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# APPENDIX B: EXISTING CONDITIONS REPORT

## OVERVIEW

This analysis provides a foundation to support the recommendations that will be developed throughout the comprehensive planning and community engagement process.





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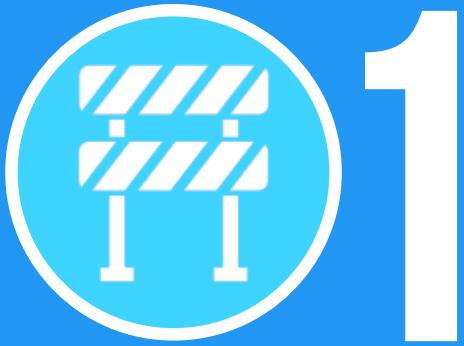
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This Existing Conditions Report presents a snapshot of the City of Dallas’ current characteristics, trends, and policies across several areas of analysis, including economic and demographic characteristics, existing land use, connectivity & mobility, current zoning, urban design, and natural open space resources.

FORWARD DALLAS!  
COMPREHENSIVE PLAN (2006)

The City of Dallas adopted its first comprehensive plan, forwardDallas!, in 2006. The stated goal of the plan was to guide future development in the City by outlining recommendations connected to land use, economic development, housing, transportation, urban design, environment, and neighborhood policies.

These seven (7) policies sections, referred to as “elements”, have been stewarded by various departments within the City. Since the plan’s adoption, most of these individual elements have been updated through stand-alone policy documents from corresponding City departments (see Figure 1). Only the Land Use and Urban Design elements have not received full updates since 2006.

INTRODUCTION

forwardDallas! 2006 Policy Update Timeline / Cronología de la actualización de la política

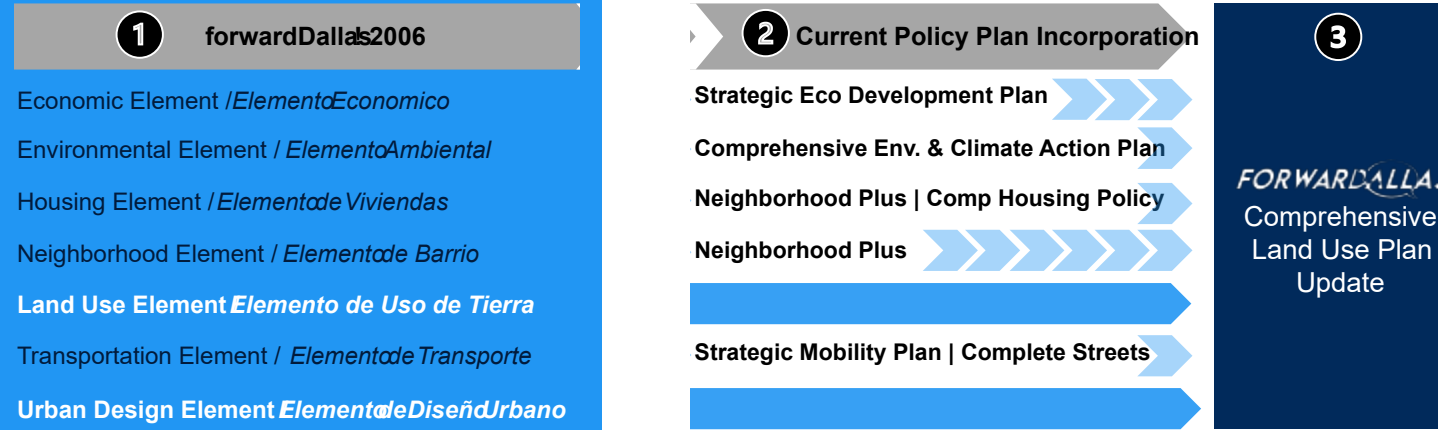


Figure 1: forwardDallas! 2006 Policy Update Timeline



# The principal task for the ForwardDallas Comprehensive Land Use Plan Update (ForwardDallas Update) is to establish an equitable and sustainable land use and urban design framework for the city.

This update will build upon community input, past planning efforts, other recently adopted citywide plans, and planning best practices, while aligning with both state and city guidelines regulating comprehensive plans.

## City of Dallas:

"The purpose of this comprehensive plan is to promote sound development of the city and promote the public health, safety, and welfare. The comprehensive plan...sets forth policies to govern the future physical development of the city [and]...serve[s] as a guide to all future city council action concerning land use and development regulations, urban conservation and rehabilitation programs, and expenditures for capital improvements."<sup>1</sup>

## State of Texas:

"The governing body of a municipality may adopt a comprehensive plan for the long-range development of the municipality..."<sup>2</sup>

The following sections of this report summarize Dallas' current conditions and identify key factors that impact future land use and urban-design considerations. This report provides a snapshot of seven (7) chapters of analysis, including:

- Socio-Demographic & Economic Snapshot
- Land Use
- Urban Design & Built Form
- Development Equity & Policies
- Connectivity & Mobility Patterns
- Parks, Open Spaces & Natural Systems
- Past Plans, Studies & Reports

This report will inform ongoing conversations with the community, public agency partners, city-appointed leaders, and elected decision-makers around key land use issues and priorities. Ultimately, this analysis will guide and support the final plan's citywide recommendations, in conjunction with a holistic community engagement program.

<sup>1</sup> City of Dallas. Dallas Development Code: Chapter 51(1). August, 7, 2022. [https://codelibrary.amlegal.com/codes/dallas/latest/dallas\\_tx/0-0-0-27687](https://codelibrary.amlegal.com/codes/dallas/latest/dallas_tx/0-0-0-27687)

<sup>2</sup> State of Texas. Texas Local Government Code: Title 7, Chapter 213: Municipal Comprehensive Plans. August 8, 2022. <https://statutes.capitol.texas.gov/Docs/LG/htm/LG.213.htm>

**forwardDallas!**  
Let's build our future.

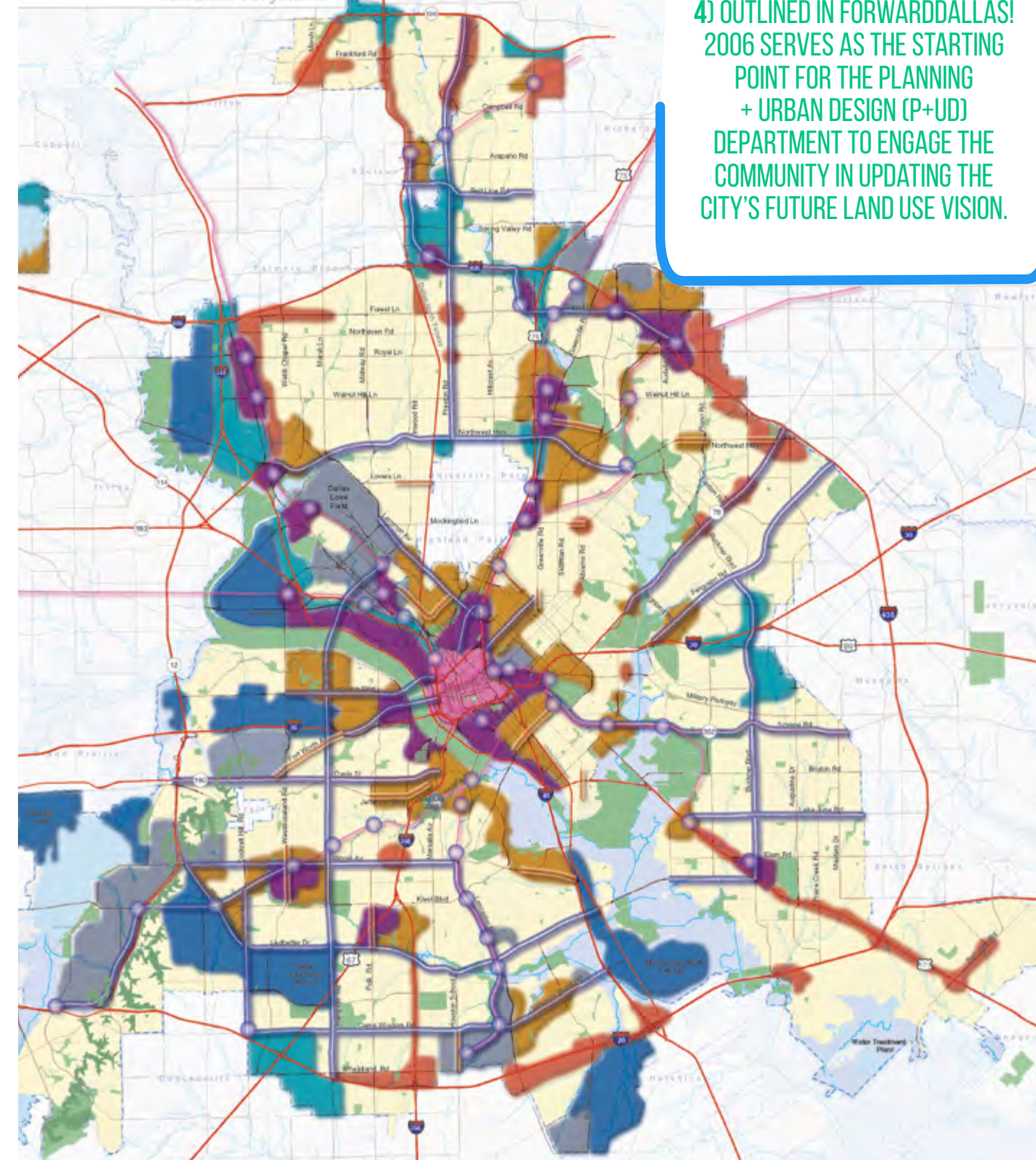


Figure 2: forwardDallas! 2006 Vision Illustration

**DID YOU KNOW**

THE COMMUNITY VISION (FIGURE 4) OUTLINED IN FORWARDDALLAS! 2006 SERVES AS THE STARTING POINT FOR THE PLANNING + URBAN DESIGN (P+UD) DEPARTMENT TO ENGAGE THE COMMUNITY IN UPDATING THE CITY'S FUTURE LAND USE VISION.





# 02

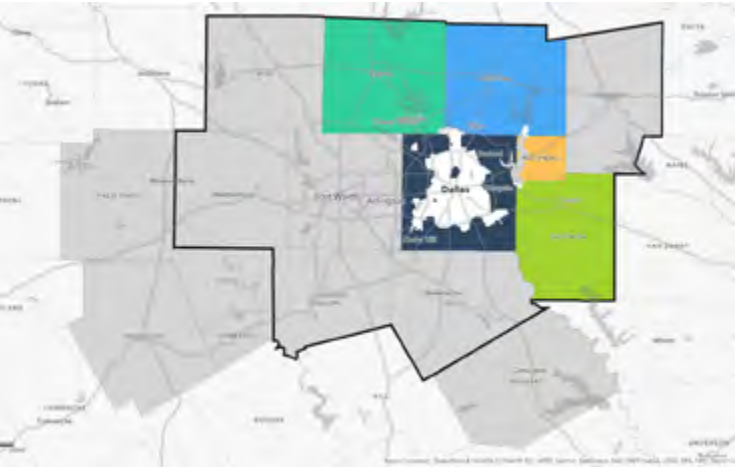
The Socio-Demographic and Economic Snapshot provides existing characteristics and future trends of Dallas’ current population. Understanding the city’s demographics allows City staff and appointed and elected officials to better respond to an area’s needs, provide necessary services, and predict future demands more adequately. The following snapshot lays a foundation for future policy recommendations by providing an understanding of the base conditions that impact land use in Dallas.

## SOCIO-DEMOGRAPHIC & ECONOMIC SNAPSHOT




### REGIONAL CONTEXT

The City of Dallas is part of the Dallas-Fort Worth-Arlington Metropolitan Statistical Area (MSA), better known as the Dallas-Fort Worth (DFW) Metroplex, which sits within the North Central Texas Council of Governments boundary **(see Figure 4)** Most of Dallas’ city limits reside within Dallas County (of which Dallas is the county seat), but portions of the city extend into Collin, Denton, Kaufman, and Rockwall Counties.



Dallas MSA

 Geography Areas

NCTCOG\_Counties


CNTY_NM	
	Collin
	Dallas
	Denton
	Kaufman
	Rockwall
	Other

Figure 4: NCTCOG Region with MSA

Selection of Peer Cities

Throughout this chapter, Dallas’ socio-demographic and economic analysis will be compared to select peer cities throughout the country. Over thirty (30) peer cities were reviewed and analyzed by staff, and the following four (4) were identified for inclusion in this report based on key factors: San Antonio, Minneapolis, Chicago, and Denver. These peer cities were selected based on relevant regions in the state and nation with similar or aspirational growth trends, demographics, geographic areas, and/or comprehensive planning goals.

- **San Antonio**  
Similarly-sized Texas city with a relatively recent comprehensive plan (2016) and a majority Hispanic/Latino(a)/Latinx population.
- **Minneapolis**  
Recently completed comprehensive plan (2019) that addressed similar focus topics and issues confronting Dallas.
- **Chicago**  
Similar demographic make-up to Dallas and part of the nation’s largest three (3) metro areas, which the DFW Metro Area is projected to surpass within the next 20 years.<sup>1,2,3</sup>
- **Denver**  
Recently completed comprehensive plan (2019), has a similar population density to Dallas, and has developed a Transit Oriented Development (TOD) Strategic Plan as part of its implementation program.

Demographics

Population Overview

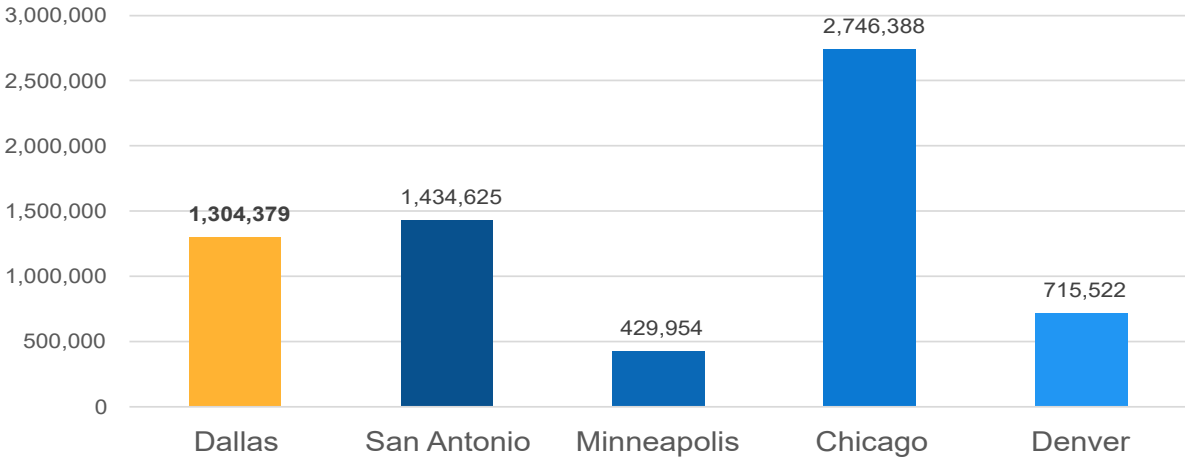
According to the US Census Bureau, Dallas’ population of 1.3 million is the ninth (9th) largest in the nation and makes up approximately one-fifth (18%) of the DFW Metro’s total population of 7.8 million<sup>4,5</sup>. When compared to the four (4) peer cities used for comparison purposes in this report, Dallas’ population represents the median or middle value of the data set (the value separating the higher half and lower half) in addition to representing the approximate average (mean) of the population values, which is 1,326,173 (see Figure 5).

Density

Population density is generally measured by the number of people in a certain area. See Figure 6 for a comparison of Dallas’ land area in comparison to the peer communities. Density is also often measured by number of dwelling units per acre. A city’s land use patterns, and the intensity of those patterns, influence an array of topics including access to jobs and services, walkability, cost of goods and services, housing affordability, and public health.

When compared to the peer cities, Dallas is the second-least-dense city at just under 4,000 people per square mile (see Figure 7), only to be trailed by San Antonio with a population density of 3,112 people per square mile.

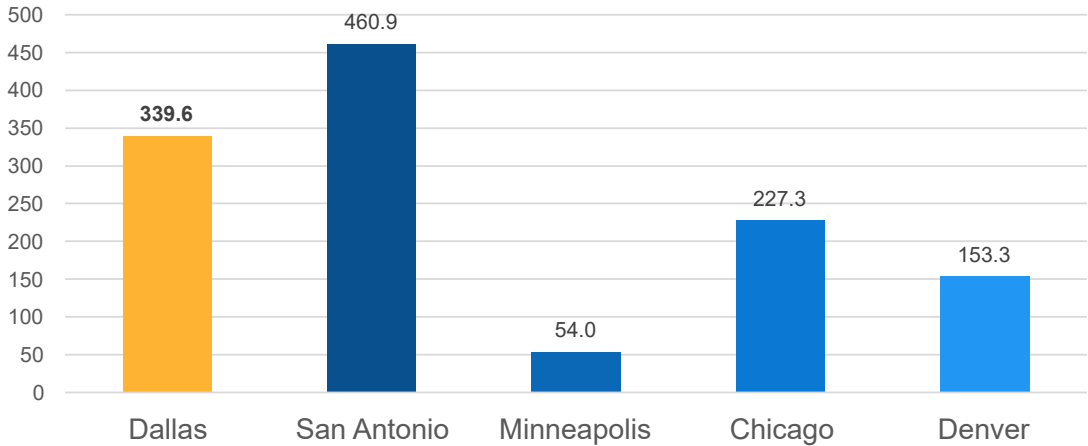
Population of Dallas and Peer Communities (US Census )



Source: 2016/2020 American Community Survey 5-Year Estimates

Figure 5: Population of Dallas and Peer Communities Chart

Area Square Miles of Dallas and Peer Communities (U.S. Census)



Source: 2016/2020 American Community Survey 5-Year Estimates

Figure 6: Area (Square Miles) of Dallas and Peer Communities Chart

Population Density: Dallas and Peer Communities, 2020 (US Census)

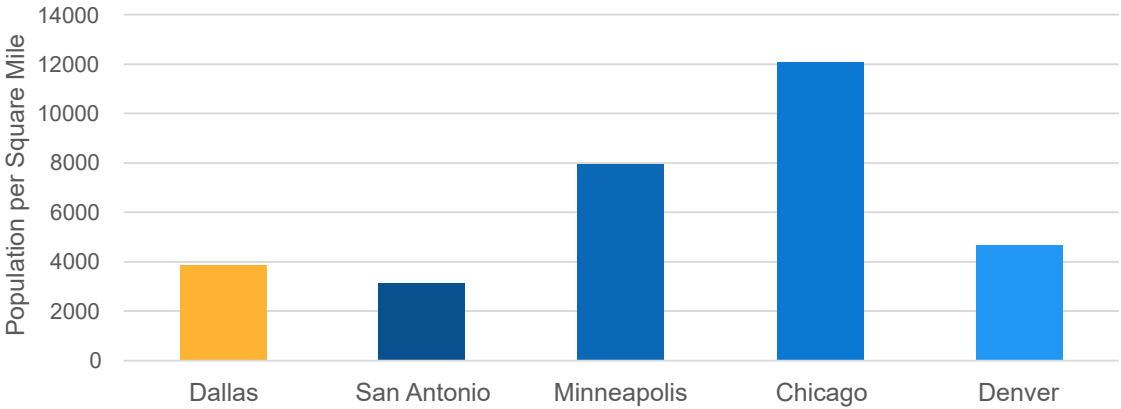


Figure 7: Population Density of Dallas and Peer Communities Chart

1 Dallas Morning News, March 22, 2018. When will D-FW overtake Chicago to become the nation's 3rd largest metro area? <https://www.dallasnews.com/business/2018/03/22/when-will-d-fw-overtake-chicago-to-become-the-nation-s-3rd-largest-metro-area/>; 2018

2 Chicago Metropolitan Agency for Planning. Chicago Region Socioeconomic Forecast. November 2016. <https://datahub.cmap.illinois.gov/dataset/89f66569-5f51-4c14-8b02-5ecc1ca00909/resource/a812de2f-d465-47f2-87df-0427e81da2cf/download/CMAPSocioeconomicForecastFinal-Report04Nov2016.pdf>

3 North Central Texas Council of Governments (NCTCOG). Draft 2045 Demographic Forecast. Dec 2021. <https://rdc.dfwmaps.com/pdfs/Draft%20Place%20Summaries.pdf>

4 U.S. Census Bureau, Population Division, Annual Estimates of the Resident Population for Incorporated Places of 50,000 or More, Ranked by July 1, 2021 Population: April 1, 2020 to July 1, 2021 (May 2022)

5 US Census Bureau, Population Division, Annual Estimates of the Resident Population for Metropolitan Statistical Areas in the United States and Puerto Rico: April 1, 2020 to July 1, 2021 (CBSA-MET-EST2021-POP)



## Population Density

The areas of the city with the densest populations are primarily located north of Interstate Highway 30 (I-30), with less dense areas located south of I-30 (see Figure 13).

Figures 10 through 15 provides a comparative 3D representation of how residents of each peer city are geographically distributed<sup>1</sup>.

Of the peer cities, Dallas has a higher percentage of clusters of density above 3000 people per square mile with denser clusters around Downtown, the Southwest, and Northern regions of the city.

As future planning efforts prepare for this increased population, it'll be important to apply best practices from cities with similar densities in addition to providing contextual examples to the public when presenting land use scenarios.

Esri Living Atlas World Population 2020 - Population Density

3,840  
POP/SQ MI

3,112  
POP/SQ MI

7,962  
POP/SQ MI

12,082  
POP/SQ MI

4,667  
POP/SQ MI

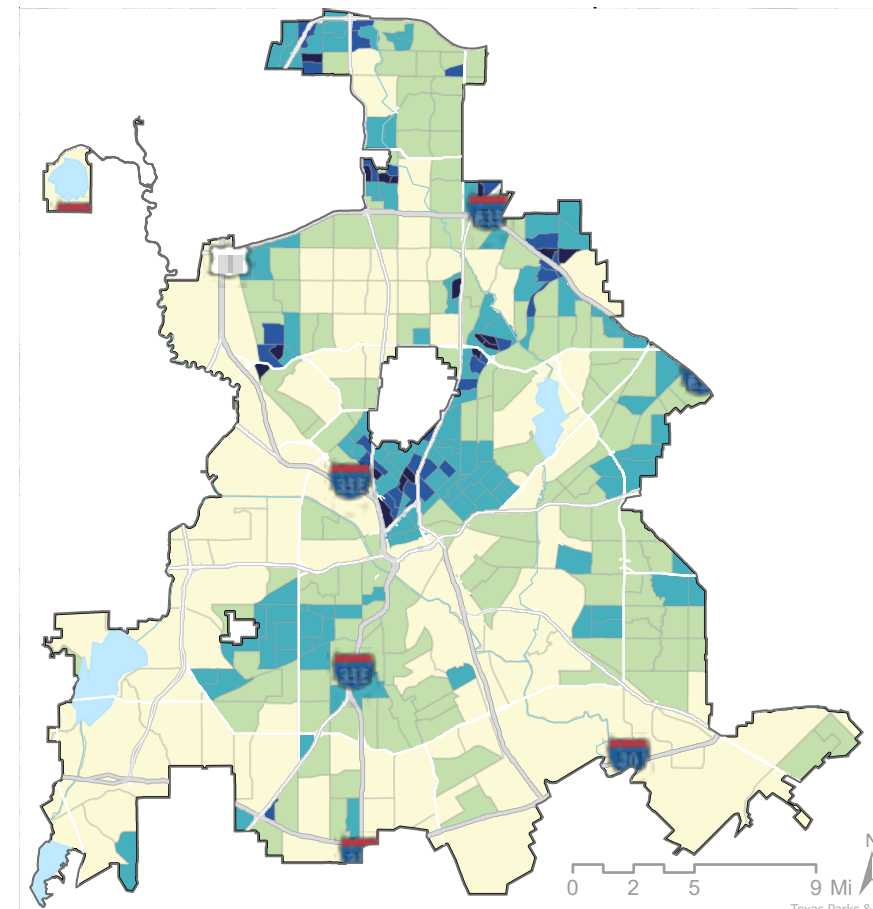


Figure 8: NCTCOG Region with MSA

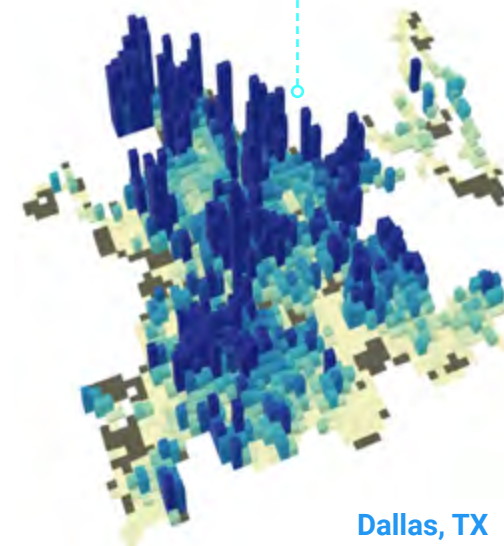


Figure 9: 3D Population Density Map - Dallas

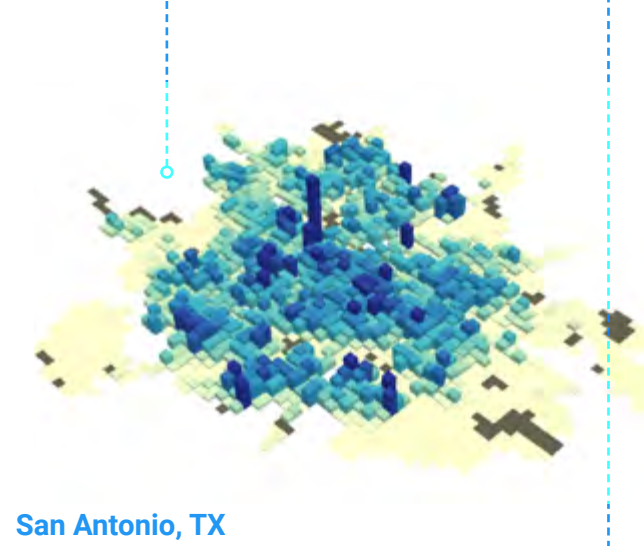
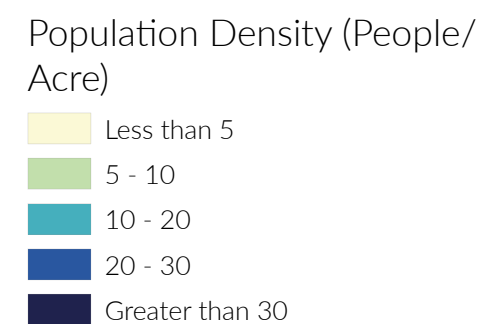


Figure 10: 3D Population Density Map - San Antonio

Minneapolis, MN

Figure 11: 3D Population Density Map - Minneapolis



Figure 12: 3D Population Density Map - Chicago

Denver, CO

Figure 13: 3D Population Density Map - Denver



Growth and Change

Dallas’ population has grown by 9% during the last 10 years (see Figure 14 & 15). However, this is significantly less than the growth rate of both the DFW Metro (43%) and the State of Texas (26%) during this same period.

Understanding where and how much growth is expected within the City helps predict future land use patterns and corresponding infrastructure needs that may be required to support new development.

In the most recent metropolitan transportation plan, Mobility 2045 Update, NCTCOG projected that the city's population will continue to grow over the next 20 years to 1.6 million by 2045, an increase of 300,000 additional people when accounting for births and deaths.<sup>1</sup> (see Figure 16). For context, 300,000 is the approximate population of the entire city of Plano, TX.

Projected Population Change

11,634

-2,328

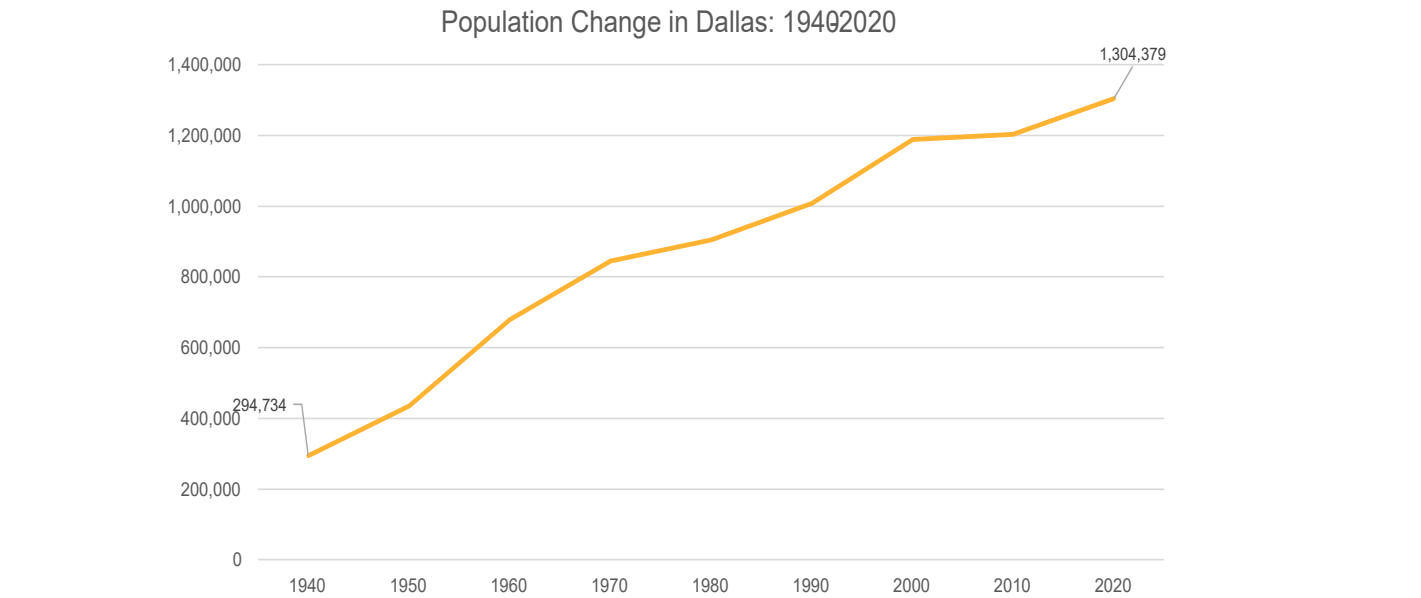
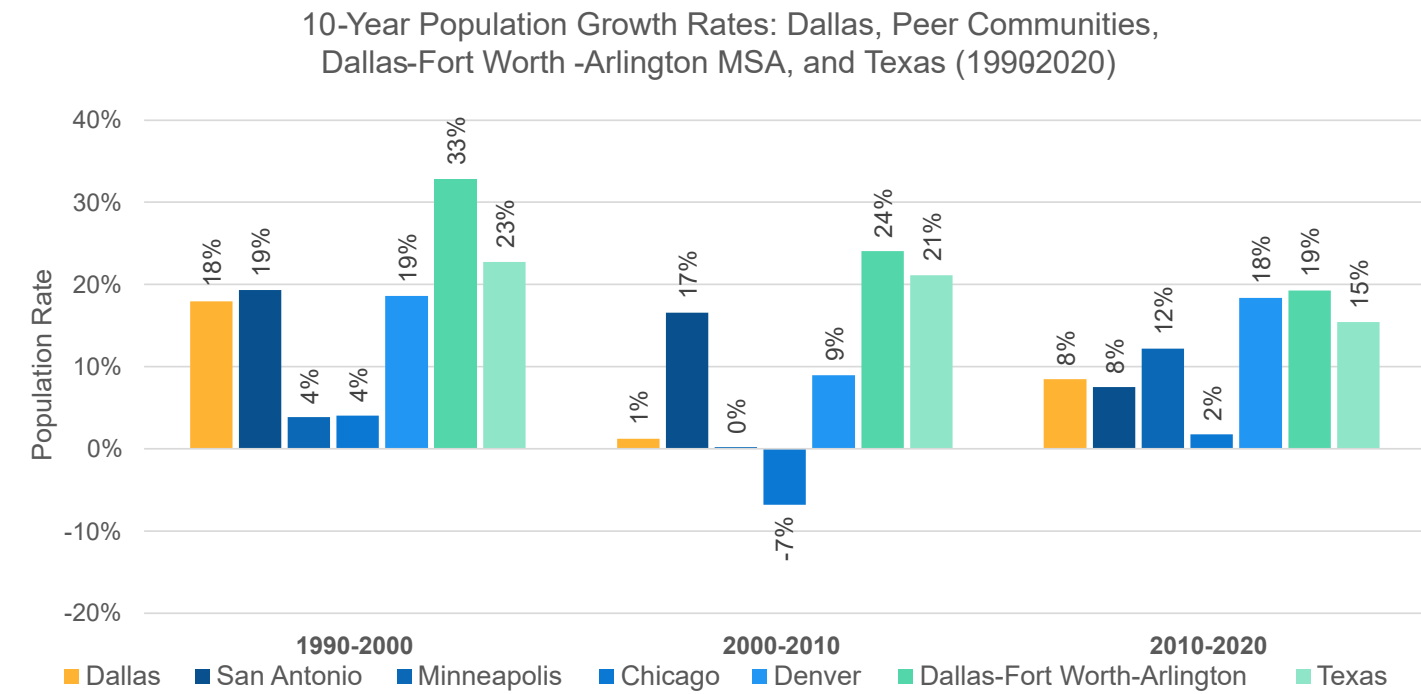


Figure 14: Population Change in Dallas: 1940 - 2020



Source: 1990 Census of Population, 2000 Decennial Census, 2010-2020 American Community Survey, Year Estimates

Figure 15: 10-Year Population Growth Rates Peer Communities (1990 - 2020)

1 North Central Texas Council of Governments (NCTCOG). 2045 Demographic Forecast.

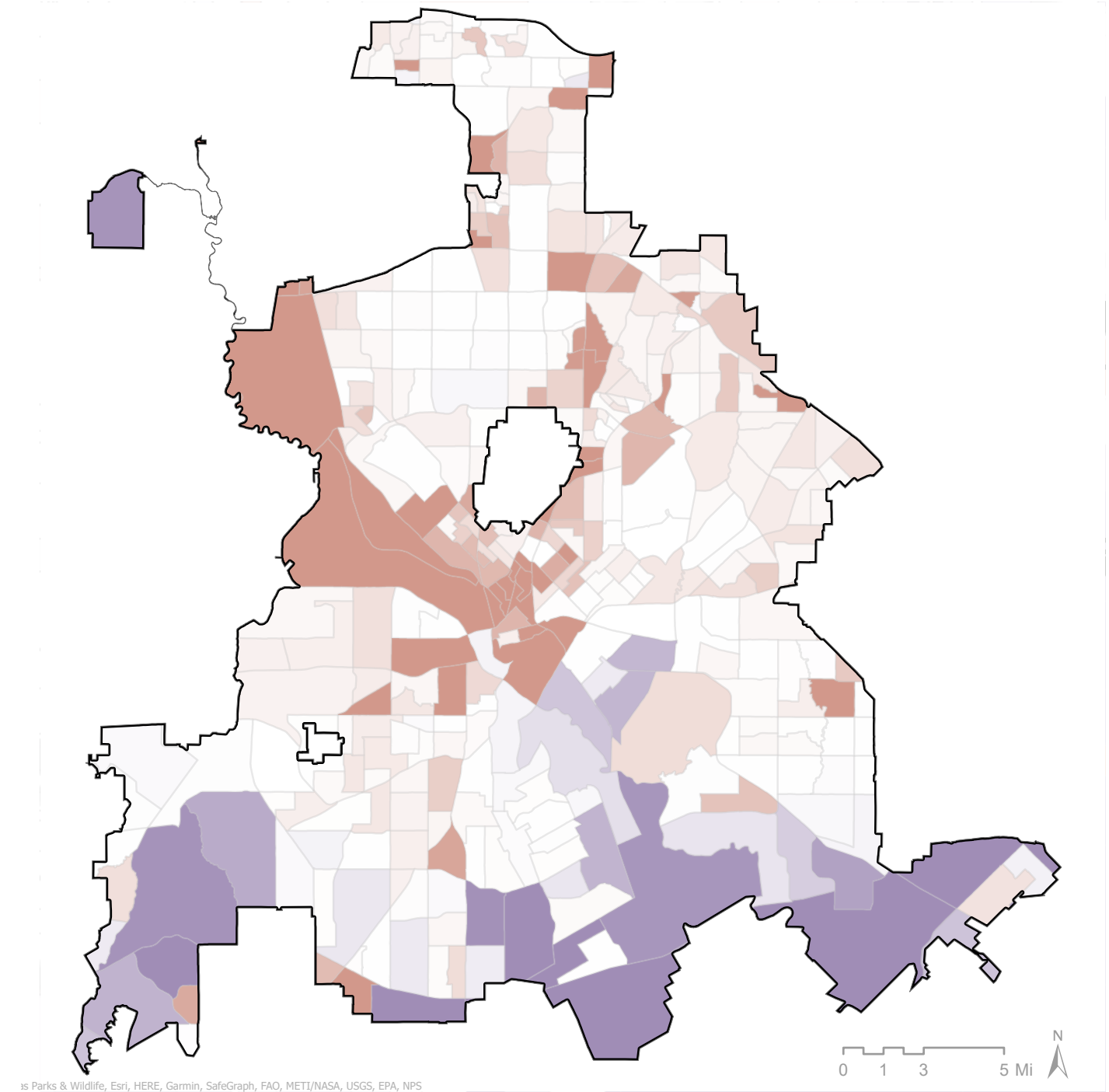


Figure 16: NCTCOG Draft Population Projections

Race and Ethnicity

Dallas currently has one of the largest Black, Indigenous, and Persons of Color (BIPOC) populations amongst the peer cities at just over seventy-one percent (71%), including a Hispanic population of 42% (see Figure 17). The City’s racial and ethnic composition has remained relatively unchanged over the last decade with no group growing or shrinking by more than a percentage point (see Figure 18). When observing the geographic distribution of races and ethnicities throughout the city, several observations can be made (see Figure 19). For one, the Hispanic population has concentrated in West Oak Cliff, East Dallas, and portions of Northwest Dallas. The Black population is concentrated in Southern Dallas, and the White population is concentrated in Central, Northeast, and Far North Dallas. These geographic patterns are a result of numerous factors, including but not limited to, historic and ongoing segregation, redlining, and the annexations of neighboring communities. These factors will be further analyzed in subsequent chapters of this report.

