ZONING ORDINANCE ADVISORY COMMITTEE **THURSDAY, September 3, 2020**

DALLAS DEVELOPMENT CODE AMENDMENT

FILE NO. DCA 190-002

Parking: Citywide Plans – Vision/Goals

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Consideration of amending off-street parking and loading requirements including, but not limited to, hotel, restaurant, multifamily, alcoholic beverage establishment, and public and private school uses in the Dallas Development Code.

BACKGROUND:

On September 5, 2019, City Plan Commission (CPC) authorized a public hearing to consider amending Chapters 51 and 51A of the Dallas Development Code, with consideration to be given to amending off-street parking and loading requirements including, but not limited to, hotel, restaurant, multifamily, and alcoholic beverage establishment uses, and transit-oriented development.

The intent of this code amendment is to review the current parking regulations and based on research, best practices, and other cities approach to parking requirements, determine the need to amend the City Code and make a recommendation and proposal.

Staff will provide reports on the following general research direction to build on information, culminating with recommendations and a proposal:

- Current Parking Regulations _ provided at the June 18, 2020 ZOAC meeting
- City of Dallas Planned Development Districts _ provided at the July 9, 2020 ZOAC meeting
- Index Cities and Other Cities Research _ provided at the August 6, 2020 ZOAC meeting
- Local and National Parking Studies
- Board of Adjustment parking reductions
- **Citywide Plans – Vision/Goals**
- Feedback from Interested parties, Industry, Developers and communities and neighborhoods.

PROJECT WEBPAGE:

https://dallascityhall.com/departments/sustainabledevelopment/planning/Pages/parking-code-amendment.aspx

RESEARCH AND STAFF ANALYSIS

Staff reviewed and analyzed City Council adopted city-wide plans that were created by the various departments to get a better understanding of the expressed vision and goals for the City of Dallas; and in particular, those that include transportation elements with a focus on parking.

Scope and methodology:

Although, this report highlights city-wide visions and goals that address parking and parking related objectives and actions, staff used a somewhat broader brush recognizing the strong nexus between transportation and land use that is inexorably connected. Staff included city-wide comprehensive plans, neighborhood revitalization plans, transportation plans, and miscellaneous city-wide plans for the research. The research included, forwardDallas! Comprehensive Plan, Downtown 360 Plan, Comprehensive Housing Policy, Complete Streets Design Manual, Comprehensive Environmental and Climate Action Plan (CECAP), Trinity River Corridor Comprehensive Plan, and an introduction to the Connect Dallas plan that is in progress.

Summary:

The city-wide plans give us great insight into the expressed vision and goals or future direction in which the community and our leaders have for the City of Dallas. Transportation and mobility are a major focus of many of these plans with a recognition and a desire for transit options, such as rail, bus, walking and biking for both getting to work and for recreation, as well as urban design features that play a role in how the elements that are placed within the rights-of-way, pedestrian and public areas, including parking should look and function. Many of the goals, objectives and actions address the need for parking reductions and revisions and include specific actions, and in some instances actions to take in certain areas. Other plans give us insight into what are desired or preferred land uses, such as mixed-use or adaptive reuse, and infill in specific areas that will have impacts for parking, and also provide important goals, such as walkability and urban design, pedestrian accessibility, buffering from vehicle emissions, green infrastructure and storm water management, and housing affordability.

forwardDALLAS! COMPREHENSIVE PLAN (JUNE 2006)

forwardDallas! is the city of Dallas Comprehensive Plan or vision for the future. Within the plan pages contains a culmination of the dreams and desires of the various Dallas residents who participated in this effort and make up the diverse cultural and socioeconomic backgrounds found in our neighborhoods, and the strategies to get us there. The foundation of the comprehensive plan is a compilation of numerous other plans, such as the 1994 Dallas Plan, the 1987 City of Dallas Growth Policy Plan, the recently adopted Trinity River Corridor Comprehensive Land Use Plan, the Strategic Engagement Economic Development Plan and the many small Area Plans such as the Inside the Loop Plan, Arts District Plan and the Fair Park Comprehensive Development Plan.

The forwardDallas! Comprehensive Plan is scheduled for review and update with The Summit, the public kickoff for the process, scheduled for September 19, 2020. Anticipating that the planning process will take a year and the adoption about six months, the estimated final adoption of the updated plan is January 2022.

Link to forwardDallas!:
https://dallascityhall.com/departments/pnv/Pages/comprehensive-plan.aspx

Out of the surveys and opinion polls conducted during the planning process, six (6) common core values arose. Those core values are:

1. Education: Access to good education and good jobs;
2. Public Safety: A safe city;
3. Healthy Environment: A beautiful city with healthy air, water, trees and parks;
4. Job Growth: Investment in the Southern Sector;
5. **Convenient Transportation: Offer choices in how to get around; and,**
6. Quality of Life: Diverse housing, recreational, cultural, and educational opportunities

Although, the core values are not mutually exclusive and are intertwined, for our purposes, staff focused on the core value of **Convenient Transportation: Offer choices in how to get around.** In addition to this core value, staff also concentrated on the following goals and strategies from one of the 14 common themes identified in the comprehensive plan, **Provide better streetscape design and main streets throughout the city,** as well as one of the six (6) key initiatives: **Enhance Transportation Systems.**

The other common themes that emerged during the planning process are:

Protect and preserve existing neighborhoods • Build on the success of **historic preservation** in the community • Match housing with jobs • Improve opportunities for owner-occupied housing • Provide **housing choices for people at various income levels** • Promote prosperity throughout Dallas • Build on the strengths of Downtown Dallas • Pursue **redevelopment and revitalization** • Connect communities with the Trinity River and nature • Build from current plans and successful planned development • Embrace all types of land use • **Capitalize on existing and proposed transit centers**.

Other key initiatives include:

• Enhance the economy
• Make quality housing more accessible
• Create strong and healthy neighborhoods
• Ensure **environmental sustainability**
• Encourage **new development** patterns

VISION

The vision or building blocks within the comprehensive plan are mainly comprised of **Walkable, Mixed-Use Building Blocks** and **Conventional, Separate-Use Building Blocks.** The Walkable, Mixed-Use Building Block will have **public transit, bicycles and walking** as priories in these areas, although cars will still play an important role with slower moving traffic and shorter average car trips.

The Conventional, Separate-Use Building Blocks will be characterized by large parking lots and faster-moving arterial traffic with limited opportunities for walking and bicycling and for the most part are confined to quieter residential areas. Large shopping centers are typical in these conventional, separate-use areas and the plan calls for those to become more like town centers with **transit enhancements as well as landscape buffers from the street including sidewalks and street trees.**

The vision of **Downtown** or the Downtown Building Block, includes pedestrian-oriented and mixed-use development and offers multiple transportation options. **Ground floors of tall buildings feature shops with many windows for visual interest and safety** while the **streetscape incorporates trees for shade, wide sidewalks** and **easy-to-use signs for finding points of interest**. **Civic and open spaces** provide an **inviting atmosphere for pedestrians** as well as a diversity of uses, generating activity throughout the day and evening.

The **Urban Mixed-Use Building Block** areas are typically near Downtown, along the Trinity River or near major transit centers, such as Uptown, the City Place/West Village area, Stemmons Design District, Cedars and Deep Ellum. This area offers employment and housing options and are important economic growth areas for businesses. Here, **people on foot or bike** can **enjoy interesting storefronts at ground level with benches, public art, on-street parking, and wide sidewalks**, creating an appealing streetscape. **Large parking areas and** other **auto-oriented land uses** are typically **located at the edges.**

Transit Centers or Multi-Modal Corridors are mainly comprised of dense mixed use at the transit station or multi-modal corridor and then transition to multi-family and single-family housing at the edge. This building block incorporates the **greatest range of building structures and land uses**, including multi-story residential above retail to townhomes to single-family residences. Transit centers and corridors may sometimes multi-modal be **near residential neighborhoods and call for appropriate mitigation requirements.**

Main Streets, such as Jefferson Boulevard, Knox-Henderson and Lovers Lane are designed to be active areas that are **easily navigable by pedestrians and are visually inviting**. These areas are reflective of the traditional "American main street" and are served by a **variety of transit options**. These streets are **safe and active**, **served by bus and rail** and include features, such as **trees and wide sidewalks, sidewalk cafes, outdoor dining areas and courtyards.**

Urban Neighborhoods provide a range of housing options, including single-family detached dwellings and townhomes. With concentrations of shops and offices along key corridors or at key intersections, providing important services and job opportunities within walking distance of residences emphasis should be placed on **slowing traffic through use of on-street parking and other similar traffic calming measures**. Public investments in these areas will focus on **parks**, **pathways, transit stops, pedestrian-oriented landscaping and road improvements**.

Business Centers and Corridors are designed to **accommodate the automobile and provide access to public transportation**, but do **not** necessarily **need to be dominated by surface parking lots**. Rather, **urban design features** such as **gateway landscaping**, **monuments** and **tree-lined boulevards** can help to distinguish these areas more effectively.

Industrial Areas are designed to follow a similar development pattern consistent with past trends and occupy large areas of land and includes low-density buildings, industrial yards **and ample surface parking for cars and trucks**. These areas are typically **near major roads and heavy rail lines**. Logistics and warehousing are growing industries with strong potential for upward mobility of skilled workers and with evolving technology and the need for freight movement through Dallas to the rest of the country and internationally, this sector can offer good opportunities for jobs.

Commercial Centers and Corridors are designed to accommodate the automobile. Landscaping and urban design features are included to enhance the visitor's experience. In the plan vision, large shopping centers will have more of **a town center feel** and corridors will include **transit enhancements** as well as **landscape buffers from the street such as sidewalks** and **street trees.**

Residential Neighborhoods, such as Winnetka Heights, Preston Hollow, Lakewood, and Wheatley Place are traditional single-family neighborhoods that are the "life-blood" of Dallas. Although, traffic on neighborhood streets is expected to be low, the **car is heavily relied upon for access. Spill over traffic and cut-through traffic from commercial areas will be strongly discouraged.** While public transit may be available, longer walks to bus stops or the need to drive to park and ride facilities will be typical. Shorter block lengths. Design features, such as shorter block lengths, narrower streets, sidewalks and greenbelts with hike and bike trails and might also provide improved pedestrian access to transit for new single-family development. Protecting quality of life by providing amenities such as parks, trails, road improvements and strong code enforcement will be the focus through public investment.

Natural Areas and the Trinity River will be maintained, and thousands of acres of new open space and park areas will be included. Protection of riparian areas and drainage systems will be key as well.

Transportation Element

The Transportation Element of the policy plan of the comprehensive plan addresses the key initiative **Enhance Transportation Systems.** One of the major components of the policy for transportation is Transit Oriented Development (TOD) with a transportation system in place that can support the addition of jobs and housing. A strong nexus to land use is included in this transportation system with options for mobility in high density land use areas, such as rail and bus rapid transit that also shifts some of the burden of congestion off of our existing streets. Roadways are based on the Context Sensitive Design (CSD) or "liveable streets" that incorporate and are sensitive to land use design to help ensure that the character of the neighborhoods in which these systems traverse are preserved.

The Context Sensitive Design approach takes into account the specific needs of the neighborhoods and uses three (3) different realms to define the space in which to design the roadways and each of the realms are described below.

Context Realm:

- Covers the properties adjacent to the public right-of-way and defines the character of the roadway in terms of land uses, activities, building form and landscape.

Travelway Realm:

- Portion of the public right-of-way from curb to curb that provides for travel lanes for a variety of vehicles including cars, trucks, transit, and bicycles. It also includes **parking lanes, transit stops** and **loading or unloading zones.**

Pedestrian Realm:

- Area between the curb and the fronts of buildings adjacent to the public right-of-way. It **can extend into properties adjacent to the public right-of-way or into parking lanes to enhance the pedestrian experience and improve pedestrian access to buildings.** It can also overlap with the travel realm to provide for amenities such as crosswalks.

Street types within the CSD are also categorized by the type of land uses in which they serve, and include: Downtown Streets, Mixed-Use Streets, Transit Streets, Main Streets, Commercial Streets, Industrial Streets, and Residential Streets.

Design Guidelines stating the width and number of vehicle travel lanes, width and location of other areas, such as the medians, landscaped areas, bicycle lanes, street amenities, and asset management for each type of street are also specified.

GOALS

4.1 PROVIDE A FUNDAMENTAL LAND USE/TRANSPORTATION LINKAGE

- Transportation systems should be designed according to standards that are sensitive to the context of the neighborhoods through which they pass. Strategies should establish a fundamental linkage between land use in the city and transportation planning.

