of Texas at Arlington, School of Urban and Public Affairs.
- **The St. Philips Neighborhood Community Development Strategy**; prepared for the St. Philips (Forest Heights) Neighborhood Development Corporation by Antonio DiMambro and Associates.
- **Oak Cliff Dallas, Texas: A Strategy for the Oak Cliff Gateway District and Trinity Place**; prepared for the City of Dallas by the Urban Land Institute

The ideas and recommendations of these plans were incorporated in the Trinity River Corridor Comprehensive Land Use Plan.

Communications and Public Involvement

The success of the Trinity River Corridor Comprehensive Land Use Plan required a two-way communications and public input program developed at the beginning of the project and followed throughout all five phases of work. The public involvement effort for this plan was one of the most extensive undertaken in Dallas. The results informed the recommendations found in the final comprehensive land use plan.

Communications Tools

Three primary tools were used to communicate information about the Trinity River Corridor and this planning process to the public.

First, the Trinity River Project's website (www.trinityrivercorridor.org) provided up-to-date information about the study and schedules of meetings and workshops.

Second, a newsletter - *Trinity Vision* – was used to provide updates to interested citizens and businesses concerning upcoming meetings and the meeting's focus. Printed in English and Spanish, the *Trinity Vision* also provided contact information, a study area map, and the times, dates, and locations for upcoming stakeholder meetings. Three editions of *Trinity Vision* were mailed to over 50,000 households; copies were also distributed at city facilities in the corridor.

Third, Trinity River Project Office staff and consultant team members made frequent presentations to the meetings of groups throughout the corridor as a way to inform them about the progress of the study.

Opportunities for Stakeholder Input

As noted, each of the five phases of this planning process included opportunities for input by interested individuals, area stakeholders and city leaders. Five primary methods were used, which are summarized below and on the following table.

Individual Comment

Interested individuals provided comments on a wide variety of issues related to this Comprehensive Land Use Plan. Comments were received electronically from the project website's comment forum, as letters mailed to the Trinity River Corridor Project Office, and as individual comments written on comment forms at public meetings.

Stakeholder Meetings

Throughout the project, stakeholder meetings were held at facilities that were convenient and familiar to community residents. Most stakeholders were local residents, employers, or property owners who would be impacted by the project's development, or who were concerned about the future of their communities. Meeting locations were selected with regards to the location's accessibility for local residents and the meeting location's availability, size, and parking options. Stakeholder meetings held at the neighborhood level allowed for locally-oriented public input sessions for soliciting community values, which in turn helped enrich the plan. These meetings were staffed by the City of Dallas and The Dallas Plan. Each phase included a series of workshops, with the same format and content, at numerous locations throughout the corridor. As a result, stakeholders could choose to attend a meeting that fit their own schedules.

Community Workshops

After each series of stakeholder meetings was completed, the HNTB Team conducted a community-wide public input session. These workshops discussed the issues and developments that had been presented during the stakeholder meetings. The community workshops also sought a broader view of the matters discussed.

Meetings with Interested Organizations

Throughout the planning process, input from many civic, neighborhood and business organizations was sought. Some groups, such as individual neighborhood groups or business associations, focus on a specific part of the corridor. Other groups represent particular perspectives or address citywide concerns; these include groups such as Save Open Space, AIA Dallas and the Greater Dallas Hispanic Chamber of Commerce. These interested organizations provided input in several ways. They held discussions of the plan at their own meetings, sent representatives to the stakeholder meetings and community workshops, made written recommendations and met individually with staff and consultants. Comments from interested organizations were considered in the recommendations at each phase of the Comprehensive Land Use Plan project. Among the participating organizations are:

- Central Dallas Association
- Clean South Dallas / Fair Park, Inc.
- Dallas Area Interfaith
- Dallas Environmental Organizations, including Save Open Space, Texas Committee on Natural Resources, Dallas Audubon, Sierra Club, Friends of the Trinity and others

