ForwardDallas Comprehensive Land Use Plan

# FORWARDALLAS 2.0

## REVISED DRAFT #4 (INTERIM)

## JUNE 2024

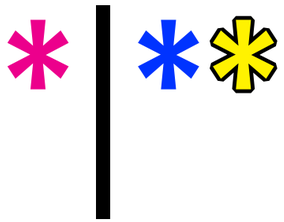
Draft Version: ☒ Staff ☒ CLUP ☑ CPC ☐ Final (Council)

City of Dallas

P+UD

# DRAFT ANNOTATION LEGEND

## NEWLY ADDED PAGE



= Newly added page / spread since last revision. When shown, all or most content including text and graphics are newly added. Note: Most or all text on pages with this asterisk will not be shown as **pink**, **blue** **or** **yellow.**

## NEWLY ADDED TEXT

**Lorem Ipsum** **Lorem Ipsum** **Lorem Ipsum** = Newly added text since last revision. Most updated text will be **pink**, but in the limited instances where background color of page makes it difficult to read, text will appear **blue** or **yellow** for legibility

## DRAFT TEXT UNDER REVIEW

**Lorem Ipsum** **Lorem Ipsum** = Draft text under review. Most updated text will be **red**, but in the limited instances where background color of page makes it difficult to read, text will appear **green** for legibility



WORKING DRAFT
PUBLIC REVIEW ONLY

Page Intentionally Left Blank

# ORDINANCE

Page Intentionally Left Blank
for Ordinance



WORKING DRAFT
PUBLIC REVIEW ONLY

Page Intentionally Left Blank
for Ordinance

WORKING DRAFT
PUBLIC REVIEW ONLY

# ACKNOWLEDGMENTS

Page Intentionally Left Blank
for Final Draft
Acknowledgments
Mayor / City Manager



WORKING DRAFT
PUBLIC REVIEW ONLY

Page Intentionally Left Blank
for Final Draft
Acknowledgments

FORWARDALLAS

## Land Use Acknowledgment

City of Dallas' Department of Planning and Urban Design acknowledges the traditional territory of North Texas occupied by multiple American Indian groups because of the Trinity River which provided seasonal homes and trading exchanges. Most notably, it was inhabited by the Caddo, Wichita, and nomadic tribes such as the Comanche and Kiowa, and ancestral tribes including the Arkikosa, Atakapa, Karankawa, Tawakoni, and others. We recognize the American Indian peoples as original stewards of this land and all the relatives within it. The acknowledgment is a small gesture, to a larger commitment to showing respect through ongoing awareness and action.

ALL AS ONE.

WORKING DRAFT
PUBLIC REVIEW ONLY

# TABLE OF CONTENTS

### Land Use Plan

CHAPTER 1 INTRODUCTION 1-2

CHAPTER 2: LAND USE THEMES 2-2

CHAPTER 3: PLACETYPES 3-2

CHAPTER 4: IMPLEMENTATION PLAN 4-2

### Appendices

APPENDIX: A MAPS A-2

APPENDIX: B EXISTING CONDITIONS REPORT B-2

APPENDIX: C ENGAGEMENT REPORT C-2

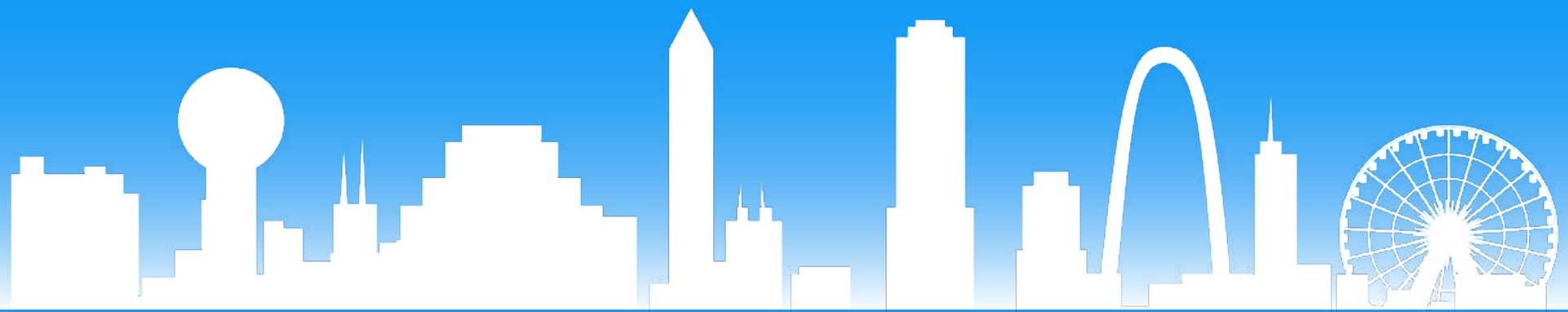
GLOSSARY + ACRONYMS GA-2

WORKING DRAFT
PUBLIC REVIEW ONLY

# EXECUTIVE SUMMARY

WORKING DRAFT
PUBLIC REVIEW ONLY





## HISTORY

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.

## ENGAGEMENT

**1500+** IN-PERSON ATTENDEES

**25000+** WEBMAP VISITS

**1600+** MAP COMMENTS

**1000+** SURVEY RESPONSES

**9900+** ONLINE USERS

**200+** IN-PERSON EVENTS

**70+** VIRTUAL EVENTS

## VISION

## THEMES

## TIMELINE

**2021**

**2022**

- PROJECT INITIATION & EXISTING CONDITIONS
- INITIAL COMMUNITY ENGAGEMENT
- LAND-USE VISIONING

**2023**

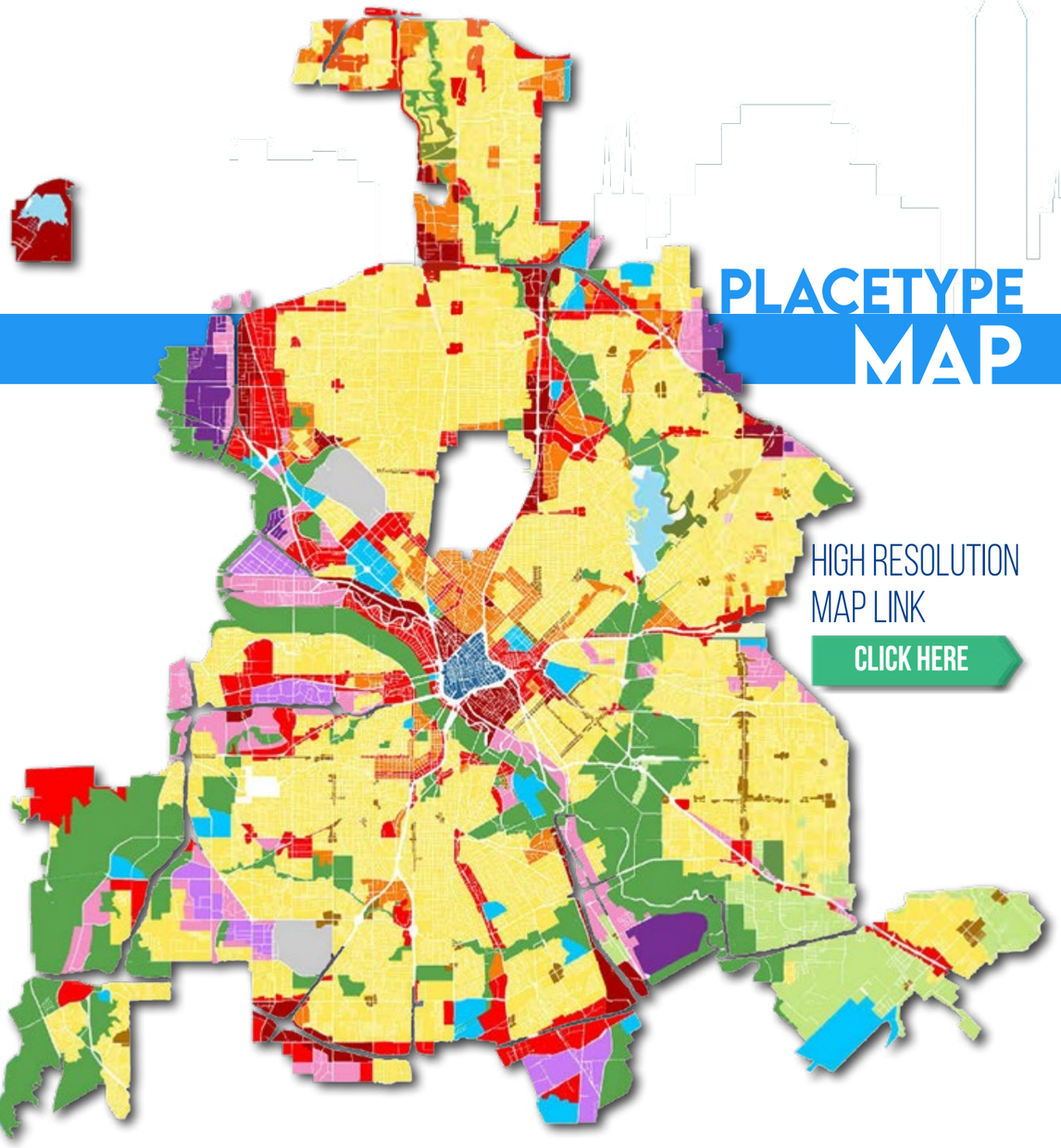
- LAND USE THEME DEVELOPMENT
- PLACETYPE DEVELOPMENT
- DRAFT PLAN REVIEW

**2024**

- PUBLIC BRIEFINGS/ HEARINGS + ADOPTION



June 2024 – ForwardDallas Comprehensive Land Use Plan 2.0 (Revised Draft #4 - CPC Interim)



# PLACETYPE MAP

HIGH RESOLUTION MAP LINK

CLICK HERE



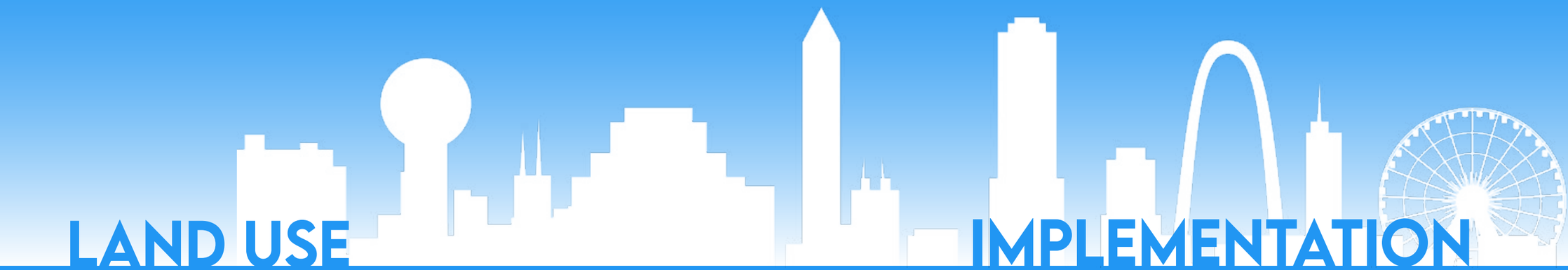
WORKING DRAFT
PUBLIC REVIEW ONLY

# PLACETYPE CATEGORIES

A placetype represents a holistic, larger scale vision for a community or place that incorporates a desired mix of land uses, design, and density.

- REGIONAL OPEN SPACE
- SMALL TOWN RESIDENTIAL
- COMMUNITY RESIDENTIAL
- CITY RESIDENTIAL
- FLEX COMMERCIAL
- INDUSTRIAL HUB
- NEIGHBORHOOD MIXED USE
- COMMUNITY MIXED USE
- REGIONAL MIXED USE
- CITY CENTER
- LOGISTICS/INDUSTRIAL PARK
- INSTITUTIONAL/ PUBLIC UTILITY

# EXECUTIVE SUMMARY



## LAND USE THEMES

### ENVIRONMENTAL JUSTICE + SUSTAINABILITY

**Theme Goal:** Actively and equitably protect communities from the effects of environmental hazards, while enhancing environmental quality through proactive protection, conservation, and sustainable practices in both natural and built environments.

### TRANSIT ORIENTED DEVELOPMENT (TOD) + CONNECTIVITY

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

### HOUSING CHOICE + ACCESS

**Theme Goal:** Equitably increase attainable housing options throughout the city, particularly near job centers and transit-oriented locations, to meet the diverse housing needs of all people in Dallas.

### ECONOMIC DEVELOPMENT + REVITALIZATION

**Theme Goal:** Promote equitable development of Dallas' diverse communities across the city, through the revitalization of neighborhood centers, commercial corridors, employment centers, and transit areas.

### COMMUNITY + URBAN DESIGN

**Theme Goal:** Adopt and implement context-sensitive design and development guidance to help shape Dallas' streets, sidewalks, buildings, and open spaces, ensuring functional, safe, sustainable, and vibrant spaces that not only reflect but also enhance Dallas' distinct places and diverse communities.



WORKING DRAFT
PUBLIC REVIEW ONLY



## IMPLEMENTATION PLAN

| | | | |
|---|---|---|---|
| ENVIRONMENTAL JUSTICE + SUSTAINABILITY | **Objective 1:** Support Citywide Environmental Justice (EJ)Goals | **Objective 2:** Mitigate Negative Environmental Impacts from New Development | **Objective 3:** Support the Environmental Protection of Key Natural Assets |
| TRANSIT ORIENTED DEVELOPMENT (TOD) + CONNECTIVITY | **Objective 1:** Encourage more housing, employment, services and amenities around transit stations | **Objective 2:** Align Transportation Planning, Land Use Planning, and Development Processes | **Objective 3:** Promote a multi-modal transportation network that is highly accessible and well-connected |
| HOUSING CHOICE + ACCESS | **Objective 1:** Provide a Mix of Housing types and affordabilities across all Neighborhoods to meet diverse needs | **Objective 2:** Prioritize Housing Investments for the Most Vulnerable Populations, Especially the Unhoused and those at High Risk of Displacement | **Objective 3:** Align Land Use Policy & Process with Housing Strategies, Plans, and Programs |
| ECONOMIC DEVELOPMENT + REVITALIZATION | **Objective 1:** Implement "Transformative Placemaking" Strategies to Revitalize Commercial Corridors, Transit Nodes, and Employment Centers | **Objective 2:** Prioritize Equitable Growth by Targeting Investment in Underserved Communities | **Objective 3:** Foster Economically Resilient Communities That Are Regionally Connected and Locally Supported<br>**Objective 4:** Remove Land Use + Zoning Barriers That Hinder Small Business development |
| COMMUNITY + URBAN DESIGN | **Objective 1:** Establish a Citywide Urban Design Framework | **Objective 2:** Integrate urban design standards and guidance into the development review process and future planning efforts | **Objective 3:** Promote quality design principles to foster more inclusive and equitable neighborhoods and spaces throughout Dallas |

# CHAPTER 1
# INTRODUCTION

Overview
Purpose
History + Background
Process + Timeline
Community Values
How to Use the Plan

## OVERVIEW

ForwardDallas is the citywide visionary plan that establishes guidelines for how public and private land should be used and what the city should look like. Land use and urban design have significant impacts on most aspects of daily life, including job opportunities, commute times, air quality, and access to healthy food options.

This section provides a general summary of what the plan is, what it isn't, and its importance for the city.

# OVERVIEW

## WHAT IS FORWARDDALLAS?

The ForwardDallas Comprehensive Land Use Plan Update, to be referenced as ForwardDallas 2.0, is a long-range future land use vision that guides how and where the city grows over the coming decades and describes how to achieve that vision.

The plan is rooted in five overarching themes that serve as the foundation for the Plan's goals, objectives, and actions steps.

Those themes are:

1. Environmental Justice and Sustainability
2. Transit-Oriented Development and Connectivity
3. Housing Choice and Access
4. Economic Development and Revitalization
5. Community and Urban Design

## WHY UPDATE THIS NOW?

The previous iteration of the land use plan was approved by the City Council in 2006. During the ensuing 17 years, the city of Dallas has undergone rapid and significant growth. By revising our land use plan, we aim to envision new ways of utilizing and designing spaces in Dallas that offer equitable access to resources, reinforce the strengths of our communities, and foster continued growth as a thriving city accessible to all.

## WHAT THIS IS NOT

ForwardDallas 2.0 is not a regulatory document or a silver bullet for all public policy. It informs decisions about zoning and development, but does not constitute zoning nor change zoning. In addition, issues like crime or education are indirectly related to ForwardDallas 2.0 and the plan can help raise awareness of community priorities that need to be addressed outside of the planning process.

This plan and maps contained therein does not establish zoning district boundaries or regulations, nor guarantee that individual properties are suitable for the full range of design characteristics described within each designation. Land use decisions on individual properties should consider not only the Future Placetype Map, but other factors such as other city policies, the context of the surrounding area, and other individual site considerations that cannot be evaluated as part of the high-level policy guidance of ForwardDallas 2.0.

This plan does not recommend a city-initiated zoning of single-family neighborhoods. It is anticipated that established neighborhoods will remain largely unchanged. Future discussions about different housing types and zoning considerations post ForwardDallas will require a separate public process that includes community engagement, City Plan Commission review and recommendation, and City Council adoption.

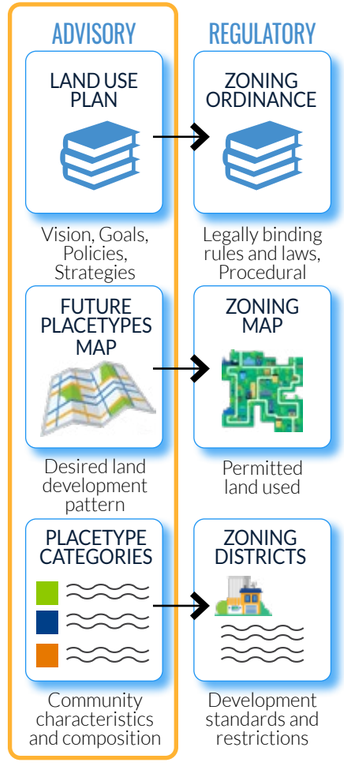
Furthermore, tearing down existing single-family structures for replacement with other housing types is not encouraged by this plan, particularly in areas at risk of displacement.

## WHY IS THIS IMPORTANT?

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

- It can help to ensure that communities are developed to meet their needs and desires, such as housing, parks, and other amenities.
- It can attract new businesses, industries and support economic growth, by providing a framework for development and zoning regulations.
- It can protect the environment and preserve natural resources by identifying areas that are sensitive to development and need protection.
- It can assist in infrastructure planning for transportation, water, and other services to support growth and development.
- It can provide a transparent and public process for planning and decision-making.

## ROLE OF A FUTURE LAND USE PLAN




## HOW WILL IT BE DONE?

Future land use plans are implemented through various tools and resources. Zoning implements the vision laid out in the plan. One of the primary implementation tools is zoning. Zoning changes can be initiated by property owners or by the City. Implementation also occurs through the City's Capital Improvements Program, which allocates funding for projects including parks, streets, and utility connections.

CITY OF DALLAS
WORKING DRAFT
PUBLIC REVIEW ONLY


This section outlines the legal foundation of the plan, details its relationship to other policies, and provides guidance on how to use the plan.

# PURPOSE

## LEGAL BASIS

City of Dallas Charter:

"The council may adopt [...] a comprehensive plan setting forth [...] policies to govern the future physical development of the city. Such plan may cover the entire city and all of its functions and services or may consist of a combination of plans governing specific functions and services or specific geographic areas which together cover the entire city and all of its functions and services."

Chapter 51A Dallas Development Code:

"The purpose of [the] comprehensive plan is to promote sound development of the city and promote the public health, safety, and welfare. The comprehensive plan is a plan for the long-range development of the city. The comprehensive plan sets forth policies to govern the future physical development of the city. The comprehensive plan shall serve 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."

Texas Local Government Code:

The Texas Local Government Code, Section 213.005, states that municipalities may have comprehensive plans. Section 211.004 provides that zoning regulations must be adopted in accordance with the comprehensive plan.

## RELATIONSHIP TO ZONING

"The relationship between the comprehensive plan and development regulations is that the 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. The comprehensive plan shall not constitute zoning regulations or establish zoning district boundaries. The comprehensive plan does not limit the ability of the city to prepare other plans, policies, or strategies as required. (Ord. Nos. 26371; 28073)".[1]

## RELATIONSHIP TO HISTORIC DISTRICTS, CONSERVATION DISTRICTS, AND NEIGHBORHOOD STABILIZATION OVERLAYS

Historic Districts (HDs), Conservation Districts (CDs), Neighborhood Stabilization Overlays (NSOs) and other neighborhood-led efforts reflect thoughtful collaboration amongst stakeholders that allow neighborhoods to establish a more detailed vision of their community which ForwardDallas 2.0 does not change nor makes a recommendation to change. This plan does not preclude neighborhoods from creating such districts in the future.

## RELATIONSHIP TO OTHER PLANS

This plan provides overarching context and guidance for smaller area planning efforts including future neighborhood and corridor plans. While ForwardDallas 2.0 may provide sufficient guidance for the majority of the city, there may be areas where change is occurring at a pace for which a more granular analysis of an area is needed to sort out the property by property issues. For these areas, smaller area, neighborhood, or corridor plans may be most beneficial, both in areas without previous planning efforts and in areas with older area plans in need of an update.

Previously adopted plans with land use components were used to prepare the base draft of the ForwardDallas 2.0 land use map. Refinements were made based on changing conditions since original adoption, community feedback, and changing market conditions, as applicable. Land use plans are generally reviewed for an update every five-ten years, however, this has not occurred for most smaller area plans within the city.

## RELATIONSHIP TO OTHER PLANS (CONT.)

These plans may still provide more detailed background information about the areas than what can be incorporated into a high-level city-wide policy document, therefore, plans adopted more than a decade prior to the adoption of this plan may still be used as background reference, however, in areas where the original plan conflicts with ForwardDallas 2.0, FowardDallas 2.0 is the controlling land use policy. Plans adopted since the 2006 forwardDallas! plan are adopted into this Comprehensive Plan as components of the plan, however, policies in this plan supersede any policies in conflict with those in previously adopted plans.

Future area, neighborhood or corridor plans that are adopted after the adoption of ForwardDallas 2.0 will be incorporated as amendments to and components of ForwardDallas 2.0. They advance the citywide vision, while providing the opportunity to work on more fine-grained issues with the local community. The more localized plans keep ForwardDallas 2.0 current and dynamic over time and hold as much weight as ForwardDallas 2.0.

## HOW TO AMEND THE PLAN?

Plans should be adaptable documents and include an amendment process that provides an opportunity to propose, as part of the public process, changes, or updates to the plan to address emergent economic or social trends or reflect new city plans and policies. Changes to the plan may occur through two different processes:

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

## MONITORING PROGRESS

After adoption of this plan, it is recommended that the city formalize a process for reviewing and updating, if necessary, the entirety of its comprehensive land use plan every ten years. The city should also consider completing a mid-cycle report of the plan five years after its adoption date to evaluate progress and maintain relevancy to the community, appointed and elected officials, and City staff. Annual reports and briefings will be provided to the City Plan Commission (CPC), applicable committees and sub-committees, City Council, and to the general public.

1 Chapter 51A Dallas Development Code Sec. 51A-1.108. Comprehensive Plan



June 2024 – ForwardDallas Comprehensive Land Use Plan 2.0 (Revised Draft #4 - CPC Interim)

WORKING DRAFT
PUBLIC REVIEW ONLY



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.

# HISTORY

## HISTORICAL PLANNING CONTEXT

Zoning is the regulatory tool used by municipalities to enforce land-use policies and decisions which determine the physical development of land based on its usage, purpose, and geological characteristics. In its earliest application, zoning in the United States was intended to protect single-family neighborhoods from the encroachment of common nuisances.

The impetus for employing zoning in cities was oftentimes to segregate undesired uses such as polluting industry away from white residential areas. Industrial land uses were intentionally located away from affluent white neighborhoods. As a result, nearly half of the areas in the city designated as "Racially/Ethnic Concentrated Areas of Poverty", by the Federal Government, have industrial uses near them.

The current proximity of residential homes to industrial areas reflects the lasting effects of Dallas' historical cumulative zoning, especially noticeable in the southern and western parts of the city.

Addressing these challenges becomes more complex due to discrepancies between adopted land use plans aimed at resolving such issues and subsequent zoning changes that haven't consistently aligned with the envisioned future development, as well as legal nonconforming land uses that continue to operate after zoning is changed.

Zoning tools also frequently resulted in policies whose sole intent was to segregate land uses based on racial and socioeconomic demographics. Our nation has a troubled history of systematic practices and policies that have been used to enforce inequities. When Dallas adopted its first official zoning code in 1929, overtly or discreetly inequitable land use policies preceded its adoption and were codified into the zoning code. In 1921, Dallas adopted a city law which permitted neighborhoods to be legally closed to certain races.

Neighborhood and business associations who supported the 1926 Kessler Plan, such as the Kessler Plan Association, stated that "whites who have bought homes are entitled to protection from encroachment of Negroes moving into the neighborhood."[1]

Much of post-World War II land use planning for residential areas has involved dedicating large land areas of Dallas solely for single family detached housing with pockets for large apartment complexes. This practice, coupled with underinvestment by banks and private developers in certain areas of the city has contributed to limited housing options--- including types and price points--- and inadequate affordable housing. Zoning options have also not kept pace with evolving lifestyle and development trends, which have created barriers to developing different housing types and new, sensitively scaled infill housing designs.

1 The Washington Post

LEARN MORE IN THE EXISTING CONDITIONS REPORT CLICK HERE



WORKING DRAFT
PUBLIC REVIEW ONLY

CITY OF DALLAS

# BACKGROUND

## TRENDS

While emerging trends tell a story of population and economic growth in the city, significant equity challenges persist between certain population groups and geographic areas. Other important trends, such as the evolving economic use of space and shifting age demographics, point towards unique challenges and opportunities for future land use planning.

Dallas has experienced a 9% population increase in the last decade. While this is less than the growth rate of the DFW Metro (43%) and the State of Texas (26%) during this same period, the North Central Texas Council of Governments (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.

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. While this is a lower growth rate than other peer cities studied, Dallas' median home values have increased at a greater rate than both the DFW metro and the State, at 37.4%, up to $252,300.

This economic growth has led to uneven impacts on different population groups and geographic areas of the city. The rapid growth of home and property values has exacerbated challenges around housing costs, with 44.3% of Dallas renters and 25.1% of homeowners considered cost-burdened. 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%. This income inequality continues to express itself through the concentration of racialized poverty in some areas, with growing wealth in others. A Market Value Analysis has also demonstrated uneven opportunity for investment and development, leading to continued disinvestment in some areas, and growth and displacement pressures in others.

The Dallas economy continues to diversify, with large growth in areas such as management, the arts, real estate, professional and technical services, and education services. The national decline in traditional retail and office occupancy rates presents challenges and opportunities for land use and development throughout the city.

Over the past two decades, age distributions within the city have shown significant change. While persons over 55-64 and over 65 populations have grown 36% between 2010 and 2020, the next largest age group (20 – 34) only grew by 12.5% during the last ten (10) years. As of 2022, the median age in Dallas was 33.1 years, younger than the Dallas-Fort Worth-Arlington Metropolitan Statistical area with a median age of 35.3 years. These growing populations have different needs and lifestyles which will require careful thought about the provision of housing, leisure activities, services and workforce preferences.

WORKING DRAFT
PUBLIC REVIEW ONLY



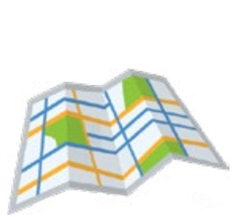
CITY OF DALLAS

WORKING DRAFT
PUBLIC REVIEW ONLY



This section provides and summary of the steps taken to develop this ForwardDallas Comprehensive Land Use Plan.

# PROCESS+ TIMELINE



## 1 PROJECT INITIATION & EXISTING CONDITIONS

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

SEP 2021 - MAY 2022

## 2 INITIAL COMMUNITY ENGAGEMENT

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

SEP 2021 - MAY 2022

## 3 LAND USE VISIONING

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

JUL 2022 - APR 2023

## 4 LAND USE THEME DEVELOPMENT

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

NOV 2022 - APR 2023

## 5 PLACETYPE & URBAN DESIGN MAP REVIEW

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

AUG 2022- MAY 2023

## 6 DRAFT PLAN REVIEW

Community, staff and advisory review of future placetype map.

MAR 2023 - ONGOING

## 7 PUBLIC BRIEFINGS/ HEARINGS + ADOPTION

Public discussion and review of draft plan and future land use map.

OCT 2021 - ONGOING



June 2024 – ForwardDallas Comprehensive Land Use Plan 2.0 (Revised Draft #4 - CPC Interim)

WORKING DRAFT
PUBLIC REVIEW ONLY



This section highlights the engagement process of the plan since its launch.

# COMMUNITY ENGAGEMENT

**1500+** IN-PERSON ATTENDEES

**9900+** ONLINE USERS

The ForwardDallas engagement process started with an emphasis on consistent messaging and reaching residents "where there are." Relaying the message to diverse audiences served as the basis for developing specific engagement strategies and tools to extend the reach and convenience of the plan's message to under-represented communities.

The Plan draws its priorities and action steps from inclusive and extensive community input, vital in shaping the City of Dallas' direction. Since its launch in April 2021, Dallas residents and stakeholders have actively participated through various ways, including in-person workshops, pop-up events, virtual discussions, and online/paper surveys.

Public feedback has been summarized into key land-use themes, shaping forthcoming action steps and policies. The word cloud and topic bubbles **(Figure 1)** are scaled to represent the frequency of open-ended responses received for each theme. Each subtopic within the themes is distinctively color-coded for easy reference.

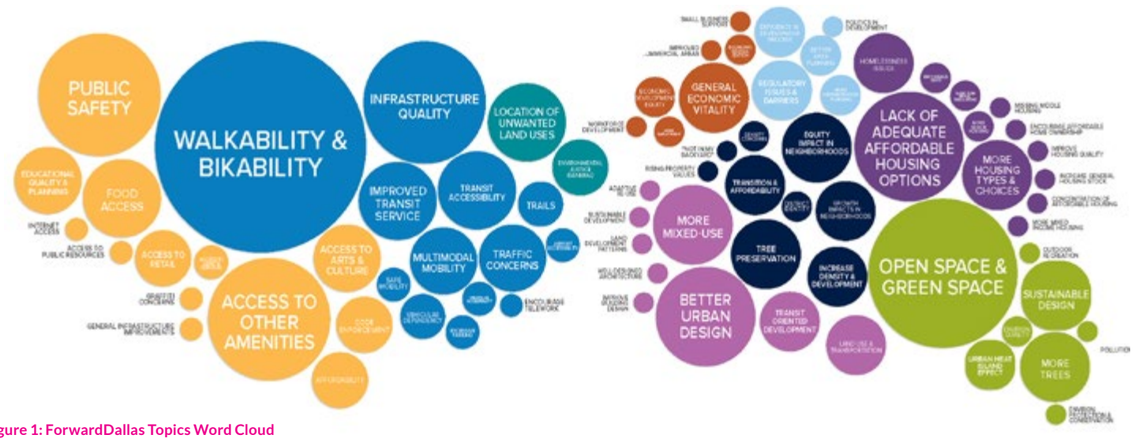



**Figure 1: ForwardDallas Topics Word Cloud**



CITY OF DALLAS

WORKING DRAFT
PUBLIC REVIEW ONLY



**25000+** WEBMAP VISITS

**1600+** MAP COMMENTS

**1000+** SURVEY RESPONSES

**200+** EVENTS

Mapping participant attendance and demographic data helps ensure that engagement efforts are equitably distributed throughout the city. The map in **Figure 2** depicts event and engagement activity conducted throughout the course of the project.

**Legend**

- Advisory
- Capacity Building
- Listening Session/ Focus Group
- Open house
- Popup/Table
- Workshop

LEARN MORE IN THE ENGAGEMENT REPORT

CLICK HERE

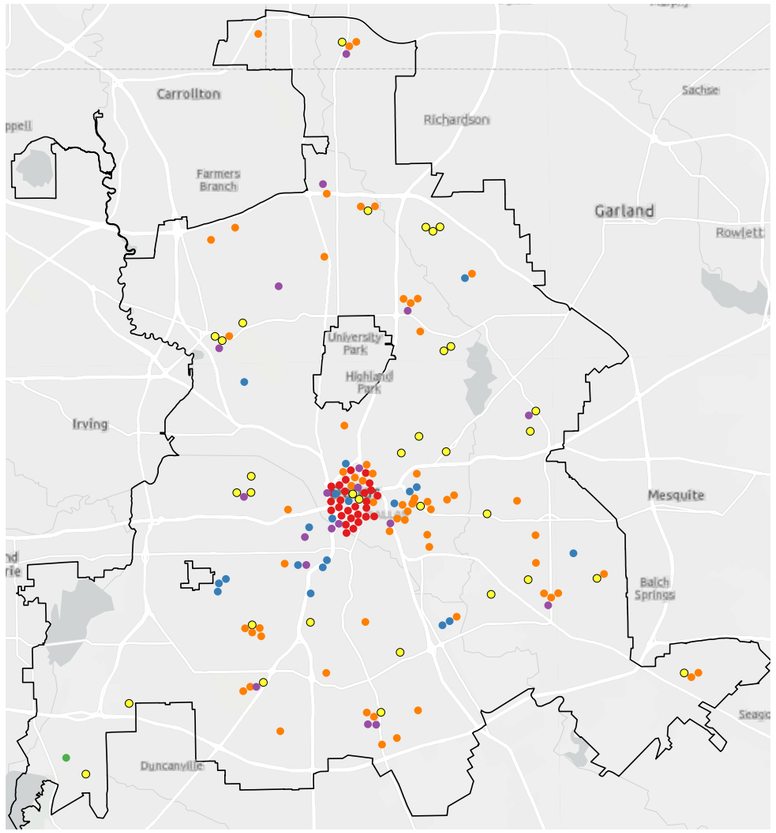



**Figure 2: ForwardDallas Engagement Events Map**

WORKING DRAFT
PUBLIC REVIEW ONLY



CITY OF DALLAS

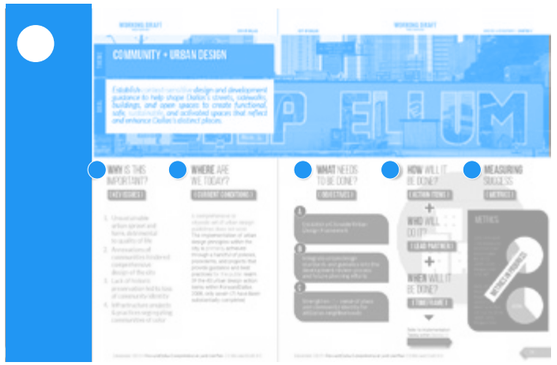
WORKING DRAFT
PUBLIC REVIEW ONLY



This plan is structured into 4 major sections, each building upon each other. The guide below provides a summary on how to navigate and best utilize this plan.

# HOW TO USE THIS PLAN

## 1 LAND USE THEMES

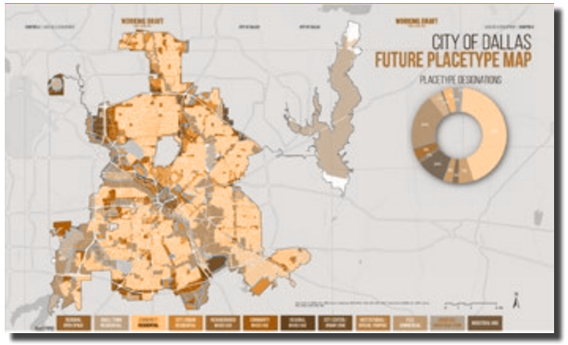



Details the land use themes developed from the community's shared values and vision. Each theme is made up of a primary goal, which provides direction and expectations of what the plan should achieve. Furthermore, each theme goal has a series of objectives which provides strategic recommendations on how to achieve each theme goal.

## 2 PLACETYPE DESCRIPTIONS

Describes the various types of places in the city that represent a vision for the desired mix of uses, development character, urban design features, and density for areas within Dallas. This section provides character descriptions, application methods, and urban design guidance for each placetype.

## 3 FUTURE PLACETYPE MAP




Provides a graphical and geographical representation of where each placetype is located in the city and how they are related to each other.[28]

## 4 IMPLEMENTATION PLAN

Details how each land use theme will be addressed, which agencies and departments will lead the effort, and a timeframe on when related action items will be achieved. [29]



June 2024 – ForwardDallas Comprehensive Land Use Plan 2.0 (Revised Draft #4 - CPC Interim)

# CHAPTER 2
# LAND USE THEMES

Environmental Justice
TOD + Connectivity
Housing Choice + Access
Economic Development + Revitalization
Community + Urban Design

## OVERVIEW

This chapter details the land use themes developed from the community's shared values and vision. Each theme is made up of a primary goal, which provides direction and expectations of what the plan should achieve. Furthermore, each theme goal has a series of objectives which provides strategic recommendations on how to achieve each theme goal.

WORKING DRAFT
PUBLIC REVIEW ONLY



# DID YOU KNOW?

**Environmental Justice** is the fair treatment and meaningful involvement of all people regardless of race, color, national origin, or income, concerning the development, implementation, and enforcement of environmental laws, regulations, and policies.[1]

Environmental Justice ensures equitable access to healthy communities and environmental benefits. It prevents disproportionate burdens from environmental hazards and provides equitable involvement in decision-making processes for all people, regardless of race, ethnicity, income, or national origin[2].

**Sustainability** is the concept of creating and maintaining conditions under which humans and nature can exist in productive harmony and that permit fulfilling social, economic, and other requirements of present and future generations.[3]

1. United States EPA
2. City of Dallas OEQS
3. NEPA



WORKING DRAFT
PUBLIC REVIEW ONLY

CITY OF DALLAS



THEME

## ENVIRONMENTAL JUSTICE + SUSTAINABILITY

GOAL

*Actively and equitably protect communities from the effects of environmental hazards, while enhancing environmental quality through proactive protection, conservation, and sustainable practices in both natural and built environments.*

**Decrease % of residential properties near industrial uses/zones***

**(Key Performance Indicators to be developed and tracked post plan adoption with annual reporting to either City Plan Commission or Council.)**

## 1 WHY IS THIS IMPORTANT? ( KEY ISSUES )

1. Inequitable concentration of incompatible land-uses in communities of color leading to R/ECAP (Racially or Ethically Concentrated Areas of Poverty) areas.
2. Communities at risk near floodplains.
3. Negative impacts on community quality of life, health, air quality and water quality due to heavy industrial proximities.
4. Excessive impervious surfaces citywide, increasing urban heat island effect and storm water runoff.

## 2 WHERE ARE WE TODAY? ( CURRENT CONDITIONS )

Land use policy has played a significant role in the disparate distribution of environmental burdens, particularly near communities of color, and outdated land use and zoning tools have reinforced barriers to addressing environmental justice concerns. The City of Dallas has nearly 70,000 acres of residential land (42% of city land) of which almost 10,700 acres (4%) is within a 1000 ft buffer of an industrial zoned district. ForwardDallas 2.0 prioritizes environmental justices concerns and identifies multiple areas on the future placetype map where changes in the future land use mix should occur to encourage healthier environments for people and habitat.

Dallas is the second most polluted city in Texas regarding heatgenerated ozone and the 16th

most polluted in the US. Adding to the challenge is Dallas' increasing percentage of impermeable surfaces leading to the city's urban heat island, which is the second highest rate in the nation behind Phoenix. Following recommendations in the Comprehensive Environmental and Climate Action Plan (CECAP), this plan explores ways to reduce emissions and impervious land coverage through more sustainable land use practices.

## 3 WHAT NEEDS TO BE DONE? ( OBJECTIVES )

**A** Support Citywide Environmental Justice (EJ) Goals

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

**C** Support the Environmental Protection and Expansion of Natural Resources

## 4 HOW WILL IT BE DONE? ( ACTION ITEMS ) + WHO WILL DO IT? ( LEAD PARTNER )

**Refer to Implementation Tables in Chapter 4**

## 5 MEASURING SUCCESS ( METRICS )

## 6 EQUITY CONNECTION

***Implement policies and programs on existing pollution sources to identify compatible land use decisions in/near equity priority areas (Dallas Racial Equity Plan).**

CITY OF DALLAS
WORKING DRAFT
PUBLIC REVIEW ONLY
LAND USE THEMES | CHAPTER 2

THEME

# TRANSIT-ORIENTED DEVELOPMENT (TOD) + CONNECTIVITY

GOAL

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

**Increase % of land use mix within TOD centers***

**(Key Performance Indicators to be developed and tracked post plan adoption with annual reporting to either City Plan Commission or Council.)**

## 1 WHY IS THIS IMPORTANT? ( KEY ISSUES )

1. Overly restrictive zoning requirements limit a mix of uses around potential TOD sites that hinders feasibility.
2. Lack of integration and coordination in the planning of last mile connections.
3. Parking regulations citywide do not incentivize transit-supportive density.
4. Inequitable access to goods and services

# KNOW?

Transit-Oriented Development (TOD) is a type of development that maximizes the amount of residential, business, and leisure space within walking distance of public transport, **and is made accessible to all people regardless of income, race, ethnicity, age, gender, immigration status or ability.**

A TOD can be focused around light rail stations as well as major bus nodes, bike infrastructure, and trails. It aims to spur economic growth, expand housing opportunities, increase connectivity around a mix of land uses, and promote revitalization around DART stations and transportation nodes.

**TOD typologies groups station areas into several "types" based on context and predominant mode of access.**

## 2 WHERE ARE WE TODAY? ( CURRENT CONDITIONS )

There are 65 light rail stations within DART's system, 46 of which are located within Dallas city limits. The majority of the rail stations with examples of walkable, transit oriented development are located downtown and to the north along the Orange line around Uptown and City Place and Mockingbird Station.

The land within TOD areas (1/2 mile of DART rail stations) comprises roughly 25,800 acres, approximately 12% of the city's land area. Of that land, approximately 2,500 acres, or 10%, is city-owned, half of which is parkland, and approximately 13% of the total acreage is vacant.

Vacant or undeveloped land presents an opportunity for a mix of new and equitable development including more options for housing, employment and services.

Although opportunity exists, there are land use and zoning barriers to realizing the potential around certain stations. A large percentage of the land is not adequately planned or zoned for TOD, with approximately 33% of the land around rail stations zoned for low-density residential, rather than for a mix of uses at various scales and intensities, depending on the context.

## 3 WHAT NEEDS TO BE DONE? ( OBJECTIVES )

A. Encourage more housing, employment, services and amenities around transit stations.

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

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

## 4 HOW WILL IT BE DONE? ( ACTION ITEMS )

+

## WHO WILL DO IT? ( LEAD PARTNER )

**Refer to Implementation Tables in Chapter 4**

## 5 MEASURING SUCCESS ( METRICS )

## 6 EQUITY CONNECTION

***Investigate rezoning to encourage more development and walkability near transit in historically disadvantaged communities (Dallas Racial Equity Plan).**

## TOD TYPOLOGIES

NEIGHBORHOOD CENTERS

MIXED USE CENTERS | CITY CENTER

SPECIAL PURPOSE CENTERS


June 2024 – ForwardDallas Comprehensive Land Use Plan 2.0 (Revised Draft #4 - CPC Interim)

# TOD TYPOLOGIES

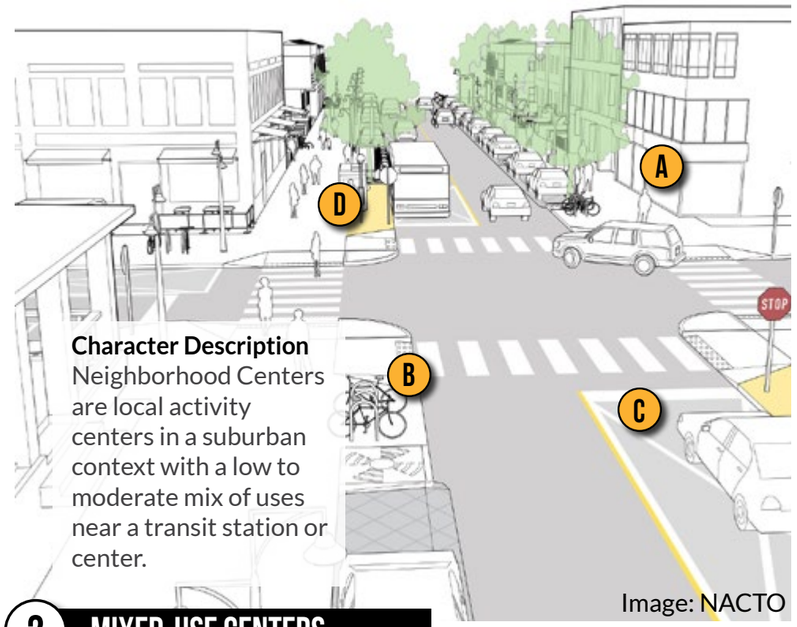
TOD typologies provide broad parameters for the scale and intensity of development, use mix, access, and market potential.