POLICIES

4.1.1 Design and improve thoroughfares to balance the need for traffic mobility.

- In addition to Thoroughfare Plan functional classifications, consideration should be given to land use, access needs and the Vision Building Blocks. These street types should be determined through Area Plans and treated as overlays on the Thoroughfare Plan functional classification.

IMPLEMENTATION MEASURES

4.1.1.1 Develop and adopt a "Context Sensitive Design" manual with detailed standards based on right-of-way width allocations and prioritization criteria for various **street design elements** shown in this Transportation Element.

4.1.1.2 Amend the Thoroughfare Plan to establish the **"Context Sensitive Design"** manual as the official basis for thoroughfare design.

4.1.1.3 Develop small Area Plans with appropriate street type overlays for individual thoroughfares. Identify and fund pilot street improvement projects to demonstrate the application of context sensitive street design standards.

4.1.1.4 Provide funding in the Capital Improvement Programs to cover the additional costs of Context Sensitive Design in priority areas.

POLICIES

4.1.2 Encourage distribution of traffic among multiple routes.

- By **encouraging traffic to move over multiple routes**, **congestion will be reduced while minimizing** the **impact on existing residential streets**. This distribution should be coordinated with traffic calming measures to reduce speeds and minimize impacts on the pedestrian environment and residential quality of life.

IMPLEMENTATION MEASURES

4.1.2.1 Develop small Area Plans and include thoroughfare amendments on targeted streets to encourage better distribution of traffic volumes in situations where **negative impacts on residential streets can be minimized.**

4.1.2.2 Implement traffic calming measures to reduce traffic speeds and cut-through traffic in existing residential areas and pedestrian-oriented districts.

GOALS

4.2 PROMOTE A VARIETY OF TRANSPORTATION OPTIONS

- The City should promote a variety of safe, efficient, and sustainable multi-modal transportation options to meet a diverse range of needs in Dallas.

POLICIES

4.2.1 Support expansion of Dallas' public transit system.

- The City should encourage not only an efficient public transit network but encourage a variety of **transit options and technologies including commuter rail, light rail, bus rapid transit, streetcar, and local bus. Expansion of the public transit network** should address linking major destinations within Dallas and the region and creating cross-town connections.

IMPLEMENTATION MEASURES

4.2.1.1 Coordinate closely with DART to periodically update the Transit System Plan.

4.2.1.2 Explore public-private partnerships to fund and implement lower-cost transit options such as modern streetcar and bus rapid transit that will stimulate development.

4.2.1.3 Explore ways to effectively **integrate new transit systems, such as modern streetcar and bus rapid transit, into existing public rights-of-way**. Use techniques such as signal priority for transit in appropriate locations.

4.2.1.4 **Amend the Development Code to provide for market-tested mixed-use districts, urban design standards for walkability and urban parking standards**. Proactively **apply these new zoning tools in combination around transit centers and multi-modal corridors** through the Area Planning process, to encourage transit-oriented development at a variety of densities in a manner that is sensitive to the character of adjoining neighborhoods.

4.2.1.5 Use economic incentives to encourage transit-oriented development catalyst projects.

4.2.1.6 Monitor zoning capacity and development activity around transit centers and multi-modal corridors to inform land use and transportation decisions.

POLICIES

4.2.2 Promote a network of **on-street and off-street walking and biking paths**.

- The City will spur residents to use these forms of transportation between neighborhoods, jobs, shops, schools, parks and other community services and also to engage in walking and biking for recreation and exercise by creating and encouraging safe and convenient paths for walking and bicycling.

IMPLEMENTATION MEASURES

4.2.2.3 Use "Context Sensitive Design" standards for public street improvements to **ensure safe and convenient bike and pedestrian movement.**

4.2.2.4 Incorporate bike and pedestrian amenities into public facilities and rights-of-way, and stream corridors, including wider sidewalks, **trees**, pedestrian lights, **bike racks** and street signs designed with reflective materials. Use a combination of local, state, federal and private funding to install such amenities.

4.2.2.6 Create new zoning districts and **amend existing districts to encourage new projects to provide enhanced pedestrian and bike amenities such as wider sidewalks, trees, pedestrian lighting, safe bike routes and bike racks.**

4.2.2.7 Conduct Area Plans to identify and implement targeted thoroughfare amendments to encourage distribution of traffic volumes in situations where impacts on residential streets can be minimized, to reduce congestion and increase bike and pedestrian safety. Area Plans should identify locations to encourage the use of bike and pedestrian-friendly options.

4.2.2.8 Increase awareness and emphasis on the American with Disabilities Act requirements and special needs accommodations with particular attention to sidewalk and crosswalk design.

POLICIES

4.2.3 Promote efficient, cost-effective and environmentally friendly movement of vehicles.

- By promoting the efficient movement of vehicles within Dallas and through the region, the City and vehicle owners will realize savings in time, money and environmental impacts.

4.2.3.1 Continue to work with the Texas Department of Transportation, the North Texas Tollway Authority, Dallas County and the North Central Texas Council of Governments to optimize access and circulation on arterials and highways within the city.

4.2.3.2 Partner with the North Central Texas Council of Governments to conduct transportation studies in redeveloping areas to identify and schedule improvements that would yield transportation and environmental benefits.

4.2.3.3 Ensure that evaluation of design alternatives for major transportation infrastructure in Dallas takes into account the importance of the following criteria:

- **Reduction of vehicle mile**s traveled per capita.
- Reduction in average trip time and time spent in congestion.
- Reduction in total trip delay per capita.
- Increase in transit trip capture—the proportion of trips made using public transit.
- **Increase in pedestrian/bike trip** capture—the proportion of walking or biking trips.
- Increase in internal trip capture—the proportion of trips that begin and end within an area.

4.2.3.4 Explore the entire range of options to improve the efficiency and environmental friendliness of vehicular transportation systems including **transportation demand management** through **congestion pricing, ride-sharing, telecommuting** and use of alternative fuel vehicles.

IMPLEMENTATION MEASURES

Promote the safe and efficient movement of goods within and through Dallas and the region to take advantage of Dallas' strategic location along the NAFTA trade corridor, and to support the continued viability of supply chain processes that drive Dallas' businesses and industries.

4.2.4.1 Work with the North Central Texas Council of Governments to evaluate the strategic importance of rail and road freight corridors within Dallas and develop strategies to ensure their continued viability.

4.2.4.2 Evaluate specific freight corridors within the context of Area Plans. Implement land use and transportation measures to support these corridors while mitigating their impacts on neighborhoods.

4.2.4.3 Continue efforts to establish and sustain an Agile Port in Dallas.

POLICIES

4.2.5 Ensure continued viability of Dallas' airports. Ensure that the continued viability of Dallas' airports is preserved through ongoing regional cooperation and local master planning efforts.

IMPLEMENTATION MEASURES

4.2.5.1 Continue regional cooperation efforts to maintain the success of the Dallas-Fort Worth International and Love Field Airports.

4.2.5.2 Explore economic development opportunities to take advantage of Dallas Executive Airport and Hensley Field.

PLAN RECOMMENDATIONS FOR DEVELOPMENT CODE AMENDMENTS

In order to achieve development envisioned by Dallas residents, the City must quickly update three key provisions in its zoning code: **urban design standards for walkability**, **a parking overlay** and **four mixed-use zoning districts** that fit within the current zoning code.

Codes should be developed and applied as three key integrated zoning code implementation tools. These tools should be **based on three basic design districts—Standard, Transit and Pedestrian**—and all three **should be applied in specific areas** to achieve the type of development envisioned by Dallas residents.

Standard:

These standards would be **designed for basic, single-use districts that are not particularly walkable**. They would **emphasize a basic set of design standards**, and to i**ncrease the attractiveness and tree canopy** of the city. Example: Northwest Highway.

Transit:

These standards are **designed for transit or other districts that have a moderately walkable environment**. They should **develop a comfortable walking environment, with buildings close to the street and moderate transparency**. However, these districts will have **some surface parking**, and be a mixture of traditional, small format main street buildings and more contemporary large format buildings, including single-use buildings such as retail. Example: Mockingbird Station.

Pedestrian:

These standards are **designed for a more traditional pedestrian district**. These districts would have **primarily on-street parking or public parking facilities, few or no private parking (except for residential or hotel uses); have all buildings near the sidewalk, a high level of building transparency, and mostly common wall, small format buildings**. Example: Bishop Arts District.

URBAN DESIGN STANDARDS FOR WALKABILITY

Making Dallas a Walkable City

Creating a more walkable environment in Dallas is a key strategy to achieving the goals of the citizens of Dallas. Making Dallas' many neighborhoods and communities more pleasant and safe for pedestrians will greatly enhance quality of life and livability for Dallas.

The following describes the **basic principles that should be applied to achieve safe and pedestrian-friendly communities throughout Dallas.** While encouraging pedestrian-oriented development, these standards will also accommodate automobile dependent activities such as trash pickup and deliveries.

The Density, Diversity and Design Principles of Walkability

People will naturally walk more if their daily destinations are close to home and if the walking environment is safe, interesting, and pleasant. Walkable communities share several design characteristics that are different from auto-oriented development.

- **Non-residential buildings are set close to the street**, with many doors and windows. Such a configuration enhances the **relationship between the private realm of buildings and the public realm of the street, creating an interactive environment.** Walkable communities can accommodate cars, but **narrower streets serve to slow traffic and minimize crosswalk distances for pedestrians.**

- **Street-facing building orientation, crosswalks and storefront windows** help create a more comfortable pedestrian realm.

Use Buildings to Frame the Street: Continuous Frontage

Buildings in walkable communities should create a fairly, continuous "streetwall," **with few breaks for driveways, curb cuts, parks and plazas and side yards.**

Retrofit strip commercial areas for walkability

- **Add continuous sidewalks**. Sidewalks, landscaped with trees and planters, should be on both sides of the street to link shopping centers
- **Reinforce pedestrian connections through parking lots**. Solutions include painted or colored pavement, different paving material or texture, raised walkways and adding shrubs, shade trees and other landscaping.
- Make parking lots cooler. Parking lots get oppressively hot in the summer. **Regularly spaced trees will shade parking lots and make them more hospitable to walking.**
- **Infill parking lots with small buildings that face the street.** Position smaller business with lower square footage requirements at the street to make walking along the sidewalk more interesting.

Minimize the Dominance of Parking

- A compact, pedestrian-friendly setting can be created with the use of **surface parking placed behind buildings and away from the street, with on-street 'teaser' parking**.
- Streets within walkable communities are comfortable for pedestrians while also accommodating cars. **On-street parking is an important component of street design, providing a "buffer"** between the traffic on the street and the pedestrians on the sidewalk.
- **Parking structures or garages are discouraged along walkable pedestrian streets** unless they include ground-floor retail, office or civic uses.

Parking Lots

- Parking lots for commercial and industrial uses **should be behind buildings**, away from the street, **or to the side of buildings in long narrow lots that minimize street frontage.**
- **Connect Building Entrances to Sidewalks**
- Screen Parking Lots from the Street. "**Landscaped frontages" can be used to screen large parking lots from the street by adding landscaping, walls or street trees**
- Break up Large Parking Lots. Large parking lots **should be segmented into portions through the use of connecting walkways as described above.**

Bicycle Parking

- **Bicycle parking should be provided in accessible locations.** Bicycle parking **should be visible from storefronts or the front doors of an office building to create a secure environment for parked bicycles.**

PLAN RECOMMENDATIONS FOR PARKING CODE REVISIONS

If the City continues to implement parking standards as currently written without any alternative provisions, it will impede infill development and redevelopment of urban core areas of the city.

The program plan result is a draft parking ordinance that outlines the necessary changes and recommended new tools. The **intent is to provide adequate parking and to ensure that a continued oversupply of parking will not inhibit the creation of more walkable, livable communities**.

Parking lots have traditionally been designed to have enough capacity to accommodate the "20th" peak shopping hour of the year. In other words, there must be enough parking to accommodate all the people that will shop on December 12, from 1 to 3 p.m. This means that parking standards are based on meeting demand for 1 percent of the operating hours a shopping center is open during year. Even during this time, when demand reaches the "functional capacity" threshold (85-95 percent occupied) the standard is designed to exceed demand so that patrons can find a parking space as soon as entering the parking area. This requirement produces a parking lot that is only half full during half the time a typical shopping center is open.

- **New tools such as allowing on-street parking, shared parking, and an environment that invites shoppers to park once and walk between uses will promote new walkable development.**

New Tools for Dallas Parking Standards

The **Dallas parking code should be revised to create three new parking overlay districts** which reflect the actual parking needs based on the environment within which a particular use is located. The three districts are: **Standard, Transit and Pedestrian**.