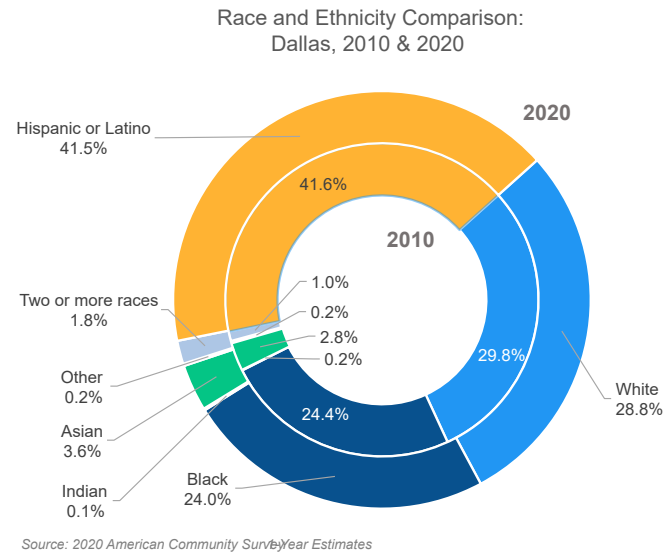


Figure 17: Race and Ethnicity Comparison: Dallas 2010 & 2020

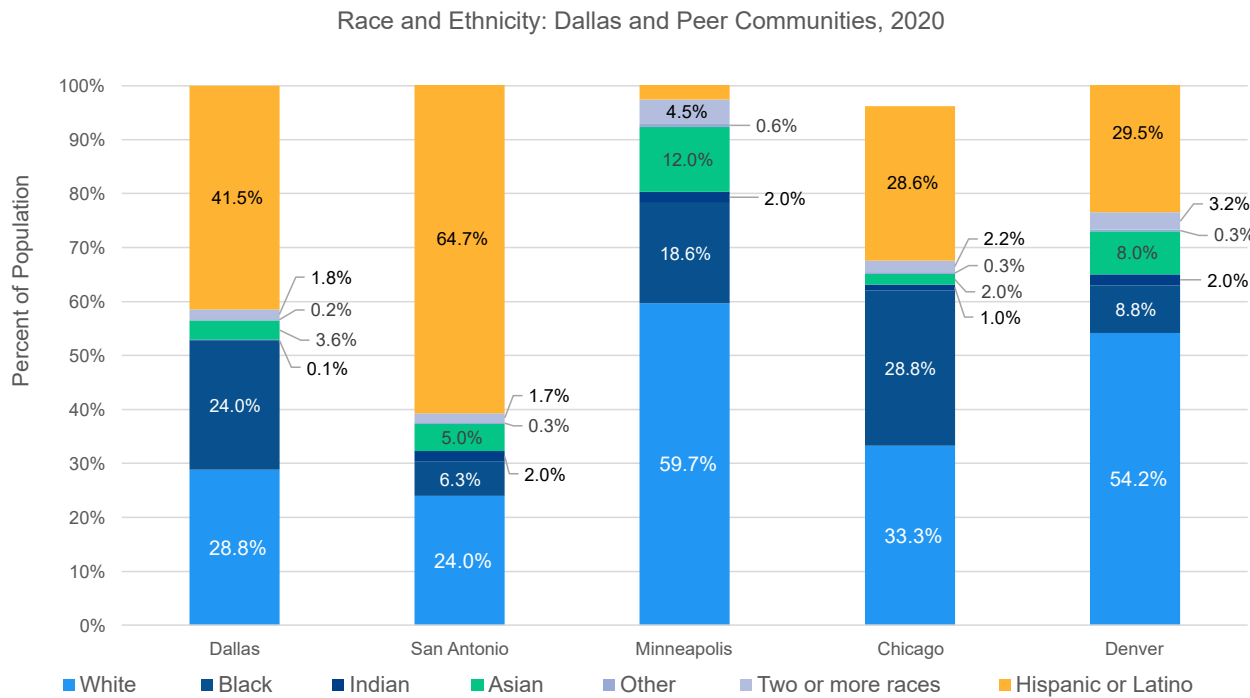
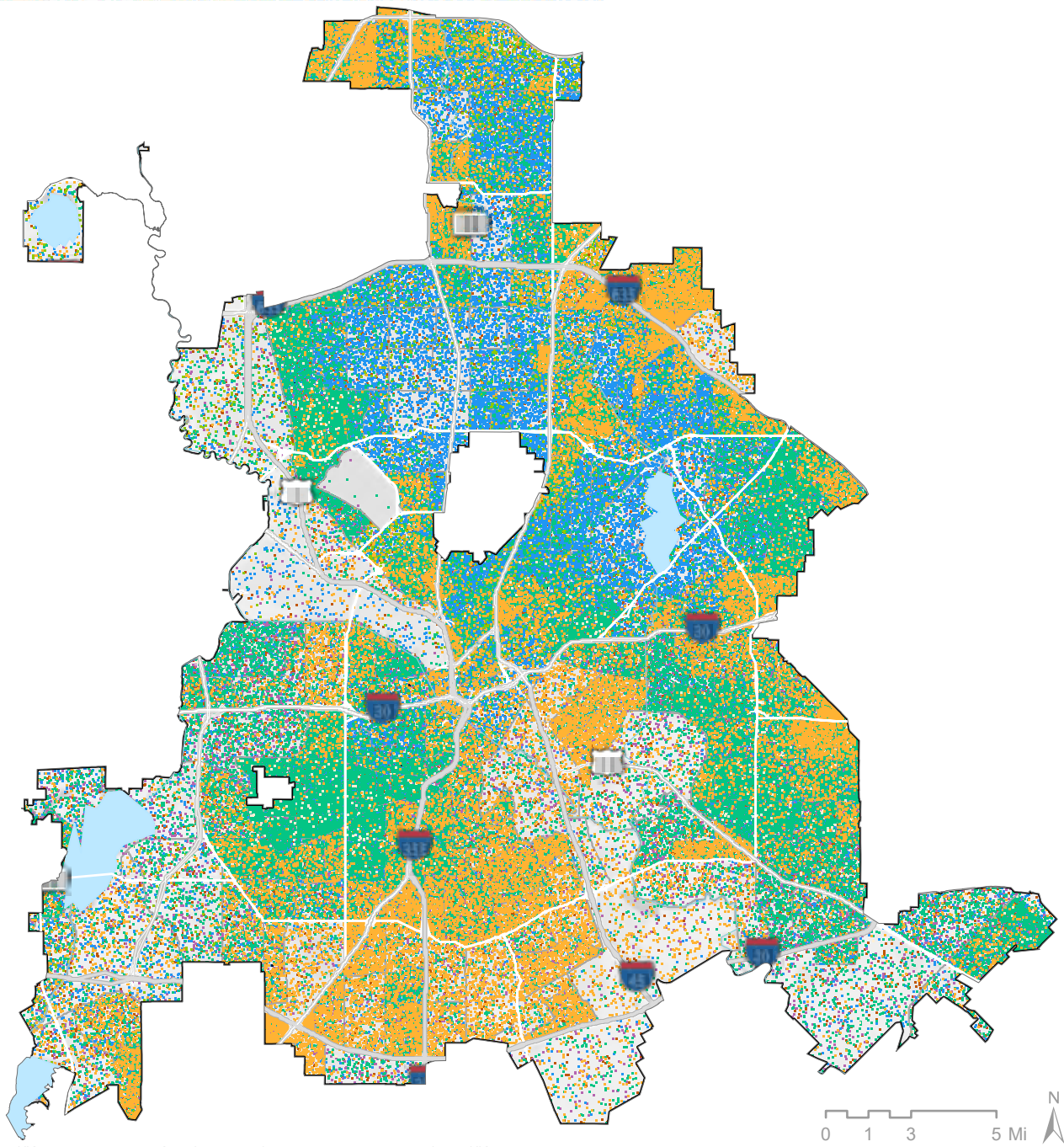
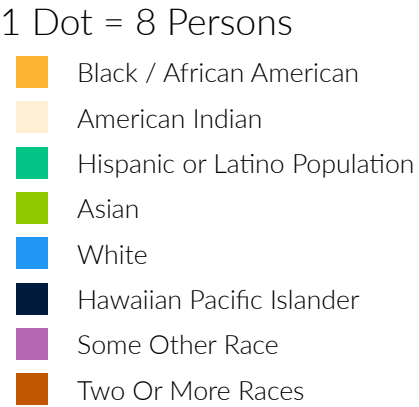


Figure 18: Race and Ethnicity: Dallas and Peer Communities

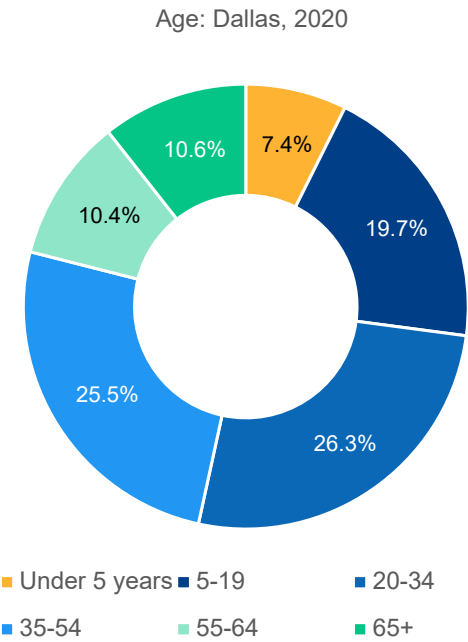


Texas Parks & Wildlife, Esri, HERE, Garmin, SafeGraph, FAO, METI/NASA, USGS, EPA, NPS, Texas Parks & Wildlife, Esri, HERE, Garmin, USGS, EPA, NPS

Figure 19: Race Dot Map

Age Distribution

The 20-34 and 35-54 age groups make up more than half of Dallas’ population (see Figure 20). Over the past two decades, age distributions with the City have shown significant change, primarily amongst persons over the age of 55 (see Figure 21). Both the 55-64 and over 65 populations have grown 36% between 2010 and 2020. In comparison, the next largest age group (20 – 34) only grew by 12.5% during the last ten (10) years. When coupled with the fact that the only age group that shrunk during the last ten year was the under-5 population, future land development will need to accommodate an increasing aging population.



Source: 2020 American Community Survey Year Estimates

Figure 20: Dallas Age 2020

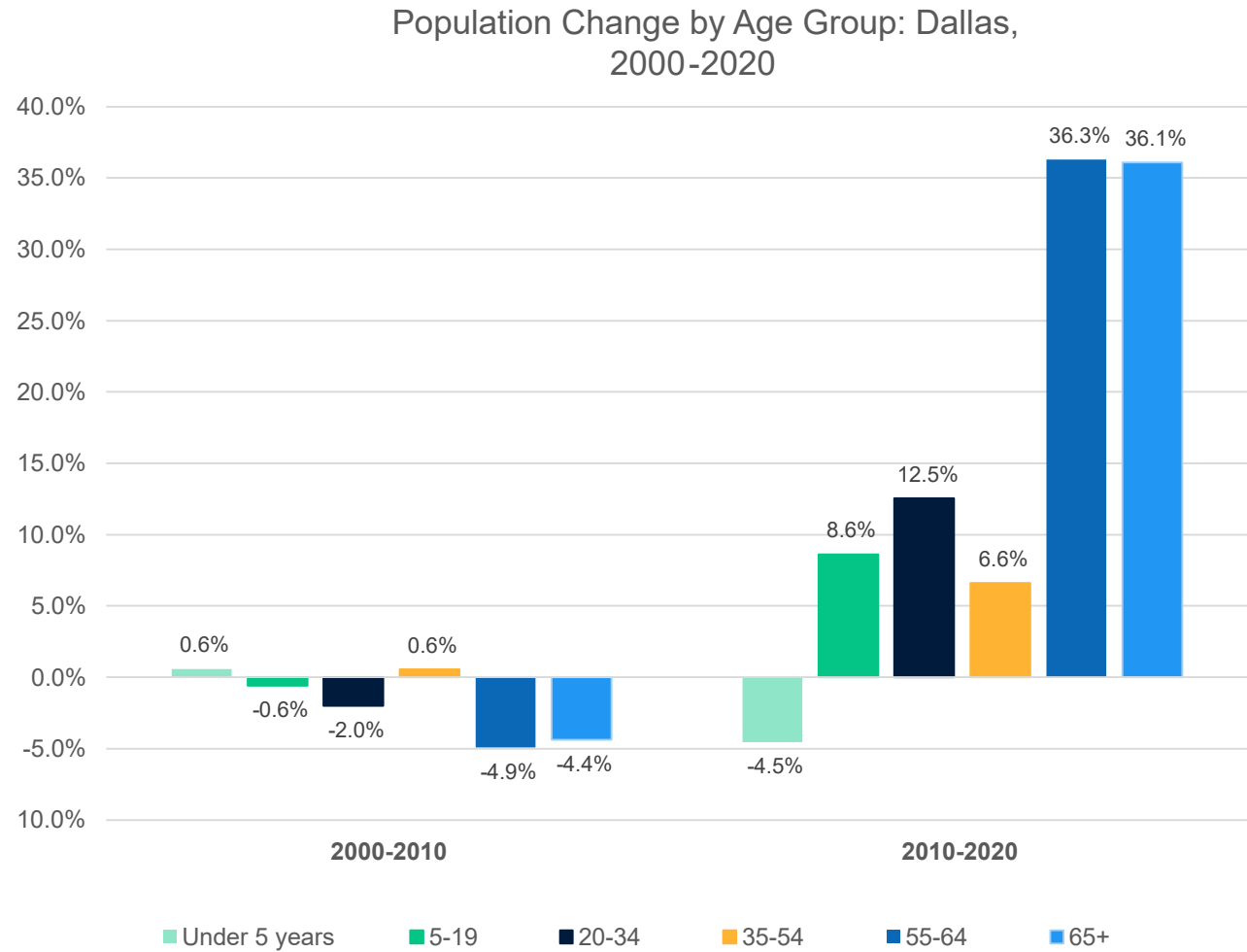


Figure 21: Population Change by Age Group 2020

Income

Dallas has seen an overall growth in median household incomes since 2010, a thirty-four percent (34.1%) increase from around \$41,000 to just under \$55,000 (see Figures 22 & 23). Although there has been a steady rise in incomes, all peer cities and regions outperformed Dallas’ household income growth (see Figure 24). With home prices continuing to rise, incomes for a majority of the population have not kept pace.

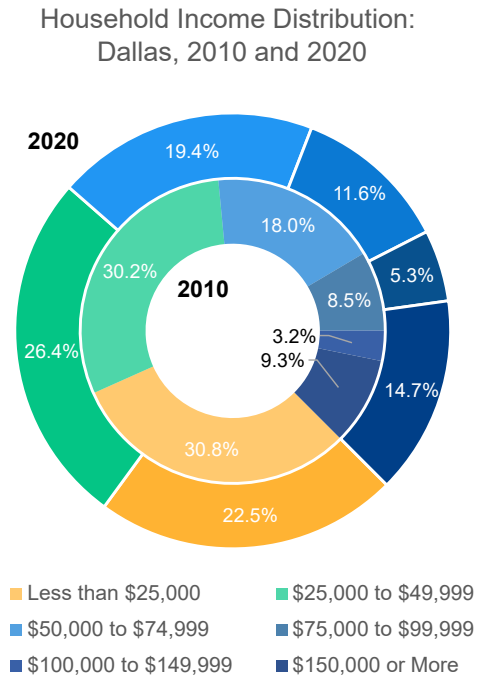


Figure 22: Household Income Distribution

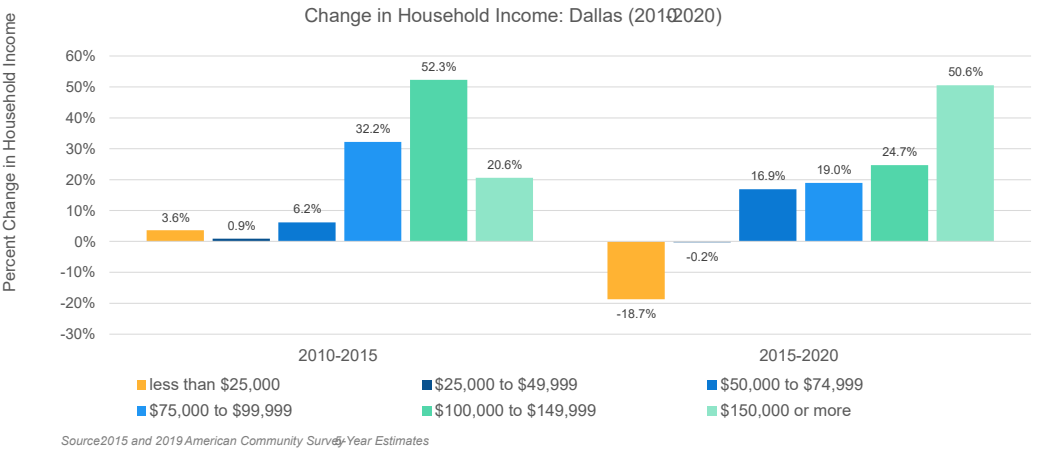


Figure 23: Dallas Change in Household Income - 5 year

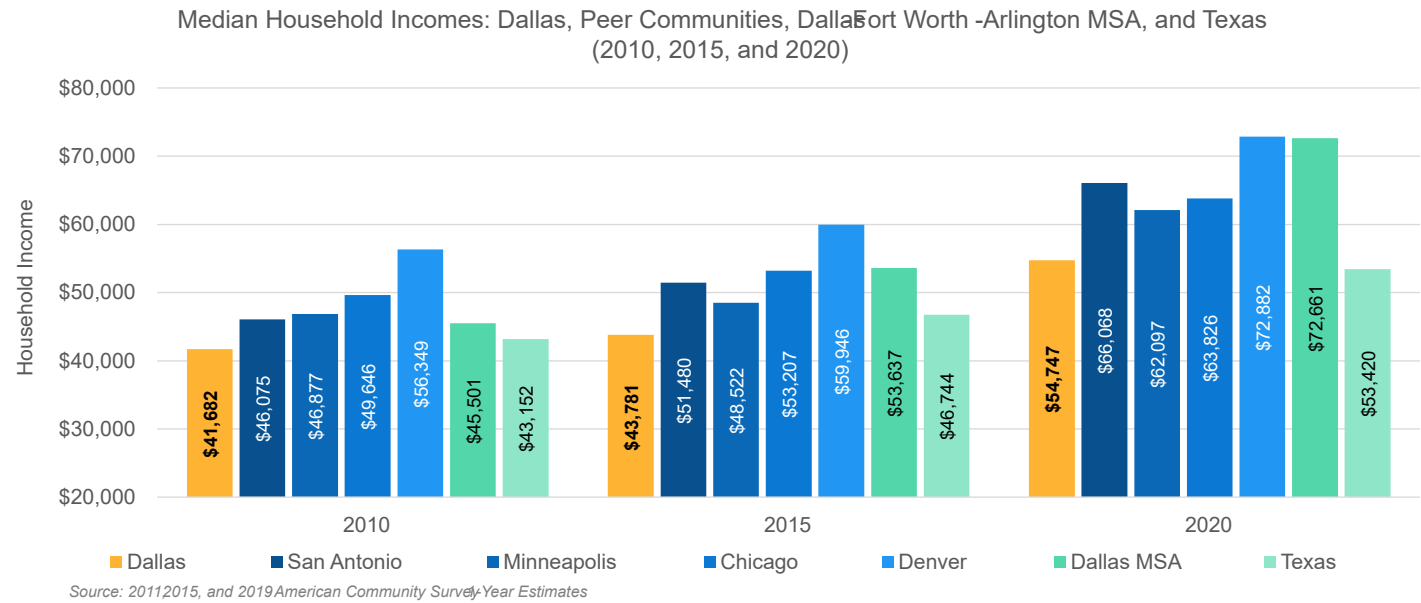
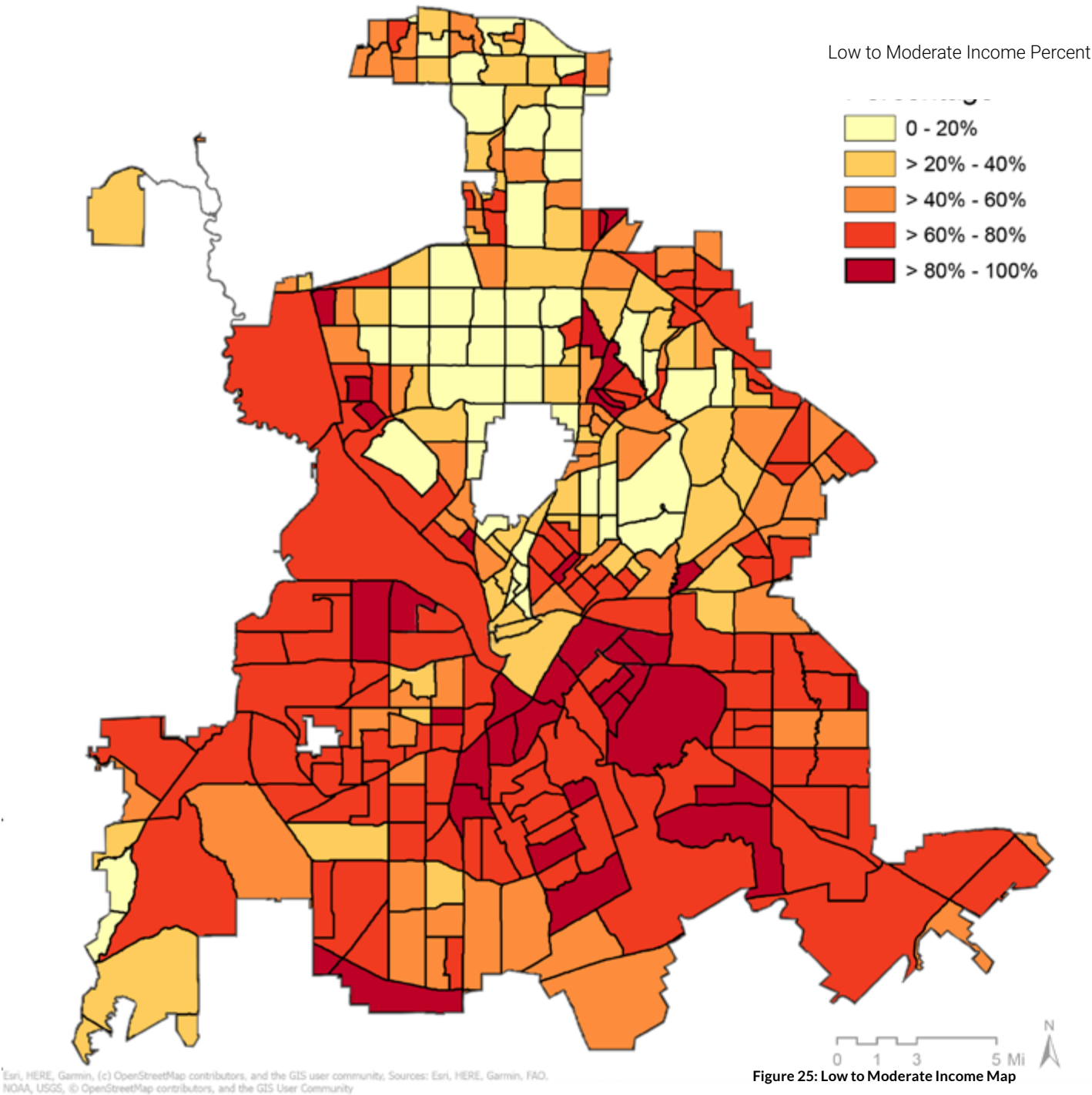


Figure 24: Peer City Median Household Income



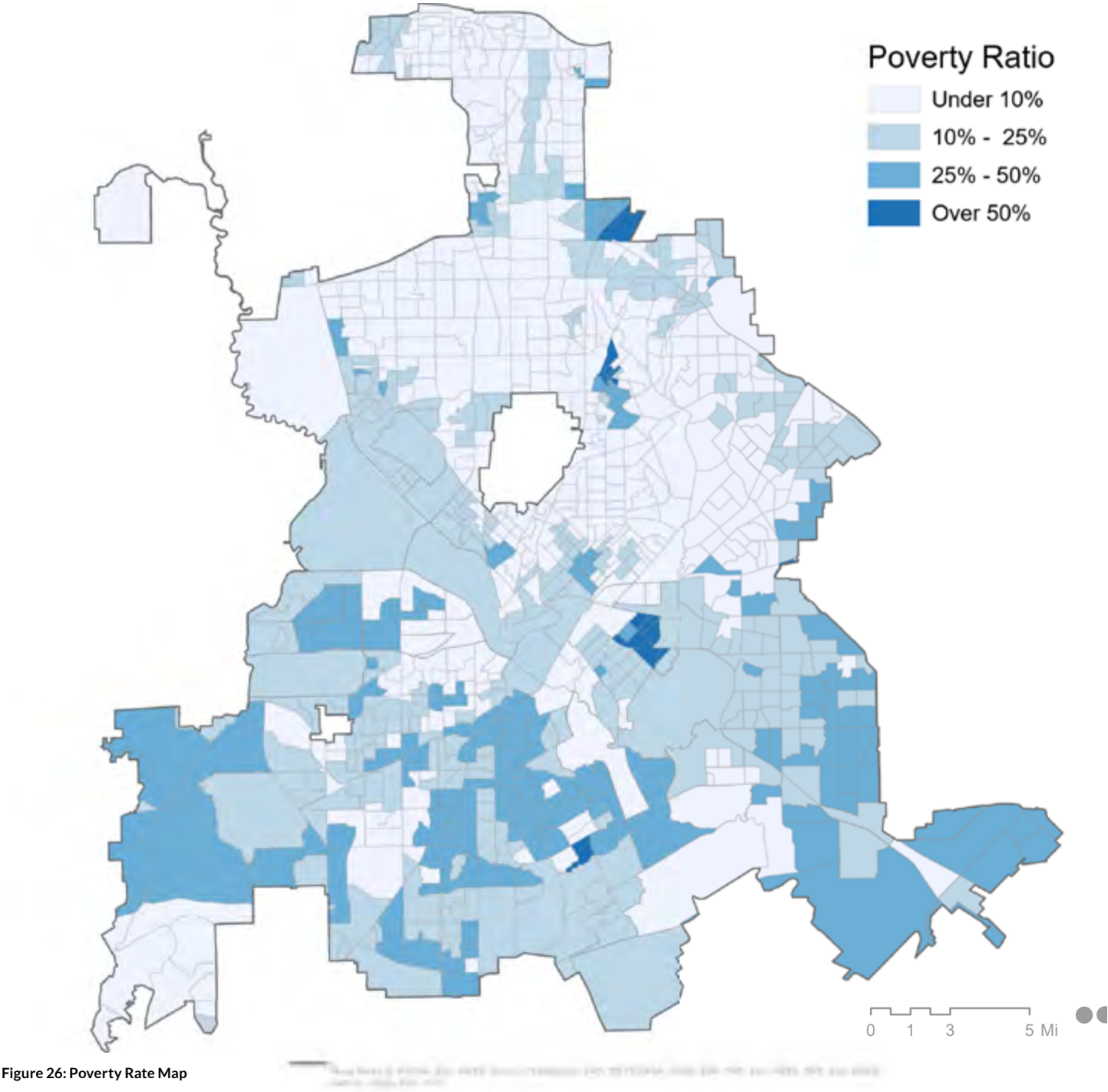
Income

Low-to-Moderate Income (LMI) means any census tract (or equivalent geographic area defined by the Bureau of the Census) in which at least 50% of households have an income less than 60 percent of the Area Median Gross Income (AMGI), or which has a poverty rate of at least 25% (see Figure 25).



Poverty

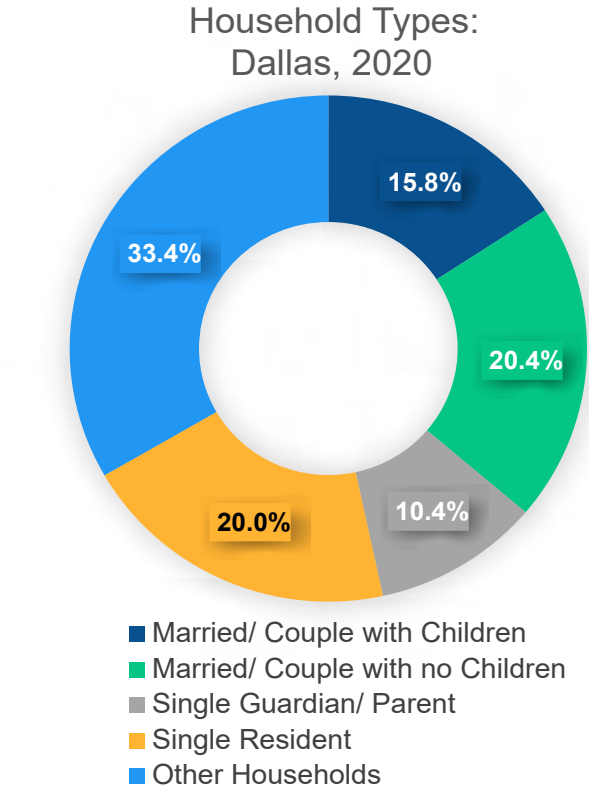
Dallas leads all Texas peer city groups in the total number of persons living in poverty at 18.1%, while the percentage of people making over six figure incomes has increased by nearly 25%. When analyzing the spatial patterns of Dallas' population living in poverty and whose income would be considered low-to-moderate, the two populations are similarly located within the city which is primarily south of I-30, Northwest Dallas, and portions of Northeast Dallas (see Figure 26).



Concentrated poverty has significant implications for land use issues, as explored in Chapter 4: Development Equity. Some of those issues include industrial proximity to residential use (environmental justice), historic redlining, and access to key amenities and services that often disproportionately impact persons living in poverty.

Household

Family size across all peer cities and regions were similar at around 3.4 people per household (see Figure 27). but when compared to the rest of the DFW region, the state, and the peer city of San Antonio, Dallas has a lower household size at 2.5 people. Conversely, Dallas’ household size is higher than all peer cities outside the state of Texas. Dallas’ household type percentage breakdown can be viewed in Figure 28. As household sizes are higher compared to most other peer regions, this factor impacts future housing need in relation to the other trends described in this section, namely the rising price of housing. These issues must be considered in concert for future land use planning around housing type, location, and production goals.