These typologies are based on DART's typologies with an emphasis on their connection Dallas' future placetypes (see Chapter 3 for more info on Placetypes).

For details on the application of these typologies within DART station area, refer to DART's "Transit Oriented Development Guidelines".

## 1 NEIGHBORHOOD CENTERS

DART Typology: Community Centers

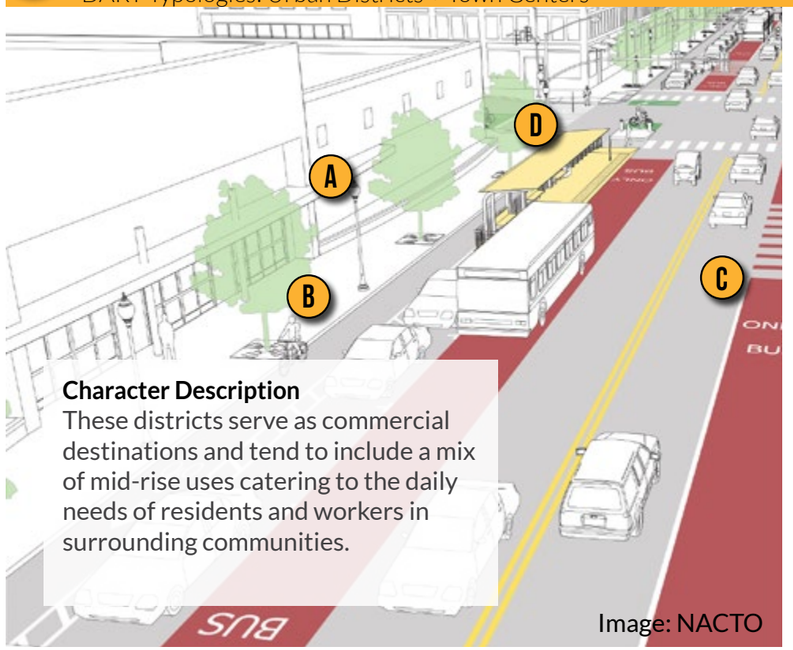



**Character Description**
Neighborhood Centers are local activity centers in a suburban context with a low to moderate mix of uses near a transit station or center.

Image: NACTO

## 2 MIXED-USE CENTERS

DART Typologies: Urban Districts + Town Centers




**Character Description**
These districts serve as commercial destinations and tend to include a mix of mid-rise uses catering to the daily needs of residents and workers in surrounding communities.

Image: NACTO





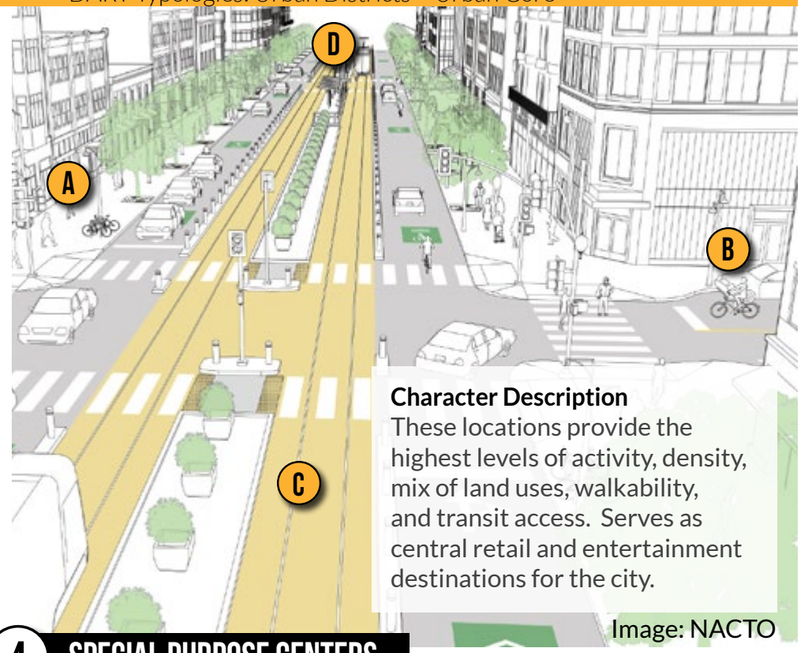






## 3 CITY CENTERS

DART Typologies: Urban Districts + Urban Core

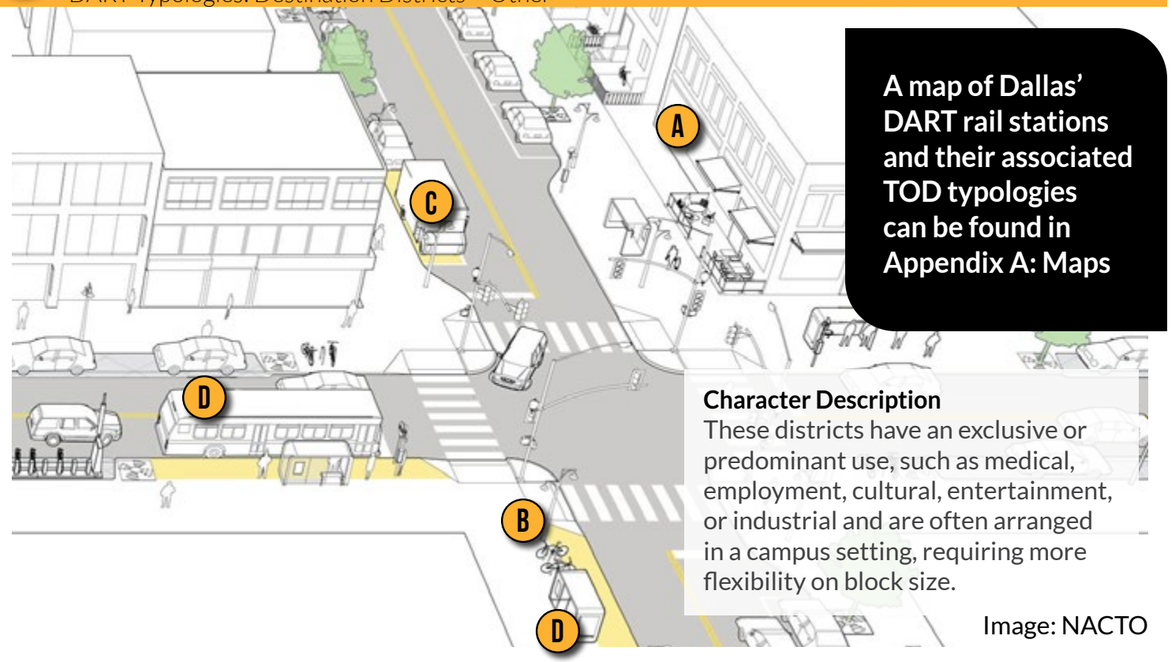



**Character Description**
These locations provide the highest levels of activity, density, mix of land uses, walkability, and transit access. Serves as central retail and entertainment destinations for the city.

Image: NACTO

## 4 SPECIAL PURPOSE CENTERS

DART Typologies: Destination Districts + Other




**Character Description**
These districts have an exclusive or predominant use, such as medical, employment, cultural, entertainment, or industrial and are often arranged in a campus setting, requiring more flexibility on block size.

Image: NACTO

### TOD Typology Key Elements

- **A** Buildings lining pedestrian-friendly streets and public spaces.
- **B** Walking, cycling, & scootering offer multimodal access.
- **C** Pattern and scale of development tends to support the potential for reduced parking, car usage, and/or low-speed vehicular traffic.
- **D** Creating designated space for curbside stops can reduce transit delays and create a safer environment for pedestrians and cyclists.

**A map of Dallas' DART rail stations and their associated TOD typologies can be found in Appendix A: Maps**

WORKING DRAFT
PUBLIC REVIEW ONLY



CITY OF DALLAS

WORKING DRAFT
PUBLIC REVIEW ONLY



# DID YOU KNOW?

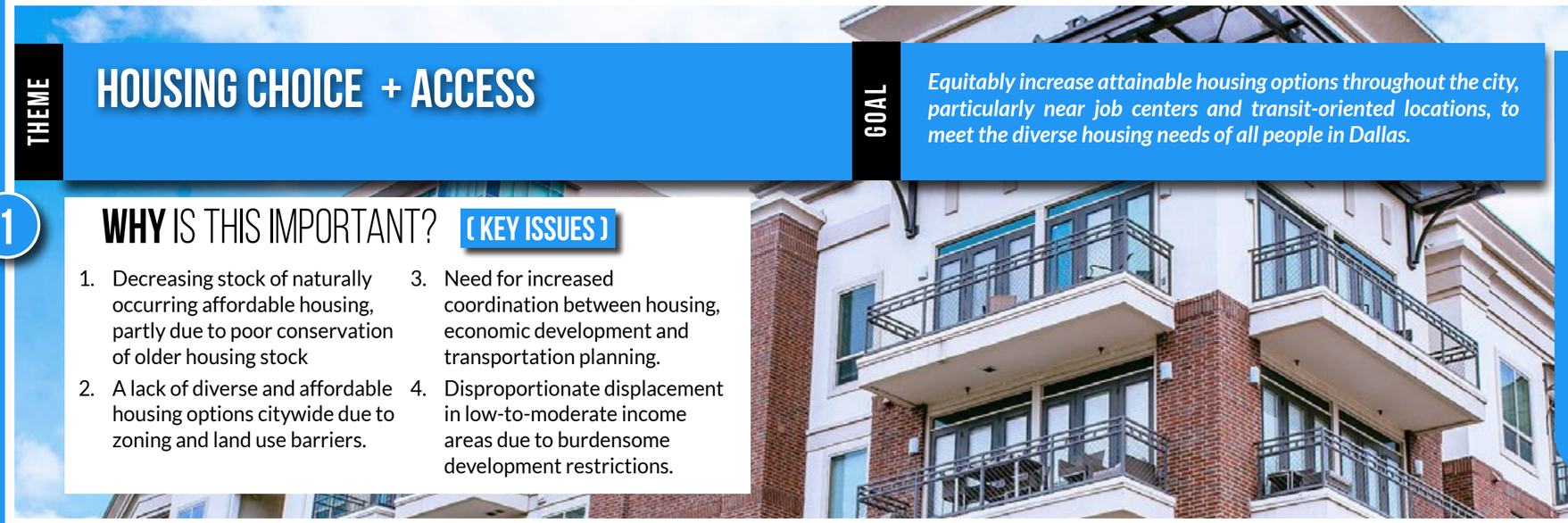
As a fundamental right, housing access, refers not only to affordable housing for households with the lowest incomes but also ensures opportunities for residents of all incomes, phases of life, abilities and lifestyles. This includes locating a variety of diverse and sensitively scaled housing types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

THEME

# HOUSING CHOICE + ACCESS

GOAL

*Equitably increase attainable housing options throughout the city, particularly near job centers and transit-oriented locations, to meet the diverse housing needs of all people in Dallas.*



Increase # of housing units in areas of displacement risk, TOD areas, and commercial corridors (REP) *

**(Key Performance Indicators to be developed and tracked post plan adoption with annual reporting to either City Plan Commission or Council.)**

## 1 WHY IS THIS IMPORTANT? [ KEY ISSUES ]

1. Decreasing stock of naturally occurring affordable housing, partly due to poor conservation of older housing stock
2. A lack of diverse and affordable housing options citywide due to zoning and land use barriers.
3. Need for increased coordination between housing, economic development and transportation planning.
4. Disproportionate displacement in low-to-moderate income areas due to burdensome development restrictions.

## 2 WHERE ARE WE TODAY? [ CURRENT CONDITIONS ]

Over the past several years, housing costs have risen significantly, and incomes have not kept pace, particularly for Black and Latinx residents. According to the 2002 US Census American Community Survey (ACS) 1-year estimates, there have been significant changes in housing costs between the same survey in 2018. Estimated median home value has risen to $320,000 from $209,700 and Median Gross Rent is estimated at $1,360, up from $1,054. Median Household Income has risen to $65,400, up from $52,210, but has not increased proportionally with the increased cost of housing. US Census data further approximates that 44% of Dallas renters (59% of households) and 25% of owner-occupied households (41%) are considered cost burdened.

Dallas' total cost burdened household percentage is roughly 36%. In 2023, the City of Dallas adopted an updated housing policy, Housing Policy 2033, that included extensive housing-related data, much of which demonstrated continued disparities in housing opportunity and the need for a different approach to housing. Dallasites are increasingly more housing cost burdened, but the impact is falling disproportionally on Black and Latinx residents whose median household incomes are far less than White (Non-Histopanic/Latinx) households and whose median home values are estimated to be up to three times lower than the average median home value for White (Non-Histopanic/Latinx) households.

## 3 WHAT NEEDS TO BE DONE? [ OBJECTIVES ]

**A** Provide a mix of housing types and affordabilities across all neighborhoods to meet diverse needs.

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

**C** Align Land Use Policy & Process with Housing Strategies, Plans, and Programs

## 4 HOW WILL IT BE DONE? [ ACTION ITEMS ]

+

## WHO WILL DO IT? [ LEAD PARTNER ]

Refer to Implementation Tables in Chapter 4

## 5 MEASURING SUCCESS [ METRICS ]

## 6 EQUITY CONNECTION

***Close the homeownership gap and secure housing stability by deploying anti-displacement strategies in transitioning neighborhoods (e.g., gentrification) to address longstanding inequities by ensuring zoning is inclusive of historically disadvantaged communities to encourage sustainability and thriving opportunities. (Dallas Racial Equity Plan).**



June 2024 – ForwardDallas Comprehensive Land Use Plan 2.0 (Revised Draft #4 - CPC Interim)

WORKING DRAFT
PUBLIC REVIEW ONLY



# DID YOU KNOW?

As Dallas experiences shifting market trends for retail and office spaces and geographical shifts in investment, land use policy must proactively respond to **these dynamics** while laying the foundation for a more balanced and equitable city.

**A significant number of aging and underutilized commercial corridors present opportunities for placemaking, revisioning and revitalization to inject new life into areas and accommodate the current and future demand for mixed use developments.**

Additionally, the City's transit stations and high-capacity bus routes offer unique opportunities to **drive** transit-oriented development, **seamlessly connecting** people to employment.



CITY OF DALLAS

WORKING DRAFT
PUBLIC REVIEW ONLY



THEME

# ECONOMIC DEVELOPMENT + REVITALIZATION

GOAL

*Promote equitable development of Dallas' diverse communities across the city, through the revitalization of neighborhood centers, commercial corridors, employment centers, and transit areas.*

Increase % of land use mix along strategic commercial corridors*

**(Key Performance Indicators to be developed and tracked post plan adoption with annual reporting to either City Plan Commission or Council.)**

## 1 WHY IS THIS IMPORTANT? [ KEY ISSUES ]

1. Barriers to equitable economic development opportunities in areas with a concentration of incompatible land uses.
2. Increased vacancy in single-use commercial shopping centers, corridors, and office parks due to restrictive use requirements.
3. Private investment and development barriers in Southern Dallas due to aging infrastructure and difficulties accessing capital for local investors.

## 2 WHERE ARE WE TODAY? [ CURRENT CONDITIONS ]

One of the implementation items of the City of Dallas recently adopted (2022) Economic Development Policy (EDP) is to adopt a future land use map to address land use inequities, guide development and increase opportunities in disinvested areas. ForwardDallas is aligned with the EDP and the future land use recommendations in this plan support placing focus on aging and underutilized commercial corridors, particularly adjacent to disinvested and underserved neighborhoods, to inject new life into areas with existing infrastructure.

## 3 WHAT NEEDS TO BE DONE? [ OBJECTIVES ]

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

**B** Prioritize Equitable Growth by Strategically Targeting Investment in Underserved Communities

**C** Foster Economically Resilient Communities Though Diverse and Sustainable Development Practices

**D** Remove land use and zoning barriers that hinder small business development

## 4 HOW WILL IT BE DONE? [ ACTION ITEMS ]

+

## WHO WILL DO IT? [ LEAD PARTNER ]

Refer to Implementation Tables in Chapter 4

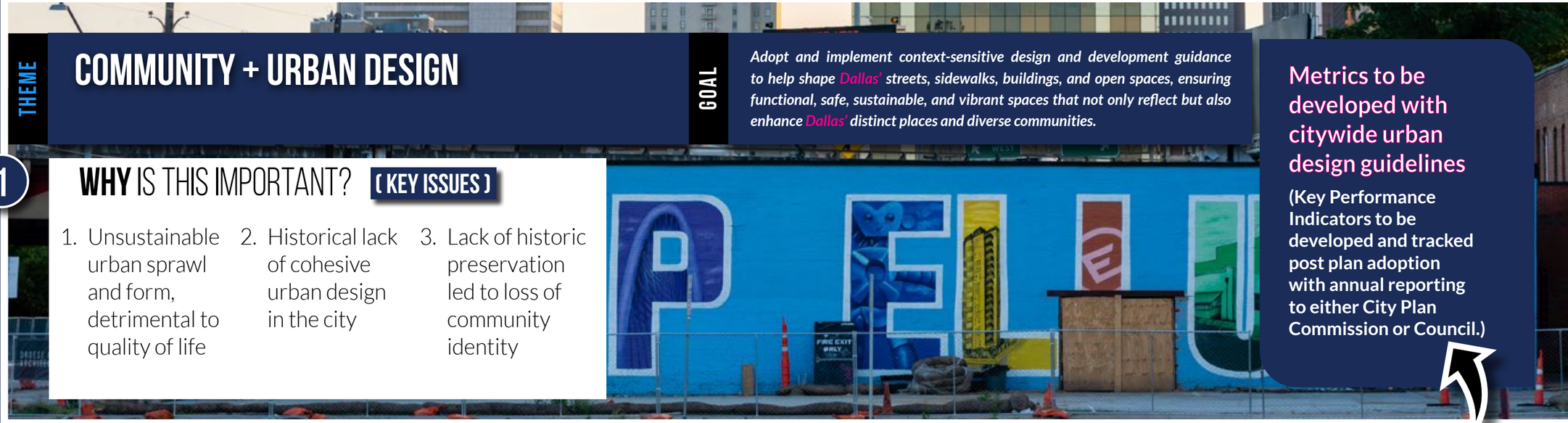
## 5 MEASURING SUCCESS [ METRICS ]

## 6 EQUITY CONNECTION

***Increase the development of historically disadvantaged communities with high residential vacancies (Dallas Racial Equity Plan).**

WORKING DRAFT
PUBLIC REVIEW ONLY





THEME

# COMMUNITY + URBAN DESIGN

GOAL

*Adopt and implement context-sensitive design and development guidance to help shape Dallas' streets, sidewalks, buildings, and open spaces, ensuring functional, safe, sustainable, and vibrant spaces that not only reflect but also enhance Dallas' distinct places and diverse communities.*

## DID YOU KNOW?

Urban design crucially shapes the public realm to promote a healthy and socially interactive environment, thus contributing to the city's economic success. It gives form, shape, and character to buildings, neighborhoods, and the city, making each more functional and visually appealing.

## 1 WHY IS THIS IMPORTANT? [ KEY ISSUES ]

1. Unsustainable urban sprawl and form, detrimental to quality of life
2. Historical lack of cohesive urban design in the city
3. Lack of historic preservation led to loss of community identity

## 2 WHERE ARE WE TODAY? [ CURRENT CONDITIONS ]

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

## 3 WHAT NEEDS TO BE DONE? [ OBJECTIVES ]

A. Establish a Citywide Urban Design Framework

B. Integrate urban design standards and guidance into the development review process and future planning efforts

C. Strengthen the sense of place and community identity for all Dallas neighborhoods

## 4 HOW WILL IT BE DONE? [ ACTION ITEMS ]

+

## WHO WILL DO IT? [ LEAD PARTNER ]

Refer to Implementation Tables in Chapter 4

## 5 MEASURING SUCCESS [ METRICS ]

Metrics to be developed with citywide urban design guidelines

**(Key Performance Indicators to be developed and tracked post plan adoption with annual reporting to either City Plan Commission or Council.)**

## 6 EQUITY CONNECTION

**Engage residents through arts and cultural programs that fully integrate neighborhoods and historically disadvantaged communities into civic life and create a community ecosystem where art and culture are valued in every neighborhood. (Dallas Racial Equity Plan).**



WORKING DRAFT
PUBLIC REVIEW ONLY

CITY OF DALLAS

WORKING DRAFT
PUBLIC REVIEW ONLY

THEME

# COMMUNITY + URBAN DESIGN

GOAL

*Adopt and implement context-sensitive design and development guidance to help shape Dallas' streets, sidewalks, buildings, and open spaces, ensuring functional, safe, sustainable, and vibrant spaces that not only reflect but also enhance Dallas' distinct places and diverse communities.*

Community + Urban Design guidance within this document will be provided using two element types: **Urban Framework** & **Urban Form**

## URBAN DESIGN PRINCIPLES

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

## 1. URBAN FRAMEWORK

Illustrates how users experience the arrangement of land uses throughout the city and how those activities relate to each other

APPEARS IN **PLACETYPE MAPS**

### PATHS

Networks or channels of frequent or potential routes of movement through the city. Facilitates efficient and accessible travel through Complete Street typologies.

### DISTRICTS

Areas with a cohesive character, style, and natural features that define individual communities and preservation areas.

### LANDMARKS

Prominent or easily recognizable features that orient users to specific focal points, enhancing navigation within communities.

### NODES

Key concentrations or central hubs of activity within a community. Act as focal points for communal engagement and gathering.

### NATURAL FEATURES

Key ecological landforms crucial for forming, protecting, and maintaining connected open spaces. They also provide essential buffers between developed areas and natural habitats.

## 2. URBAN FORM

Describes the physical characteristics of a place within the city

APPEARS IN **PLACETYPE DESCRIPTIONS**

### MOBILITY + ACCESS

Identifies travel mode. Ensure safety and connectivity are prioritized for all mobility options.

### STREETSCAPE + PARKING

Describes the appropriate parking type, location, and relationship between the street and pedestrian zones. Parking should be accessible, but also designed to minimize visual impacts.

### BUILDING FORM + CHARACTER

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

### GREEN + OPEN SPACE

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

## THEME CONNECTIONS

Community + Urban Design is a unifying theme that links all other themes together.

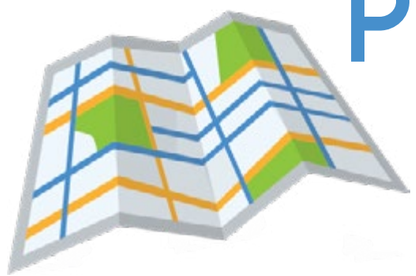
LEGEND

- Environmental Justice + Sustainability
- TOD + Connectivity
- Housing Choice + Access
- Economic Development + Revitalization
- Community + Urban Design



WORKING DRAFT
PUBLIC REVIEW ONLY

# CHAPTER 3
# PLACETYPES



What Are Placetypes?
Land Use/Placetype Matrix
Placetype Descriptions
Citywide Future Placetype Map

## OVERVIEW

The placetypes in this plan represent the form of future development, as envisioned by the Dallas community. These placetypes will in turn provide the macro-level guidance that will inform the City's Future Development Code Update and possible Citywide Urban Design Guidelines.

This section provides a general summary of what placetypes are and how to use them in this plan.

# WHAT ARE PLACETYPES?

## WHAT ARE PLACETYPES?

Placetypes describe the long-term vision and desired building and preservation characteristics for different places within the city including neighborhoods, mixed use areas, employment and industry centers and open spaces.

They provide a high-level guide for the desired mix of land uses, design and the recommended intensity and scale of the different uses. The placetype descriptions are translated into a graphical placetype map that provides the long-range visual view of the different places in Dallas.

## HOW WERE PLACETYPES DEVELOPED?

The unique characteristics included in each of the placetypes are rooted in over two years of community input and thousands of comments from people across the city of Dallas.

## RELATIONSHIP TO DEVELOPMENT CODE

Using the intent and direction of the Placetypes in ForwardDallas 2.0, the Development Code Update will identify zoning districts and other ordinances to further define how the Placetypes are realized in actual development. In the Development Code Update, each placetype will correspond with multiple zoning districts that will provide more specificity, detail and regulatory guidance on items such as height, lot size, setbacks, adjacencies, and allowed uses.



WORKING DRAFT
PUBLIC REVIEW ONLY

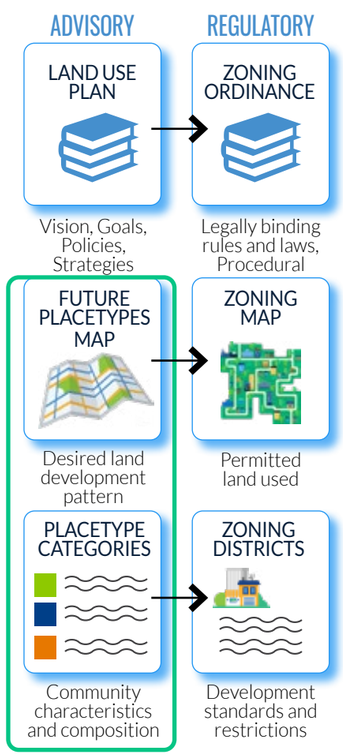
## LIMITATIONS OF PLACETYPES?

Due to the macro-scale of the plan, not all uses or design considerations described within the placetypes may be suitable for every individual property. The placetypes are one of several factors that elected and appointed officials take into consideration when making decisions about new development, in addition to the context of the surrounding area, other property-specific considerations, and other citywide adopted policies.

## SUPPORTING POLICY DOCUMENTS

Several recommendations in this plan will also require updates to the City's Development Code and potentially the creation of Citywide Urban Design Guidelines to fully implement the vision.

## ROLE OF PLACETYPES IN THIS PLAN



CITY OF DALLAS
WORKING DRAFT
PUBLIC REVIEW ONLY


# PLACETYPE / LAND USE MATRIX

Placetypes are land use categories that represent a vision for the desired mix of uses, development character, urban design features, and density for areas within the city.

- **Primary Use:** A more prevalent and prominent land use that plays a pivotal role in characterizing a placetype
- **Secondary Use:** A less prevalent use that may serve to support or compliment the primary land use in a placetype

| LAND USES | Agricultural | Public Open Space | Private Open Space | Single Family Detached | Single Family Attached | Multiplex | Apartment | Mixed-Use | Lodging | Commercial | Office | Civic / Public Institutional | Transportation | Utility | Light Industry/ Distribution | Heavy Industrial |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| EXAMPLES | • Animal Production<br>• Commercial Stable<br>• Crop Production<br>• Agritourism | • Nature Preserves<br>• Golf Courses<br>• Cemetery | • City Park<br>• Nature Preserves<br>• Golf Courses<br>• Cemetery | • All Single Family residential units<br>• Cottage Courts<br>• Tiny Homes | • Townhomes<br>• Duplexes<br>• Triplexes<br>• Cottage Courts | • Multifamily with fewer than 10 attached dwelling units | • Multifamily with more then 10 attached dwelling units | • Combination of Residential, Retail, Lodging, and/or Office | • Hotels<br>• Motels<br>• Extended Stays | • Retail<br>• Personal Services<br>• Restaurants | • Financial Institutions<br>• Medical Clinic<br>• Other Office | • Schools<br>• Religious Institutions<br>• Hospitals<br>• Government Buildings | • Bus Stops<br>• Roads<br>• Train Stations<br>• Vertiports<br>• Airports | • Telecom Tower<br>• Power Station<br>• Pump Station | • Warehouses<br>• Maint. Shops<br>• Office/ Showroom<br>• Light Manufacturing<br>• Tool Rental | • Warehouses<br>• Batch Plant<br>• Salvage<br>• Outdoor Storage<br>• Construction Materials |
| TOD* PLACETYPES | | | | | | | | | | | | | | | | |
| REGIONAL OPEN SPACE | ● | ● | ● | | | | | | | | | ● | ○ | ○ | | |
| NEIGHBORHOOD CENTERS — SMALL TOWN RESIDENTIAL | ● | ● | ○ | ● | ● | ● | | ○ | ○ | ○ | ○ | ○ | ○ | ○ | | |
| NEIGHBORHOOD CENTERS — COMMUNITY RESIDENTIAL | ○ | ○ | ○ | ● | ● | ● | ○ | ○ | | ○ | ○ | ○ | ○ | ○ | | |
| NEIGHBORHOOD CENTERS — CITY RESIDENTIAL | ○ | ○ | ○ | ○ | ○ | ● | ● | ● | ○ | ○ | ○ | ○ | ○ | ○ | | |
| MIXED-USE CENTERS — NEIGHBORHOOD MIXED-USE | ○ | ○ | ○ | ○ | ○ | ● | ● | ● | ○ | ○ | ● | ○ | ○ | ○ | | |
| MIXED-USE CENTERS — COMMUNITY MIXED USE | ○ | ○ | ○ | ○ | ○ | ● | ● | ● | ○ | ○ | ● | ○ | ○ | ○ | ○ | |
| MIXED-USE CENTERS — REGIONAL MIXED USE | ○ | ○ | ○ | | ○ | ○ | ● | ● | ○ | ○ | ● | ○ | ○ | ○ | ○ | |
| CITY CTR — CITY CENTER | ○ | ○ | ○ | | | ○ | ● | ● | ○ | ○ | ● | ● | ○ | ○ | ○ | |
| SPECIAL-PURPOSE CENTERS — INSTITUTIONAL/ PUBLIC UTILITY | ○ | ○ | ○ | | ○ | ○ | ○ | ● | ○ | ○ | ● | ● | ○ | ○ | | |
| SPECIAL-PURPOSE CENTERS — FLEX COMMERCIAL | ○ | ○ | ○ | | ○ | ○ | ○ | ● | ○ | ○ | ● | | ○ | ○ | ○ | |
| SPECIAL-PURPOSE CENTERS — LOGISTICS/ INDUSTRIAL PARK | | ○ | ○ | | | | | ○ | ○ | ● | ● | | ● | ● | ● | |
| SPECIAL-PURPOSE CENTERS — INDUSTRIAL HUB | | ○ | ○ | | | | | | | ○ | ○ | | ● | ● | ● | ● |
| SPECIAL-PURPOSE CENTERS — AIRPORT** | ○ | ○ | ○ | | | | ○ | ○ | ○ | ○ | ○ | ● | ● | ○ | ○ | |

LEGEND ( ● PRIMARY USE ○ SECONDARY USE )

* =TRANSIT-ORIENTED DEVELOPMENT (TOD) TYPOLOGY; REFER TO CHAPTER 2 FOR MORE DETAILS

** = AIRPORT PLACETYPE DESCRIPTION SPREAD NOT INCLUDED IN PLAN DOCUMENT

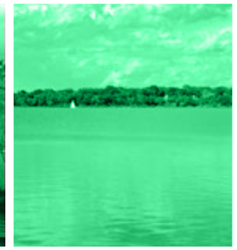

June 2024 – ForwardDallas Comprehensive Land Use Plan 2.0 (Revised Draft #4 - CPC Interim)

# REGIONAL OPEN SPACE (RO)

## CHARACTER DESCRIPTION

Lakes, rivers, streams, forests and parks form a vital system of regional open spaces throughout Dallas. Nature preserves such as Cedar Ridge Preserve and green corridors such as the Trinity Greenbelt are examples of this placetype. Regional open spaces are typically open to everyone and can be programmed with a mix of recreational and leisure activities. In addition to leisure and recreation, regional open spaces preserve important environmental and ecological functions.

These natural environs give city residents a way to escape from their urban surroundings and opportunities to enjoy Dallas' natural resources. Preserving Regional Open Space areas is vital to the long-term environmental health and quality of life of residents and visitors of Dallas. Parks and open spaces of different sizes and utilities should be integrated throughout Dallas to serve neighborhoods and developments; however, the Regional Open Space place-type is reserved for large, dedicated areas that function as distinct places in their own right. Smaller-scale communities, neighborhood parks, and greenways complement and add to these Regional Open Spaces.



**LOCAL EXAMPLES**

1. TRINITY RIVER
2. LAKE CLIFF PARK
3. WHITE ROCK LAKE
4. BACHMAN LAKE
5. GREAT TRINITY FOREST
6. MOUNTAIN CREEK

**THEME CONNECTIONS**



## A. PLACETYPE APPLICATION

### RO A-1

The City and partner organizations should continue to invest in the preserving and enhancing of established Regional Open Space areas.

### RO A-2

Many of these areas identified on the Future Placetype Map are environmentally sensitive areas, such as riparian zones adjacent to waterways, floodplains, and flood prone areas.

### RO A-3

Where appropriate, Regional Open Space amenities can be integrated into new development using conservation design strategies that will preserve green space while enhancing access to natural areas; however, structures are typically limited in number and are intended to support on-site recreational activities and/or civic uses.

### RO A-4

New development and infrastructure should include enhanced connectivity for pedestrians and bikes to access open spaces and parks.

## FUTURE LAND USE MIX

PRIMARY USE
SECONDARY USE

- Agricultural
- Private Open Space
- Public Open Space
- Single Family Detached
- Single Family Attached
- Multiplex
- Apartments
- Mixed-Use
- Lodging
- Office
- Commercial
- Civic/Public Institution
- Transportation
- Utility
- Light Industrial
- Heavy Industrial

WORKING DRAFT
PUBLIC REVIEW ONLY

# REGIONAL OPEN SPACE (RO)

As of 2023, Dallas has 381 Parks totaling 18,842 acres1 and over 14.7 million trees contributing to a tree canopy cover of 32%2 . The parks, trails, and open space within the Regional Open Space placetype plays an important role in limiting urban encroachment into natural systems. buffering residents from noxious uses, and enhancing overall environmental quality.

1 National Recreation and Park Association (NRPA)
2 Texas Trees Foundation

## B. ADJACENCIES

### RO B-1

The predominance of large areas of green space in the Regional Open Space placetype minimizes the need for established transition areas between adjacent development.

### RO B-2

Adjacent development should support environmentally sensitive areas and tree canopy.

### RO B-3

Regional recreation facilities and parking areas should include landscape buffers, appropriate lighting, and sound mitigations when abutting residential areas.

### RO B-4

Neighborhood park amenities integrated within the Regional Open Space areas should be located in well-connected edge zones to maximize access for local residents..

## URBAN DESIGN ELEMENTS + STRATEGIES

### MOBILITY + ACCESS

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

### GREEN + OPEN SPACE

4. Utilize conservation design strategies, to be detailed in a future citywide urban design and conservation policy, that integrates connected local green space amenities into new development and increase access to Regional Open Space areas.
5. Integrate new or improved adjacent local-serving public green space such as neighborhood parks, greenways, parklets, and community gardens into the existing Regional Open Space fabric and enhance resident access to such amenities.
6. When possible, prioritize creek and river access as an amenity.

## URBAN DESIGN ELEMENTS + STRATEGIES (CONT.)

### STREETSCAPE + PARKING

2. Parking should be minimized and consolidated when possible, primarily to support civic or recreational uses within this placetype.
3. Permeable and environmentally sensitive materials should be utilized when feasible

### BUILDING FORM + CHARACTER

7. Structures are limited in number, vary in size depending on the purpose of the building and the setting, and are typically low-rise.
8. Promote environmentally low impact design (LID) for any supporting structures built within this placetype including the use of green infrastructure and conservation design to reduce stormwater flows and improve water quality, while reducing the urban heat island effect and increasing tree canopy.
9. Structures should be designed in a way that complements, supplements, and helps define the natural features and open space within the Regional Open Space placetype.

THEME CONNECTIONS

Primary Secondary

LAND USE TYPICAL SECTION

Agricultural | Private Open | Public Open | ~~SF Detached~~ | ~~SF Attached~~ | ~~Multiplex~~ | ~~Apartment~~ | ~~Mixed-Use~~ | ~~Lodging~~ | ~~Commercial~~ | ~~Office~~ | Civic | Transportation | Utility | ~~Lt. Industrial~~ | ~~Hvy. Industrial~~

# SMALL TOWN RESIDENTIAL (ST)

## CHARACTER DESCRIPTION

This placetype is found in portions of southeast and southwest Dallas and represents some of the last areas to be annexed into the City of Dallas in the 1960s and 1970s. Small Town Residential areas include communities like Kleberg and Rylie that had their own defined identity prior to annexation including a mix of small single-family neighborhoods, rural estate lots, and active agricultural uses. Horse stables, tree farms, and small-scale farming complement the housing found in Small Town Residential areas.

The Neighborhood Mixed-Use and Community Mixed-Use placetypes serve as companions to Small-Town Residential communities, providing needed access to a variety of housing, services, shopping, and other activities essential to a high-quality of life.

However, with limited density to support local shops, Small Town Residential areas have fewer commercial and retail opportunities and both the Neighborhood Mixed-Use placetypes should be clustered and implemented strategically with existing or planned infrastructure to serve the immediate residential areas. Industrial land uses are not compatible in this placetype. Commercial and mixed-use development should be focused around "Town Center" style development, smaller town "main Streets" or Town Squares". As the population of the city increases and communities in this placetype densify, the Community Residential placetype could serve as a future option.

**LOCAL EXAMPLES**

1. WEST KLEBERG
2. EAST KLEBERG
3. RYLIE
4. JOPPA

**THEME CONNECTIONS**





## A. PLACETYPE APPLICATION

**ST A-1**

Roadways have limited improvements given their more rural nature, but where possible, multiuse paths are used to provide biking, riding, and pedestrian connectivity throughout the placetype.

**ST A-2**

When large open spaces or properties with limited development are defined as Small Town Residential, zoning and infrastructure should be planned in a manner that prevents heavy commercial or industrial land uses.

**ST A-3**

Changes within this placetype should be sensitive to the existing context and include inclusive community engagement efforts.

**ST A-4**

Supporting and accessory land uses near existing residential or agricultural land uses, like farms and ranches, and can be located along major corridors or adjacent to neighborhood mixed-use placetype.

## FUTURE LAND USE MIX

PRIMARY USE
SECONDARY USE

| | |
|---|---|
| Agricultural | Lodging |
| Private Open Space | Office |
| Public Open Space | Commercial |
| Single Family Detached | Civic/Public Institution |
| Single Family Attached | Transportation |
| Multiplex | Utility |
| Apartments | Light Industrial |
| Mixed-Use | Heavy Industrial |

WORKING DRAFT
PUBLIC REVIEW ONLY

# SMALL TOWN RESIDENTIAL (ST)

## B. ADJACENCIES

**ST** B-1

New residential development in this placetype should align with the established large lot ranchette style or the compact small-town neighborhood development pattern.

**ST** B-2

New development should be well-integrated with the natural landscape and consideration should be given a clustered design approach to preserve quality open space, natural areas, and scenic views.

**ST** B-3

The Industrial Hub Placetype should not be adjacent to this placetype.

## B. ADJACENCIES (CONT.)

**ST** B-4

Natural areas should be integrated into development to provide a natural buffer between residential areas and more intense development.

**ST** B-5

Service areas for agricultural uses should be situated and screened to minimize impact on residential development.

**ST** B-6

Any new industrial uses adjacent to this placetype should be environmentally low-impact, well buffered with natural vegetation from residential uses, and contained within the property to avoid negative spill over impacts on residential uses or environmentally sensitive areas.

**ST** B-7

Single family attached, compact multifamily, and multiplexes should be context sensitive and located generally along larger roads, Complete Streets, and in close proximity to the Neighborhood Mixed-Use placetype.

Primary Secondary

## URBAN DESIGN ELEMENTS + STRATEGIES

### MOBILITY + ACCESS

1. Create a well-connected multiuse street network with an emphasis on connecting residential areas to nearby commercial centers and community assets.
2. Adopt Vision Zero principles in rural residential neighborhoods by designing multi-use paths and strategically positioning transit infrastructure.

### GREEN + OPEN SPACE

3. Integrate "agrihood" features into neighborhood design including working farms, community gardens, apiaries, orchards, and ranching.

## URBAN DESIGN ELEMENTS + STRATEGIES (CONT.)

### STREETSCAPE + PARKING

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

### BUILDING FORM + CHARACTER

6. Preserve the small town character in this placetype through the development of deep setbacks on large lots and shorter setbacks on smaller lots within more compact residential areas.
7. Commercial development should be focused at intersections and be organized in a compact manner with a "main street" feel.

## THEME CONNECTIONS

## LAND USE TYPICAL SECTION

**Agricultural** | **Private Open** | Public Open | **SF Detached** | **SF Attached** | **Multiplex** | ~~Apartment~~ | Mixed-Use | Lodging | Commercial | Office | Civic | Transportation | Utility | ~~Lt. Industrial~~ | ~~Hvy. Industrial~~

# COMMUNITY RESIDENTIAL (CR)

## CHARACTER DESCRIPTION

The Community Residential placetype represents a major mainstay of Dallas. Neighborhoods in this placetype are celebrated for their resilience and value they add to the city.

The Community Residential placetype encompasses the largest percentage of land within Dallas and is primarily made up of single-family homes. Parks, schools, and places of worship are interspersed throughout, providing focal points for community activity. Sensitively integrated housing types, such as duplexes and smaller-scaled multiplexes, can be found in many of these areas. Local commercial and office uses, as well as neighborhood-scaled apartments, may also be found, generally along main streets and at intersections, offering convenient access to goods and services, promoting a greater mix of uses, and supporting active, walkable environments.

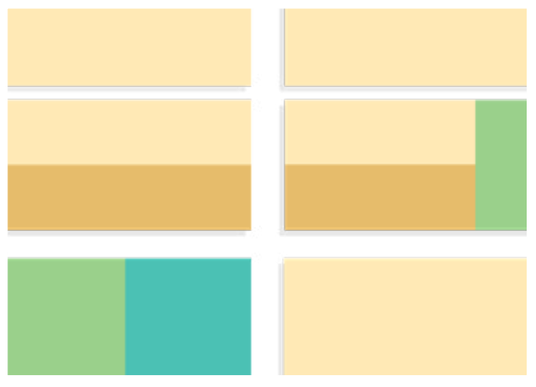
Non-residential and apartment uses are generally located within a 1/2 mile of DART transit stations, near existing activity centers, and within established commercial nodes. Both the Neighborhood and Community Mixed-Use placetypes complement this placetype, forming a complete community with activities essential to a high-quality of life.

This placetype generally appears in two different forms. The first was primarily developed before 1950 and consists of a gridded layout of interconnected streets and a blend of housing types. The other form was mostly developed after 1950 and has a suburban street pattern, limited interconnectivity, and less-integrated housing types. Adding new housing types to both contexts is appropriate, provided they are sensitive to existing scale, design, and stability of the neighborhood.

**LOCAL EXAMPLES**

1. LAKEWOOD
2. WINNETKA HEIGHTS
3. BUCKNER TERRACE
4. GLEN OAKS
5. KIDD SPRINGS
6. ARCADIA PARK
7. HILLCREST FOREST

**THEME CONNECTIONS**



## A. PLACETYPE APPLICATION

### CR A-1

Strategic planning is needed in this placetype to help determine the appropriate mix of land uses and infrastructure improvements to promote multi-modal connectivity within the neighborhood and to surrounding neighborhoods, public spaces, and commercial, and mixed-use areas.

### CR A-2

Key intersections, local commercial areas and areas within 1/2 mile of transit stations may represent the most appropriate oppurtunities for redevelopment with supporting land uses.

### CR A-3

Any redevelopment of existing multi-unit buildings should establish a plan to avoid displacement due to redevelopment, including allowing more units in return for greater affordability.