Dallas parking code **should also consider giving parking credits or lower standards in certain instances**, such as:

- **Credits toward meeting parking requirements** if **adjacent on-street parking** can be used.
- **Reduction of parking** requirements if there is an **existing or planned shared parking facility**.
- In **areas where there is sufficient public parking existing or planned**, (such as Main Streets, or Transit Oriented Developments) **minimum off-street parking** should be required.

The fundamental idea is that **parking is a necessary** element of a modern city. **However, to the extent feasible, Dallas should be a city for people, not cars, and more space should be devoted to human needs** rather than automotive storage.

Spaces Required

- Initially, the **required number of spaces should be reduced in pedestrian and transit districts through development of parking overlays**.
- Second, parking requirements should be **reviewed and amended if needed** to reflect industry standards and historical demands for parking.

Credit for On-street Parking

- Amount of **off-street parking required could be reduced by providing credits for on-street parking** in certain conditions.

Stacked Parking

- Stacked or **valet parking** should be considered if an attendant is present to move vehicles.

Institutional Parking Plans

- Institutions such as **colleges, universities, medical institutions, large employment complexes and mixed-use developments that exceed 100,000 square feet should be permitted to provide off-street parking and loading facilities consistent with their needs** according to a comprehensive parking study. Each use must maintain and monitor a comprehensive parking, loading and storage plan for the entire campus or institution. In addition, each use must establish a facility-wide permit system to implement its plan. Institutional parking plans should require that objective findings be made by the Planning Commission prior to approval.

Waivers

- Consider **allowing waivers by the Planning Commission based on a parking demand study**. These studies should demonstrate the best available data to forecast the demand and time of use of the anticipated parking needs and on parking demand estimation techniques by the Institute of Traffic Engineers (ITE), the Urban Land Institute (ULI) or other generally recognized parking demand estimation technique.

THE 360 PLAN (DECEMBER 2017)

The 360 Plan is a strategic plan document set forth to address actionable measures for the vision of downtown, including transit, streets, public spaces, urban design, housing, and **parking.**

Link to 360 Plan:
https://dallascityhall.com/departments/pnv/Pages/The-360-Plan---landing-page.aspx

VISION

The vision for downtown Dallas is the continued vibrant, economic engine that also spans approximately 2.5 miles from the center to be connected, by an accessible, balanced, multi-modal transportation system network with a variety of options to move the thousands of residents this diverse, inclusive and creative urban place in which they call home. The City Center contains a strong collection of mutually supportive districts, each with unique character and opportunity to improve accessibility via walking, bicycle, streetcar, light rail, bus, or automobile.

The Plan Framework

A complete and connected City Center has three (3) Transformative Strategies: **Advance Urban Mobility**, Build Complete Neighborhoods and Promote Great Placemaking. For our purposes, we will focus this section of the report on Advance Urban Mobility.

Advance Urban Mobility

The current transportation network includes numerous diverse forms of transit. Currently, DART operates modern streetcar, light rail, and bus, while the McKinney Avenue Transit Authority also operates a historic streetcar. Additionally, inter-city rail services for TRE and Amtrak exist at Union Station, providing service regionally and out-of-state. A planned high-speed rail line to Houston, with a station near I-30 in the Cedars, also has the potential to expand and improve regional transportation access for the City Center. All pedestrian infrastructure throughout the urban core.

New Technologies

New rideshare services such as Uber and Lyft have provided cheaper, convenient rides thar are more readily available around the entire core of the city. Additionally, new car sharing services such as Zipcar have the potential to make owning a personal automobile less necessary, reducing the demand for personal parking spaces. Furthermore, new technologies such as high-speed rail, hyperloop, Uber Elevate, and autonomous vehicles have the potential to dramatically transform transportation infrastructure, as well as present new challenges.

Continued growth and success
Growth and success of downtown has put a strain on the area's transportation network and created the need for a more balanced multi-modal system.

The 360 Plan will advance urban mobility by:
- Adopting urban mobility principles
- Comprehensively revising mobility policy for the City Center
- Integrating transit expansion opportunities
- Leveraging freeway reconstruction opportunities
- Advancing priority bicycle and pedestrian improvement projects
- **Reforming the approach to parking**

The 360 Plan Urban Mobility Principles:
1. **Create a balanced multimodal system** that supports transit, bicycles, and pedestrians in addition to automobiles, particularly for short trips.
2. Provide **a safe, well-lit, comfortable, and accessible system** for a diversity of users.
3. **Improve inter-district connectivity** for all modes of travel.
4. **Encourage mixed-use, pedestrian-oriented design** and development.
5. Ensure regional and local transportation systems **support City Center placemaking and livability goals.**
6. Deliver a system that responds proactively to **trends in technology, demographics, and user preferences**.

Establish a Multimodal Street Framework
The 360 Plan distinguishes four types of "District Connectors" for City Center streets (Bike, Pedestrian, Transit, and Auto).

Auto District Connector
Auto District Connectors are those roads that help facilitate the efficient movement of automobiles into, out of, and throughout the City Center. These streets typically serve to move a high volume of vehicles.

Bike District Connector
Bike District Connectors are all roads within Downtown that operate as part of the bike network. These streets prioritize bike movement through protected bike facilities, improved signal timing, traffic calming devices.

Pedestrian District Connector
Pedestrian District Connectors are the roads and corridors that provide safe and efficient movement of pedestrians throughout Downtown. These corridors are defined by five criteria: corridors that connect

districts, corridors that connect across freeways, corridors that connect to the Trinity River, streetcar corridors, and existing retail corridors.

Transit District Connector
Transit District Connectors are roads that are serviced by high-frequency bus or streetcar service. On these roads, attention should be given to the pedestrian realm to facilitate the safe movement of passengers to stations and stops.

GOALS

ADVANCE PRIORITY BICYCLE AND PEDESTRIAN IMPROVEMENT PROJECTS

Pedestrian-oriented streets and plazas, such as Pearl Street in Boulder play an important role in enhancing connectivity within and between neighborhoods. New bikeshare companies have provided new mobility options throughout the City Center, increasing the need for **enhanced on-street bike facilities**.

REFORM THE APPROACH TO PARKING

The 360 Plan calls for:

- Evaluating current on street-parking utilization and rates in coordination with the NCTCOG / City of Dallas **curb lane management study, to provide the basis for better management of on-street parking**.
- **Encouraging private parking owners and operators to create shared parking models** to promote more efficient use of existing parking.
- Encouraging development of a **comprehensive digital mobile platform** that provides seamless access to transportation options, including public transit, ride share, bike share, and parking navigation.

Shared Parking

Shared parking models should also be supported, in which privately-owned and -operated lots or garages offer parking to Downtown visitors during non-contracted, or off-peak, hours, especially in areas where limited public parking is available.

Promote Great Placemaking

The 360 Plan will promote great placemaking by:

- Ensuring **excellent urban design** to enhance quality of life and economic value
- Activating the public realm
- Advancing **Smart City technologies and green infrastructure**

GOALS

ADVANCE SMART CITIES TECHNOLOGIES AND GREEN INFRASTRUCTURE

The 360 Plan calls for:

- Developing a strategic plan to position Downtown Dallas as a leader in Smart City initiatives
- Supporting the establishment of the West End as a “living lab” of Smart City initiatives
- Conducting a study of the **urban heat island** effect within the City Center to inform **creation of a management plan**
- Identifying opportunities and impediments to **increase the tree canopy or other shading options**
- Conducting a study of the current policy for the downtown recycling program to expand participation

CATALYTIC DEVELOPMENT AREAS

Due to the large size of the City Center and the limited resources available for public investment, Catalytic Development Areas were selected based upon several criteria. These criteria highlight the opportunities and important roles that the area have in advancing the various Transformative Strategies mentioned in Chapter IV. In summary, Catalytic Development Areas should:

1. Capitalize on proposed large infrastructure and transportation projects
2. Support many Transformative Strategies
3. Take advantage of recent and planned public and private investment
4. Maximize areas of great development potential, having a catalytic effect that will reach into adjacent nodes.

Western Farmers Market

Frontage roads should be narrowed and treated as slower-moving streets to include on-street parking, wide sidewalks, and pedestrian-friendly intersections that will encourage new development to address these as local streets rather than turning their back to them and the freeway. Western Farmers Market areas should:

- Advance **complete street design** concepts for Harwood Street
- Encourage **development of vacant/underutilized parcels**
- Work with **homeless** and social service providers
- Create a deck park over I-30
- Strengthen Marilla as an **east-west pedestrian connector**

High Speed Rail Station Area

Improve connectivity both to the existing DART stations and to improve connectivity across the DART lines.

- This should include providing **vehicular and/or pedestrian connections across the DART line** at Griffin Street as well as at Powhattan Street. Lastly, it becomes important to provide connectivity from the existing South Lamar Corridor across the Union Pacific Railroad to the high-speed rail station and undeveloped land to the southwest of the rail line.

Improve Pedestrian Experience Throughout District

The Belleview-Lamar intersection serves as the main node of activity within the district, yet is dangerous due to high travel speeds, heavy truck traffic along Lamar, and unsafe pedestrian amenities.

- Improved lighting and wayfinding as well as through small retail installations. This will help connect the South Lamar corridor safely and more comfortably to the Omni Dallas Hotel and the West End.

Provide Open Space

One of the best opportunities for open space within the area is to provide a deck park over I-30. This deck park, which could extend as far north as Akard Street, will not only provide much needed open space, but will also greatly improve connectivity between Downtown and the Cedars.

- Another open space opportunity to be explored is developing the old Trinity Meanders on the southwest side of the Union Pacific Railroad into functional open space. This could serve adjacent future development, providing **a unique water feature**.
- A trail should be considered paralleling the high-speed rail line, connecting the neighborhood to the Santa Fe Trestle Trail and Trinity Forest.

Improve Transit Connections

Extending the Orange DART line or streetcar line along the existing freight lines should also be explored to provide a more convenient transfer from high speed rail to DART. With the possibility of higher densities around the station, and in order to create a multimodal terminal, Lamar may also be a strong candidate for a future streetcar connection linking to the Central Streetcar link in Downtown.

Provide Strategic Infill

To improve Lamar as a vibrant pedestrian corridor, it is important to infill existing gaps along the street with meaningful, pedestrian-oriented development.

Establish Great Placemaking Around High Speed Rail Station

One of the most important goals for facilitating successful growth around a potential high-speed rail station will be to establish the station area as a great place. This will first require the station to provide an entry on the north side of the Union Pacific Railroad, near Austin Street and I-30. This ideally will sit adjacent to a deck park that will connect the station north to Lamar Street.

- This will allow for a large public plaza and gathering place in front of the station entry.

ACTIONS

HIGH SPEED RAIL STATION AREA DEVELOPMENT SCENARIO AND PRIORITY

- Design the station development with active ground-level uses
- Leverage Lot E for transit-oriented development
- Create a deck park over I-30
- Design a station access point and civic space near Austin and Cadiz
- Create an active open space along the Trinity River Meanders
- Create multimodal east-west connections across the freight line

Northern West End

The Northern West End includes a mix of existing housing, educational, and office uses and the popular Dallas World Aquarium which is **surrounded on three sides by parking lots.** The last of the **adaptive re-use** projects of Downtown's vacant buildings now in development all point towards **new infill development** opportunities for areas such as the Northern West End

ACTIONS

NORTHERN WEST END DEVELOPMENT SCENARIO AND PRIORITY

- Advance **complete street design** concepts for Field Street
- Reconfigure and enhance the Field / Griffin intersection
- Create a multi-purpose trail connection along Old Griffin **(Bike/ pedestrian pathway linking West End to planned DART station and Victory Park)**

- Design the DART train portal to facilitate development over it
- Investigate near-term reconfiguration of the Field Street ramp

Carpenter Park

Develop a vibrant node reconnecting Downtown Dallas to Deep Ellum, Bryan Place, and East Dallas with Carpenter Park and **transit-oriented and infill development**.

ACTIONS

CARPENTER PARK DEVELOPMENT SCENARIO AND PRIORITY

- New development should engage with Carpenter Park
- **Redevelop the DART East Transfer Center site**
- Create a **multi-purpose trail connection** along Swiss and Pacific Avenues
- Investigate removal/reconfiguration of the Live Oak ramp
- Explore **new workforce housing development opportunities**

Arts District

The Dallas Arts District Master Plan proposes a new set of principles to guide it for the next three decades during which the Arts District will rise to its own earliest goals, and to the City of Dallas' current civic ambitions. The master plan will update the guidelines from the Sasaki Plan.

VISION

The Dallas Arts District Master Plan vision is driven by five reinforcing strategies that will expand the impact of the District and improve connectivity to adjacent neighborhoods.

