

**DALLAS CENTRAL BUSINESS DISTRICT  
STREETS AND VEHICULAR CIRCULATION**

DALLAS CENTRAL BUSINESS DISTRICT  
STREETS AND VEHICULAR CIRCULATION



NOVEMBER 1988  
DEPARTMENT OF TRANSPORTATION  
CITY OF DALLAS

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## PERFACE

The Central Business District Streets and Vehicular Circulation Plan was adopted by the City Council in April 1971. Since its adoption, numerous amendments have been made to the plan to reflect adjustments due to growth and redevelopment activities in the downtown area. This document updates the initial 1971 plan by incorporating all amendments which have been approved by the City Council since that time.

# ORDINANCE ADOPTING THE CENTRAL BUSINESS DISTRICT STREETS AND VEHICULAR CIRCULATION PLAN

Ordinance No. 13262

An Ordinance adopting and approving DALLAS CENTRAL BUSINESS DISTRICT STREETS AND VEHICULAR CIRCULATION City of Dallas, a plan providing for a more efficient and functional Central District Street System, which proposes detailed street improvements and adjustments, a vehicular circulation plan, and a streets and freeway plan; Providing for the purpose and use of this plan; Providing for a severability clauses; and Providing an effective date.

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WHEREAS, heretofore on September 16, 1969, the "Dallas Central Business District" Plan was formally presented before the City Council and the City Plan Commission, and thereafter on September 22, 1969, the City Council directed that the City Plan Commission should review and study the plan, conduct public hearings as necessary, and submit comments and recommendations to the City Council; and

WHEREAS, the City Plan Commission has evaluated this portion of the "Dallas Central Business District" Plan entitled "Streets and Vehicular Circulation" and has caused to be prepared a set of detailed plans for Streets and Traffic therein and has held various public meetings at which said detailed plans were presented, and thereafter on December 17, 1970, the City Plan Commission after public hearing did recommend said plans be adopted by the City Council; and

WHEREAS, thereafter the City Council considered and studied said plans, and on February 15, 1971, after proper advertisement held a public hearing on the consideration of such plans, and the City Council is now of the opinion that said plans should be adopted; Now, Therefore

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

SECTION 1. That the DALLAS CENTRAL BUSINESS DISTRICT STREETS AND VEHICULAR CIRCULATION City of Dallas: attached hereto, which plan classifies future street adjustments, prescribes standards and adjusts alignments and widths of various streets, identifies streets which may be closed, defines new streets, and creates a vehicular circulation system, said plan consisting of descriptive text, together with the following three (3) maps: 1) Streets and Freeway Plan, 2) Street Adjustment Plan, and 3) Vehicular Circulation Plan; be and the same are hereby in all things approved.

SECTION 2. That there are hereby adopted seven (7) copies of said Plan and Maps, and upon passage of this ordinance by the City Council, the City Secretary shall mark each of said

seven (7) copies; "Adopted by the City Council by Ordinance No. 13262" and then make the following distribution of said copies:

- (1) One copy to be kept and preserved as a part of the permanent records in the office of the City Secretary;
- (2) One copy to be sent to the Planning and Urban Development Department;
- (3) One copy to be sent to the Public Works Department;
- (4) One copy to be sent to the Water Department;
- (5) One copy to be sent to the Building Inspector;
- (6) One copy to be sent to the Traffic Control Department;
- (7) One copy to be sent to the Park and Recreation Department.

SECTION 3. It is hereby declared to be the intent and purpose of the City Council in enacting this ordinance that this DALLAS CENTRAL BUSINESS DISTRICT STREETS AND VEHICULAR CIRCULATION City of Dallas and said maps and text shall be used to adhered to in the alignment, improvement and development of streets, and in the closing and opening of streets, and in the designation of directional traffic patterns; provide however that the final detail alignment will be established at the time improvement or opening of a particular street is undertaken or when required by actions involving related property in connection, conditions, and situations may arise that will require modifications and changes that will better serve the public interest, and when such occasion arises, this Streets and Vehicular Circulation Plan may be changed or amended to effect minor modifications or changes by resolution duly adopted by the City Council; however any major modification, alteration or change shall be accomplished as provided by law and evidenced by the enactment of an ordinance by the City Council.

SECTION 4. Should any section, subsection, sentence, provision, clause, or phrase be held to be invalid for any reason, such holding shall not render invalid any other section, subsection, sentence, provision, clause, or phrase of this Ordinance, and same are deemed severable for this purpose.

SECTION 5. That this Ordinance shall take effect immediately from and after its passage in accordance with the provisions of the Charter of the City of Dallas and it is accordingly so ordained.

PASSED APRIL 19, 1971

APPROVED AS TO FORM:

CORRECTLY ENROLLED

/s/N. Alex Bickley  
N. Alex Bickley / City Attorney

APRIL 19, 1971

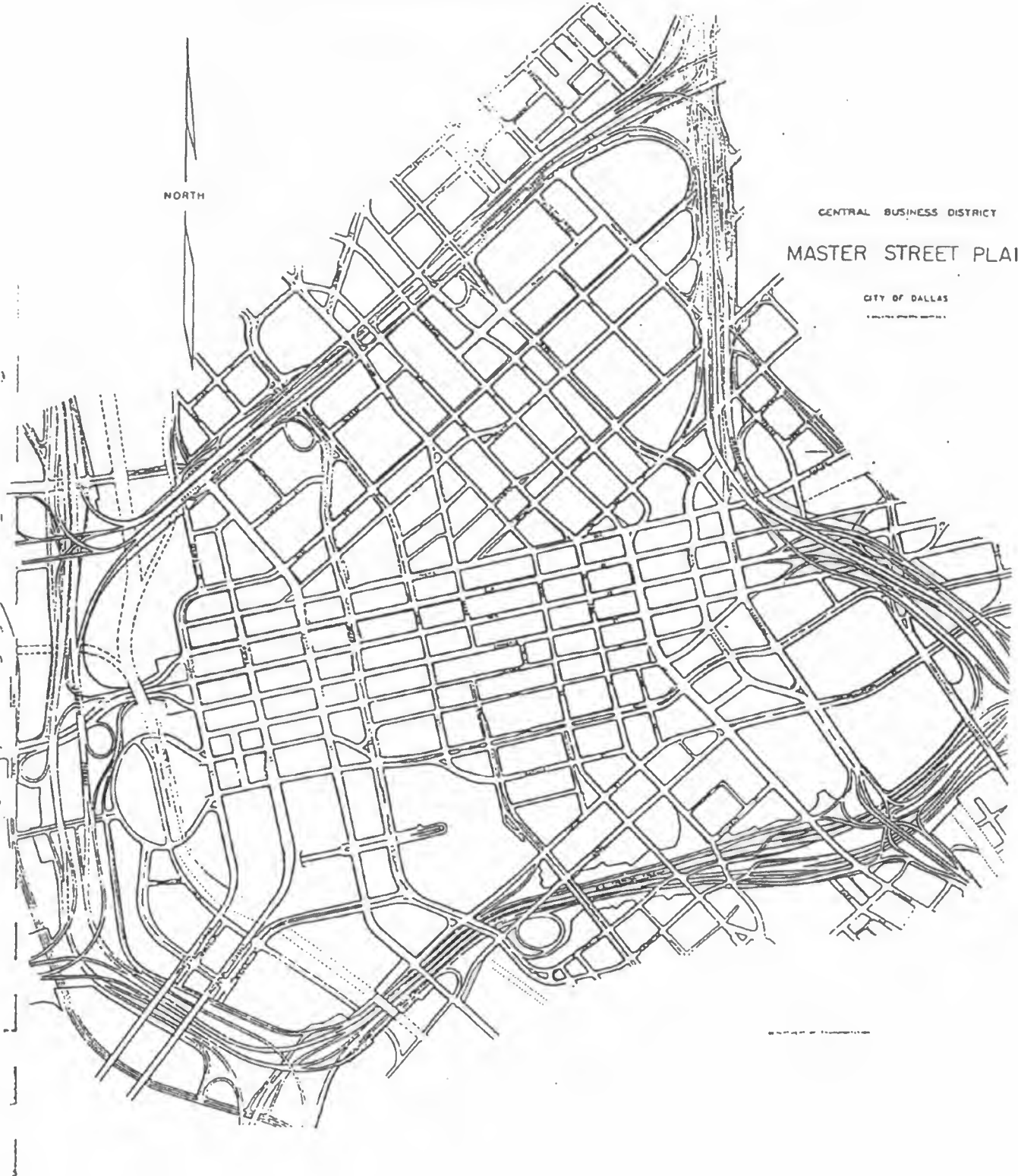
N. Alex Bickley

ATTEST:

Harold G. Shank  
City Secretary

SECTION I

# CENTRAL BUSINESS DISTRICT MASTER STREET PLAN



NORTH

CENTRAL BUSINESS DISTRICT

MASTER STREET PLAN

CITY OF DALLAS

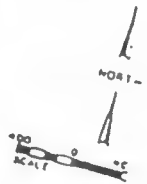
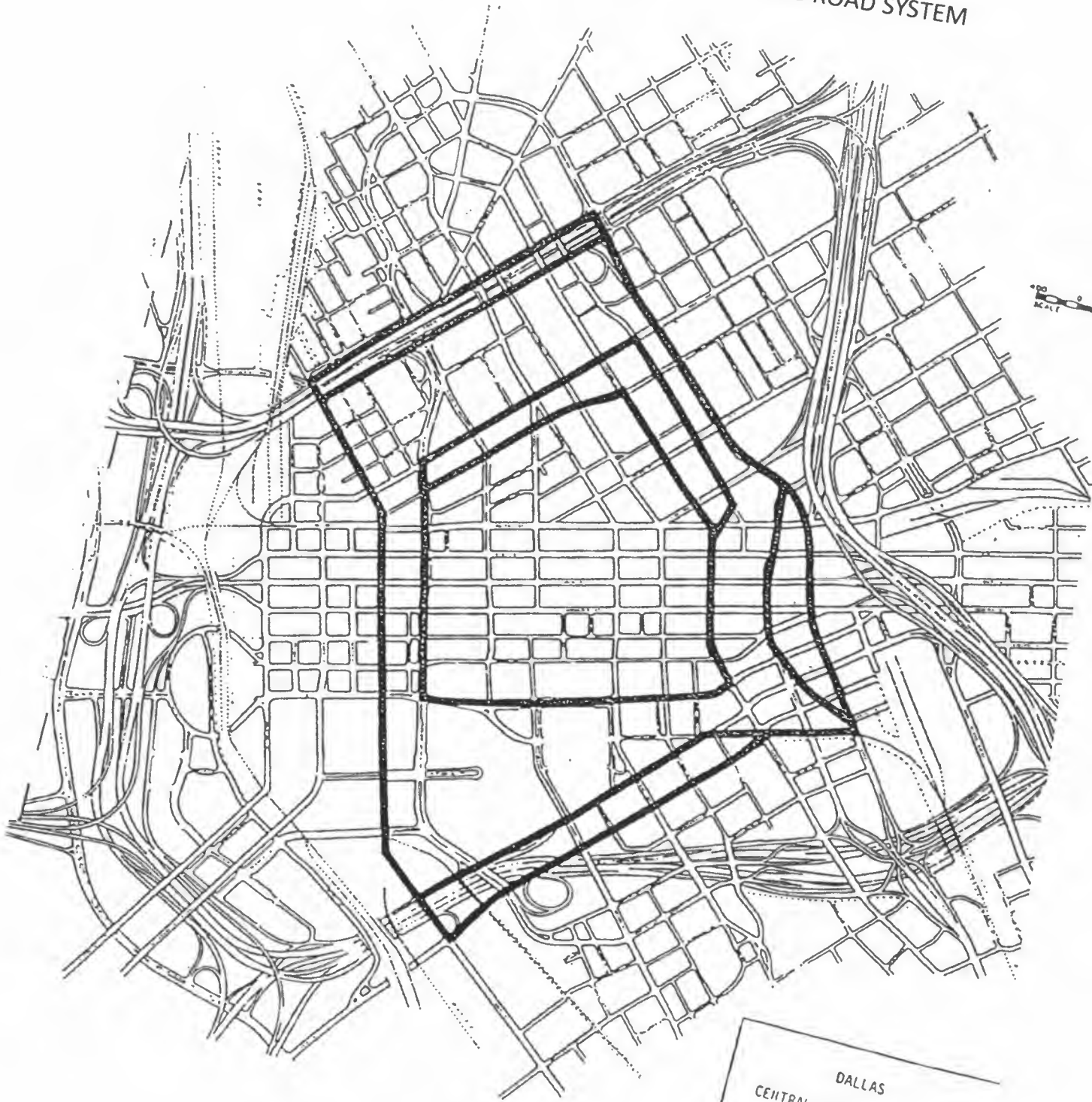
## RING ROAD SYSTEM

Traffic circulation within the CBD should, as far as possible, be routed around the high density central core area instead of through it to help reduce potential pedestrian/vehicle conflicts. Two concentric ring road systems will distribute traffic more uniformly. Marking and signalization will emphasize their function and encourage motorists to use them.

The outer ring includes Woodall Rodgers Freeway service roads on the north, Pearl Boulevard and the Pearl/Central Couplet on the east, the Canton/Cadiz Couplet on the south, and Lamar Street on the west.

The inner ring, adjacent to the core, includes the Ross/San Jacinto Couplet on the north, the Harwood/Olive Couplet and Harwood Boulevard on the east, Young Boulevard on the south, and Griffin Boulevard on the west.

DALLAS CENTRAL BUSINESS DISTRICT RING ROAD SYSTEM



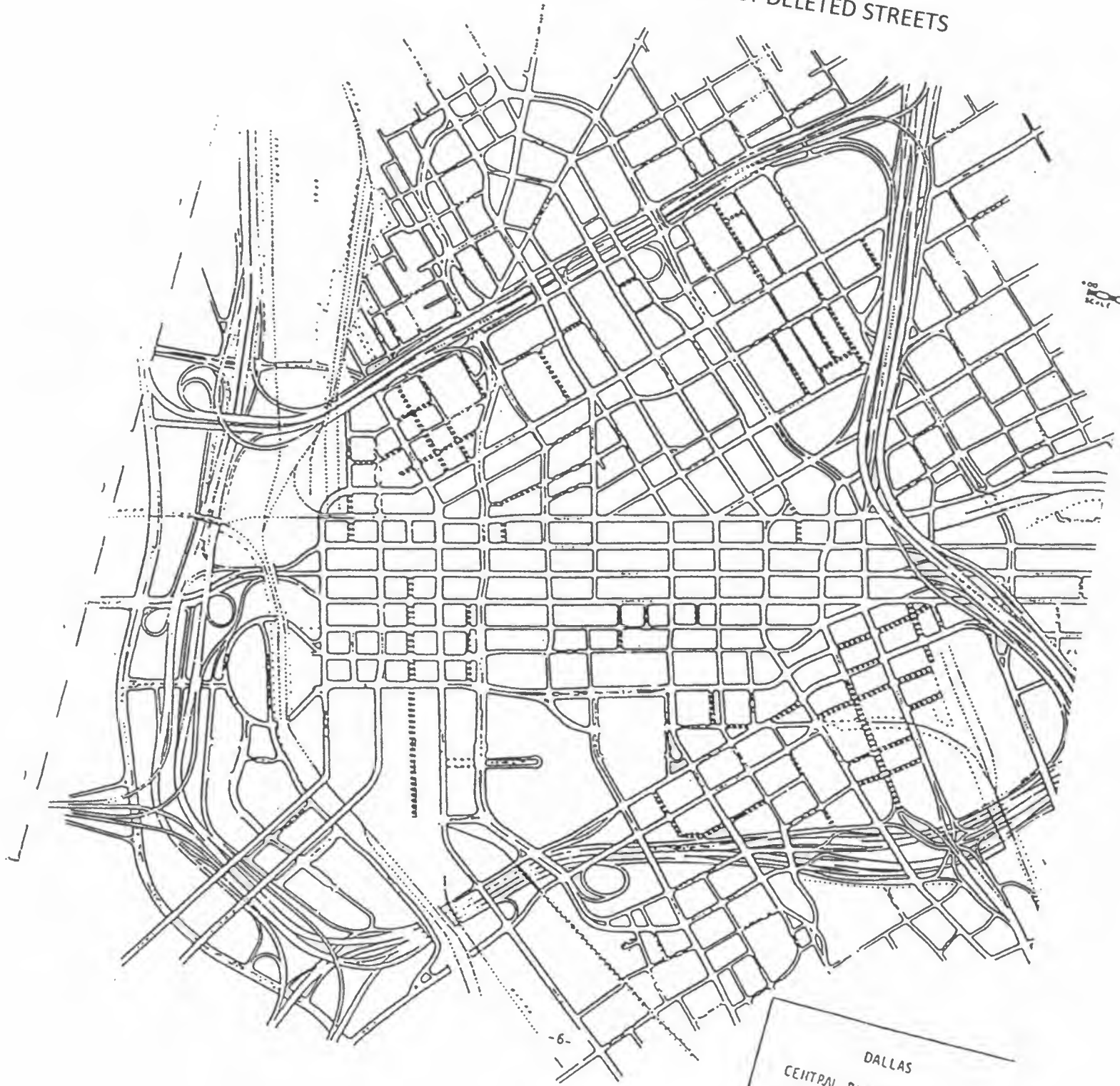
DALLAS  
CENTRAL BUSINESS DISTRICT  
RING ROAD SYSTEM



## STREET DELETIONS

There are a number of minor type streets within the CBD which could be closed without adversely affecting vehicular circulation within the downtown area. These streets, identified on the plan as being deleted, generally serve only the adjacent properties and are not used for the movement of any significant volumes of traffic. A street with the deleted designation may, at the request of the adjacent property owners, be considered for abandonment (sale) and closure in order to allow a consolidation of land for large scale development.