Source: 20162020 American Community Survey 5-Year Estimates

Figure 27: Household Type

Housing

According to US Census American Community Survey, 44.3% of Dallas renters and 25.1% of owners-households are considered cost-burdened (see Figure 29). The Bureau defines a “cost-burdened household” as one where the household’s total income spent on housing cost exceeds thirty-five percent (35%) of their monthly income . Dallas’ total cost-burdened household percentage is the second highest among the peer cities at 36.4%, trailing only Chicago with a percentage of 37.9%..

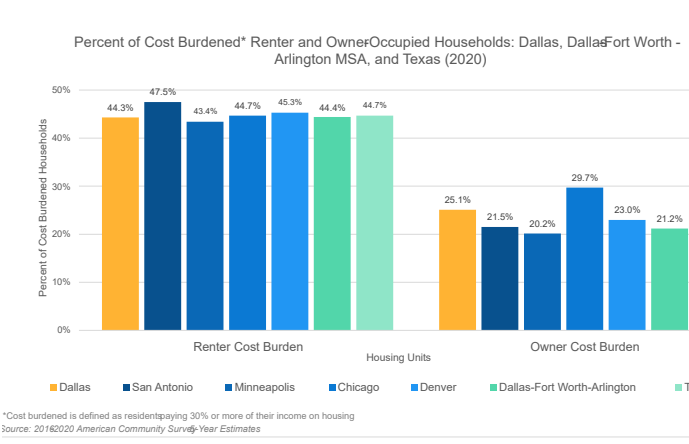


Figure 29: Peer City Cost Burdened Households

While Dallas’ housing occupancy statistic is higher than the other peer cities (see Figure 30) home size and value are generally lower than all the comparable peer cities. In the last five years, Dallas’ median home values have increased past both the DFW Metro and the state by more than thirty-seven (37.4%) up to \$252,300 (see Figure 31). Only Denver saw a similar level of home appreciation over any of the five-year periods studied (36.4%).

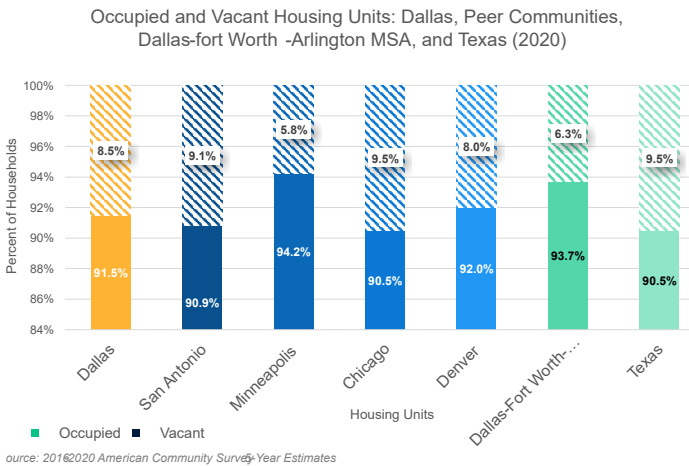
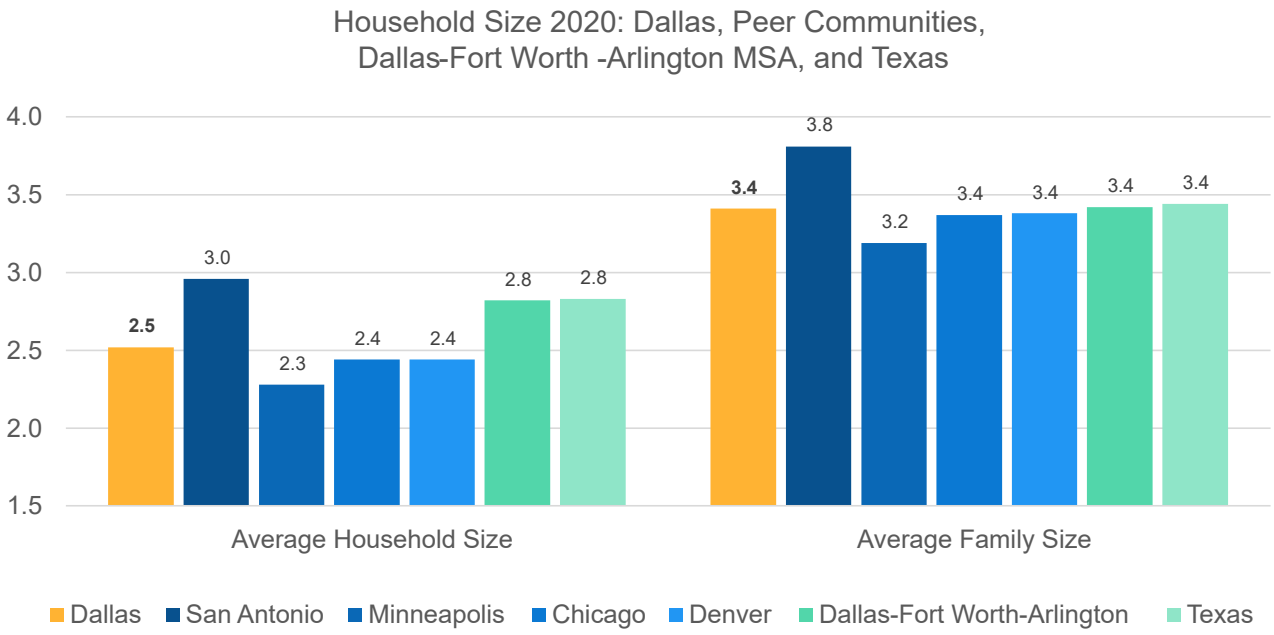
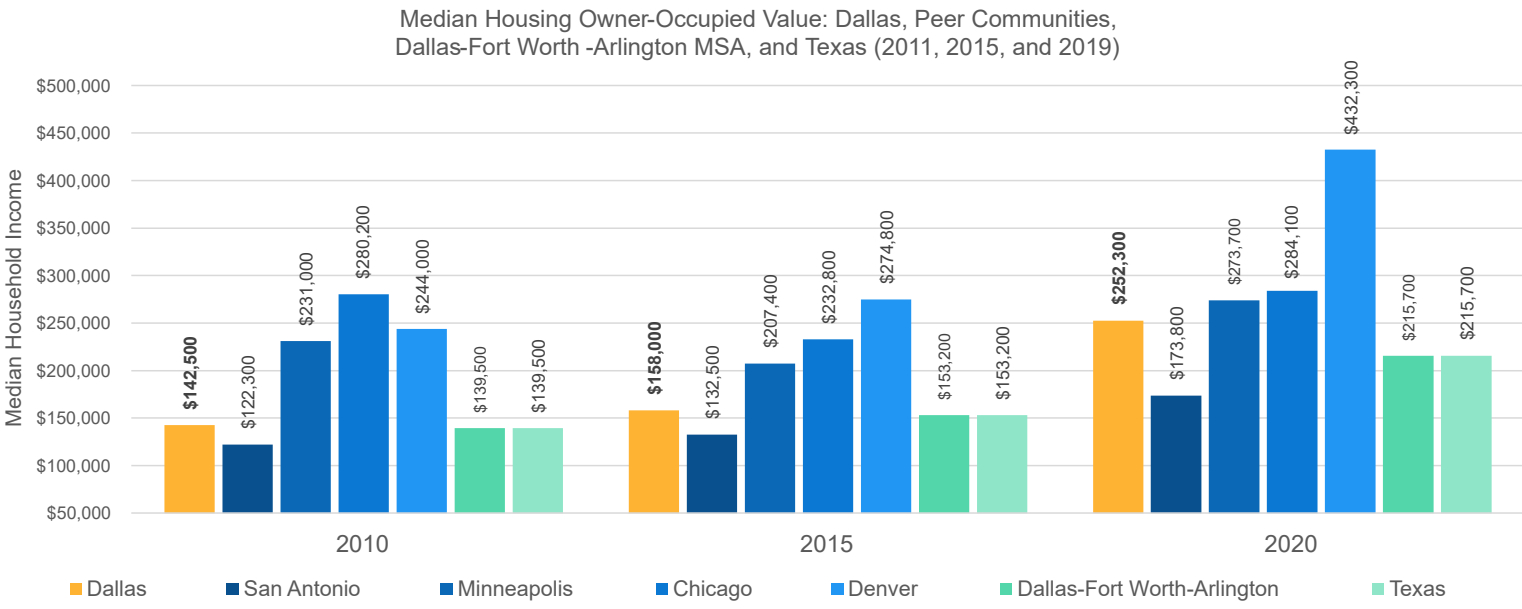


Figure 30: Peer City Housing Tenure (Occupied/Vacant)



Source: 20162020 American Community Survey 5-Year Estimates

Figure 28: Household and Family size: Dallas, Peer Communities, Dallas-Fort Worth-Arlington MSA, and Texas



Source: 20112015, and 2019 American Community Survey 5-Year Estimates

Figure 31: Peer City Median Housing Owner Occupier Value



Economy

US Census Bureau generally uses three major statistical figures to track economic changes: 1) Industry Sectors, 2) Employment, and 3) Unemployment. The following section explores these economic influences, in addition to an analysis of the city’s real-estate market, to provide insights for future land use and urban-design considerations.

Employment by Industry

According to the US Census Bureau, Dallas had over eight hundred and fifty thousand (850,000) jobs available in the city in 2019. The top five (5) job sectors were 1) Health Care, 2) Professional & Technical Services, 3) Retail, 4) Administration & Waste Management, and 5) Food Services (see Figure 32). Most of these sectors have remained at the top of the list for the past decade. The top five (5) fastest growing sectors within Dallas were 1) Management & Enterprise Companies, 2) Arts, Recreation, & Entertainment, 3) Real Estate, 4) Professional & Technical Services, and 5) Education Services (see Figure 33).

Employment Access

According to 2019 Census Longitudinal Employer Household Data (LEHD), about 600,000 Dallas residents commute to jobs elsewhere in the region. At the same time, nearly 300,000 non-residents commute into the city for work, and about 245,000 people both live and work within Dallas.

The Jobs Proximity Index quantifies the accessibility of a given residential neighborhood as a function of its distance to all job locations within a core-based statistical area (CBSA), with larger employment centers weighted more heavily. The higher the index value (closer to 100), the better the access to employment opportunities for residents in a neighborhood. The South Central and southeastern sectors of the city have some of the lowest job proximities, in part due to the residential nature of the area’s land use as well as the role of historic disinvestment in southern portions of the City (see Figure 34).

Unemployment

Recent unemployment trends have been heavily skewed by the 2020 global COVID-19 pandemic. During this time, unemployment skyrocketed from a Dallas low of three percent (3%) to reaching a height of 12.7%. At the point of publishing this report, Dallas has mostly recovered or replaced the workforce that elected to stay in the working sector.



Source: Texas Labor Market Informational Area Unemployment Statistics

Figure 32: Dallas Job by Industry Top 5

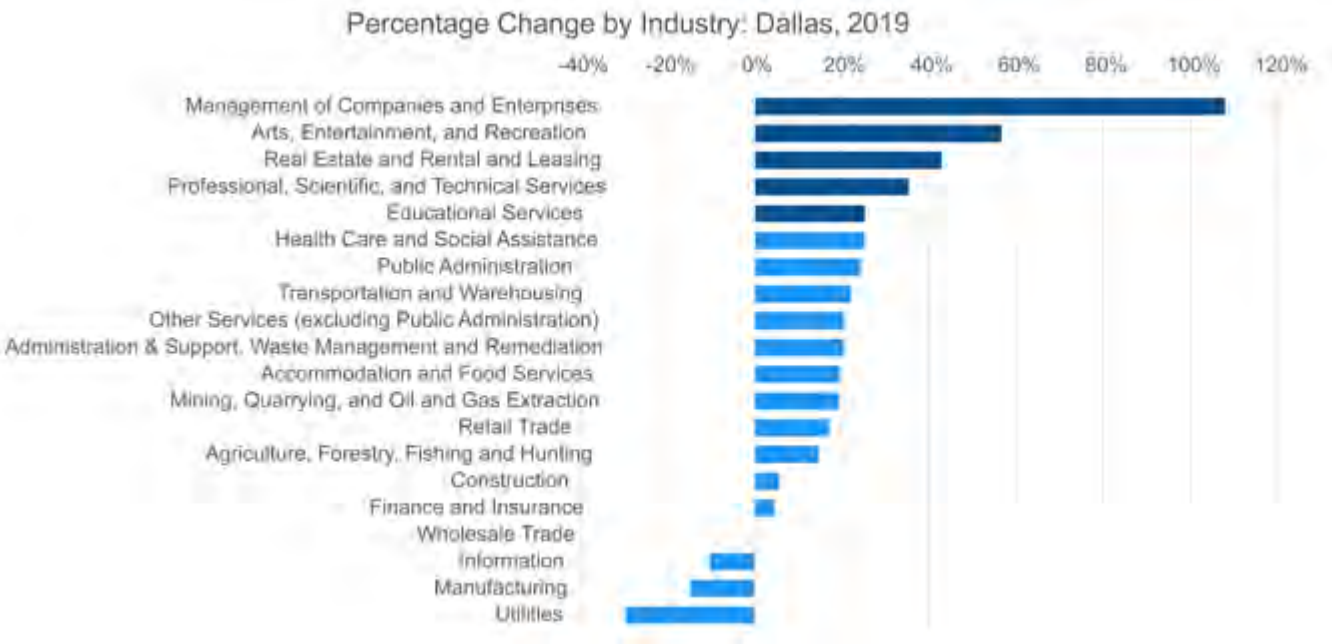


Figure 33: Dallas Industry Change Top 5

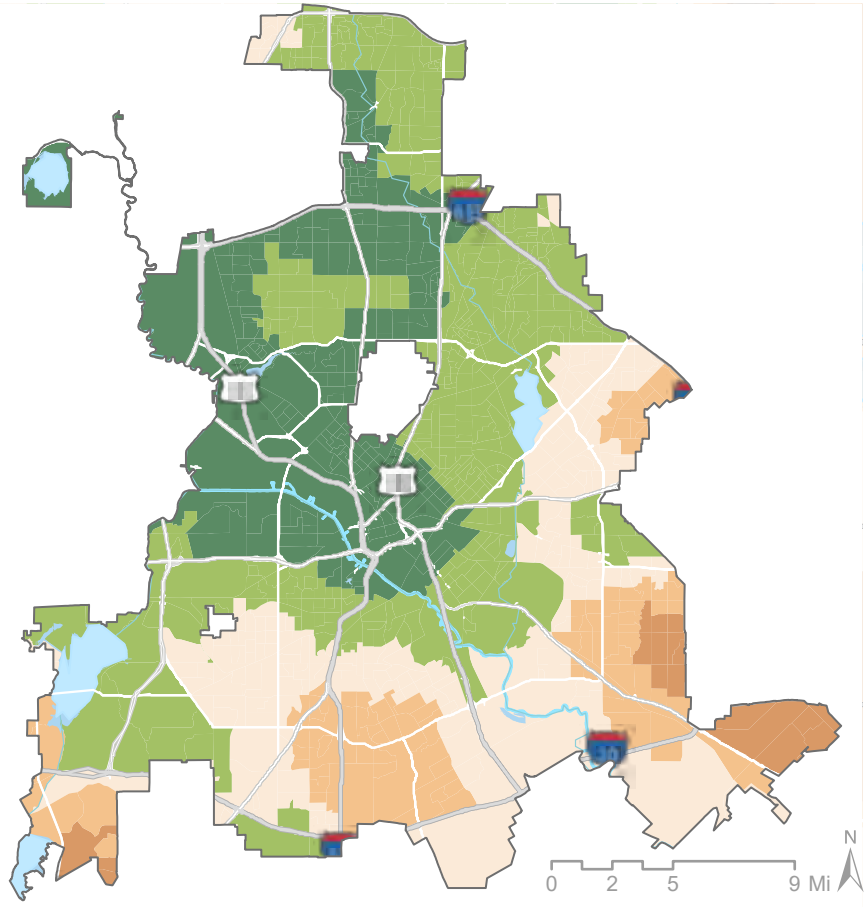
Jobs Proximity Index

- 1 - 10
- 11 - 30
- 31 - 60
- 61 - 90
- 91 - 100

Texas Parks & Wildlife, Esri, HERE, Garmin, SafeGraph, FAO, METI/NASA, USGS, EPA, NPS

Figure 34: Job Proximity Index Map

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Real-Estate Market

Market Value Analysis

The Market Value Analysis (MVA) helps residents and policymakers understand local real-estate markets using objective, data-driven insights. It supports targeted intervention strategies in weak markets and sustainable growth in stronger markets (see Figure 35).

In 2023, Reinvestment Fund updated Dallas' MVA, initially conducted in 2018, to reflect current housing conditions.

Key Indicators:

- Median Home Sales Price: Includes price to rent ratios.
- Variation Sales Prices: Coefficient of variance in home sales prices.
- Percent Owner-Occupied: Owner-occupied units as a percent of total occupied housing units.
- Percent New Construction: New units as a percent of total housing.
- Percent Rehabilitation: Improved units as a percent of total housing.
- Percent Public Subsidy: Subsidized units as a percent of total housing.
- Percent Code Violations: Units with code violations as a percent of total housing.
- Percent Vacant Homes: Vacant units as a percent of total housing.
- Percent Foreclosure Filings: Units with foreclosure filings as a percent of total housing.
- Household Density: Units per acre of residential land (reference only).

2023 MVA Key Insights:

- Market Changes: West Dallas and Cedar Crest improved; declines were scattered citywide.
- Affordability: Rising home prices reduced affordability, especially for Hispanic and Black households.
- Investor Activity: Concentrated in southern Dallas, with over 7% of sales to investors in some areas.
- Displacement Pressure: Increased in West Dallas, South Dallas, and Deep Ellum.
- Mortgage Access: More challenging for Hispanic and Black households, with significant loan-approval disparities.

Improvement Ratio

The Improvement Ratio, also known as the Improvement to Land Value Ratio, is another real-estate analytical tool that shows a property's value compared to the land it's on, then quantifies the likelihood of the property redeveloping.

Parcels in areas experiencing new development have a lower Improvement Ratio because the land value has gradually or suddenly appreciated.

An Improvement Ratio trending closer to 0.0 indicate regions of the city that are possibly facing disinvestment or where land is more valuable than the improvements on that property.

For instance, a vacant lot might have an Improvement Ratio of 0.0, whereas a new residential development could have a value greater than 1.0.

Portions of Southern Dallas, including areas south of Mountain Creek Lake, the Inland Port, and Kleburg have lower Improvement Ratios and have potential for future reinvestment, (see Figure 36).

Market Value Analysis (MVA) Map

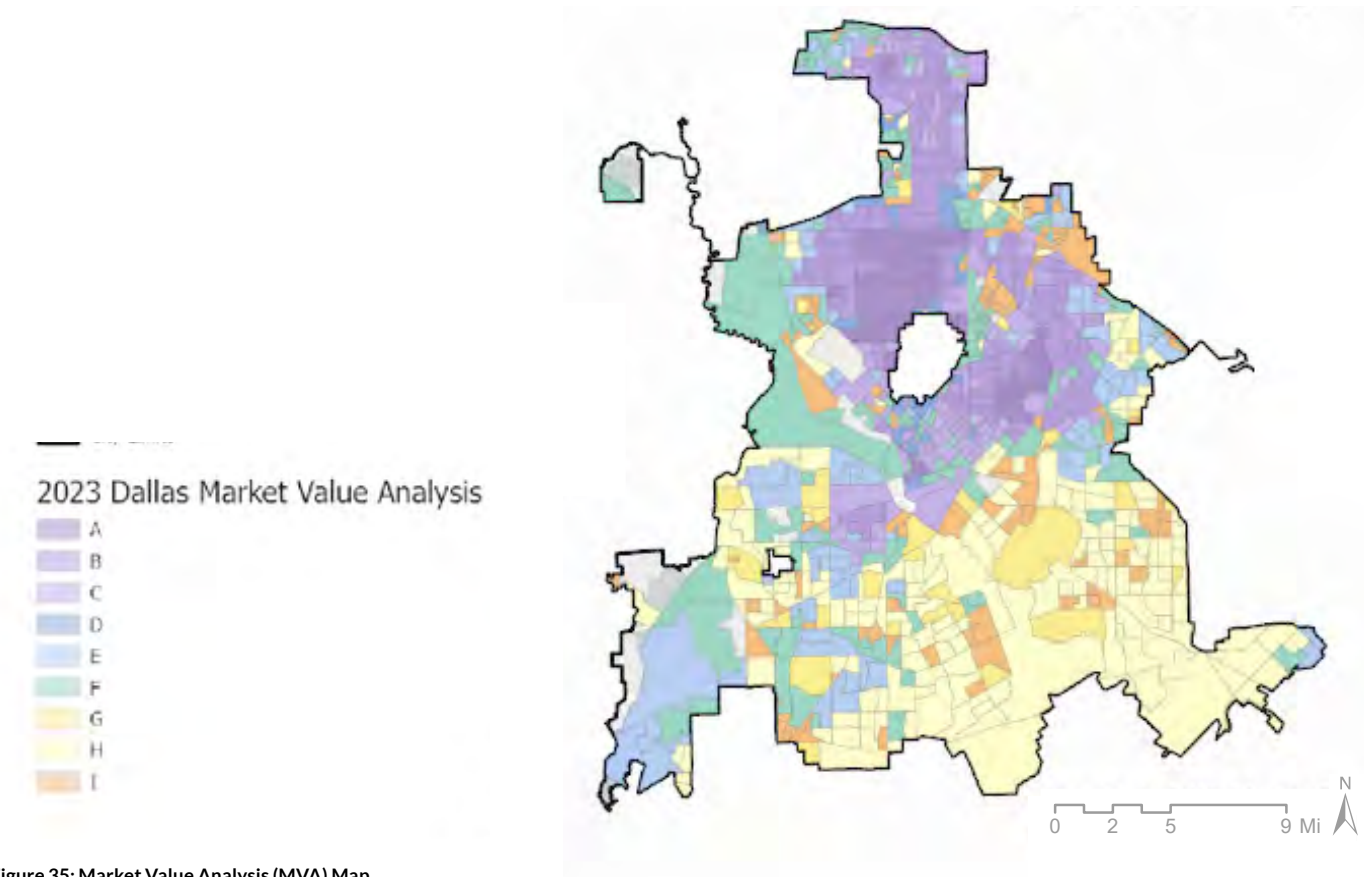


Figure 35: Market Value Analysis (MVA) Map

Improvement Ratio (IL Ratio) Map

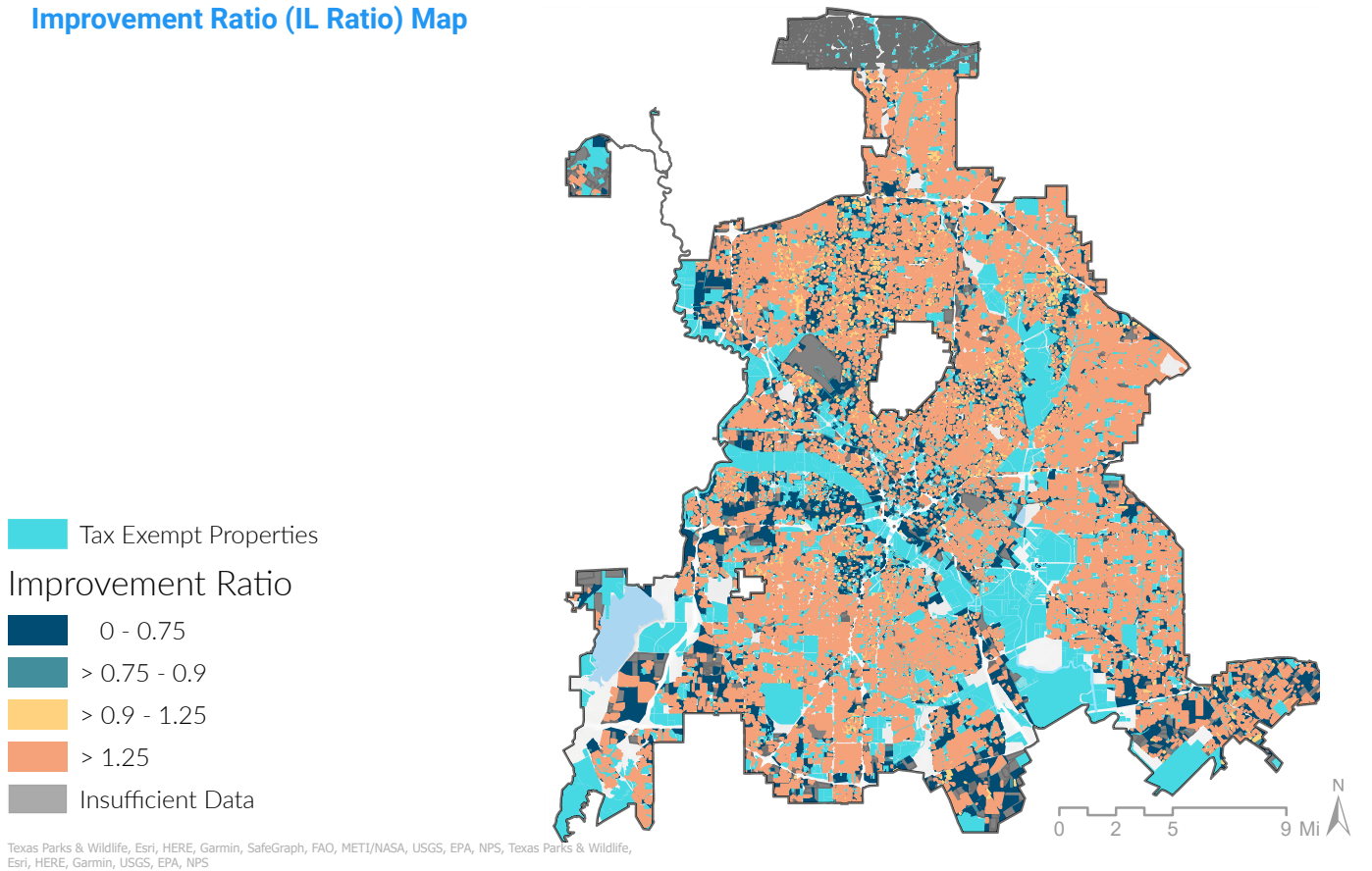


Figure 36: Improvement Ratio Map



# STRENGTHS

- 1. **Diverse Population:** Dallas boasts a significant BIPOC population, with a particularly large Hispanic community, indicative of a vibrant, diverse cultural landscape.
- 2. **Economic Activity:** The city is home to over 850,000 jobs across various sectors, with health care, professional & technical services, and retail leading the way, showcasing a robust and diverse economy.
- 3. **Population Growth:** As the ninth-largest city in the nation, Dallas continues to grow, with 18% of the DFW Metro's total population, indicating its importance within the metroplex.
- 4. **Comparative Median Income Growth:** Dallas has seen a 34.1% increase in median household incomes since 2010. Although lower than its peer cities, the increase indicates an upward economic trajectory.

# CHALLENGES

- 1. **Housing Affordability:** With 44.3% of renters and 25.1% of homeowners considered cost-burdened, Dallas faces significant challenges in housing affordability.
- 2. **Population Density and Growth Rates:** Despite being a major city, Dallas is the second-least-dense among its peers and has experienced slower population growth compared to the broader DFW Metro and Texas.
- 3. **Poverty Rates:** Dallas leads its Texas peer cities in the total number of persons living in poverty at 18.1%, a critical issue that necessitates targeted interventions.
- 4. **Aging Population:** With significant growth in the 55-64 and over-65 populations, Dallas must prepare for the demands of an aging demographic, including healthcare and housing.

# TRENDS

- 1. **Evolving Job Market:** The city's economy shows a trend towards diversification with sectors such as arts, recreation, entertainment, real estate, and education services growing rapidly.
- 2. **Real Estate Market Dynamics:** Dallas' real estate market is experiencing varied levels of market strength across different areas, with northern and eastern areas showing higher residential market levels.
- 3. **Increasing Median Home Values:** Median home values in Dallas have increased by 37.4%, indicating a rising cost of living.
- 4. **Shifts in Age Distribution:** There's a notable shift towards an older demographic, with the 55-64 and over 65 age groups growing significantly, while the under 5 population has shrunk.

# OPPORTUNITIES

- 1. **Transit-Oriented Development (TOD):** With a strategic plan already developed, Dallas has the opportunity to further leverage TOD to improve accessibility, reduce congestion, and spur economic growth.
- 2. **Addressing Housing Affordability:** By focusing on innovative housing policies and development, Dallas can address the critical issue of housing affordability and improve living conditions for its residents.
- 3. **Capitalizing on Economic Diversification:** The growth in various job sectors presents an opportunity for Dallas to bolster its economic resilience and provide diverse employment opportunities.
- 4. **Planning for an Aging Population:** With the aging population trend, Dallas has the opportunity to become a leader in senior living, healthcare, and age-friendly infrastructure developments.





Land use planning and zoning are two interlinked tools the City of Dallas utilizes to guide land development within the city. Future land use planning describes a big-picture vision for how land is or should be developed and provides guidance for zoning. Zoning regulates what can be developed on specific properties and outlines the development requirements such as building height, setbacks (building distance from the street, side, and rear properties), and lot coverage (how much of the property buildings can cover) for what gets built. Ideally, an area's future land use and zoning should be consistent.

# LAND USE



## LAND USE

### Land Use Definition

In its simplest terms, land use describes how people use land. It refers to the activities people designate to land for various economic or cultural purposes. Land use can be described in two (2) different forms: 1) future land use and 2) existing land use.

### Future Land Use

Future land use represents a planned mix of land uses that embody a desired development pattern within the city. An adopted future land use map reflects where the city anticipates growth; what areas it wants to protect; where the main employment centers, entertainment areas, institutional anchors, and residential areas are located; and which areas are appropriate for a mix of uses and at what intensities. It also serves as a roadmap for future public investment including for new streets, transit, additional parks and open spaces, and schools to support the land use vision.

forwardDallas! 2006 established a generalized future land use vision through policy recommendations, guiding principles, and an illustrative graphic; however, a formal future land use map was never adopted. Without a future land use map, predicting land use patterns and providing guidance through the zoning change process has proven challenging for staff, city leadership, developers, residents, and other property owners. A future land use map, when adopted as part of this comprehensive update process, will help inform land use and zoning decisions and provide predictability and more transparency to the review and approval process.

**DID YOU KNOW**

SINCE THE 1ST ADOPTED ZONING ORDINANCE IN 1929, DALLAS HAS YET TO ADOPT A COMPREHENSIVE FUTURE LAND USE MAP OF THE CITY.



Existing Land Use

Existing land use refers to how a property is currently used. Dallas' existing land use map (see Figure 37) is a visual lesson in historic land use and zoning policy outcomes. It provides a spatial look at how different uses are spread throughout the city. Analyzing existing land use can unveil, for example, underdeveloped areas, activity centers with capacity for a greater mix of uses, gaps in infrastructure, and areas with clusters of incompatible land uses. As indicated in Figure 38, single-family housing, open

space, and supplemental uses such as infrastructure or public facilities, hold the largest share of land use in nearly every service district of the city. Service districts in this report refer to the city's seven areas of service, used commonly by Police, Parks, Code, and other City departments to oversee City programs.

?

**DID YOU KNOW**

87% OF ALL HEAVY INDUSTRIAL USE AND 89% OF ALL VACANT LAND IS IN THE SOUTHERN SERVICE AREAS (SC, SE, SW)

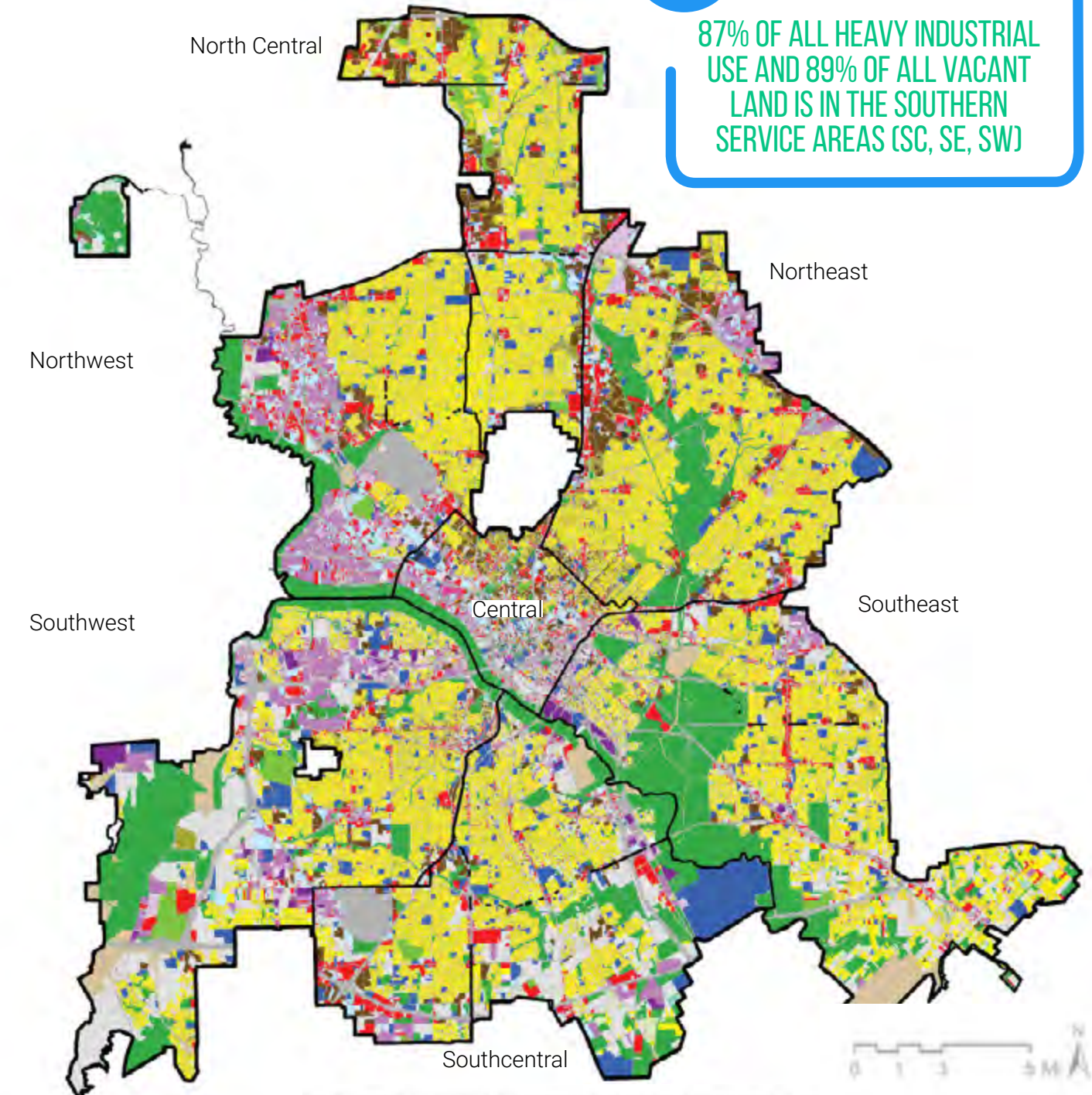


Figure 37: Citywide Existing Land Use Map

Dallas Land Use Distribution, Citywide and Service Districts



Figure 38: Citywide Existing Land Use Chart



Vacant Land

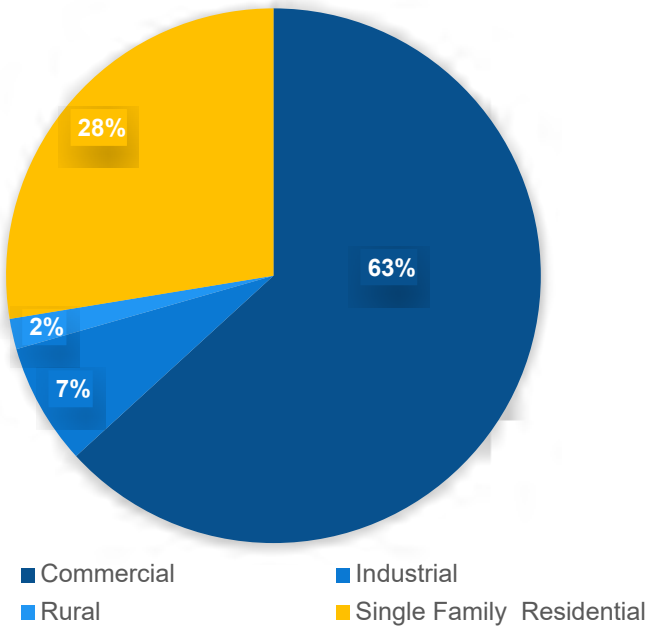
Vacant land is described as a parcel of property with no buildings on it (US Environmental Protection Agency) (see Figure 39). Designated open space such as public and private parks are not included in this definition of vacant land.