### CR A-4

Changes to areas within Community Residential neighborhoods should look to add housing in a way that is gentle, equitable, incremental, and sensitive to the existing context, while doing so in a manner that strengthens these neighborhoods and incorporates inclusive community engagement efforts.

## FUTURE LAND USE MIX

PRIMARY USE
SECONDARY USE

- Agricultural
- Private Open Space
- Public Open Space
- Single Family Detached
- Single Family Attached
- Multiplex
- Apartments
- Mixed-Use
- Lodging
- Office
- Commercial
- Civic/Public Institution
- Transportation
- Utility
- Light Industrial
- Heavy Industrial

# COMMUNITY RESIDENTIAL (CR)

## LOCATIONAL STRATEGY

When development of different housing types is proposed, location should be an important consideration. Among other things, properties near transit stations and along corridors, transition areas between non-residential and existing residential areas, former civic/institutional properties, and possibly corner lots should be considered for adding these housing types.

Existing housing stock should be retained whenever possible to minimize the displacement of existing residents, particularly in areas identified as high risk for displacement.

SUBURBAN

GRIDDED

## B. ADJACENCIES

**CR B-1**

Commercial areas, including retail mixed-use development, should be located at key intersections and along major roadways

**CR B-2**

Housing such as duplexes, townhomes, and multi-plex should be designed to complement the scale and character of the surrounding neighborhood.

**CR B-3**

The Industrial Hub Placetype should not be adjacent to this placetype.

**CR B-4**

Placetypes adjacent to this placetype should match the low-rise scale of this placetype at or along the adjacency before rising to mid or high rise.

## URBAN DESIGN ELEMENTS + STRATEGIES

### MOBILITY + ACCESS

1. Supporting commercial areas should be designed to promote walkability including enhanced sidewalks, street trees and landscaping, minimal curb cuts, and pedestrian-scaled lighting.
2. Establish a comprehensive pedestrian network emphasizing multimodal connections to transit routes, commercial areas, schools, and parks.
3. Local streets typically have 6-foot sidewalks with planting strips in locations with less intense development and have 8-foot sidewalks with planting strips in locations with more intense development.
4. Arterials typically have 8-foot sidewalks with either planting strips or amenity zones.
5. Bike lanes or separated bike lanes are provided on arterial streets, bike boulevards are included on Local streets. The bike network is complete, well-marked, safe, and easy to use.

### GREEN + OPEN SPACE

6. Plant parkways and private yards with shade trees to expand the urban forest and improve neighborhood character.
7. Front and rear yards serve as private open spaces. Application can vary but it should be generally consistent throughout this placetype.
8. Increased side and rear yards can serve as transitions between different housing types and commercial developments.
9. Have street connections to parks, schools, and other destinations, and include well-designed pedestrian connections to trails or greenways.

## URBAN DESIGN ELEMENTS + STRATEGIES (CONT.)

### STREETSCAPE + PARKING

10. Consider shared parking spaces, including the prioritization of street parking, that can serve both residential and business needs.
11. Incorporate green spaces and landscaping within and around parking areas to enhance the aesthetic appeal of the neighborhood
12. Place surface parking at the rear or interior of the lot to enhance the pedestrian experience

### BUILDING FORM + CHARACTER

13. In more gridded communities, establish compact blocks and locate buildings toward the front property line
14. Promote alleyway or side-loaded garages to provide a welcoming walking environment.
15. Anchor neighborhoods with local-serving commercial nodes.
16. New development should be context-sensitive, and building scale, height and massing should complement existing buildings.
17. Attention should be given to building height, orientation, architectural style, and setback to ensure new structures fit into existing neighborhood context.
18. All structures should be low rise structures within this placetype. The tallest low rise structures should be oriented to major streets, adjacent to mixed-use placetypes or adjacent to other taller low rise structures.
19. The preferred block length is 400 feet and block lengths typically do not exceed 800 feet.
20. Buildings are typically located away from streets and have front yards.
21. Front yards are semi-private and may include front stoops and porches that contribute to a neighborhood's character
22. Gentle density in the form of multiplexes should be prioritized along arterials and Complete Streets.

Front, side, and rear setbacks vary in size across neighborhoods but are generally consistent within an individual neighborhood.

## THEME CONNECTIONS

Primary Secondary

**LAND USE TYPICAL SECTION**

Agricultural | Private Open | Public Open | **SF Detached** | **SF Attached** | **Multiplex** | Apartment | Mixed-Use | ~~Lodging~~ | Commercial | Office | Civic | Transportation | Utility | ~~Lt. Industrial~~ | ~~Hvy. Industrial~~

# CITY RESIDENTIAL (CU)

## CHARACTER DESCRIPTION

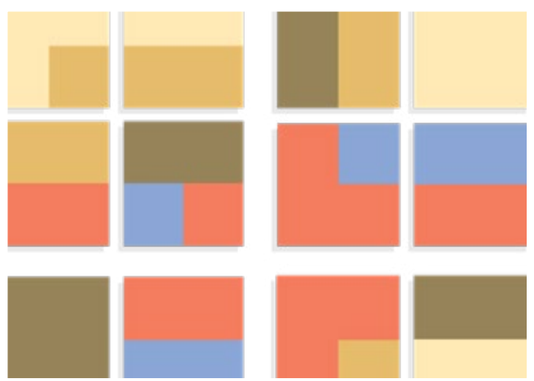
The City Residential placetype provides the greatest variety of housing types among all of the residential placetypes. City Residential neighborhoods primarily consist of high and medium-rise multifamily development, complemented by townhomes and duplex housing. For City Residential areas surrounding Downtown Dallas, development is concentrated in compact blocks with quality access to transit and a high degree of connectivity to surrounding neighborhoods. Mixed-use buildings in urban areas, generally developed vertically (multiple uses in a single building) also offer retail and commercial amenities along fixed transit/ transportation nodes, hubs, and corridors.

Within more suburban areas of Dallas, these areas consist of multifamily complexes, often of fewer stories but highly dense, that are generally separated from other housing types and commercial areas by large parking areas or open spaces along the perimeter. They often offer a significant supply of more extensive, naturally occurring affordable housing for residents of varying income levels and family sizes. Development can be mixed and of similar densities to areas surrounding downtown, however in the more suburban context, multiple development uses are within separate structures on a single property, access is more auto-dependent, and is served mainly by bus transit. Within these areas, the City Residential placetype complements regional employment centers.

**LOCAL EXAMPLES**

1. STATE THOMAS
2. VICKERY MEADOWS
3. THE VILLAGE
4. OAK LAWN

**THEME CONNECTIONS**







## A. PLACETYPE APPLICATION

**CU** A-1
In addition to existing City Residential areas, new areas considered for this placetype should be located near existing or proposed DART stations, TOD sites, or along key transportation corridors to provide additional residential density and to support a mix of commercial activities.

**CU** A-2
Within established City Residential areas, properties without structures on them or without active land uses, including surface parking lots, provide opportunities for multi-family and mixed-use development.

**CU** A-3
A comfortable pedestrian environment should be prioritized to improve walkability between uses to parks and other amenities.

**CU** A-4
Redevelopment in the suburban areas with this placetype should consider consolidating density in some areas of a larger site to provide opportunities for additional open space, a greater mix of uses to provide commercial uses closer to residents, and better connected internal and external circulation, both vehicular and pedestrian.

**CU** A-5
Affordability should be prioritized if redevelopment occurs and additional housing options should be considered to avoid displacement of existing residents.

Continued...

## FUTURE LAND USE MIX

PRIMARY USE
SECONDARY USE

- Agricultural
- Private Open Space
- Public Open Space
- Single Family Detached
- Single Family Attached
- Multiplex
- Apartments
- Mixed-Use
- Lodging
- Office
- Commercial
- Civic/Public Institution
- Transportation
- Utility
- Light Industrial
- Heavy Industrial

# CITY RESIDENTIAL (CU)

## B. PLACETYPE APPLICATION (CONT.)

**CU** A-6

Employing anti-displacement tools when aging multifamily housing stock gets redeveloped should be considered to reduce displacement.

SUBURBAN

URBAN

## B. ADJACENCIES

**CU** B-1

New buildings adjacent to existing residential areas should step down building heights and create variations in wall planes to soften the transition between different development types

.

**CU** B-2

Enhanced parks and open spaces should be incorporated into redevelopment proposals to provide transitions between new and existing developments.

**CU** B-3

Multifamily and mixed-use redevelopment should be accomplished in a manner that transitions appropriately to adjoining neighborhoods.

**CU** B-4

The Industrial Hub Placetype should not be adjacent to this placetype

## URBAN DESIGN ELEMENTS + STRATEGIES

### MOBILITY + ACCESS

1. Establish a comprehensive pedestrian and multimodal network with an emphasis on connections to transit routes, commercial areas, schools, and parks. through the integration of complete street guidelines
2. Developments are designed to include driveways for low-rise multi-unit buildings, as well as for larger mid-rise multifamily developments, to limit the number of individual access points from local streets.
3. Alleys are also used to improve access and to limit the number of driveways along streets.
4. Cross access is provided between adjacent multi-family residential sites and between multi-family residential and commercial sites.
5. Local and arterial streets have 8-foot sidewalks with a planting strip.

### GREEN + OPEN SPACE

6. Utilize climate-appropriate plants to landscape parkways and private yards
7. Integrate shade trees to expand the urban forest and improve neighborhood character.
8. Where new residential development or redevelopment fronts creeks and rivers strengthen connection between water edge to utilize as an amenity.
9. Reduce irrigation and increase green infrastructure for drainage and flooding by climate aware design of buildings, roofs, and open space.

## URBAN DESIGN ELEMENTS + STRATEGIES (CONT.)

### STREETSCAPE + PARKING

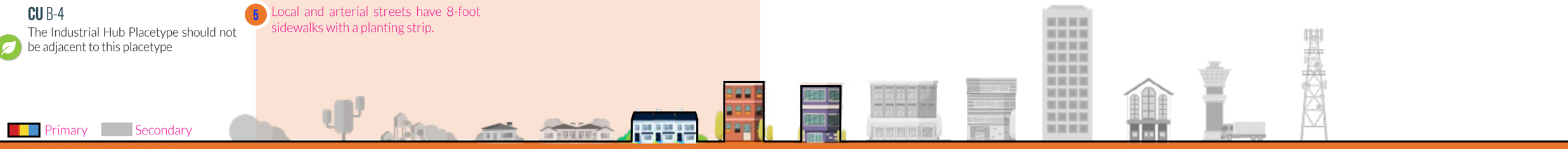
10. Strategically position parking facilities behind buildings or in side yards, minimizing the visual impact of surface parking and optimizing shared parking opportunities
11. Limiting the number of driveways provides a safe and inviting public realm along streets that encourages walking and cycling.
12. Where residential buildings are located near the sidewalk, either a small front yard provides horizontal separation, or the ground floor of the building is raised above the sidewalk to provide vertical separation between the public sidewalk and the interior of residences.

### BUILDING FORM + CHARACTER

13. Locate commercial and mixed-use buildings toward the front property line to activate sidewalks and enhance the public realm.
14. Compact, pedestrian-friendly blocks should be framed by residential streets with low vehicle speeds, prioritizing pedestrian and bicycle safety.
15. Provide individual, street-facing entrances to ground-floor residential units and storefronts where possible to increase activity on the street and in common outdoor areas.
16. New buildings should taper down in height and scale toward existing single-unit detached homes to establish a compatible relationship between buildings.
17. Buildings are typically located away from the street, with lawns between the building and sidewalk. However, buildings in more urban contexts or with ground floor retail may be located closer to the street.
18. When located along arterial or Complete Streets, buildings are set back farther from the street to reduce noise or other traffic impacts and to provide privacy.
19. Side and rear yards for non-residential uses in this placetype are typically larger than the side and rear yards of residential buildings.

### THEME CONNECTIONS





# NEIGHBORHOOD MIXED-USE (NM)

## CHARACTER DESCRIPTION

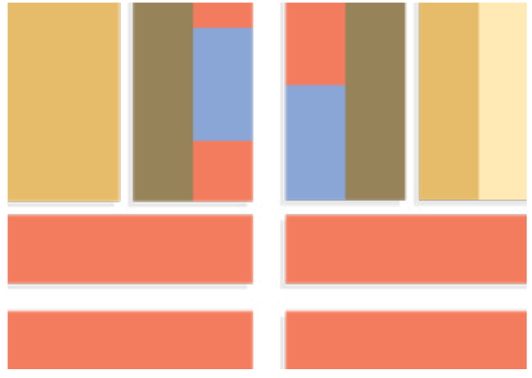
Areas comprising the Neighborhood Mixed-Use placetype are anchors of commercial and social activity for the surrounding neighborhoods. This placetype incorporates local-serving retail, services and dining options and a mix of low- and medium-density residential. These areas are typically located at key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

Planning should incorporate infrastructure improvements prioritizing pedestrian connectivity with adjoining neighborhoods, activity centers, or institutional and employment centers. Over time, incompatible uses in neighborhood centers such as light industrial and outdoor storage, should be redeveloped with uses that complement the neighborhood's commercial character.

**LOCAL EXAMPLES**

1. **SOUTH** BUCKNER **BLVD**
2. HAMPTON ROAD
3. DOWNTOWN ELMWOOD
4. LOWEST GREENVILLE
5. HENDERSON **AVENUE**

**THEME CONNECTIONS**







## A. PLACETYPE APPLICATION

**NM** A-1

Neighborhood Mixed-Use areas should complement the scale and character of their surrounding residential areas.

**NM** A-2

Where appropriate, multi-family development should be incorporated alongside or above commercial development to strengthen local support for retail and foster long-term viability.

**NM** A-3

As redevelopment occurs, especially within established communities, look for opportunities to incorporate, community gathering spaces and amenities such as such as green spaces, parklets, etc.

**NM** A-4

Aging neighborhood shopping areas may also be prime areas to incorporate additional housing units and types at a scale in context with the surrounding area.

**NM** A-5

Neighborhood-scale planning may be needed to re-envision, redevelop, and revitalize vacant properties or areas with inactive land uses.

## FUTURE LAND USE MIX

PRIMARY USE
SECONDARY USE

- Agricultural
- Private Open Space
- Public Open Space
- Single Family Detached
- Single Family Attached
- Multiplex
- Apartments
- Mixed-Use
- Lodging
- Office
- Commercial
- Civic/Public Institution
- Transportation
- Utility
- Light Industrial
- Heavy Industrial

# NEIGHBORHOOD MIXED-USE (NM)

## LOCATIONAL STRATEGY

When development of different housing types is proposed, such as apartments, location should be an important consideration. Among other things, properties near transit stations and along corridors, transition areas between non-residential and existing residential areas, former civic/ institutional properties, and possibly corner lots should be considered for adding these housing types.

## B. ADJACENCIES

### NM B-1

Quality design is paramount to ensuring a beneficial relationship between Neighborhood Mixed-Use areas and surrounding neighborhoods.

### NM B-2

Neighborhood commercial development should be designed to knit into the fabric of the neighborhood with connections to local sidewalks and trails, "360-degree" architecture that is attractive from all sides, and buildings and parking located in a manner that minimizes impacts to adjacent homes.

### NM B-3

Commercial and mixed-use areas should have increased distances from abutting property lines to allow for enhanced landscaping buffers when adjacent to existing residential areas.

## URBAN DESIGN ELEMENTS + STRATEGIES

### MOBILITY + ACCESS

1. Design roadways to emphasize multi-modal access, including the integration of wide sidewalks on routes serving neighborhood nodes.
2. Locate retail development along bus routes and established mobility hubs to maximize transit connectivity..
3. Emphasis should be placed on strengthening mobility connections between Neighborhood Mixed-Use placetypes and adjacent housing, parks, and service providers.

### GREEN + OPEN SPACE

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

## URBAN DESIGN ELEMENTS + STRATEGIES (CONT.)

### STREETSCAPE + PARKING

7. Promote the use of shared parking facilities between commercial uses.
8. Incorporate onsite landscaping to screen parking and service areas from public rights-of-way.
9. Strategically position parking facilities behind buildings or in side yards, minimizing the visual impact of surface parking and optimizing shared parking opportunities.
10. Large surface parking lots should be placed within the interior of blocks, shielded by commercial uses and landscaping and arranged to maximize sharing between multiple uses.
11. On-street parking is encouraged.
12. Integrate placemaking strategies, such as accessible public art, to reflect the community's identity, history, and, culture at key gateways and open spaces.

### BUILDING FORM + CHARACTER

13. Anchor neighborhood commercial districts with mixed-use and commercial development at key intersections.
14. Commercial buildings are located closer to the street on main, local streets, but may have greater landscaping areas when situated on arterials.
15. Where commercial buildings are near residential uses, they should relate to one another in scale, proportion and massing.
16. All structures should be low rise structures within this placetype. The tallest low rise structures should be oriented to major streets, adjacent to mixed-use placetypes or adjacent to other taller low rise structures
16. Buildings are typically located near the back of the sidewalk on local and main streets, and on arterial streets greater separation between the building and street travel lanes is provided.
17. A majority of the street frontage is occupied by buildings and urban open spaces, particularly on primary frontages.
18. Buildings are located near the side and rear property lines. When abutting neighborhoods, the buildings are further from the property line and there is room for a landscaped buffer.
19. Space between the sidewalk and the face of buildings contains outdoor seating or usable open space that contributes to a lively streetscape and active public realm.
20. Short block lengths allow for more connections and create more (and shorter) route options to and through the placetype, thereby encouraging walking and cycling, while helping disperse vehicular traffic.
21. The preferred block length is 500 feet and block lengths typically do not exceed 650 feet.

## THEME CONNECTIONS

Primary Secondary

**LAND USE TYPICAL SECTION**

Agricultural | Private Open | Public Open | SF Detached | SF Attached | **Multiplex** | **Apartment** | **Mixed-Use** | **Lodging** | **Commercial** | **Office** | Civic | Transportation | Utility | ~~Lt. Industrial~~ | ~~Hvy. Industrial~~

# COMMUNITY MIXED-USE (CM)

## CHARACTER DESCRIPTION

Community Mixed-Use areas are located at major intersections and along key corridors, serving multiple surrounding neighborhoods and attracting retailers and services that require a larger market area. A mix of commercial, office, residential, retail, and services are concentrated adjacent to larger nodes of activity. Commercial centers, commercial corridors, and office parks are representative of this placetype. Residential uses are accommodated within mid-rise buildings, and some mixed-use structures are connected by internal and external pedestrian pathways.

These areas are often located along DART bus and rail routes to maximize transit connections to retail and job centers and provide multiple mobility options for residents and employees.

Vehicular access is generally easily accessible given that buildings are often located on separate parcels with their own parking areas.

For Community Mixed-Use areas closer to Downtown Dallas, development is concentrated in compact blocks with quality access to transit and a high degree of connectivity to surrounding neighborhoods. Buildings in these urban areas, are generally developed vertically (multiple uses in a single building) also offer more housing options and are along fixed transit/ transportation nodes, hubs, and corridors. Within more suburban areas of Dallas, these areas are comprised of larger complexes, often with fewer stories while offering a large amount of retail, restaurant, and personal services that are generally separated by large parking areas or open spaces along the perimeter.

**LOCAL EXAMPLES**

1. WEST WILLAGE
2. KOREATOWN
3. DESIGN DISTRICT
4. WYNNEWOOD VILLAGE
5. CASA LINDA
6. DEEP ELLUM

**THEME CONNECTIONS**

## A. PLACETYPE APPLICATION

**CM** A-1

Established Community Mixed-Use areas should focus on incorporating additional community gathering spaces, pedestrian amenities and enhanced landscaping as a catalyst for more destination activity around commercial uses.

**CM** A-2

Properties without structures on them or without active land uses, like parking lots, provide opportunities for redevelopment for mixed-use and residential structures providing housing and housing choice in and around our neighborhoods.

**CM** A-3

New development should be located at the edges of large blocks to create a walkable environment and parking and service areas should be screened from public view.

**CM** A-4

Integrate housing in under-performing mixed-use corridors and centers to help increase housing access.

**CM** A-5

Legacy industrial, outdoor storage areas and properties without incompatible land uses within close proximity to residential areas, particularly those near DART bus and rail routes, should be prioritized for redevelopment.

**CM** A-6

Areas intended for transition from another development pattern to the Community Mixed-Use placetype generally consist of roadway corridors or industrial areas that are no longer compatible with the surrounding development pattern.

Continued...

## FUTURE LAND USE MIX

PRIMARY USE
SECONDARY USE

- Agricultural
- Private Open Space
- Public Open Space
- Single Family Detached
- Single Family Attached
- Multiplex
- Apartments
- Mixed-Use
- Lodging
- Office
- Commercial
- Civic/Public Institution
- Transportation
- Utility
- Light Industrial
- Heavy Industrial

# COMMUNITY MIXED-USE (CM)

## B. PLACETYPE APPLICATION (CONT.)

### CM A-7

These areas may need more detailed planning to ensure coordinated incorporation of adequate infrastructure, appropriate redevelopment of adjacent land uses, and a well-connected public realm.

### CM A-8

Light Industrial land use is intended as a supportive component, limited in scale (such as small office/ warehouses) and designed to fit cohesively within the overall composition of the placetype.

## B. ADJACENCIES

### CM B-1

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

### CM B-2

Additional industrial uses should not be added to areas transitioning away from industrial.

## URBAN DESIGN ELEMENTS + STRATEGIES

### MOBILITY + ACCESS

1. Design ground-floor building facades with a high degree of transparency and locate doorways along primary routes to foster a vibrant pedestrian environment.
2. Screen building service functions and mechanical equipment for commercial developments.
3. Community Mixed-Use has a dense street network to reflect the high emphasis on accessibility by all transportation modes.

### GREEN + OPEN SPACE

4. Integrate green spaces like plazas and parklets into commercial districts to serve as an amenity to residents and businesses.
5. Incorporate green infrastructure elements such as channels of absorptive landscaping, permeable pavement, and green roofs to mitigate urban flooding and heat-island effects.

## URBAN DESIGN ELEMENTS + STRATEGIES (CONT.)

### STREETSCAPE + PARKING

5. Promote the use of shared-parking facilities between commercial uses.
6. Incorporate onsite landscaping to screen parking and service areas from public rights-of-way.
7. When possible, discourage site design that places parking lots along roadway frontage.

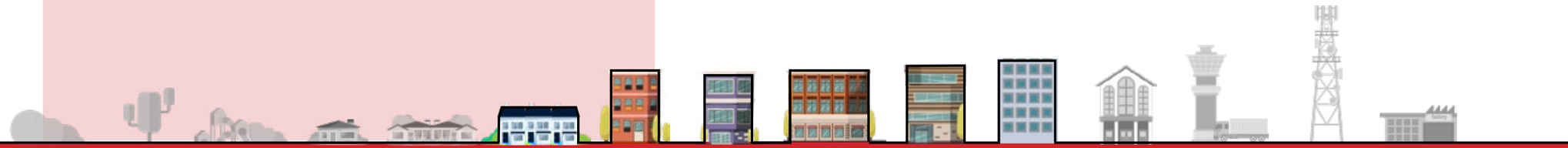
### BUILDING FORM + CHARACTER

8. Incorporate landscaped buffers into new development to minimize impacts on nearby established residential areas.
9. Anchor commercial districts with mixed-use and commercial development at key intersections.
10. Taper building height and bulk in edge areas to transition to less intense development in neighboring areas.
11. Buildings are typically located near the back of the sidewalk on local and main streets, and on arterial streets greater separation between the building and street travel lanes is provided.
12. A majority of the street frontage is occupied by buildings and urban open spaces, particularly on primary frontages.
13. Buildings are located near the side and rear property lines. When abutting neighborhoods, the buildings are further from the property line and there is room for a landscaped buffer.
14. Space between the sidewalk and the face of buildings contains outdoor seating or usable open space that contributes to a lively streetscape and active public realm.
15. Short block lengths allow for more connections and create more (and shorter) route options to and through the placetype, thereby encouraging walking and cycling, while helping disperse vehicular traffic.
16. The preferred block length is 500 feet and block lengths typically do not exceed 650 feet.

## THEME CONNECTIONS

Primary Secondary

## LAND USE TYPICAL SECTION



Agricultural | Private Open | Public Open | SF Detached | SF Attached | **Multiplex** | **Apartment** | **Mixed-Use** | **Lodging** | **Commercial** | **Office** | Civic | Transportation | Utility | Lt. Industrial | ~~Hvy. Industrial~~

# REGIONAL MIXED-USE (RM)

## CHARACTER DESCRIPTION

The Regional Mixed-Use placetype accommodates a wide range of large retail, commercial, office and institutional uses connected by Dallas' major roadways. This placetype provides major employment and shopping destinations outside of the City Center placetype. Additionally, high-rise office towers, multifamily dwelling units, and low- to mid-rise residential buildings for condominiums or apartments are located throughout this placetype.

While these areas are intended to serve the broader Dallas community, they should enhance and not detract from local quality of life.

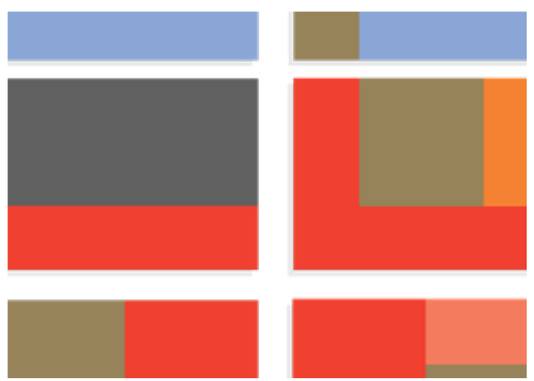
Typically located at major intersections or along key transportation corridors, including roadways and DART routes, regional commercial areas rely heavily on automobiles and transit to bring in employees and visitors from throughout the region daily. Despite the efficient movement of automobile traffic, bicycle and pedestrian infrastructure improvements will help ensure quality multi-modal access.

Within more urbanized areas, regional commercial development includes a mix of uses organized in a compact, walkable environment. Within suburban areas of Dallas, regional commercial development is typically more segregated, with parking lots and roadways separating different uses.

**LOCAL EXAMPLES**

1. THE CEDARS
2. INTERNATIONAL DISTRICT (GALLERIA)
3. NORTH PARK MALL
4. REDBIRD MALL
5. ENERGY SQUARE

**THEME CONNECTIONS**



## A. PLACETYPE APPLICATION

**RM A-1**

Areas newly designated as Regional Mixed-Use primarily consist of undeveloped roadway corridors or underdeveloped commercial areas envisioned as regional commercial districts.

**RM A-2**

Key intersections should serve as the focus of regional commercial hubs, concentrating more intense uses along major roadways.

**RM A-3**

New development should tie into regional transit service where possible, and plan for multiple mobility options within the newly developed center.

**RM A-4**

Public transit has the potential to anchor these areas as transit-oriented development nodes in the more urbanized areas and provide greater options to "park once" and utilize other mobility options in the more suburban contexts.

**RM A-5**

Sensitive natural features within undeveloped areas should be preserved, or where possible, integrated into the development to serve as an amenity.

**RM A-6**

A framework of streets, sidewalks and connecting pathways that support ground-floor retail and make movement within and around the site more efficient should be established.

**RM A-7**

The placement of lower intensity development, landscaped buffers, and greenspaces should be utilized to create gathering spaces and focal points.

Continued...

## FUTURE LAND USE MIX

PRIMARY USE
SECONDARY USE

- Agricultural
- Private Open Space
- Public Open Space
- Single Family Detached
- Single Family Attached
- Multiplex
- Apartments
- Mixed-Use
- Lodging
- Office
- Commercial
- Civic/Public Institution
- Transportation
- Utility
- Light Industrial
- Heavy Industrial

# REGIONAL MIXED-USE (RM)

## B. PLACETYPE APPLICATION (CONT.)

### RM A-8

New development should include community-oriented services to support the density and activity on site and within the surrounding areas.

### RM A-9

Multifamily development, including mixed-income housing options, should be integrated into regional commercial areas to reduce the need to commute long distances between where people live, work and shop. overall composition of the placetype.

## B. ADJACENCIES

### CM B-1

Lower-intensity commercial and office uses should be located within edge zones to provide a gradual transition away from intense regional commercial and mixed-use areas.

## URBAN DESIGN ELEMENTS + STRATEGIES

### MOBILITY + ACCESS

1. Locate regional retail development along bus routes and established mobility hubs to maximize transit connectivity.
2. Prioritize pedestrian, bicycle, and transit safety at intersections, while prioritizing pedestrian needs over traffic flow.
3. Regional Mixed-Use has a dense street network to reflect the high emphasis on accessibility by all transportation modes.

### GREEN + OPEN SPACE

4. Integrate green spaces like plazas and parklets into commercial districts to serve as an amenity to residents and businesses.
5. Integrate green infrastructure like bioswales, permeable pavement, and green roofs to reduce urban flooding and heat island effects.
6. Incorporate more "transit-aware" landscaping and materials at bus stops such as the increased utilization of permeable pavement pads while reducing river rocks usage.

## URBAN DESIGN ELEMENTS + STRATEGIES (CONT.)

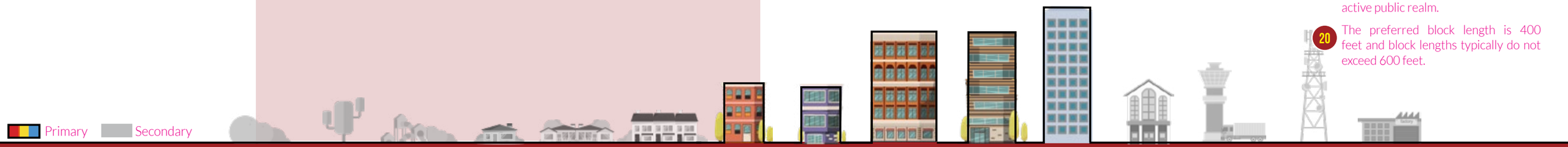
### STREETSCAPE + PARKING

7. Promote the use of shared parking facilities between commercial uses
8. Incorporate on-site landscaping to screen parking and service areas from public rights-of-way.
9. Structured parking should be wrapped and screened to minimize visual impact at the ground level.
10. Surface parking should be located at the side or rear of buildings.
11. Loading and service areas should be located toward the rear of the building and screened from public view, unless located against a natural feature like a creek or green/open space

### BUILDING FORM + CHARACTER

12. Design ground floor building facades with a high degree of transparency and locate doorways along primary routes to foster a vibrant pedestrian environment.
13. Taper building height and bulk in edge areas to transition to less intense development near neighboring residential areas.
14. Lower or step-back building heights along edges abutting neighborhoods.
15. Use scale-appropriate intersections to serve as the focus of regional commercial hubs, concentrating more intense uses along major roadways.
16. Buildings are typically located near the back of the sidewalk on local and main streets, and on arterial streets greater separation between the building and street travel lanes is provided.
17. A majority of the street frontage is occupied by buildings and urban open spaces, particularly on primary frontages.
18. Buildings are located near the side and rear property lines. When abutting neighborhoods, the buildings are further from the property line and there is room for a landscaped buffer.
19. Space between the sidewalk and the face of buildings contains outdoor seating or usable open space that contributes to a lively streetscape and active public realm.
20. The preferred block length is 400 feet and block lengths typically do not exceed 600 feet.

## THEME CONNECTIONS



# CITY CENTER (CC)

## CHARACTER DESCRIPTION

The City Center is a complete and connected neighborhood made up of the centrally located Downtown district and its adjoining communities. It "offers an inclusive, robust, and unique combination of residential options, job opportunities, schools, open spaces, street activity, business, and retail connected by an accessible, balanced, multi-modal transportation network with a variety of options to move from one destination to the next".[1] This placetype, only found in Downtown and Uptown, encompasses the historic downtown, central business district, the financial district, and civic center which is home to major employers and corporate headquarters.

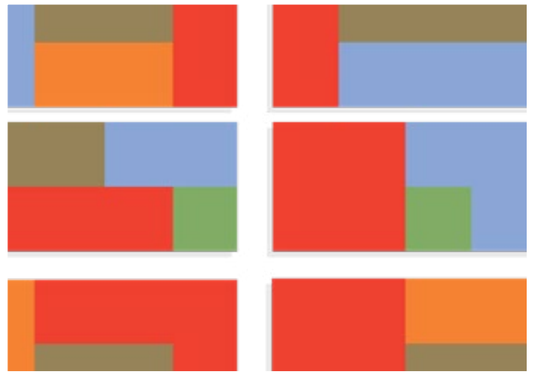
This centrally located hub serves as the most concentrated regional, commercial, tourism, and activity center, supported by high-density housing and ringed by a vibrant collection of historic and cultural neighborhoods.

Ground floor windows of the numerous tall buildings in the City Center provide for visual interest and views into active storefronts. The streetscape incorporates trees for shade, wide sidewalks, easy-to-use signage, and wayfinding for locating the City Center's numerous destinations and points of interest. Civic and open spaces are featured throughout the City Center and provide an inviting atmosphere for pedestrians and a diversity of uses, generating activity throughout the day and evening.

1 The 360 Plan: A Complete and Connected City Center

**LOCAL EXAMPLES**
1. DOWNTOWN
2. UPTOWN

**THEME CONNECTIONS**



## A. PLACETYPE APPLICATION

**CC** A-1

Existing surface parking lots of the City Center placetype should be improved to maximize development potential and expand the area's function as a regional hub of commerce and employment.

**CC** A-2

Lower-intensity development should be redeveloped for more intense mixed-use multi-story development.

**CC** A-3

Multifamily development, including mixed-income housing, should be integrated into City Center areas as redevelopment occurs, including the adaptive reuse of outmoded office development to housing, broadening support for retail and dining in the City Center and contributing non-workday activity.

## FUTURE LAND USE MIX

PRIMARY USE
SECONDARY USE

- Agricultural
- Private Open Space
- Public Open Space
- Single Family Detached
- Single Family Attached
- Multiplex
- Apartments
- Mixed-Use
- Lodging
- Office
- Commercial
- Civic/Public Institution
- Transportation
- Utility
- Light Industrial
- Heavy Industrial

# CITY CENTER (CC)

## B. ADJACENCIES

**CC** B-1

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

**CC** B-2

In addition, greenways and regional parks should be enhanced or developed to help buffer the City Center area from surrounding districts, while providing valuable amenities to area employers and residents.

## URBAN DESIGN ELEMENTS + STRATEGIES

### MOBILITY + ACCESS

1. Prioritize pedestrian, bicycle, and transit safety at intersections, while balancing pedestrian needs with traffic flow.
2. Redesign and prioritize streets for multimodal use.
3. New skybridges and tunnels should be discouraged as part of any new development or redevelopment to promote street-level pedestrian activity.
4. City Center has a dense street network to reflect the high emphasis on accessibility by all modes.

### GREEN + OPEN SPACE

5. Integrate green spaces like plazas and parklets into commercial districts to serve as an amenity to communities while also buffering from adjacent noise pollution
6. Incorporate green infrastructure elements such as channels of absorptive landscaping, permeable pavement, and green roofs to mitigate urban flooding and heat island effects.
7. Increase street tree plantings along sidewalks and within street medians, when applicable, to improve tree canopy within the city center.

## URBAN DESIGN ELEMENTS + STRATEGIES (CONT.)

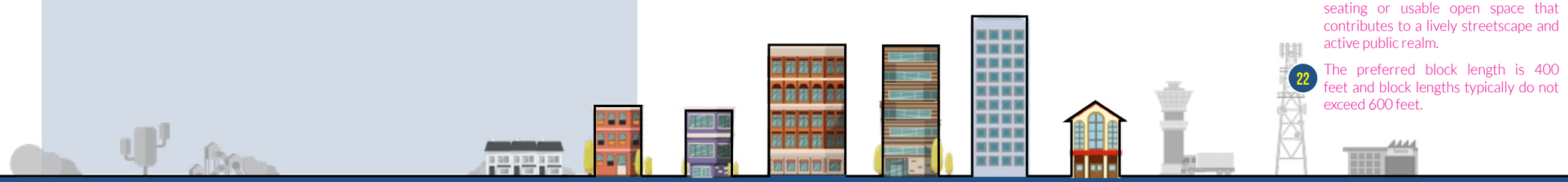
### STREETSCAPE + PARKING

8. Promote the use of shared parking facilities between commercial uses.
9. Incorporate onsite landscaping to screen parking and service areas from public rights-of-way.
10. Structured parking should be wrapped, screened, and located in a manner that does not interfere with the pedestrian environment.
11. Prioritize underground or structured parking. Surface parking lots should be considered for redevelopment.
12. Implement scale regulations at building ground-levels to humanize streetscape and scale.

### BUILDING FORM + CHARACTER

13. Integrate placemaking strategies, such as accessible public art, to reflect the community's identity, strengthen historic preservation, and culture at key gateways and open spaces.
14. Design ground-floor building facades with a high degree of transparency and locate doorways along primary routes to foster a vibrant pedestrian environment.
15. Integrate multifamily housing within the city center to provide housing choice close to retail and employment.
16. Taper building height and bulk in edge areas to transition to less intense development in neighboring areas
17. Design future garages with floor-to-floor heights that would allow for future conversions.
18. Incorporate adaptive reuse strategies as a tool for building preservation, when possible.
19. Buildings are typically located near the back of the sidewalk on local and main streets, and on arterial streets greater separation between the building and street travel lanes is provided.
20. A majority of the street frontage is occupied by buildings and urban open spaces, particularly on primary frontages.
21. Space between the sidewalk and the face of buildings contains outdoor seating or usable open space that contributes to a lively streetscape and active public realm.
22. The preferred block length is 400 feet and block lengths typically do not exceed 600 feet.

THEME CONNECTIONS



Primary Secondary

**LAND USE TYPICAL SECTION**

Agricultural | Private Open | Public Open | ~~SF Detached~~ | ~~SF Attached~~ | Multiplex | **Apartment** | **Mixed-Use** | **Lodging** | **Commercial** | **Office** | **Civic** | Transportation | Utility | Lt. Industrial | ~~Hvy. Industrial~~

# INSTITUTIONAL CAMPUS/ PUBLIC UTILITY (IP)

## CHARACTER DESCRIPTION

The Institutional Campus/Public Utility placetype is home to various areas throughout Dallas where large master-planned educational, institutional, and business facilities primarily exist. Development in this placetype is typically more intense than surrounding areas with land uses focused in critical areas that support the area's anchor institution.

The Institutional Campus/Public Utility placetype hosts numerous epicenters of employment, providing jobs for the greater Dallas-Fort Worth region.

Multimodal connectivity and public transit access are vital to the success of this placetype. As an anchor for regional economic activity, public edges of master-planned campuses within this placetype should provide an inviting public realm and gateway features that invite visitors into the campus. This placetype also houses civic utility campuses and facilities that provide essential services to the city. Major roadways in these areas should also feature streetscaping and wayfinding that help visually unify the district's many users and support a unique sense of place.

**LOCAL EXAMPLES**

1. UNT DALLAS
2. SOUTHWESTERN MEDICAL / PARKLAND DISTRICT
3. BAYLOR MEDICAL
4. CITY OF DALLAS WATER UTILITIES CAMPUS

**THEME CONNECTIONS**

## A. PLACETYPE APPLICATION

**IP** A-1

The Institutional Campus/ Public Utility placetype's success is built on its strong association with regional-serving institutions and their integration into the broader community.

**IP** A-2

These institutional growth areas should be supported with needed infrastructure and corridor improvements to facilitate traffic flow, multimodal connectivity, and quality streetscaping.

**IP** A-3

Where possible, development should be designed to maximize the use of existing and planned DART station locations with transit-oriented development complementing anchor institutions. Institutional anchors are typically established first with complementary uses following.

**IP** A-4

New or revitalized campus areas should be walkable and context-sensitive at the street level to surrounding neighborhoods.

**IP** A-5

In established districts, reinvestment will require thoughtful and targeted planning and community engagement to ensure that anchor institutions have the space to prosper while also respecting the health of the businesses and residents that have grown around them.

**IP** A-6

Where possible, new development within the same district should utilize facades with similar or complementary architectural styles to provide a cohesive sense of identity.

## FUTURE LAND USE MIX

PRIMARY USE
SECONDARY USE

- Agricultural
- Private Open Space
- Public Open Space
- Single Family Detached
- Single Family Attached
- Multiplex
- Apartments
- Mixed-Use
- Lodging
- Office
- Commercial
- Civic/Public Institution
- Transportation
- Utility
- Light Industrial
- Heavy Industrial

# INSTITUTIONAL CAMPUS/ PUBLIC UTILITY (IP)

INSTITUTIONAL CAMPUS

PUBLIC UTILITY

## B. ADJACENCIES

**IP** B-1

In growth areas, institutional campuses should be designed to include context-specific landscaped buffers or recreation fields to serve as transition areas to adjacent neighborhoods.

**IP** B-2

Intense office and institutional development should be focused in nodes, with less intense housing and complementary uses along the edge areas.

**IP** B-3

Different site-planning strategies should mitigate visual and operational impacts from institutional uses in neighborhoods.

**IP** B-4

Provide enhanced open spaces along the edges of the campus and neighborhood-scaled buildings adjacent to residential areas.

**IP** B-6

Public utility campuses and facilities should not be redeveloped adjacent or abutting residential placetypes.

## URBAN DESIGN ELEMENTS + STRATEGIES

### MOBILITY + ACCESS

1. Locate institutional anchors development along bus routes and established mobility hubs to maximize transit connectivity.
2. Prioritize pedestrian, bicycle, and transit safety at intersections, while balancing pedestrian needs with traffic flow.
3. Incorporate street trees and landscaped areas, planting strip between the curb and sidewalk, and enhanced sidewalks.
4. Implement gateway features, including district branding elements, at key entry points to enhance the district's sense of place.
5. Prioritize pedestrian and bicycle amenities along the surrounding streets.

### GREEN + OPEN SPACE

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

## URBAN DESIGN ELEMENTS + STRATEGIES (CONT.)

### STREETSCAPE + PARKING

9. Utilize on-site landscaping and parking lot design to screen parking and service areas to create an inviting pedestrian environment.
10. Incorporate onsite landscaping to screen parking and service areas from public rights-of-way.
11. Locate parking areas and associated driveways away from nearby neighborhoods and discourage site design that places parking areas along roadway frontages.
12. Parking facilities should minimize curb cuts, particularly in pedestrian-oriented areas.
13. Surface parking between buildings and the sidewalk or street should be limited. Safe and complete pedestrian paths should be provided from the parking areas to building entrances when it occurs.

### BUILDING FORM + CHARACTER

14. Establish mixed-use and commercial development at key intersections to serve institutional users and local residents.
15. Building heights are lower in locations abutting residential areas.
16. Buildings on less intensely developed Campuses are typically located away from the sidewalk, and lawns; and open spaces may be found between buildings and streets.
17. Buildings on more intensely developed institutional Campuses are located near the back of the sidewalk on local streets; greater separation is provided on arterial streets where a greater distance between buildings and travel lanes is desirable.
16. More intensely developed institutional Campuses have buildings and open spaces that line street frontages, providing an urban edge, while lawns and open spaces typically line the streets of less intensely developed Campuses.
17. Outdoor seating or usable open spaces are located between the face of buildings and the sidewalks of more intensely developed institutional Campuses, and positively contribute to a lively streetscape and attractive public realm.
18. For less intensely developed Campuses, side and rear setbacks are larger, reflecting the dispersed nature of the development.
19. The preferred block length is 500 feet and block lengths typically do not exceed 650 feet.

THEME CONNECTIONS

Primary Secondary

LAND USE TYPICAL SECTION

Agricultural | Private Open | Public Open | SF Detached | SF Attached | Multiplex | Apartment | **Mixed-Use** | Lodging | Commercial | **Office** | **Civic** | Transportation | Utility | ~~Lt. Industrial~~ | ~~Hvy. Industrial~~

# FLEX COMMERCIAL (FC)

## CHARACTER DESCRIPTION

The Flex Commercial placetype plays a role in signaling and initiating the transition from heavier industrial uses to more compatible and less impactful land uses surrounding residential communities and environmental resources. This placetype is a mixture of general commercial, employment centers, and supporting smaller-scaled, light industrial uses. Limited residential and retail areas may complement the employment focus of the area. Further incompatible industrial proximities to residential should not occur within this placetype and new development should address existing incompatibilities.