DALLAS CENTRAL BUSINESS DISTRICT DELETED STREETS



DALLAS  
CENTRAL BUSINESS DISTRICT  
DELETED STREETS

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## STREET ADJUSTMENTS

Numerous major and minor street adjustments are involved in the transition from the existing to the future street network. These include realignment of streets, adjustments of right-of-way, straightening, widening, and other changes intended to significantly improve the roadway operations.

Changes in right-of-way and street alignment, and new streets which will cumulatively create the future street network for the CBD are detailed in Section II, Plan Details.

Standards for the new street system are developed to meet future needs. Except as specifically noted in the detail maps and tables, the following design standards apply:

Roadway widths are based on eleven (11) foot traffic lanes, i.e., a three lane roadway is 33 feet wide.

Sidewalk width requires range from 10 feet on the periphery of the CBD, to 18 feet for the core area.

Medians in boulevards streets are 15 feet wide. Where additional landscaping is desired, widths can be increased.

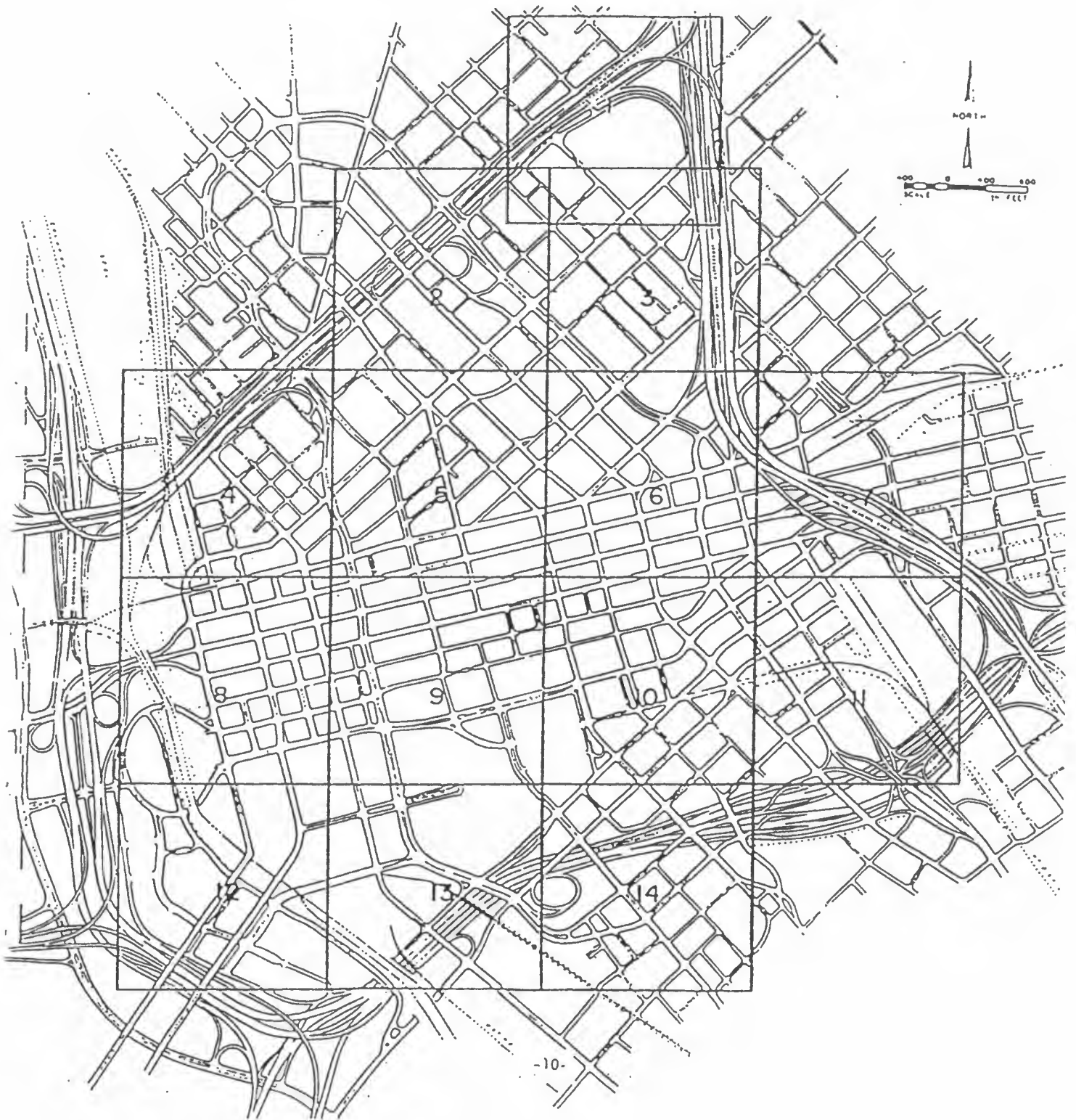
Building lines coincide with property lines except in those areas where setbacks will accomplish street widenings to the mutual benefits of traffic circulation and land development.

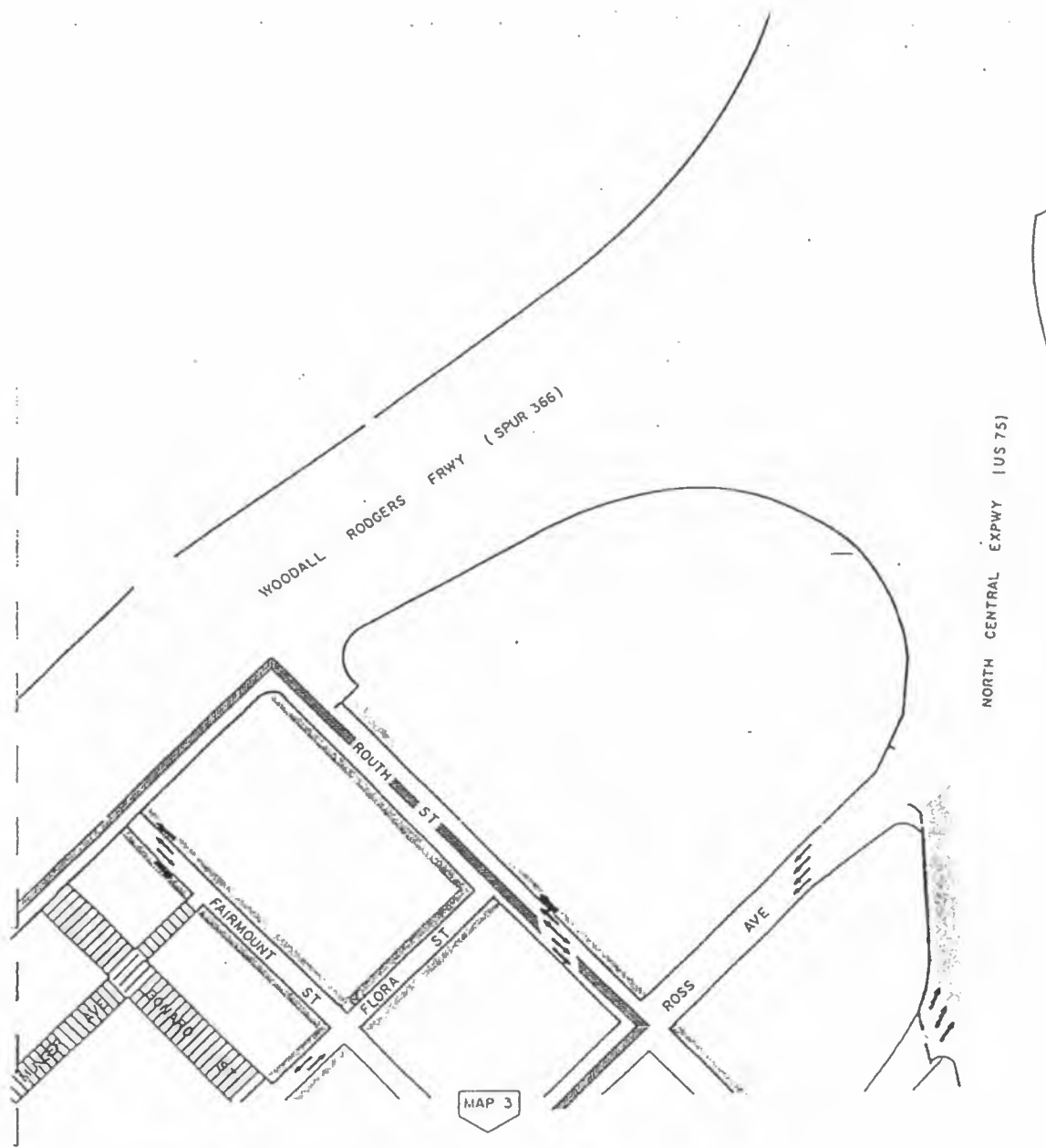
## SECTION II


## PLAN DETAILS

The tables and maps in this section are intended to serve as a detailed guide for implementation of the Central Business District Streets and Vehicular Circulation Plan. The tables list the existing and planned right-of-way, pavement, and traffic lane characteristics of each street segment within the CBD. The maps indicate planned street system modifications together with intended vehicular circulation patterns.