Vacant land uses represent opportunities for new commercial and residential development, amenities, and services in Dallas neighborhoods. However, disinvestment and neglect of these properties can undermine equity, environmental sustainability, and economic vitality, particularly in parts of the city with high concentrations of vacant land.

Vacant Land Distribution

The City has 21,264 acres of vacant land; 14% publicly owned land (land owned by City of Dallas and other public entities) and 86% privately owned land (see Figure 40). About 32% of all vacant land comprises of floodplains and escarpment. The southern service districts, located south of IH-30, contain over 80% of all vacant land in the city of Dallas. (see Figure 41).

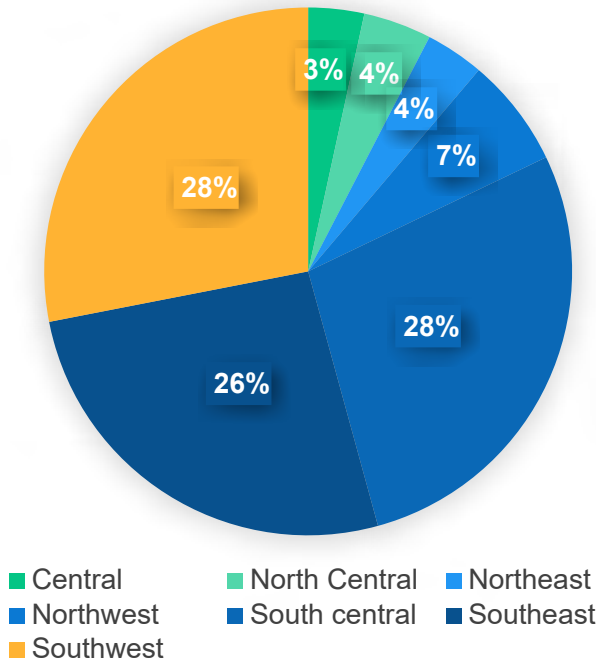
Privately Owned Vacant Land



Source: 2020 Dallas Appraisal District (DCAD)

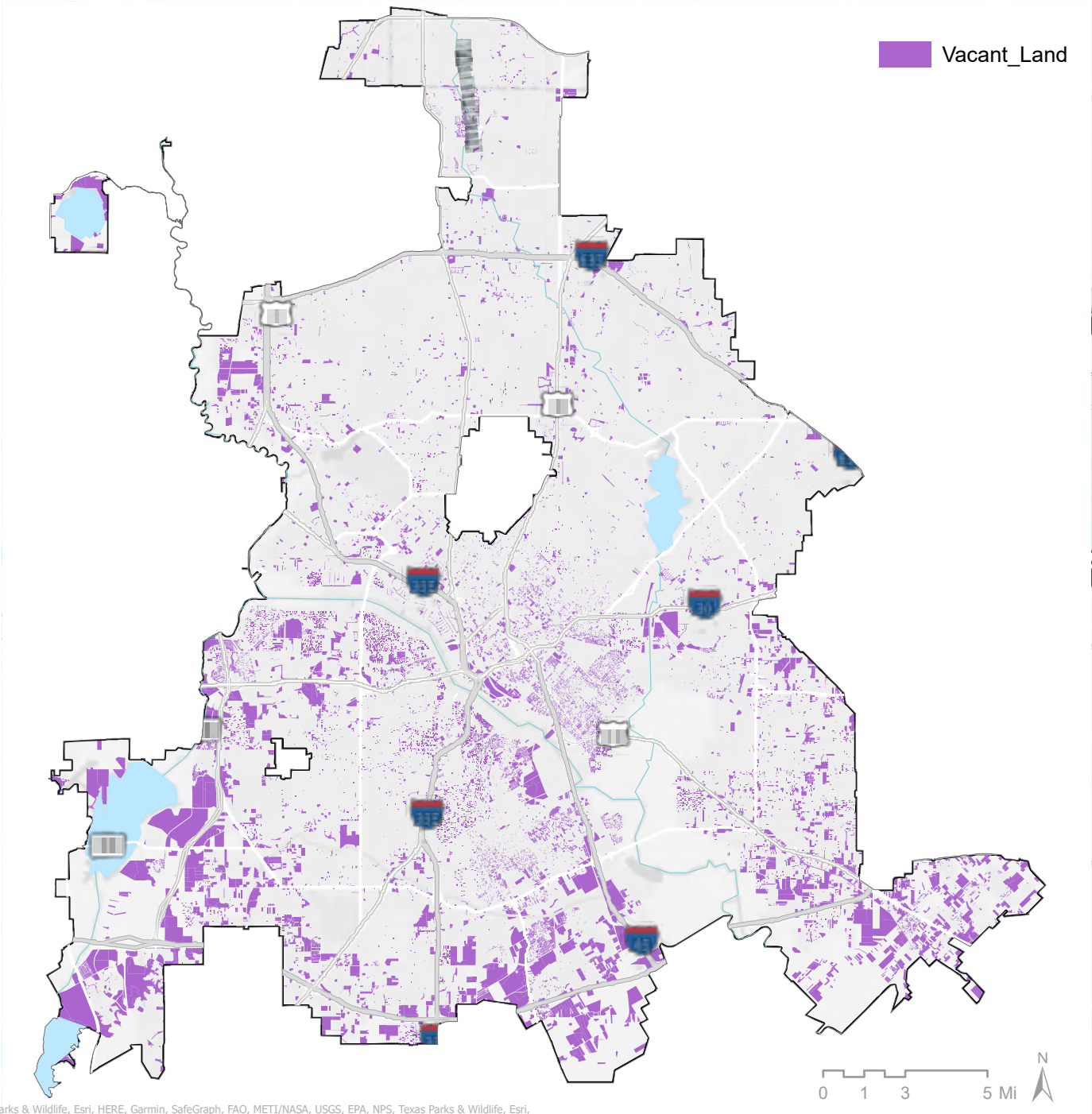
Figure 40: Privately Owned Vacant Land Use Distribution Chart

Vacant Land Distribution: Dallas Service Areas



Source: 2020 Dallas Appraisal District (DCAD)

Figure 41: Vacant Land Use Distribution by Service Areas



\*Texas Parks & Wildlife, Esri, HERE, Garmin, SafeGraph, FAO, METI/NASA, USGS, EPA, NPS, Texas Parks & Wildlife, Esri, HERE, Garmin, USGS, EPA, NPS, Esri, HERE, Garmin, USGS, EPA, NPS

Figure 39: Vacant Land-use Map

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Zoning

Zoning is a tool that cities use to regulate specific activities on properties and outline the development standards for those activities. A comprehensive land use plan guides zoning, but does not constitute, nor is it a replacement for, zoning. According to both City of Dallas’ Development Code and the Texas Local Government Code, a comprehensive plan serves merely as a guide for rezoning requests rather than as a mandatory restriction on the city’s authority to regulate land use. A comprehensive plan shall not constitute zoning regulations or establish zoning district boundaries.<sup>1,2</sup> While Comprehensive plans serve only as a guide for zoning, the plans are developed with extensive public input and are intended to let staff and elected officials know what the broader community desires when they are reviewing zoning and development applications.

In Texas, only cities have the authority to adopt zoning ordinances.<sup>3</sup> Counties do not have zoning authority, but they may enact certain development regulations to properties to receive approval for a building permit. Dallas’ development regulations are housed within its City Code, as adopted and amended in, Chapter 51, Dallas Development Code: Ordinance No. 10962, Chapter 51(A) Dallas Development Code: Ordinance No. 19455, and Chapter 51P, Dallas Development Code: Planned Development District Regulations.<sup>4</sup> These chapters govern fundamental land development criteria, such as the use of land, allowable size & scale of development, legal partitioning of land, and property signage, among other various development factors. The Development Code also determines where certain zoning districts may be applied to within the city.

Since the first Zoning Ordinance was adopted within Dallas in 1929, there have only been two (2) major updates to the city’s zoning code (1965 and 1987). Dallas has experienced a tremendous amount of a change since 1987, and development preferences and market trends have shifted significantly since the last update.

The way zoning is applied has also fundamentally changed. Historically, Dallas was regulated by permissive cumulative zoning policies. Cumulative zoning is a hierarchical approach to zoning that allows any use permitted in a particular zone, plus any other use that is considered less harmful or of lower impact. This system ranked uses based on a range of suitability, with single family getting the highest ranking to heavy industrial ranking the lowest. For example, this meant that a residential home could be built in an industrial zone, but residential zones did not permit industrial uses.

?

DID YOU KNOW

DALLAS' LAST MAJOR ZONING ORDINANCE CHANGE WAS OVER 35 YEARS AGO IN 1987.

1 City of Dallas. Dallas Development Code: Chapter 51(A). August 7, 2022. [https://codelibrary.amlegal.com/codes/dallas/latest/dallas\\_tx/0-0-0-27687](https://codelibrary.amlegal.com/codes/dallas/latest/dallas_tx/0-0-0-27687)  
2 State of Texas. Texas Local Government Code: Title 7, Chapter 213  
3 State of Texas. Texas Local Government Code: Title 7, Chapter 211, Regulation of Land Use, Structures, Businesses, and Related Activities  
4 City of Dallas, "Dallas City Code: Volume III". American Legal. August 7, 2022. [https://codelibrary.amlegal.com/codes/dallas/latest/dallas\\_tx/0-0-0-73673](https://codelibrary.amlegal.com/codes/dallas/latest/dallas_tx/0-0-0-73673).



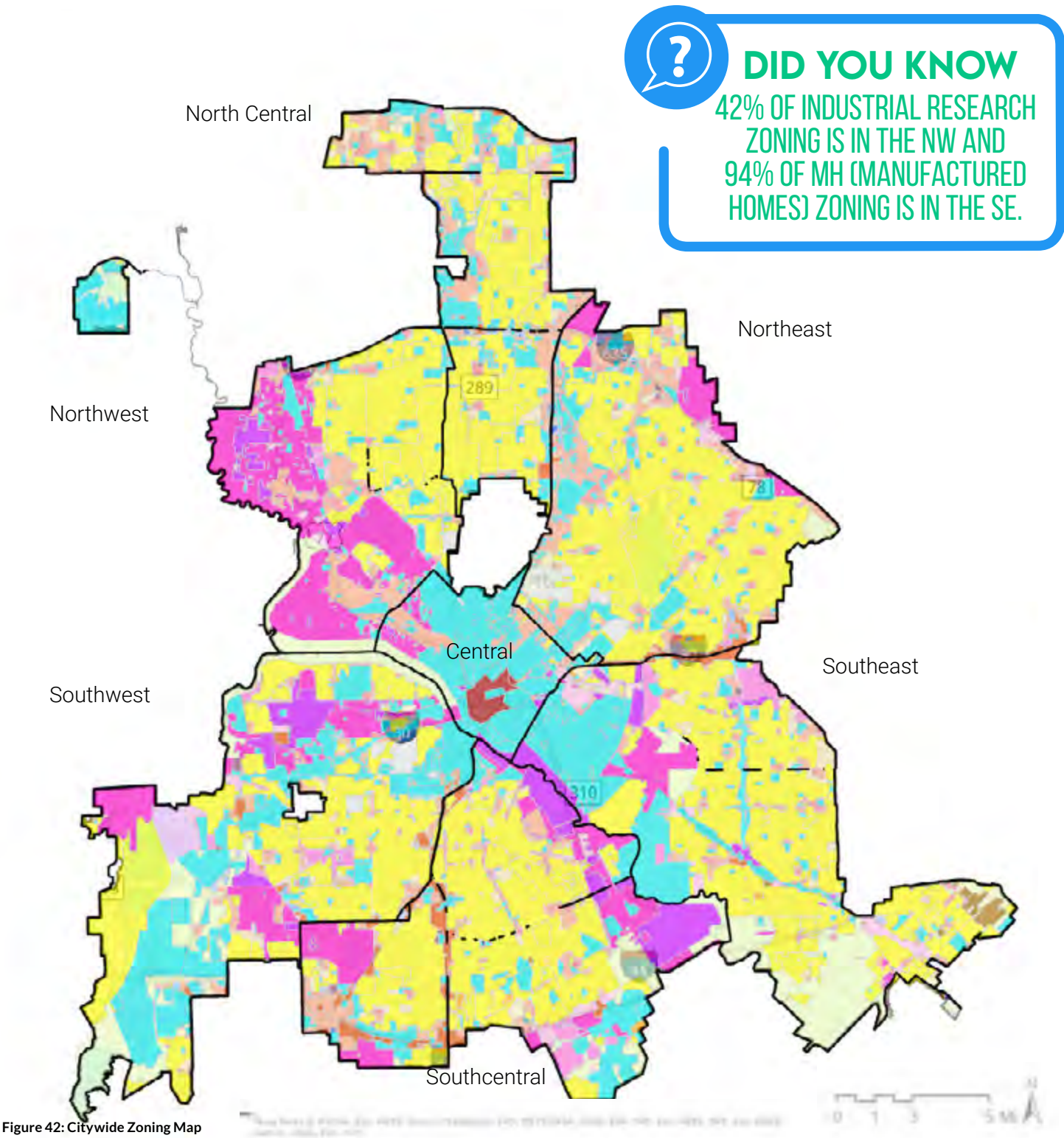
forwardDallas! 2006 identified a subsequent zoning ordinance update as one of its implementation steps, but this has yet to happen.



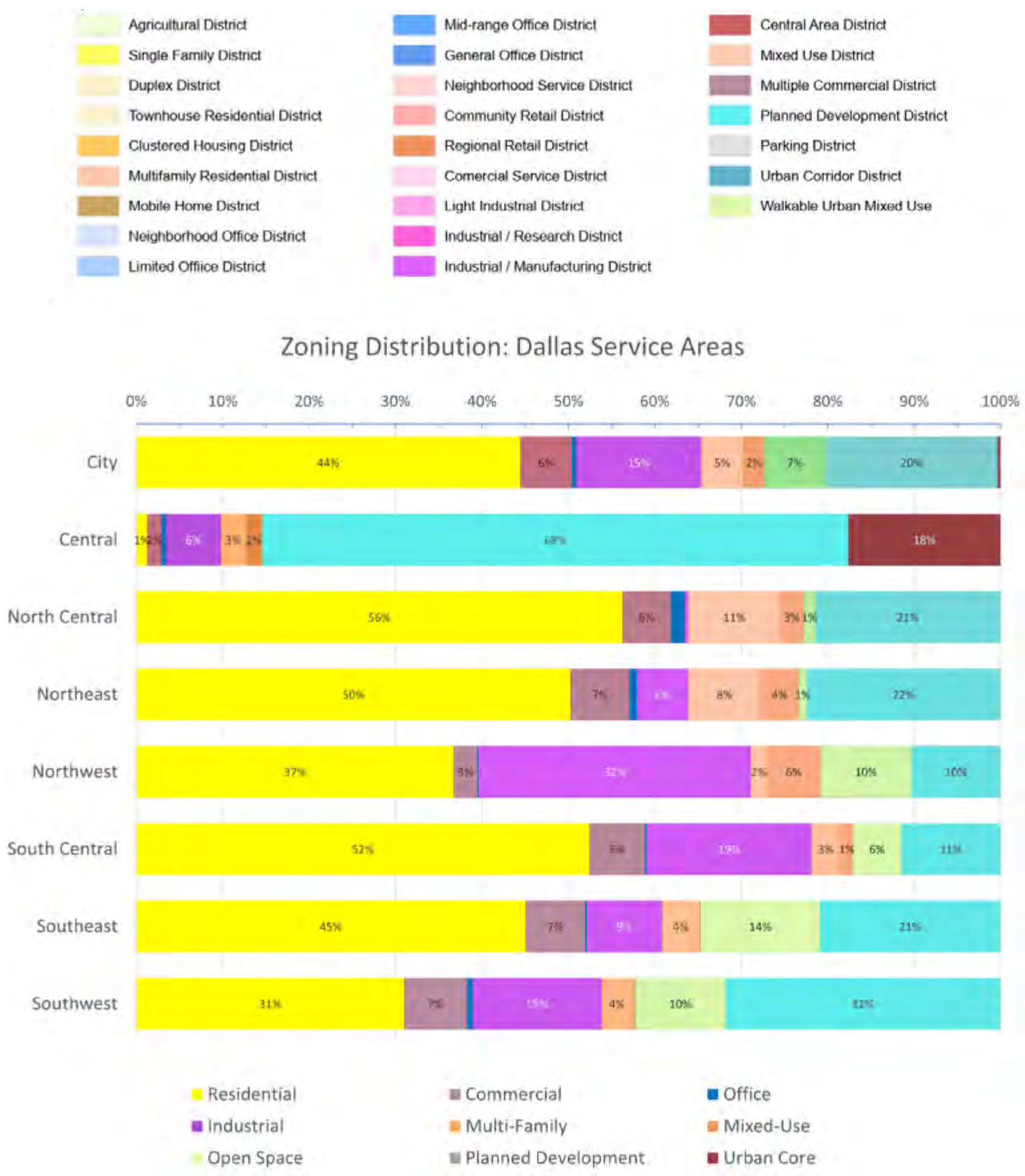
Dallas Citywide Zoning Map

The number of residential homes near industrial uses today is reflective of the ongoing impacts of Dallas' historic cumulative zoning (see Figures 42 and 43). This is particularly prominent in the southern and western portions of the City, where a history of racial segregation and unequal zoning practices have contributed to these environmental justice concerns

(see Chapter 4: Development Equity). Further adding to that challenge is that after land use plans have been adopted to address some of these issues and provide more proactive guidance for future development, follow-up zoning changes have not always occurred to bring zoning into consistency with the future land use vision.



Dallas Zoning Distribution, Citywide and Service Areas





Planned Development (PD) Districts

The purpose of Planned Development (PD) Districts is to provide flexibility in the planning and construction of development projects<sup>1</sup>. In Dallas, PDs can be created for a single lot or for many acres and are custom designed to permit or not permit various uses and unique design and development standards. In general, PDs allow developers to plan and develop a large area as a single entity, with the design flexibility to mix land uses, housing types, and densities, and to phase large developments over a number of years. PDs (and sub-PDs) cover over nineteen percent (19%) of Dallas’ land area and account for more than 1,600 different properties (see **Figure 44**). This level of nuance for so many different properties has led to a very complex review process, which has increased project review times, delays in projects, and poses challenges to establishing predictable development expectations for both developers and their neighbors. An added issue of this current practice is that the complexity of PDs often leads to applicants needing a land use attorney or professional consulting services to navigate the rezoning process. This has created equity concerns for development, especially in under-resourced areas and for small business owners.

The proliferation of customized Planned Development (PD) Districts is a result of the outdated zoning code not keeping pace with change. As a result, developers have adapted the code provisions to meet their needs, which has led to development via reactionary zoning changes.

**DID YOU KNOW**

DALLAS HAS OVER 1,000 UNIQUE PLANNED DEVELOPMENTS WITH CUSTOM ZONING REGULATIONS. THEY COVER MORE THAN 19% OF THE CITY.

1 City of Dallas, “Dallas City Code: Volume III”

Special Development Districts

Beyond the base criteria within zoning, Dallas has multiple other tools at its disposal to address the unique needs or characteristics of certain types of development. **Figure 45** highlights the areas where the city has dedicated special resources to conserve, preserve, or spur growth. These include the following:

- Tax Increment Financing Districts (TIFs)
- Public Improvement Districts (PIDs)
- Empowerment Zones
- Opportunity Zones
- Neighborhood Stabilization Districts
- Conservation Districts
- Local Historic Districts and Structures
- National Register of Historic Places

Planned Development Districts Map

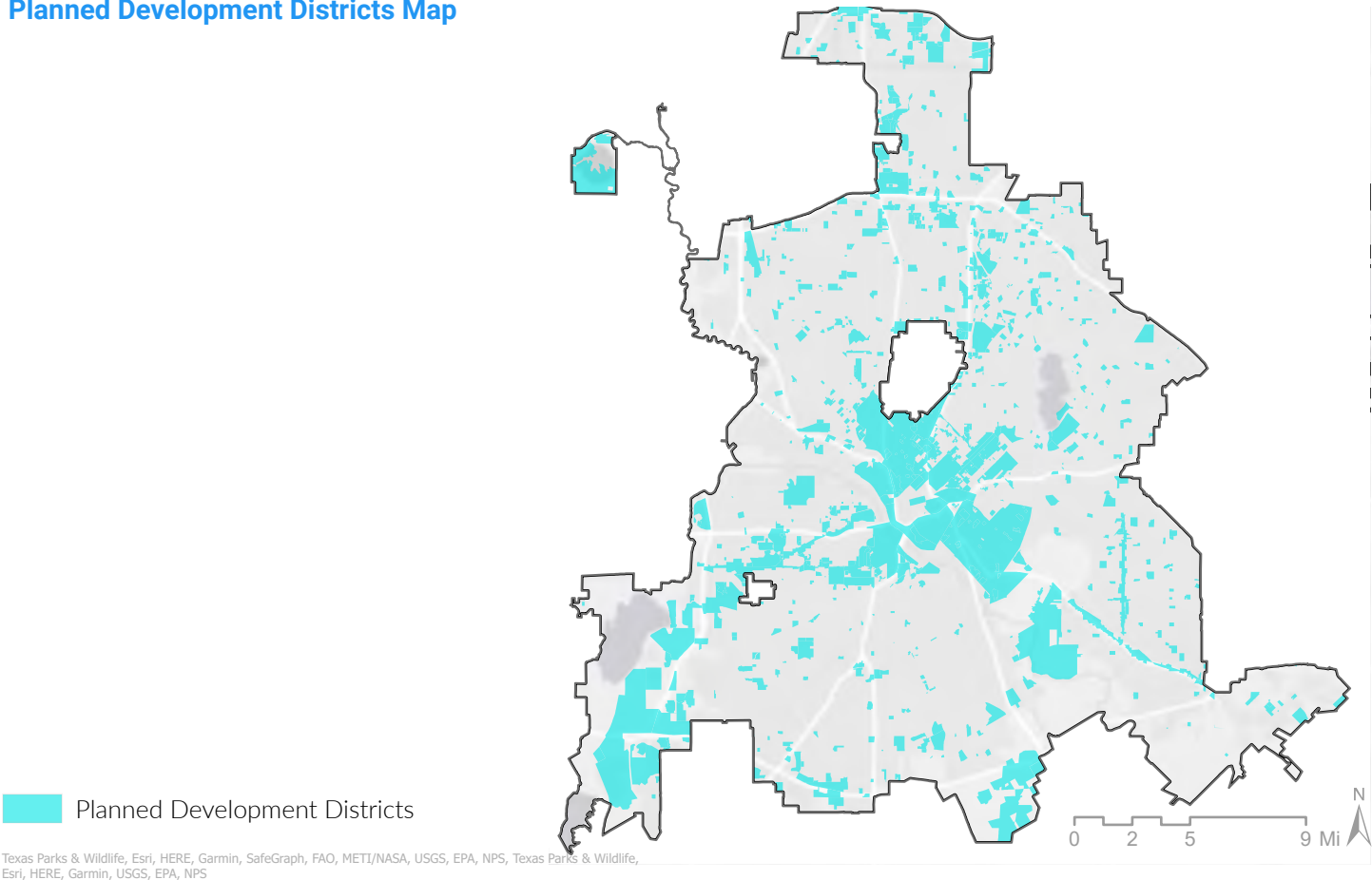


Figure 44: Planned Development Districts

Special Development Districts Map

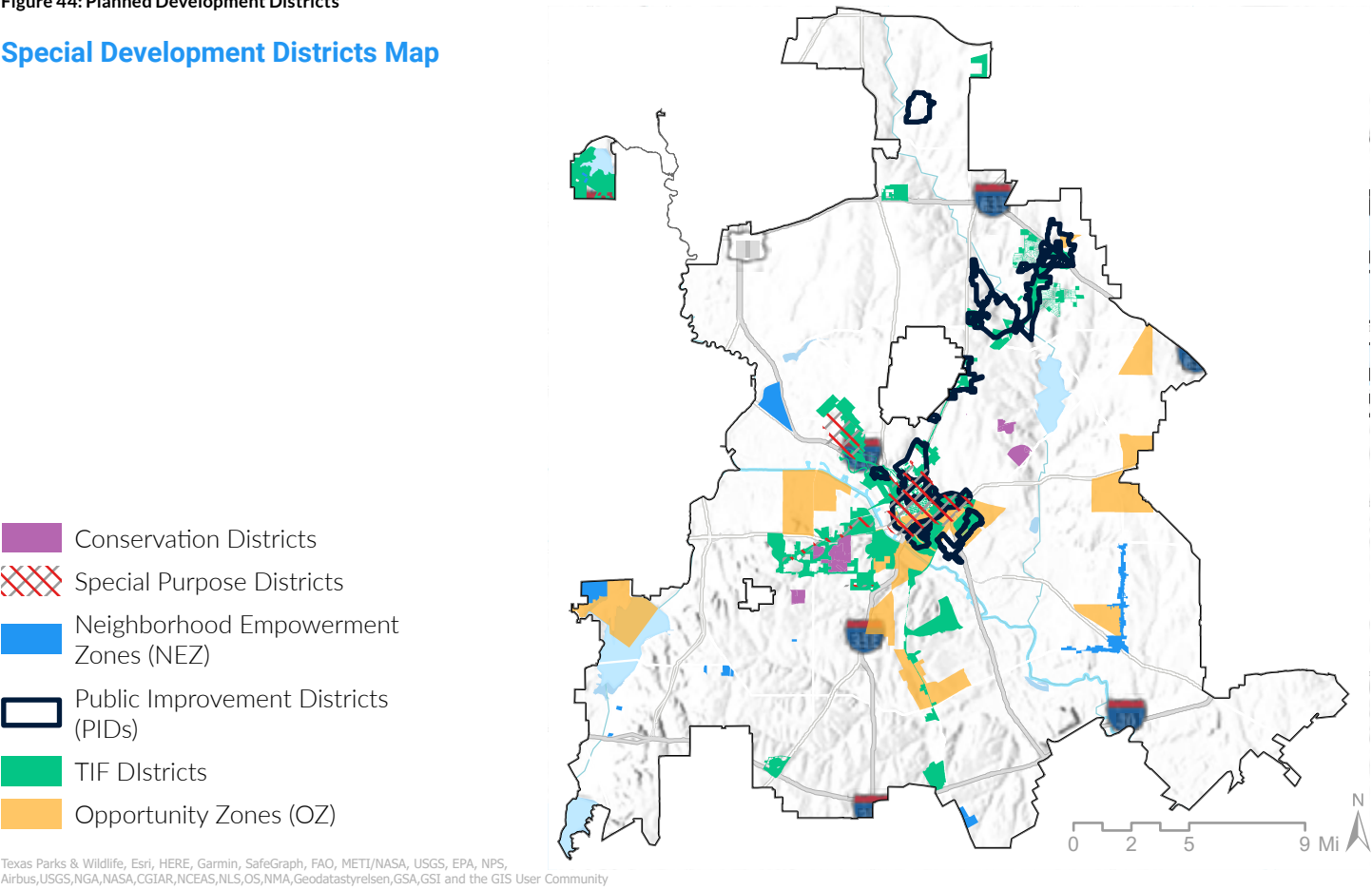


Figure 45: Special Development Districts Map



## STRENGTHS

- 1. **Planned Growth Vision:** Dallas has a clear vision for future land use that guides public investment in infrastructure, supporting a roadmap for sustainable growth.
- 2. **Diverse Land Use:** The city's existing land use is a testament to its historical growth and diversity, offering a wide range of residential, industrial, and recreational spaces.
- 3. **Public Engagement in Planning:** Comprehensive plans with extensive public input reflect community desires, ensuring that land use decisions align with the broader public interest.
- 4. **Innovative Use of Special Districts:** The implementation of various special development districts like TIFs and Opportunity Zones facilitates targeted economic growth and conservation.

## CHALLENGES

- 1. **Lack of a Formal Future Land Use Map:** Absence of an adopted future land use map complicates zoning consistency and land use predictability, hindering systematic development.
- 2. **Outdated Zoning Code:** Since the last major zoning code update in 1987, current policies may not fully reflect modern development preferences and market trends.
- 3. **Complexity of PDs:** Overuse of Planned Development districts has led to a complex rezoning process, creating equity concerns and hindering predictable and consistent development.
- 4. **Legacy of Racial Inequity in Zoning:** Dallas' land development reflects a history of racially motivated policies like redlining, leading to persistent segregation and unequal development across the city. There's a pressing need for policy reform to correct these historical injustices and ensure equitable land use.

## TRENDS

- 1. **Growth of Special Development Districts:** Special Development Districts like TIFs and PIDs show a trend towards focused development efforts to meet unique local needs.

## OPPORTUNITIES

- 1. **Strategic Development of Vacant Land:** The city's significant vacant land holdings offer opportunities for strategic commercial and residential development to boost economic vitality.
- 2. **Modernizing Zoning Regulations:** The update process presents an opportunity to modernize zoning codes to better reflect contemporary land use trends and simplify the development process.
- 3. **Enhanced Development Equity:** There's an opportunity to address equity concerns by simplifying the development process, especially for small business owners and under-resourced areas.

# KEY TAKEAWAYS LAND USE



# 4

Urban design shapes how places function, look, and feel in addition to how people use those places. It addresses how buildings and the spaces surrounding them work together to create an environment that is safe, beautiful, functional, and accessible for all. Developing a comprehensive set of urban design principles to inform future urban design guidelines will be part of the ForwardDallas Update process. To better understand the city’s current built environment and frame future discussions about urban design, this chapter outlines some of the most influential events and precedents behind Dallas’ built form.

## URBAN DESIGN & BUILT FORM



### HOUSING/BUILDING AGE

#### Housing/ Building Age Map

Dallas’ history of land development, acquisitions, and urban design policies has greatly molded the City’s built form during the last century (see **Figure 46**).