1. Transform Pearl Street into the "Avenue to the Arts".
2. Reinvigorate Flora Street as the cultural core of the Arts District.
3. Embrace Ross Avenue as a **mixed-use commercial corridor**.
4. Expand and update wayfinding, signage, **public art**, and gateway experiences.
5. Enhance pedestrian connections in all directions, with a focus to the west (Perot Museum, West End, and Victory Park)

AT&T Discovery District

The vision for the AT&T Discovery District is to become a destination for Downtown workers, residents, and visitors where they will find dining, entertainment, public art, and an outdoor experience zone that will feature public events like movie nights. Downtown Dallas, Inc. and the City of Dallas worked with AT&T throughout 2017 on plans for the District, which include traffic calming and **pedestrian improvements on Commerce Street, modification of Jackson and Wood Streets**, and several public improvements throughout the campus.

DOWNTOWN DALLAS 360 URBAN DESIGN GUIDELINES (2011)

PARKING ACCESS AND DESIGN

Innovative Parking Alternatives

A1. Explore innovative parking solutions such as **stacked parking, tandem parking** and **shared parking** to optimize building space and/or minimize construction and housing costs (see the Reform the Approach to Parking Transformative Strategy discussion)

A2. Provide **highly visible and conveniently located bicycle parking** as part of new office, residential and mixed-use developments (on-site or in sidewalk/setback where feasible; otherwise located within designated on-or offsite parking facility)

Parking Structures

B1. **Prohibit parking structure entrances or exits (other than pedestrian doors) from active retail streets or special overlay streets** such as Market in the West End Historic District of the Main Street District Retail Activation area; major tenant improvements or construction permits for existing structures should similarly prompt an examination of the removal/ relocation of any existing garage access points not in compliance with this guideline

B2. Ensure new parking structures and those seeking improvements incorporate as many of the following as possible:

- **Engaging, well-lit entrances and exits** with **state-of-the-art pedestrian warning lights** and **sounds**
- Provisions for **signage with parking information visible from the street**
- **Attractive ground floors using interactive art, creative displays, vegetative screens**, and/or **new technology** (e.g. dynamic parking space availability displays)
- **Animated upper-floor façades** using variations in textures, colors, materials, lighting and/or vegetation – Active ground-floor uses such as retail
- **Rooftop solar-capture/shade structures and light reflective surfaces** or **green roofs to minimize urban heat island**

B3. **Limit curb cuts for parking structure access** to the minimum number required to adequately service the intended users B4. Prohibit access ramps that run parallel to the street or sidewalk

B4. **Prohibit access ramps that run parallel to the street or sidewalk**

Surface Parking Lots

C1. Require a **specific use permit for surface parking in residential developments**; surface **parking lots should cover no more than 25% of the property frontage facing a street**

C2. **Encourage landscape screens, trellises, low walls and other mitigation for existing and future surface parking lots** to minimize the negative effects to active pedestrian-oriented sidewalk environments.

COMPREHENSIVE HOUSING POLICY (AMENDED JANUARY 2020)

One of the key initiatives in the forwardDallas! Comprehensive Plan is **to make quality housing more accessible** and is one of the eight (8) policy elements within the plan is Housing. A major recommendation of forwardDallas! was development of a housing strategy aimed at increasing home ownership, diversifying housing stock and providing more opportunities for affordable housing, while sustaining existing neighborhoods.

Link to Comprehensive Housing Policy:
https://dallascityhall.com/departments/housing-neighborhood-revitalization/Documents/ExA_CHP_NEZ_CleanForPosting_ApprovedAsAmended_1-22-2020.pdf

The Dallas Housing Committee was established in 2017 and created the Comprehensive Housing Strategy with **the purpose of the following three (3) main goals**:

1. **Create and maintain available and affordable housing** throughout Dallas;
2. Promote greater fair housing choices; and,
3. Overcome patterns of segregation and concentrations of poverty through incentives and requirements.

A tiered approach with the following Reinvestment Strategy Areas were defined to address the three (3) market areas determined to be most in need of City investment:

Redevelopment Areas:
Midtown, High Speed Rail, Wynnewood, and **Red Bird** are redevelopment areas. Qualifying projects within these redevelopment areas are catalytic projects that will begin within 12 months and contain a housing component, provide a mix of affordability income bands and meet specified criteria.

Stabilization Areas:
LBJ Skillman, Vickery Meadow, Casa View, Forest Heights/Cornerstone Heights, East Downtown, The Bottom, West Dallas, and Red Bird North are stabilization areas within the housing plan. Stabilization areas are those at risk of displacement due to market conditions, including redevelopment projects. Accessory Dwelling Units (ADU's) and Incentive Zoning should be concentrated within these areas to increased density.

Emerging Market Areas:
Southern Gateway, Pleasant Grove, and **University Hills** are classified as the emerging market areas. The emerging market areas are those determined to need **intensive environmental enhancements,** master planning and neighborhood organization. The plan recommendations include seeking designation as Neighborhood Revitalization Strategy Areas (NRSA's) through HUD in order to prepare the area for real estate investments in a 3 to 5-year time frame and provide flexibility of use of funds without income qualifications.

GOALS

Due to unfavorable market conditions, such as cost of land and land development, labor and materials shortages, federal, state and local constraints, as well as, the single-family rental market which prevents

equilibrium in the homeownership market, Dallas has a housing shortage of approximately 20,000 units. These conditions have led to an increase in rental rates and sales prices in the overall market, and 6 out of 10 families spends more than 30% on housing, as well as wages not keeping pace with housing costs.
In order to increase production of housing, the plan calls for **annual production goals of 3,733 for homeownership units** and **2,933 for rental units** while still maintaining the 3-year historic average ratio of homeownership and rental percentages. Additionally, the plan recommends **creating increased availability of housing for people at incomes ranging from 30% - 120% of the HUD Area Median Income**, by **incentivizing homeownership developments for families at 60% or higher AMI (Area Median Income) and rental developments that include rent restricted units for families at the full range of 30% - 120% of AMI.**

COMPLETE STREETS DESIGN MANUAL (JANUARY 2016)

The forwardDallas! Vision places an emphasis on coordinating transportation facility design with the land uses and the context they serve and the forwardDallas! Strategic Plan establishes the first steps for implementing Complete Streets and recommends the development of policies and guidelines for Dallas. Significant public support was expressed for expanding the range of transportation options, as well as for land development forms that are walk and bike-friendly and easily served by transit. The Complete Streets Design Manual is intended to work alongside the Dallas Thoroughfare Plan and the Dallas Development Code to provide the policy framework for the design and use of Dallas' roadway network. Through the use of this manual early in the design process, street improvement plans will consider the context of the roadway, community design priorities, and the roadway's functional classification. A key element of the Complete Streets Vision is to incorporate a **green approach to the roadway design process** in order to **reduce the impacts on the stormwater system** and create an environment where safe, comfortable, and healthy streets are the preferred design choice.

Link to Complete Streets Design Manual:
https://dallascityhall.com/departments/transportation/Pages/Complete-Streets.aspx

VISION

The Complete Streets Initiative is to build streets that are safe and comfortable for everyone: young and old; motorists and bicyclists; walker and wheelchair users; bus and train riders alike.

GOALS

- **Enhance the public realm** rather than serve as mere traffic conduits
- Provide for multiple transportation modes—**pedestrian, bicycle, transit, and automobile**—and include **environmentally sustainable solutions** appropriate for the situations
- **Reflect** that **all streets** are **not** the **same**
- Use **design solutions** that are **specific** to the **context**
- Support flexibility to accommodate changing needs, and **allow change** to occur **incrementally**

OBJECTIVES

- Establish a new street design process, policies, and standards that **integrate Complete Streets** and **Integrated Stormwater Management (iSWM) principles**
- Provide effective and timely opportunities for community stakeholder input on the design priorities, costs, benefits, and trade-offs of proposed street improvements

- Develop a strategy for systematic and phased implementation over time through both public and private improvements

County, NCTCOG, and State Initiatives

The North Central Texas Council of Governments (NCTCOG) has a Regional Complete Streets Policy for North Texas Cities. The NCTCOG's policy statement will:

- Apply to both new and retrofit projects as identified in the Transportation Improvement Program and the Metropolitan Transportation Plan
- Provide local governments assistance with the implementation of the NCTCOG Complete Streets Policy Statement

CLASSIFYING COMPLETE STREETS

Complete Streets typology considers context, location, and use to guide appropriate design of streets. This approach assumes that all streets present opportunities to be complete, although each will need different priority design elements depending on the context.

MIXED-USE STREETS

On-street parking is common along Mixed-Use Streets. Typically, there are **large parking areas** and other **auto-oriented land uses located at the edges of commercial areas**. The design of Mixed-Use Streets is targeted for pedestrians, bicyclists, and transit users with the goal of reducing motor vehicle speeds and creating a more desirable environment for people.

Key Features

- Higher pedestrian activity
- Reduced motor vehicle speeds
- **Bike lanes** or **shared use of travel way**
- **Pedestrian-oriented development, street furniture, and lighting**
- Mix of commercial, residential, and civic uses oriented to the street
- **Maximized on-street parking**
- **Higher transit accessibility**

COMMERCIAL STREETS

Commercial Streets **should be designed to accommodate pedestrians while still maintaining vehicle traffic flow.** This objective may be inherently unpleasant for pedestrian, bicycle, and transit users, however, the safety of such users–particularly at intersections–is a paramount concern.

Key Features

- **Emphasis on** travel lanes and **automobile capacity**
- Access management with the use of landscaped median or two-way left turn lane
- Usually serve faster moving traffic
- **Less use of on-street parking**
- Lower pedestrian activity, but provide safe opportunities for use with wider landscaped buffers and sidewalks

RESIDENTIAL STREETS

In addition to **serving residents, churches, schools and businesses, this type of street will likely also have pedestrian, bicycle, and transit activity to connect important neighborhood destinations**. Residential Streets are designed to reduce motor vehicle speeds and place an emphasis on intersection safety for pedestrians, bicyclists, and transit users.

Key Features

- Safety for pedestrians and bicyclists
- Medians on major facilities
- **Increased sidewalk buffering from traffic through on-street parking, bicycle lanes, and landscaping**

INDUSTRIAL STREETS

These streets are built with **wide lanes and intersections to accommodate trucks and other large vehicles and usually have large surface parking lots for cars and trucks** and should have quality access. Due to the need for freight rail access, industrial streets are often linked to rail lines.

Key Features

- Emphasis on **managing large truck traffic**
- Ability to safely mix industrial traffic with vehicular and pedestrian traffic

PARKWAYS

Parkways serve sensitive areas, such as White Rock Lake, the Escarpment, and the Great Trinity Forest—and may be elevated over these areas. The primary objective of a parkway is to reduce motor vehicle speeds and provide safe intersections for pedestrians, bicycles, and transit users.