CENTRAL BUSINESS DISTRICT THOROUGHFARE PLAN INDEX







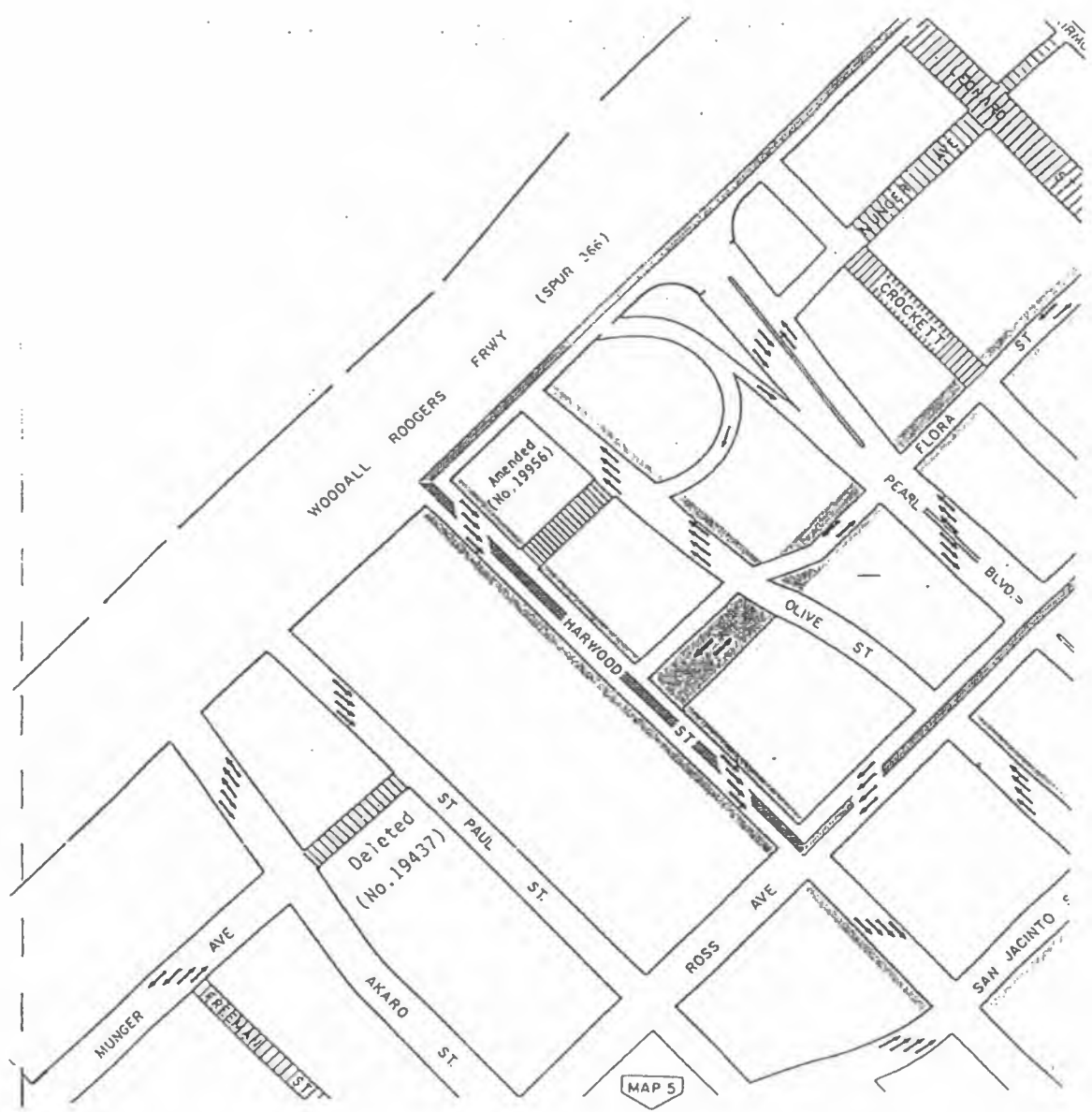
 Denotes Dallas Arts District; for conceptual street system in this area, see ordinance No. 17710, Exhibit B. The conceptual street system may differ from the adopted Thoroughfare Plan.