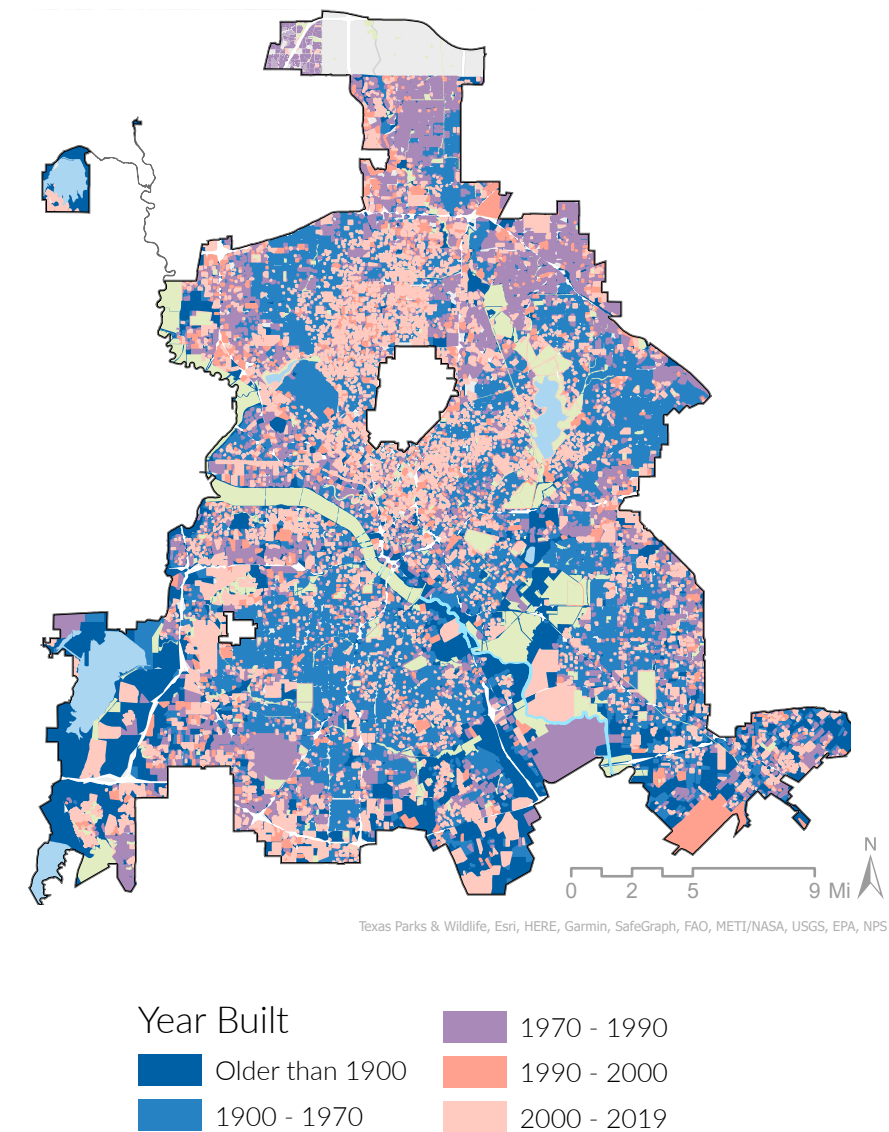


Figure 46: Housing/ Building Age Map



# DALLAS' DEVELOPMENT HISTORY



## TIMELINE

Figure 47: Dallas' Urban Design Development Timeline  
Final - September 2024

Dallas' Geographic Expansion

Dallas’ geographic growth was not only a result of land development, but also through the acquisition and integration of municipalities and communities into the city. Although over six hundred (600+) land acquisitions have occurred during the city’s history, this section looks at a select list of major of annexations, consolidations, and absorptions that amount to what we understand as Dallas’ current city limits (see Table 1). These three (3) land acquisition methods are defined below:

- **Annexation:** is a method of expanding and adding to the boundary of a jurisdiction’s territory. In Dallas, annexation was achieved through

two main methods: 1.) wholesale annexation of an incorporated area and 2.) “Strip” or piecemeal annexation. Until more recently, Texas annexation laws gave Dallas and other “home rule” municipalities the ability to annex land against the desires of residents within those communities.

- **Consolidation:** occurs when two (2) cities agree to merge through an election.
- **Absorption:** is simply the integration of a community into the City of Dallas due to the community being unincorporated and not needing a formal annexation process.<sup>1</sup>

<sup>1</sup> Dallas Historical Society. Legacies: A History Journal for Dallas and North Central Texas, Volume 14, Number 2, Fall, 2002, periodical, 2002; (https://texashistory.unt.edu/ark:/67531/metaph35097/. Accessed August 14, 2022. University of North Texas Libraries, The Portal to Texas History.

City of Dallas Select Major Land Acquisitions

#	Community / Area	Year	Land Acquisition Method
1	East Dallas	1889	Annexation
2	Hale	1890*	Absorption
3	Marsh	1900*	Absorption
4	Oak Cliff	1903	Annexation
5	Bachman	1903*	Absorption
6	Cedar Springs	1929	Annexation
7	Lisbon	1929 (June)	Annexation
8	Calhoun (Fisher)	1930s	Absorption
9	Vickery	1945 (March)	Annexation
10	Preston Hollow	1945 (April)	Consolidation
11	Reinhardt	1945 (May)	Annexation
12	Honey Springs	1946 (December)	Annexation
13	Bonton	1950s*	Absorption
14	Cement City	1951	Absorption
15	Lake June	1952 (January)	Annexation
16	Pleasant Grove	1954	Annexation
17	Joppa	1955	Absorption
18	Hamilton Park	1954*	Annexation
19	Eagle Ford	1956	Annexation
20	Wheatland	1956*	Absorption
21	Little Egypt	1960s	Absorption
22	Letot	1960s*	Absorption
23	Lake Ray Hubbard	1963	Annexation
24	Fruitdale [Acres]	1964 (October)	Annexation
25	Kleberg	1978 (April)	Consolidation
26	Rylie	1978*	Absorption
27	Renner	1977	Consolidation
28	Audelia	1980s	Absorption
29	Alpha	1980s*	Absorption
30	Scyene	1980s*	Absorption

\* Pending Verification

Table 1: Dallas Select Major Land Acquisitions  
Final - September 2024

Dallas’ greatest period of land growth occurred immediately after World War II (post 1945). From 1945 to 1960, the city grew from 50.6 to 283.3 square miles. For comparison, during the war years (1939 – 1945), the city grew an estimated 40 square miles. **Figure 48** show the major communities that were acquired and added into Dallas city boundaries.

City Limits Growth History

- 1 City Bounds - 1855
- 2 City Bounds - 1875
- 3 City Bounds - 1900
- 4 City Bounds - 1920
- 5 City Bounds - 1940
- 6 City Bounds - 1960
- 7 City Bounds - 1980
- 8 City Bounds - 2000

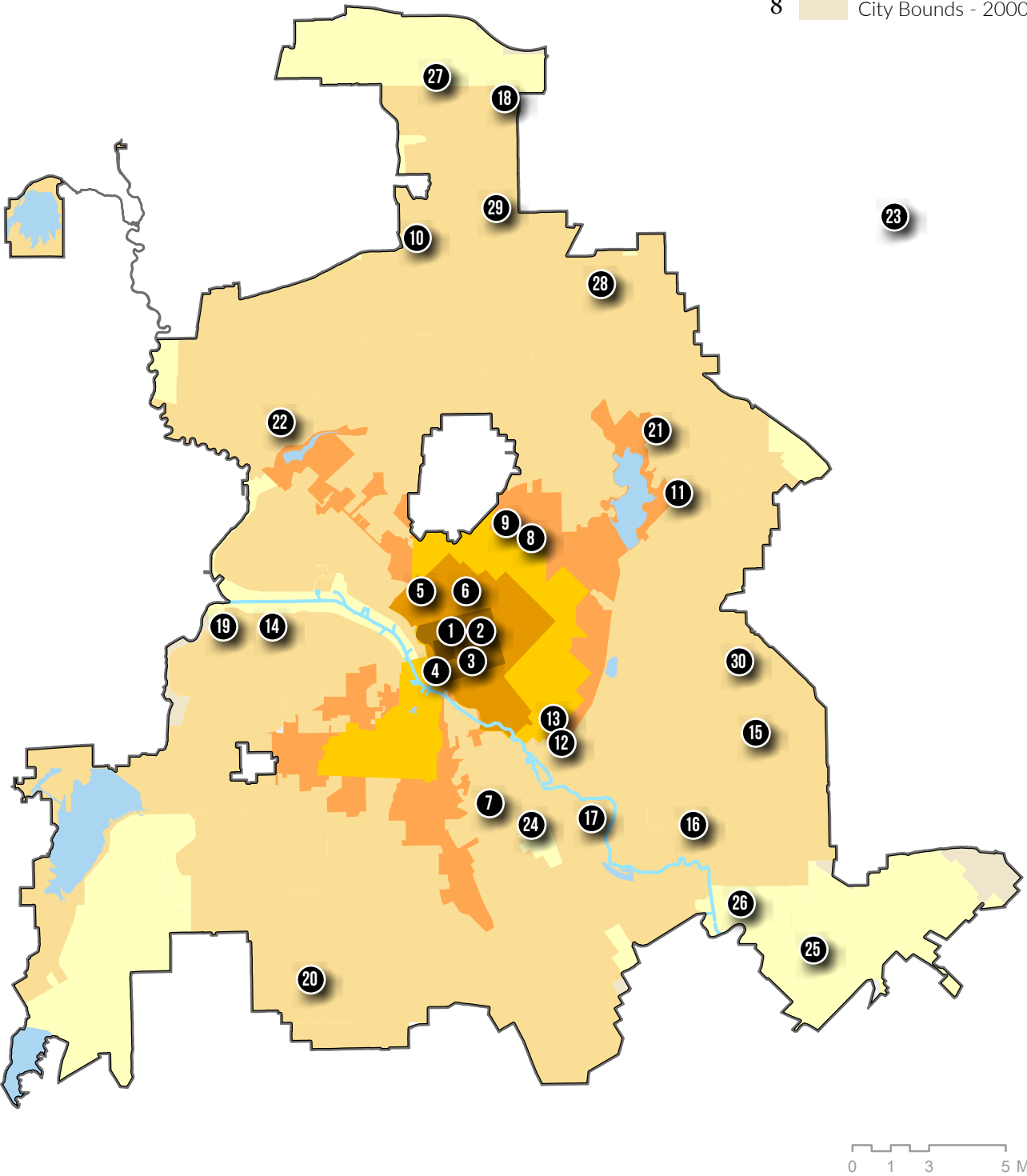


Figure 48: City Limits Growth Map  
Final - September 2024





## Urban Design Principles

The ForwardDallas Update will incorporate urban design guidance into its land use policies to provide another layer of direction for decision makers. The implementation of urban design principles within the city is largely achieved through a handful of policies, precedents, and projects that provide guidance and best practices for practitioners and stewards of the urban realm, but a comprehensive or citywide set of guidelines does not exist. This section elaborates on the city's current mechanisms in attempt to understand the breadth of policies that currently exist and what opportunities exist to strengthen urban design policies during this planning process.

### Urban Design Element (forwardDallas! 2006)

The Urban Design Element of forwardDallas! 2006 serves as the overarching policy guidance, providing a comprehensive definition and understanding of urban design throughout the city. The element identifies three (3) main goals for urban design in Dallas, each of which identified a series of policy items and subsequent implementation measures.

- Promote a Sense of Place, Safety, and Walkability
- Strengthen Neighborhood and Community Identity
- Establish Walk-to Convenience

Although the Urban Design Element has worked to serve as a guide for urban design action and implementation through Dallas during the last sixteen years, the Element failed to provide a set of guiding urban design principles for Dallas. Additionally, of the forty (40) action items outlined in the Element, only seven (7) have been substantially completed, with only twelve (12) being partially completed. While the the three (3) main goals and additional policy recommendations and action items should serve as a starting point for urban design in the ForwardDallas Update, a more refined approach will be needed to be successful over time.

## Urban Design Tools

In addition to the guidance provided in forwardDallas!2006, the City also has several design tools at its disposal that help shape Dallas' built and natural environments.

### Urban Form-based Districts

Urban Form-based Districts, found in Article XIII within Chapter 51(A) of the City's development code, are a set of form-based zoning categories that serve as an implementation tool for forwardDallas! 2006. Form-based zoning differs from the typical Euclidean zoning common within the city and the country in that rather than relying on separating uses or activities from each other, the organizing principle for the code uses physical form to foster predictable built results. Form-based code addresses the relationship between building facades and the public realm, the form and mass of buildings in relation to one another, and the scale and types of streets and blocks. The purpose of these urban form districts is to create walkable urban neighborhoods where higher density mixed uses and mixed-housing types promote less dependence on the automobile. They are also intended to help transition successfully to existing neighborhoods<sup>1</sup>.

<sup>1</sup> City of Dallas. Chapter 51 (A) Article XIII: Form Districts. <https://dallascityhall.com/departments/sustainabledevelopment/planning/DCH%20Documents/form%20districts/ArticleXIII-FormDistricts.original.pdf>



**Urban Design Peer Review Panel**

The Urban Design Peer Review Panel (UDPRP) formed in 2013, is comprised of local design, planning, and engineering professionals who provide urban design advice to city staff, Tax Increment Financing District (TIF) Boards, City Plan Commission, and City Council for upcoming new development projects. The panel's role is to provide ongoing urban design review at key stages through project development and engineering to facilitate a desirable urban design outcome. The role of UDPRP also includes the following:

- Ensure the goals of forwardDallas 2006!, TIF Design Guidelines, and other policies are met within in the context of urban design
- Ensure that new buildings and public spaces demonstrate a high level of design, fit well within their context, contribute to Dallas' economic success, and contribute to Dallas' competitive advantage and the quality of life for its citizens
- Support creative design responses in new development
- Foster an effective working relationship with the development community
- Broaden public discussion about design

**Urban Transit Design Guidelines**

The Urban Transit Design Guidelines, adopted in 2017, are intended to provide policy level design guidance for the development of at-grade and below-grade, DART-operated transit corridors and stations in and around Downtown Dallas. Though non-prescriptive in nature, the guidelines establish expectations for the quality of the urban environment in the vicinity of the transit corridors, based on best practices. The review process associated with the Urban Transit Design Guidelines is integrated into DART's project development process by introducing a series of reviews by the City of Dallas' UDPRP.

**TIF Design Guidelines**

As part of the City of Dallas' Tax Increment Finance Districts (TIF) Program, all projects located in TIF districts are held to a higher standard of urban design critique. These reviews can be public or private projects and are managed by the UDPRP. The guidelines that drive their decision making were developed and based off urban design best practices. These programs reflect the City's effort to promote added property value through development that contributes to a pedestrian-friendly, human-scaled environment, that utilizes high quality materials and creates unique urban places.

**Complete Street Design Manual**

The Complete Streets Manual was adopted by the Dallas City Council in January of 2016. Through the Department of Transportation, the City has established this manual to improve how streets are designed and built, and aims to ensure safety and comfort for everyone. This includes travelers of any age, ability, or ridership. Complete Streets considers the entire space between the building facades on each side of the road. This initiative aims for a phased transformation of Dallas' street network through a combination of public street improvements and incremental private developments. Any roadway improvements related to adjacent development are subject to these design criteria. Many of the recommendations in this manual were incorporated in the 2019 update of the City of Dallas Street Design Manual, which is listed in Sec. 51A-8.601 of the City's Development Code.





# STRENGTHS

- 1. **Historic Urban Planning:** The city's rich history of urban design, marked by significant plans such as the Kessler Plan and Bartholomew's master plan, has shaped the city's infrastructure and cultural landmarks.
- 2. **Commitment to Preservation:** Efforts led by individuals such as Weiming Lu and initiatives such as the Urban Design Peer Review Panel reflect a strong commitment to preserving and enhancing Dallas's unique urban character.
- 3. **Design-Conscious Growth:** The establishment of the CityDesign Studio and the Planning & Urban Design Department shows Dallas's dedication to promoting livability and thoughtful city design.
- 4. **Transit-Oriented Development:** Adoption of Urban Transit Design Guidelines reflects an emphasis on transit-oriented development, positioning Dallas as forward-thinking in urban mobility.

# CHALLENGES

- 1. **Incomplete Urban Design Goals:** Of the forty action items outlined in the Urban Design Element of forwardDallas! 2006, only a minority has been completed, indicating a gap between policy goals and implementation.
- 2. **Inequitable Urban Evolution:** The city's practices, particularly the use of redlining, freeway construction dividing communities, and zoning categories that co-located industry and communities of color, calls for intentional zoning and urban design that rectifies past injustices
- 3. **Complex Zoning Processes:** The reliance on Planned Development Districts indicates a complex zoning landscape that could benefit from simplification to foster more equitable development.
- 4. **Lag in Policy Adaptation:** Urban design policies have not always kept pace with the rapid changes in societal needs and technological advancements, necessitating periodic updates.

# TRENDS

- 1. **Shift Toward Mixed-Use Development:** Form-based zoning and urban form districts aim to create walkable, mixed-use neighborhoods, reflecting a trend towards less car dependency and more sustainable urban living.
- 2. **Increased Design Review and Quality Expectations:** The Urban Design Peer Review Panel and TIF Design Guidelines represent a trend toward higher urban design standards and public space quality.
- 3. **Focus on Transit-Oriented Design:** The Urban Transit Design Guidelines suggest a move towards integrating transportation infrastructure with urban design to improve overall city connectivity and accessibility.
- 4. **Design for Walkability and Safety:** There is an ongoing trend to prioritize walkability and safety in urban design, aiming to create spaces that are accessible and enjoyable for all residents.

# OPPORTUNITIES

- 1. **Urban Design Policy Enhancement:** The ForwardDallas Update presents an opportunity to refine urban design policies, ensuring they are comprehensive and effectively guide future developments.
- 2. **Comprehensive Street Improvement:** The Complete Streets Manual and related initiatives offer a chance to transform Dallas' streets into safer, more inclusive, and versatile public spaces.
- 3. **Community-Centric Design Approaches:** There is an opportunity to employ urban design as a tool to strengthen community identity and promote inclusivity, addressing historical design inequities.
- 4. **Integration of Green Infrastructure:** Urban design principles can be applied to integrate green infrastructure, enhancing environmental sustainability and resilience against climate change impacts.







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

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

# DEVELOPMENT EQUITY & POLICIES

## Defining Equity in Land Use

Land use impacts many aspects of social, economic, and environmental matters impacting our day-to-day lives. Understanding how the City defines land use and equity will be critical in providing a baseline comprehension for how land use equity can and should be achieved through the development of this plan.

### Equity Definition

“Equity means that each person has the resources and services necessary to thrive in each person’s own unique identities, circumstances, and histories...[and] focuses on eliminating disparities while improving outcomes for all. Racial equity is a situation that is achieved when people are thriving and neither race nor ethnicity statistically dictates, determines, or predicts one’s social outcome or ability to thrive...”

- The City of Dallas’ Office of Equity and Inclusion<sup>1</sup>

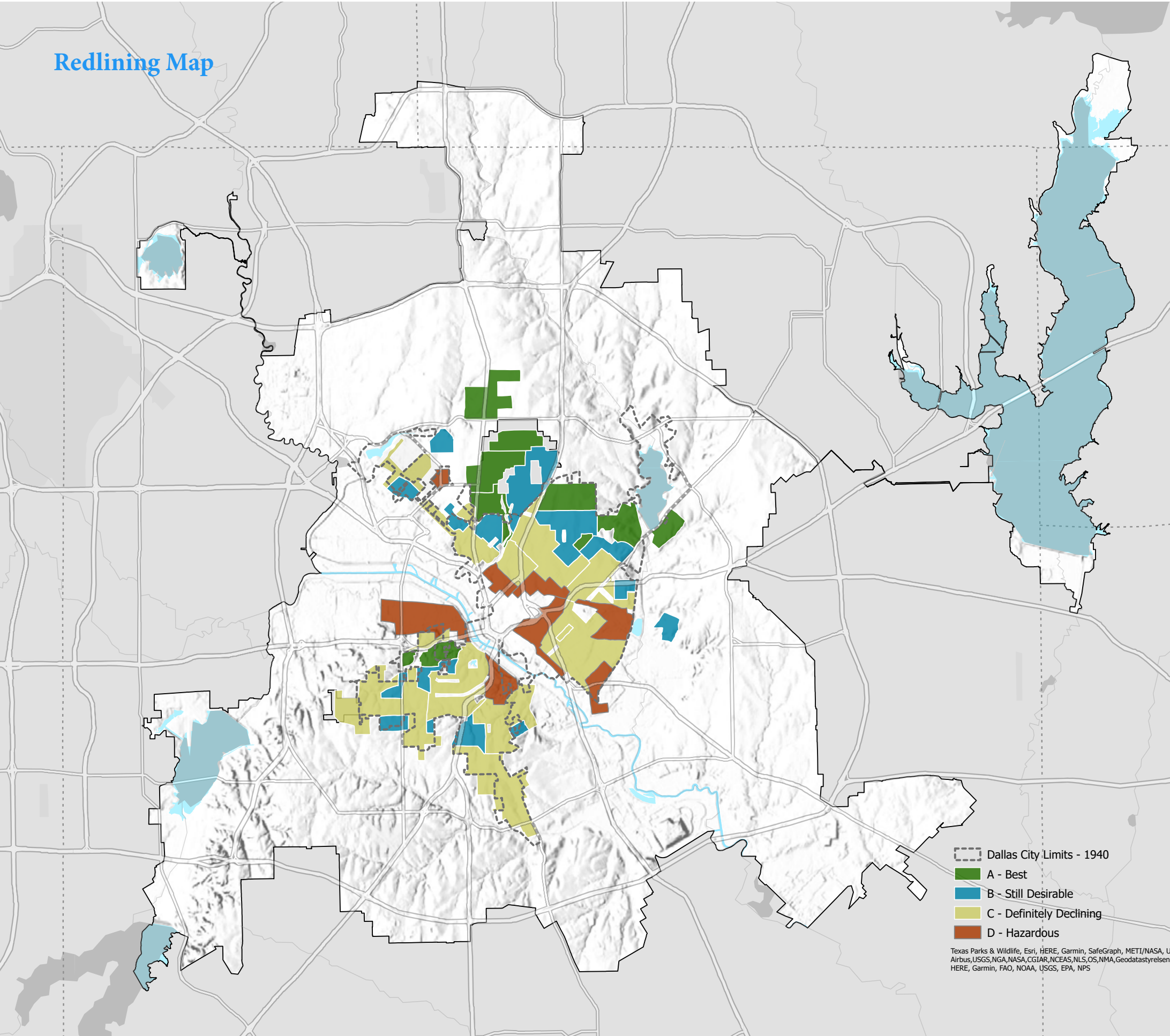
“...[P]eople are still marginalized, including based on gender, sexual orientation, ability and age, to name but a few. Focusing on racial equity provides the opportunity to introduce a framework, tools and resources that can also be applied to other areas of marginalization.”

The ForwardDallas Update aims to avoid the failures of the past as it moves toward advancing equitable land use policies related to environmental justice, sustainability, investments in disinvested areas, addressing displacement, and encouraging complete and healthy neighborhoods.

- Government Alliance on Race & Equity<sup>2</sup>

<sup>1</sup> City of Dallas Office of Equity and Inclusion. “Equity Division”. August 2022. <https://dallascityhall.com/departments/office-of-equity-and-inclusion/Equity/Pages/default.aspx>

<sup>2</sup> Government Alliance on Race & Equity. “Why Lead With Race”. August 2022. <https://www.racialequityalliance.org/about/our-approach/race/>



- - - Dallas City Limits - 1940  
 A - Best  
 B - Still Desirable  
 C - Definitely Declining  
 D - Hazardous

Texas Parks & Wildlife, Esri, HERE, Garmin, SafeGraph, METI/NASA, USGS, EPA, NPS, USDA, Airbus, USGS, NGA, NASA, CGIAR, NCEAS, NLS, OS, NMA, Geodatastyrelsen, GSA, GSI and the GIS User Community, Texas Parks & Wildlife, Esri, HERE, Garmin, FAO, NOAA, USGS, EPA, NPS

In its earliest application, zoning in the United States was intended to protect single-family neighborhoods from the encroachment of common nuisances and uses such as polluting industries. Although Dallas adopted its first official zoning code in 1929, overt and discreet racist land use policies preceded its adoption.

Post-adoption, policies codified and “baked” in these inequities. Throughout the Twentieth Century, race-based land use policies such as racial covenants and exclusionary zoning reinforced racial divisions in Dallas. From subtle requirements such as minimum lot and house sizes to explicit practices such as specifying minimum dollar values, these tools have excluded lower-income residents and preserved community homogeneity.

Federal policies such as redlining (see Figure 49) intentionally denied mortgages and insurance to certain geographic areas based largely on racial demographics. The Underwriting Manual of the Federal Housing Administration recommended that highways be used to separate communities by race and ethnicity (which was enacted into legislation in the Federal-Aid Highway Act of 1956). This practice manifested itself in local land use policies, resulting in severe disinvestment from many neighborhoods in Dallas.

The impacts of redlining can also be seen in city's current land-use, environment, and infrastructure networks. Analysis of these impacts will be expounded upon in later chapters of this report.

# REDLINING



Figure 49: Redlining Map of Dallas



# LAND-USE EQUITY

This section outlines some of the key historical milestones of how land use equity in Dallas was either curtailed or advanced by certain policies, tools, or events within the city or throughout the country (see Figure 50 and 51). A number of these events directly led to the segregation of people based on racial, ethnic, and socioeconomic demographics. Other events had an indirect effect but were supported by other discriminatory incidents that magnified or cemented land use inequities for certain communities.

1839-1855

Early Settlement and Removal of Native Americans

1907

City Charter

1909

Kessler Plan

1921

Dallas Passes One-Race Neighborhoods Law

1926

Kessler Plan Association upholds segregation

1926

Ambler Realty Co v. Village of Euclid

1927

The Ulrickson Plan

1929

Dallas 1st Zoning Ordinance

1937

HOLC Redlining Maps: Dallas

## TIMELINE

Between the time John Neely Bryan first surveyed the Dallas area in 1839 looking for a good trading post to serve Native Americans and settlers and the time he returned from visiting his Arkansas home in 1941, a treaty was signed removing all Native Americans from Northern Texas. This removal was likely the genocide of the tribes in the area by state and federal leadership such as President Lamar of the Republic of Texas who declared an “exterminating war” on Native Americans.

The segregation of races section existed and operated in the City of Dallas charter from 1907 to 1968. The section explicitly targeted “all persons of African descent”.

Dallas’ managed-growth plan from 1910 through the 1930s was authored by St. Louis planner George E. Kessler. The Kessler Plan Association (originally known as the City Plan and Improvement League) was established by Dallas Chamber of Commerce to help implement the plan.

City leaders passed the 1921 segregation law after the Texas Supreme Court struck down a similar city law, passed by referendum in 1916, which allowed for residential segregation by officially designating Dallas neighborhoods as white, black, or open. In turn, “neighborhoods already occupied by one race would be closed to others.”

The Kessler Plan Association, which guided an effort known as City Beautiful to develop Dallas, said in 1926 that “whites who have bought homes are entitled to protection from encroachment of Negroes moving into the neighborhood.”

Federal case that provided legal support for the segregation of land, usages, and people in neighborhoods and cities. This case set the precedent for states to use zoning ordinances as policing powers to enforce land use.

An ambitious nine-year capital budget program calling for the issuance of \$23,900,000 in bonds to finance a variety of public works projects in the City of Dallas. In addition to the levee and Trinity re-channeling program, the Committee’s greatest achievements were a system of viaducts or bridges across the Trinity and a “Central Boulevard” which materialized 20 years later as Central Expressway.

New ordinance for the City of Dallas, outlining the zoning plans for areas of the city as part of the Kessler Plan. It includes a map that notes tentative zones for residential, business, and industry areas throughout the city.

The Federal Agency named the Home Owners’ Loan Corporation (HOLC) created “Residential Security” maps of major American cities that documented how loan officers, appraisers, and real-estate professionals evaluated mortgage lending risk during the era immediately before the surge of suburbanization in the 1950s. Neighborhoods considered high risk or “hazardous” were often “redlined” by lending institutions, denying them access to capital investment which could improve the housing and economic opportunity of residents.

Figure 50: Development Equity Land Use Timeline



# LAND-USE EQUITY



Figure 51: Development Equity Land Use Timeline (continued)



Land Use Equity in Dallas Today

The negative effects of past land use planning and zoning policies can be observed in Dallas today, especially for low-income and neighborhoods of color. This section provides a snapshot of how these decisions and actions continue to impact residents today, from issues such as land use incompatibilities to poor accessibility to services and amenities. The purpose of this section is to understand how and where the ForwardDallas Update should focus future land use recommendations to help alleviate the inequities caused by prior policies and how to prevent similar policies from manifesting in the future.

Racially Ethnic Concentrated Areas of Poverty (R/ECAP) Analysis

Most US cities have developed pockets of poverty concentrated in marginalized and BIPOC communities. In Dallas, land use has played a significant role in establishing these concentrations. According to U.S. Department of Housing and Urban Development (HUD), a Racially / Ethnic Concentrated Areas of Poverty (R/ECAP) is a census tract in which more than 40 percent of the residents have incomes less than the Federal poverty level and more than 50 percent of the residents of the census tract are people of color . Dallas’ R/ECAPs can be shown in (see Figure 52).

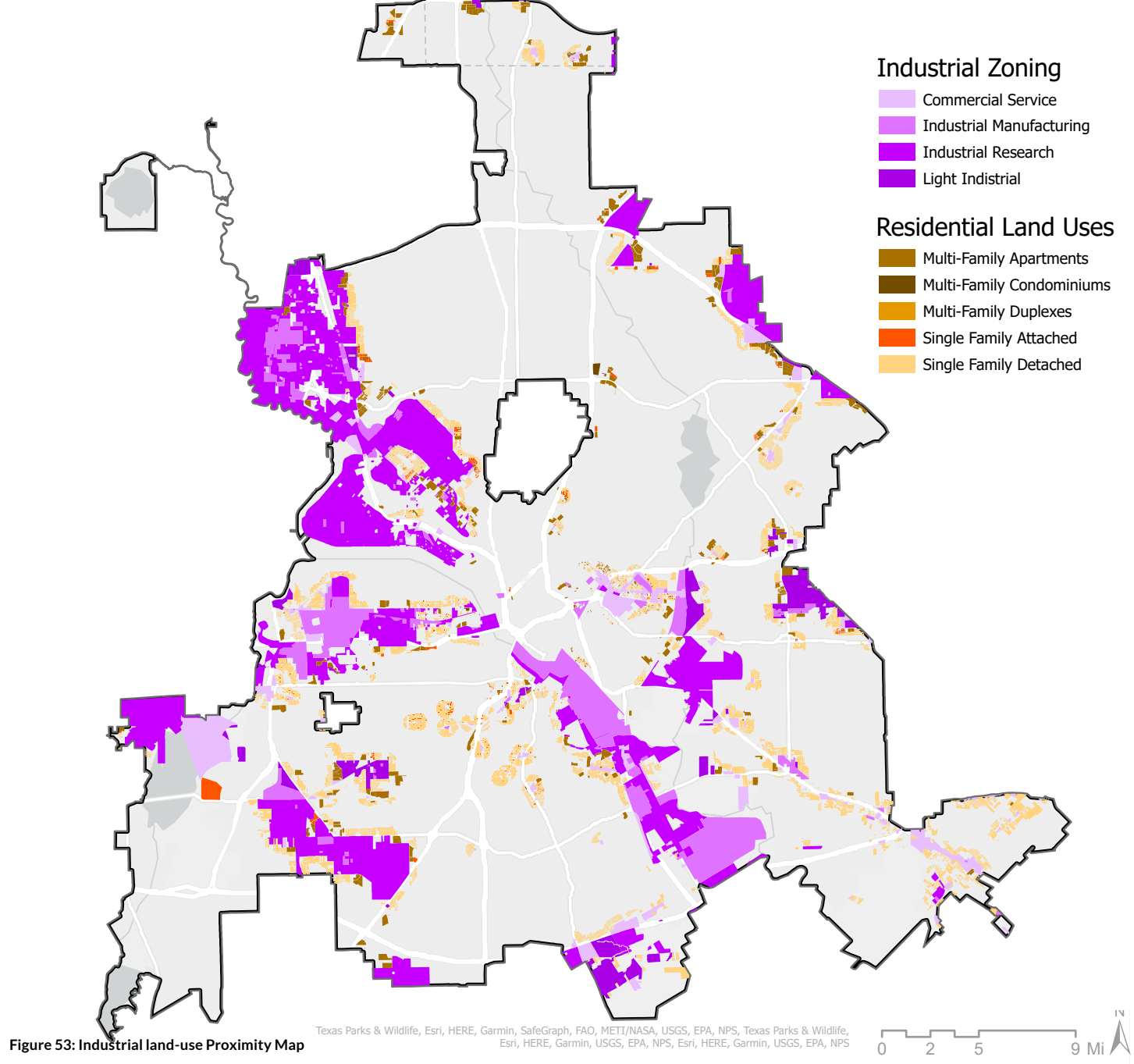
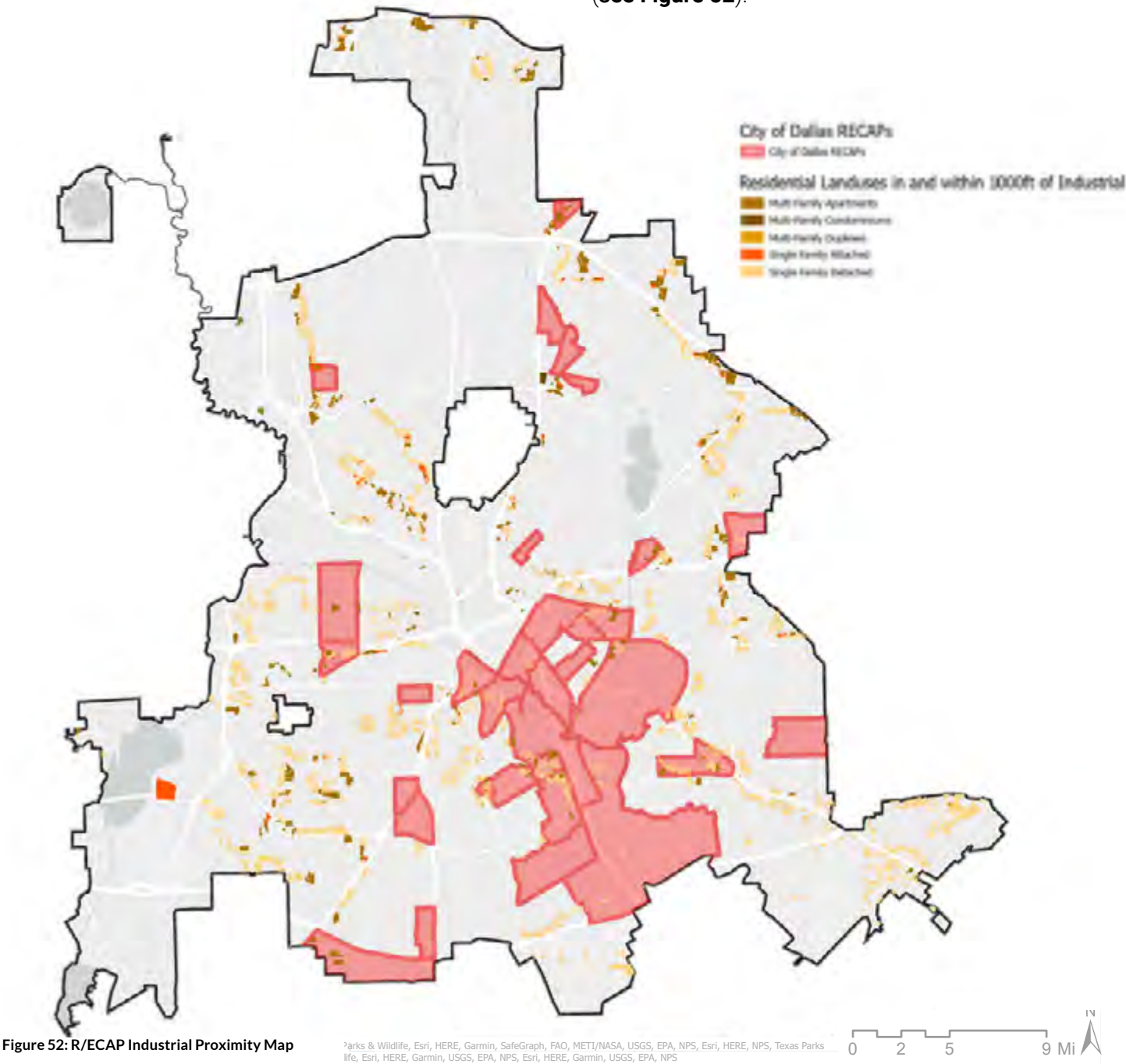
Environmental Justice

Residential Proximity to Industrial Analysis

Inequitable land use controls have long precipitated the concentration of environmental hazards such as hazardous waste facilities, heavy industrial uses, and other polluting facilities in communities of color and low-income communities. To understand heavy industrial and residential proximity, an investigation of residential land uses and zoning around heavy industrial zoning (CS, IR, IM) and R/ECAP zones was conducted (see Figure 53).