- Dallas Housing Authority Resident Council
- Elm Fork Area Property & Business Owners
- Forest Heights Neighborhood Development Corporation
- Greater Dallas Chamber of Commerce
- Greater Dallas Hispanic Chamber of Commerce
- Inner City Development Corporation
- Oak Cliff Chamber of Commerce
- Rochester Park Neighborhood Association
- South Central Civic League
- South Central Community Development Committee
- South East Dallas Chamber of Commerce
- Stemmons Corridor Business Association
- The University of Texas at Arlington, School of Urban and Public Affairs
- T. R. Hoover Neighborhood Development Corporation
- Trinity Commons, Economic Development Committee
- Trinity River Corridor Citizens Committee, Economic Development Subcommittee
- Trinity River Corridor Citizens Committee, Transportation Subcommittee
- Vecinos Unidos
- West Dallas Chamber of Commerce
- West Dallas Neighborhood Development Corporation

City of Dallas Elected and Appointed Officials

City of Dallas elected and appointed officials were briefed on the progress of the project at key points during the process; they provided input and gave direction for the next phase of the effort. These official groups included the Dallas City Council, City Council Trinity River Committee, City Plan Commission, and the Park and Recreation Board.

Event Summary

The table below lists each phase of the Trinity River Corridor Comprehensive Land Use Plan and summarizes key aspects of the stakeholder input process for that phase. Individual communications, briefings for elected officials, and presentations to interest groups are not included in this table.

Project Phase and Meeting Type	Dates & Locations	Number of Meetings	Number of Participants (estimated)	Key Topics
Phase One				
Stakeholder Meetings	October 2 through October 19, 2000; held in locations throughout the corridor	18	650	Learn from stakeholders their perceptions & understanding of issues related to land use in each of the primary study areas. Know stakeholders' desires for the future of their neighborhoods and business districts.
Community Workshop	October 21, 2000; held at Yvonne Ewell Townview Magnet School	1	139	Review Primary Study Area Opportunities Maps and establish land use principles for each area
Phase Two				
Stakeholder Meetings	May 17 through June 14, 2001; held in locations throughout the corridor	16	627	Provide feedback on land use concepts. Share thoughts about the findings of studies regarding the corridor's economic base and the costs and benefits of the recreational and roadway projects.
Community Workshop	June 16, 2001; held at Yvonne Ewell Townview Magnet School	1	118	Review results of stakeholder meetings & provide additional input on land use concepts.
Phase Three				
Stakeholder Meetings	February 25 through March 7, 2002	15	279	Review proposals for the 2050 Vision Plan for the Trinity River Corridor; Review the fiscal impact analysis of alternative Land Use Plans for the corridor
Community Workshop	March 9, 2002; held at Yvonne Ewell Townview Magnet School	1	89	Review results of stakeholder meetings
Phase Four				
Stakeholder Meetings	November 8 through 10, 2004	7	308	Consider 2 land use scenarios for the corridor & implications for

6. Creating This Plan

Project Phase and Meeting Type	Dates & Locations	Number of Meetings	Number of Participants (estimated)	Key Topics
				each study area
Community Workshop	November 20, 2004; held at Yvonne Ewell Townview Magnet School	1	77	Review results of stakeholder meetings
Phase Five				
City Plan Commission	January 20, 2005; Dallas City Council Chambers	1	Not available	Review and recommend Plan to City Council
City Council	March 9, 2005; Dallas City Council Chambers	1	Not available	Review and adopt Plan

7. Background Documents

The Trinity River Corridor Comprehensive Land Use Plan project began in June 2000; the resulting plan was adopted by the Dallas City Council on March 9, 2005. During the course of this project, many additional research reports were completed. The analysis and conclusions in these reports played important roles in developing this final plan. These reports are listed below, in chronological order. In each case, the date of the report is indicated after its description.

The Trinity River Corridor: Approaches to Benefit Capture

This report describes the tools that can be used to help finance public investments and attract private investment to the corridor. April 2001.

The Trinity River Corridor: Market Analysis and 20-Year Development Planning Targets

This report evaluates the dynamics of the Dallas area real estate market and proposes initial targets for the amount of development, by type, that could be anticipated in the Trinity River Corridor between 2001 and 2020. April 2001.

Housing Strategies

This report examines each of the 22 study areas within the Trinity River Corridor and evaluates current housing conditions, neighborhood revitalization opportunities and a variety of tools for successful reinvestment. June 2001.

Target Industry/Cluster Industry Analysis

This report presents the findings of the target industry/cluster industry analysis for each sub-area of the Trinity River Corridor. The purpose of this analysis is to identify those industry clusters that are performing best in the regional marketplace and have the greatest potential for growth over the next 20 years. October 2001.