MAP I  
LEGEND

STREET IMPROVEMENTS 

STREET DELETED 



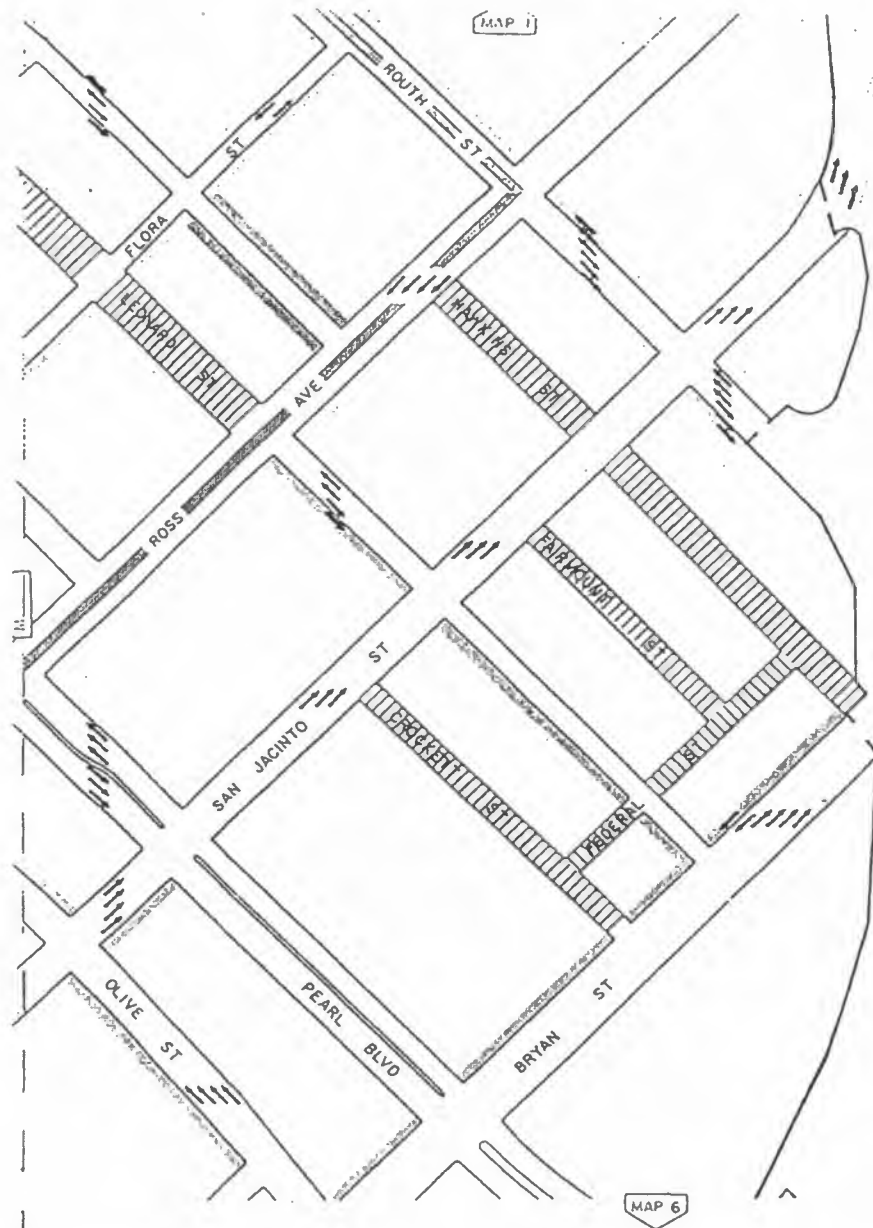



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**MAP 2**  
**LEGEND**  
 STREET IMPROVEMENTS   
 STREET DELETED 



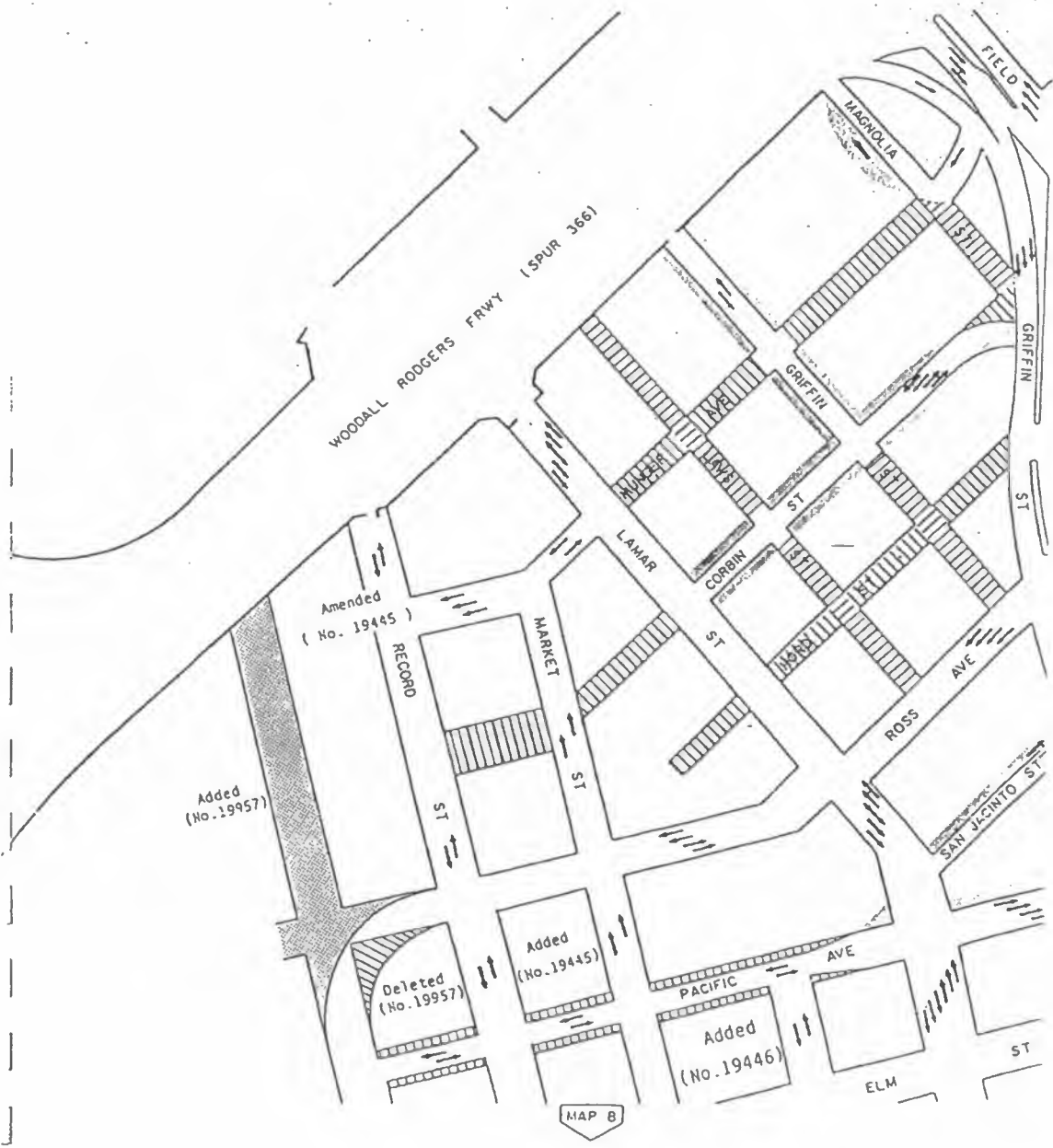




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MAP 3  
 LEGEND  
 STREET IMPROVEMENTS   
 STREET DELETED 







MAP 4  
LEGEND

- STREET IMPROVEMENTS
- STREET DELETED





MAP 5  
LEGEND


- STREET IMPROVEMENTS 
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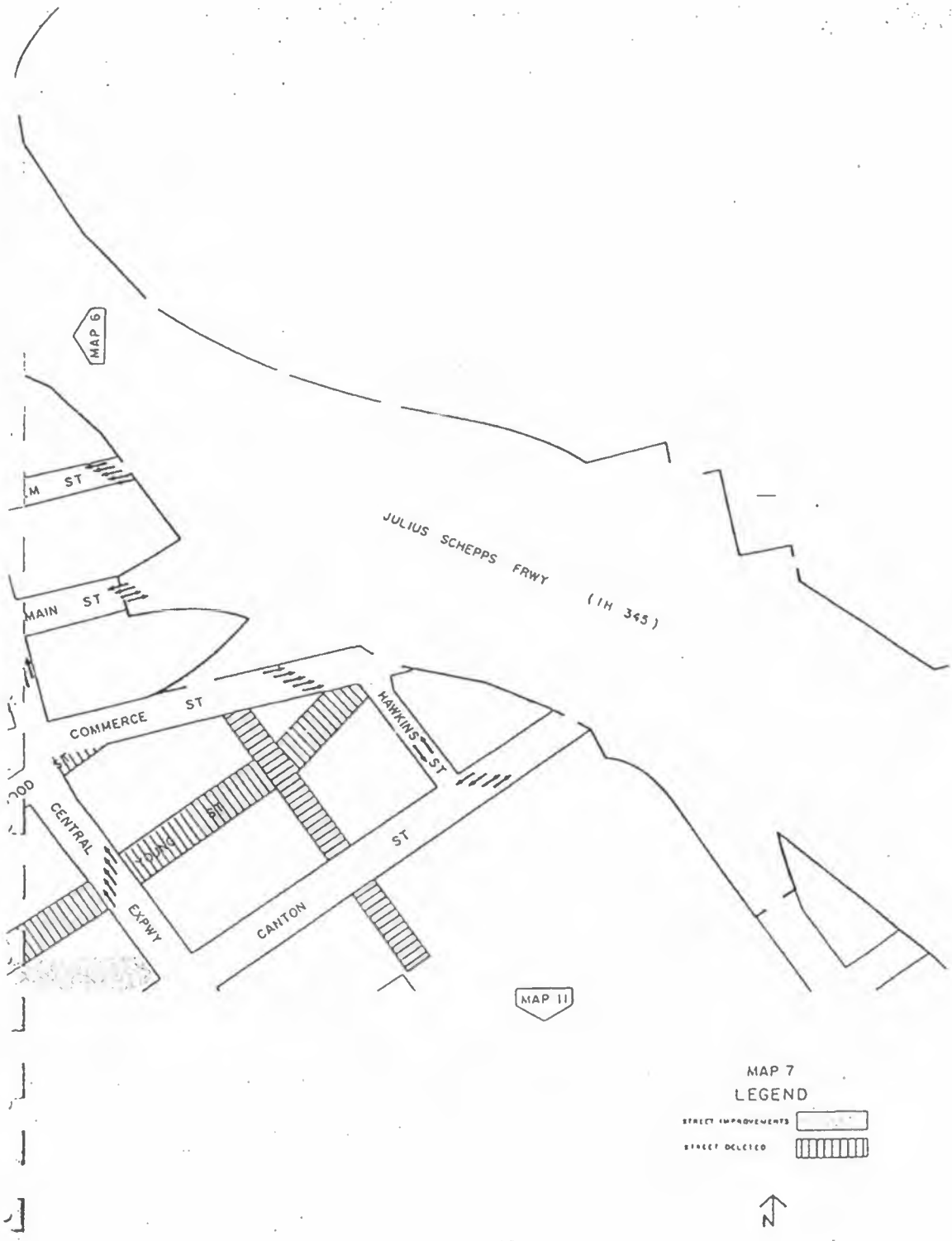