The determination of safe distance from industries depends on various factors such as type of industry, amount of toxins produced, wind direction and other safety hazards. For this study, any residential land-use within 1000 ft buffer of heavy industrial zoning was researched.

The City of Dallas has nearly 70,000 acres of residential land (32% of city land) of which almost 10,700 acres (5%) is within 1000 ft buffer of an industrial zoned district. Almost half of the R/ECAP areas is within the buffer indicating that communities of color were disproportionately impacted.



Social Vulnerability Index

Social vulnerability refers to the potential negative effects on communities caused by external stresses on human health. Such stresses include natural or human-caused disasters or disease outbreaks. Very often, a poorly developed urban planning process leads to the changing of more natural land surfaces into artificial ones planned for human activities, therefore increasing social vulnerability.

The evaluation of the land use change process is important in order to ensure a sustainable development of urban areas and to increase the resilience of territories and communities.

The Center for Disease Control (CDC) analyzes 15 social factors, including employment status, minority status, disability, education, poverty, and housing conditions and identifies communities that will need the support in case of a hazardous event. The vulnerability is measure on a census tract level and given a score between 0 and 1, with 1 indicating the highest vulnerability (see Figure 54).

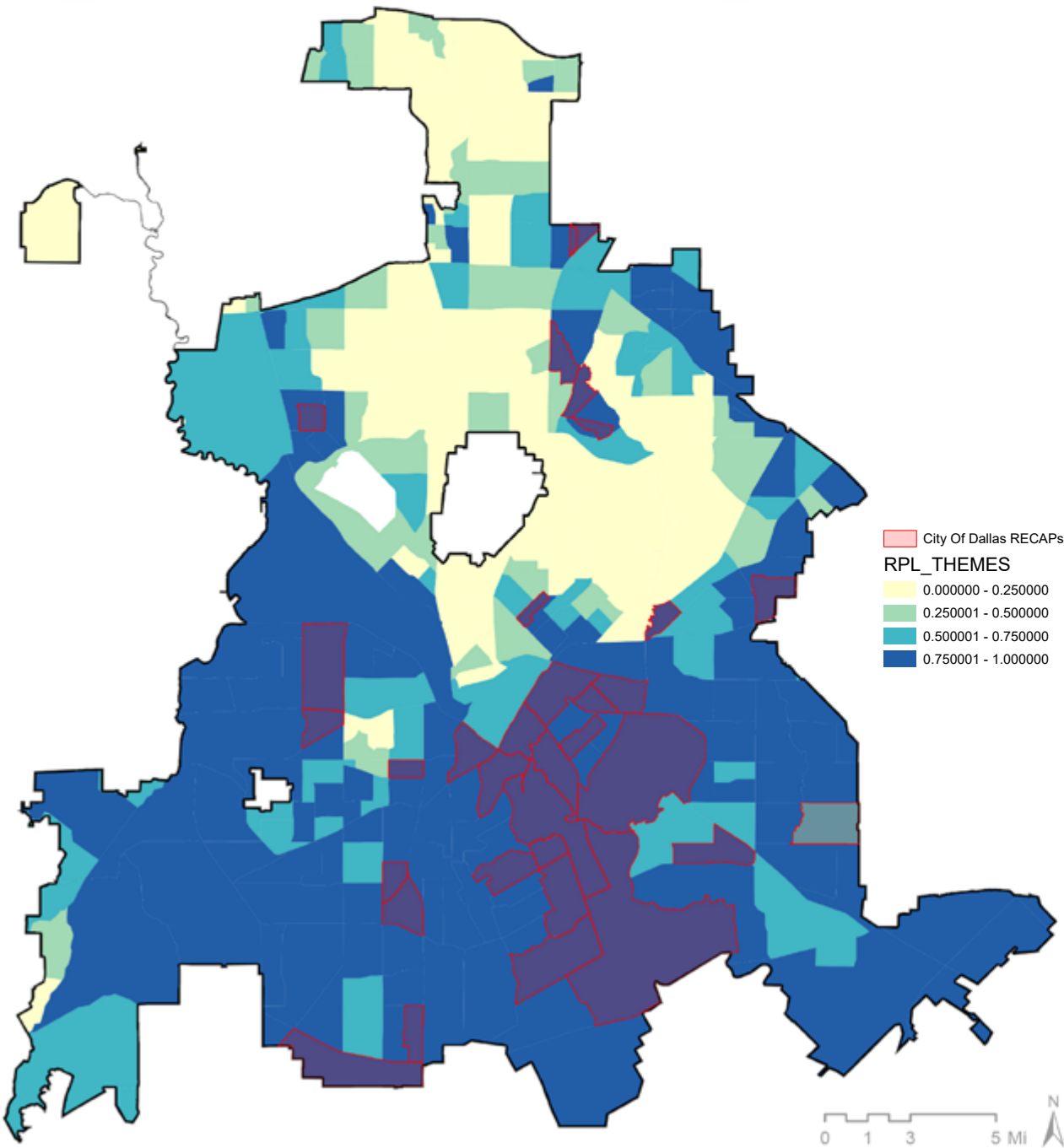


Figure 54: Social Vulnerability Index Map

Stacked Priorities

The Trust for Public Land (TPL) mapped spatial inequities ranging from, but not limited to, health, environmental justice, and accessibility through its Smart Growth for Dallas initiative, which seeks to “improve the social, economic, and environmental resilience of Dallas through the strategic use of parks, trails, trees, and greenspaces.”

This stacking of equity priorities created a heat map, weighting areas in the city based on priority levels of needed interventions on a scale from a “Very High Priority” to “Not a Priority” rating (see Figure 55).

Orange and red represent areas of moderate, high, and very high priority. Development of green infrastructure in these areas will increase outdoor and recreational opportunities for those with the least access and greatest need of enriching public spaces.

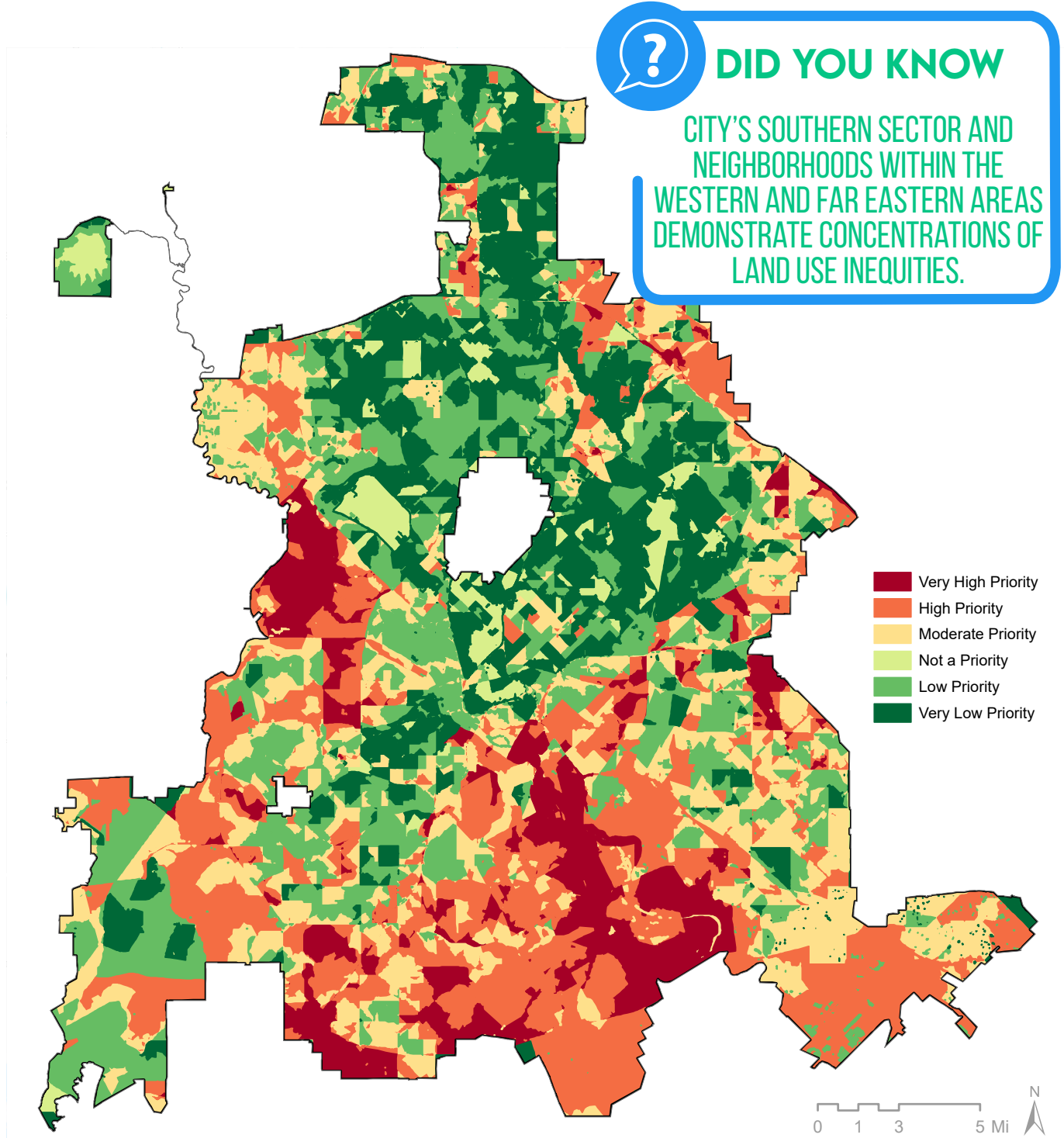


Figure 55: Equity Indicators Map



Accessibility Analysis

A key component to land use equity is ensuring all residents and communities have access to services in the city such as transportation, housing, jobs, and other important amenities. The following maps (Figures 56 through 58) depict the level of accessibility throughout the city.

Park Access

- Smart Growth Dallas found that only 71% of all Dallas residents are within a ten-minute walk to any public green space compared to peer cities such as Chicago (97%) and Denver at 84%. In Dallas, 29% or roughly 400,000 residents are without walkable access to parks.
- Over 50% of the City (125,000 acres) is within a 10-minute walk to a park in R/ECAP zones.
- 75% percent of city can get to a Park in 15-minutes on a bike.

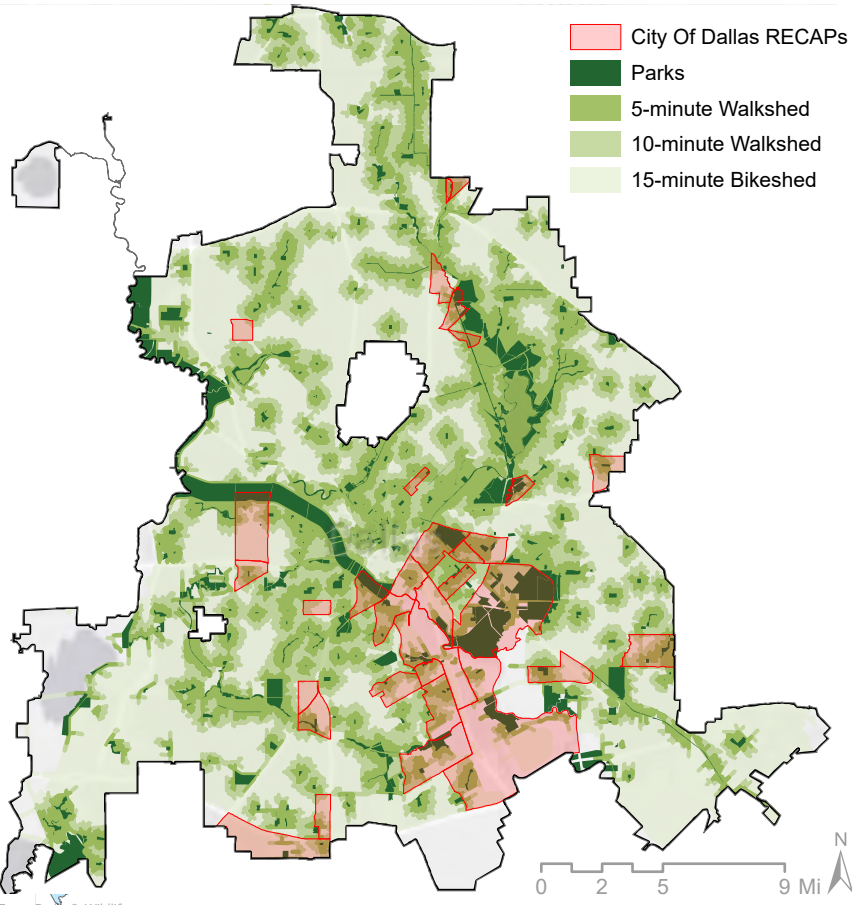


Figure 56: Parks Access Map

Food Access

- R/ECAP areas, especially those in the southern sector, have a particular lack of access to grocery stores.
- The south-central service district appears to have lower access to grocery stores than other service districts
- Over 85% of the Dallas residents are outside a 10-minute walk to a grocery store. The lack of good transit services further increases the dependence on personal vehicles for such basic needs.

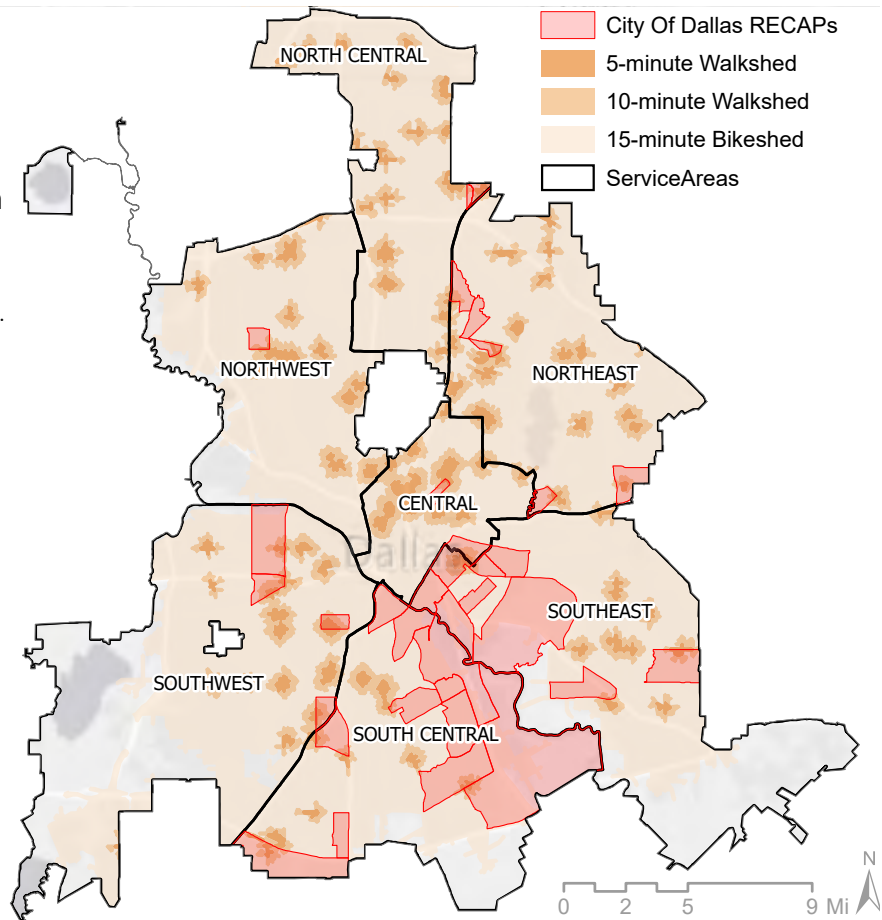


Figure 57: Food Access Map

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Transit Access

- Only 22% of the City is within a 10-minute walk to a transit stop.
- R/ECAP areas in the City tend to lack access to transit, particularly in the South-Central service district.

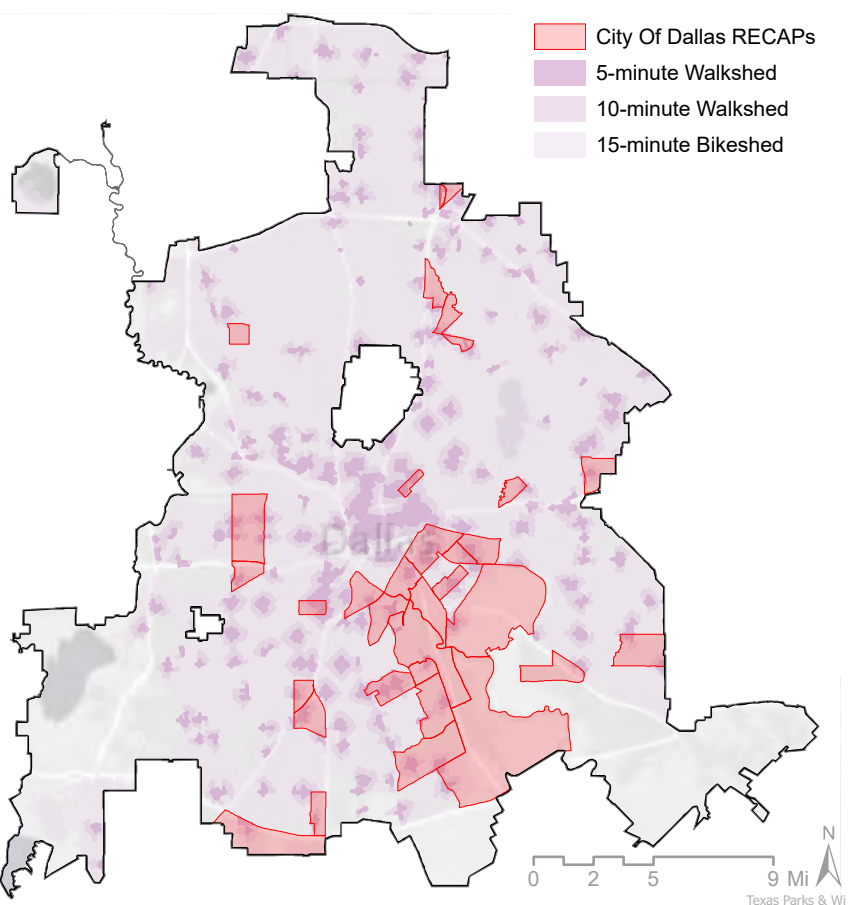


Figure 58: Transit Access Map

Complete Neighborhood Index

This analysis presents a summary analysis of the accessibility factors that were previously mentioned, in addition to a few others including proximity to grocery stores, parks, healthcare facilities, and transit (see Figure 59) Complete Neighborhood Index). Areas with greater access appear as darker colored clusters .

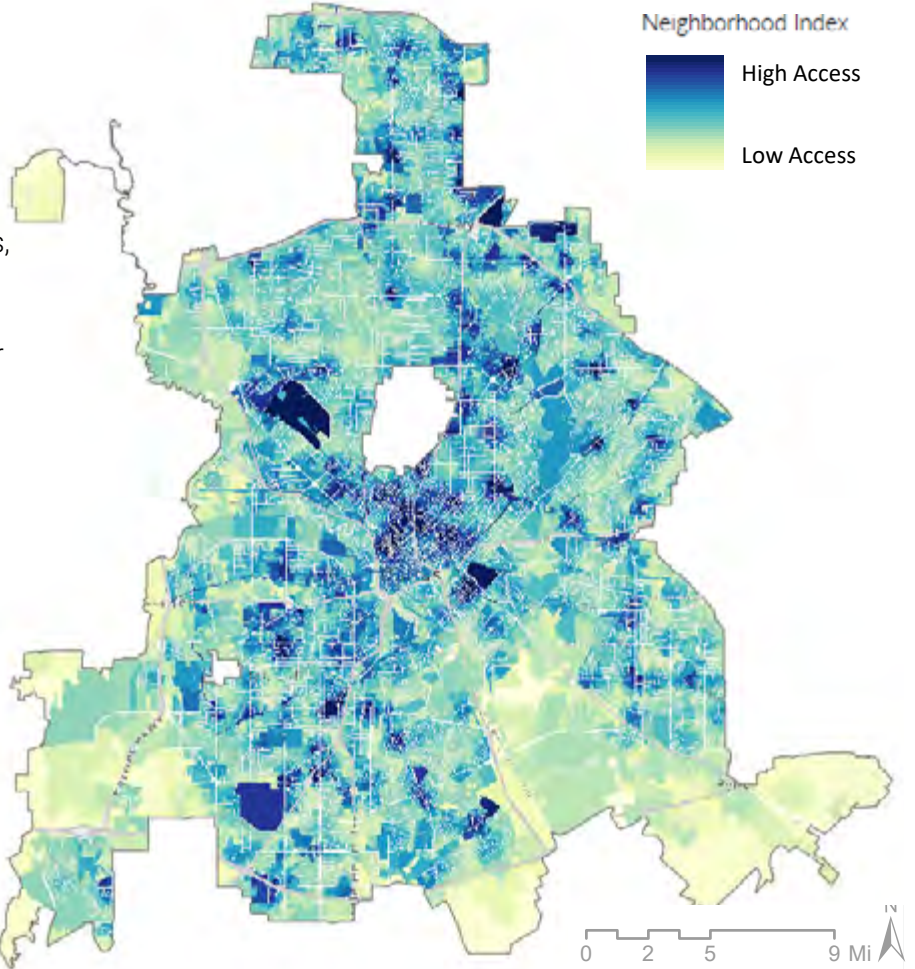


Figure 59: Complete Neighborhood Index Map

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## STRENGTHS

- 1. **Comprehensive Equity Definitions:** Dallas has a robust definition of equity, focusing on providing necessary resources for all to thrive, emphasizing the need to eliminate disparities.
- 2. **Smart Growth Initiatives:** The Trust for Public Land's Smart Growth for Dallas initiative illustrates a commitment to using green spaces for social, economic, and environmental resilience, targeting areas with the greatest need.
- 3. **Leveraging Data for Targeted Equity Interventions:** Dallas uses data analysis and mapping technologies to pinpoint inequities and direct resources to the communities most in need, showcasing a strategic and innovative approach to urban equity.

## CHALLENGES

- 1. **Historical Inequities:** A long history of racial segregation, discriminatory land use practices, and unjust development policies have led to deep-seated inequities in housing, transit access, exposure to environmental hazards, and local business proximity.
- 2. **Environmental Justice Concerns:** Residential proximity to industrial zones disproportionately affects communities of color, underscoring environmental justice issues that require urgent attention.
- 3. **Access to Essential Services:** Significant portions of Dallas, especially in R/ECAP zones, lack access to parks, grocery stores, and transit, hindering the creation of complete and healthy neighborhoods.

## TRENDS

- 1. **Addressing Past Inequities:** There is a clear recognition of the inequities of past policies and a concerted effort towards rectifying these through equitable land use policies in the ForwardDallas Update.
- 2. **Increased Focus on Social Vulnerability:** The use of CDC's social vulnerability index and other tools to identify and prioritize areas for intervention shows a trend towards more nuanced and targeted urban planning strategies.
- 3. **Prioritization of Environmental and Social Resilience:** Efforts like the Smart Growth for Dallas initiative indicate a trend towards prioritizing environmental justice and social resilience in urban planning, aiming to create more sustainable and equitable urban environments.

## OPPORTUNITIES

- 1. **Advancing Equity Through Urban Design:** The ForwardDallas Update presents a significant opportunity to integrate equity-focused urban design principles, increasing accessible, inclusive, and sustainable development.
- 2. **Enhancing Green Infrastructure:** Prioritizing development in areas identified as needing intervention can improve access to recreational opportunities, contributing to health, environmental justice, and quality of life improvements.
- 3. **Improving Accessibility and Connectivity:** There is a critical opportunity to enhance access to essential services through strategic urban planning and investment, particularly in transportation and food access.



KEY TAKEAWAYS

DEVELOPMENT  
EQUITY & POLICIES





# 6

Mobility and land use are interrelated. Connectivity and mobility deal with how people and communities access goods, services, and critical resources within the city. Transportation planning decisions have many direct and indirect land use impacts including the identification and location of transportation facilities, the cost of infrastructure development, and the level of accessibility and transportation options that are afforded to those who navigate the city. This chapter explores how people have historically navigated the city, and how people move around today, and how these mobility patterns shape and affect the city's land use.

## CONNECTIVITY & MOBILITY PATTERNS

### TRANSPORTATION MODES AND USES

Integrating land use and transportation planning is essential to implementing goals for the built environment, increasing access to and availability of different modes of transportation, proactively identifying needed infrastructure, and generally understanding how roadways can shape the distribution of land use patterns.

#### Streets

Dallas has a large, complex network of streets, including nearly 12,000 miles of roadways (**see Figure 60**). Many of the major streets in the network are regulated by the City's Thoroughfare Plan and Central Business District Streets and Vehicular Circulation Plan (CBD Plan) which identifies downtown, collector, and arterial street's roadway functional classification and assigns dimensions to each, including the required width of right-of-way and total number of lanes.

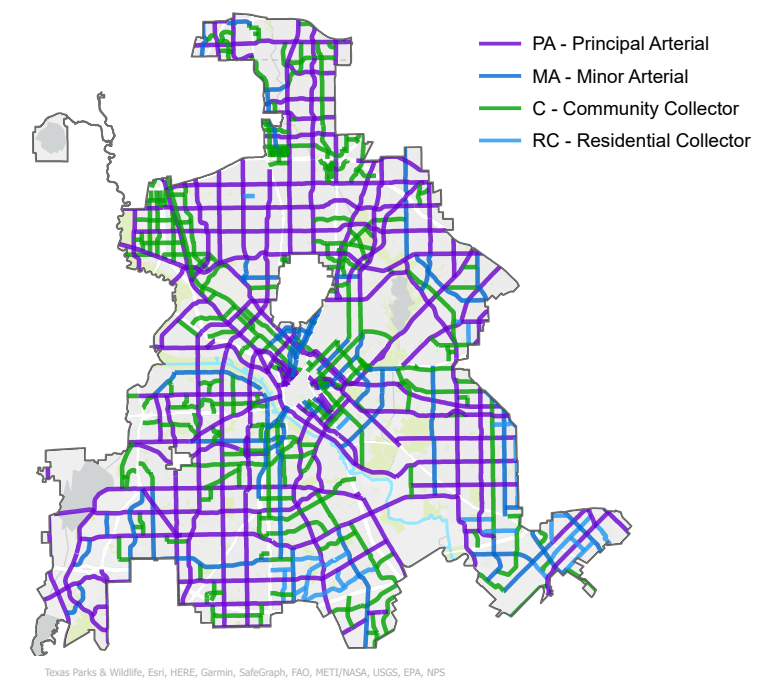


Figure 60: Thoroughfare Map

The city also has numerous regional travel corridors. In addition to federal and state highways, the North Texas Tollway Authority (NTTA) also manages nearly a dozen miles of tollway. Texas Department of Transportation (TxDOT) also has managed toll lanes along I-30 and I-635. These primary corridors form the backbone of the City's vehicular transportation system.

# CITY MOBILITY

Like many cities, Dallas has land use outcomes that have been heavily impacted by transportation decisions and by the predominant mode of transportation at given periods of time. The expansion of City boundaries and the built environment generally follow the eras as described below (see Figure 61).



Figure 61: Dallas' Urban Design Development Timeline



**Bike and Trail Facilities**

Dallas' extensive off-street trail network runs through city parks and along former railroad corridors. This off-street network is beginning to be better integrated with an extensive and growing on-street bike facility network. **(see Figure 62)** It highlights on-street bike facilities, including projects that are planned but not yet funded or complete. The off-street trail network includes The LOOP Trail, which will link existing trail segments, including the Katy Trail, the Santa Fe Trail, and others into one contiguous 50-mile loop around the core of Dallas.

The entire city trail network is intended to provide recreational and mobility opportunities to many disparate neighborhoods, linking people to amenities. The goal is to ensure cyclists and pedestrians can access trails from their beginning and end points.

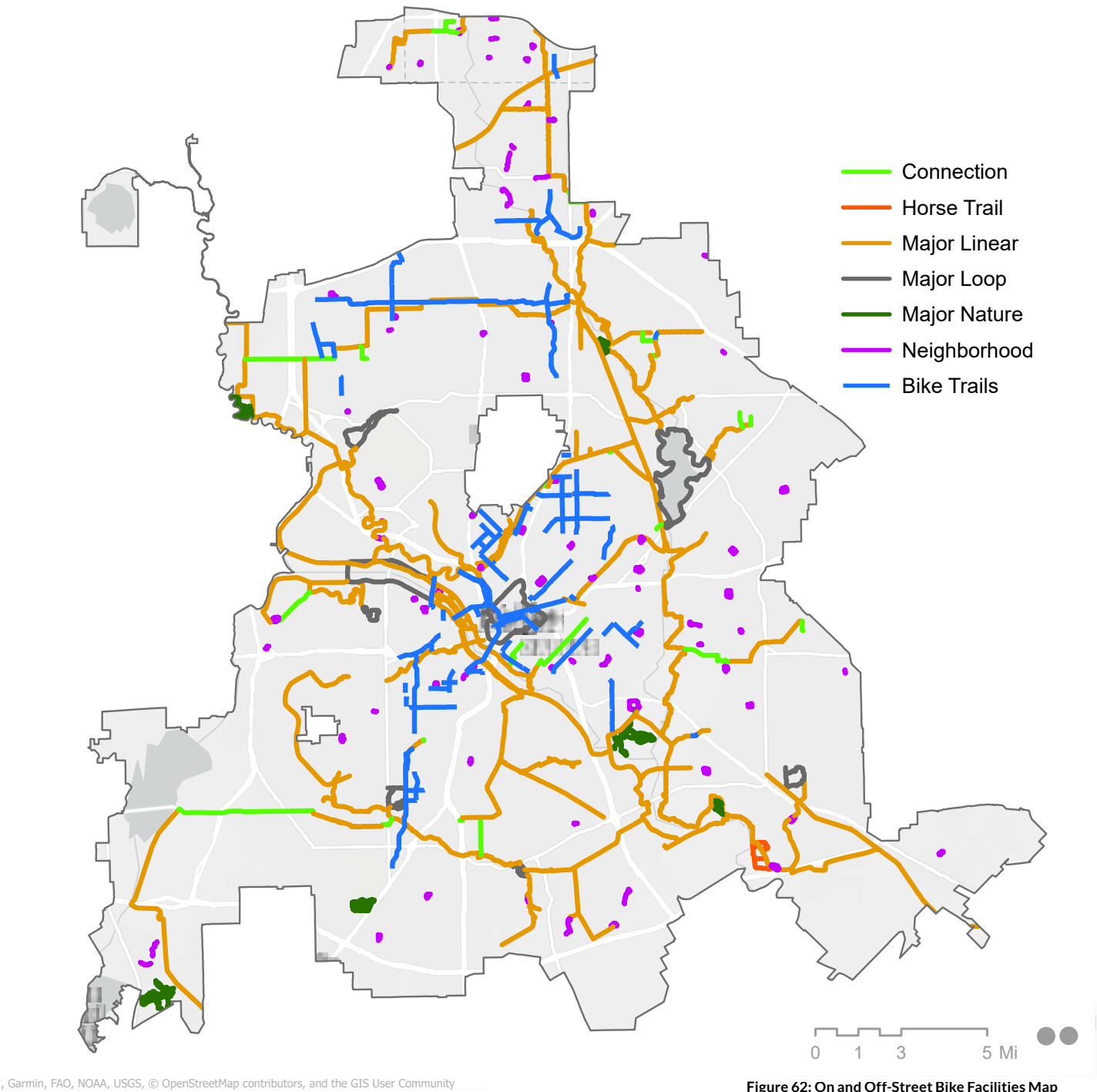


Figure 62: On and Off-Street Bike Facilities Map

**Walkability**

Walkability can be understood and measured by analyzing several factors including street patterns and layouts, street form (curvilinear vs rectilinear), and the quality and quantity of sidewalks in different parts of the city. Intersection density is an objective method of assessing one aspect of a community's built environment and can be linked to land uses

The density of walkable intersections relays information about street design and connectivity, both of which impact walkability **(see Figure 63)**. High intersection density may correspond to a more walkable and therefore health-promoting environment. This generally aligns with older neighborhoods that were design to be accessible by foot.

Higher intersection density exists in the core of the city and in many of the older neighborhoods outside of downtown, corresponding generally with where the city developed along streetcar routes. This is in large part because intersection density corresponds closely to block size - the greater the intersection density, the smaller the blocks and smaller blocks contribute to walkable neighborhoods.