Key Features

- **Emphasis** on **pedestrian, bike, and vehicle access to natural areas**
- **Shared use** travelways
- **Landscaped medians** and **edges**

PEDESTRIAN ZONE DESIGN ELEMENTS

The pedestrian zone is composed of several elements, including the sidewalk, the spaces between the sidewalk, the roadway on one side, and the building front on the other side. In addition to the provision of a basic sidewalk, the walking experience is affected by numerous elements that are contained within this pedestrian zone such as driveways, utilities, transit stops, furnishings, and **public art.**

Street Furniture:

- Seating
- **Bicycle Racks**
- **Bicycle Shelters**
- Bollards
- **Parking Meters and Pay Stations**
- Recycling Bins and Garbage Cans
- **Bus Stops**

URBAN OPEN SPACES

These are spaces where people gather to partake in a wide variety of activities: to celebrate, to demonstrate, to shop, to meet friends, and to relax. They are important to civic life and serve as public living rooms for City events. Urban open spaces, include:

- **Plazas**
- Pocket Parks
- **Parklets** (**small extensions of the pedestrian zone that occupy former parking spots** and include amenities such as plantings, seating, and sidewalk cafés)
- Dallas Public Plaza Program (**new public plazas located in the street zone** using low cost street furniture, movable concrete planters, and colored street paint)

STREET ZONE DESIGN ELEMENTS

A Complete Streets approach takes a more comprehensive view of the street and all users. In a Complete Streets zone, the space typically between curbs supports adjacent land uses and balances the efficiency of motor vehicle travel with considerations for pedestrians, bicyclists, and transit users. Street Zone Design Elements, include:

- **Bikeways**
- **Bicycle Boulevards**
- Paved Shoulders
- Bicycle Route Signage
- **On-street Parking**
- Transit Lanes
- Shared Streets
- Chicanes
- Speed Tables
- Street Lighting

GREEN STREETS

Green Streets are defined as **urban transportation rights-of-way that provide source control of stormwater**, limit its transport and pollutant conveyance to the collection system, and provide environmentally enhanced roads. Green streets improve water quality through the **integration of stormwater treatment techniques, which use natural processes and landscaping** and works to **reduce the heat island effect.**

INTEGRATED SITE DESIGN PRACTICES

By implementing a combination of these non-structural approaches, it is possible to reduce the amount of runoff and pollutants that are generated from a site and provide for some nonstructural on-site treatment. The integration of site design includes the following:

- Managing stormwater (quantity and quality) as close to the point of origin as possible and minimizing collection and conveyance
- Preventing stormwater impacts rather than mitigating them

- Utilizing **simple, non-structural methods for stormwater management that are lower cost and lower maintenance** than structural controls
- Creating **a multifunctional landscape**
- Using **hydrology as a framework for site design**
- Reducing the peak runoff rates and volumes, and thereby, reducing the size and cost of drainage infrastructure

Integrated site design practices and techniques are grouped into four (4) categories:

1. **Integrated Site Design Practices and Techniques**
   - preserve natural features and resources
   - preserve undisturbed natural areas
   - preserve riparian buffers
   - avoid floodplains
   - avoid steep slopes

2. **Lower Impact Site Design Techniques**
   - fit design to the terrain
   - locate development in less sensitive area
   - reduce limits of clearing and grading
   - utilize open space development
   - consider creative designs

3. **Reduction of Impervious Cover**
   - reduce roadway lengths and widths
   - reduce building footprints
   - **reduce the parking footprint**
   - reduce impervious setbacks and frontage
   - use fewer cul-de-sac
   - **create parking lot stormwater islands**

4. **Utilization of Natural Features for Stormwater Management**
   - **use buffers and undisturbed areas**
   - use natural drainageways instead of storm sewers
   - **use vegetated swales instead of curb and gutter**
   - drain rooftop runoff to pervious areas

PAVEMENT

Porous/Permeable Pavement

Permeable paving materials allow stormwater runoff to infiltrate through the material, unlike traditional paving materials that divert runoff to the storm sewer system. Water permeates through the material into the ground and recharge the water table or local waterway. Permeable materials filter pollutants, reduce flow rate, improve water quality, and reduce the volume of infrastructure necessary to direct and convey stormwater offsite

Permeable pavements are typically underlaid with an infiltration bed and subgrade soil. Permeable materials come in five (5) basic varieties:

1. Soft paving such as grass, bark, mulch, crushed shells, and **loose aggregate (gravel)**
2. **Permeable concrete paving**, created by mixing concrete with fewer fine particles, creating void spaces that allow air and water to navigate throughout the material or porous asphalt
3. Open joined and open cell unit pavers filled with porous aggregate or turf
4. Plastic grid systems covered with pavers, soil and grass, or gravel
5. Bound resin with aggregates or bound recycled material such as glass, rubber, and plastic

RESILIENT DALLAS (AUGUST 2018)

The Resiliency program is part of the 100 Resilient Cities (100 RC) pioneered by the Rockefeller Foundation that is dedicated to helping cities with the growing shocks (fires, floods, hurricanes, etc.) and threats, including the daily stresses that the 21st Century presents. Dallas created the Resilient Dallas Plan as a commitment to resiliency from social, physical, and economic stresses and threats that could impact the community's ability to lead as the region's economic engine in the future.

Link to Resilient Dallas:
https://dallascityhall.com/departments/pnv/resilient_dallas/Pages/default.aspx

GOAL 4: EQUITABLE ACCESS

- A superior mobility system will provide convenient, affordable access to all aspects of urban living—employment, education, health care, shopping and services, and recreation. New technology will necessitate changes in transportation priorities and investments, as well as a new approach to city building and urban design. Dallas has already begun the transformation to higher density with a mix of land uses. Our transportation planners have also acknowledged the need to reclaim portions of our expansive rights-of-way to accommodate the range of mode choices within the public realm. Streets must be physically redefined to safely accommodate pedestrians, cyclists, shared mobility vehicles, and public transit, in addition to the private automobile. The gradual and successful transition of all these aspects will build not only a superior transportation system, but also economic and social equity for transit-dependent people who today are denied opportunities available to their more mobile counterparts.

OBJECTIVE

4A: ENSURE THE STRATEGIC MOBILITY PLAN INCORPORATES TRANSPORTATION EQUITY INTO ALL ELEMENTS OF THE PLAN, INCLUDING THE VISION, GOALS, GUIDING PRINCIPLES, PARTNERSHIPS, RESOURCE ALLOCATION, AND FUNDING PRIORITIES.

ACTIONS/PROGRAMS

4A.1: Incorporate extensive community conversations with system users and transit-dependent populations into the plan development process.

4A.2: Identify and rely on advocacy groups to expand outreach efforts and deepen understanding of barriers and challenges confronting transit users.

4A.3: Use community input and data to inform the creation of the Strategic Mobility Plan vision statement, goals, and policy recommendations.

OBJECTIVE

4B: REGULARLY CONVENE DALLAS MEMBERS OF THE DALLAS AREA RAPID TRANSIT (DART) BOARD TO ESTABLISH AND FORMALIZE CITY GOALS AND POLICY RECOMMENDATIONS TO GUIDE DECISIONMAKING AND ALIGN REPRESENTATION WITH DALLAS' PRIORITIES.

4C: IMPROVE TRANSPORTATION ACCESS TO EMPLOYMENT, HOUSING, EDUCATION, HEALTH CARE, AND OTHER ESSENTIAL SERVICES FOR DALLAS RESIDENTS BY ADDRESSING NEIGHBORHOOD INFRASTRUCTURE AND SYSTEM OPERATIONAL STANDARDS.

ACTIONS/PROGRAMS

4C.1: Collaborate with the UTA Center for Transportation Equity, Decisions & Dollars (CTEDD) on the Opportunity Score Study to advance research at the neighborhood level and use GIS analysis to identify system gaps and deficiencies.

4C.2: Collaborate with DART and major employers and stakeholders to create mechanisms to fund and operationalize first mile/last mile mobility solutions for major employment centers.

4C.3: Create a joint DART/City transit infrastructure needs inventory and urban design standards to guide capital investment in transit facilities and supporting infrastructure.

GOAL 6: INVEST IN NEIGHBORHOOD INFRASTRUCTURE TO REVITALIZE HISTORICALLY UNDERSERVED NEIGHBORHOODS.

- Improve the quality of the natural and built environment through sustained and intentional public sector commitment of services, resources, and infrastructure funding.

OBJECTIVE

6A: RECOGNIZE AND INSTITUTIONALIZE THE NEED FOR A MULTI-PRONGED, COORDINATED, PLACE-BASED APPROACH AND THE LONG-TERM COMMITMENT NECESSARY TO ACHIEVE HOLISTIC REVITALIZATION IN LOW- AND MODERATE-INCOME NEIGHBORHOODS.

ACTIONS/PROGRAMS

6A.1: Partner with the Trust for Public Land in leveraging the robust GIS platform it created to analyze and assess the long-term resource and funding commitments necessary to build and maintain open space infrastructure with additional GIS-based datasets such as the Market Value Analysis, socioeconomic demographics, and social determinants of health; commit to using this analytic tool to evaluate significant public investment in infrastructure, housing, economic development projects, and environmental initiatives.

6A.2: Create a cross-departmental committee with executive-level leadership and representation from the Department of Housing and Neighborhood Revitalization, the Department of Public Works,

the Department of Transportation, the Department of Code Enforcement, the Office of Economic Development, the Office of Fair Housing, the Office of Environmental Quality, the Office of Homeless Solutions, the Office of Community Care, and the Office of Resilience to establish common goals, strategies, and ACTIONSs that address the disparities and adverse community conditions (economic, social, physical, and environmental) present in low- and moderate-income neighborhoods.

6A.3: Strategically target public commitment of resources and investment using data-driven analysis that leverages and supports the work of the nonprofit and philanthropic sector and serves as a catalyst for private-sector investment to unlock development potential for housing and neighborhood services.

GOAL 7: PROMOTE ENVIRONMENTAL SUSTAINABILITY TO IMPROVE PUBLIC HEALTH AND ALLEVIATE ADVERSE ENVIRONMENTAL CONDITIONS.

- The Nature Conservancy brought together more than 50 community leaders in identifying four (4) problem areas: **air quality, urban heat, water quality and quantity, and access to green space**. In line with its vision of a "cool, clean, resilient Dallas," the Conservancy and its core partners—the City of Dallas, Texas Trees Foundation and The Trust for Public Land now developed a framework to address these issues comprehensively and collaboratively.

OBJECTIVE

7A: **SUPPORT AND LEVERAGE THE LEADERSHIP OF ACADEMIC INSTITUTIONS, NONPROFIT ORGANIZATIONS, AND PHILANTHROPIC FOUNDATIONS WORKING TO FILL SCIENCE AND DATA GAPS TO BRING BEST PRACTICES TO DALLAS AND NORTH TEXAS.**

ACTIONS/PROGRAMS

7A.1: Work with The Nature Conservancy, Dallas ISD, and a health partner to conduct an **air quality** study that assesses the **impact of poor air quality on childhood asthma and asthma-related absenteeism.**

7A.2: Work with The Nature Conservancy, Trust for Public Land, and Texas A&M AgriLife Research to compile **existing flooding and drainage analyses** across the City into a comprehensive map to identify gaps and nature-based solutions to reduce flooding.

7A.3: Conduct a greenhouse gas emissions inventory to identify largest emissions sources, set reduction goals, and develop innovative, market-driven approaches to **improve air quality and mitigate the impacts of climate change.**

OBJECTIVE

7B: **PROMOTE PARTNERSHIP EFFORTS TO IMPLEMENT GREEN INFRASTRUCTURE PROJECTS IN NEIGHBORHOODS DISPROPORTIONATELY VULNERABLE TO THE IMPACTS OF THE URBAN HEAT ISLAND EFFECT, POOR WATER QUALITY, AND POOR AIR QUALITY.**

ACTIONS/PROGRAMS

7B.1: Collaborate on Cool, Clean, Resilient Dallas, a pilot project to identify ecologically vulnerable neighborhoods for **targeted tree plantings**, **green stormwater infrastructure projects**, and **open space accessibility.**

COMPREHENSIVE ENVIRONMENTAL AND CLIMATE ACTIONS PLAN (CECAP – MAY 2020)

The Comprehensive Environmental and Climate Actions Plan specifies eight (8) goals and objectives intended to achieve significant and measurable reductions in carbon emissions, enhance environmental quality for our most vulnerable residents, and create a more sustainable infrastructure that can withstand the negative effects of climate change. Four of the 8 goals in the plan have actions that either specifically address **emissions reduction, air quality, water quality, public health**, inequality, and resource conservation or have those as co-benefits of those actions.

Link to CECAP: https://27aabd9a-6024-4b39-ba78-f6074e2fc631.filesusr.com/ugd/349b65_e4f9a262cebf41258fd4343d9af0504f.pdf

GOAL 3: DALLAS' COMMUNITIES HAVE ACCESS TO SUSTAINABLE, AFFORDABLE, TRANSPORTATION OPTIONS.

- The plan states that **34% of GHG carbon emissions in the City of Dallas are attributed to transportation modes, such as public and private vehicles, planes, and trains and most residents (78.6%) drive-alone to work.** Consistently, failing air quality standards, is said to be a direct result of combustion engines and to increase temperatures. To this end, solutions are aimed at shifting the dominant commuting mode away from single-occupancy, gasoline-powered vehicles.

OBJECTIVE

SHIFT THE SURFACE TRANSPORTATION SYSTEM TO MOVE PEOPLE AND GOODS IN FUEL-EFFICIENT VEHICLES.

ACTIONS/PROGRAMS

T1: Work with City of Dallas, DISD, and DART to transition the bus and light duty fleet to 100% electric by 2040.

Equity Consideration:
This action provides the potential for improved air quality and noise reduction in neighborhoods and communities with more dense and frequent transit service.

T2: Work with private and public intrastate transport operators to **expand transit services between major super commuting cities.**

Equity Consideration:
Work with transit operators to ensure that super commuting options expand but continue to provide affordable options for interstate travel.

T3: **Create an incentives/fee program in which shared mobility services can increase their fleet size and operating footprint if their fleets are increasingly electrified.**

- The initiative provides access to EV education and resources for drivers and in-app features built for EV drivers to locate the nearest charging stations. Over the long term, the City will transition to electrification mandates for ride-share fleets.