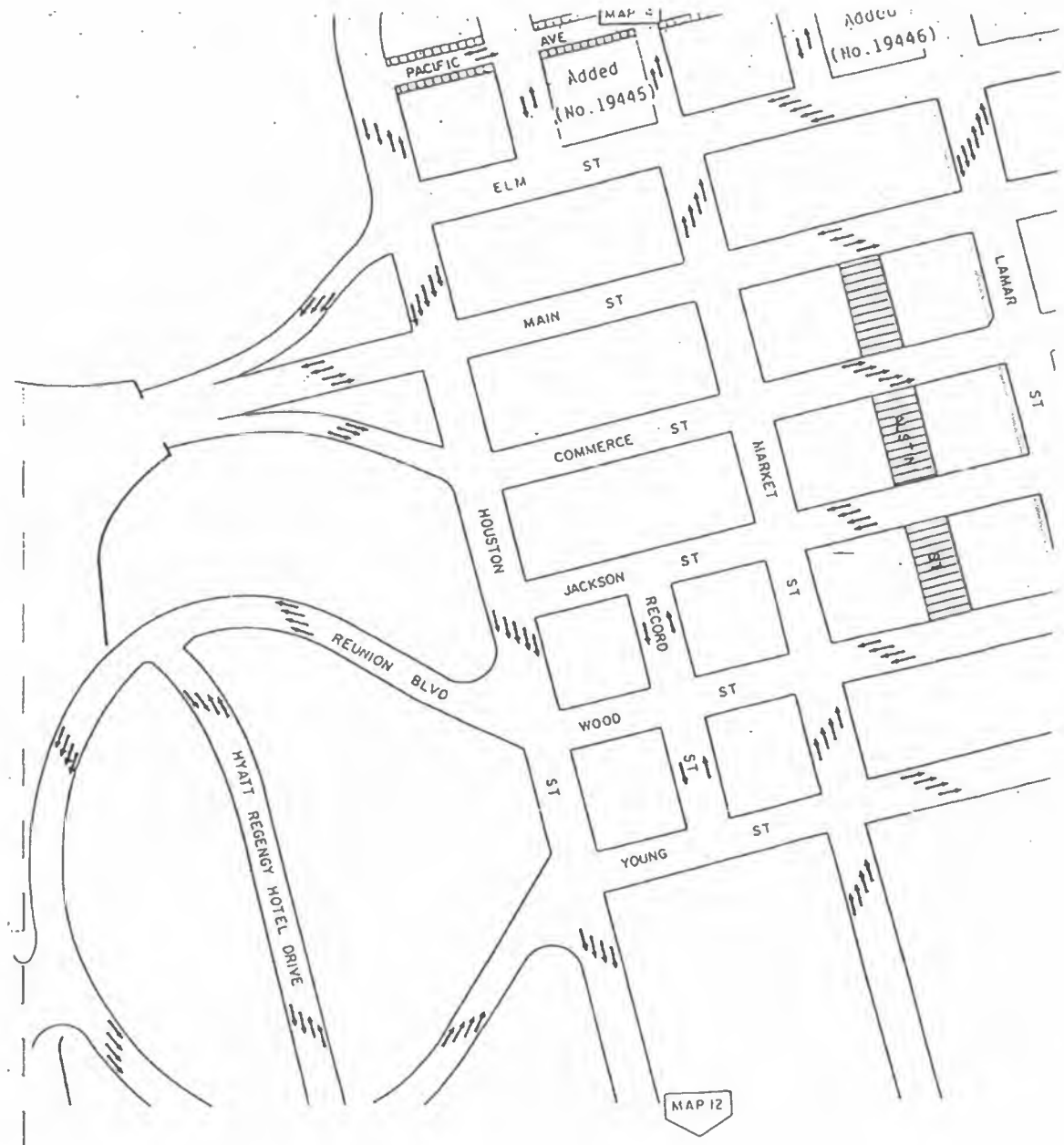
MAP 6  
LEGEND

STREET IMPROVEMENTS 


STREET DELETED 







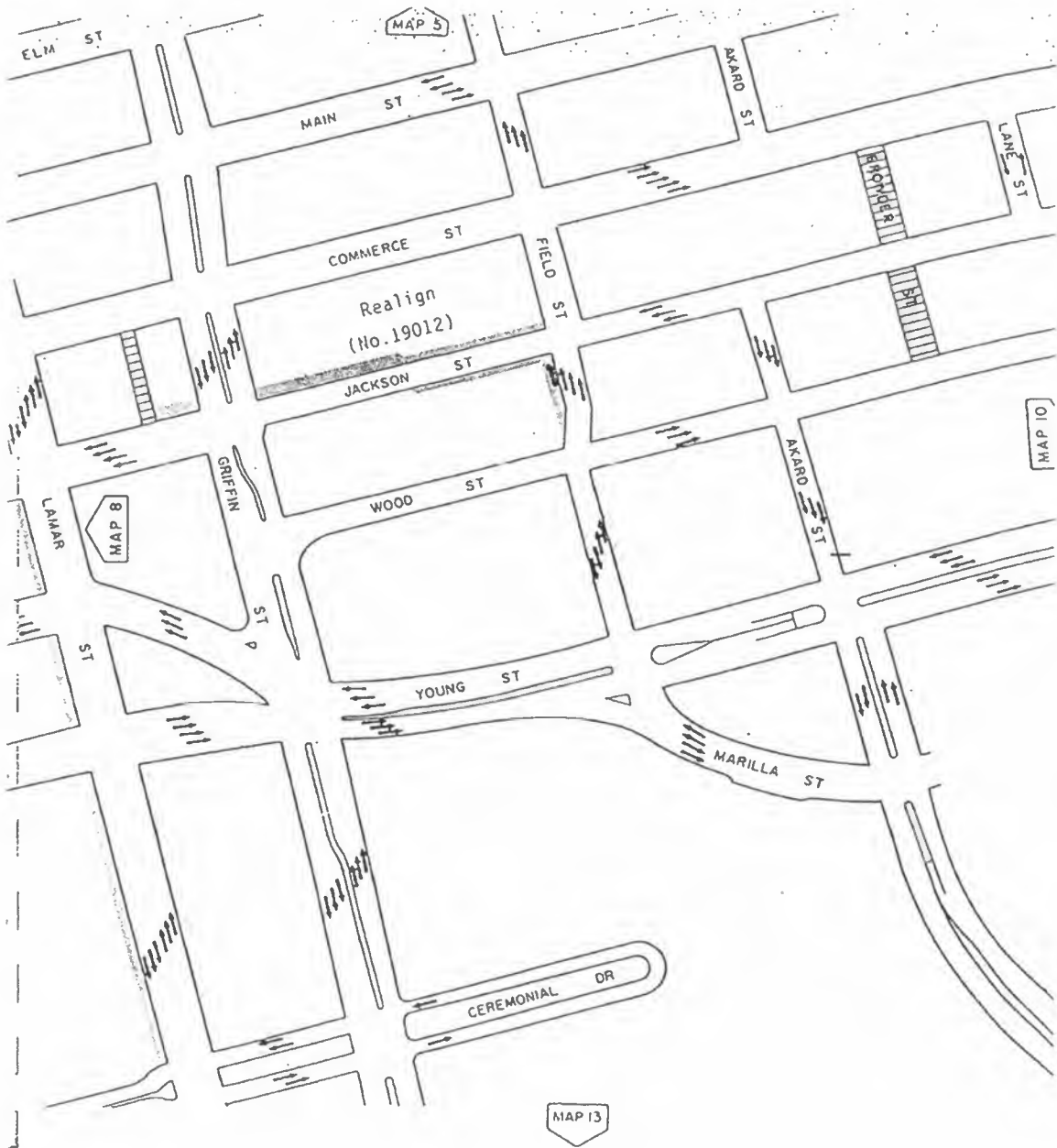


MAP 8  
LEGEND

STREET IMPROVEMENTS 

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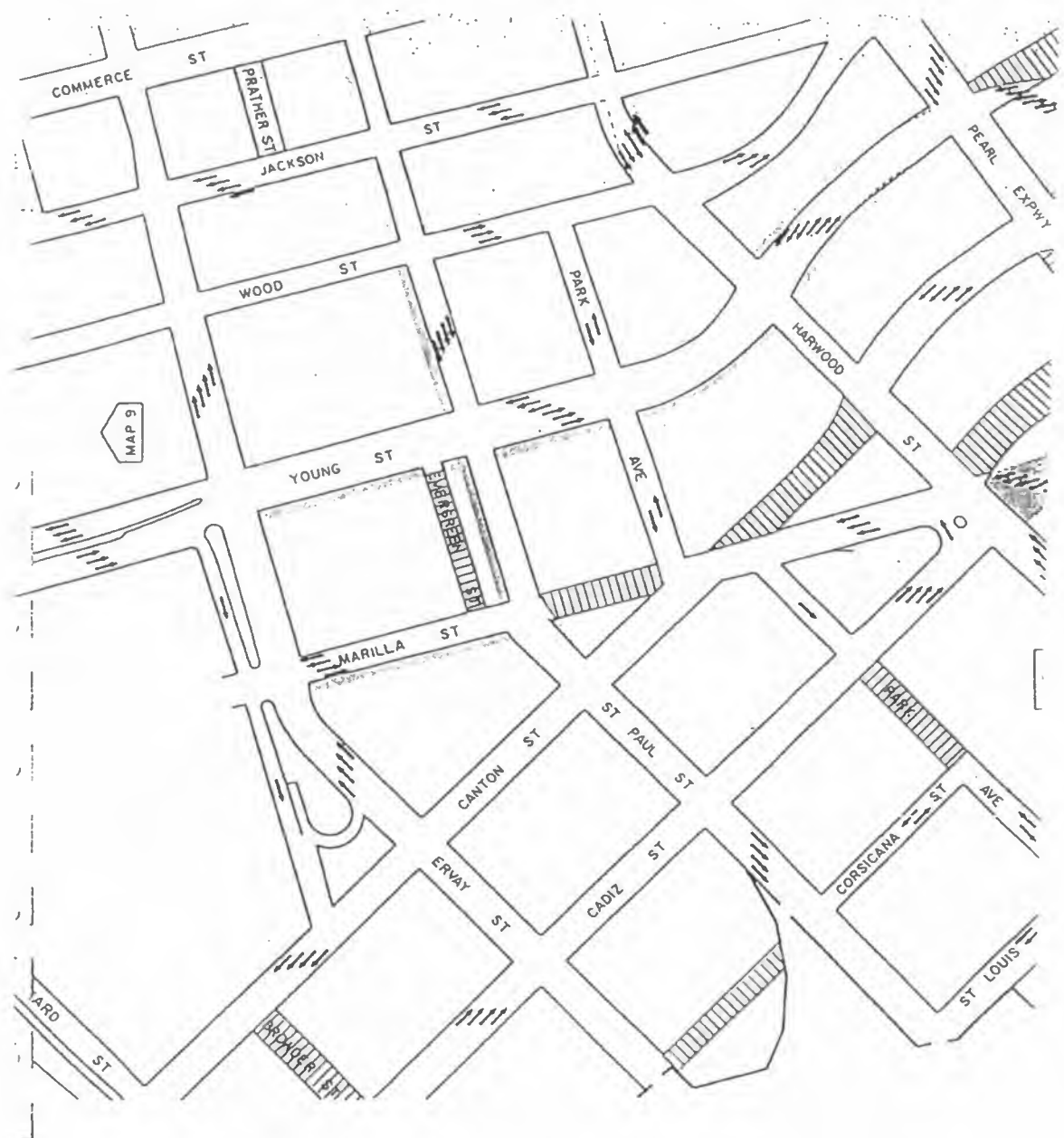