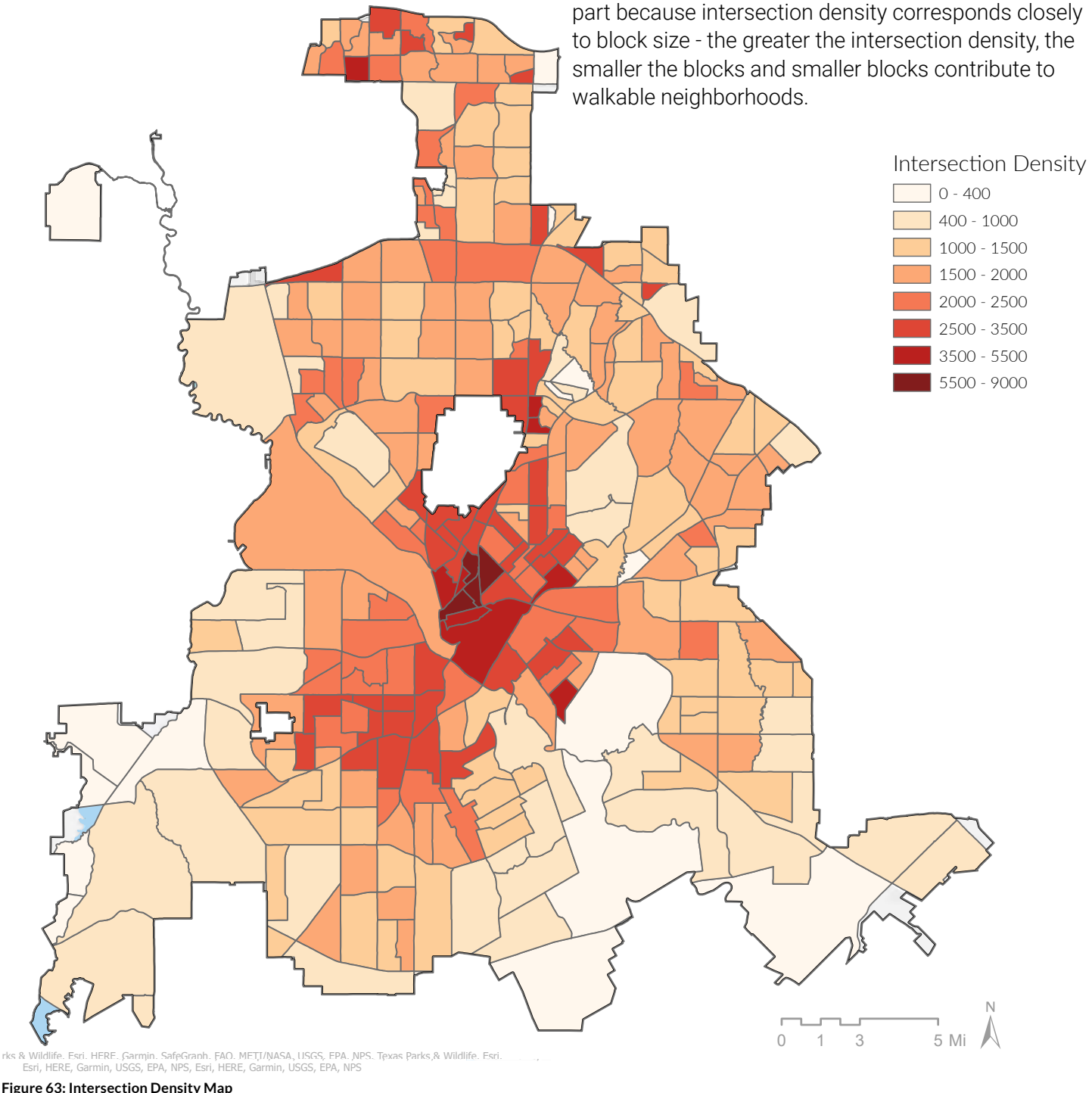


Figure 63: Intersection Density Map

Transit Oriented Development (TOD)

Public Transit

Dallas is serviced by two public transit agencies, Dallas Area Rapid Transit (DART) and Trinity Railway Express (TRE). These two agencies have an annual combined average ridership of over 38 million passengers (before COVID).

TOD Land Use

The land within TOD areas comprises 25,835 acres (see Figure 64). Of that land, 2,543 total acres (1,091 parcels) is city-owned land, of which half is parkland.

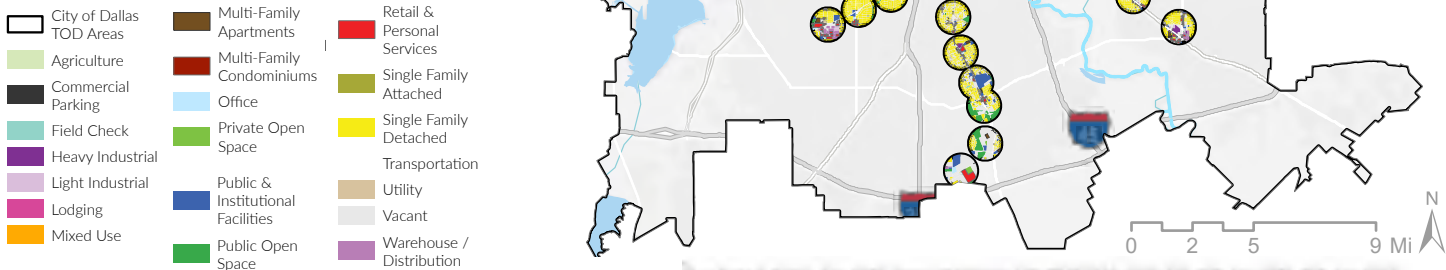


Figure 64: Transit Oriented Development (TOD) and Land Use Map

TOD Zoning

The TOD areas having residential (33%) and PD (39%) zoning show the highest percent of transit service compared to other zoning categories that include parking, industrial, commercial, and mixed use (see Figure 65).

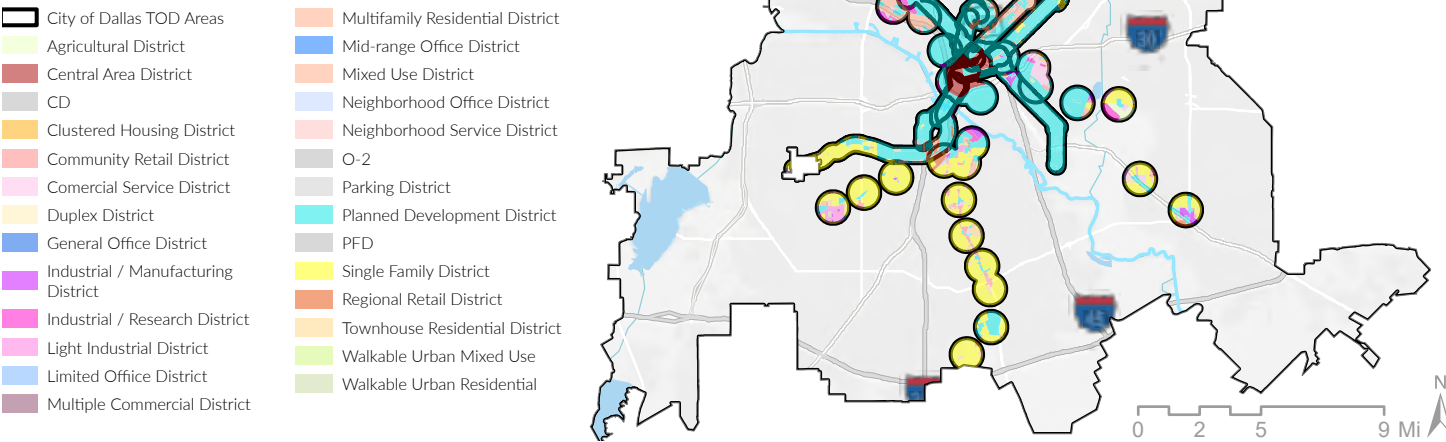


Figure 65: Transit Oriented Development (TOD) and Zoning

TOD Vacant Land

3,420 acres of vacant land exists within Dallas' TOD areas (161 acres are not developable due to floodplain) (See Figure 66). Vacant land presents an opportunity for new development including more options for housing and other uses. For instance, if one were to build out all developable vacant land at 20 units per acre, that could provide 65,000 new residential units for roughly 160,000 residents.

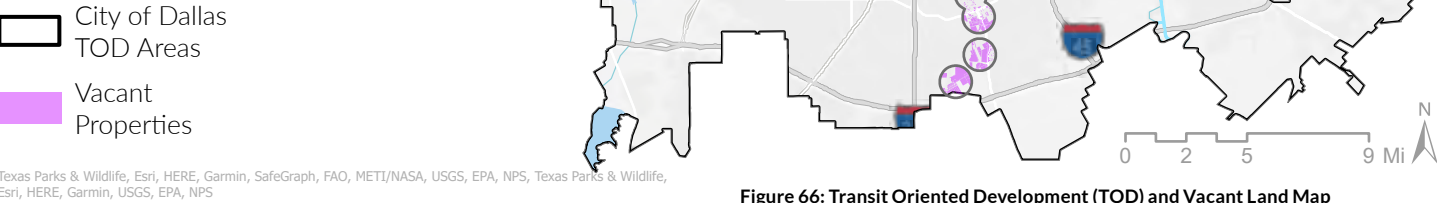


Figure 66: Transit Oriented Development (TOD) and Vacant Land Map

Public Transit Accessibility

Stop-Accessibility Index (SAI) is an analysis used to measure the walking and biking accessibility to transit facilities (bus and rail stations).

Figure 67 indicates that higher accessibility is generally located around the downtown core and denser portions of the city. Consideration of land uses that allow for denser development and increased transit access will be important when planning for TODs throughout the city.

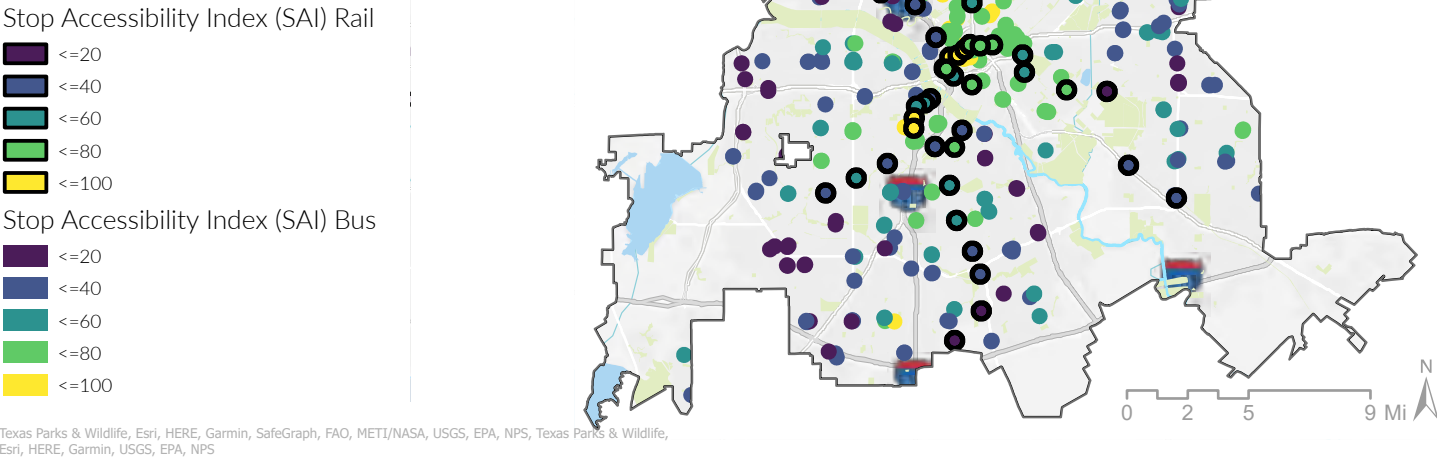


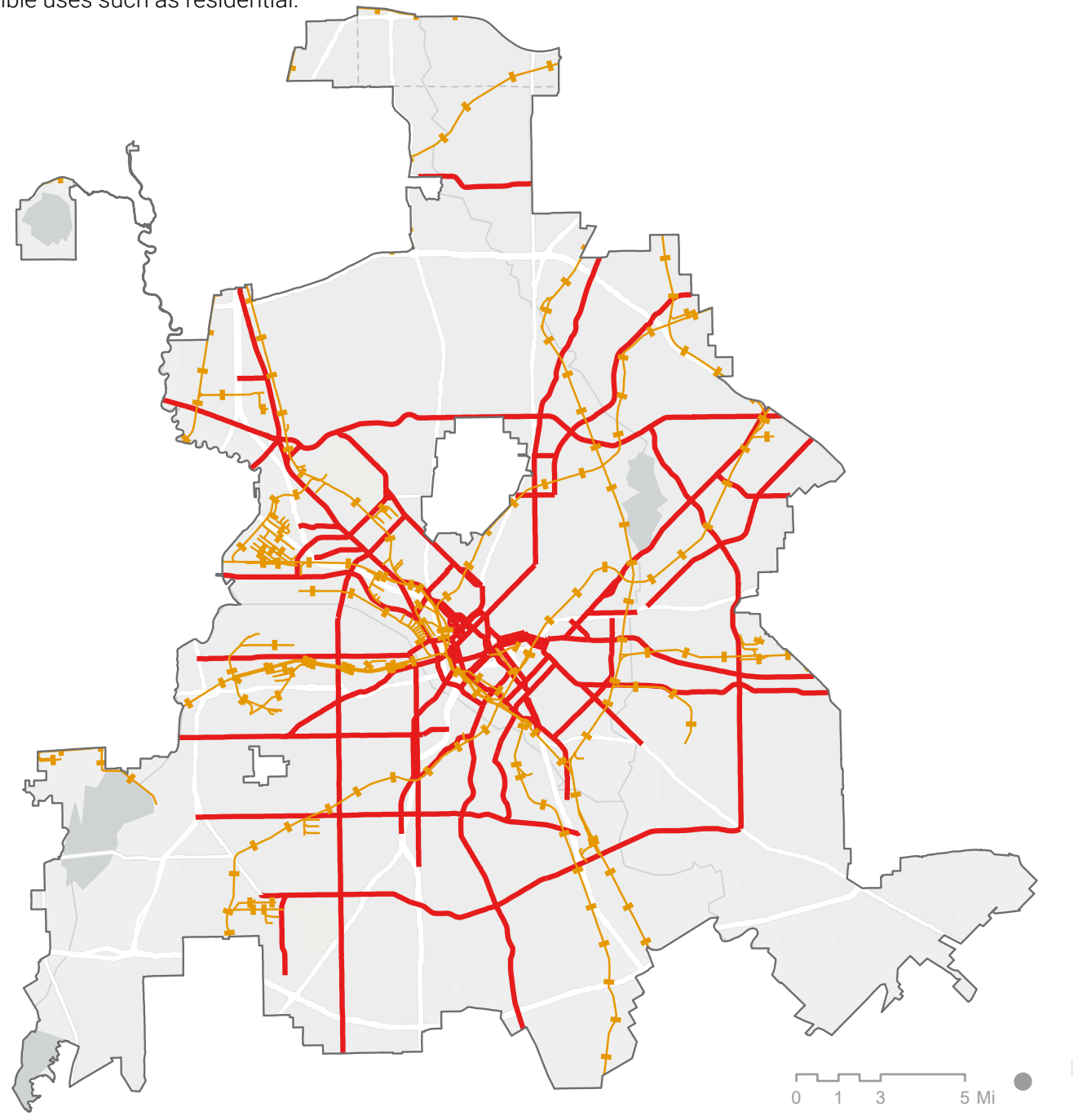
Figure 67: Transit Stop Accessibility Index Map



Heavy Transportation and Infrastructure

Although often overlooked in considering future development and land use planning compared to public transportation, heavy transportation and infrastructure systems are critical to the movement of goods which power the economy. These systems, including our airports, freight rail, and truck routes (see Figure 68), have a large impact on adjacent uses due to their noise, pollution, and sheer scale. Due to their intensities and the nature of their purpose, the surrounding land uses are often industrial. It is important to understand existing and potential impacts in these areas, particularly with less compatible uses such as residential.

- City of Dallas Freight Rails
- City of Dallas Truck Routes



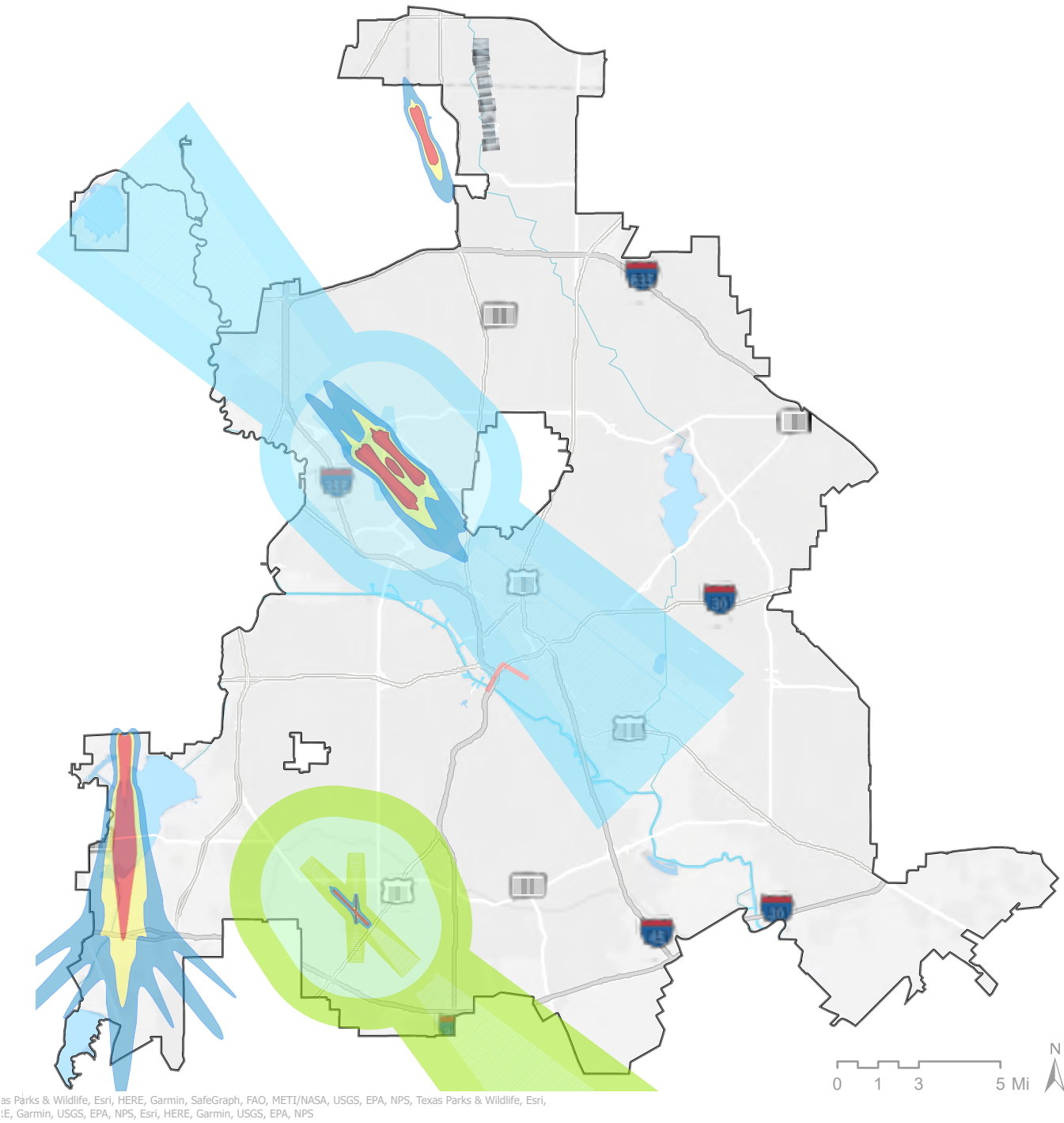
Sources: Esri, HERE, Garmin, FAO, NOAA, USGS, OpenStreetMap contributors, and the GIS User Community

Figure 68: Freight Rails and Truck Route Map  
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Airport Overlays

The airport overlay helps with regulation of land uses in the vicinity of the city's airports and airfields (see Figure 69). The map indicates the approximate maximum building height, shown as height above sea level, for all areas of Dallas within a FAA designated flight path and noise contours from Dallas area airports.

- City of Dallas Airport Noise Contours
  - 65
  - 70
  - 75
- City of Dallas Airport Height Overlay
  - Downtown Heliport
  - Executive
  - Love Field



Sources: Esri, HERE, Garmin, SafeGraph, FAO, METI/NASA, USGS, EPA, NPS, Texas Parks & Wildlife, Esri, HERE, Garmin, USGS, EPA, NPS, Esri, HERE, Garmin, USGS, EPA, NPS

Figure 69: Airport Contours and Overlays Map  
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## STRENGTHS

- 1. **Extensive Street Network:** Dallas boasts a vast network of nearly 12,000 miles of roadways, including major streets and regional travel corridors, forming the backbone of its vehicular transportation system.
- 2. **Historical Mobility Influences:** The city's land use and urban growth have been significantly shaped by transportation modes over time, from streetcars and railroads to automobiles, reflecting a rich history of evolving mobility patterns.
- 3. **Innovative Public Transit Solutions:** The development of modern streetcars and the DART rail system illustrates Dallas's commitment to enhancing public transit connectivity and accessibility.

## CHALLENGES

- 1. **Integration of Land Use and Transportation:** Despite the extensive network, challenges remain in fully integrating land use with transportation planning to optimize accessibility and reduce dependency on automobiles.
- 2. **Walkability and Intersection Density:** While some areas boast high intersection density conducive to walkability, others, especially newer neighborhoods, lack this structural advantage, highlighting inconsistencies in urban design.
- 3. **Industrial Impact on Adjacent Uses:** Heavy transportation systems and industrial activities near residential areas pose challenges due to noise, pollution, and land use compatibility.

## TRENDS

- 1. **Shift Toward Multimodal Transportation:** There's a growing emphasis on providing diverse transportation options, including the expansion of the off-street trail network and on-street bike facilities, aiming for a more multimodal city.
- 2. **Focus on TODs for Urban Growth:** Transit-Oriented Developments (TODs) are emerging as a key strategy for promoting denser development and enhanced transit access, reflecting a trend towards sustainable urban expansion.
- 3. **Increasing Accessibility to Public Transit:** Efforts to improve the Stop-Accessibility Index (SAI) and create more transit-accessible environments indicate a move towards a more connected and accessible urban landscape.

## OPPORTUNITIES

- 1. **Development of Vacant Land within TOD Areas:** The presence of vacant land within TOD zones presents an opportunity for new developments that can support increased housing and mixed-use projects, contributing to denser, more vibrant communities.
- 2. **Enhancement of Walkability and Bike-ability:** Investing in the expansion and integration of the city's trail network with other modes of transportation can enhance walkability and bike-ability, promoting healthier and more sustainable urban living.
- 3. **Strategic Planning for Compatibility of Land Uses:** Addressing the impacts of industrial and heavy transportation infrastructures on residential areas through strategic land use planning can mitigate negative effects and enhance livability.







Parks, trails, and open spaces are all part of natural systems in varying degrees of active use. Parks and trails have an important role in environmental protection and conservation, but so are the less developed natural spaces residing between our built environments. Dallas has a strong need for more walkable access to parks, trails, and open spaces, but we also have a need to protect and conserve our few remaining natural systems.

# PARKS, OPEN SPACES, AND NATURAL SYSTEMS



## HISTORY OF THE TRINITY RIVER

The Trinity River is a 710-mile-long river that bisects Dallas northwest to southeast. It flows southeast from Dallas and empties into Trinity Bay in the Gulf of Mexico. Dallas had a history of significant flooding, most notably, the Flood of 1908, where the Trinity River crested 23 feet above its banks causing one of the worst natural disasters Dallas' history. The Trinity Levee system was created in 1930 and improved again in 1968.

With improved flood protection, land use growth has occurred closer to the Trinity River, but in areas without flood protection, land use development remains limited. The Trinity floodplain, however, is where the highest concentration of tree canopy and natural systems reside. The Trinity River Forest comprises the largest urban forest in the United States.

## GEOLOGY

The City of Dallas resides in an endangered native prairie ecosystem called the Black Land Prairie, composed primarily of grasslands with woodlands that populate around streams, creeks, and rivers. Dallas also resides over the Austin Chalk Geological formation which is a soft limestone layer comprising shells and bones from an ancient ocean. The Escarpment is an outcropping of this geological layer in Southwestern Dallas. It is an environmentally sensitive area that is prone to erosion if deforested and disturbed by development.

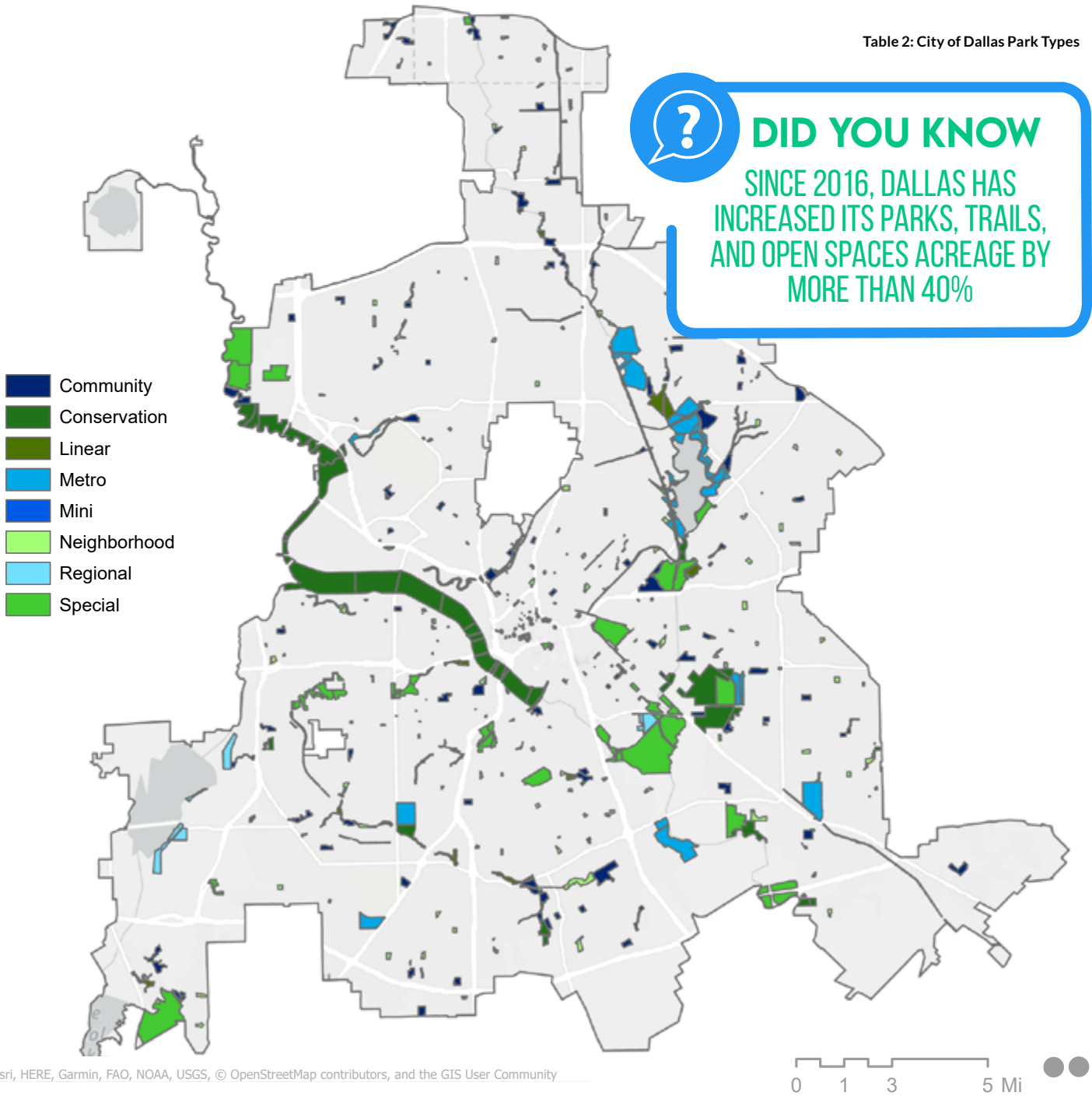
Land use will play an important role in limiting our encroachment into these systems, as well as buffer Dallas' residents from heavy and noxious uses.

Open Space Management and Access

According to the 2016 Dallas Parks Comprehensive Plan, Dallas has 381 Parks for a total of 18,842 acres according to the National Recreation and Park Association (NRPA). Dallas has 8 Park 'types' that range in size, scale and maintenance needs listed in the Open Space Inventory: (see Figure 70 and Table 2)

City of Dallas Park Types		
Park Type	Number of Parks	Area (Acre)
Mini Parks	27	15
Neighborhood Parks	126	785
Community Parks	91	2,506
Metropolitan Parks	12	2,903
Regional Parks	4	2,787
Special Use Areas	75	3,681
Linear Park/Linkage	33	1
Conservancy	13	5,077
Total	381	18,842

Table 2: City of Dallas Park Types



Esri, HERE, Garmin, FAO, NOAA, USGS, © OpenStreetMap contributors, and the GIS User Community

Figure 70: Parks, Recreation and Protected Lands Map

Tree Canopy

Studies conducted by the Texas Trees Foundation estimate that Dallas has over 14.7 million trees and a tree canopy cover of 32%. An abundant and healthy urban forest has been shown to reduce city temperatures, improve air quality, manage stormwater, positively impact human health, and mitigate the effects of climate change; serving as an important tool in helping to address many of the challenges facing Dallas today.

According to the Texas Trees Foundation Urban Tree Canopy Assessment, south Dallas has a high amount of tree canopy with over 30% canopy overage per Council District. It also contains most of the undeveloped land in the City (see Figure 71).

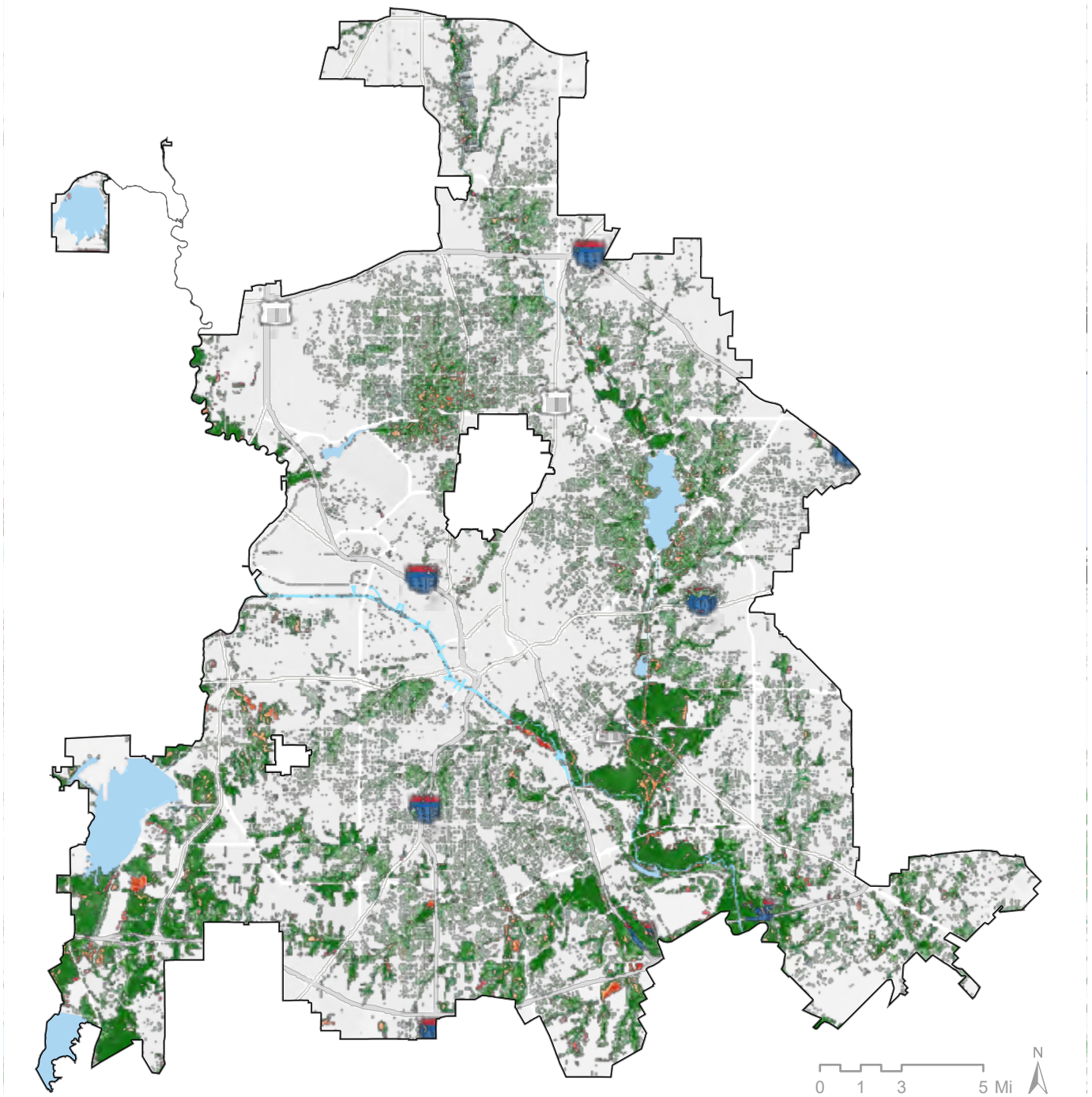


Figure 71: Dallas Urban Tree Canopy Index Map



Urban Heat Island Effect

According to CECAP, Dallas' urban heat island effect is increasing at the second highest rate in the nation (second to Phoenix). The heat island effect reflects heat from surfaces into the air, which in turn generates ozone that then produces green house gases which is the factor that creates even more high heat exposure. Land use planning can play an active role in reducing the heat island index, namely by advocating square foot percentage reductions of impermeable surfaces.

CECAP has established citywide target goals to reduce the urban heat island index over the next 28 years as follows:

- 20% reduction by 2030
- 50% reduction by 2040
- 75% reduction by 2050

While the heat island effect affects all Dallas residents, higher heat concentrations are found in West Dallas, Northwest Dallas and far Northeast Dallas in areas where impermeable surfaces are concentrated (see Figure 72).