Buildings within the Flex Commercial placetype should be designed intentionally and built to be versatile to accommodate a mix of uses at one time or as uses transition from another, including office, research, athletic spaces, warehouse and light productions.

A limited number of live/work units may also be accommodated within this placetype to meet the rise in the need for affordable, flexible spaces for artists, artisans and creative manufacturing. New buildings and enhancements to existing buildings should have an increased emphasis on how buildings interact with public right-of-way, incorporating a more pedestrian-friendly environment that includes quality landscaping, connected sidewalks and amenities such as benches, shade structures, and street trees. Reinvestment is encouraged to repurpose existing buildings and maximize the use of existing infrastructure.

Future smaller-scaled community planning efforts in this placetype should look to develop a clear vision for what their communities aspire to be as some areas transition away from legacy uses.

**LOCAL EXAMPLES**

1. PLANO ROAD CORRIDOR
2. STEMMONS INDUSTRIAL CORRIDOR
3. I-45 CORRIDOR

**THEME CONNECTIONS**

## A. PLACETYPE APPLICATION

**FC** A-1

Redevelopment and building retrofits should be used to mitigate the negative environmental and public health impacts of legacy industrial development and provide high-quality jobs in a healthy environment.

**FC** A-2

Reinvestment should include enhancements to parking areas and streetscape, such as added landscaping, street trees, and connections to sidewalks and internal site pathways.

**FC** A-3

Changes to areas within Flex Commercial districts should be incremental and sensitive to the existing context, and include inclusive community engagement efforts.

**FC** A-4

This placetype is characterized by adaptively reusing single-use structures that are transitioning to vertically integrated uses in a pedestrian-oriented environment.

## FUTURE LAND USE MIX

PRIMARY USE
SECONDARY USE

- Agricultural
- Private Open Space
- Public Open Space
- Single Family Detached
- Single Family Attached
- Multiplex
- Apartments
- Mixed-Use
- Lodging
- Office
- Commercial
- Civic/Public Institution
- Transportation
- Utility
- Light Industrial
- Heavy Industrial

# FLEX COMMERCIAL (FC)

The City of Dallas has nearly 70,000 acres of residential land (42% of city land) of which almost 10,700 acres (4%) is within a 1000ft buffer of an industrial zoned district. The Flex Commercial placetype plays a role in signaling the transition away from these incompatibilities.

## B. ADJACENCIES

### FC B-1

New uses should be buffered from surrounding development by landscaped areas, screened parking areas, and open spaces that shield the view of structures, loading docks, or existing outdoor storage from nearby residential uses.

### FC B-2

This placetype may function as a buffer between heavier industrial operations and residential areas. Particular attention should be paid to the treatment of edge areas and adjacent areas.

### FC B-3

Commercial and smaller office uses should be integrated into edge areas to transition into and provide a buffer for surrounding neighborhoods.

### FC B-4

Sites with existing negative external impacts on the surrounding area, such as environmental and noise pollution, should be redeveloped with cleaner employment-generating uses more compatible with adjacent and nearby uses.

### FC B-5

When Flex Commercial exists between residential and heavier industrial uses, any new land uses in the Flex Commercial area should provide a less intense and compatible transitional buffer between the residential and industrial uses.

### FC B-6

New light industrial uses considered within this placetype should be low impact, small-scaled, incorporate clean emissions, and self-contained to the interior of the building if adjacent to residential uses.

### FC B-7

Where Flex Commercial areas are adjacent to residential communities, proposed rezonings or development to smaller warehouses or other less intense light industrial uses should include performance measures to ensure uses are not incompatible with surroundings.

Primary Secondary

## URBAN DESIGN ELEMENTS + STRATEGIES

### MOBILITY + ACCESS

1. Locate industrial uses along truck routes designed for anticipated capacity and divert traffic away from residential neighborhoods.
2. Provide direct paths for pedestrians from parking areas to primary building entrances within large development as well as to and from available transit stops.

## URBAN DESIGN ELEMENTS + STRATEGIES (CONT.)

### GREEN + OPEN SPACE

3. Integrate green infrastructure like tree boxes, permeable pavement, and green roofs to reduce urban flooding and heat island effects.
4. Integrate paths and outdoor recreation areas that are used as amenities by employees.

### STREETSCAPE + PARKING

5. Utilize on-site landscaping and parking lot design to screen parking and service areas to create an inviting pedestrian environment.
6. Parking for large commercial trucks should be located toward the rear or side of buildings when possible and should not abut residential areas.
7. Future decisions regarding parking and drive-aisle paving materials should take into consideration both storm water and air-quality considerations.

### BUILDING FORM + CHARACTER

8. When located on arterials or edge areas, buildings may be set back further to accommodate enhanced landscaped and open spaces to provide greater separation between street traffic and/or less intense uses.
9. Orient new, commercially-focused buildings toward the street with street fronting entrances that connect to sidewalks.
10. When an industrial facility includes a structure that requires increased height, the structure is located so that it does not significantly visually or physically impact nearby residential areas.
11. Loading, trash service, and other back-of-building functions should not be visible from the front of the building to ensure an attractive and inviting face to the community.

## THEME CONNECTIONS

LAND USE TYPICAL SECTION — Agricultural | Private Open | Public Open | SF Detached | SF Attached | Multiplex | Apartment | **Mixed-Use** | Lodging | **Commercial** | **Office** | ~~Civic~~ | Transportation | Utility | Lt. Industrial | ~~Hvy. Industrial~~

# LOGISTICS / INDUSTRIAL PARK (LH)

## CHARACTER DESCRIPTION

The Logistics/Industrial Park placetype consists of areas identified for wholesale, large distribution areas, and storage uses focused on production and employment. Logistics/Industrial Park areas represent significant employment assets providing space for innovation, employment, and the potential for upward mobility for Dallas' skilled workers. Clean and more sustainable practices that reduce adverse environmental impacts on human health and wildlife will ensure the viability of the Logistics/Industrial Park placetype and augment its beneficial economic role.

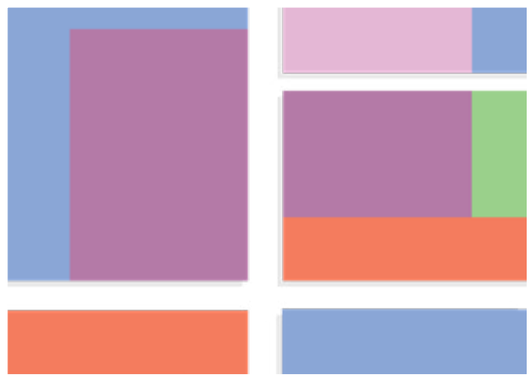
The efficient movement of freight through Dallas to the rest of the country is crucial to the success of the Logistics/Industrial Park placetype.

These areas generally comprise large, contiguous parcels that are often self-contained. Access to major roadways, freeways, freight rail, and airports should be prioritized. To accommodate freight traffic and parking for employees, buildings within the Logistics/Industrial Park placetype have large surface parking areas for cars and trucks as well as wider streets and intersections. Roadway and access planning is critical to the future of this land use given the increased truck traffic that results from these uses. Public transportation, sidewalks, and trail connections focus on connecting employees to employee and customer entrances and parking and drop-off areas.

**LOCAL EXAMPLES**

1. SOUTHPORT (SOUTH DALLAS INLAND PORT)
2. AGILE PORT
3. WEST DALLAS INDUSTRIAL PARK

**THEME CONNECTIONS**





## A. PLACETYPE APPLICATION

**LH** A-1

The Logistics/Industrial Park placetype should accommodate Dallas' innovative and cutting-edge sustainable economic models that promote a green economy.

**LH** A-2

These developments will focus on light industrial uses, including clean manufacturing centers, technology / data centers, and biotech facilities.

## FUTURE LAND USE MIX

PRIMARY USE
SECONDARY USE

- Agricultural
- Private Open Space
- Public Open Space
- Single Family Detached
- Single Family Attached
- Multiplex
- Apartments
- Mixed-Use
- Lodging
- Office
- Commercial
- Civic/Public Institution
- Transportation
- Utility
- Light Industrial
- Heavy Industrial

# LOGISTICS/ INDUSTRIAL PARK (LH)

Heavy transportation and infrastructure systems are critical to the movement of goods which power the economy.[1] Properly aligning logistics-oriented land uses to these transportation networks, while also preventing encroachment into residential communities, is key to locating Logistics/Industrial Parks throughout the city.

1 ForwardDallas Existing Conditions Report

LOGISTICS

INDUSTRIAL PARK

## B. ADJACENCIES

### LH B-1

When an industrial facility includes a structure that requires increased height, the structure is located so that it does not significantly visually or physically impact nearby residential areas.

### LH B-2

As reinvestment occurs in Logistics/ Industrial Park areas, addressing adverse environmental effects generated by sources of pollution, particularly those impacting disadvantaged communities, should be prioritized.

### LH B-3

Any new light industrial uses in this placetype considered adjacent to residential areas should be low impact, small-scaled, and self contained to the interior of the building s.

## URBAN DESIGN ELEMENTS + STRATEGIES

### MOBILITY + ACCESS

1. Locate logistics and industrial park uses along truck routes designed for anticipated capacity and divert traffic away from residential neighborhoods.
2. Loading areas and loading docks should be located away from primary street facades and pedestrian routes.
3. Public transportation and sidewalks and trail connections are focused on connecting employees to employee and customer entrances and parking and drop-off areas.

### GREEN + OPEN SPACE

4. Integrate paths and outdoor recreation areas that are used as amenities by employees
5. Integrate green infrastructure, for example, tree boxes, permeable pavement, and green roofs to reduce urban flooding and heat island effects

## URBAN DESIGN ELEMENTS + STRATEGIES (CONT.)

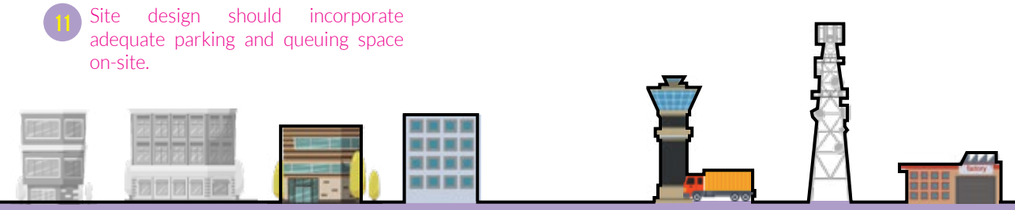
### STREETSCAPE + PARKING

6. Use landscaped buffers to screen loading and service areas from view and limit impacts on adjacent development and uses.
7. Permeable and environmentally sensitive materials that do not contribute to stormwater or air quality issues should be utilized when feasible.
8. Large vehicle parking should be located to the side and rear of buildings, when possible and not abutting residential neighborhoods.
9. Parking lots in front of buildings provide a clear pedestrian path between the public sidewalk and building entrances.
10. Loading docks and vehicle storage are located to the side or rear of buildings and screened from streets.
11. Site design should incorporate adequate parking and queuing space on-site.

### BUILDING FORM + CHARACTER

12. Encourage commercial development within industrial areas to provide amenities to local employees and neighboring neighborhoods.
13. Implement gateway features, including district-branding elements, at key points of entry to enhance the district's sense of place.
14. Orient buildings with more intense industrial uses internal to the site, away from less intense uses and placetypes.
15. Outdoor storage areas should be appropriately screened, particularly at the edges of the placetype.
16. The preferred block length is 800 feet and block lengths typically do not exceed 1,500 feet. The longer block lengths help accommodate larger industrial buildings as necessary.
17. In some cases, blocks might be longer because specific site conditions make new streets and street connections infeasible. These conditions include topography, natural barriers such as creeks and streams, and other barriers such as freeways and railroad lines.

THEME CONNECTIONS



LAND USE TYPICAL SECTION

~~Agricultural~~ Private Open Public Open ~~SF Detached~~ ~~SF Attached~~ ~~Multiplex~~ ~~Apartment~~ Mixed-Use Lodging **Commercial** **Office** ~~Civic~~ **Transportation** **Utility** **Lt. Industrial** ~~Hvy. Industrial~~

# INDUSTRIAL HUB (IH)

## CHARACTER DESCRIPTION

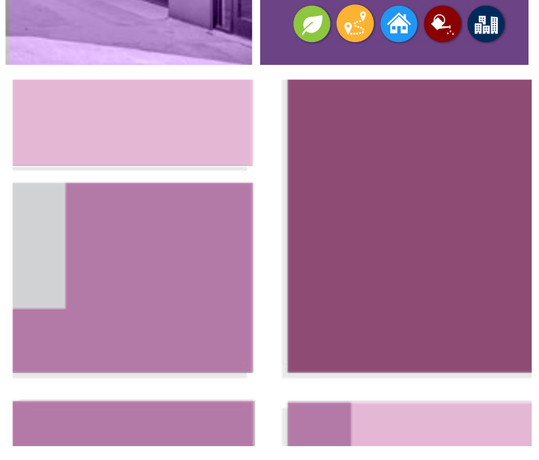
The Industrial Hub placetype comprises areas identified for heavy industrial production, salvage, and storage operations. Other uses that are not compatible with residential uses should not be located in these areas. Industrial uses such as asphalt batch plants, bulk processing, waste collection, and salvage facilities are contained in this placetype. The strategic and equitable location of this placetype within the city aims to address historic residential adjacencies while providing critical infrastructure support and job creation.

Structures and buildings within Industrial Hubs often have large footprints with significant land needs for equipment and material storage. Large surface parking areas for cars and trucks, as well as wider streets and intersections, should be thoughtfully designed to minimally impact the environment. With the common conveyance of heavy machinery and freight traffic in this placetype, appropriately designed roadway networks, sufficient infrastructure, and access to major transportation hubs and corridors should be prioritized.

**LOCAL EXAMPLES**

1. MCCOMMAS LANDFILL
2. CALIFORNIA CROSSING
3. ZACHA JUNCTION

**THEME CONNECTIONS**





## A. PLACETYPE APPLICATION

### IH A-1

Cleaning up contaminated sites such as Superfund and Brownfield sites is a priority implementation action to be followed-up by local community-led redevelopment and capital project prioritization.

### IH A-2

Despite existing challenges, the Industrial Hub placetype should accommodate Dallas' innovative and cutting-edge sustainable economic models that promote a green economy.

### IH A-3

Enhance areas designated as Industrial Hubs, ensuring they evolve into healthy environments with quality job opportunities while safeguarding communities from adverse environmental hazards.

## FUTURE LAND USE MIX

PRIMARY USE
SECONDARY USE

- Agricultural
- Private Open Space
- Public Open Space
- Single Family Detached
- Single Family Attached
- Multiplex
- Apartments
- Mixed-Use
- Lodging
- Office
- Commercial
- Civic/Public Institution
- Transportation
- Utility
- Light Industrial
- Heavy Industrial

# INDUSTRIAL HUB (IH)

The equitable, geographic location of this placetype aims to address the historic inequitable placement of industrial land uses and their adjacency to residential communities, especially communities of color. It is limited to areas not co-located with residential communities, while providing critical infrastructure support and job creation.

## B. ADJACENCIES

**IH** B-1

Redevelopment and building retrofits, in combination with enhancements to parking areas and open space, should be used to mitigate the negative environmental impacts of legacy industrial development.

**IH** B-2

As reinvestment occurs in Industrial Hub areas, addressing adverse environmental effects generated by sources of pollution, particularly those impacting disadvantaged communities, should be prioritized.

**IH** B-3

This placetype is not compatible with neighborhood-scaled placetypes, residential placetypes, or those that permit residential zoning.

**IH** B-4

Heavy industrial uses should be concentrated at arterials, expressways, and railroad lines.

Primary Secondary

## URBAN DESIGN ELEMENTS + STRATEGIES

### MOBILITY + ACCESS

1. Locate industrial uses along truck routes designed for anticipated capacity and divert traffic away from residential neighborhoods.
2. An internally connected network should provide direct and efficient truck access to arterials from local and collector streets
3. Enlarged landscape buffers should provide a transition to adjacent uses.
4. Site design should incorporate adequate parking and queuing space on-site
5. The City should invest capital improvements to the public roadways in these areas, especially those that are contributors to dust propagation

### GREEN + OPEN SPACE

6. Integrate paths and outdoor recreation areas that are used as amenities by employees.
7. Perimeter site design should incorporate more greenspace should to counter the heat-island effect of increased paving needed for operations

## URBAN DESIGN ELEMENTS + STRATEGIES (CONT.)

### STREETSCAPE + PARKING

8. Use landscaped buffers to screen loading and service areas from view and limit impacts on adjacent development.
9. Permeable and environmentally sensitive materials that do not contribute to stormwater or air quality issues should be utilized when feasible
10. Parking is typically provided on surface lots.
11. Large vehicle parking should be located to the side and rear of buildings, when possible and not abutting residential neighborhoods.
12. Parking lots in front of buildings provide a clear pedestrian path between the public sidewalk and building entrances.
13. Loading docks and vehicle storage are located to the side or rear of buildings and screened from streets.

### BUILDING FORM + CHARACTER

14. Encourage commercial development within industrial areas to provide amenities to local employees.
15. Orient buildings with more intense industrial uses internal to the site, away from less intense uses and placetypes.
16. Outdoor storage areas should be appropriately screened, particularly at the edges of the placetype.
17. When an industrial facility includes a structure that requires increased height, the structure is located so that it does not significantly visually or physically impact nearby residential areas.
18. The preferred block length is 800 feet and block lengths typically do not exceed 1,500 feet. The longer block lengths help accommodate larger industrial buildings as necessary.
19. In some cases, blocks might be longer because specific site conditions make new streets and street connections infeasible. These conditions include topography, natural barriers such as creeks and streams, and other barriers such as freeways and railroad lines.

THEME CONNECTIONS

**LAND USE TYPICAL SECTION** ~~Agricultural~~ Private Open Public Open ~~SF Detached~~ ~~SF Attached~~ ~~Multiplex~~ ~~Apartment~~ Mixed-Use Lodging Commercial Office ~~Civic~~ **Transportation** **Utility** **Lt. Industrial** **Hvy. Industrial**

WORKING DRAFT
PUBLIC REVIEW ONLY



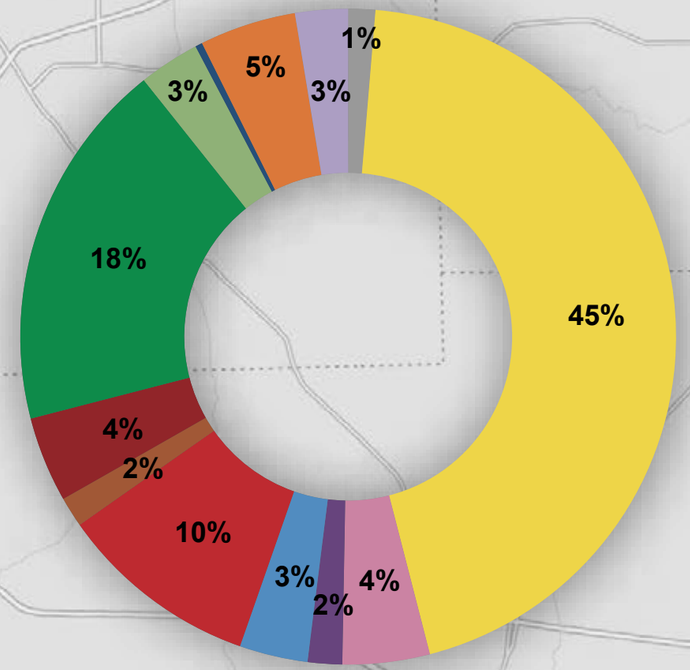
CITY OF DALLAS

WORKING DRAFT
PUBLIC REVIEW ONLY



# CITY OF DALLAS
# FUTURE PLACETYPE MAP

Interactive High-Resolution Map Link
CLICK HERE




Texas Parks & Wildlife, Esri, TomTom, Garmin, SafeGraph, METI/NASA, USGS, EPA, NPS, USDA, USFWS, Texas Parks & Wildlife, Esri, TomTom, Garmin, FAO, NOAA, USGS, EPA, NPS, USFWS

0 1 3 5 Mi

N

PLACETYPES

REGIONAL OPEN SPACE | SMALL TOWN RESIDENTIAL | COMMUNITY RESIDENTIAL | CITY RESIDENTIAL | NEIGHBORHOOD MIXED USE | COMMUNITY MIXED USE | REGIONAL MIXED-USE | CITY CENTER | INSTITUTIONAL/ PUBLIC UTILITY | FLEX COMMERCIAL | LOGISTICS/ INDUSTRIAL PARK | INDUSTRIAL HUB

**Figure 1: Future Placetype Map** A comprehensive plan shall not constitute zoning regulations or establish zoning district boundaries. *Texas Local Government Code, Section 219.005.*

**Figure 2: Future Placetype Chart**



June 2024 – ForwardDallas Comprehensive Land Use Plan 2.0 (Revised Draft #4 - CPC Interim)

# CHAPTER 4 IMPLEMENTATION

## Short-Term Action Matrix



## OVERVIEW

Comprehensive Plans are future-oriented guidance documents that layout short, medium and long-range recommendations to incrementally advance plan goals and objectives.

The planning process does not end upon adoption of this plan. The implementation matrices in this section provide action steps by plan theme that can be accomplished during the plan horizon. The action items vary and include regulatory changes, process updates, infrastructure improvements, future studies and plans, and policy changes.

The key to achieving the majority of the recommendations within this section is continued collaboration between various internal and external partners and annual monitoring to ensure accountability and relevancy.

CITY OF DALLAS
WORKING DRAFT
PUBLIC REVIEW ONLY

# SHORT TERM ACTION MATRIX

The following tables identify short-term action items needed to implement the Plan's land use themes within the next one to five years. The table includes recommendations organized by goal, objective, suggested action steps, designated lead, key partner(s), and related cross-theme connections, if applicable.

## GENERAL + DEVELOPMENT PROCESS

**General + Development Process Table**

| | Objective | # | Action Step | Lead | Key Partners** | Related Themes |
|---|---|---|---|---|---|---|
| A | | 1 | Develop key performance indicators six (6) months after plan adoption for all theme metrics identified in plan document, with an anticipated mid-year check-in or report to CPC or Council. | PUD | All key partners from subsequent themes. | |

## METRICS + MONITORING

THEME CONNECTIONS: Environmental Justice + Sustainability; TOD + Connectivity; Housing Choice + Access; Economic Development + Revitalization; Community + Urban Design

CITY OF DALLAS
WORKING DRAFT
PUBLIC REVIEW ONLY
IMPLEMENTATION | CHAPTER 4

## ENVIRONMENTAL JUSTICE + SUSTAINABILITY

**Theme Goal:** Actively and equitably protect communities from the effects of environmental hazards, while enhancing environmental quality through proactive protection, conservation, and sustainable practices in both natural and built environments.

**Notes:**
* = Definition of ForwardDallas "Areas of Focus" can be found in the Glossary
** = Key Partners also include applicable community partners not shown on this list

### Environmental Justice + Sustainability Implementation Table

| | Objective | # | Action Step | Lead | Key Partners** | Related Themes |
|---|---|---|---|---|---|---|
| A | Support Citywide Environmental Justice (EJ) Goals | 1 | Develop a comprehensive land use strategy that addresses EJ issues and goals identified in the city's Comprehensive Environmental and Climate Action Plan (CECAP) and prioritize identified areas for land use and zoning interventions. | PUD | OEQS, Env Commission, EJ Cmte, OEI | 5 |
| | | 2 | Coordinate with city departments, local agencies, and the community to identify areas of EJ concern where stakeholders identify issues, help gather and track data, and provide resources to address EJ issues. | OEQS | OEQS, Env Commission, EJ Cmte, OEI, DART | |
| | | 3 | Utilize the ForwardDallas Environmental Justice Areas of Focus* analysis to tailor zoning implementation, neighborhood planning efforts, and other investments for identified EJ areas. | PUD | OEQS, OEI | |
| B | Mitigate Negative Environmental Impacts from New Development | 4 | Prioritize environmental reviews in the development review process, for projects within EJ and EPA focus areas that are also contributors of urban heat island effect, excessive storm water runoff, and poor air and water quality. | OEQS, DWU | PUD | |
| | | 5 | Update the Development Code to reduce the percentage of impervious surface areas, where appropriate. | PUD | OEQS, DEV, DDOT | 3 |
| | | 6 | Coordinate with DPW and DWU as updates to the existing Street Design Manual and Drainage Design Manual occur to support the alignment with CECAP Air Quality and Water Management / Quality Target Goals. | DPW, DWU | PUD | |
| | | 7 | Update Development Code and Article X, to incorporate green infrastructure practices into land use planning and development, such as rain gardens, native planting, green roofs, permeable pavements, bioswales, and vegetated swales, providing incentives where possible. | DPW | PUD, OEQS, PKR, DWU, DDOT | |
| | | 8 | Update Development Code to incorporate Sustainable Low Impact Development Strategies that encourage compact, mixed land-use patterns that minimize negative environmental impacts, such as requiring more tree plantings and greenspace on large-yard industrial and heavy commercial sites to lessen heat-island effect in these areas. | DPW | PUD, DWU, DEV, OEQS | |
| | | 9 | Coordinate with partner agencies and departments to incentivize the design and development of Brownfield sites | OEQS | PUD | |
| | | 10 | Monitor commercial activities emitting air pollution throughout the city and conduct inspections to advance EJ Goals | OEQS | PUD, DEV | |
| C | Support the Environmental Protection of Key Natural Assets | 11 | Update Development Code & Article X to prioritize the protection of mature trees, the city's tree canopy coverage, and when replanting to encourage native planting of drought-tolerant tree and plant species, reducing artificial irrigation dependencies. | Forestry | Texas Trees Foundation; DWU, PBW, PKR, DEV, PUD | |
| | | 12 | Explore the creation of a Watershed District Overlay to help mitigate existing and projected stormwater impacts from new development. | DWU | PUD, DEV, NCTCOG | |
| | | 13 | Support the development of an Environmental Justice Areas of Focus* to protect Environmentally Sensitive Areas, including the 100-year floodplain, creeks, areas with mature tree canopies, the Escarpment, and other water bodies. | DPW, DWU, OEQS, | PUD, NCTCOG, DEV | |
| | | 14 | Inventory underutilized city-owned land, surplus rights-of-way, and vacant properties for opportunities of repurposing into environmentally protective land uses such as programmed green spaces, urban agriculture, and opportunities for urban wildlife protection. | PKR, DPW Real Estate | PUD, HOU, DWU, DDOT, OEQS | 5 |

**METRICS + MONITORING** | Decrease % of residential properties near industrial uses/zones

THEME CONNECTIONS: Environmental Justice + Sustainability; TOD + Connectivity; Housing Choice + Access; Economic Development + Revitalization; Community + Urban Design



June 2024 – ForwardDallas Comprehensive Land Use Plan 2.0 (Revised Draft #4 - CPC Interim)

CITY OF DALLAS
WORKING DRAFT
PUBLIC REVIEW ONLY
IMPLEMENTATION | CHAPTER 4

## TRANSIT ORIENTED DEVELOPMENT (TOD) + CONNECTIVITY

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

**Notes:**
* = Definition of ForwardDallas "Areas of Focus" can be found in the Glossary
** = Key Partners also include applicable community partners not shown on this list

### Transit-Oriented Development + Connectivity Implementation Table

| | Objective | # | Action Step | Lead | Key Partners** | Related Themes |
|---|---|---|---|---|---|---|
| A | Encourage more housing, employment, services and amenities around transit stations. | 1 | Prioritize appropriate increased density and zoning around DART stations, high frequency transit nodes, corridors, trails, neighborhood centers, and potential ForwardDallas TOD Areas of Focus. | PUD | DART, HOU, OED, DDOT | 8 |
| | | 2 | Right-size and reduce parking regulations within parking code amendments to allow increased development opportunity for TOD projects and investigate integrating such reductions to additional affordable housing units and increased green space within these projects. | PUD | DEV, DDOT, DART | 5 |
| | | 3 | Explore potential development code amendments that would further incentivize equitable development at transit stations including allowing density bonuses if affordable housing is provided, minimizing business displacement by including existing businesses in redevelopment opportunities, designing future spaces to minimize impact on, for example, lower density areas, and providing enhanced public and green spaces to support both internal and surrounding development. | PUD | DEV, DDOT, DART | |
| | | 4 | Explore creating a TOD overlay zone with development regulations that support transit ridership, equitable mixed use development, mixed housing options, and a vibrant pedestrian environment around the station. | PUD | DEV, DDOT, DART | |
| B | Align Transportation Planning, Land Use Planning, and Development Processes. | 5 | Incorporate comprehensive TOD Design guidance within the future citywide urban design framework to emphasize safe access, site design excellence, enhanced connectivity, and high-quality public spaces. | PUD | DART, DDOT, OED, HOU | 1 |
| | | 6 | Utilize an accessibility analysis to equitably develop corridor and station area plans that prioritizes areas with poor access to essential services. | PUD | DART, DDOT, NCTCOG, TXDOT | 3 7 8 8 |
| | | 7 | Support assessments of existing transit infrastructure, exploring multimodal options for last-mile connections to essential land uses and community services. | PUD | PUD | |
| | | 8 | Initiate a Thoroughfare and Freight Master Plan Update that aligns future placetypes, Dallas' Complete Street typologies, and urban design guidelines. | DDOT | PUD | 1 |
| | | 9 | Coordinate with DART on future ROW changes that support or affect transit service, including but not limited to creating a dedicated process for requesting the removal of parking meters. | DDOT | DART, NCTCOG, TXDOT, PUD | |
| C | Promote a multi-modal transportation network that is highly accessible and well-connected. | 10 | As neighborhood, corridor, and station area plans are developed, prioritize assessments of the land use mix and available infrastructure in TOD areas of focus to improve linkages to employment, education, parks, food, and health services. | PUD | | 3 7 8 8 |
| | | 11 | Establish place-specific criteria for "Complete Communities" to provide safe, convenient, and equitable proximity to daily goods and services. | PUD | HOU, OED, DEV, DART, DDOT | |

**METRICS + MONITORING** | Increase % of land use mix within TOD centers

THEME CONNECTIONS: Environmental Justice + Sustainability | TOD + Connectivity | Housing Choice + Access | Economic Development + Revitalization | Community + Urban Design



June 2024 – ForwardDallas Comprehensive Land Use Plan 2.0 (Revised Draft #4 - CPC Interim)

CITY OF DALLAS
WORKING DRAFT
PUBLIC REVIEW ONLY
IMPLEMENTATION | CHAPTER 4

## HOUSING CHOICE + ACCESS

**Theme Goal:** Equitably increase attainable housing options throughout the city, particularly near job centers and transit-oriented locations, to meet the diverse housing needs of all people in Dallas

**Notes:**
* = Definition of ForwardDallas "Areas of Focus" can be found in the Glossary
** = Key Partners also include applicable community partners not shown on this list

### Housing Choice + Access Implementation Table

| | Objective | # | Action Step | Lead | Key Partners** | Related Themes |
|---|---|---|---|---|---|---|
| A | Provide a Mix of Housing types and affordabilities across all Neighborhoods to meet diverse needs. | 1 | Integrate comprehensive land use analysis with resident collaboration at the neighborhood level to inform planning for more housing and housing types that are consistent with existing context and scale. | PUD | HOU, OED, DEV, DCC, DFP, SAN | |
| | | 2 | Explore updating the development code to allow Accessory Dwelling Units in residential districts and incorporate design standards to ensure neighborhood compatibility. | PUD | DEV, ZOAC, CPC | |
| | | 3 | Explore the creation of an infill residential zoning districts to allow appropriately scaled infill housing in designated areas, such as along transportation corridors, on existing activity centers, and areas with adequate infrastructure with proximity to transit and supporting amenities | PUD | DEV, HOU | |
| | | 4 | Promote diverse and affordable mix of housing types within neighborhoods, especially along TOD sites, to provide housing choices for all stages of life | PUD | HOU, OED | |
| | | 5 | Pilot targeted incentives, such as expedited rezoning and permitting applications, when developing alternative owner-occupied housing, such as co-ops , condos, and Tenancy in Common (TIC) agreements | DEV | HOU, OED, PUD | |
| | | 6 | Increase partnerships with Community Development Corporations (CDC) and Community Land Trusts (CLT) to provide affordable housing by removing land cost from housing prices. | HOU | OED, PUD | |
| B | Prioritize Housing Investments for the Most Vulnerable Populations, Especially the Unhoused and those at High Risk of Displacement | 7 | Work with city departments to identify and plan for areas in which surplus city and other public agency-owned land is purchased for the development of affordable housing to address gentrification, homelessness, and displacement. | Real Estate | HOU, OHS, OED PUD | |
| | | 8 | Encourage the addition of diverse housing types within land controlled or owned by the city or other public agencies. | HOU | PUD, Real Estate | 11 |
| | | 9 | Incorporate displacement risk assessments and community discussions as part of future smaller area planning efforts. | PUD | HOU | 11 |
| | | 10 | Prioritize the preservation and planning of neighborhoods identified most at risk of displacement through city initiated rezoning efforts including conservation districts, neighborhood stabilization overlays, historic districts, and other yet-to-be established tools. | PUD | DEV, HOU | |
| | | 11 | Partner with housing agencies and advocates to create a more expansive anti-displacement toolkit. | HOU | PUD | |
| C | Align Land Use Policy & Process with Housing Strategies, Plans, and Programs | 12 | Streamline the development review and rezoning process for affordable housing projects. | PUD | DEV, HOU | 1 |
| | | 13 | Develop an integrated housing infill policy that provides an expedited rezoning and permitting process, housing pattern books for different housing types, and pre-vetted and approved housing plans. | PUD | DEV, HOU | |
| | | 14 | Establish urban design guidelines for the city's Notice of Funding Availability (NOFA) procurement, selection, and review process for multifamily, single family, and other residential projects. | PUD | HOU | 1 |
| | | 15 | Provide land use and zoning data to support city recommended changes to state law that remove barriers to affordable housing options. | PUD | OGA, HOU | |
| | | 16 | Update development code to allow more flexibility in subdivision and zoning regulations, such as reduced built-to lines, setbacks and the community retail zoning classification. | PUD | DEV | |

**METRICS + MONITORING** | **Increase # of housing units in areas of displacement risk, TOD areas, and commercial corridors**

THEME CONNECTIONS: Environmental Justice + Sustainability; TOD + Connectivity; Housing Choice + Access; Economic Development + Revitalization; Community + Urban Design



June 2024 – ForwardDallas Comprehensive Land Use Plan 2.0 (Revised Draft #4 - CPC Interim)

CITY OF DALLAS
WORKING DRAFT
PUBLIC REVIEW ONLY
IMPLEMENTATION | CHAPTER 4

## ECONOMIC DEVELOPMENT + REVITALIZATION

**Theme Goal:** Promote equitable development of Dallas' diverse communities across the city, through the revitalization of neighborhood centers, commercial corridors, employment centers, and transit areas.

**Notes:**
* = Definition of ForwardDallas "Areas of Focus" can be found in the Glossary
** = Key Partners also include applicable community partners not shown on this list

### Economic Development & Revitalization Implementation Table

| | Objective | # | Action Step | Lead | Key Partners** | Related Themes |
|---|---|---|---|---|---|---|
| A | Implement "Transformative Placemaking" Strategies to Revitalize Commercial Corridors, Transit Nodes, and Employment Centers | 1 | In coordination with DART's strategic plan, identify surplus or vacant land in key areas, particularly in TOD areas of focus, to transform into vibrant spaces that support greater economic outcomes for those areas. | PUD | OED, DDI, OAC, DDOT, COD EDC, | 12 |
| | | 2 | Facilitate collaborative placemaking initiatives to reimagine the adaptive reuse of historically and culturally significant structures and places. | PUD | OED, OAC, Historic Preservation | 10 11 |
| | | 3 | Initiate detailed land use and zoning planning assessments of commercial corridors and centers identified through ForwardDallas to outline specific opportunities and strategies for revitalization. | PUD | OED, DDOT, DART, HOU | 5 8 |
| | | 4 | Incentivize projects near TOD sites to conform to urban design standards specified within the Complete Streets Manual | OED | DDOT, PUD | |
| B | Prioritize Equitable Growth by Targeting Investment in Underserved Communities. | 5 | Prioritize neighborhood and corridor planning efforts and/or zoning reviews in areas transitioning away from industrial uses or for former brownfield areas, utilizing updated infill zoning categories that preserve compatible industrial and commercial uses. | PUD | PUD, DDOT, DPW, OEQS, OGA | 1 |
| | | 6 | Coordinate future land use with infrastructure investment in Southern Dallas to ensure adequate public facilities, housing, and mobility options (such as sidewalks) for existing and future businesses and their employees. | PUD | OED, DDOT, PBW | |
| | | 7 | Coordinate with OED to direct economic development resources to areas through ForwardDallas and other neighborhood planning and corridor efforts. | PUD | OED | 5 8 |
| C | Foster Economically Resilient Communities That Are Regionally Connected and Locally Supported | 8 | Work with city departments to support investment and development in "Economic Development + Revitalization" focus areas including new TOD areas, existing commercial nodes, and Economic Development Policy Target Areas to provide a sustainable mix of employment, mixed income housing, and services to the community. | OED | PUD, HOU, DDOT | 1 2 5 |
| | | 9 | Coordinate with city departments to create and implement anti-displacement policies for small business owners and homeowners. | Small Business Center | OED, PUD, HOU | |
| | | 10 | Ensure appropriate land use and zoning in designated areas to support emerging creative and technology industries to supplement the expansion of logistics-related jobs and targeted industry clusters, throughout the city. | PUD | OED | |
| | | 11 | Coordinate planning and economic development initiatives with surrounding jurisdictions to ensure mutually beneficial development, equitable cost sharing. and integrated infrastructure investment. | PUD | OED, DPW, DDOT, HOU | |
| D | Remove land use and zoning barriers that hinder small business development | 12 | Investigate the reduction or removal of restrictive parking requirements which can serve as a barrier to small business project or development feasibility. | PUD | DEV, OED | |
| | | 13 | Encourage increased development of mixed-use live/work spaces in commercial centers and corridors | PUD | DEV, OED, HOU | |

**METRICS + MONITORING** | **Increase % of land use mix along strategic commercial corridors**

THEME CONNECTIONS: Environmental Justice + Sustainability | TOD + Connectivity | Housing Choice + Access | Economic Development + Revitalization | Community + Urban Design



June 2024 – ForwardDallas Comprehensive Land Use Plan 2.0 (Revised Draft #4 - CPC Interim)

CITY OF DALLAS
WORKING DRAFT
PUBLIC REVIEW ONLY
IMPLEMENTATION | CHAPTER 4

## COMMUNITY + URBAN DESIGN

**Theme Goal:** Adopt and implement context-sensitive design and development guidance to help shape Dallas' streets, sidewalks, buildings, and open spaces, ensuring functional, safe, sustainable, and vibrant spaces that not only reflect but also enhance Dallas' distinct places and diverse communities.