T4: Establish a **comprehensive incentives package** to help **accelerate electric vehicle use**.

EQUITY CONSIDERATIONS:
A comprehensive EV package would need to address retrofitting low-income neighborhoods to prevent inequities related to early technology options. Incentives could be provided to those who would not ordinarily be able to pay for the retrofit/upgrade/installation.

T5: Support and expand recommended **transportation demand management** strategies identified within the strategic mobility plan.

EQUITY CONSIDERATIONS:
Often TDM strategies focus on people that work in white-collar jobs who have the flexibility to work from home or work alternate shifts. Other strategies such as **subsidized transit passes lower the cost of commuting while taking single occupancy vehicles off the road**. Strategies should be tailored to a wide range of employers and industries to support low wage, shift-based jobs.

T6: Work with DART to **expand the GoPass platform** application as a comprehensive 'mobility as a service' (maas) provider to unify and **streamline connectivity between public and private multi-modal networks.**

EQUITY CONSIDERATIONS:
MaaS systems are typically operated using a smartphone that has an associated digital payment system. In order for this technology to be accessible to a broader population, the City should explore complementary analogue alternatives. The **MaaS subscription service could be discounted for families below a certain AMI (Area Median Income).**

T7: Secure resources to implement the existing **bicycle network masterplan**.

EQUITY CONSIDERATIONS
A criterion for early implementation will be neighborhoods that lack infrastructure and connectivity, which are often low-income communities of color.

OBJECTIVE

REDUCE TRIPS WHERE PEOPLE DRIVE ALONE.

ACTIONS/PROGRAMS

T8: Evaluate infrastructure to enable city policy on **micro mobility services to be distributed equitably**.

EQUITY CONSIDERATIONS
Under-served neighborhoods will be consulted about how best to provide appropriate access to micro-mobility schemes.

T9: Increase **bus service** across the city by adding new routes, shortening headways, and overall increasing service reliability and customer experience.

EQUITY CONSIDERATIONS
Service improvements should be focused on transit dependent neighborhoods, thereby reducing reliance on automobiles, and reducing household costs for transportation.

T10: Adopt a **target corridor, district, or city-wide mode split goals to** help **reinforce policies aimed at reducing single-occupancy vehicle use.**

EQUITY CONSIDERATIONS
Vulnerable communities will benefit indirectly from this action, for example if mode shifts took place within vulnerable communities (improving air quality). Creating a mode split goal can help encourage a shift in fiscal and design policy between the City and DART to de-emphasize auto-oriented travel, thereby helping diversify multi-modal options, reduce dependency on car ownership, and drive down the cost of transportation.

OBJECTIVE

SYNERGIZE JOBS AND HOUSING WITH TRANSPORTATION INFRASTRUCTURE TO INCREASE ACCESS TO WALKING AND BIKING OPTIONS, AND PUBLIC TRANSIT.

ACTIONS/PROGRAMS

T11: Develop a new comprehensive land use strategy in the upcoming COMPREHENSIVE PLAN update to pair with the SMP + CECAP goals, adopt policy to **reduce transportation related GHG emissions.**

EQUITY CONSIDERATIONS
This action will serve as the primary policy mechanism that manages growth in an equitable manner for transit dependent populations and encourage increased density and a variety of more affordable, mixed-income housing stock.

T12: Expand upon the DART transit-oriented development (TOD) guidelines to collaborate on a new proactive TOD and housing strategy with DART.

EQUITY CONSIDERATIONS
Emphasis on incremental development and a slow transition to higher densities will help reduce the negative impacts of redevelopment while also ensuring that new TOD's are strongly linked to centers of employment not only for higher paying white-collar jobs but lower wage-shift jobs and everyone in-between.

T13: Work with DART to roll out a sustainable transport **"MOBILITY HUB"** infrastructure program.

EQUITY CONSIDERATIONS
Neighborhoods that are currently poorly served by public transit options will be identified for the first mobility hubs.

T14: Adopt a **revised parking ordinance** strategy that **supports new mode split goals and land use strategy that minimizes available parking in transit-oriented districts.**

- A **parking district** standard can be **piloted** in one of Dallas' Public Improvement Districts such as **Deep Ellum PID or Downtown Improvement District**. **Parking management districts** should also **adopt design guidance to retrofit surface lots with green infrastructure** best practices, **such as permeable surfaces or bioswales for water conveyance.**

OBJECTIVE

ENSURE THAT WALKING, BIKING, PUBLIC TRANSIT, VEHICULAR TRANSPORTATION INFRASTRUCTURE IS RELIABLE AND SAFE UNDER ALL WEATHER CONDITIONS.

ACTIONS/PROGRAMS

T15: Implement **Green Infrastructure** programs **that specify design and performance standards** that **treat the right-of-way as both a mobility and green infrastructure asset.**

EQUITY CONSIDERATIONS
The green infrastructure and mobility network will be prioritized in neighborhoods that are in most need of mobility improvements and additional parks and trails, which tend to be lower income neighborhoods.

T16: Convert all traffic lights and streetlights to LEDS.

- The City will implement a comprehensive traffic and streetlight retrofit program and explore traffic signal system technologies to reduce energy use, operating costs and reduce lighting outages during weather events.

T17: Work with DART to improve **bus station shelter amenities** that reduce the impact of weather on rider comfort and usability.

EQUITY CONSIDERATIONS
Improvements to shelters should be focused on vulnerable and transit dependent populations first, before being rolled out to the wider city.

T18: Develop and **implement the climate change and extreme weather vulnerability and risk assessment for transportation infrastructure.**

T19: Encourage businesses, commercial entities and institutions to **electrify fleet**, **including**, but not limited to **local and regional delivery trucks** and other heavier vehicles.

- The City will partner with the Dallas Regional Chamber of Commerce and others in order to encourage local businesses to electrify their fleets.

GOAL 5: DALLAS PROTECTS ITS WATER RESOURCES AND ITS COMMUNITIES FROM FLOODING AND DROUGHT.

- The CECAP considers multiple aspects of water resources management: long range planning, water supply, water treatment, water delivery and quality, wastewater collection, wastewater treatment, **stormwater management, flood management**, water conservation and drought management. Stormwater run-off from parking lots and pervious surfaces contribute to flooding events. Droughts could exacerbate extreme heat and the urban heat island effect. The projected proportion of economic expected losses from natural disasters is modeled to be 58% from severe thunderstorms and 38% from flooding. These projections will have a significant impact on the community. The potential impacts include increases in water bills and property damage due to flooding.

OBJECTIVE

CONSERVE AND PROTECT OUR WATER RESOURCES THROUGH COMMUNITY STEWARDSHIP, EDUCATIONAL PROGRAMS, AND BEST MANAGEMENT PRACTICES.

ACTIONS/PROGRAMS

WR4: Encourage businesses and residents to **plant drought tolerant and native vegetation or xeriscape** to reduce irrigation water use.

- The City will take additional steps and further incentivize the transition to native and drought tolerate plant palettes for properties with landscape areas above a certain size.

WR6: Continue to protect and monitor water quality by tracking **emerging contaminants** that may impact public health.

- DWU will enhance its monitoring plan for emerging contaminants that can compromise water quality or public health including, but not limited to Per and polyfluoroalkyl substances (PFAS) as these substances are carcinogens.

WR7: Continue to monitor and **protect water quality** and implement improvement projects in the watershed.

- The City will expand its current Stormwater Quality Monitoring Program for streams and creeks to develop methods to include other surface water bodies and expand upon the parameters monitored.

WR10: Evaluate **policies affecting drainage** and erosion to ensure **sustainable development and mitigate adverse impacts.**

- The City will **evaluate policies affecting drainage** particularly in communities prone to localized flooding and identify measures to reduce its impact. Measures can include modification of

building design to protect from water damage, **opportunities to incorporate green infrastructure solutions**, and installation of flood protection measures.

GOAL 6: DALLAS PROTECTS AND ENHANCES ITS ECOSYSTEMS, TREES AND GREEN SPACES THAT IN TURN IMPROVE PUBLIC HEALTH.

- The 366 trees and 6,000-acre Great Trinity Forest within Dallas are not evenly dispersed throughout the city. Increasing temperatures play a role in more extreme weather changes and exacerbate flooding. The tree canopy coverage helps to reduce the increasing temperatures. Open spaces including parks, urban forests, and prairies can deliver multiple benefits including reducing the urban heat island effect, sequestering carbon, managing flooding, as well as providing benefits to urban and migrating species in the form of habitat protection and biodiversity. Solutions in this section of the plan are intended to build upon existing initiatives that increase open spaces and the tree canopy.

ACTIONS/PROGRAMS

EG1: Increase and improve access to green spaces particularly within vulnerable communities to reduce impact of **urban heat island**, **localized flooding** and improve public health.

- At the city-wide scale, neighborhood-based targets will be adopted for reducing urban heat and stormwater run-off in a way that can inform land development decision making.

EG2: Assess opportunities for **blue-green infrastructure in the public realm to reduce flood risk**.

Equity Consideration:
The installation of the green-blue infrastructure will be prioritized in communities most vulnerable to flooding, and currently least able to deal with the consequences.

EG3: Increase **tree canopy in both private and public realm** to complete implementation of recommendations from the URBAN FOREST MASTERPLAN.

Equity Consideration:
Vulnerable neighborhoods most impacted by the heat island effect, streets without sidewalk trees and corridors with high pedestrian traffic will be prioritized for tree planting to improve walkability and pedestrian comfort.

EG4: Continue ongoing programs to collaborate with community organizations to **promote tree planting efforts, protection of trees and prairies**, and drought tolerant landscapes.

Equity Consideration:
Planting efforts in vulnerable communities increase the capacity to adapt to extreme heat.

GOAL 8: ALL DALLAS' COMMUNITIES BREATHE CLEAN AIR

- Dallas is one of the ten communities within the North Texas region that consistently falls below the federal criteria for air quality. One of the objectives that would have the **most impact on air quality would be to reduce the pollutants emitted into the air by fossil fuels**. ACTIONSs

from the ecosystems sector, related to expanding the urban forest or planting more trees can reduce heat, and absorb pollutants, which will also improve air quality, as can ACTIONSs that remove natural gas from buildings, and **ACTIONSs that move trips to transit, biking and walking, reduce trips altogether and/or use lower carbon fuels.**

OBJECTIVE

TAKE A COMPREHENSIVE APPROACH TO ADDRESSING AIR QUALITY AT THE NEIGHBORHOOD LEVEL.

ACTIONS/PROGRAMS

AQ1: Work with the Texas Commission on Environmental Quality (TCEQ) to install additional air quality monitoring stations across the city.

EQUITY CONSIDERATIONS
Additional air monitoring stations will be prioritized in neighborhoods suffering from the most severe air quality issues and those near major point source emissions.

AQ2: Partner with nonprofits and schools to develop and implement nonregulatory monitors in neighborhoods.

EQUITY CONSIDERATIONS
The City will tailor the communication to suit the needs of each community.

AQ3: Continue to support and expand on the AIR NORTH TEXAS CAMPAIGN to raise public awareness and improve air quality.

EQUITY CONSIDERATIONS
Protecting neighborhoods most impacted by poor air quality due to industrial uses will benefit vulnerable communities, since industry tends to locate on cheaper land, and therefore is adjacent to lower income communities.

AQ4: Ensure new industries are **an appropriate distance away from neighborhoods.**

In addition, it may also consider **buffer zones between industrial uses and residential or recreational areas to protect residents from harmful emissions** and hazardous industrial activities.

EQUITY CONSIDERATIONS
Protecting neighborhoods most impacted by poor air quality due to industrial uses will benefit vulnerable communities, since industry tends to locate on cheaper land, and therefore is adjacent to lower income communities.

TRINITY RIVER CORRIDOR COMPREHENSIVE PLAN (REVISED DECEMBER 2009)

The Trinity River Corridor Plan is comprised of study areas within districts out of the Land Use Opportunity Plans that addresses the assets and challenges facing each district. The study areas are also broken out into 19 land use categories with preferred land use patterns. Specific opportunities are contained within the map of these areas based upon a market response to the capital improvements in the Trinity River Corridor Project. The districts contained within the study areas include, South Trinity Forest District, I-45 Gateway District, North Trinity Forest District, Downtown - Lakes District, West Dallas District, Stemmons District, and the Elm Fork District.

Link to Trinity River Corridor Plan:
https://www.trinityrivercorridor.com/resourcess/Shared%20Documents/clup-complete.pdf

SOUTH TRINITY FOREST DISTRICT

Location

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.

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.

Stakeholder Input

Stakeholders mentioned the need for pedestrian and hike and bike connections, mixed use developments, shopping centers, and tourist type retail around the transit station.