MAP 9  
LEGEND

- STREET IMPROVEMENTS 
- STREET DELETED 



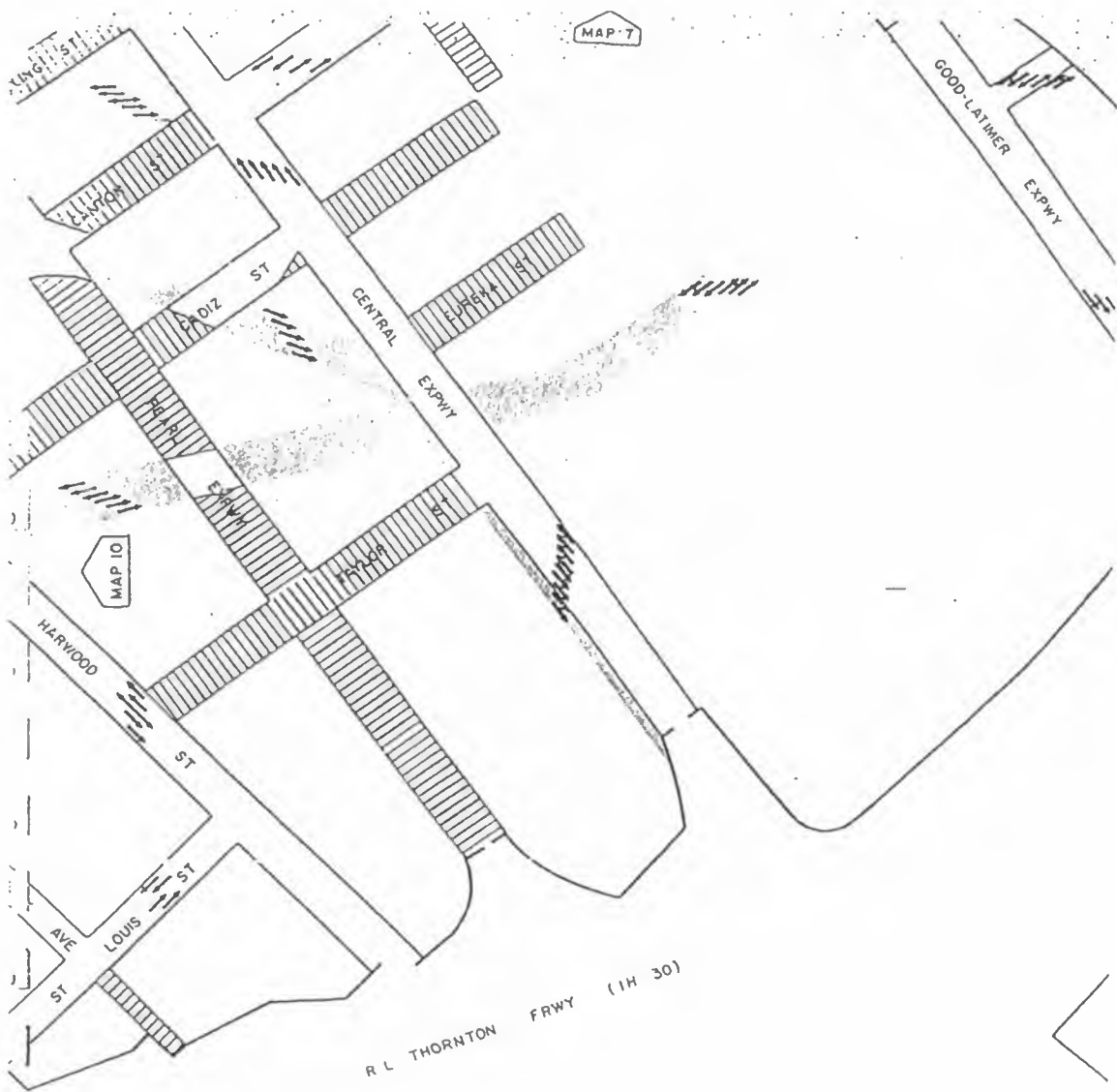


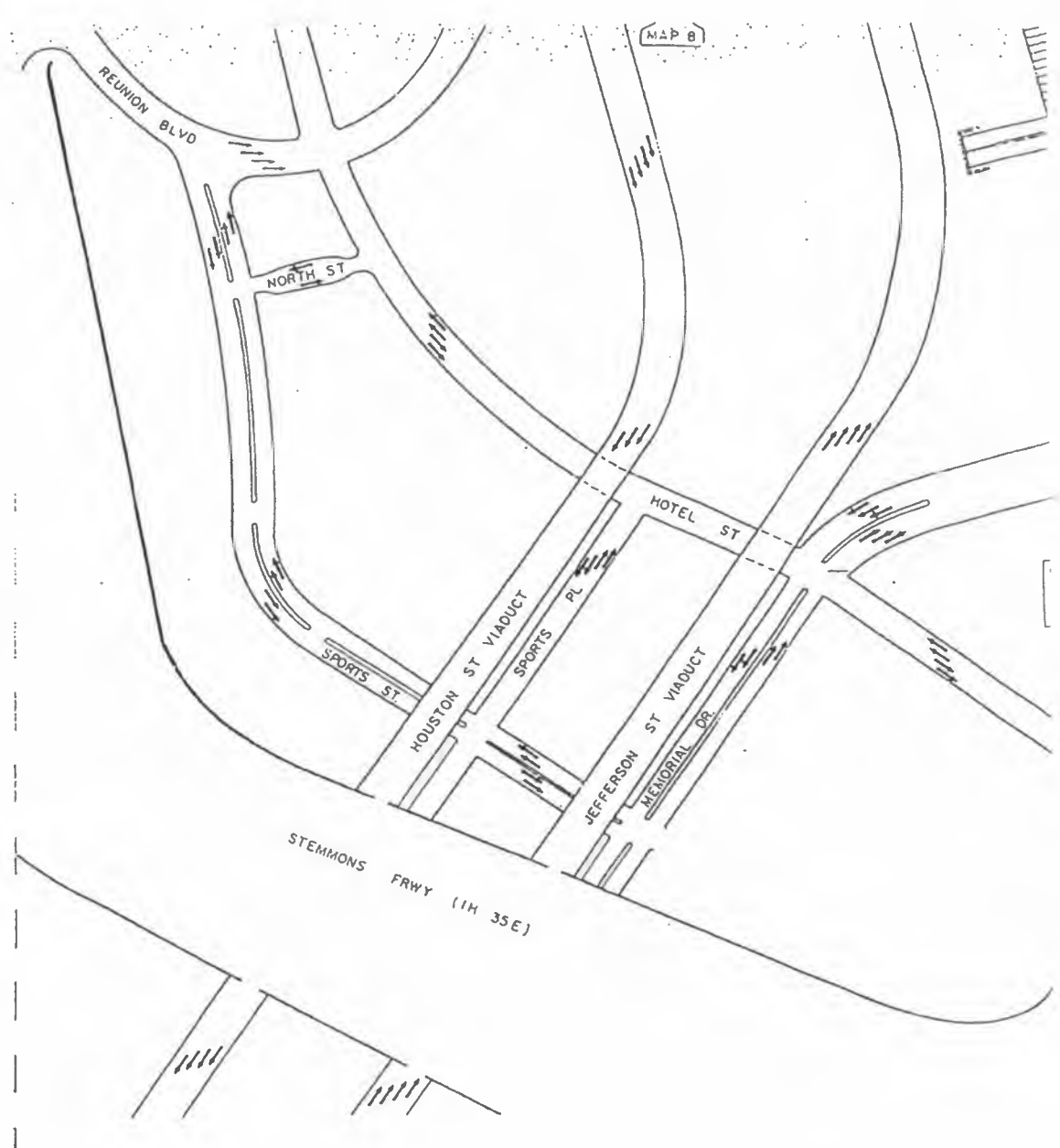
MAP 10  
LEGEND

- STREET IMPROVEMENTS 
- STREET DELETED 







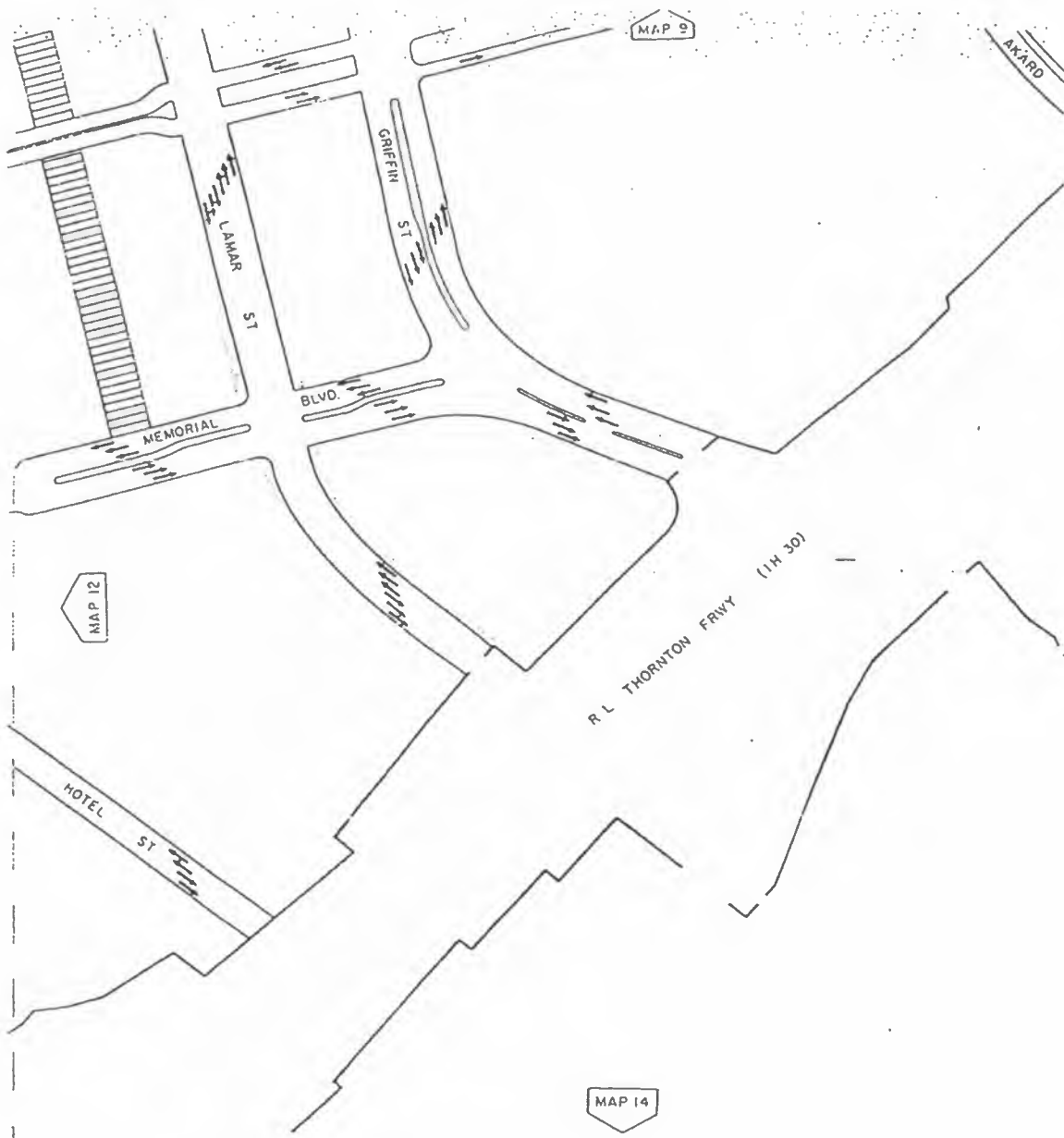