**Notes:**
* = Definition of ForwardDallas "Areas of Focus" can be found in the Glossary
** = Key Partners also include applicable community partners not shown on this list

### Community and Urban Design Implementation Table

| | Objective | # | Action Step | Lead | Key Partners** | Related Themes |
|---|---|---|---|---|---|---|
| A | Establish a Citywide Urban Design Framework | 1 | Develop citywide urban design guidelines that build upon ForwardDallas principles and illustrate how different communities and places will grow or be preserved in the future | PUD | PKR, HOU, ECO, DDOT, DPW, DART | 4 7 13 |
| B | Integrate urban design standards and guidance into the development review process and future planning efforts. | 2 | Utilize the ForwardDallas urban design principles and elements as the foundation for integrating urban design standards into the development code update. | PUD | DEV | |
| | | 3 | Incorporate the future citywide urban design guidelines as a component of the development review process including for all rezoning projects. | PUD | DEV | |
| | | 4 | Expand the purview of the Urban Design Peer Review Panel (UDPRP) to include the review of urban design criteria for bond projects. | PUD | | |
| | | 5 | Provide urban design support to CECAP's recommendation to implement green infrastructure programs that treat the Right of way (ROW) as both a mobility and green infrastructure asset. | PUD | DPW, DDOT | 13 |
| | | 6 | Work with Park and Recreation planning staff to increase public access from new development to parks, trails and open space including potential for accessibility standards in the development code. | PKR | PUD, DDOT | |
| | | 7 | Coordinate with Park and Recreation planning staff on future updates to Dallas Park and Recreation Master Plan. Include policy that increases public access to existing and future parks as it relates to land use and urban design changes over time. | PKR | PUD | |
| | | 8 | Incorporate place-specific urban design guidelines within neighborhood and corridor plans. | PUD | | 5 8 |
| | | 9 | Work with DWU and Public Works to re-evaluate design standards for retention and detention ponds | PUD | DPW, DWU | |
| C | Promote quality design principles to foster more inclusive and equitable neighborhoods and spaces throughout Dallas | 10 | Establish a neighborhood planning program through which community stakeholders envision, evaluate, and establish the desired vision and form of their community. | PUD | | |
| | | 11 | Incorporate a community's people, history, culture and identity into neighborhood planning and urban design processes to sensitively shape the relationship between new and existing buildings, parks, streets and other open spaces. | PUD | OAC, DPW, DDOT, PKR | 2 |
| | | 12 | Expand the suite of context sensitive design and preservation tools including historic and conservation districts and neighborhood stabilization overlay programs and update applicable ordinances to better respond to rapidly changing conditions in established neighborhoods. | PUD | DEV, HOU | 8 9 2 |

## METRICS + MONITORING

**Metrics to be developed in a future citywide urban design guidelines**

THEME CONNECTIONS: Environmental Justice + Sustainability | TOD + Connectivity | Housing Choice + Access | Economic Development + Revitalization | Community + Urban Design



June 2024 – ForwardDallas Comprehensive Land Use Plan 2.0 (Revised Draft #4 - CPC Interim)
4-15

# APPENDIX A: MAPS

APPENDIX STILL IN DEVELOPMENT / PROGRESS

WORKING DRAFT
PUBLIC REVIEW ONLY

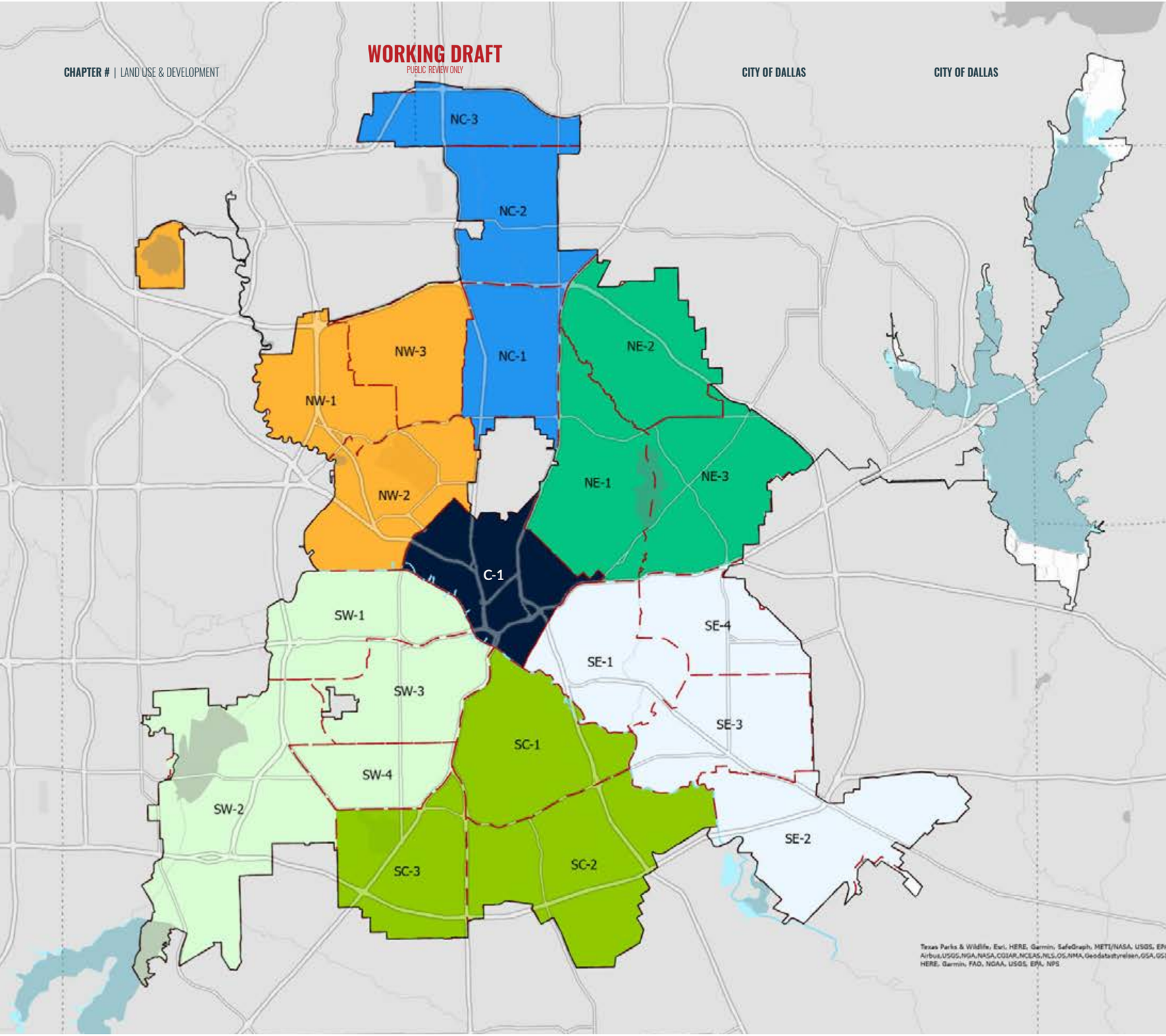


CITY OF DALLAS

WORKING DRAFT
PUBLIC REVIEW ONLY



# CITY OF DALLAS
# PLANNING DISTRICT MAP




| Planning Districts | | |
|---|---|---|
| # | Planning District Name | Council Districts ('23) |
| NC-1 | North Dallas | D13, D11 |
| NC-2 | Far North Dallas (above LBJ Corridor) | D12, D11 |
| NC-3 | Most Northern Dallas (Below PGBT | D12 |
| NE-1 | Northeast Dallas | D13, D9, D14 |
| NE-2 | Lake Highlands / Far Northeast Dallas | D10 |
| NE-3 | White Rock/ Far East Dallas | D10, D9, D2 |
| NW-1 | Northwest Dallas/ Cypress Waters | D6 |
| NW-2 | Stemmons/ Love Field | D13, D2, D6 |
| NW-3 | Northwest Dallas | D13, D6 |
| C-1 | Central | D14, D2 |
| SW-1 | West Dallas | D1, D6 |
| SW-2 | Southwest Dallas/ Mountain Creek | D3 |
| SW-3 | West Oak Cliff | D1 |
| SW-4 | Kiest | D3, D1, D4 |
| SC-1 | East Oak Cliff | D4, D7 |
| SC-2 | Southeast Oak Cliff | D3, D8 |
| SC-3 | Southern Dallas/ Redbird / South Oak | D4, D3, D8 |
| SE-1 | South Dallas/ Fair Park | D7, D2 |
| SE-2 | Kleberg - Rylie | D8 |
| SE-3 | Pleasant Grove | D5, D7, D8 |
| SE-4 | Southeast Dallas | D7, D5 |

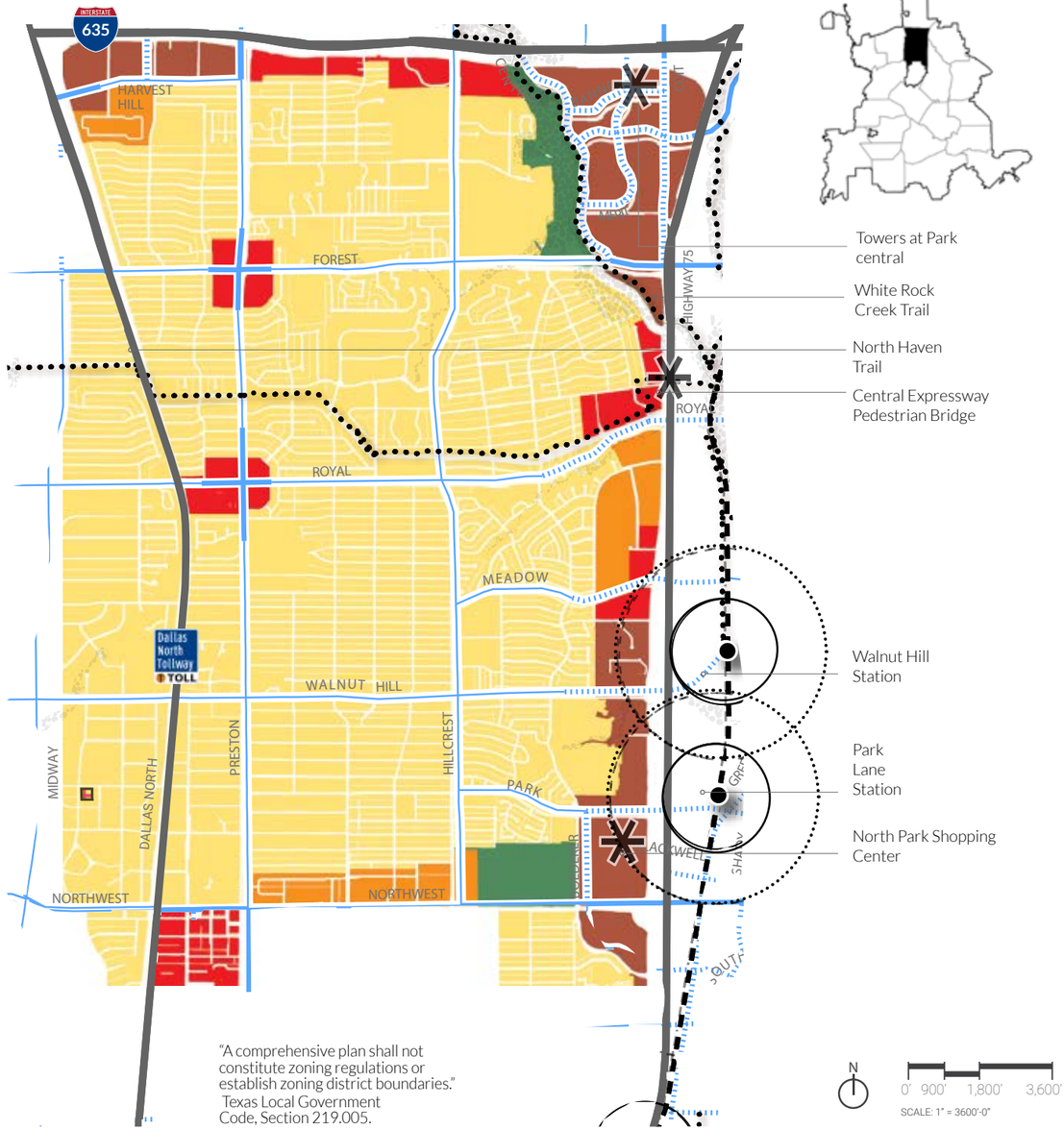


June 2024 - Appendix A: ForwardDallas Maps - (Revised Draft #4 - CPC Interim)

WORKING DRAFT
PUBLIC REVIEW ONLY



# NC-1 NORTHJ DALLAS PLACETYPE MAP




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

**RESIDENTIAL**
- SMALL TOWN RESIDENTIAL
- COMMUNITY RESIDENTIAL
- URBAN / CITY RESIDENTIAL

**MIXED USE**
- NEIGHBORHOOD MIXED-USE
- COMMUNITY MIXED-USE
- REGIONAL MIXED USE
- URBAN / CITY CENTER

**INDUSTRY**
- LOGISTICS HUB
- FLEX COMMERCIAL
- INDUSTRIAL HUB

**SPECIAL PURPOSE**
- REGIONAL OPEN SPACE
- INSTITUTIONAL
- AIRPORT



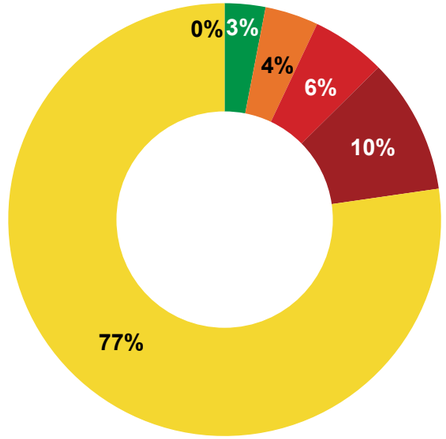
WORKING DRAFT
PUBLIC REVIEW ONLY

CITY OF DALLAS



## PLACETYPE OVERVIEW

### District Area Coverage




### District Discription

The primarily single-family residential district has experienced heightened development along three main corridors: NW Highway, LBJ, and Central Expressway. These corridors are characterized by commercial land uses, while the district's green spaces are primarily confined to smaller neighborhood parks, offering limited recreational areas.

The district is situated within a half-mile radius of two light rail stations, Walnut Hill Lane and Park Lane. Despite their close proximity, pedestrian connectivity and access face challenges due to the presence of the Central Expressway, impeding convenient movement between the stations and the surrounding area.

## URBAN DESIGN FRAMEWORK

### Paths

The major arterial transportation routes are efficiently linked in a grid pattern, complemented by minor arterial roads that extend into residential neighborhoods, facilitating vehicular access. However, an estimated 60% of the district faces a shortage of sidewalks and pathways, predominantly concentrated within the residential areas bordered by DNT, Walnut Hill Lane, Hillcrest Rd, and I-635. According to the comprehensive streets manual, the district primarily consists of residential streets, reflecting the prevalent single-family housing. Additionally, there are industrial streets within the regional mixed-use areas located closer to the I-75 highway.

### Districts

The NC-1 is located in council districts 11 and 13. Most of the residential areas are covered by a neighborhood organization or a homeowner's association, thereby providing a platform for community initiatives and effective community engagement. The district also has Jackson Heights, Prestonshire Addition and Woodland Drive neighbrhood stabilization overlay.

### Landmarks

Some of the notable landmarks of this district are the North Park shopping mall and the Towers at Park Central. These commerical landmarks are located at the intersection of highways that act as regional magnets.

### Nodes

The established nodes in the district are the intersections of Royal Ln and Preston Rd, and Preston Rd and Forest Ln. These hubs offer essential community services, encompassing healthcare facilities, diverse dining options, and retail services. Additionally, nodes along the three highway corridors (DNT, I-635, HIghway 75) present a blend of land-uses, incorporating retail spaces, office facilities, and multi-family housing units.

### Natural Features

The district consists of small neighborhood parks like Preston Hollow Park, Pagewood Park, Churchill Park, Anderson Bonner Park, and Jamestown Park. The North Haven trail runs east-west through the district catering to needs of the residents and enhance's the area's recreational opportunities.

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

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

**DISTRICTS**
- HISTORIC AND CONSERVATION DISTRICTS

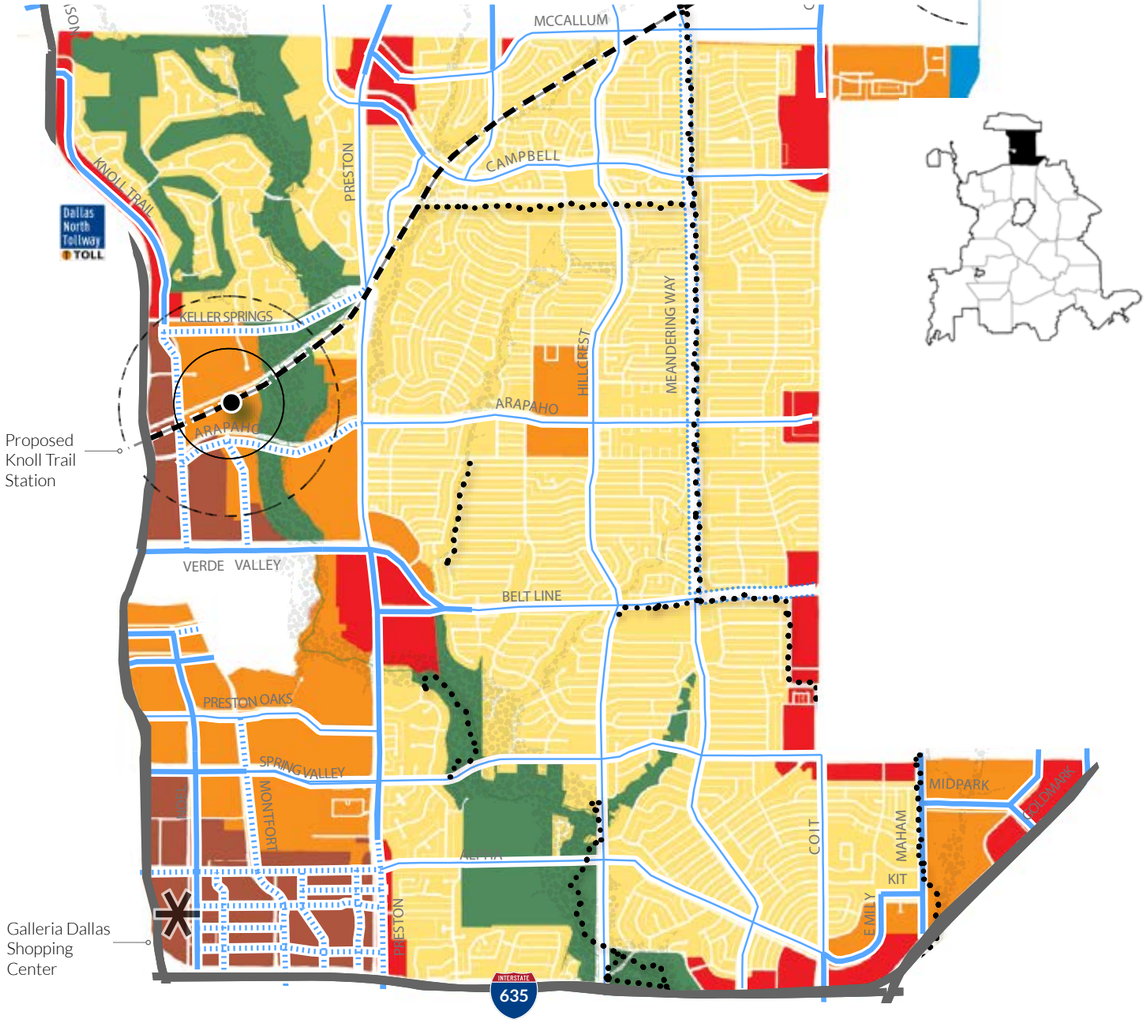
**LANDMARKS**
- FEATURE (REGIONAL)
- GATEWAY (REGIONAL)

**NODES**
- LIGHT RAIL STATION

**NATURAL FEATURES**
- FLOODPLAIN
- ESCARPMENT
- PARK (ALL PARKS 5 ACRES OR LESS)

# NC-2 FAR NORTH DALLAS (ABOVE LBJ CORRIDOR)

## PLACETYPE MAP






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

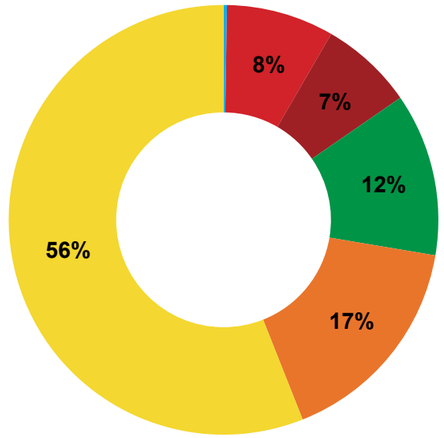
N

0' 900' 1,800' 3,600'

SCALE: 1" = 3600'-0"

## PLACETYPE OVERVIEW

### District Area Coverage




### District Discription

The district has primarily residential uses with mix of higher density uses. The White Rock Creek provides the district with regional open spaces, and trail connections.

This district includes the future DART Silver light rail transit line. Areas around the station are proposed to be urban residential and regional commercial to help spur transit-oriented development (TOD). Neighborhood commercial and community residential are located at major arterial intersections to provide retail and services to the neighborhoods. Most of the regional commercial is proposed along the DNT.

## URBAN DESIGN

### Paths

The major arterial transportation routes are efficiently linked in a grid and curvilinear pattern due to topography, complemented by minor arterial roads that extend into residential neighborhoods, facilitating vehicular access. The district has good pedestrian access with about 70% sidewalk coverage. The District has a mix of different complete streets ranging from commercial and industrial in regional mixed-use areas to residential streets and pathways in the single family zones.

### Districts

The NC-2 is located in council districts 11 and 12. Most of the residential areas are covered by a neighborhood organization or a homeowner's association, thereby providing a platform for community initiatives and effective community engagement.

### Landmarks

The Dallas Galleria Shopping Center and office buildings serve as a regional landmark in the southwestern corner of this district.

### Nodes

The established nodes in the district are the intersections of I-635 and DNT, and DNT and Belt Line Rd. These nodes provide a mix of uses, and regional services.

### Natural Features

The district includes the northern alignment of White Rock Creek. This creek, which runs from northeast to southeast across the entire district, also has numerous tributaries flowing into White Rock Creek. Along the various White Rock Creeks there are several public parks, pedestrian trails, and golf courses. This area includes several long pedestrian trails including Campbell Green Trail, Meandering Way corridor trail, Kiowa Parkway, and Hillcrest/ Valley View Trail.

RESIDENTIAL
- SMALL TOWN RESIDENTIAL
- COMMUNITY RESIDENTIAL
- URBAN / CITY RESIDENTIAL

MIXED USE
- NEIGHBORHOOD MIXED-USE
- COMMUNITY MIXED-USE
- REGIONAL MIXED USE
- URBAN / CITY CENTER

INDUSTRY
- LOGISTICS HUB
- FLEX COMMERCIAL
- INDUSTRIAL HUB

SPECIAL PURPOSE
- REGIONAL OPEN SPACE
- INSTITUTIONAL
- AIRPORT

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

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

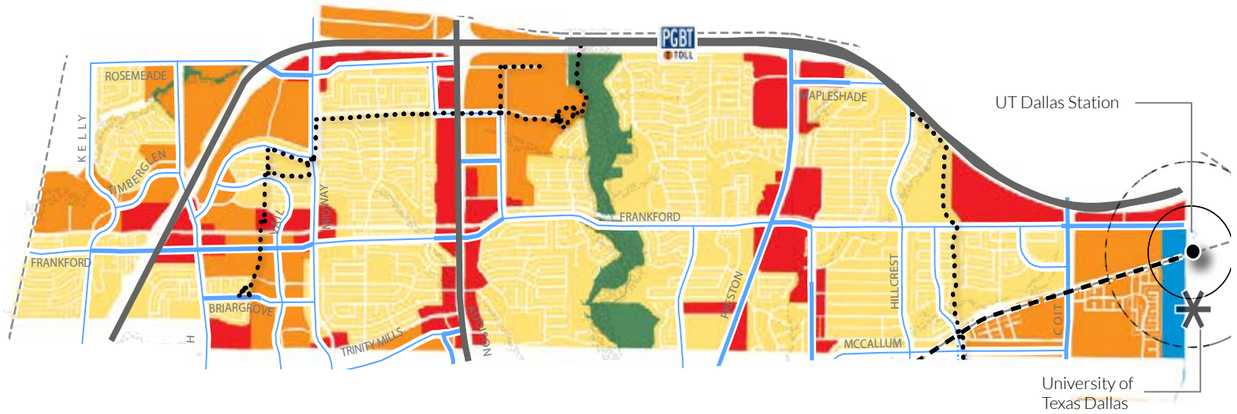
DISTRICTS
- HISTORIC AND CONSERVATION DISTRICTS

LANDMARKS
- FEATURE (REGIONAL)
- GATEWAY (REGIONAL)

NODES
- LIGHT RAIL STATION

NATURAL FEATURES
- FLOODPLAIN
- ESCARPMENT
- PARK (ALL PARKS 5 ACRES OR LESS)

# NC-3 MOST NORTHERN DALLAS (BELOW PGBT CORRIDOR)




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

Texas Local Government Code, Section 219.005.

N
0' 2,800' 5,600'
SCALE: 1" = 5,600'-0"

RESIDENTIAL
- SMALL TOWN RESIDENTIAL
- COMMUNITY RESIDENTIAL
- URBAN / CITY RESIDENTIAL

MIXED USE
- NEIGHBORHOOD MIXED-USE
- COMMUNITY MIXED-USE
- REGIONAL MIXED USE
- URBAN / CITY CENTER

INDUSTRY
- LOGISTICS HUB
- FLEX COMMERCIAL
- INDUSTRIAL HUB

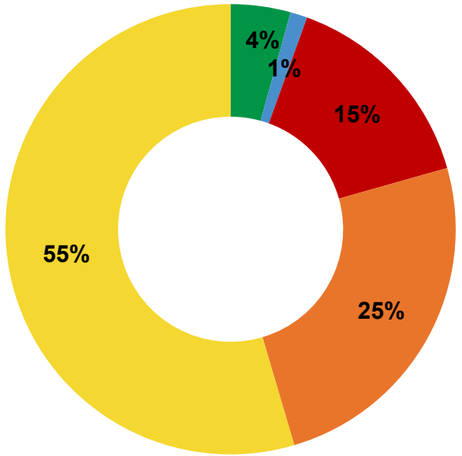
SPECIAL PURPOSE
- REGIONAL OPEN SPACE
- INSTITUTIONAL
- AIRPORT





## PLACETYPE OVERVIEW

### District Area Coverage




### District Discription

The district shares its city boundary with neighboring cities to the north of Dallas and primarily comprises community residential areas, featuring higher densities in zones with established multifamily developments. Predominantly suburban, the district features mixed-use nodes, that are mostly community mixed-use allowing for housing and services.

## URBAN DESIGN

### Paths

The major transportation routes are PGBT (President George Bush Turnpike) and the DNT (Dallas North Tollway) with Frankford Rd running east-west and extend into residential neighborhoods through minor arterial roads, The district has good pedestrian access with about 90% sidewalk coverage. The commercial complete streets serve the mixed-use areas, with pedestrian trails and residential streets along residential areas.

### Districts

The NC-3 is located in council districts 12. All of the residential areas are covered by a neighborhood organization or a homeowner's association, thereby providing a platform for community initiatives and effective community engagement.

### Landmarks

Some of the famous landmarks of this district are the The University of Texas at Dallas (UTD) campus and future DART light rail station is located just east of this district boundary.

### Nodes

The district features mixed-use nodes, notably along Frankford Rd, intersecting at key points such as the Dallas North Tollway (DNT) and Preston Road. These nodes mostly serve the neighborhoods around them.

### Natural Features

Pedestrian trails significantly contribute to the urban design and ambiance of this district. The area boasts two primary extensive trails, one serving as a pedestrian link connecting NorthBark, the expansive far north Dallas dog park, westward to Timberglen Park, then further south to Briargrove. Additionally, the Preston Ridge Trail offers another essential pedestrian route spanning from north to south.

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

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

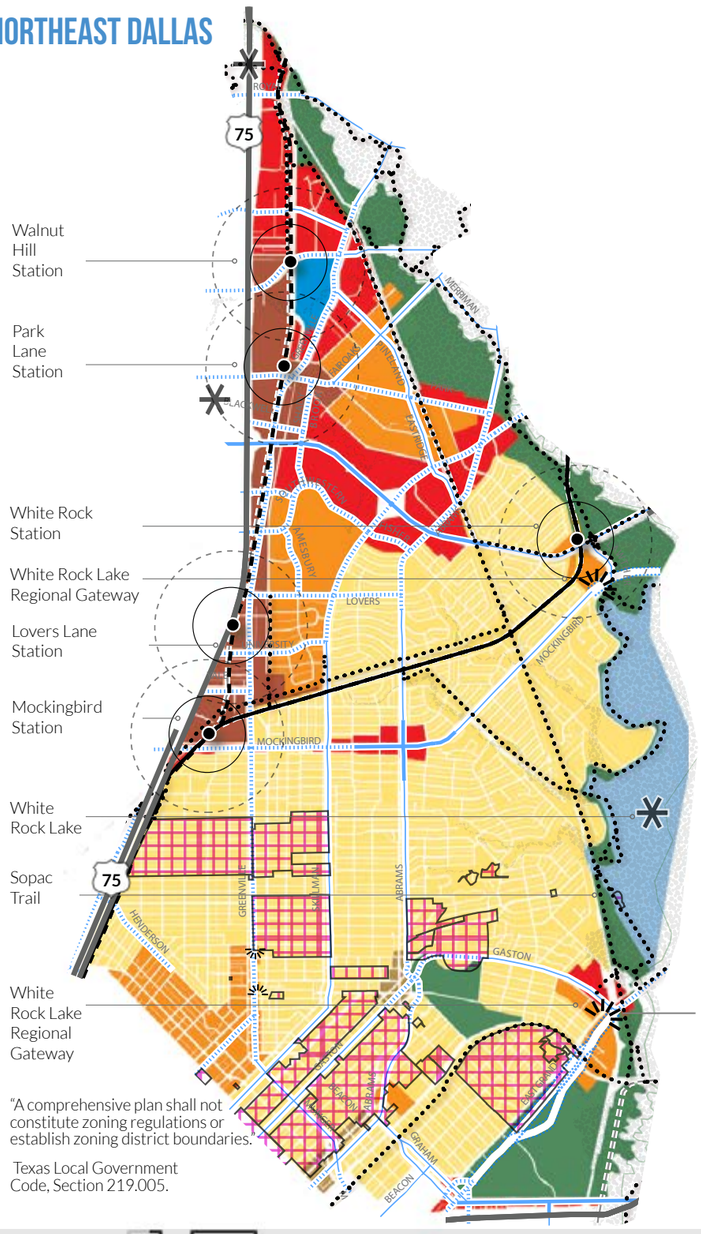
DISTRICTS
- HISTORIC AND CONSERVATION DISTRICTS

LANDMARKS
- FEATURE (REGIONAL)
- GATEWAY (REGIONAL)

NODES
- 1/4 MILE
- 1/2 MI
- LIGHT RAIL STATION

NATURAL FEATURES
- FLOODPLAIN
- ESCARPMENT
- PARK (ALL PARKS 5 ACRES OR LESS)

# NE-1 NORTHEAST DALLAS




**RESIDENTIAL**
- SMALL TOWN RESIDENTIAL
- COMMUNITY RESIDENTIAL
- URBAN / CITY RESIDENTIAL

**MIXED USE**
- NEIGHBORHOOD MIXED-USE
- COMMUNITY MIXED-USE
- REGIONAL MIXED USE
- URBAN / CITY CENTER

**INDUSTRY**
- LOGISTICS HUB
- FLEX COMMERCIAL
- INDUSTRIAL HUB

**SPECIAL PURPOSE**
- REGIONAL OPEN SPACE
- INSTITUTIONAL
- AIRPORT



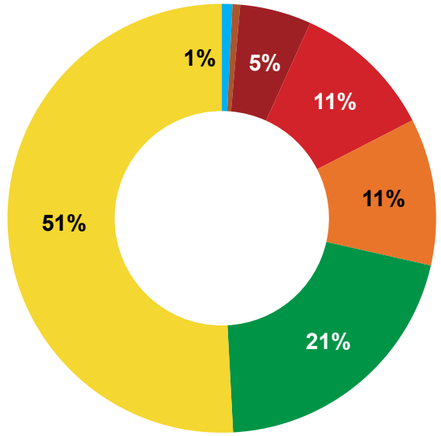
WORKING DRAFT
PUBLIC REVIEW ONLY

CITY OF DALLAS



## PLACETYPE OVERVIEW

### District Area Coverage




### District Discription

The district offers a diverse range of residential and mixed-use areas, complemented by ample regional open spaces. Predominantly designated for city residential purposes, it provides a blend of housing options and retail opportunities, contributing to its varied and dynamic character. This area includes the DART light rail transit (LRT) stations along the line running north-south also in the western edge. These LRT stations provide transportation linkage which helps to spur the transit-oriented development (TOD). This TOD development pattern supports a dense mixed-use set of placetypes like community mixed-use and regional mixed-use.

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

## URBAN DESIGN

### Paths

Greenville Avenue stands as a prime example of walkability, boasting bustling mixed-use nodes. Notably, the district demonstrates excellent pedestrian access, with sidewalks covering approximately 80% of the region. Complemented by the presence of five light rail stations, this zone offers an expansive pedestrian-friendly environment, stretching outward approximately a quarter to half a mile. As per the complete streets manual the district is connected through pedestrial trails due to close proximity to the lake, the mixed use streets run through urban city residential areas and busy intersections of major streets.

### Districts

The NE-1 is located in council districts 9, 10 and 13. Most of the single-family residential areas are covered by a neighborhood organization or a homeowner's association, whereas there is little to no coverage in the multi-family areas south of Mokingbird Ln. Additionally, specific zones within the district are designated as conservation districts, emphasizing the preservation and upkeep of their unique characteristics, these are M Streets, Vickery Place, Belmont Addition, Lakewood, Hollywood/Santa Monica and Edgemont Park Conservation districts. The district hs UniversityTerrace, Wanderbilt, Lakewood/Northridge Estates and Dalewood, Cochran Heights, Greenland Hills Annex neighborhood stabilization overlay.

### Landmarks

White Rock Lake is a tremendous regional landmark with major roadways leading into White Road Lake that serve as regional gateways into this important amenity.

### Nodes

There are several mixed-use nodes in the district , with major nodes being E Mockingbird and Abrams Rd, Lovers Ln and Greenville Ave, Abrams and Skillman, and Skillman and Loop 12.

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

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

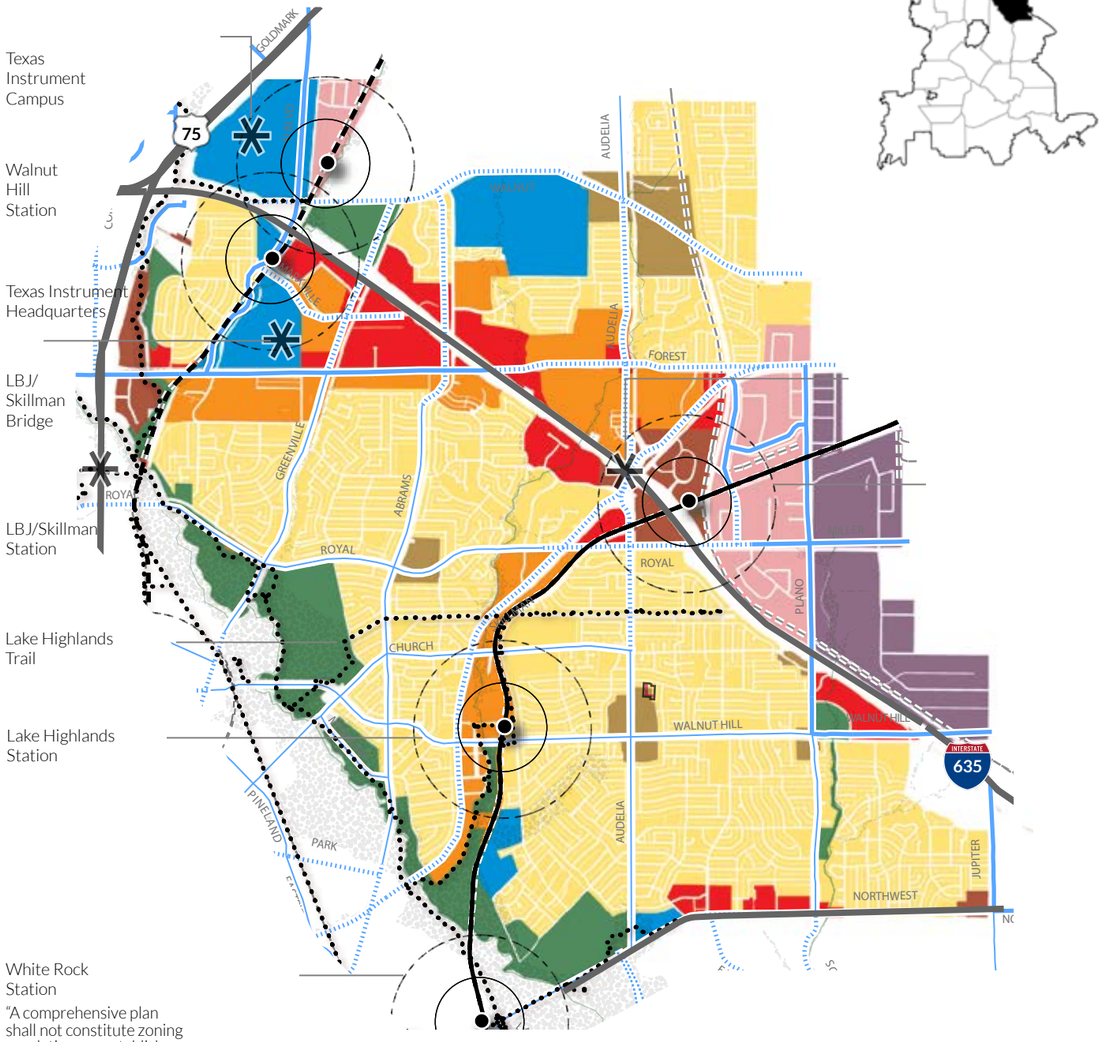
**DISTRICTS**
- HISTORIC AND CONSERVATION DISTRICTS

**LANDMARKS**
- FEATURE (REGIONAL)
- GATEWAY (REGIONAL)

**NODES**
- LIGHT RAIL STATION

**NATURAL FEATURES**
- FLOODPLAIN
- ESCARPMENT
- PARK (ALL PARKS 5 ACRES OR LESS)

# NE-2 LAKE HIGHLANDS / FAR NORTHEAST DALLAS




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

Texas Local Government Code, Section 219.005.

**RESIDENTIAL**
- SMALL TOWN RESIDENTIAL
- COMMUNITY RESIDENTIAL
- URBAN / CITY RESIDENTIAL

**MIXED USE**
- NEIGHBORHOOD MIXED-USE
- COMMUNITY MIXED-USE
- REGIONAL MIXED USE
- URBAN / CITY CENTER

**INDUSTRY**
- LOGISTICS HUB
- FLEX COMMERCIAL
- INDUSTRIAL HUB

**SPECIAL PURPOSE**
- REGIONAL OPEN SPACE
- INSTITUTIONAL
- AIRPORT



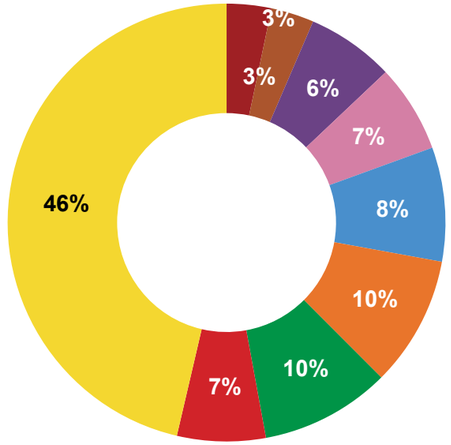
CITY OF DALLAS

WORKING DRAFT
PUBLIC REVIEW ONLY



## PLACETYPE OVERVIEW

### District Area Coverage




### District Discription

Half of the district comprises residential areas, while the remaining portion showcases a diverse mix of uses. The industrial hub accommodates various industrial activities, and flex industrial uses are prominent on the eastern border, adjacent to the City of Garland. Notably, the I-635 corridor houses the majority of mixed-use developments within the district.

## URBAN DESIGN

### Paths

Regional connectivity is supplied by I-635 (LBJ) heading east/west and US 75 heading north/south. Notably, the district demonstrates excellent pedestrian access, with sidewalks covering approximately 80% of the region. As per the complete streets manual, the placetypes are compatible with the streets types.

### Districts

The NE-2 is located in council district 10. Nearly all of the residential areas are covered by a neighborhood organization or a homeowner's association, thereby providing a platform for community initiatives and effective community engagement.

### Landmarks

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

### Nodes

The established nodes in the district are the intersections along Abrams Rd, Greenville Ave and Forest Ln, Audelia Rd and Walnut Hill Ln.

### Natural Features

The creek corridors provide shade and a more natural environment plus an excellent path for pedestrian trails. The Lake Highlads Trail runs east-west connectig the White Rock Creek greenbelt catering to the needs of the residents.

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

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

**DISTRICTS**
- HISTORIC AND CONSERVATION DISTRICTS

**LANDMARKS**
- FEATURE (REGIONAL)
- GATEWAY (REGIONAL)

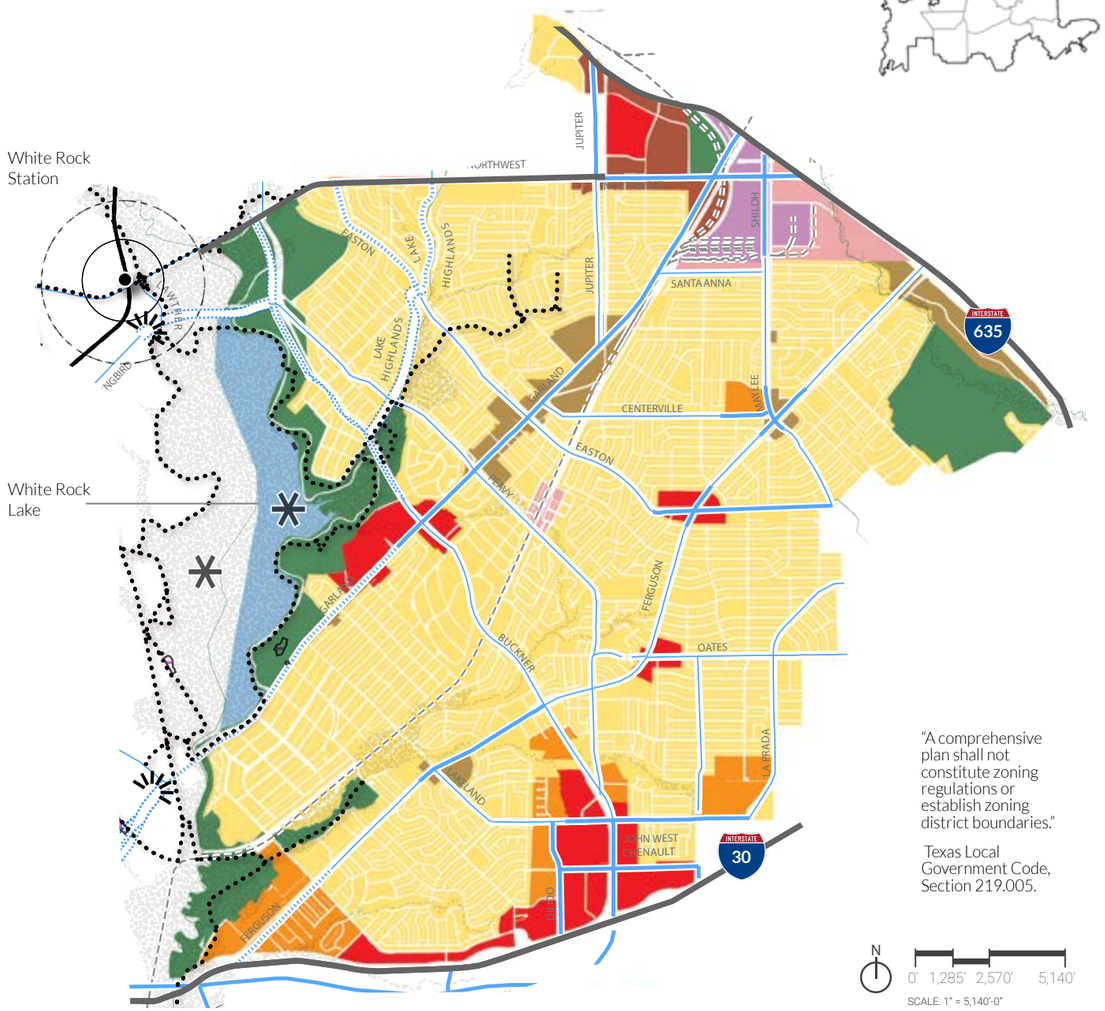
**NODES**
- LIGHT RAIL STATION

**NATURAL FEATURES**
- FLOODPLAIN
- ESCARPMENT
- PARK (ALL PARKS 5 ACRES OR LESS)

WORKING DRAFT
PUBLIC REVIEW ONLY



# NE-3 WHITE ROCK / FAR EAST DALLAS




RESIDENTIAL
- SMALL TOWN RESIDENTIAL
- COMMUNITY RESIDENTIAL
- URBAN / CITY RESIDENTIAL

MIXED USE
- NEIGHBORHOOD MIXED-USE
- COMMUNITY MIXED-USE
- REGIONAL MIXED USE
- URBAN / CITY CENTER

INDUSTRY
- LOGISTICS HUB
- FLEX COMMERCIAL
- INDUSTRIAL HUB

SPECIAL PURPOSE
- REGIONAL OPEN SPACE
- INSTITUTIONAL
- AIRPORT



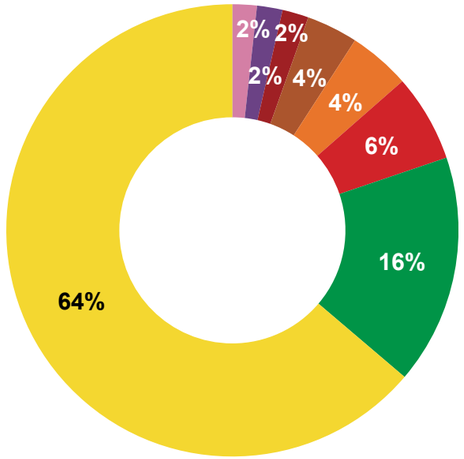
WORKING DRAFT
PUBLIC REVIEW ONLY

CITY OF DALLAS



## PLACETYPE OVERVIEW

### District Area Coverage




### District Discription

The district stands as a predominantly residential area in close proximity to White Rock lake, offering recreational oppurtunities for its inhabitants. Along Garland Road and I-30, the district features a blend of mixed-use developments, and convenient access to various amenities. Garland Road and Ferguson to a lesser extent provide commercial development that can create a more walkable corridors in certain areas.

## URBAN DESIGN

### Paths

Regional connectivity is supplied by I-635 (LBJ) heading generally east/west and I-30 along the southern edge also heading east/west Approximately 75% of the area has well-maintained sidewalks, facilitating convenient and safe pedestrian access throughout the district. Garland Rd is the main commerical street in the district as per the complete streets manual connecting to the district's industrial areas.

### Districts

The NE-3 is located in council districts 9 and 2. Nearly 90% of the residential areas are covered by a neighborhood organization or a homeowner's association, thereby providing a platform for community initiatives and effective community engagement. The district has Casa Linda neighborhood stabilization overlay.

### Landmarks

Community elements for this district are primarily focused around a residential scale of development and White Rock Lake (WRL) being a regional natural amenity and landmark along the western edge. This district also includes a full set of neighborhood and regional landmarks including the WRL, the Dallas Arboretum, Casa Linda Plaza (historic), and a set of local religious facilities.

### Nodes

The established nodes in the district are the intersections along Garland Rd and at Maylee Blvd and Ferguson Rd.

### Natural Features

The creek corridors heading toward White Rock Lake provide shade and a more natural environment plus an excellent path for pedestrian trails. This district future potential pedestrian trails linking residential areas with White Rock Lake and the heavily enjoyed WRL pedestrian trail that goes around the lake. Other neighborhood parks are Casa View Park, Motley Park, Vanston park, Harry Stone Park, Shands Park and Lochwood Park.