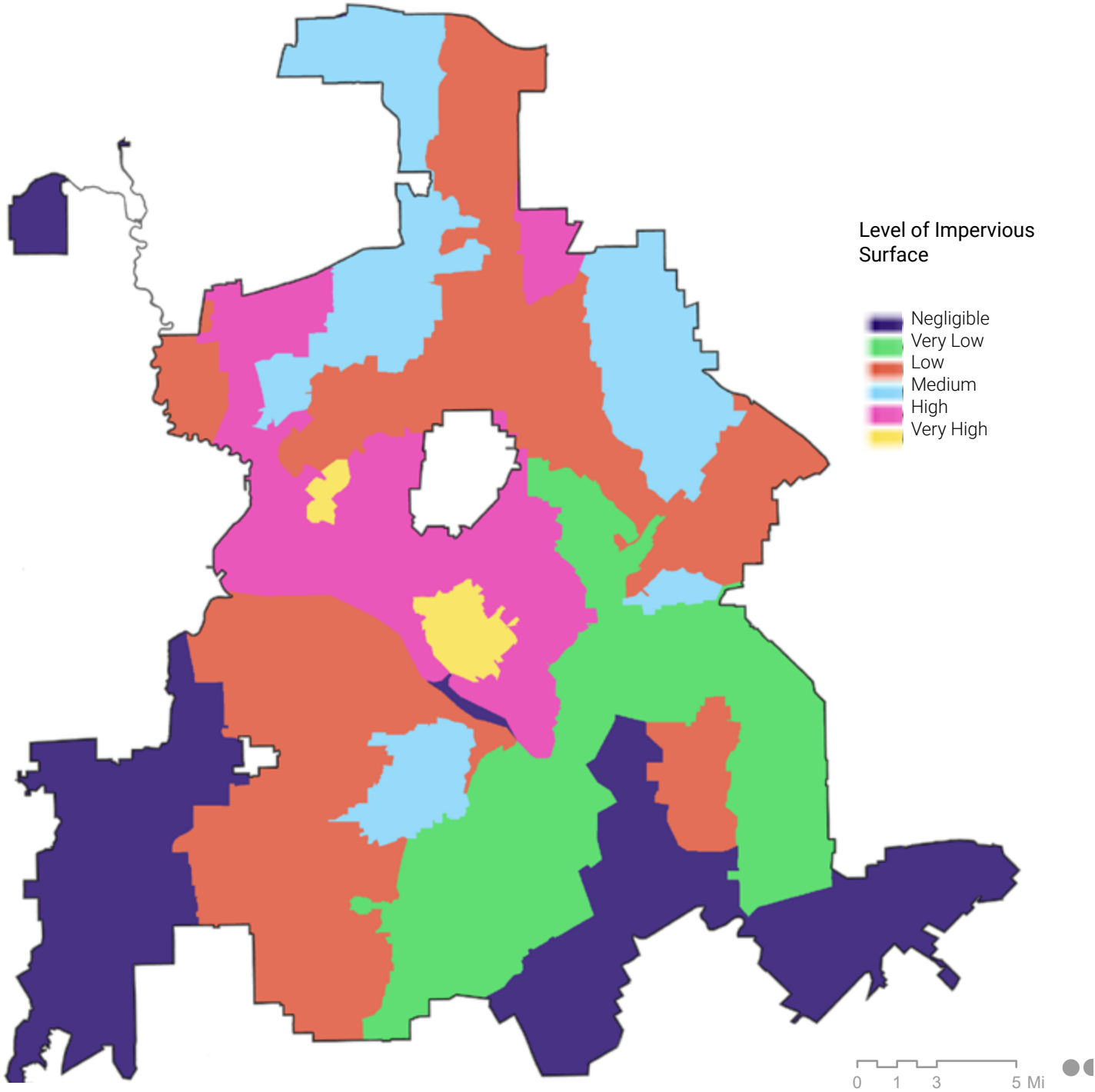


Figure 72: Heat Island Effect Map

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Water Management and Quality

Waterways and Watersheds

A watershed is an area or ridge of land that separates waters flowing to different rivers and basins. Dallas is wholly contained within the Trinity River watershed. Land uses that generally have a significant amount of impermeable surfaces directly impact watersheds by reducing the amount of water that can be absorbed into the ground. Since this water cannot be absorbed into the ground, it becomes stormwater runoff that pollutes our lakes and streams while also increasing incidents of flooding and erosion.

Each watershed has an upper limit of impermeable surfaces that can be added before water bodies start to become negatively impacted. The organization of land uses within the city should consider how the impermeability of land surfaces can be developed to minimize adverse environmental impacts (see Figure 73).

CECAP has established set targets for reducing the impacts to impaired waterways and water bodies:

- 30% reduction by 2030
- 60% reduction by 2040
- 100% reduction by 2050

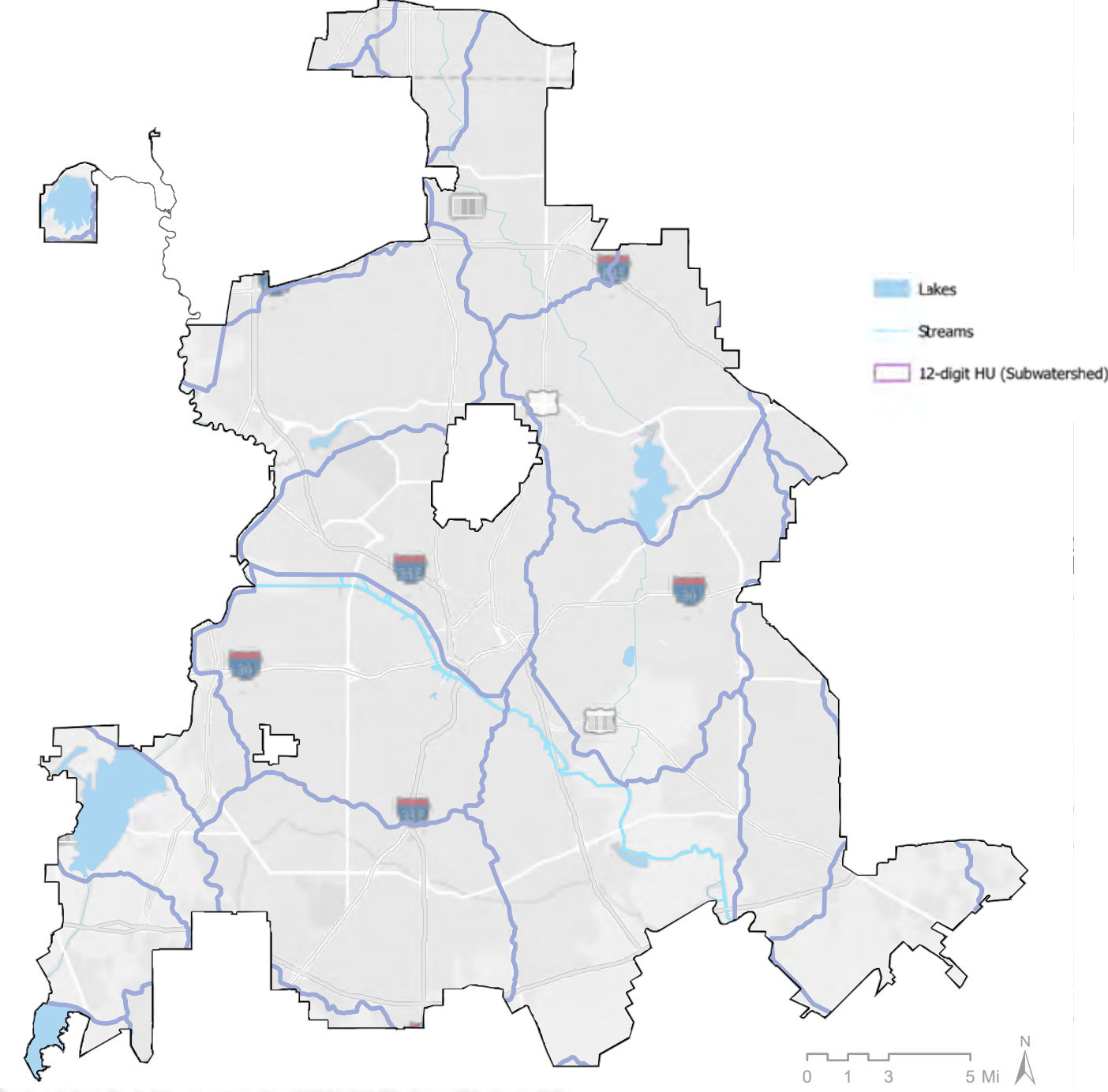


Figure 73: Waterways, Waterbodies and Waterways Map

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Stormwater Management

Developed land uses leave a 'footprint' measured in the total percentage of impermeable surfaces that cover a site that affect both stormwater management and water quality. Limiting these impermeable surfaces near the river and in floodplains will have a marked effect in reducing toxic runoff and furthering the goals of TCEQ in improving the river quality. Additionally, the CECAP has a mandate to establish urban greening factor requirements for new developments to further this end.

Water Consumption

According to CECAP, Dallas' water reserves are expected to decrease over the next 50 years as a result of rising temperatures causing a greater amount of evaporation of its reservoirs. Fortunately, since 2001 Dallas' broad-based water efficiency measures have saved approximately 62 million gallons per day and reduced per-capita daily use by 26%. More work must be done as more than 50% of all treated potable water is still used for landscape irrigation alone.

Floodplain Management

The land use(s) and improvements permitted in a floodplain are regulated to ensure appropriate development of land. Residential and commercial development, including earthwork, existing or new structures within the regulatory 1% Annual Chance (100-year) floodplain are reviewed and evaluated by the City of Dallas to ensure that the floodplain criteria are met before permitting construction (see Figure 74).

USA Flood Hazard Areas

- 1% Annual Chance Flood Hazard
- 0.2% Annual Chance Flood Hazard
- Regulatory Floodway
- Area with Reduced Risk Due to Levee

Texas Parks & Wildlife, Esri, HERE, Garmin, SafeGraph, FAO, METI/NASA, USGS, EPA, NPS, Airbus,USGS,NGA,NASA,CGIAR,NCEAS,NLS,OS,NMA,Geodatastyrelsen,GSA,GSI and the GIS User Community

Public Health

Many health impacts can be felt by the public as our living and working environment is impacted by climate change and new development. As per the CECAP, extreme heat can cause or aggravate negative health impacts, including heart disease, respiratory function and even mental health. Dallas has made strides in reducing the heat island effect through programs such as Branch Out Dallas and Texas Smart Scape as well as bringing old developments up to landscaping code by growing the amount of landscaped area and increasing the minimum number of trees required.

Land use will have an important effect on the public's health by increasing and improving access to green spaces, particularly within vulnerable communities. Limiting parking lots and increasing the number of street trees for new development will bring us closer to the goals set out by the Urban Forest Master Plan, such as bringing Dallas' total tree canopy to over 37% by 2040.

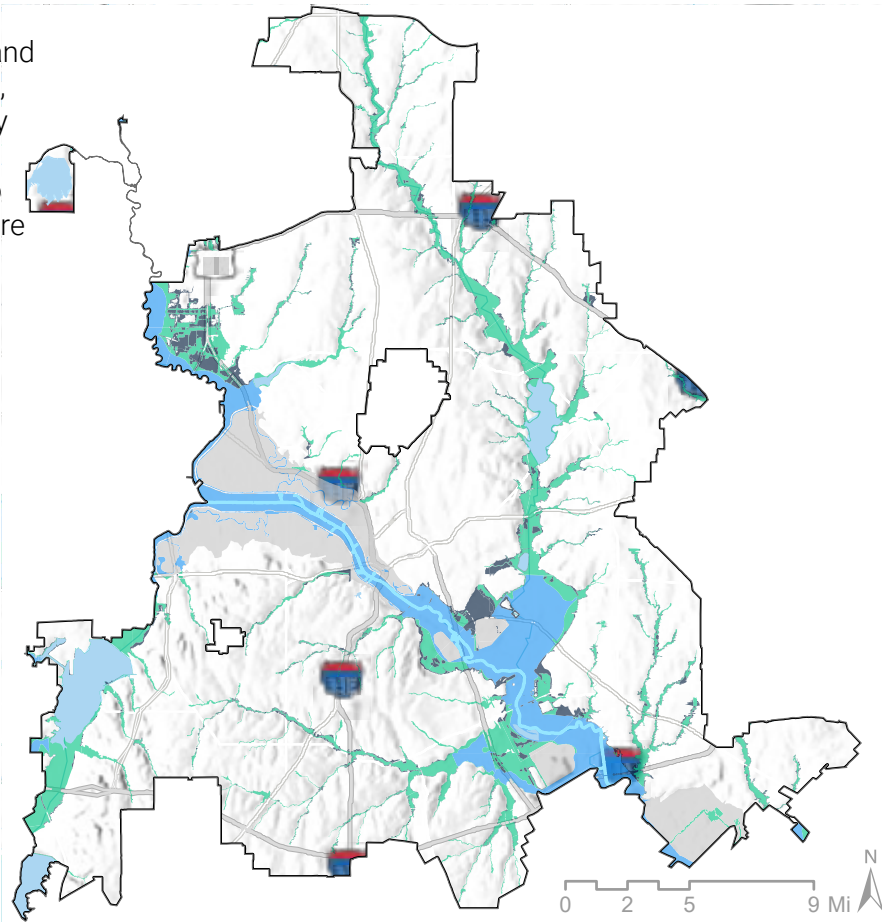


Figure 74: Flood Hazard Areas Map

Air Management and Quality

In North Texas, ten counties including Dallas County consistently do not meet the 2008 Federal air quality criteria for ground-level ozone. Dallas is the second most polluted City in Texas in terms of heat generated ozone, and #16 most polluted nationwide according to the American Lung Association. The 'State of the Air' report completed in 2022 stated more than 137 million Americans – more than 40% of the country – live in places with failing grades for unhealthy levels of particle pollution or ozone. South Dallas and especially low-income communities within South Dallas have higher incidences of asthma, cardiovascular and other heat related illnesses than their northern counterparts. Both physical and mental health consequences have been tied to high heat exposure and lack of access to shaded, cooler green environments.

Ozone is produced when nitrogen oxides (NOx) and volatile organic compounds (VOCs) combine with sunlight. This is a direct result of internal combustion engines, especially gasoline and diesel burning engines. Air quality will therefore worsen as temperature rises if overall vehicle miles continue to increase. CECAP outlines a detailed vision of meeting the Ground Level Ozone Attainment Standard as designated by the EPA by 2030 and holding it through 2050.

Greenhouse Gases and Ozone

According to the Office of Environmental Quality's 2015 Greenhouse Gas Emissions Inventory, 64% of greenhouse gases originate from buildings and energy, 35% originate from transportation, and the waste sector (including wastewater) is responsible for the remaining <1% of emissions. The emissions of the City government are 2% of the Dallas community as a whole.

Higher levels of Greenhouse Gas and Ozone emissions closely mirror the heat island effect map where concentrations of impermeable surfaces increase air temperatures.

Based on the current inventory, it appears the City government's emissions have seen significant decreases since this original commitment was made. The City's 2015 emissions reduced the 1990 levels by 40%.

The Dallas community as a whole has reduced emissions by 20% from 2005 to 2015. The current emission reduction trends suggest Dallas is well on its way to meeting this goal for its contribution to greenhouse gases.

For greenhouse gas emissions from Treatment Facilities CECAP has established citywide target goals as follows:

- 45% reduction by 2035
- 100% reduction by 2050



## STRENGTHS

- 1. **Extensive Parks System:** Dallas has a comprehensive network of 381 parks, totaling 18,842 acres, offering diverse recreational opportunities and contributing to the city's green space.
- 2. **Robust Urban Tree Canopy:** With over 14.7 million trees and a 32% canopy coverage, Dallas benefits from reduced city temperatures, improved air quality, and enhanced stormwater management.
- 3. **Proactive Urban Heat Island Mitigation:** The city has ambitious targets to reduce the urban heat island effect significantly by 2050, aiming for a 75% reduction.
- 4. **Progressive Water Efficiency Measures:** Dallas's initiatives since 2001 have significantly reduced water consumption, showcasing effective water resource management crucial for the city's sustainability.

## CHALLENGES

- 1. **Vulnerability to Urban Heat Island Effect:** Dallas is experiencing the second-highest rate of urban heat island growth in the nation, exacerbating environmental and public health issues.
- 2. **Water Management and Quality Concerns:** Impermeable surfaces from urban development are impacting watersheds, leading to pollution, flooding, and erosion challenges.
- 3. **Public Health Impacted by Climate Change:** The rise in temperatures and the urban heat island effect are exacerbating health issues, including respiratory and heart diseases.
- 4. **Tree Reduction:** Loss of tree canopy due to increased development in the southern sector where most of the tree canopy exists.
- 5. **Air Quality Issues:** Dallas is ranked as the second-most ozone-polluted city in Texas, leading to heightened asthma and cardiovascular issues, particularly in South Dallas and lower-income areas, highlighting the critical need for effective air quality improvement measures.

## TRENDS

- 1. **Integration of Green Infrastructure:** Dallas is integrating more green spaces and tree canopies into urban areas to combat heat, improve air quality, and support biodiversity.
- 2. **Advancements in Water Efficiency:** The city's water efficiency measures have significantly reduced per-capita water use, saving 62 million gallons per day.
- 3. **Focus on Air Quality Improvement:** Efforts to meet ground-level ozone standards and reduce greenhouse gas emissions reflect a trend towards improving air quality and public health.

## OPPORTUNITIES

- 1. **Development of Vacant Land for Green Spaces:** Exploiting the city's vacant land for park development and green infrastructure can enhance community access to natural areas.
- 2. **Floodplain and Waterway Protection:** Adopting sustainable land use practices in floodplains and along waterways can mitigate flooding risks and improve water quality.
- 3. **Enhancement of Public Transit and Walkability:** Expanding access to public transit and improving walkability can reduce reliance on automobiles, thereby decreasing air pollution and heat generation.
- 4. **Leveraging Green Infrastructure for Healthier Communities:** Developing more green infrastructure, particularly in underserved communities, can improve air quality, public health, and contribute to achieving a 37% tree canopy goal by 2040.





This section of the Existing Conditions Report evaluates and summarizes past citywide plans and studies that have been adopted by the City. The ForwardDallas update process will build on the city's past planning efforts and integrate adopted plan policies and goals, where applicable. A number of recently adopted plans have updated components of the 2006 forwardDallas! Elements. These adopted plans have particular relevance to ForwardDallas 2.0, as they address issues critical to land use in the City of Dallas.

# PAST PLANS, STUDIES, AND REPORTS



## RELEVANT ADOPTED PLANS

### Economic Development Policy (2023)

The Economic Development Policy (EDP) provides the City of Dallas with a roadmap to leverage its considerable assets and help the city achieve its economic growth and diversification goals. It offers a competitive assessment of our community and identifies target sectors of the economy with the greatest potential for strong economic growth in the future. The strategic plan is built upon the Market Value Analysis (MVA), the Comprehensive Dallas Housing Policy, and other relevant planning documents adopted by the Dallas City Council.

#### Relevance to ForwardDallas Update

The Comprehensive Plan will support and collaborate on the EDP to address inequities in southern Dallas, better allocate and deploy resources, and eliminate discriminatory land use policies to enhance economic growth across Dallas.

#### Policy: Invest in Infrastructure:

- Action: Identify priority infrastructure investments through the Comprehensive Plan update and commit to including these priorities in the next bond program or other appropriate resources to improve the attractiveness of Southern Dallas to businesses and increase connectivity between jobs and housing.

#### Policy: Eliminate Discriminatory Zoning and Land Use Policies:

- Action: Through the Comprehensive Plan update, collaborate with community stakeholders, staff, and advisory committees to identify and recommend policies for adjustment to the City Council to remove discriminatory zoning and land use policies that have historically limited economic mobility and growth in Dallas.

#### Policy: Enhance Economic Growth through Inclusive Policies

- Action: Utilize the Comprehensive Plan update to incorporate recommendations from community stakeholders, staff, and advisory committees, and propose policy adjustments to the City Council to foster inclusive economic growth.



CECAP, Comprehensive Environmental and Climate Action Plan (2020)

In January 2019, the Dallas City Council adopted the Dallas Climate Resolution directing staff to develop an effective, actionable climate plan. The Comprehensive Environmental and Climate Action Plan (CECAP) was initiated to build upon existing planning efforts, benchmark against other U.S. city climate planning efforts, and designed to be consistent with national and international climate planning protocols. The plan included a robust community engagement effort and outlines a series of actions to reduce greenhouse gas emissions. The goal is to help the community adapt to a climatically different future and comprehensively enhance environmental quality across Dallas.

Relevance to ForwardDallas Update

CECAP will have a significant impact on the development of the ForwardDallas plan, as land use development and zoning affect air and water quality, the urban heat island effect, and tree canopy cover. One of the goals of CECAP is to provide access to sustainable and affordable transportation options.

In addition, the goals set out for CECAP can be implemented into our Comprehensive Plan to minimize impacts from industrial uses, incompatible land uses, and significant swaths of impermeable surfaces.

Dallas Housing Policy 2033 (DHP33)

The "Dallas Housing Policy 2033" (DHP33) is a comprehensive framework aimed at addressing housing disparities and promoting equitable, affordable housing across Dallas. Developed through extensive community engagement and data analysis, the policy targets historically disadvantaged communities and aims to reduce disparities in housing opportunities, homeownership, and infrastructure.

Relevance to ForwardDallas Update

- Residential Land Use and Zoning Goals: DHP33 informs residential land use and zoning strategies, aligning them with the Comprehensive Plan's vision. The housing production goals are essential for developing the Comprehensive Plan's scenarios.
- Infrastructure Investments: Prioritizing infrastructure in equity strategy target areas to support affordable housing development and preservation. This includes addressing internet access, transportation, floodplain mitigation, and stormwater drainage systems.
- Collaboration and Coordination: DHP33 promotes collaboration between city departments, external partners, and stakeholders to align resources and maximize the impact of housing initiatives.

The goals outlined in the Housing Policy that will tie to some of the of the bigger housing and land-use concerns in the Comprehensive Plan update are:

- Create and maintain available and affordable housing throughout Dallas
- Promote greater fair housing choices
- Overcome patterns of segregation and concentration of poverty through incentives and requirements

Neighborhood Plus Plan (2015)

As Dallas is experiencing a time of unprecedented growth and prosperity, it is also facing a number of critical issues that dramatically impact its neighborhoods issues; increasing levels of poverty; a declining number of middle income families; deteriorating neighborhood conditions in concentrated areas; an increase in childhood asthma, obesity and diabetes; a lack of quality affordable housing; and a mismatch between where jobs are located and where quality, affordable workforce housing exists.

The plan delineated six strategic goals, policies and actions to achieve greater equity and prosperity for all Dallas residents.

- Create a collective impact framework
- Alleviate poverty
- Fight blight
- Attract and retain the middle class
- Expand homeownership
- Enhance rental options

Relevance to ForwardDallas Update

The target areas identified in Neighborhood Plus can help inform the focus areas and areas of change that will be investigated throughout the ForwardDallas planning process.

Connect Dallas, Dallas Strategic Mobility (2021)

The City's first-ever 5-year Strategic Mobility Plan was adopted by City Council on April 28, 2021, with a focus on integrating the City's economic development, equity, and sustainability goals. The plan considers all forms of multi-modal transportation and creates a framework for investing and responding to 21st-century problems in a way that best achieves the City's broader overall goals and a preferred vision for transportation in Dallas. The plan is intended to guide the modernization of the City's transportation project selection process, programs, and policies over the next 5 years.

Relevance to ForwardDallas Update

Potentially aligns with greater synergy between transit, land use, and CECAP. Close coordination with the Department of Transportation and DART is critical to incorporate mobility infrastructure investment priorities and service recommendations generated from Connect Dallas and the DARTZoom effort.

The strategic mobility plan (SMP) relies on a land-use regulatory framework that encourages higher density in appropriate locations, which promotes higher level of transit use, bicycling, and walking. The goals and metrics of this plan can be used to envision different land-use scenarios. The following goal is outlined in this plan;

**Recommendation:** Align Land Use Goals with the Driving Principles  
**Action:** Incorporate mobility metrics as key indicators of land use scenarios to be explored in the upcoming revision of the Forward Dallas comprehensive plan (pg no. 56, SMP)

## Other Plans Relevant to Land Use

Other recently adopted plans, while not specifically tied to updates to the forwardDallas! 2006 Plan, still carry important recommendations that directly relate to land use in Dallas. This section briefly describes these plans and their links to the ForwardDallas update.

### Dallas Urban Forest Master Plan (2021)

In 2019, the Texas Trees Foundation and the City of Dallas embarked on a project to develop the City’s first Urban Forest Master Plan (UFMP). The goal of the Plan is to provide a unified vision and framework to manage Dallas’s urban forest as a sustainable community asset.

#### Relevance to ForwardDallas Update

Building on decades of high-quality local and national urban forest research, this Urban Forest Master Plan sets a strategic and cohesive agenda to improve urban forest management across the City of Dallas. A clear and actionable UFMP is critical to ensure these critical resources are protected, maintained, and expanded. This master plan can help our comprehensive plan focus on critical areas that need protection as well as more equitably distribute City resources. In addition, this plan will help positively influence landscaping ordinances and the development process to improve the overall health of Dallas’ residents.

All plans in Dallas support tree preservation and management but do not have tools to implement policies. Similar to these planning efforts, the forwardDallas! 2006 goal and action to “preserve and increase canopy cover” was never implemented. Consistent coordination, collaboration, and engagement between departments can avoid unnecessary tree damage and removals. The Comprehensive Plan update can use the direction provided in the plan to preserve the ecologically sensitive areas and increase tree canopy coverage.

### Dallas Parks & Recreation Comprehensive Plan (2016)

The Parks Masterplan established thirteen strategic directions for the Parks and Recreation Department to focus on and provides a set of actions the Department can take to move each strategic direction forward. As of 2022, the 2016 Dallas Parks Masterplan has accomplished over 80% of the action item goals, expanding programs and improving existing facilities, adding more downtown parks, trail systems, etc.

The Dallas parks and recreation system has a proud legacy dating back to 1876, with the establishment of the city’s first park, City Park. Through acquisition and generous donations, the parks and recreation system has grown as the city has grown—now encompassing over 400 park properties totaling more than 21,000 acres. The Park and Recreation Comprehensive Plan adopted in 2016, was the result of a two-year process to reassess the Department’s mission and vision for the future and set a course for achieving that vision.

#### Relevance to ForwardDallas Update

The plan considers the citywide goals from forwardDallas! 2006 plan as well as changes in the park system over the past decade, recent trends, changes in demographics, and input from the community. The plan establishes thirteen strategic directions for the Park and Recreation Department to focus on and lays out a strategic plan for accomplishing these goals, which builds upon the principles and policies of forwardDallas! 2006.

### Comprehensive Urban Agriculture Plan (CUAP) (2023)

The Comprehensive Urban Agriculture Plan (CUAP) aims to enhance food security, economic opportunities, and social equity through urban agriculture. It addresses local food access, reduces regulatory barriers, and promotes land access for urban farming.

#### Relevance to ForwardDallas Update

Integrating CUAP with ForwardDallas will support sustainable land use and policies that incorporate urban agriculture, improving food access and resilience across the city.

### Smart Growth Dallas (2018)

Smart Growth Dallas followed the Dallas Parks Master Plan but served as an additional and aggressive strategic plan moving forward. Sponsored by the Park and Recreation Department and the Trust for Public Land (TPL), Smart Growth Dallas engaged multiple City Departments as stakeholders to assure that multiple perspectives were included. Working with local medical institutions, Smart Growth Dallas / TPL developed a database of where specific health-related concentrations are located so that informed decisions can be made regarding land use development and proximities to concentrated areas of concerns, such as cardiovascular disease, lung disease, asthma, stroke, anxiety, heat stress and many other health-related issues in Dallas.

### Dallas Bike Plan (2011 [Update In Progress – Estimated 2024])

This Plan update provides a master plan and an implementation strategy for a new bicycle network, the Dallas Bikeway System, which will be made from designated on-street and off-street facilities. This document also provides recommendations for supporting policies and for the identification of bicycle-related programs to be recognized, sponsored, or supported under the Plan.

#### Relevance to ForwardDallas Update

The Dallas Bike Plan advocates for denser land uses near multimodal facilities to help with mode shift (improve air quality and reducing congestion). The Plan also encourages parking reductions through multimodal movements and first-last mile connections to transit. The Dallas Bike Plan is currently in the early stages of being updated.

### Resilient Dallas Plan (2018)

Resilient Dallas includes seven goals, 20 initiatives, and 49 actions for residents, neighborhoods, the City, and our partners to implement. These actions build on existing efforts or address program and policy gaps to further resilience in Dallas.

#### Relevance to ForwardDallas Update

The Comprehensive plan update can support the following goals of the Resilient Plan;

- Ensure Dallas provides residents with reasonable, reliable, and equitable access

### Equity Indicators Report (2019)

All communities are affected by disparity, but certain populations are impacted more than others. This report focuses mainly on racial and ethnic disparities in Dallas. The Equity Indicators report is intended to be used as a framework for residents, businesses, nonprofit leaders, City administrators, and elected officials to understand where to focus public policy and institutional power to improve outcomes for all residents. The Equity Indicators are designed to measure the fairness and justice in outcomes for and treatment of groups of people across five thematic areas: Economic Opportunity, Education, Neighborhoods and Infrastructure, Justice and Government, and Public Health. Each of the five themes is broken down into four topics, and each topic is then subdivided into three indicators, for a total of 60 indicators.

#### Relevance to ForwardDallas Update

The Neighborhood and Infrastructure theme scores show increasing disparity in housing affordability and housing access. The Comprehensive Plan update can impact future scores by providing effective land-use policies and necessary zoning/code amendments.



Area Plans
South Dallas Fair Park Area Plan (2024)

The South Dallas Fair Park (SDFP) Area Plan is a comprehensive initiative by the City of Dallas's Planning & Urban Design Department to revitalize the South Dallas Fair Park area. The plan includes a detailed analysis of the area's history, existing land uses, public engagement efforts, and specific focus areas for development and improvement.

Key Components:

- Background and History: Builds on prior plans such as the SDFP Economic Development Corridor Plan (2001), DART Stations Plan (2013), and Fair Park Master Plan (2020). The process started in 2020, involving workshops and community engagement.
- Task Force: Composed of 23 members from various sectors, meeting regularly over three years.
- Guiding Principles: Focus on implementation, balanced development, integrating with the citywide vision, community engagement, and resource identification.
- Public Engagement: Included open houses, community meetings, presentations, pop-ups, tours, and educational workshops.
- Focus Areas: Key areas such as 2nd Ave, Elsie Faye Higgins/2nd Ave, Malcolm X Blvd, MLK Jr. DART Station, and Queen City with specific development visions.
- Implementation: Ongoing collaboration with city departments and neighborhood coalitions to address infrastructure and development challenges.
- Recommendations: Covers community capacity, economic development, housing, infrastructure, and land use.

Relevance to ForwardDallas Update:

The SDFP Area Plan supports ForwardDallas by integrating its vision and strategic direction into the city's comprehensive planning efforts. It emphasizes preserving neighborhood character, supporting local businesses, and enhancing infrastructure, aligning with ForwardDallas' goals for unified city growth and development.

West Oak Cliff Area Plan (2022)

The West Oak Cliff Area Plan (WOCAP) is a guiding planning document for neighborhoods in central and western Oak Cliff, adopted by the Dallas City Council on October 26, 2022. The plan covers Elmwood, Polk-Vernon, Hampton Hills, East Hampton Hills, South Edgefield, North Cliff, The Dells, Beverly Hills, Sunset Hill, and Jimtown, providing a long-range vision for land use, urban design, transportation, infrastructure, and community concerns around gentrification and displacement.

Key Components:

- Background and History: Established to address authorized hearings for rezoning and to create a community vision for transit-oriented development around DART light-rail stations. The planning process started in early 2020.
- Task Force: Comprised of representatives from each neighborhood association and other local stakeholders, meeting regularly throughout the planning process.
- Guiding Principles: Focus on implementation, balanced development, integrating with the citywide vision, community engagement, and resource identification.
- Public Engagement: Extensive outreach through virtual and in-person meetings, surveys, and workshops.
- Focus Areas: Identified seven areas for detailed land use vision due to upcoming authorized hearings and proximity to transit.
- Implementation: A matrix of objectives and action items for each framework, specifying timelines, lead parties, and potential funding sources.

Relevance to ForwardDallas Update:

The key land use recommendations from WOCAP were the basis for the ForwardDallas Placetype Map development in the West Oak Cliff area.

Hensley Field Master Plan (2022)

The Hensley Field Master Plan outlines the redevelopment strategy for the 738-acre site of the former Dallas Naval Air Station, located in Dallas' southwestern quadrant adjacent to the City of Grand Prairie. The plan aims to transform Hensley Field into an authentic, climate-smart, mixed-use, mixed-income, and walkable community, leveraging the property to achieve multiple community objectives related to economic recovery, social equity, and environmental sustainability.

Key Components:

- Vision and Goals: Develop a vibrant district balancing jobs, housing, amenities, and services, tied to the history and character of the place.
- Guiding Principles: Environmental health, economic opportunity, affordability, healthy communities, mobility, and history and culture.
- Public Engagement: Extensive community involvement through virtual and in-person meetings, surveys, and workshops over an 18-month planning process.
- Redevelopment Focus: A walkable, mixed-use community with commercial, institutional, and residential uses, interconnected open spaces, waterfront trails, historic preservation, multimodal transportation, net-zero construction, and diverse housing options.

Relevance to ForwardDallas Update:

The Hensley Field Master Plan aligns with the ForwardDallas goals by incorporating sustainable development, economic revitalization, and community-driven growth. It supports the Comprehensive Plan's emphasis on creating resilient, inclusive, and vibrant communities through strategic land use, housing diversity, environmental stewardship, and equitable access to amenities and services. The plan's focus on integrating historical and cultural preservation further enriches the City's vision for balanced and thoughtful urban development.

Other Area Plans
Adopted Between 2006 and 2024

- [The Bottom Urban Structure & Guidelines \(2015\)](#)
- [Buckner Station Area Plan \(2013\)](#)
- [Garland Road Vision Study \(2010\)](#)
- [Greater Casa View Area Plan \(2016\)](#)
- [Hatcher Station Area Plan \(2013\)](#)
- [Lancaster Corridor Station Area Plan \(2013\)](#)
- [LBJ Skillman Urban Planning Initiative Study \(2014\)](#)
- [MLK Station Area Plan \(2013\)](#)
- [Northwest Highway and Preston Center Area Plan \(2017\)](#)
- [Stemmons Corridor - Southwest Medical District Area Plan \(2010\)](#)
- [The 360 Plan \(2017\)](#)
- [UNT-Dallas Area Plan \(2009\)](#)
- [Vickery Meadow Station Area Plan \(2013\)](#)
- [Valley View Galleria Area Plan \(2013\)](#)
- [West Dallas Urban Structure & Guidelines \(2011\)](#)
- [West Kleberg Community Plan \(2007\)](#)
- [West Oak Cliff Area Plan \(2022\)](#)
- [Fort Worth Avenue Corridor Land Use and Urban Design Plan \(2005\)](#)



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