Some stakeholder suggestions are noted 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

ACTIONS/PROGRAMS

STF 1: Develop urban design enhancements along this stretch of Lake June Road to **encourage pedestrian use and improve the traffic environment**.

STF 2: Develop urban design enhancements tied to the Pemberton Hill Road expansion to **encourage pedestrian use and improve the traffic environment**.

STF 3: Develop urban design enhancements along this stretch of Dowdy Ferry Road to **encourage pedestrian use and improve the traffic environment.**

STF 4: District wide study regarding **pedestrian access limitations and opportunities.**

STF 5: City support for **regional transportation project.**

STF 6: Finalize station area plans for the **DART light rail stations at Lake June and at Buckner Boulevard**.

STF 7: Identified **infrastructure improvements, zoning needs**, and **amenities around planned light rail stations.**

STF 8: Links trails either established or planned in the Trinity River greenbelt and Lower White Rock Creek Heritage District to planned regional mass transit projects.

I-45 GATEWAY DISTRICT

Location

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.

PREFERRED LAND USE PLAN

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.

Stakeholder Input

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.

Some 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**

- Frontage roads are needed along IH-45 to attract economic development

ACTIONS/PROGRAMS

IH 1: Enhancements along this stretch of SH 310 (IH-20 to South Loop 12) will build on the improvements made to the roadway north of South Loop 12.

IH 2: **Pedestrian-friendly enhancements along this stretch of SH 310** will build on the improvements made to the roadway's median and crosswalks.

IH 3: The City of Dallas should work with the regional transportation agencies to study these sites as potential **light rail or commuter rail stations.**

IH 4: **DART stations** (potential) - station area plans - Approximately a quarter-mile radius from identified light rail / commuter rail station.

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.

IH 6: Development of a roadway and trail corridor linking Dallas' historical riverside communities through a mix of parkways (open areas) and urban streets (developed areas) - From Moore Park/ Cadillac Heights on the north to Joppa/J.W. Price Lake on the south.

IH 7: Linfield Road bridge improvements with **pedestrian sidewalks** - SH 310 to Carbondale.

IH 8: Pedestrian access master plan throughout district - District wide study regarding **pedestrian access limitations and opportunities.**

IH 10: **Trinity River overlooks** - Establish overlooks **with vehicular parking and trail connections along the Trinity River greenbelt.**

NORTH TRINITY FOREST DISTRICT

Location

One of two districts that include both sides of the Trinity River. 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.

PREFERRED LAND USE PLAN

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.

Stakeholder Input

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**
- **Mixed-use development** (retail, office, residential) is **appropriate** – without industrial uses
- No high-rise condominiums in North Trinity Forest District (South Dallas)

ACTIONS/PROGRAMS

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.**

NTF 2: Hatcher Street **reconstruction and urban design** - Malcolm X Blvd. to Lamar Street Roadway reconstruction and streetscape enhancements to serve the community.

NTF 3: Bexar Street reconstruction and urban design - US Highway 175 to Macon Street Roadway reconstruction and streetscape enhancements to **spur pedestrian-friendly development.**

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.

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.**

NTF 6: **DART stations** - support location of stations At Hatcher Street and Scyene Road and at Scyene Road and Lawnview Avenue.

NTF 7: **DART stations** - station area plans Approximately a quarter-mile radius from identified light rail/ commuter rail station.

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.**

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.

NTF 10: **Infill housing** Throughout district Provide greater owner-occupied housing options to local residents and provide neighborhood stability.

NTF 11: Pedestrian access master plan Throughout district District wide study regarding **pedestrian access limitations and opportunities.**

NTF 13: Review development sector plan for **adaptive reuse** Throughout district Study development sector plan for adaptive reuse alternatives.

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.**

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.

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.**

DOWNTOWN - LAKES DISTRICT

Location

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 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.

PREFERRED LAND USE PLAN

The Downtown – Lakes District will continue to have the most intense development pattern in Dallas with the CBD as the highest development intensity. The CBD area extends across IH-35 from Downtown Dallas to the Trinity River levees and continues across the river to Oak Cliff and West Dallas.

Stakeholder Input

Stakeholders want the Trinity River Project to benefit their communities and business areas. 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.

- Pedestrian access to park improvements is important to this district.

ACTIONS/PROGRAMS

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.

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.**

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.**

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.**

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.**

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.**

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 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.**

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.**

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)**

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.

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 meanders area west of The Cedars. 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.**

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**.

DL 16: Pedestrian access master plan - throughout district – district-wide study regarding **pedestrian access limitations and opportunities.**

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.**

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.**

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.

PREFERRED LAND USE PLAN

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. These developments would be designed so they do not have a negative effect on the stability of adjacent neighborhoods.

Stakeholder Input

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.
- 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.

ACTIONS/PROGRAMS

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.**

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.**

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.**

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.**

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.**

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 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.**

WD 8: Bickers Street urban design - Vilbig to Hampton Road - **develop urban design enhancements along this stretch of Bickers Street to encourage pedestrian use and improve the traffic environment.**

WD 9: Bickers Street urban design - Hampton Road to Westmoreland Road - **develop urban design enhancements along this stretch of Bickers Street to encourage pedestrian use and improve the traffic environment.**

WD 10: Bickers Street urban design - Westmoreland Road to Norwich Street - **develop urban design enhancements along this stretch of Bickers Street to encourage pedestrian use and improve the traffic environment.**

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.**

WD 12: DART stations (potential) - station area plans - approximately a quarter-mile radius from identified light rail / commuter rail station.

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.**

WD 14: Pedestrian access master plan - throughout district – district-wide study regarding **pedestrian access limitations and opportunities.**

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.**

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.**

WD 17: River greenbelt pedestrian access - various locations identified in the Trinity River Corridor Master Implementation Plan Identified as an early ACTIONS item to **provide needed access into the greenbelt corridor and to spur economic development.**

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.**

STEMMONS DISTRICT

Location

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.

PREFERRED LAND USE PLAN

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 is envisioned for the area. A significant transformation to Mixed Use / Adaptive Reuse and Residential Riverside uses will occur closest to the main channel of the Trinity River and a former landfill site becomes a notable open space area.

Stakeholder Input

Stakeholders supported a new pattern of urban mixed-use development in areas south of IH-35 and Mockingbird Lane. 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

ACTIONS/PROGRAMS

S 1: Irving Boulevard enhancements - from Industrial Boulevard to the Irving city limits - widening in some sections and **streetscape enhancements throughout.**

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.**

S 3: **Trinity River Express - station area plan - approximately a quarter-mile radius from identified commuter station.**

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.**

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.

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.**

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.**

S 8: Pedestrian access master plan -throughout district – district-wide study regarding **pedestrian access limitations and opportunities.**

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.**

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.**

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.

ELM FORK DISTRICT

Location

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.

PREFERRED LAND USE PLAN

Areas are planned for Heavy Industrial and Light Industrial uses north of Northwest Highway and west of IH-35. 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.

Stakeholder Input

Provision of appropriate locations for heavy industrial 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 where 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

ACTIONS/PROGRAMS

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.**

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.**

EF 3: Luna Road at Northwest Highway 500-foot radius from intersection - **intersection improvements with pedestrian amenities.**

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.**

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.**

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.**

EF 7: California Crossing Road at Northwest Highway **intersection improvements 500-foot radius from intersection - intersection improvements with pedestrian amenities.**

EF 8: DART stations - **support location of stations Royal Lane Station, Walnut Hill Station, and Northwest Highway/Bachman Lake Station.**

EF 9: DART stations - station area plans - approximately a quarter-mile radius from each transit station.

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.**

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.**

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.**

EF 13: Pedestrian access master plan – throughout district – **district-wide study regarding pedestrian access limitations and opportunities.**

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.

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.**

OAK CLIFF GATEWAY
OBJECTIVES

1. Ensure that development and redevelopment in the area contributes to the unique character and sense of place that defines North Oak Cliff;

- Develop and **implement a multi-modal area transportation plan to support future higher densities that emphasizes walkability and "bike-ability" for residents and visitors; and**

- **Minimize negative impacts of higher-density redevelopment on established single-family neighborhoods adjacent to the Plan area using regulatory tools that improve transitions between differing development types, mitigate conflicts between uses, and address traffic and parking.**

  Mixed use areas should be carefully designed to concentrate activity near important intersections, gateways, and corridors.

Stakeholder Input

Stakeholders from this area expressed the **desire for development of a multi-modal, pedestrian-friendly community; access trolley and mass transit services to connect downtown to Methodist Hospital and key parts of north Oak Cliff, such as the Bishop Arts District to the west; and maintaining and enhancing the unique character of north Oak Cliff.** The area is envisioned as an urban community that ranges from single family uses to medium- and high-density mixed uses. Transitions between these uses are particularly important in areas such as along Beckley north of Methodist Hospital and the Marsalis and Zang corridors. The area along Marsalis also has the potential for a vibrant corridor connecting into downtown that takes advantage of the **adaptive reuse of historic structures** and transitions to higher intensity uses to the east toward Interstate 35.

CONNECT DALLAS – DALLAS STRATEGIC MOBILITY PLAN (IN PROGRESS)

Connect Dallas is one of a series of City efforts to advance equity, sustainability, innovation, and economic development Citywide through targeted policy, programs, and project investments. The strategic mobility plan has not yet been completed or adopted by City Council. When completed, the Transportation Department led plan will be a collaboration of its partners, North Central Texas Council of Governments (NCTCOG), Dallas County, Dallas Area Rapid Transit (DART), the Texas Department of Transportation (TxDOT), the North Texas Tollway Authority (NTTA), and Dallas-Fort Worth Airport and other City Departments. Additionally, five (5) fast-growing, peer cities with similar land use patterns and transportation challenges were used to benchmark Dallas performance. Those cities are Atlanta, Austin, Denver, Phoenix and San Antonio.

The Transportation Department has initiated this plan and it is still in progress. The Connect Dallas plan adoption is estimated to be October 2020. The completed plan documents and more information can be found on the Transportation website.

Link to Connect Dallas website:

https://dallascityhall.com/departments/transportation/Pages/%e2%80%8bfrequently-asked-questions.aspx

Driving Principles

The plan has six (6) guiding principles in which catalytic projects, issues and opportunities, and ACTIONSs are based. Those principles are:

1. **Economic Vitality:**
   - Integrate transportation investments workforce development goals and economic development priorities.

2. **Housing:**
   - Support affordability by creating supportive environments where the City's diversified housing strategy can flourish.

3. **Innovation:**
   - Leverage existing and emerging technologies to meet 21st century challenges and grow new industries.

4. **Environmental Sustainability:**
   - Provide a variety of travel options to encourage residents to travel by transit, biking, or walking.

5. **Equity:**
   - Provide safe, affordable, access to jobs, services, education, and opportunities for all City residents.

6. **Safety:**
   - Improve safety for all modes of transportation.

Transit Leadership & Innovation

Dallas has become a national leader in transit and new mobility innovations. DART has entered into several partnerships with **Uber and Lyft** to make mobility easier by allowing users to book trips for those rider share trips directly into the GoPass mobile ticketing app. DART also joined the Automated Bus Consortium (ABC), which is made up of transit agencies around the country as well as the engineering firm AECOM. The goal of the consortium is to research and **test driverless buses** in real-world scenarios to determine how transit agencies across the country could best deploy the technology as it evolves. Uber announced plans to launch its "**Uber Air" service of on-demand helicopters in Dallas**, Los Angeles, and Melbourne by 202 and four Dallas-area architecture firms are currently designing concepts for "skyports" that will serve as origins and destinations for the service, with the first currently under construction by developer Hillwood in Frisco.

Bicycle and Pedestrian

Dallas has 2,261 miles of sidewalks, and a **Walk Score of 46 (out of a possible 100), which is below the national average of 49.** Walk Scores are based on the number of destinations near a given location, and as such the score is a function of density and the density of destinations.

Emerging Trends and Shared Mobility

Dallas went from having no bikeshare system to having the largest bikeshare fleet in North America with an estimated 18,000 bikes after launching the dockless bikeshare pilot program in 2017. Data from one provider from February 2018 indicated that 20% of all trips started or ended near a transit station, and that 51% of riders used the service during the evening rush hour.

E-scooters continue to be popular in Dallas, indicating demand for new, non-motor vehicle-based modes and further justifying the need for active transportation network and safety improvements.