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

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

DISTRICTS
- HISTORIC AND CONSERVATION DISTRICTS

LANDMARKS
- FEATURE (REGIONAL)
- GATEWAY (REGIONAL)

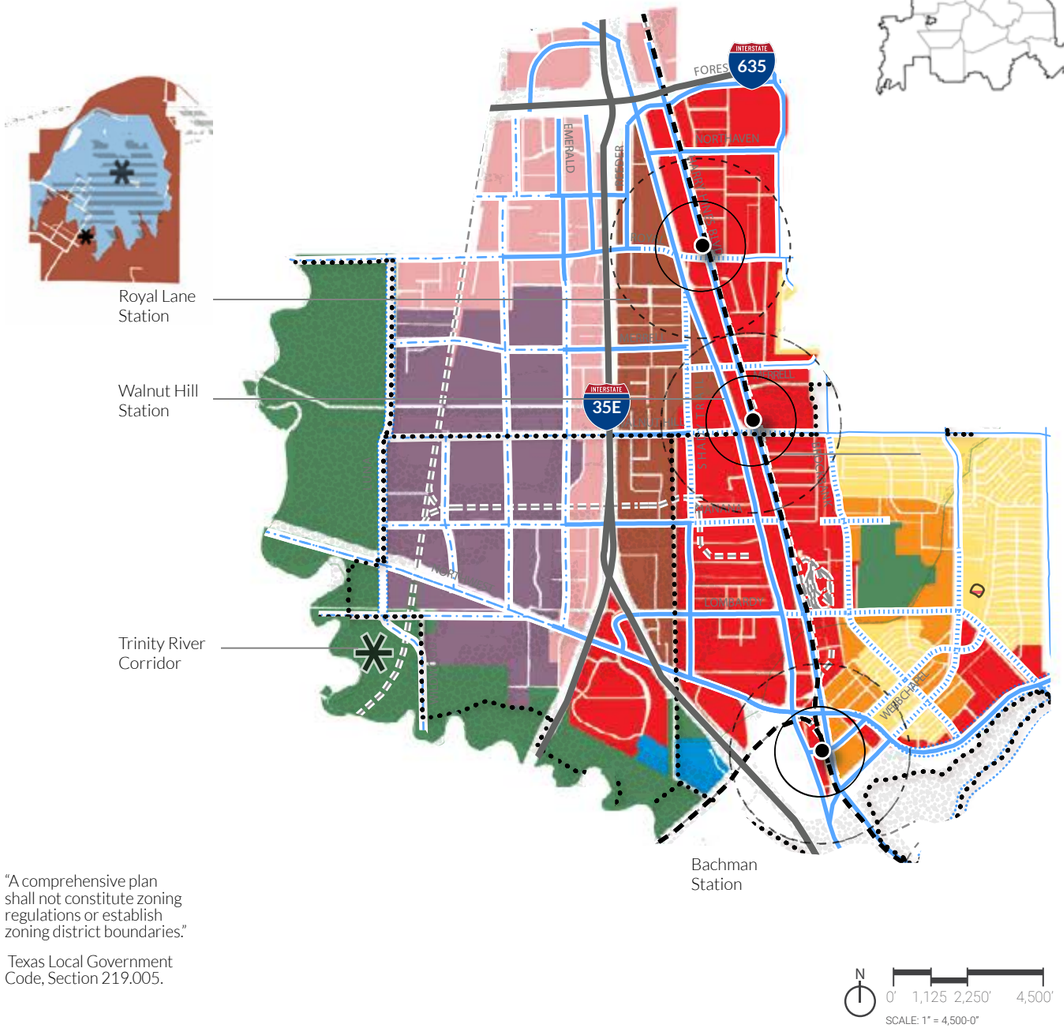
NODES
- LIGHT RAIL STATION

NATURAL FEATURES
- FLOODPLAIN
- ESCARPMENT
- PARK (ALL PARKS 5 ACRES OR LESS)

WORKING DRAFT
PUBLIC REVIEW ONLY



# NW-1 NORTHWEST DALLAS /CYPRESS WATERS




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

Texas Local Government Code, Section 219.005.

RESIDENTIAL
- SMALL TOWN RESIDENTIAL
- COMMUNITY RESIDENTIAL
- URBAN / CITY RESIDENTIAL

MIXED USE
- NEIGHBORHOOD MIXED-USE
- COMMUNITY MIXED-USE
- REGIONAL MIXED USE
- URBAN / CITY CENTER

INDUSTRY
- LOGISTICS HUB
- FLEX COMMERCIAL
- INDUSTRIAL HUB

SPECIAL PURPOSE
- REGIONAL OPEN SPACE
- INSTITUTIONAL
- AIRPORT



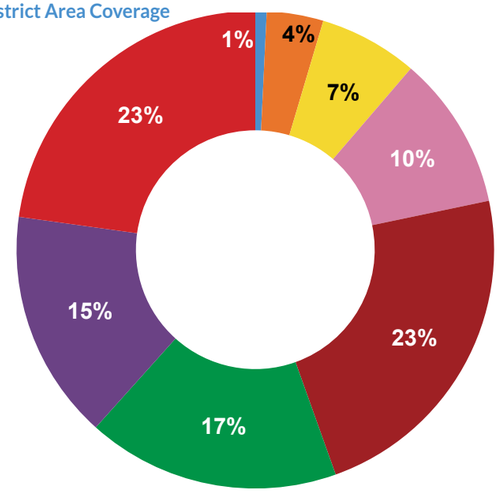
WORKING DRAFT
PUBLIC REVIEW ONLY

CITY OF DALLAS



## PLACETYPE OVERVIEW

### District Area Coverage




### District Discription

The Northwest Dallas/ Cypress Waters district is currently undergoing a dynamic transformation, evolving into diversified land uses, encompassing retail, personal services, and residential spaces. Notably, the district is being revitalized in piecemeal, transitioning from light industrial and warehouses into repurposed areas for retail and housing with updated rezonings. The gradual shift in land usage can cater to the evolving needs of the district's population. This diverse district has a blend of different placetypes with industrial hub and flexible industry predominantly situated on the western side of the I-35. The north-west corridor has historically been a focal point for various industries, contributing to the area's historical significance and economic development. The district includes the Cypress Waters development around the North Lake, which has seen trmemedous economic growth over the years and has evolved into a mixed-use hub attracting regional population of surrounding citites.

## URBAN DESIGN

### Paths

Regional connectivity is centrally supplied by I-35 (Stemmons Freeway) and Loop 12 merging together heading north/south and I-635 running east/west. Due to the industrial and warehouse charachter of the district, an estimated 60% of the district faces a shortage of sidewalks and pathways. The district has well connected pedestrian trails with street types compatible with the future placetypes.

### Districts

The NW-1 is located in council district 6. Most of the residential areas are covered by a neighborhood organization or a homeowner's association, thereby providing a platform for community initiatives and effective community engagement.

### Landmarks

The Asian Trade District (ATD) is a neighborhood in Northwest area located at the crossroads of Harry Hines Boulevard and Royal Lane, the district has been home to numerous Asian-owned businesses, wholesale retailers, and restaurants since the 1980s. Royal Lane Station has made it more accessible and can facilitate the development of a transit-oreiented development (TOD).

### Nodes

The established nodes in the district are the intersections along Harry Hines with Walnut Hill Ln and Royal Ln. Both nodes in close proximity to the two DART LRT stations (Royal Ln and Walnut HIll) can encourage a mix of land-uses and promote a walkable environment.

### Natural Features

The original Trinity River floodplain and tree canopy provides shade and level topography for some large-scale recreation developments including Luna Vista Golf Course, Elm Fork Athletic Complex, North Lake, LB Houston Nature Trails and the Elm Fork Gun Club.

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

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

DISTRICTS
- HISTORIC AND CONSERVATION DISTRICTS

LANDMARKS
- FEATURE (REGIONAL)
- GATEWAY (REGIONAL)

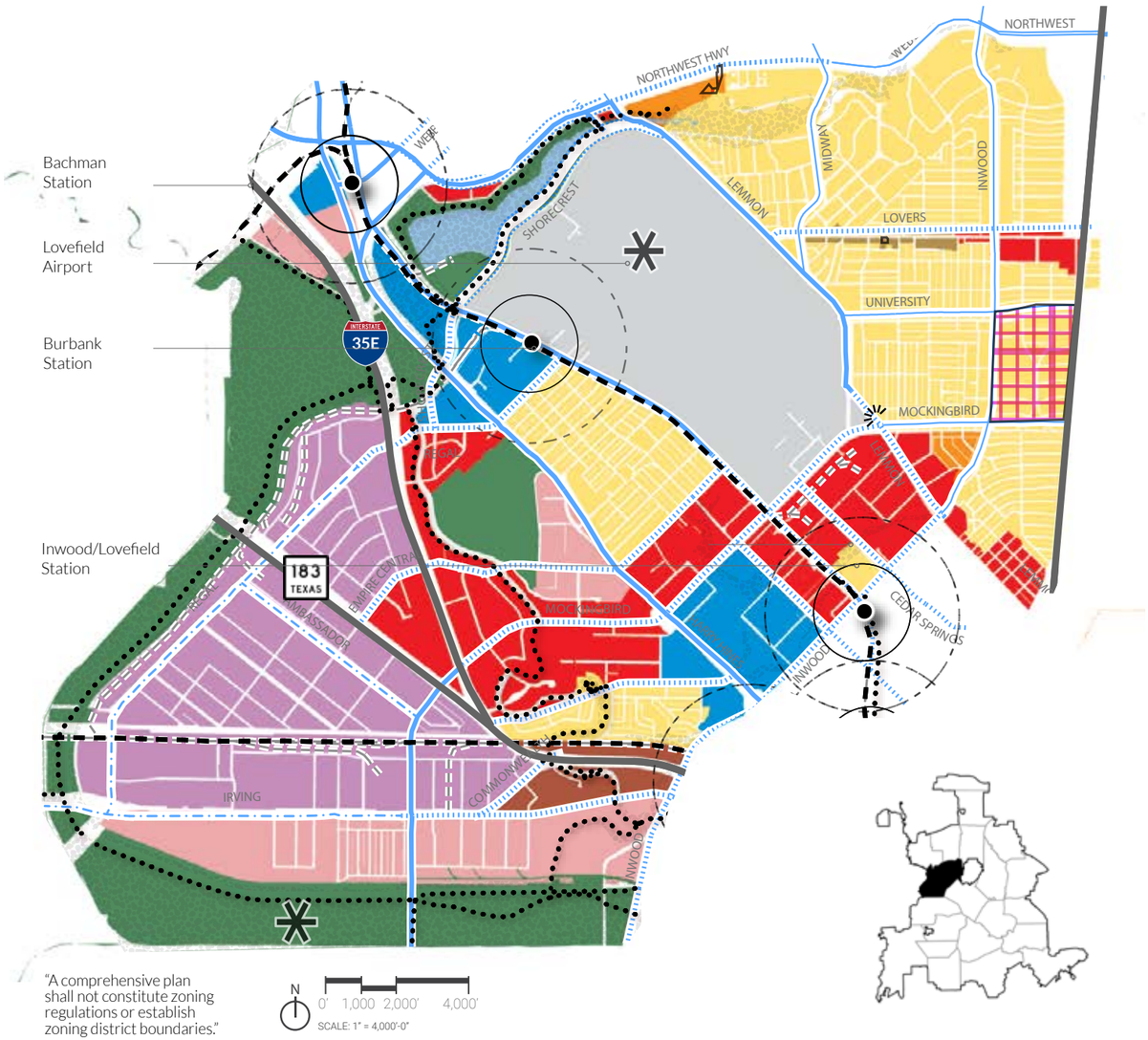
NODES
- LIGHT RAIL STATION

NATURAL FEATURES
- FLOODPLAIN
- ESCARPMENT
- PARK (ALL PARKS 5 ACRES OR LESS)

WORKING DRAFT
PUBLIC REVIEW ONLY



# NW-2 STEMMONS / LOVE FIELD

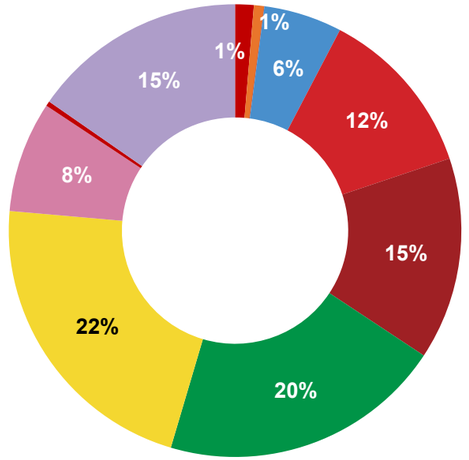



"A comprehensive plan shall not constitute zoning regulations or establish zoning district boundaries."

Texas Local Government Code, Section 219.005.

## PLACETYPE OVERVIEW

### District Area Coverage




### District Discription

The NW-2 district, positioned in close proximity to the airport and Bachman Lake, has a unique blend of residential and mixed-use placetypes, owing to its strategic location and surrounding features. The eastern section of the district is predominantly characterized by single-family residential land-uses.

The areas encompassing the Bachman and Burbank stations feature a diverse type of mixed-use placetypes, well-suited to facilitate Transit-Oriented Development (TOD).

## URBAN DESIGN

### Paths

Regional connectivity is supplied by I-35 (Stemmons Freeway) heading north/south and US 114/183 heading primarily east/west, Notably, the district demonstrates good pedestrian access, with sidewalks covering approximately 60% of the region. As per the complete streets manual, the placetypes are compatible with the streets types.

### Districts

The NW-2 is located in council districts 6, 2 and 13. Nearly all of the residential areas are covered by a neighborhood organization or a homeowner's association, on the east of the district. The Greenway Parks historic district was added to the National Register of Historic Places in 2008.

### Landmarks

This district also includes a full set of primarily regional landmarks including Dallas Love Field, Dallas Medical District, Bachman Lake, and the Trinity River.

### Nodes

The established nodes in the district are the intersections along Harry Hines Blvd and Inwood Rd, Inwood Rd and Lovers Ln, Irving Blvd and W Mockingbird Ln. The Harry Hines and Inwood Rd intersection will be further developed as a focal point for the Southwestern Medical District.

### Natural Features

The Trinity River levee network and the Trinity River meanders provide an excellent trail system for local and regional connections into the Trinity River corridor. There are several trails taking advantage of this linkage.

RESIDENTIAL
- SMALL TOWN RESIDENTIAL
- COMMUNITY RESIDENTIAL
- URBAN / CITY RESIDENTIAL

MIXED USE
- NEIGHBORHOOD MIXED-USE
- COMMUNITY MIXED-USE
- REGIONAL MIXED USE
- URBAN / CITY CENTER

INDUSTRY
- LOGISTICS HUB
- FLEX COMMERCIAL
- INDUSTRIAL HUB

SPECIAL PURPOSE
- REGIONAL OPEN SPACE
- INSTITUTIONAL
- AIRPORT

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

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

DISTRICTS
- HISTORIC AND CONSERVATION DISTRICTS

LANDMARKS
- FEATURE (REGIONAL)
- GATEWAY (REGIONAL)

NODES
- LIGHT RAIL STATION

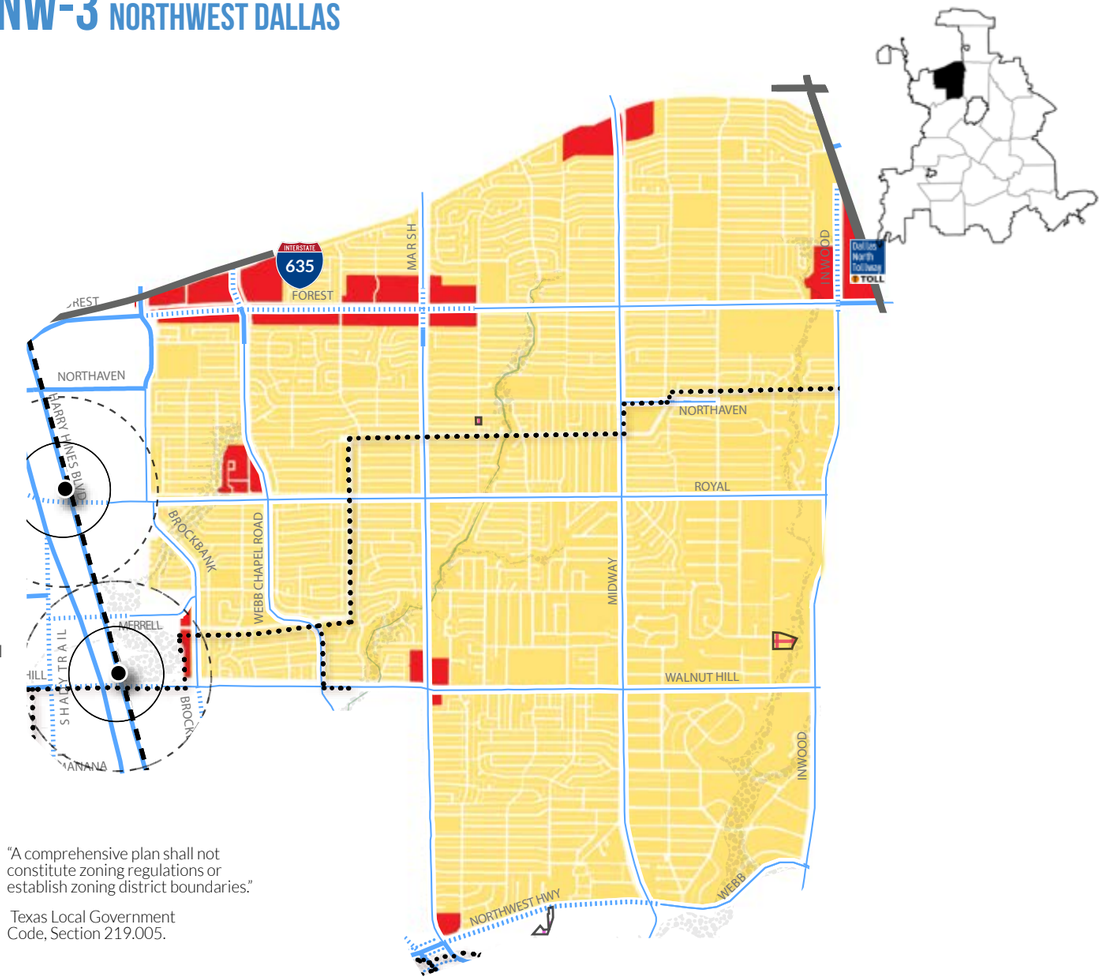
NATURAL FEATURES
- FLOODPLAIN
- ESCARPMENT
- PARK (ALL PARKS 5 ACRES OR LESS)



WORKING DRAFT
PUBLIC REVIEW ONLY

CITY OF DALLAS

# NW-3 NORTHWEST DALLAS




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

Texas Local Government Code, Section 219.005.

N

0' 1,000 2,000' 4,000'

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

RESIDENTIAL
- SMALL TOWN RESIDENTIAL
- COMMUNITY RESIDENTIAL
- URBAN / CITY RESIDENTIAL

MIXED USE
- NEIGHBORHOOD MIXED-USE
- COMMUNITY MIXED-USE
- REGIONAL MIXED USE
- URBAN / CITY CENTER

INDUSTRY
- LOGISTICS HUB
- FLEX COMMERCIAL
- INDUSTRIAL HUB

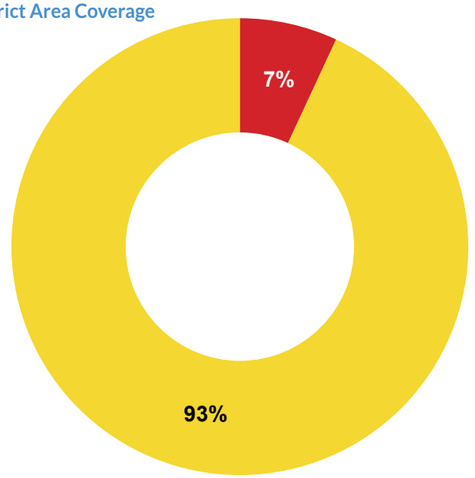
SPECIAL PURPOSE
- REGIONAL OPEN SPACE
- INSTITUTIONAL
- AIRPORT





## PLACETYPE OVERVIEW

### District Area Coverage




### District Discription

The district is predominantly residential, featuring a blend of commercial and community mixed-use areas situated along I-635 (LBJ) and Forest Ln. Located in historically single-family residential neighborhoods, it retains elements of its residential heritage.

## URBAN DESIGN

### Paths

Regional connectivity is supplied by I-635 (LBJ) heading east/west and Dallas North Tollway (DNT) heading north/south The major arterial transportation routes are efficiently linked in a grid pattern, complemented by minor arterial roads that extend into residential neighborhoods, facilitating vehicular access. . However, an estimated 60% of the district has sidewalks and pathways. The majority of the district has residential streets, with focus on pedestrian safety by increasing sidewalk buffering through bike lanes and landscaping

### Districts

The NW-3 is located in council district 13. Nearly all of the residential areas are covered by a neighborhood organization or a homeowner's association, thereby providing a platform for community initiatives and effective community engagement. The district has the North Haven neighborhood stabilization overlay.

### Landmarks

This district includes a full set of neighborhood landmarks including many local school and religious facilities.

### Nodes

The established nodes in the district are the intersections of Forest Ln and Marsh Ln, Forest Ln and Webb Chapel Rd, and Walnut Hill Ln and Marsh Ln. These hubs offer essential community services, encompassing healthcare facilities, diverse dining options, and retail services.

### Natural Features

This district's Northhaven Trail links residential areas with the many neighborhood parks and schools. Other neighborhood parks include Northaven Park and Greenbelt, GlenMeadow Park, Marcus Park, Webb Chapel Park, Royal Park, Cox Lane Park and Peter Pan Park.

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

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

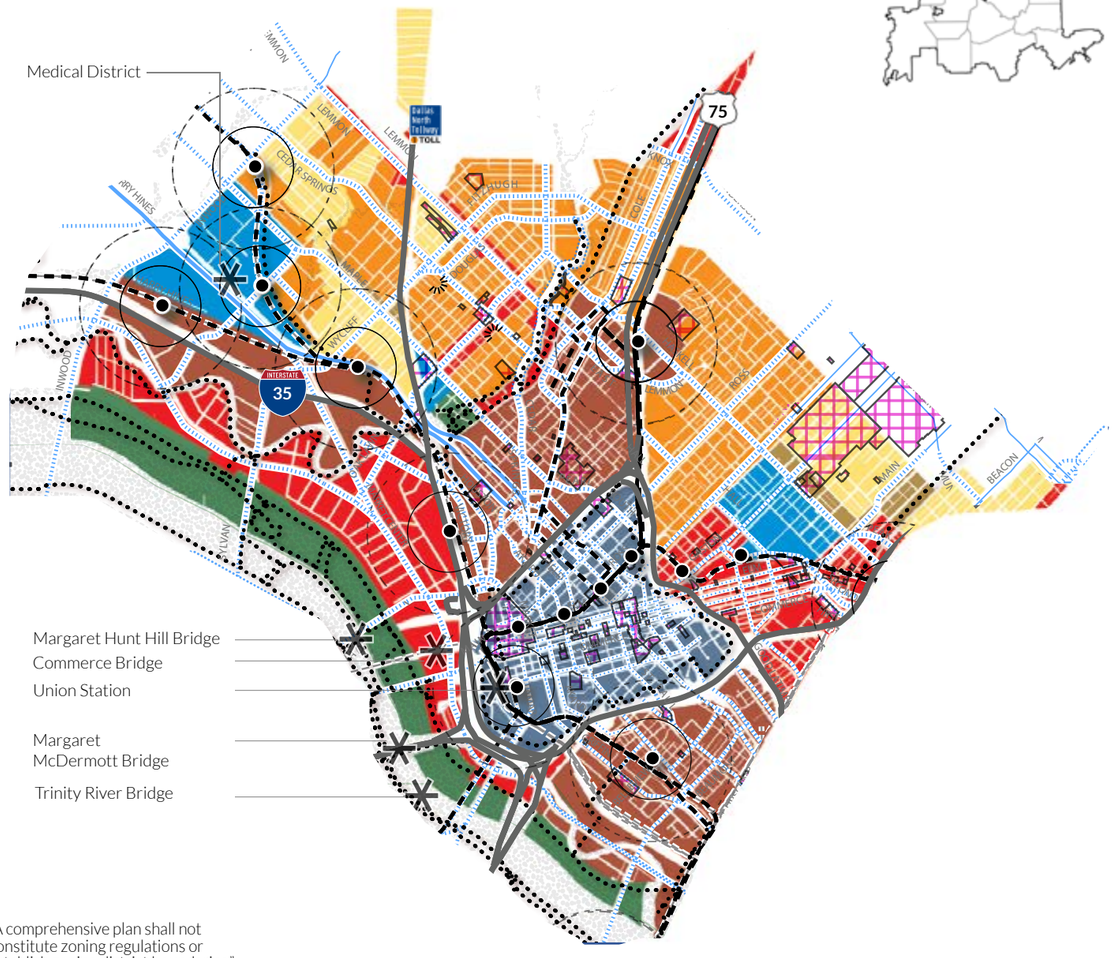
DISTRICTS
- HISTORIC AND CONSERVATION DISTRICTS

LANDMARKS
- FEATURE (REGIONAL)
- GATEWAY (REGIONAL)

NODES
- LIGHT RAIL STATION

NATURAL FEATURES
- FLOODPLAIN
- ESCARPMENT
- PARK (ALL PARKS 5 ACRES OR LESS)

# C-1 DOWNTOWN / OAK LAWN




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

Texas Local Government Code, Section 219.005.

RESIDENTIAL
- SMALL TOWN RESIDENTIAL
- COMMUNITY RESIDENTIAL
- URBAN / CITY RESIDENTIAL

MIXED USE
- NEIGHBORHOOD MIXED-USE
- COMMUNITY MIXED-USE
- REGIONAL MIXED USE
- URBAN / CITY CENTER

INDUSTRY
- LOGISTICS HUB
- FLEX COMMERCIAL
- INDUSTRIAL HUB

SPECIAL PURPOSE
- REGIONAL OPEN SPACE
- INSTITUTIONAL
- AIRPORT



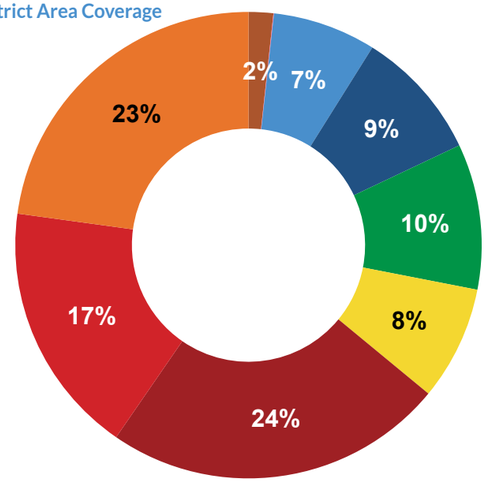
WORKING DRAFT
PUBLIC REVIEW ONLY

CITY OF DALLAS



## PLACETYPE OVERVIEW

### District Area Coverage




### District Discription

The district's placetypes revolve around four key regional elements that shape its identity: the Central Business District (downtown Dallas), the DART LRT transit system, the Trinity River corridor, and Turtle Creek parkway. These last two elements stand out as vital natural resources that have profoundly influenced the district's dense urban development patterns.

The central district features a diverse mix of placetypes, with its downtown core serving as the bustling urban epicenter. This vibrant hub hosts a dynamic mix of high-rise hotels, offices, iconic landmarks, mixed-use housing, and various personal services, contributing to its high-density and lively atmosphere.

Spanning segments of five DART LRT lines, the area boasts no fewer than fifteen distinct transit nodes, fostering a walkable and connected environment. These nodes serve as catalysts for sustainable urban development, enhancing accessibility and encouraging pedestrian-centric lifestyles within the district.

## URBAN DESIGN

### Paths

Regional connectivity and access are the best in Dallas supplied by I-30 heading east/west, US 75 (Central Expressway) heading north/south, I-35 (Stemmons Freeway) heading north/south, and I-45 also heading north/south. The central district benefits from extensive sidewalk and pathway coverage, from the pedestrian overlay. Approximately 80% of the area has well-maintained sidewalks, facilitating convenient and safe pedestrian access throughout the district.

### Districts

The C-1 is located in council districts 2 and 14. Nearly 90% of the residential areas are covered by a neighborhood organization or a homeowner's association, thereby providing a platform for community initiatives and effective community engagement. This district also includes a vast number of historic districts and buildings.

### Landmarks

Regional landmarks include Reunion Tower, Margaret Hunt Hill Bridge, Klyde Warren Deck Park, New Parkland Health Center, Dallas City Hall, DART Transit Mall, Dealey Plaza and JFK Memorial, Reunion Arena, Farmers Market, McKinney Avenue corridor, Baylor University Medical Center, and Trinity River.

### Nodes

Within the urban core, multiple nodes intersect with both highways and DART light rail stops, forming key connectivity points within the bustling heart of the city.

### Natural Features

This district includes seven (7) key pedestrian trails linking residential areas with the many neighborhoods, employment centers, and regional parks. The urban creek corridors provide shade and a more natural environment plus an excellent path for pedestrian trails.

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

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

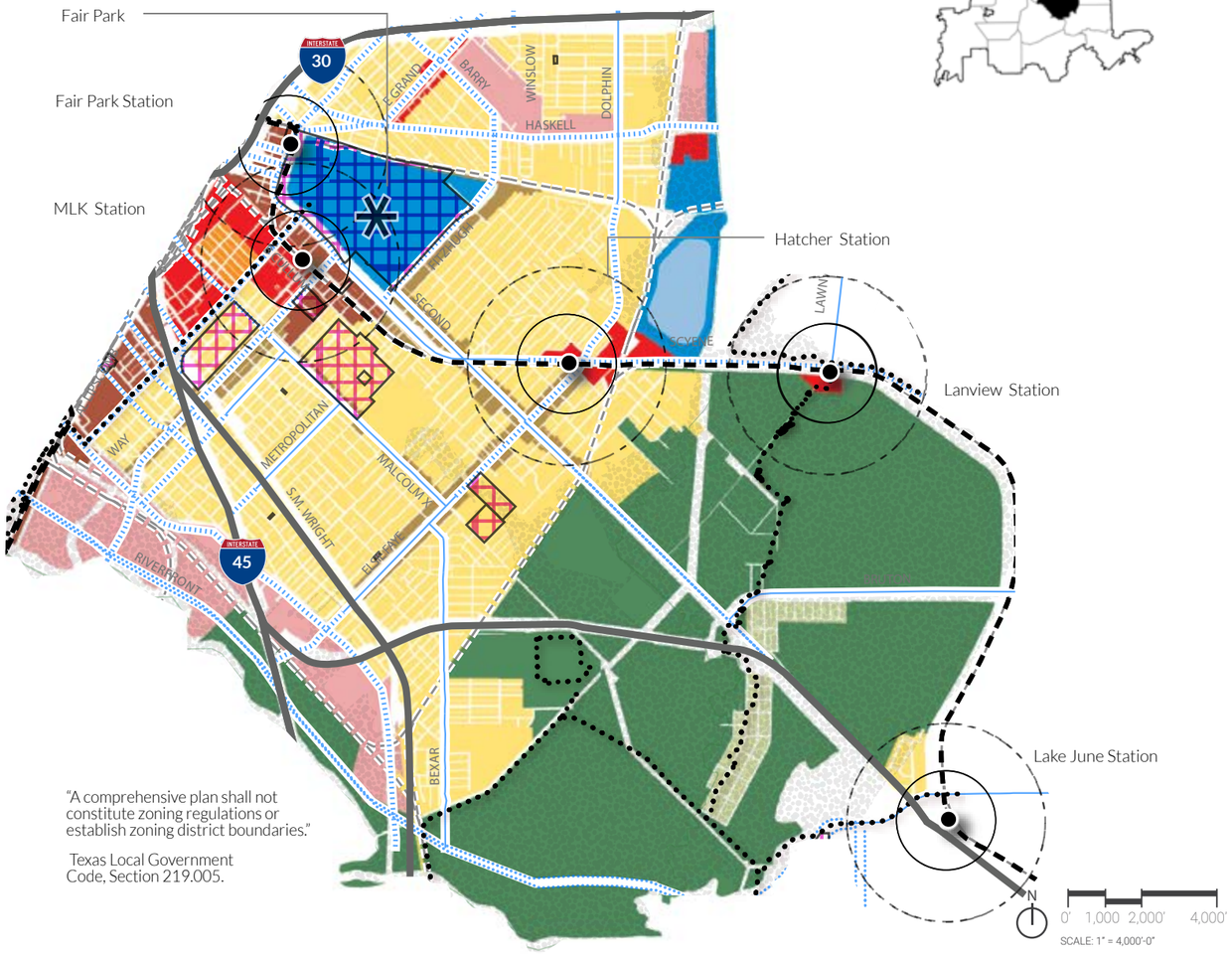
DISTRICTS
- HISTORIC AND CONSERVATION DISTRICTS

LANDMARKS
- FEATURE (REGIONAL)
- GATEWAY (REGIONAL)

NODES
- LIGHT RAIL STATION

NATURAL FEATURES
- FLOODPLAIN
- ESCARPMENT
- PARK (ALL PARKS 5 ACRES OR LESS)

# SE-1 SOUTH DALLAS / FAIR PARK




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

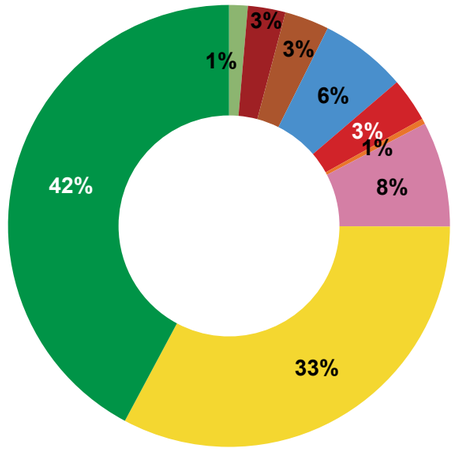
Texas Local Government Code, Section 219.005.





## PLACETYPE OVERVIEW

### District Area Coverage




### District Discription

South Dallas and Fair Park in Dallas and its surrounding areas encompass a mix of different placetypes that feature a blend of residential neighborhoods, commercial establishments, educational institutions, and recreational spaces. Additionally, there are pockets of flex and commercial zones, offering a diverse range of amenities and services to residents and visitors alike. The land use around Fair Park caters to a mix of cultural, residential, commercial, and community-oriented purposes, contributing to the vibrancy of the area. About half of the district is covered by the Great Trinity Forest, making it a great asset and a recreational epicenter. The area includes basically one DART LRT line with four separate transit nodes encouraging walkable development and connection to Fair Park.

## URBAN DESIGN

### Paths

Regional access is maintained by I-30 and I-45, with major arterial transportation routes efficiently linked in a grid pattern, complemented by minor arterial roads that extend into residential neighborhoods, facilitating vehicular access. Approximately 80% of the area has well-maintained sidewalks, facilitating convenient and safe pedestrian access throughout the district. The district has a majority of mixed-use streets with greater focus on higher pedestrian activity and reduced motor vehicle speeds.

### Districts

The SE-1 is located in council districts 11 and 13. Nearly 90% of the residential areas are covered by a neighborhood organization or a homeowner's association, thereby providing a platform for community initiatives and effective community engagement. The district has several historic districts like South Boulevard Park Row, Wheatley Place, Queen City, Colonial Hill, and Romine Avenue.

### Landmarks

Fair Park is a historic 277-acre complex known for its cultural and entertainment venues, including museums, performance spaces, and event facilities. This district also includes a full set of neighborhood and regional landmarks including Fair Park and its many assets, Trinity River corridor, and the Great Trinity Forest.

### Nodes

The established nodes in the district are the intersections of Royal Ln and Preston Rd, and Preston Rd and Forest Ln. These hubs offer essential community services, encompassing healthcare facilities, diverse dining options, and retail services. Additionally, nodes along the three highway corridors present a blend of land-uses, incorporating retail spaces, office facilities, and multi-family housing units.

### Natural Features

Great Trinity Forest which is one of our significant environmental resources known for its vastness and ecological importance. As one of the largest urban hardwood forests in the United States, it spans over 6,000 acres along the Trinity River. The Trinity River corridor provides shade and a natural environment plus an excellent path for pedestrian trails. This district includes three (3) key pedestrian

RESIDENTIAL
- SMALL TOWN RESIDENTIAL
- COMMUNITY RESIDENTIAL
- URBAN / CITY RESIDENTIAL

MIXED USE
- NEIGHBORHOOD MIXED-USE
- COMMUNITY MIXED-USE
- REGIONAL MIXED USE
- URBAN / CITY CENTER

INDUSTRY
- LOGISTICS HUB
- FLEX COMMERCIAL
- INDUSTRIAL HUB

SPECIAL PURPOSE
- REGIONAL OPEN SPACE
- INSTITUTIONAL
- AIRPORT

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

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

DISTRICTS
- HISTORIC AND CONSERVATION DISTRICTS

LANDMARKS
- FEATURE (REGIONAL)
- GATEWAY (REGIONAL)

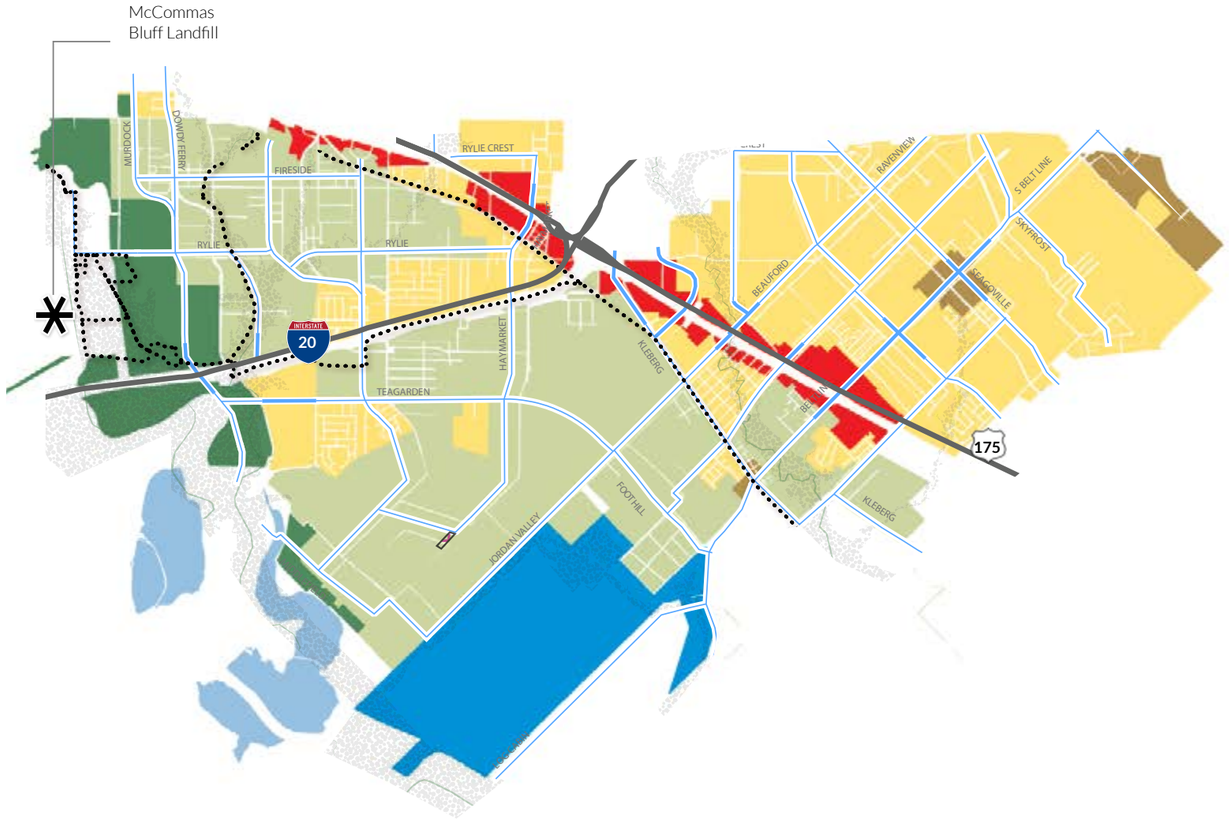
NODES
- LIGHT RAIL STATION

NATURAL FEATURES
- FLOODPLAIN
- ESCARPMENT
- PARK (ALL PARKS 5 ACRES OR LESS)

WORKING DRAFT
PUBLIC REVIEW ONLY



# SE-2 KLEBERG-RYLIE




Texas Local Government
Code, Section 219.005.

N
0' 1,285' 2,570' 5,140'
SCALE: 1" = 5,140'-0"

RESIDENTIAL
- SMALL TOWN RESIDENTIAL
- COMMUNITY RESIDENTIAL
- URBAN / CITY RESIDENTIAL

MIXED USE
- NEIGHBORHOOD MIXED-USE
- COMMUNITY MIXED-USE
- REGIONAL MIXED USE
- URBAN / CITY CENTER

INDUSTRY
- LOGISTICS HUB
- FLEX COMMERCIAL
- INDUSTRIAL HUB

SPECIAL PURPOSE
- REGIONAL OPEN SPACE
- INSTITUTIONAL
- AIRPORT





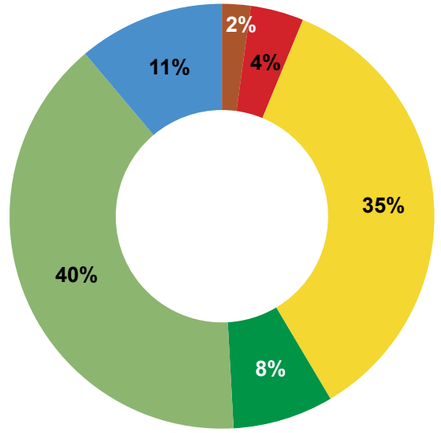
WORKING DRAFT
PUBLIC REVIEW ONLY

CITY OF DALLAS



## PLACETYPE OVERVIEW

### District Area Coverage




### District Discription

Approximately 80% of the district comprises small-town residential areas and expansive open spaces, with traditional residential in the east if the district and and commercial placetype along the Highway 175. The small town residential placetype actively preserves the district's rural essence. The traditional residential areas feature single-family homes and multiple mobile home parks. Meanwhile, the stretch of retail and commercial development flanking I-20, nestled between Belt Line and Lasater Rd, presents promising opportunities for expansion, that can flourish as a vibrant business corridor catering to the community's needs.

## URBAN DESIGN

### Paths

The major arterial transportation routes are efficiently linked in a grid pattern, on the east of the sub-district complemented by minor arterial roads that extend into residential neighborhoods, The rural charachter of the district and the natural green spaces contribute to limited connectivity south of I-20. However, an estimated 70% of the district faces a shortage of sidewalks and pathways. Majority of the streets are residential and are compatible with the small town residential placetype.

### Districts

The SE-2 is located in council districts 8. Nearly 90% of the residential areas are covered by a neighborhood organization or a homeowner's association, thereby providing a platform for community initiatives and effective community engagement.

### Landmarks

Some of the famous landmarks of this district are the Trinity Forest Adventure Park, Trinity River Audubon Center, Dallas Southside Wastewater Treatment plant and McCommas Bluff Landfill, and many local religious facilities.

### Nodes

The established nodes in the district are along 175 County Highway at intersection of S Beltline Rd, and Seagoville Rd and S Beltline Rd. Along the highway, there are other large businesses with retail services. There is a lack of established nodes in this area that can provide essential community and retail services.

### Natural Features

This district includes the Trnity Forest Trail, Gateway Park and Horse Trail, with smaller neighborhood parks in the traditional residential areas. The small town residential essence of the region is supported by the Goff branch, Prairie Creek, and Hickory Creek. These waterways play a pivotal role in supporting agricultural acitivites within these residential areas.