Phase 3 – Trinity River Corridor – 2050 Vision and Cost-Benefit Analysis Options

This report proposes a 2050 Vision for the Trinity River Corridor. It also describes 12 different land use and development patterns created by the consultants and staff to depict anticipated future growth related to each of the 12 options for public investments in the corridor. This report was presented to the public in a series of meetings in February and March 2002. February 2002.

The 2050 Vision Plan: Integrating Land Use and Transportation

This briefing was presented to the Dallas City Council's Transportation and Telecommunications Committee on May 29, 2002. It presents national research that supports the direction of the 2050 Vision Plan for the Trinity. May 2002.

Fiscal and Economic Impacts of Proposed Recreation and Transportation Initiatives in the Trinity River Corridor; Dallas TX

This report presents the detailed results of fiscal and economic analysis of the Trinity River Corridor Project, including the alternative alignment options of the Trinity Parkway that were being evaluated by the North Texas Tollway Authority. The combination of public investments that were considered in the evaluation:

- True No Build
- Trinity Project Only (lakes and flood protection but no Trinity Parkway improvements)
- Industrial Elevated with Lamar South Ending (lakes, flood protection and the Trinity Parkway alternative described in this title)
- Industrial Elevated with Riverside South Ending (lakes, flood protection and the Trinity Parkway alternative described in this title)
- Industrial at Grade with Lamar South Ending (lakes, flood protection and the Trinity Parkway alternative described in this title)
- Industrial at Grade with Riverside South Ending (lakes, flood protection and the Trinity Parkway alternative described in this title)
- Combined Riverside with Lamar South Ending (lakes, flood protection and the Trinity Parkway alternative described in this title)
- Combined Riverside with Riverside South Ending (lakes, flood protection and the Trinity Parkway alternative described in this title)
- Split Riverside with Lamar South Ending (lakes, flood protection and the Trinity Parkway alternative described in this title)
- Split Riverside with Riverside South Ending (lakes, flood protection and the Trinity Parkway alternative described in this title)
- Split Landside with Lamar South Ending (lakes, flood protection and the Trinity Parkway alternative described in this title)
- Split Landside with Riverside South Ending (lakes, flood protection and the Trinity Parkway alternative described in this title)

October 2002.

A Comparative Analysis of the Trinity River Project Options

This report was presented to the Dallas City Council on June 17, 2003. It includes previously presented recommendations on the 2050 Vision Plan for the Trinity River Corridor. It also evaluates the implications of options for the park, flood control and Trinity Parkway investments in the Trinity River Corridor. For each set of public investments, this report assesses the implications for land use and development patterns in the surrounding areas, the ability to achieve stated urban design goals, and the anticipated fiscal and economic impacts on the public and private sector. June 2003.

Trinity River Urban Design & Transportation Study: Potential Urban Design Refinements for the Comprehensive Land Use & Urban Design Plan

This report examines the effects of the *Balanced Vision Plan for the Trinity River Corridor* on the previous recommendations for land use and urban design in the corridor. July 2004.

Land Use Scenarios Alternatives Analysis

This report describes and analyzes two corridor-wide alternative scenarios: River-Oriented and Dispersed. These scenarios use the land use definitions and modules described in Chapter 3 of this plan. These two alternatives were evaluated by the consultants and staff and presented for public input in late 2004. The "Preferred Land Use Plan" resulted from this analysis and input. October 2004.

Opportunity Area Report

This document provides a detailed analysis of the development potential of two prototype sites –Lamar Center and Oak Lawn Center. Building on previous analysis done for all study areas and prototype sites, this report uses these two sites to illustrate the creation of a development program, application of implementation tools and creation of a development phasing program. It provides a model that can be used for these and other sites within the corridor. October 2004.

Initial Research: Redevelopment Tools for the Trinity River Corridor

This report examines the experience of other Texas cities which use a variety of redevelopment tools. It recommends action to create a set of tools for Dallas' redevelopment of the Trinity River Corridor. January 2005.

Trinity River Corridor Fiscal and Economic Impact Analysis Balanced Vision Plan and Update of 2002 Analysis

This memo provides an analysis of the adopted Balanced Vision Plan's fiscal and economic impact, and provides an update of the Fiscal and Economic Impacts of Proposed Recreation and Transportation Initiatives in the Trinity River Corridor. April 2005.