Top Five Uber drop-off locations in the Metroplex (2018)

1. AT&T Stadium (Top in Texas)
2. Bottled Blonde (Deep Ellum)
3. Happiest Hour (Uptown)
4. Convention Center
5. NorthPark Center

Major Trends in Cities

Due to aging infrastructure and constrained resources due to economic growth and increased population, cities are moving to different trends in order to meet those demands and challenges. Those recent trends are:

- Movement **away from single occupancy vehicles**
- Movement **toward on-demand deliveries and fleet management**
- Planning for **autonomous vehicles**
- Supporting **mass transit efficiency and utilization**

Catalytic Projects

Southern Gateway Park

The Southern Gateway Deck Park project will be a 5.5-acre park in the Oak Cliff neighborhood that will be constructed over a section of I-35 and connect the Dallas Zoo to the surrounding neighborhoods. This project not only helps to repair the severed connection into downtown Dallas, it will help connect an established residential neighborhood with the thriving Bishop Arts District and improve equity in access to recreational amenities. An important outcome will be development potential near an existing light rail station, creating opportunities for transit-oriented development growth in new centers.

ISSUES AND OPPORTUNITIES

A. Multimodal improvements should encourage connections between new park and Bishop Arts District
B. Many nearby schools that must be engaged in the planning process
C. Clarendon Drive is a barrier, creating access challenges for residents south of I-35.
D. Dallas Zoo is a major attractions, but the park must be planned as a total community amenity instead of an extension of the zoo facility.
E. Major improvements needed between the existing DART station and the park to improve transit access.
F. Project is likely to spur development interest in the surrounding area, creating concerns and challenges for many existing residents.

ACTIONS

1. Work with community and neighborhood groups to establish a neighborhood housing strategy to respond to increasing development pressure and rising property values.

2. Review national best practices and case studies to identify innovative ways to integrate new development into an established neighborhood, connect local, residents with increased employment, and allow the neighborhood to reap the rewards of increased economic vitality.

3. Work with the Dallas Innovation Alliance to establish a Southern Gateway Innovation District that incorporates many Smart City elements.

4. Work with the Dallas Transportation Department, TxDOT, and other agencies to identify key transportation improvements to improve mobility throughout the district. Elevate the priority of these improvements and identify funding sources.

5. Update the Dallas Zoo Area Land Use Study (2001) and expand its footprint to take in the much of the surrounding neighborhoods on the other side of I-35. Assess the area's future land use map and make amendments, if necessary, to support transit-oriented development.

'The Loop' Commuter Trails

This loop will connect the 38.5 miles of commuter trails, creating an urban loop around the city's core. This loop is also one of the four (4) loops that will completely connect communities around the core to the eventual 287-mile network of trails planned.

ISSUES AND OPPORTUNITIES

A. **High quality, intuitive connections should be prioritized at light rail stations to best facilitate the use of these trails for commuters and to encourage transit access to trails in lieu of vehicle access.** Clear wayfinding, **secure bike racks and storage**, lighting, and other station amenities should be considered. The biggest opportunity for a connection will be at the Lawnview station along the proposed Trinity Forest Spine Trail, although stations along or near existing trails on the Loop should be considered for improvement as applicable.

B. A **high comfort on-street bicycle facility connection with quality wayfinding** should be made between the Loop trails and the future High-Speed Rail station.

C. Development of the Trinity Forest Trail will make the area more attractive and could lead to gentrification and displacement of current residents. Robust community engagement should be conducted as this trail is planned and developed to ensure that the trail best meets the needs of current residents and reflects the existing community.

D. Additional connections should be added to the Trinity Forest Spine to the east, to the Ridgewood/SoPac and Katy trails to the north, and to the Trinity Forest trails to the south. More generally, the on-street network should comprehensively support the entirety of the Loop.

ACTIONS

1. Work closely with The Loop's Executive Director Philip Haigh and its board to understand the organization's view on the proposed system's gaps/needed improvements and to partner on community awareness.

2. Identify opportunities to establish and enhance intuitive and comfortable connections to light rail stations and bus stops and prioritize the construction of on-street bicycle facilities that support The Loop.

3. Complete 10-30 percent conceptual designs of the unfunded projects to provide a better understanding of estimated costs. Use the conceptual design process to build public support and compete for outside funding.

4. Work with community and neighborhood groups along the Trinity Forest Spine trail to establish a neighborhood housing strategy to recognize and manage development pressure and displacement of community members along the Trail.

5. When constructing new segments of The Loop, include community build day tasks to foster community ownership and build momentum for completion.

Inland Port Transportation Management Area

The Inland Port project builds on DART's vision for a convenient transit service that connects residents of southern Dallas as well as Blue Line riders to the Inland Port. This area is in southeast Dallas where manufacturing, warehouse and distribution jobs are growing rapidly.

ISSUES AND OPPORTUNITIES

A. The Inland Port area of influence includes five municipalities, four of which are outside of DART's service area.

B. Approximately 3,200 people both live and work within the area of influence.

C. Most of the 40,000 employed residents of the inland port area of influence work elsewhere.

D. Providing convenient last-mile connections from the UNT Blue Line Station to all areas of the Inland Port will expand commute options for the 29,000 workers traveling from other parts of the Metroplex.

E. A new governance structure that allows for transit service to be operated throughout the inland port area of influence could connect more local residents in southern Dallas to jobs.

ACTIONS

1. Work with local stakeholders to strengthen the Inland Port Transportation Management Association (TMA) as a major provider and of local mobility solutions.

2. Develop a comprehensive mobility plan for the Inland Port area, including recommendations for transit connectivity, active transportation, freight access, and policy.

3. Explore GoLink connectivity to other DART facilities, including the Green Line light-rail terminus and the Red Bird Transit Center.

4. Work with economic development to explore providing future incentives to employers who actively participate in the identification and execution of transportation solutions to expand the reach and resources of services.

5. Conduct a full infrastructure assessment of the Inland Port and surrounding areas of influence to understand the full scope of existing needs, identify locations for future communications and fiber networks, and determine future improvements that will be necessary to serve growing demand.

REIMAGINE REDBIRD

RedBird Mall, rebranded as "Reimagine RedBird," is an historic mixed-use development project for southern Dallas. The redevelopment area includes a 78- acre site that was once which was once southern Dallas' largest retail center, Southwest Center Mall and associated properties. The redevelopment plan, includes a redesign of the enclosed mall site, greenspace and outdoor parks, added pedestrian walkways, a **124-room hotel**, **300-unit luxury residential project**, already announced **restaurants**/retail, and the repurposing of existing buildings for office, retail, and entertainment uses.

ISSUES AND OPPORTUNITIES

A. A Major traffic congestion concerns in RedBird area and pending improvements to the surrounding major roadways.

B. Major thoroughfares via Camp Wisdom/ Westmoreland to RedBird create major access challenges for surrounding residents and schools.

C. Multimodal improvements and connections needed to major destinations in the surrounding area.

D. Identified transportation initiatives in conjunction with RedBird Mall development as a premiere shopping, dining, and conference destination

E. Need to improve pedestrian and bicycle access to the surrounding residential neighborhoods.

ACTIONS

1. Work with DART to identify ways to better connect the RedBird Mall area to other areas in Dallas including Downtown, the Bishop Arts District, the Medical District, and others.
2. Work with the developers to establish a comprehensive phased development plan, with goals and metrics that allow for work to begin on future phases of development.

3. Establish **a pedestrian and bicycle connection to Boulder Park** to connect the development to one of the neighborhood's major recreational amenities.

4. Conduct corridor studies on Westmoreland and Camp Wisdom Roads to review land use, urban design, safety, and traffic patterns.

5. Collaborate with local community groups to identify needed community amenities and ways they may be integrated into the site, such as a farmer's market, additional green space, or transit center.

Texas Central High-Speed Rail

A privately funded train link project from Dallas to Houston with a stop in the Brazos Valley. The rail line will be a 240-mile, new construction and not utilize existing freight or passenger rail lines. The total journey time is estimated to be 90 minutes, saving the typical traveler more than one hour.

ISSUES AND OPPORTUNITIES

A. Development patterns may have a tendency to reflect more of an airport feel with parking, hotels, and offices surrounding the standalone station. The City should be careful to guide future development toward dense, urban, mixed use patterns that provides walkable vibrancy befitting a downtown.

B. Success of the rail line largely depends on rail passengers being comfortable they will not be "stuck" in Downtown Dallas without a vehicle when they arrive. Multimodal access to and from the station should be simple, clear, and comfortable for all users, including those unfamiliar with the city. Wayfinding, links to local transit options, and safe and inviting pedestrian walkways will all be critical elements for the City to explore.

C. The station location is surrounded by several major barriers, including the Trinity River, I-30 and I-35, and the existing railroad. Improved connectivity should extend beyond these barriers to **provide clear pathways, extending the walkability of the area,** and the potential development impact of the station.

ACTIONS

1. Work with the developer and the local community to establish a station area plan, identifying major community goals for the transformative development.

2. Identify mobility connections that will need to be established or improved to facilitate travelers arriving at the station from all directions.

3. Develop ongoing dialog with Texas Central regarding their Business & Workforce Opportunities Program to be their local partners in ensuring that local residents benefit from this major investment.

4. Work with DIA, Texas Central, and others to develop goals and an implementation plan for a smart district. Work with developers as opportunities present to ensure infrastructure is installed.

5. As service nears, **develop educational campaigns and advertisements to inform City residents of alternative ways to get to and from the downtown station besides driving.**

I-635 LBJ East

This is one of TXDOT's projects that will fully reconstruct and widen the highway between US 75 and I-30, including the I-30 Interchange for 11 miles. The main lanes will be widened from 8 to 10 lanes and the

existing toll managed lanes will be grandfathered and rebuilt as managed lanes. The I-30 improvements will include two to three lane frontage roads in each direction and the construction of multiple noise walls located along the project corridor, where reasonable and feasible.

ISSUES AND OPPORTUNITIES

A. Consider opportunities to strengthen existing transit hubs along the I-635 corridor, such as the LBJ/Central Station, LBJ/Skillman Station, and South Garland Transit Center.

B. Integrate land uses with the transportation systems in accordance with the forwardDallas! Vision Plan, which includes expansion of urban mixed-use and urban neighborhood building blocks along I-635 near the Forest Lane, Abrams Road, and Audelia Road corridors.

C. Pursue opportunities to **reduce barriers and increase comfort for pedestrians, bicyclists, and transit users by improving crossings across I-635 and major thoroughfares, strengthening connections to trails, and providing adequate sidewalks**.

D. Work with neighboring municipalities and regional transportation partners (e.g. DART, Dallas County) to develop regional alternative transportation solutions to provide multimodal transportation solutions and reduce vehicle miles traveled.

E. Consider ways to improve safety and quality of life along the I-635 corridor to reduce traffic related injuries and deaths, reduce environmental impacts, and strengthen neighborhoods.

ACTIONS

1. Explore **design considerations to minimize barriers to multimodal connectivity between neighborhoods, employment, and transit stations.**

2. Incorporate multimodal bridge connections as bridges are implemented along the corridor.

3. Enhance zoning at key nodes to allow for urban mixed use and urban neighborhoods around transit stations and identified corridors along I-635 near the Forest Lane, Abrams Road, and Audelia Road.

4. Continue **coordination with TxDOT to identify ways to integrate technology and innovation** in the final project.

5. Explore the **creation of a local business coalition or improvement district near the Skillman interchange to advocate for high-quality amenities and investments.**

I-30 Canyon

Another priority Texas Department of Transportation (TxDOT) project, the segment of I-30 through Downtown Dallas, known as “the Canyon”, will be reconstructed to improve regional connectivity. The City of Dallas has included this catalytic project due to the opportunity to improve multimodal connectivity, reconnect the urban form, and enhance economic development.

ISSUES AND OPPORTUNITIES

A. Multimodal connections should be accommodated across and along the I-30 corridor, maintaining the urban street grid

B. Development potential of abandoned right-of-way should be maximized through ramp reconfiguration

C. Provide for strategic placement of deck parks, with potential locations connecting the Convention Center and Farmers Market/Heritage Village

D. Allow for alternative scenarios for the I-345 redesign

E. Enhance access to existing DART light rail stations, and coordinate design with potential linkages to a High-Speed Rail (HSR) station and crossings

F. Promote quality urban design to improve neighborhood character and stimulate further redevelopment

ACTIONS

1. Continue and complete environmental process for preferred alternative.

2. Move towards design and implementation of preferred alternative when funding is available.

3. Examine development opportunities for any land made available for redevelopment. Look at future land use and development opportunities with revised connectivity in the area.

4. Perform a zoning rewrite to allow for development to have maximum impact and value capture within the areas of improvement.

5. For any land being provided by the City to developers as an incentive, **require a minimum affordable or permanent stabilized housing requirement in perpetuity with a claw back for any non-compliance in the future.**