MAP B


MAP 12  
LEGEND


- STREET IMPROVEMENTS 
- STREET DELETED 




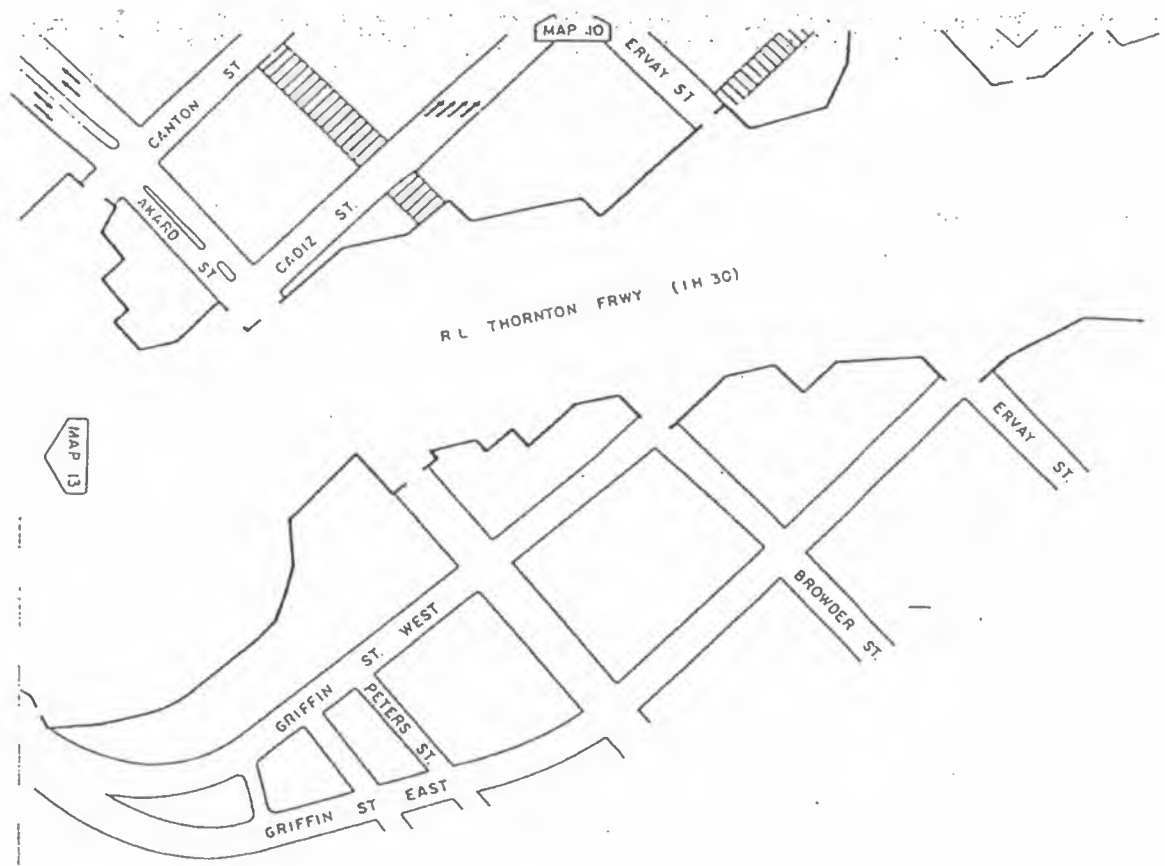


MAP 13  
LEGEND


STREET IMPROVEMENTS 

STREET DELETED 





MAP 14  
LEGEND

- STREET IMPROVEMENTS 
- STREET DELETED 