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

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

DISTRICTS
- HISTORIC AND CONSERVATION DISTRICTS

LANDMARKS
- FEATURE (REGIONAL)
- GATEWAY (REGIONAL)

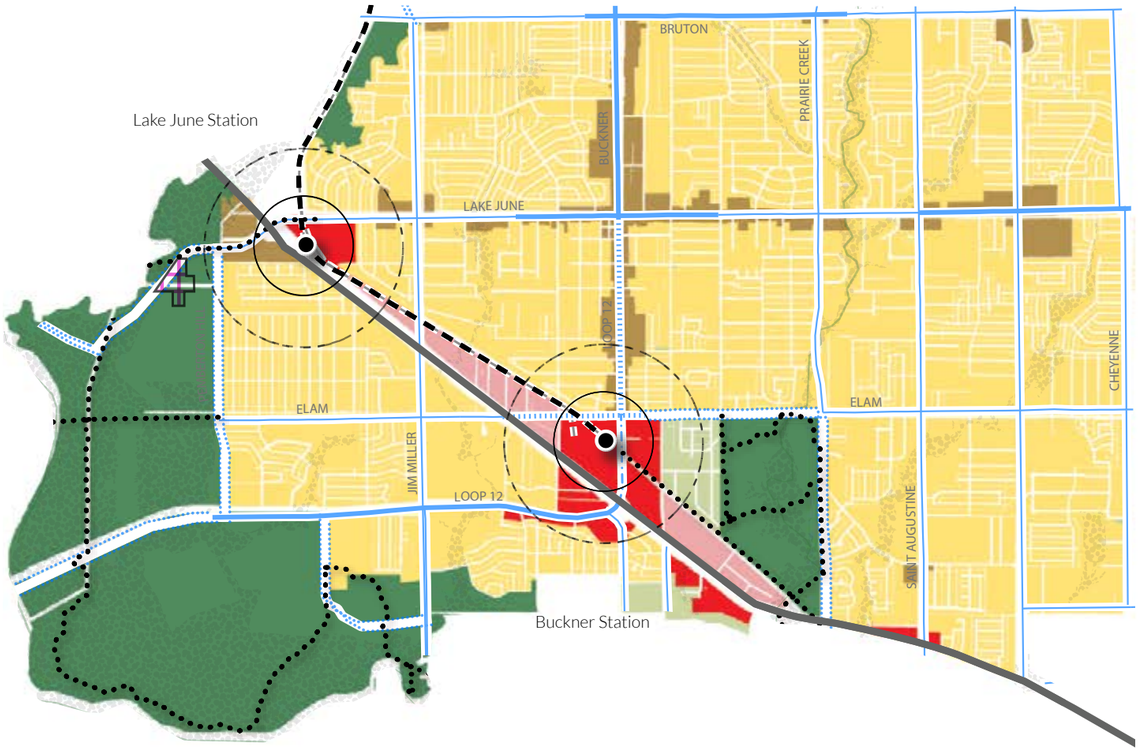
NODES
- LIGHT RAIL STATION

NATURAL FEATURES
- FLOODPLAIN
- ESCARPMENT
- PARK (ALL PARKS 5 ACRES OR LESS)



June 2024 - Appendix A: ForwardDallas Maps - (Revised Draft #4 - CPC Interim)

# SE-3 PLEASANT GROVE




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

Texas Local Government Code, Section 219.005.

RESIDENTIAL
- SMALL TOWN RESIDENTIAL
- COMMUNITY RESIDENTIAL
- URBAN / CITY RESIDENTIAL

MIXED USE
- NEIGHBORHOOD MIXED-USE
- COMMUNITY MIXED-USE
- REGIONAL MIXED USE
- URBAN / CITY CENTER

INDUSTRY
- LOGISTICS HUB
- FLEX COMMERCIAL
- INDUSTRIAL HUB

SPECIAL PURPOSE
- REGIONAL OPEN SPACE
- INSTITUTIONAL
- AIRPORT



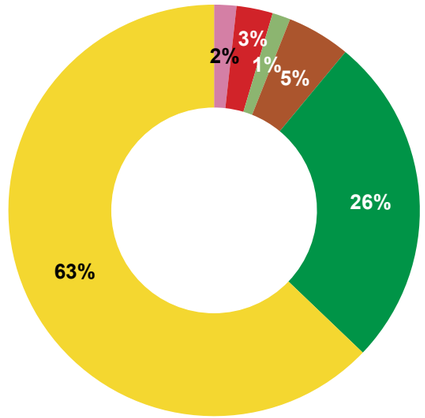
WORKING DRAFT
PUBLIC REVIEW ONLY

CITY OF DALLAS



## PLACETYPE OVERVIEW

### District Area Coverage




### District Discription

The Pleasant Grove district has a majority traditional residential areas, with some commercial uses along the major arterials. The commercial mixed use areas are focused around the transit nodes; Lake June Station and Buckner Station encouraging walkable development. The expansive regional open space, largely stemming from the Great Trinity Forest, provides a serene backdrop to the district. The Texas Horse Park, spanning 302 acres, stands as a premier equestrian facility, drawing regional attention and captivating enthusiasts seeking unforgettable equine adventures.

## URBAN DESIGN

### Paths

Regional connectivity is supplied by US-175 (C.F. Hawn Freeway) heading generally north/south and lesser by Loop 12 (Buckner Boulevard) heading multiple directions in this district. Approximately 70% of the area has well-maintained sidewalks, facilitating convenient and safe pedestrian access throughout the district. The streets are compatible with the placetypes with more focused mimxed-use and commercial streets on the Buckner Blvd.

### Districts

The SE-3 is located in council districts 8 and 5. Nearly 40% of the residential areas are covered by a neighborhood organization or a homeowner's association, thereby providing a platform for community initiatives and effective community engagement.

### Landmarks

This district also includes a full set of neighborhood and regional landmarks including the Crawford Memorial Park, Trinity River Audubon Center, Trinity Forest Golf Club, Trinity River, and many local religious facilities.

### Nodes

The established nodes are along Loop 12 with intersections at Lake June Rd, and Elam Rd. Other notable nodes are Lake June Rd and N Masters Dr, Lake June Rd and Highway 175.

### Natural Features

The district consists of Crawford Memorial Park and other small neighborhood parks like Fireside Park, Woodland Spring Park, Holcomb Park and Pemberton Hill Park. The Crawford Memorial Park Loop trail, the AT&T trail and smaller park trails provide oppurtunities to explore nature amid the urban landscape.

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

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

DISTRICTS
- HISTORIC AND CONSERVATION DISTRICTS

LANDMARKS
- FEATURE (REGIONAL)
- GATEWAY (REGIONAL)

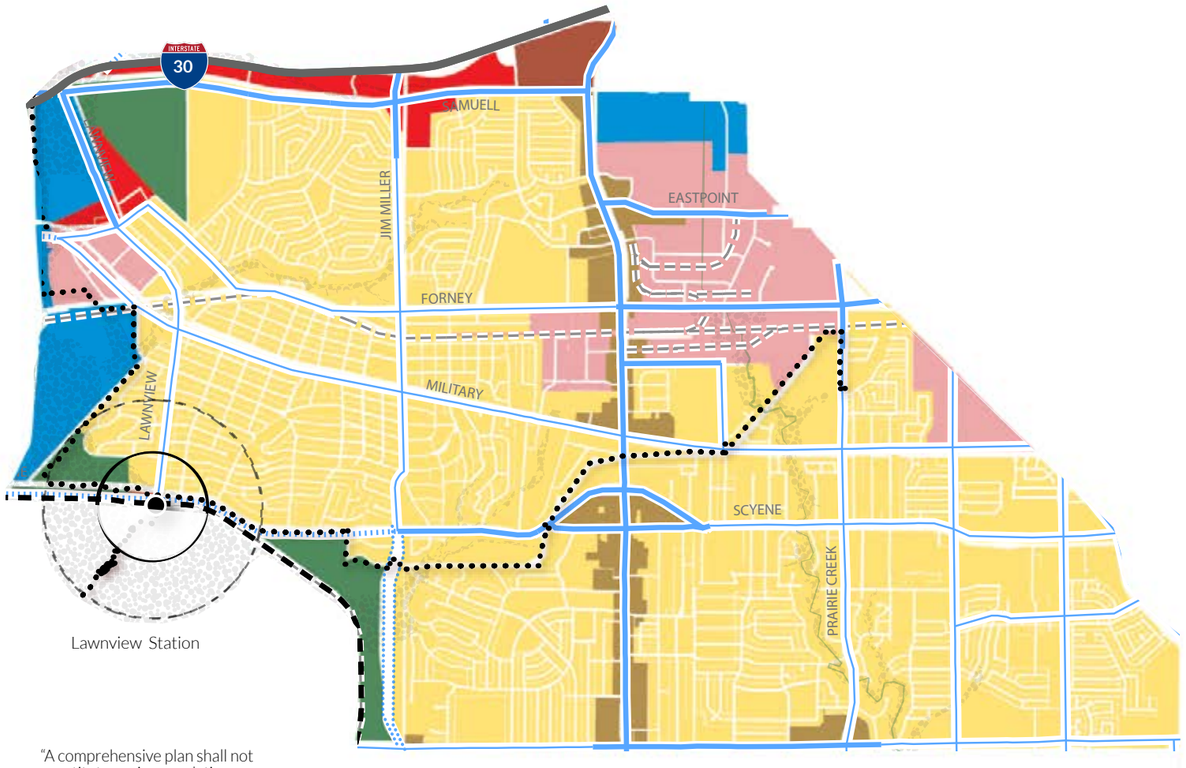
NODES
- LIGHT RAIL STATION

NATURAL FEATURES
- FLOODPLAIN
- ESCARPMENT
- PARK (ALL PARKS 5 ACRES OR LESS)

WORKING DRAFT
PUBLIC REVIEW ONLY



# SE-4 SOUTHEAST DALLAS




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

Texas Local Government Code, Section 219.005.

RESIDENTIAL
- SMALL TOWN RESIDENTIAL
- COMMUNITY RESIDENTIAL
- URBAN / CITY RESIDENTIAL

MIXED USE
- NEIGHBORHOOD MIXED-USE
- COMMUNITY MIXED-USE
- REGIONAL MIXED USE
- URBAN / CITY CENTER

INDUSTRY
- LOGISTICS HUB
- FLEX COMMERCIAL
- INDUSTRIAL HUB

SPECIAL PURPOSE
- REGIONAL OPEN SPACE
- INSTITUTIONAL
- AIRPORT



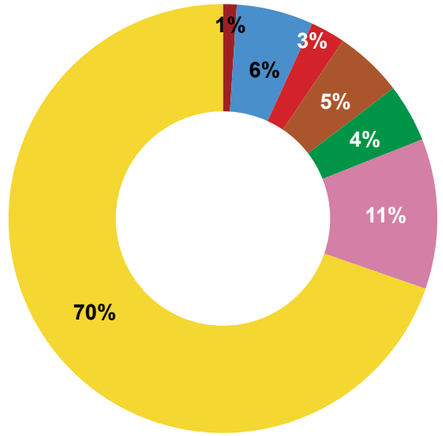
WORKING DRAFT
PUBLIC REVIEW ONLY

CITY OF DALLAS



## PLACETYPE OVERVIEW

### District Area Coverage




### District Discription

The Southeast Dallas District has a predominantly traditional residential landscape, with commercial pockets lining Loop 12. The areas near Lawnview station shows an urban residential character, providing oppurtunities to develop and facilitate a future Transit-Oriented Development (TOD), which aims to foster a walkable and interconnected community. Additionally, the district features flex industrial placetype anchored by the High Point Industrial Park and Samuell Blvd Business Park. In some areas these logistical centers are buffered by smaller businesses, creating a transitional zone that mitigates their impact on nearby residential areas.

## URBAN DESIGN

### Paths

The district is interwoven with a grid of arterial streets which adds to a range of mobility types. Regional connectivity is supplied by I-30 and US 80 heading east/west and lesser by Loop 12 (Buckner Boulevard) heading north/south. Approximately 60% of the area has well-maintained sidewalks, facilitating convenient and safe pedestrian access throughout the district. The commercial streets align with the mixed-use and flex commercial placetypes. Pedestrian trails connect the Lawnview station to the surrounding neighborhoods.

### Districts

The SE-4 is located in council districts 2 and 7. Nearly 90% of the residential areas are covered by a neighborhood organization or a homeowner's association, thereby providing a platform for community initiatives and effective community engagement.

### Landmarks

The famous landmarks of this district are the Grove Hill Memorial Park and several neighborhood landmarks like local religious facilities.

### Nodes

The established nodes in the district are along Buckner Blvd at the intersecting at Scyene Rd, Samuell Blvd, and I-30, Jim Miller Rd and Samuell Blvd. These hubs offer essential community services, encompassing healthcare facilities, diverse dining options, and retail services.

### Natural Features

The district consists of small neighborhood parks like Gateway Park, Glover Park, Bisbee Parkway, Urbandale Park, Parkdale Park, Lawnview Park, Pleasant Oaks Park and Everglade Park. The Scyene Overlook trail, the White Rock Creek and Gateway trails cater to needs of the residents and enhance's the area's

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

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

DISTRICTS
- HISTORIC AND CONSERVATION DISTRICTS

LANDMARKS
- FEATURE (REGIONAL)
- GATEWAY (REGIONAL)

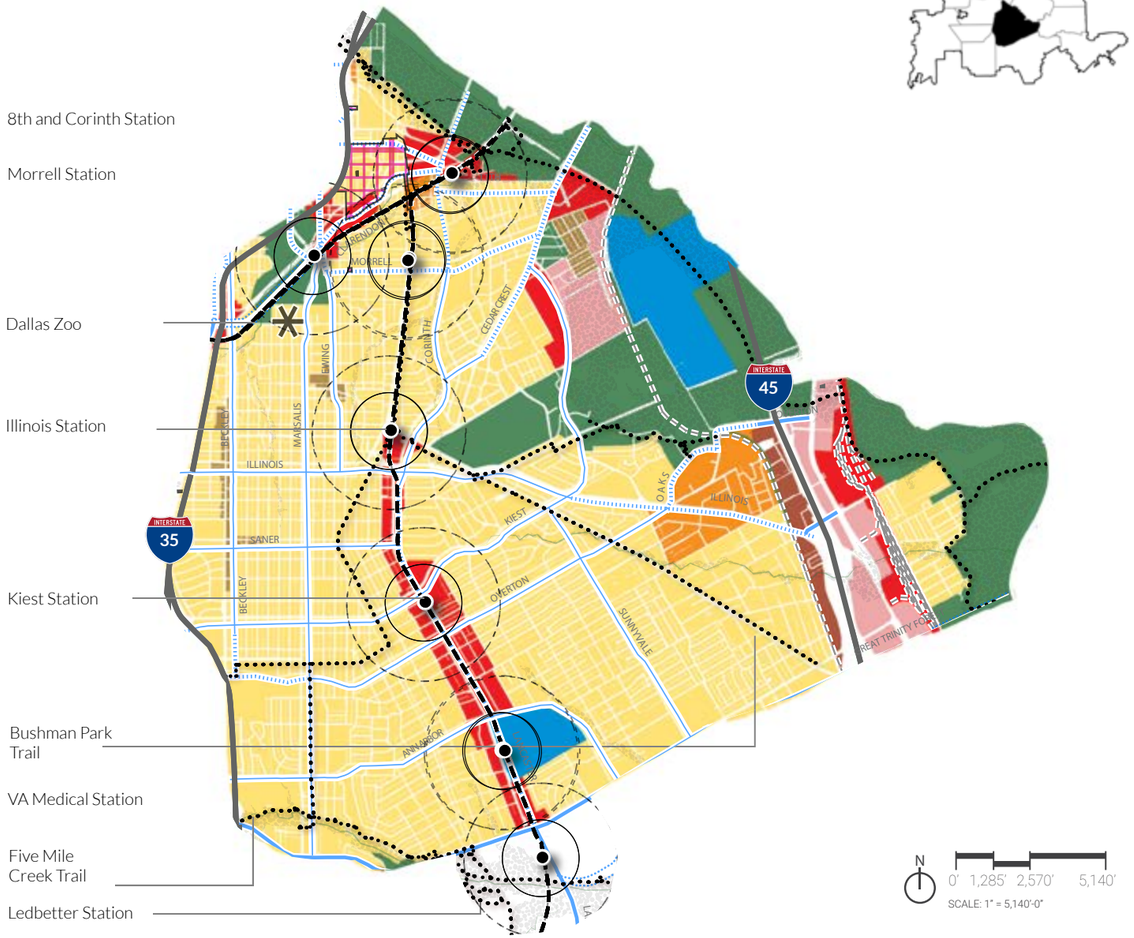
NODES
- LIGHT RAIL STATION

NATURAL FEATURES
- FLOODPLAIN
- ESCARPMENT
- PARK (ALL PARKS 5 ACRES OR LESS)

WORKING DRAFT
PUBLIC REVIEW ONLY



# SC-1 EAST OAK CLIFF




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

Texas Local Government Code, Section 219.005.

RESIDENTIAL
- SMALL TOWN RESIDENTIAL
- COMMUNITY RESIDENTIAL
- URBAN / CITY RESIDENTIAL

MIXED USE
- NEIGHBORHOOD MIXED-USE
- COMMUNITY MIXED-USE
- REGIONAL MIXED USE
- URBAN / CITY CENTER

INDUSTRY
- LOGISTICS HUB
- FLEX COMMERCIAL
- INDUSTRIAL HUB

SPECIAL PURPOSE
- REGIONAL OPEN SPACE
- INSTITUTIONAL
- AIRPORT



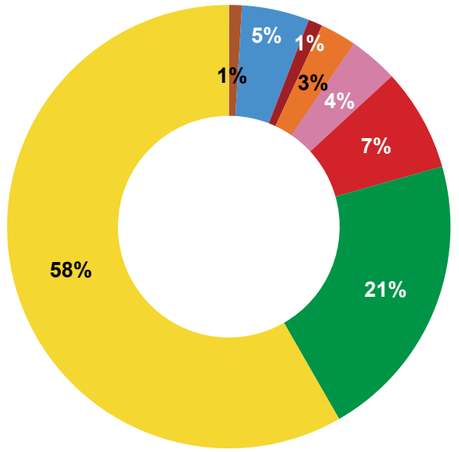
WORKING DRAFT
PUBLIC REVIEW ONLY

CITY OF DALLAS



## PLACETYPE OVERVIEW

### District Area Coverage




### District Discription

The East Oak Cliff area predominantly consists of residential neighborhoods, with its primary commercial hub located along the Lancaster Corridor, aligned with the DART light rail line. The eastern section of the district is covered by expansive regional open spaces provided by the Trinity River Corridor. Surrounding the DART light rail stations, the commercial mixed-use areas stand as mixed-use zones supporting a blend of supportive uses for a successful Transit-Oriented Development (TOD) in the future.

## URBAN DESIGN

### Paths

Regional connectivity is supplied by I-35 and I-45 both heading north/south. The major arterial transportation routes are efficiently linked in a grid pattern, complemented by minor arterial roads that extend into residential neighborhoods, facilitating vehicular access. Approximately 70% of the area has well-maintained sidewalks, facilitating convenient and safe pedestrian access throughout the district. The district has several mixed-use and residential streets connecting the DART stations.

### Districts

The SC-1 is located in council district 4. All of the residential areas are covered by a neighborhood organization and homeowner's association, thereby providing a platform for community initiatives and effective community engagement. The Tenth Street Historic District, located on the southeastern edge of Oak Cliff, was developed around an established African American community dating back to the post-Civil War era. The district also contains the Cedar Oaks neighborhood stabilization overlay.

### Landmarks

Some of the famous landmarks of this district are the Dallas Zoo, Trinity River, Tenth Street Historic District, Veterans Administration Hospital and Health campus, and numerous local religious facilities.

### Nodes

The established nodes in the district are along Lancaster Rd These hubs offer essential community services, encompassing healthcare facilities, diverse dining options, and retail services. Additionally, nodes along the three highway corridors present a blend of land-uses, incorporating retail spaces, office facilities, and multi-family housing units.

### Natural Features

The district consists of small neighborhood parks like Robert Oren Park, Herndon Park and the West Trinity Heights Park. The Trinity River corridor provides shade and a natural environment plus an excellent path for pedestrian trails. The Trinity Skyline trail will connect the proposed Cedar Crest trail and Interurban trail all along the Trinity River allowing residents to explore recreational oppurtunities.

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

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

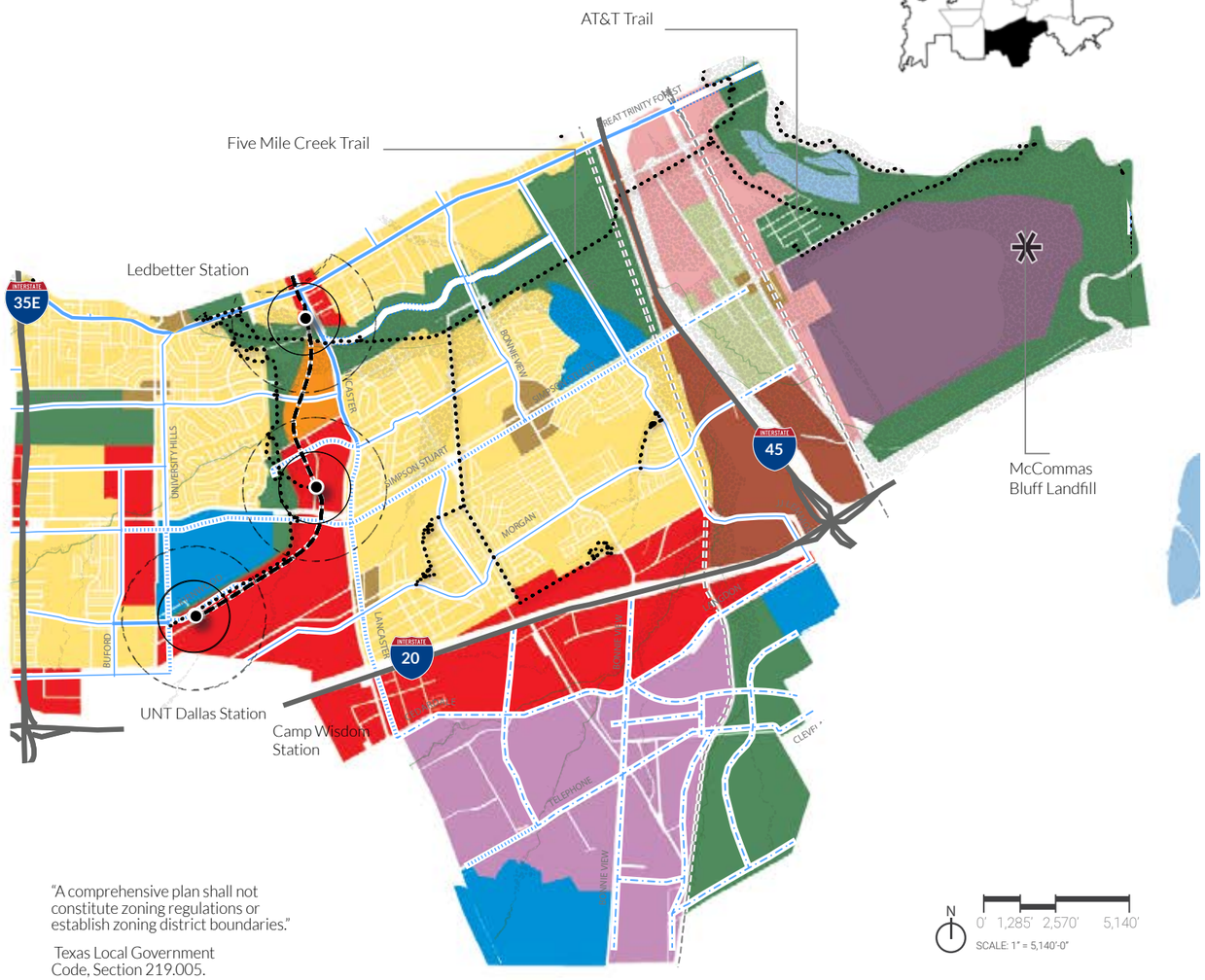
DISTRICTS
- HISTORIC AND CONSERVATION DISTRICTS

LANDMARKS
- FEATURE (REGIONAL)
- GATEWAY (REGIONAL)

NODES
- 1/2MI
- 1/4MI
- LIGHT RAIL STATION

NATURAL FEATURES
- FLOODPLAIN
- ESCARPMENT
- PARK (ALL PARKS 5 ACRES OR LESS)

# SC-2 SOUTHEAST OAK CLIFF




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

Texas Local Government Code, Section 219.005.

RESIDENTIAL
- SMALL TOWN RESIDENTIAL
- COMMUNITY RESIDENTIAL
- URBAN / CITY RESIDENTIAL

MIXED USE
- NEIGHBORHOOD MIXED-USE
- COMMUNITY MIXED-USE
- REGIONAL MIXED USE
- URBAN / CITY CENTER

INDUSTRY
- LOGISTICS HUB
- FLEX COMMERCIAL
- INDUSTRIAL HUB

SPECIAL PURPOSE
- REGIONAL OPEN SPACE
- INSTITUTIONAL
- AIRPORT



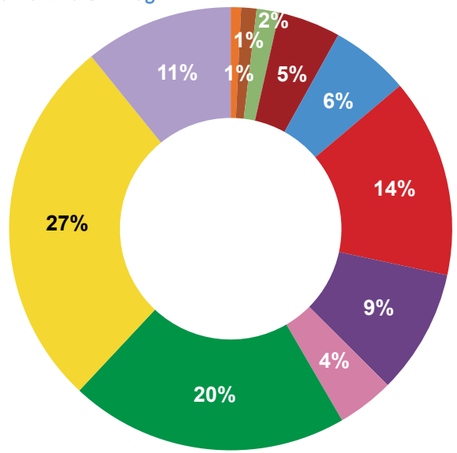
WORKING DRAFT
PUBLIC REVIEW ONLY

CITY OF DALLAS



## PLACETYPE OVERVIEW

### District Area Coverage




### District Discription

The Southeast Oak Cliff area has a diverse mix of uses, with residential uses focused on the north of I-20 and more flex commercial and insitutional uses south of I-20. Regional commercial mixed-use areas are assigned along the I-45 corridor to provide accessibility and draw regional businesses in the area. The area includes one DART LRT lines with three transit nodes promoting and fostering a walkable and interconnected development. The commercial mixed-use zones around the DART light rail stations create a flexible environment accommodating various uses, encouraging the potential for a thriving Transit-Oriented Development (TOD) in the future. The McCommas Bluff Landfill will continue to operate for many decades. It is buffered by the Trinity Corridor on the east and flex commercial uses on the north and west.

## URBAN DESIGN

### Paths

Regional connectivity is supplied by I-35 heading north/south, I-20 heading east/west, and I-45 heading north/south. The major arterials are well-connected in a grid pattern, and smaller ones branch into neighborhoods, making it easier to access residential areas. Approximately 65% of the area has well-maintained sidewalks, facilitating convenient and safe pedestrian access throughout the district. Most of the industrial streets are located south of I-20 to serve the flex commercial and mixed-use placetypes.

### Districts

The SC-2 is located in council district 8. All of the residential areas are covered by a neighborhood organization or a homeowner's association, thereby providing a platform for community initiatives and effective community engagement.

### Landmarks

Some of the famous landmarks of this district include Paul Quinn College, University of North Texas at Dallas campus, Joppa Preserve and many local religious facilities.

### Nodes

The nodes in the district are the intersections of University Hills Blvd and E Redbird Ln, S Lancaster Rd and E Ledbetter Dr, Simpson Stuart and Bonnie View Rd. These nodes provide limited food services but offer a range of other essential community amenities.

### Natural Features

The district consists of small neighborhood parks like Arden Terrace Park, Glendale Park, Singing Hills Park, and JJ Lemmon Park. The Five Mile Creek trail runs east-west through the north of the district with potential to connect with a future Highland Hills trail.

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

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

DISTRICTS
- HISTORIC AND CONSERVATION DISTRICTS

LANDMARKS
- FEATURE (REGIONAL)
- GATEWAY (REGIONAL)

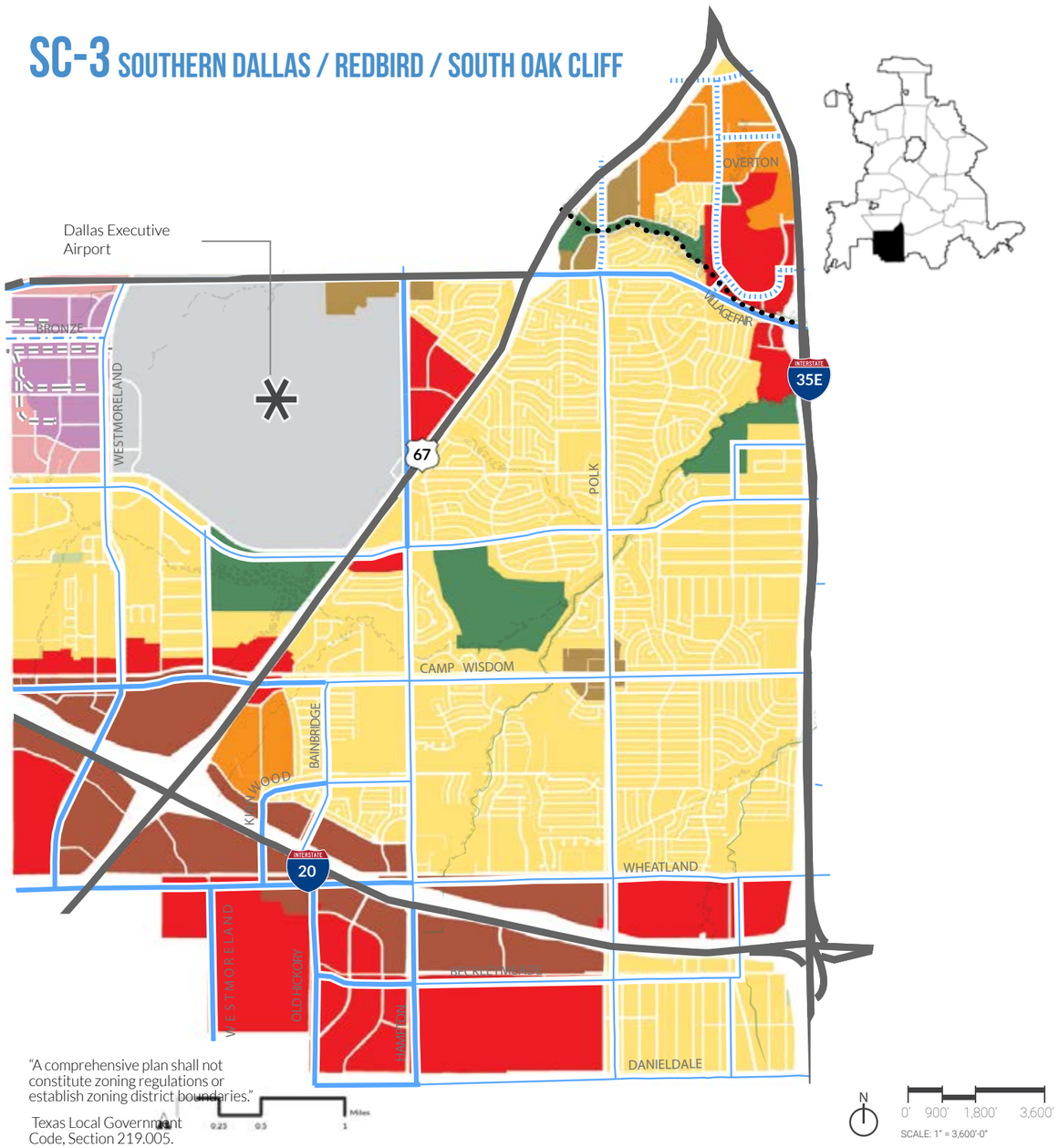
NODES
- 1/2 MI
- 1/4 MI
- LIGHT RAIL STATION

NATURAL FEATURES
- FLOODPLAIN
- ESCARPMENT
- PARK (ALL PARKS 5 ACRES OR LESS)

WORKING DRAFT
PUBLIC REVIEW ONLY



# SC-3 SOUTHERN DALLAS / REDBIRD / SOUTH OAK CLIFF




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

Texas Local Government Code, Section 219.005.

**RESIDENTIAL**
- SMALL TOWN RESIDENTIAL
- COMMUNITY RESIDENTIAL
- URBAN / CITY RESIDENTIAL

**MIXED USE**
- NEIGHBORHOOD MIXED-USE
- COMMUNITY MIXED-USE
- REGIONAL MIXED USE
- URBAN / CITY CENTER

**INDUSTRY**
- LOGISTICS HUB
- FLEX COMMERCIAL
- INDUSTRIAL HUB

**SPECIAL PURPOSE**
- REGIONAL OPEN SPACE
- INSTITUTIONAL
- AIRPORT



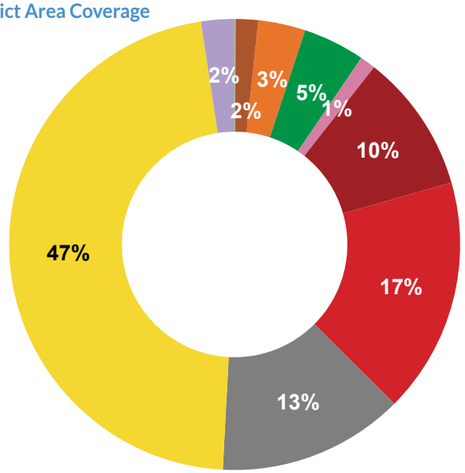
WORKING DRAFT
PUBLIC REVIEW ONLY

CITY OF DALLAS



## PLACETYPE DESCRIPTION

### District Area Coverage




### District Discription

The Southern Dallas/Redbird Area has witnessed transformation in land-uses with the significant step in the revitalization of the former Southwest Center Mall. The regional mised-use placetypes around the I-30 and highway 67 intersection will accomdate the future growth in the area. The district has diverse mix of uses with majority residential uses nestled between the Highway 67 and I-35.

## URBAN DESIGN

### Paths

Regional connectivity is supplied by I-20 heading east/west, I-35 heading north/south, and US 67 mainly heading north/south. The major arterial transportation routes are efficiently linked in a grid pattern, complemented by minor arterial roads that extend into residential neighborhoods, facilitating vehicular access. Approximately 70% of the area has well-maintained sidewalks, facilitating convenient and safe pedestrian access throughout the district. As per the complete street manual, all complete streets are compatible with the future placetypes.

### Districts

The SC-3 is located in council districts 4, 3 and 8. All of the residential areas are covered by a neighborhood organization or a homeowner's association, thereby providing a platform for community initiatives and effective community engagement.

### Landmarks

Some of the famous landmarks of this district include the Dallas Executive Airport, Dallas Entrepreneur Center at Redbird, and Golf Club of Dallas.

### Nodes

The established nodes in the district are the intersections of Royal Ln and Preston Rd, and Preston Rd and Forest Ln. These hubs offer essential community services, encompassing healthcare facilities, diverse dining options, and retail services. Additionally, nodes along the three highway corridors present a blend of land-uses, incorporating retail spaces, office facilities, and multi-family housing units.

### Natural Features

The district consists of small neighborhood parks like Preston Hollow Park, Pagewood Park, Churchill Park, Anderson Bonner Park, and Jamestown Park. The North Haven trail runs east-west through the district catering to needs of the residents and enhance's the area's recreational opportunities.

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

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

**DISTRICTS**
- HISTORIC AND CONSERVATION DISTRICTS

**LANDMARKS**
- FEATURE (REGIONAL)
- GATEWAY (REGIONAL)

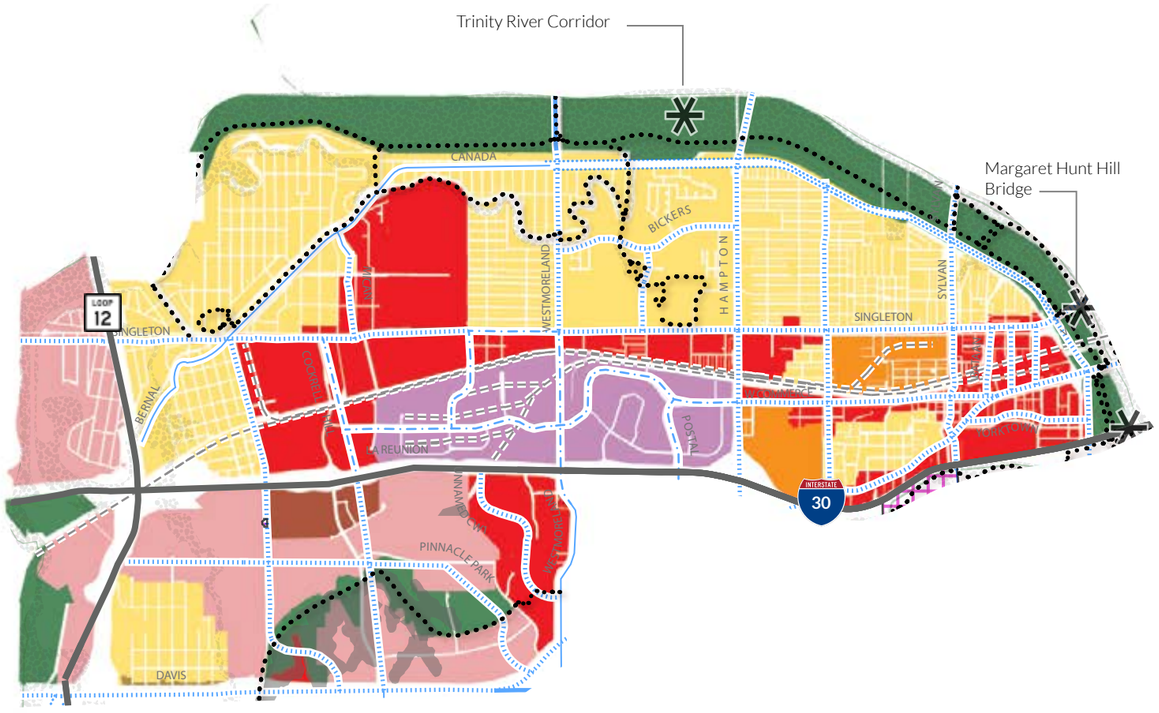
**NODES**
- LIGHT RAIL STATION

**NATURAL FEATURES**
- FLOODPLAIN
- ESCARPMENT
- PARK (ALL PARKS 5 ACRES OR LESS)

WORKING DRAFT
PUBLIC REVIEW ONLY



# SW-1 WEST DALLAS




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

Texas Local Government Code, Section 219.005.

N

0' 1,125' 2,250' 4,500'

SCALE: 1" = 4,500'-0"

RESIDENTIAL
- SMALL TOWN RESIDENTIAL
- COMMUNITY RESIDENTIAL
- URBAN / CITY RESIDENTIAL

MIXED USE
- NEIGHBORHOOD MIXED-USE
- COMMUNITY MIXED-USE
- REGIONAL MIXED USE
- URBAN / CITY CENTER

INDUSTRY
- LOGISTICS HUB
- FLEX COMMERCIAL
- INDUSTRIAL HUB

SPECIAL PURPOSE
- REGIONAL OPEN SPACE
- INSTITUTIONAL
- AIRPORT



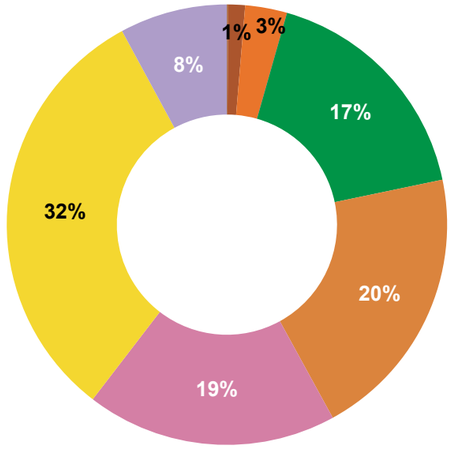
WORKING DRAFT
PUBLIC REVIEW ONLY

CITY OF DALLAS



## PLACETYPE DESCRIPTION

### District Area Coverage




### District Discription

The West Dallas district has historically been the hub for industrial activity with half the district being predominantly residential. Over time, the district has witnessed a notable shift from heavy industrial sites to a diverse mix of commercial and mixed-use spaces. Notably, the district boasts the expansive regional Trinity River Corridor, a significant asset that enhances its appeal by providing ample opportunities for recreation and access to vast open spaces.

## URBAN DESIGN

### Paths

The major arterial transportation routes are efficiently linked in a grid pattern, complemented by minor arterial roads that extend into residential neighborhoods, facilitating vehicular access. Regional connectivity is supplied by I-30 (Tom Landry Freeway) heading east/west and Loop 12 (Walton Walker Freeway) heading north/south. Roughly 60% of the district has well-maintained sidewalks, ensuring convenient and secure pedestrian pathways across the area. However, the absence of sidewalks is notably prevalent in the southern residential areas situated south of Singleton Boulevard. Majority of the streets in this district are mixed-use with some industrial streets serving the industrial hub areas.

### Districts

The SW-1 is located in council district 6. Nearly 90% of the residential areas are covered by a neighborhood organization or a homeowner's association, thereby providing a platform for community initiatives and effective community engagement. The district has La Bajada neighborhood stabilization overlay.

### Landmarks

Some of the famous landmarks of this district are include the Margaret Hunt Hill Bridge, Margaret McDermot Bridge, Trinity River, Trinity Groves entertainment center, and other local assets. Trinity Groves has become a Dallas landmark offering a diverse array of restaurants, culture & events, making it a primary entertainment destination.

### Nodes

The established nodes in the district are along Singleton Blvd, I-30 and N Cockrell Hill Rd, W Commerce St between N Beckley Ave and Sylvan Ave. The commerical corridor along SIngleton Blvd offers essential community services, with food and retail services. Additionally, the node at the I-30 and and Loop 12 corridors present a regional attractor with big-box stores and retail spaces, office facilities, and lodging.

### Natural Features

The district consists of small neighborhood parks like Tipton Park, Kingsbridge Park, Fish Trap Lake park, Mattie Nash-Myrtle Davis Park, Bickers Park, Benito Juarez Park, Pueblo Park and Hattie Rankin Moore Park. The Trinity Skyline trail runs along the Trinity Corridor and connecting the Trinity View Park to the north, this trail caters to the needs of the residents and enhance's the area's recreational opportunities.

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

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

DISTRICTS
- HISTORIC AND CONSERVATION DISTRICTS

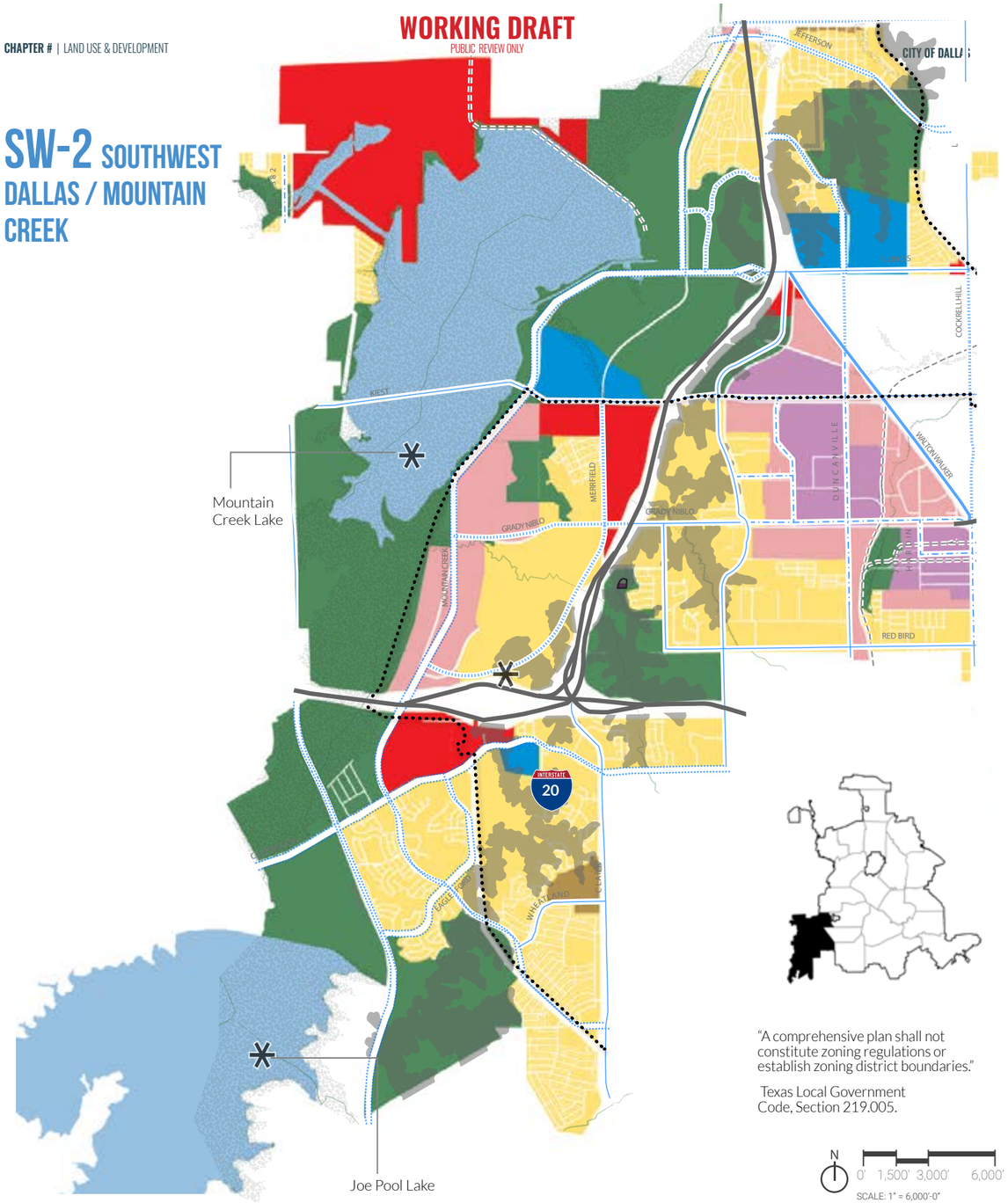
LANDMARKS
- FEATURE (REGIONAL)
- GATEWAY (REGIONAL)

NODES
- 1/2 MI
- 1/2 MI
- LIGHT RAIL STATION

NATURAL FEATURES
- FLOODPLAIN
- ESCARPMENT
- PARK (ALL PARKS 5 ACRES OR LESS)

WORKING DRAFT
PUBLIC REVIEW ONLY

# SW-2 SOUTHWEST DALLAS / MOUNTAIN CREEK






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

Texas Local Government Code, Section 219.005.

N 0' 1,500' 3,000' 6,000'
SCALE: 1" = 6,000'-0"

**RESIDENTIAL**
- SMALL TOWN RESIDENTIAL
- COMMUNITY RESIDENTIAL
- URBAN / CITY RESIDENTIAL

**MIXED USE**
- NEIGHBORHOOD MIXED-USE
- COMMUNITY MIXED-USE
- REGIONAL MIXED USE
- URBAN / CITY CENTER

**INDUSTRY**
- LOGISTICS HUB
- FLEX COMMERCIAL
- INDUSTRIAL HUB

**SPECIAL PURPOSE**
- REGIONAL OPEN SPACE
- INSTITUTIONAL
- AIRPORT



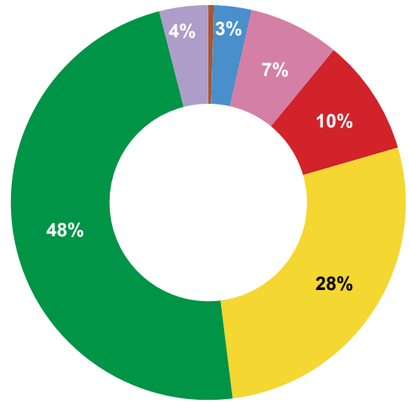


WORKING DRAFT
PUBLIC REVIEW ONLY



## PLACETYPE DESCRIPTION

### District Area Coverage




### District Discription

The Southwest Dallas area is predominantly characterized by the expansive Mountain Creek Lake and its surrounding open spaces, accentuated by prominent escarpments. While certain parts of the district have established logistics hubs and extensive storage yards, these zones are undergoing a transition. They're gradually evolving into flexible commercial spaces, witnessing a transformation into vibrant housing and retail sectors. The Hensley Field master plan, situated in the northwest of the district, is geared toward transforming the area into a dynamic mixed-use community, emphasizing walkability. This will aim to provide a blend of employment opportunities and residential spaces, catering to the needs of local residents.

## URBAN DESIGN

### Paths

Regional connectivity is supplied by I-20 heading east/west and Texas Spur 408 heading north/south. Roughly 60% of the district has well-maintained sidewalks, ensuring convenient and secure pedestrian pathways across the area. The pedestrian trails link residential areas with the Dallas Escarpment and the Mountain Creek Lake.

### Districts

The SW-2 is located in council districts 3. None of the residential areas are covered by a neighborhood organization or a homeowner's association, thereby providing a platform for community initiatives and effective community engagement.

### Landmarks

The district is rich in natural amenities creating neighborhood and regional landmarks including the escarpment, Mountain Creek Lake, Joe Pool Lake, Dallas Baptist University, Dallas College Mountain View campus, and Camp Wisdom Boy Scout camp.

### Nodes

The established nodes in the district are the intersections of Keeneland Pkwy and S Walton Walker Blvd, There is a lack of established nodes in this area that can provide essential community and retail services.

### Natural Features

The SW-2 district has some of the steepest slopes and best natural vistas due to the escarpment. This geologic formation runs from about I-30 southwest along Texas Spur 408 and down south of Dallas. It creates a natural environment rich in topography and landscape flora that supports native species. Other local parks are Arcadia Park and Dallas National Golf Club.

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

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

**DISTRICTS**
- HISTORIC AND CONSERVATION DISTRICTS

**LANDMARKS**
- FEATURE (REGIONAL)
- GATEWAY (REGIONAL)

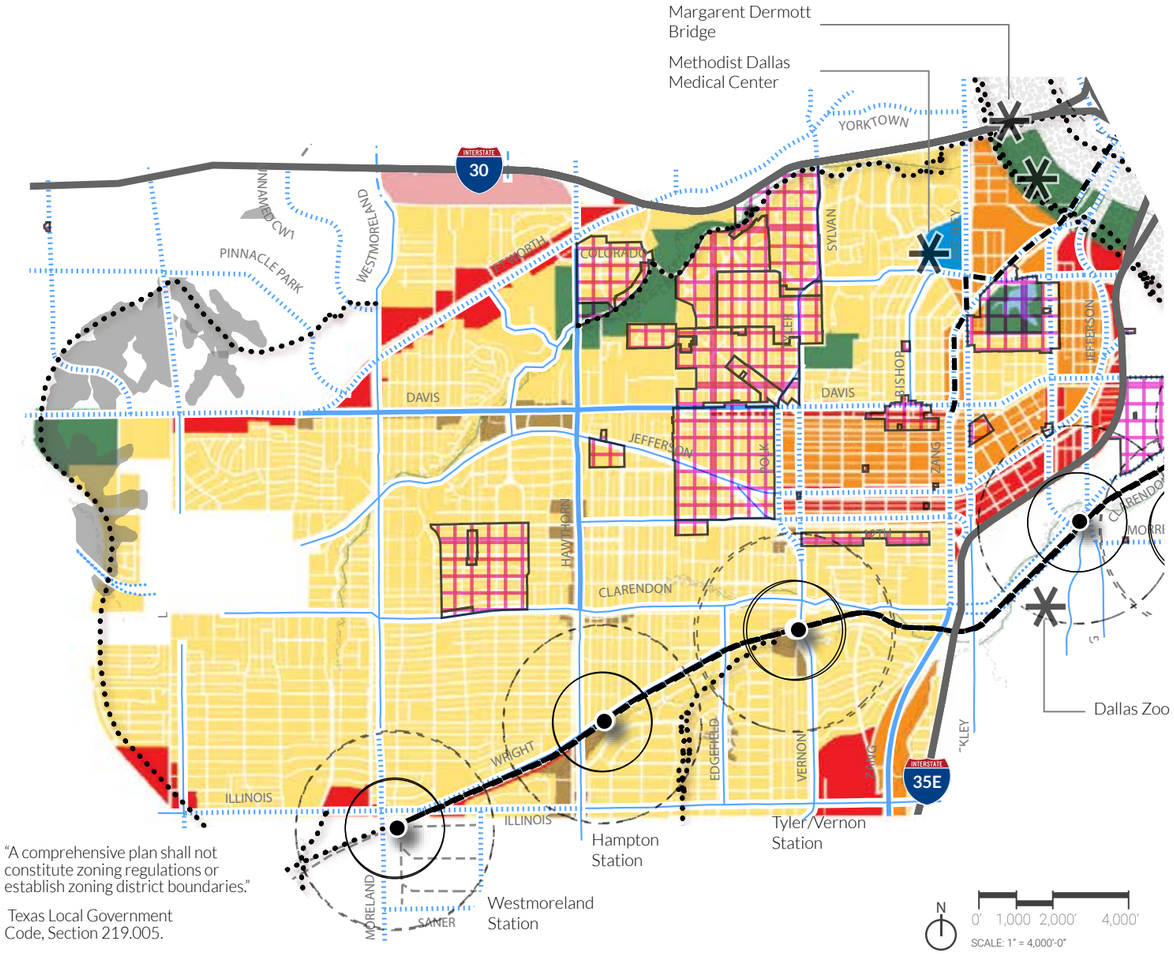
**NODES**
- LIGHT RAIL STATION

**NATURAL FEATURES**
- FLOODPLAIN
- ESCARPMENT
- PARK (ALL PARKS 5 ACRES OR LESS)

WORKING DRAFT
PUBLIC REVIEW ONLY



# SW-3 WEST OAK CLIFF




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

Texas Local Government Code, Section 219.005.

RESIDENTIAL
- SMALL TOWN RESIDENTIAL
- COMMUNITY RESIDENTIAL
- URBAN / CITY RESIDENTIAL

MIXED USE
- NEIGHBORHOOD MIXED-USE
- COMMUNITY MIXED-USE
- REGIONAL MIXED USE
- URBAN / CITY CENTER

INDUSTRY
- LOGISTICS HUB
- FLEX COMMERCIAL
- INDUSTRIAL HUB

SPECIAL PURPOSE
- REGIONAL OPEN SPACE
- INSTITUTIONAL
- AIRPORT



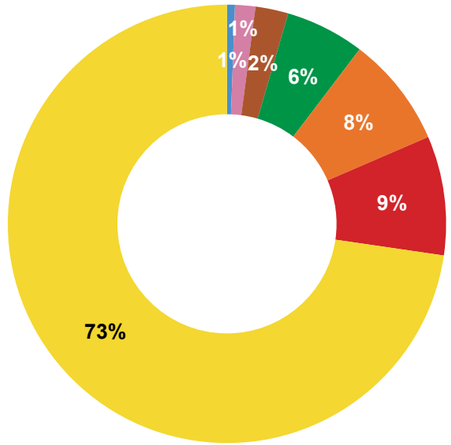
WORKING DRAFT
PUBLIC REVIEW ONLY

CITY OF DALLAS



## PLACETYPE DESCRIPTION

### District Area Coverage




### District Discription

West Oak Cliff area is predominantly residential with some mixed-use and urban residential in areas in the north-east of the district. The mixed-use commerial strip between Jefferson Blvd and I-35 and along Fortworth Ave offer the district with retail and community services. The West Oak Cliff district houses the majority of the city's conservation district, emphasizing its commitment to preserving and nurturing the area's historical significance, and architectural heritage. These conservation areas are all predicted to maintain the traditional residential placetype, ensuring the preservation of the district's character. The district has a DART LRT line featuring two distinct transit nodes nestled within well-established single-

## URBAN DESIGN

### Paths

The major arterial transportation routes are efficiently linked in a grid pattern, complemented by minor arterial roads that extend into residential neighborhoods, facilitating vehicular access. Regional connectivity is supplied by I-30 (Tom Landry Freeway) heading east/west and I-35 heading north/south. The community is also served by the DART streetcar line linking this district with downtown Dallas. The district also hosts the  About 75% of the district has well-maintained sidewalks, ensuring convenient and secure pedestrian pathways across the area. The district contains mixed-use and residential streets serving the various historic and conservation districts in the area.

### Districts

The SW-3 is located in council districts 1. All the residential areas are covered by a neighborhood organization or a homeowner's association, thereby providing a platform for community initiatives and effective community engagement. Some of the historic districts include Lake Cliff, Winnetka Heights, Kessler Heights, Rosemont, Miller Stemons, North Bishop, Lancaster Avenue Commercial and King's Highway. The conservation districts include North Cliff, Stevens Park, Kessler Park, Greiner School Area, King's Highway, Page Avenue, Greiner and Bishop Eighth.

### Landmarks

Some of the famous landmarks of this district are Texas Theatre, Bishop Arts District, Stevens Park Golf Course, Methodist Medical District, Margaret McDermot Bridge, and many local religious facilities. The Bishop Arts District is home to over 60 independent boutiques, restaurants, bars, coffee shops, and art galleries, making it one of Dallas' most unique neighborhoods.

### Nodes

The established nodes in the district are the intersections along W Illinois Ave  at Anzio Dr., S Hampton Rd, and S Crockrell Hill Rd. Other nodes are along W Davis St., and S Hampton Rd and W Twelft St. These nodes offer essential community services, including food and retail services.

### Natural Features

The district consists of small neighborhood parks like Kidd Springs Park. Lake Cliff Park, and Kessler Parkway Park. The Coombs Creek trail runs east-west through the district in the north along the Coombs Creek connecting the Trinity River to Annie Stevens Park. The trail helps the local residents but also connects them to the Trinity River, offering access to its scenic beauty and recreational offerings.

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

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

DISTRICTS
- HISTORIC AND CONSERVATION DISTRICTS

LANDMARKS
- FEATURE (REGIONAL)
- GATEWAY (REGIONAL)

NODES
- LIGHT RAIL STATION

NATURAL FEATURES
- FLOODPLAIN
- ESCARPMENT
- PARK (ALL PARKS 5 ACRES OR LESS)

# SW-4 KIEST

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

Texas Local Government Code, Section 219.005.

RESIDENTIAL
- SMALL TOWN RESIDENTIAL
- COMMUNITY RESIDENTIAL
- URBAN / CITY RESIDENTIAL

MIXED USE
- NEIGHBORHOOD MIXED-USE
- COMMUNITY MIXED-USE
- REGIONAL MIXED USE
- URBAN / CITY CENTER

INDUSTRY
- LOGISTICS HUB
- FLEX COMMERCIAL
- INDUSTRIAL HUB

SPECIAL PURPOSE
- REGIONAL OPEN SPACE
- INSTITUTIONAL
- AIRPORT



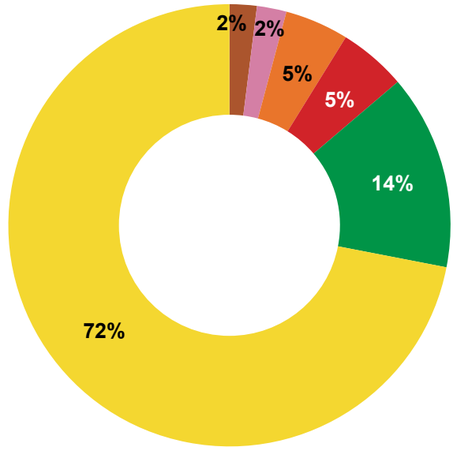
WORKING DRAFT
PUBLIC REVIEW ONLY

CITY OF DALLAS



## PLACETYPE DESCRIPTION

### District Area Coverage




### District Discription

The Kiest area predominantly comprises residential zones, intersected by regional open spaces that stretch from east to west across the district. In close proximity to the Westmoreland station, the surrounding area presents a mixed-use placetype that can foster a thriving Transit-Oriented Development (TOD) in the future. Presently, this node sustains a vibrant mix of commercial establishments, dining venues, and retail services.

## URBAN DESIGN

### Paths

Regional connectivity is supplied by I-35 (LBJ) heading primely north/south and Loop 12 (Walton Walker Freeway) heading north/south. The major arterial transportation routes are efficiently linked in a grid pattern, complemented by minor arterial roads that extend into residential neighborhoods, facilitating vehicular access. About 75% of the district has well-maintained sidewalks, ensuring convenient and secure pedestrian pathways across the area. The pedestrian trails connect Kiest Park to the surrounding residential areas.

### Districts

The SW-4 is located in council districts 4, 3, and 1. Nearly 90% of the residential areas are covered by a neighborhood organization or a homeowner's association, thereby providing a platform for community initiatives and effective community engagement.

### Landmarks

Some of the famous landmarks of this district include Kiest Park , Oak Cliff Nature Preserve and many local religious facilities.

### Nodes

The established nodes in the district are the intersections of W Kiest Blvd and S Polk St, W Kiest Blvd and S Cockrell Hill Rdand nodes along W Illinois Ave. These nodes offer essential community services.

### Natural Features

The district consists of small neighborhood parks like West Haven Park, Pecan Grove Park, and Briar Gate Park. The Kiest Park Loop trail runs east-west through the district catering to needs of the residents and enhance's the area's recreational opportunities.

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

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

DISTRICTS
- HISTORIC AND CONSERVATION DISTRICTS

LANDMARKS
- FEATURE (REGIONAL)
- GATEWAY (REGIONAL)

NODES
- LIGHT RAIL STATION

NATURAL FEATURES
- FLOODPLAIN
- ESCARPMENT
- PARK (ALL PARKS 5 ACRES OR LESS)

WORKING DRAFT
PUBLIC REVIEW ONLY

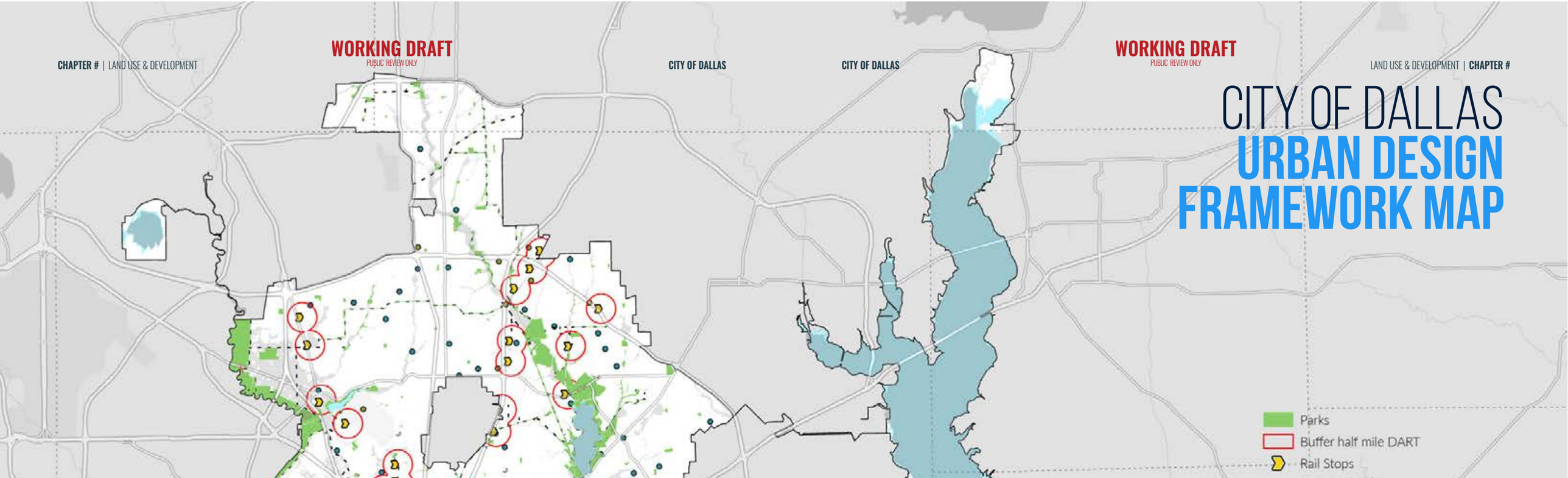


CITY OF DALLAS

WORKING DRAFT
PUBLIC REVIEW ONLY



# CITY OF DALLAS URBAN DESIGN FRAMEWORK MAP








June 2024 - Appendix A: ForwardDallas Maps - (Revised Draft #4 - CPC Interim)

WORKING DRAFT
PUBLIC REVIEW ONLY

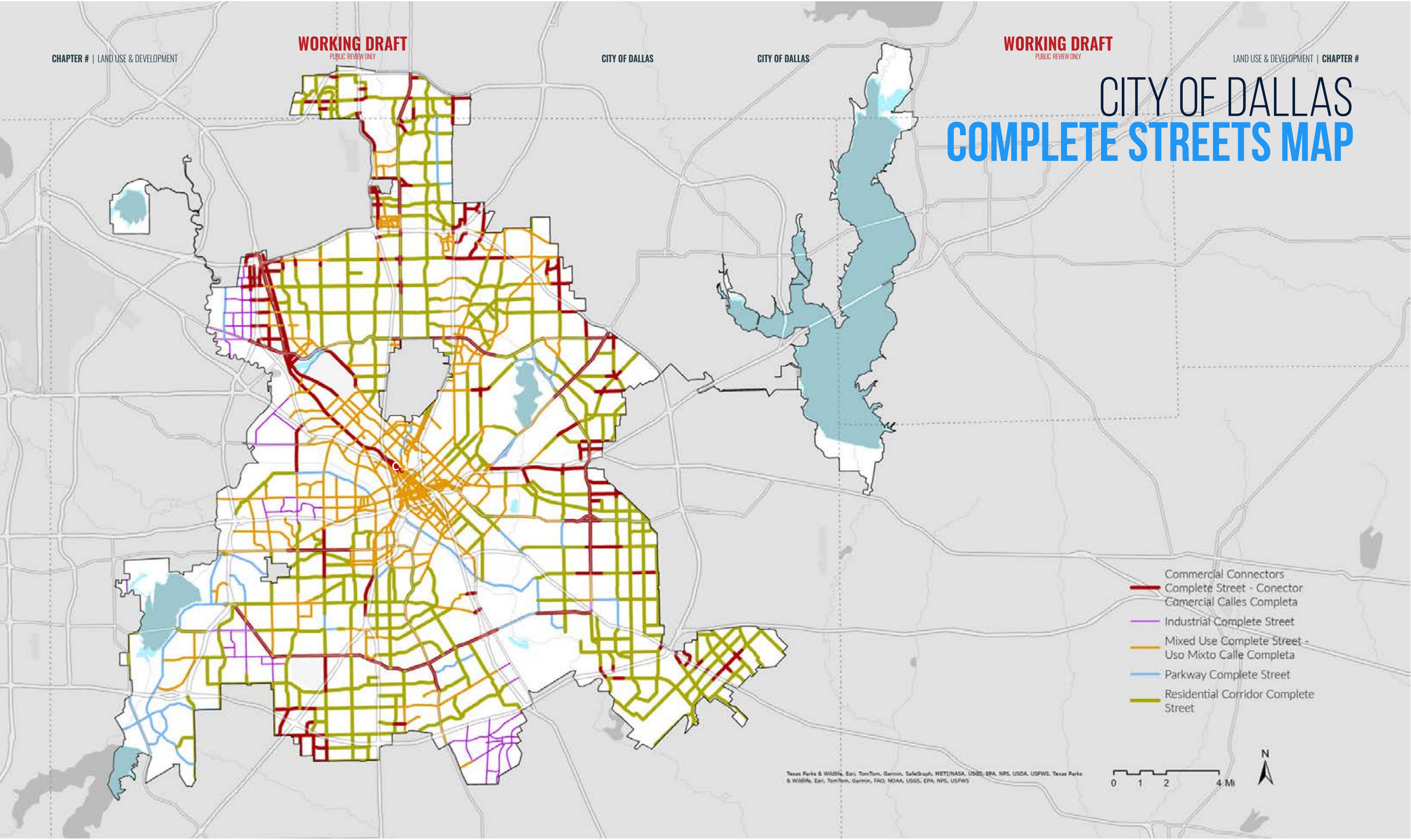


CITY OF DALLAS

WORKING DRAFT
PUBLIC REVIEW ONLY



# CITY OF DALLAS
# COMPLETE STREETS MAP






June 2024 - Appendix A: ForwardDallas Maps - (Revised Draft #4 - CPC Interim)

WORKING DRAFT
PUBLIC REVIEW ONLY

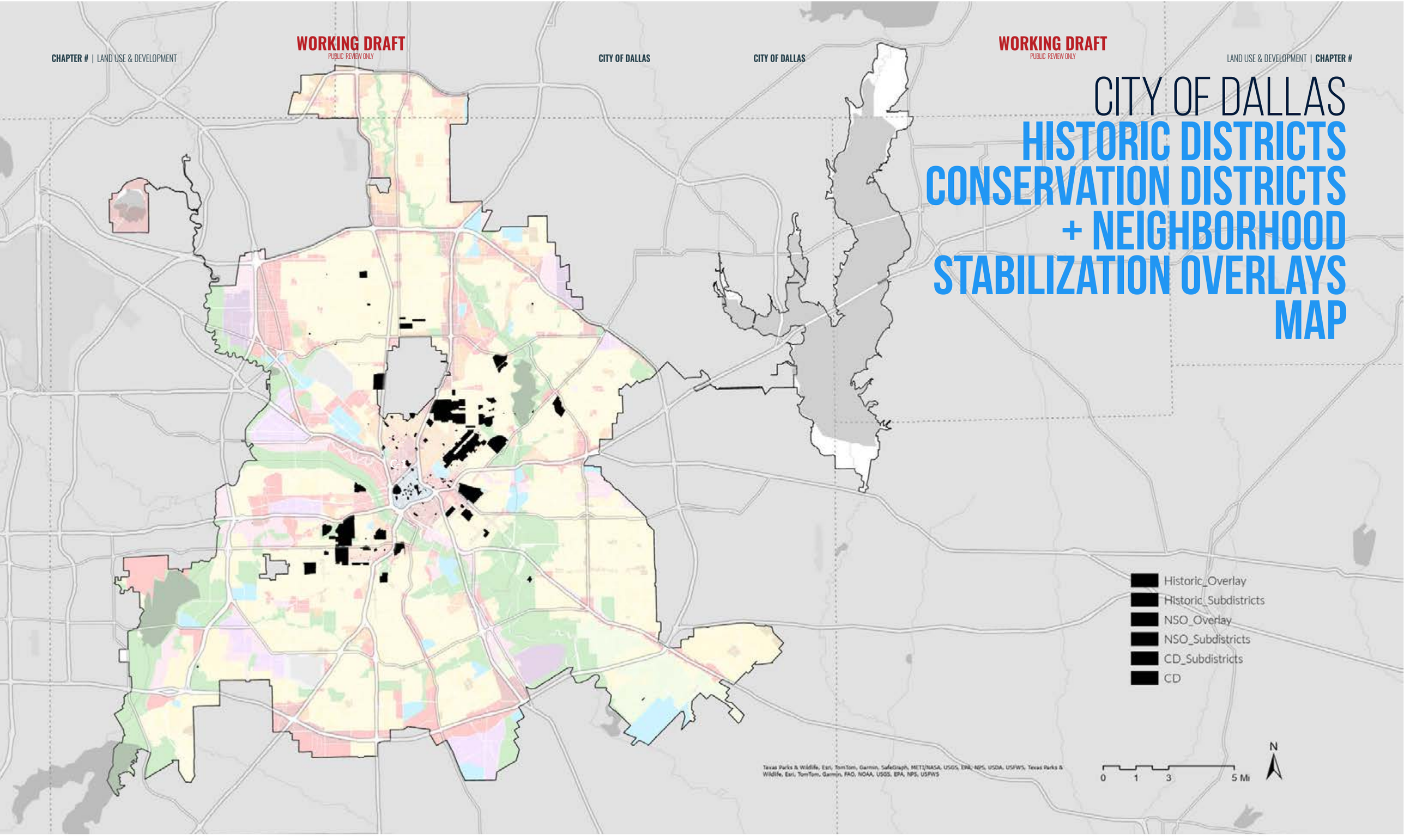
CITY OF DALLAS

CITY OF DALLAS

WORKING DRAFT
PUBLIC REVIEW ONLY



# CITY OF DALLAS
# HISTORIC DISTRICTS CONSERVATION DISTRICTS + NEIGHBORHOOD STABILIZATION OVERLAYS MAP



WORKING DRAFT
PUBLIC REVIEW ONLY

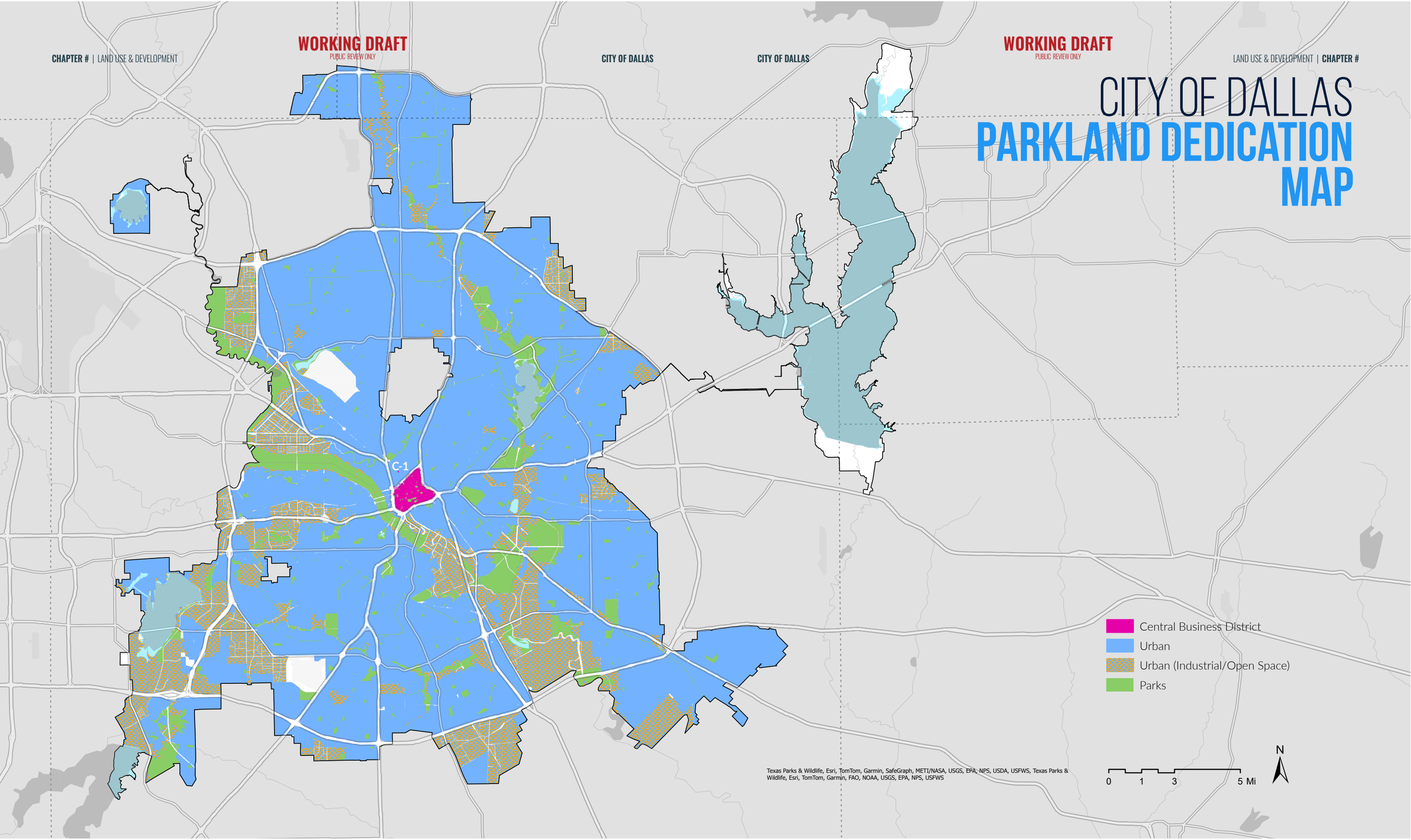


CITY OF DALLAS

WORKING DRAFT
PUBLIC REVIEW ONLY



# CITY OF DALLAS
# PARKLAND DEDICATION MAP






June 2024 - Appendix A: ForwardDallas Maps - (Revised Draft #4 - CPC Interim)

# APPENDIX B
# EXISTING CONDITIONS REPORT

APPENDIX STILL IN DEVELOPMENT / PROGRESS

# LIST OF FIGURES


Figure 3: forwardDallas! 2006 Policy Update Timeline ..... B-9
Figure 4: forwardDallas! 2006 Vision Illustration ..... B-11
Figure 5: Dallas City Limits ..... B-12
Figure 6: NCTCOG Region with MSA ..... B-15
Figure 7: Population of Dallas and Peer Communities Chart ..... B-17
Figure 8: Area (Square Miles) of Dallas and Peer Communities Chart ..... B-17
Figure 9: Population Density of Dallas and Peer Communities Chart ..... B-17
Figure 10: NCTCOG Region with MSA ..... B-18
Figure 11: 3D Population Density Map - Dallas ..... B-18
Figure 12: 3D Population Density Map - San Antonio ..... B-19
Figure 13: 3D Population Density Map - Minneapolis ..... B-19
Figure 14: 3D Population Density Map - Chicago ..... B-19
Figure 15: 3D Population Density Map - Denver ..... B-19
Figure 16: Population Change in Dallas: 1940 - 2020 ..... B-20
Figure 17: 10-Year Population Growth Rates Peer Communities (1990 - 2020) ..... B-20
Figure 18: NCTCOG Draft Population Projections ..... B-21
Figure 19: Race and Ethnicity Comparison: Dallas 2010 & 2020 ..... B-22
Figure 21: Race Dot Map ..... B-23
Figure 22: Dallas Age 2020 ..... B-24
Figure 23: Population Change by Age Group 2020 ..... B-24
Figure 25: Dallas Change in Household Income - 5 year ..... B-25
Figure 26: Peer City Median Household Income ..... B-25
Figure 24: Household Income Distribution ..... B-25
Figure 27: Low to Moderate Income Map ..... B-26
Figure 28: Poverty Rate Map ..... B-27
Figure 30: Household and Family size: Dallas, Peer Communities, Dallas-Fort Worth-Arlington MSA, and Texas ..... B-28
Figure 29: Household Type ..... B-28
Figure 31: Peer City Cost Burdened Households ..... B-29
Figure 33: Peer City Median Housing Owner Occupier Value ..... B-29
Figure 32: Peer City Housing Tenure (Occupied/Vacant) ..... B-29
Figure 34: Dallas Job by Industry Top 5 ..... B-30
Figure 35: Dallas Industry Change Top 5 ..... B-31
Figure 36: Job Proximity Index Map ..... B-31
Figure 37: Market Value Analysis (MVA) Map ..... B-33
Figure 38: Improvement Ratio Map ..... B-33
Figure 39: Citywide Existing Land Use Map ..... B-38
Figure 40: Citywide Existing Land Use Chart ..... B-39
Figure 41: Vacant Land-use Map ..... B-40
Figure 43: Vacant Land Use Distribution by Service Areas ..... B-41
Figure 42: Privately Owned Vacant Land Use Distribution Chart ..... B-41
Figure 44: Citywide Zoning Map ..... B-44
Figure 45: Citywide Zoning Chart ..... B-45
Figure 47: Special Development Districts Map ..... B-47
Figure 48: Housing/ Building Age Map ..... B-51
Figure 49: Dallas' Urban Design Development Timeline ..... B-52
Figure 50: City Limits Growth Map ..... B-55
Figure 51: NCTCOG Region with MSA ..... B-63
Figure 52: Redlining Map of Dallas ..... B-64
Figure 53: Development Equity Land Use Timeline ..... B-66
Figure 54: Development Equity Land Use Timeline (continued) ..... B-68
Figure 55: R/ECAP Industrial Proximity Map ..... B-70
Figure 56: Industrial land-use Proximity Map ..... B-71
Figure 57: Social Vulnerability Index Map ..... B-72
Figure 58: Equity Indicators Map ..... B-73




# LIST OF FIGURES (CONT.)


Figure 59: Parks Access Map ..... B-74
Figure 61: Transit Access Map ..... B-75
Figure 62: Complete Neighborhood Index Map ..... B-75
Figure 63: Thoroughfare Map ..... B-79
Figure 64: Dallas' Urban Design Development Timeline ..... B-80
Figure 65: On and Off-Street Bike Facilities Map ..... B-82
Figure 66: Intersection Density Map ..... B-83
Figure 67: Transit Oriented Development (TOD) and Land Use Map ..... B-84
Figure 68: Transit Oriented Development (TOD) and Zoning ..... B-84
Figure 69: Transit Oriented Development (TOD) and Vacant Land Map ..... B-85
Figure 70: Transit Stop Accessibility Index Map ..... B-85
Figure 71: Freight Rails and Truck Route Map ..... B-86
Figure 72: Airport Contours and Overlays Map ..... B-87
Figure 73: Parks, Recreation and Protected Lands Map ..... B-92
Figure 74: Dallas Urban Tree Canopy Index Map ..... B-93
Figure 75: Heat Island Effect Map ..... B-94
Figure 76: Waterways, Waterbodies and Waterways Map ..... B-95
Figure 77: Flood Hazard Areas Map ..... B-96


# LIST OF TABLES


Table 1: Dallas Select Major Land Acquisitions ..... A-54
Table 2: City of Dallas Park Types ..... A-98

FORWARDALLAS

# TABLE OF CONTENTS

# CONTENTS


- CH.1 - PG. B-8
  **INTRODUCTION**
- CH.2 - PG. B-14
  **SOCIO DEMOGRAPHIC & ECONOMIC SNAPSHOT**
- CH.3 - PG. B-36
  **LAND USE**
- CH.4 - PG. B-50
  **URBAN DESIGN & BUILT FORM**
- CH.5 - PG. B-62
  **DEVELOPMENT EQUITY & POLICIES**
- CH.6 - PG. B-78
  **CONNECTIVITY & MOBILITY PATTERNS**
- CH.7 - PG. B-90
  **PARKS, OPEN SPACES & NATURAL SYSTEMS**
- CH.8 - PG. B-100
  **PAST PLANS, STUDIES & REPORTS**




June 2024 - Appendix B: ForwardDallas Existing Conditions Report - (Revised Draft #4 - CPC Interim)

# 1

# INTRODUCTION

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

## FORWARDDALLAS! COMPREHENSIVE PLAN (2006)

The City of Dallas adopted its first comprehensive plan forwardDallas! in 2006 (forwardDallas! 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 3)**. Only the Land Use and Urban Design elements have not received full updates since 2006.

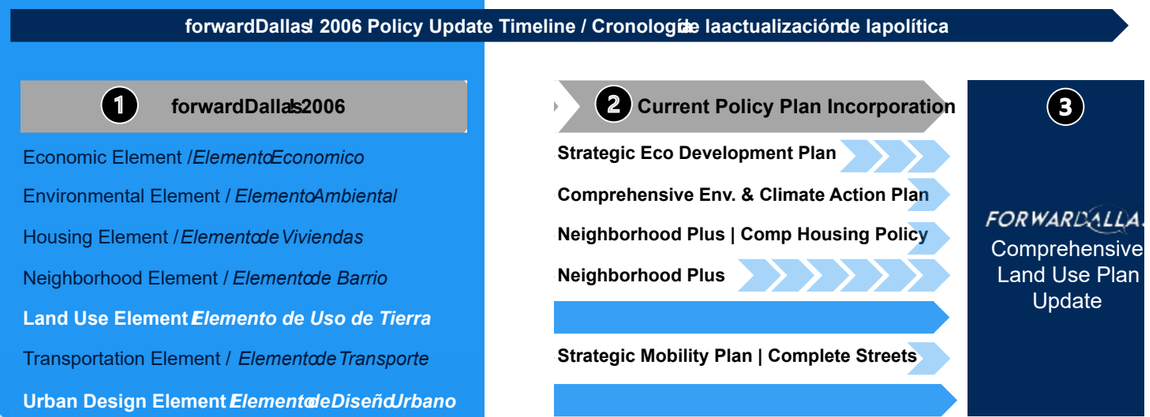



**Figure 3: forwardDallas! 2006 Policy Update Timeline**

**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.**

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."[1]

**State of Texas:**
"The governing body of a municipality may adopt a comprehensive plan for the long-range development of the municipality…"[2]

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:

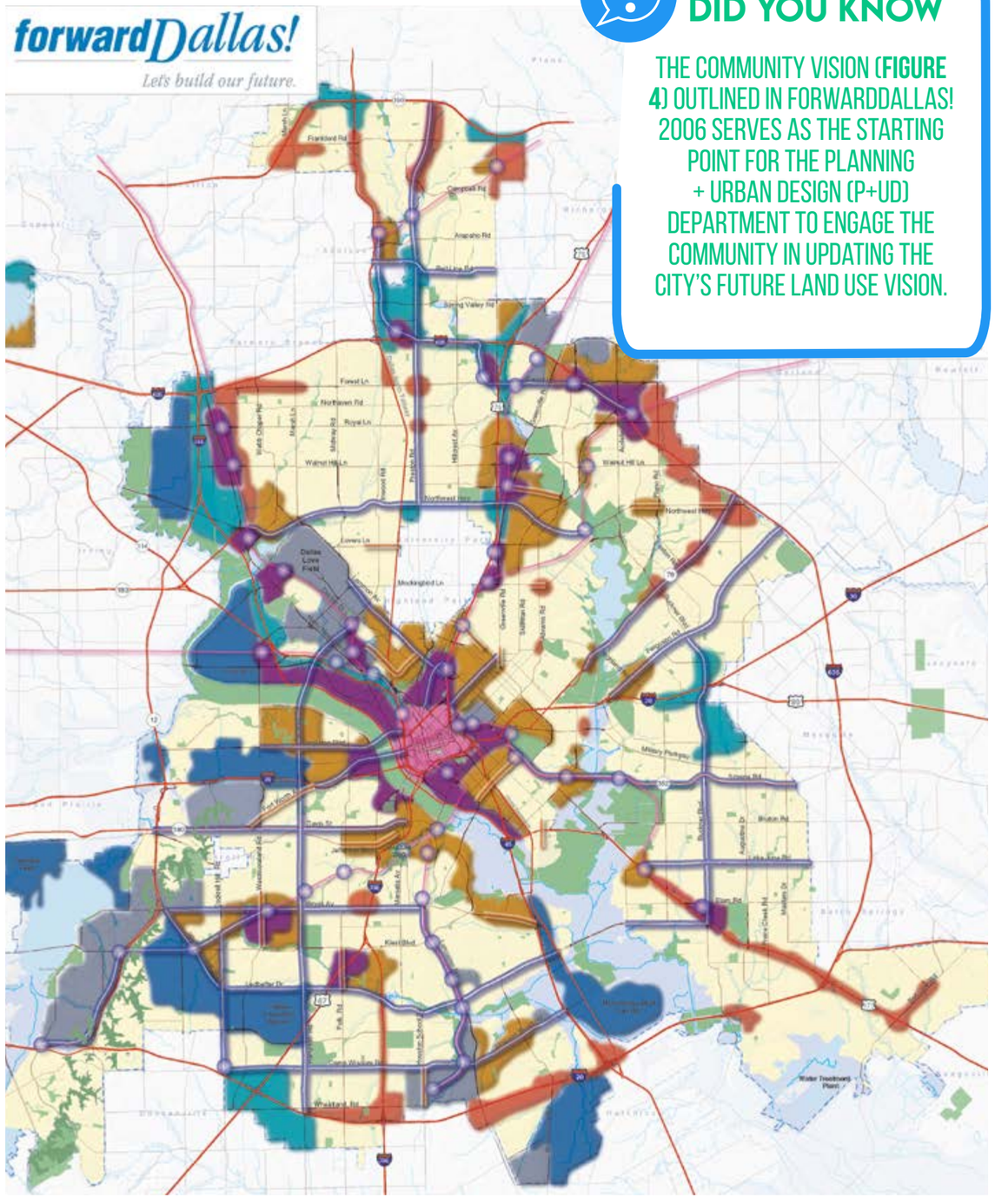
- Socio Demographic & Economic Snapshot
- Land Use
- Urban Design & Built Form
- Development Equity & Policies
- Connectivity & Mobility Patterns
- Parks, Open Spaces & Natural Systems
- Past Plans, Studies & Reports

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.

1 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]

2 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






**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.

**Figure 4: forwardDallas! 2006 Vision Illustration**

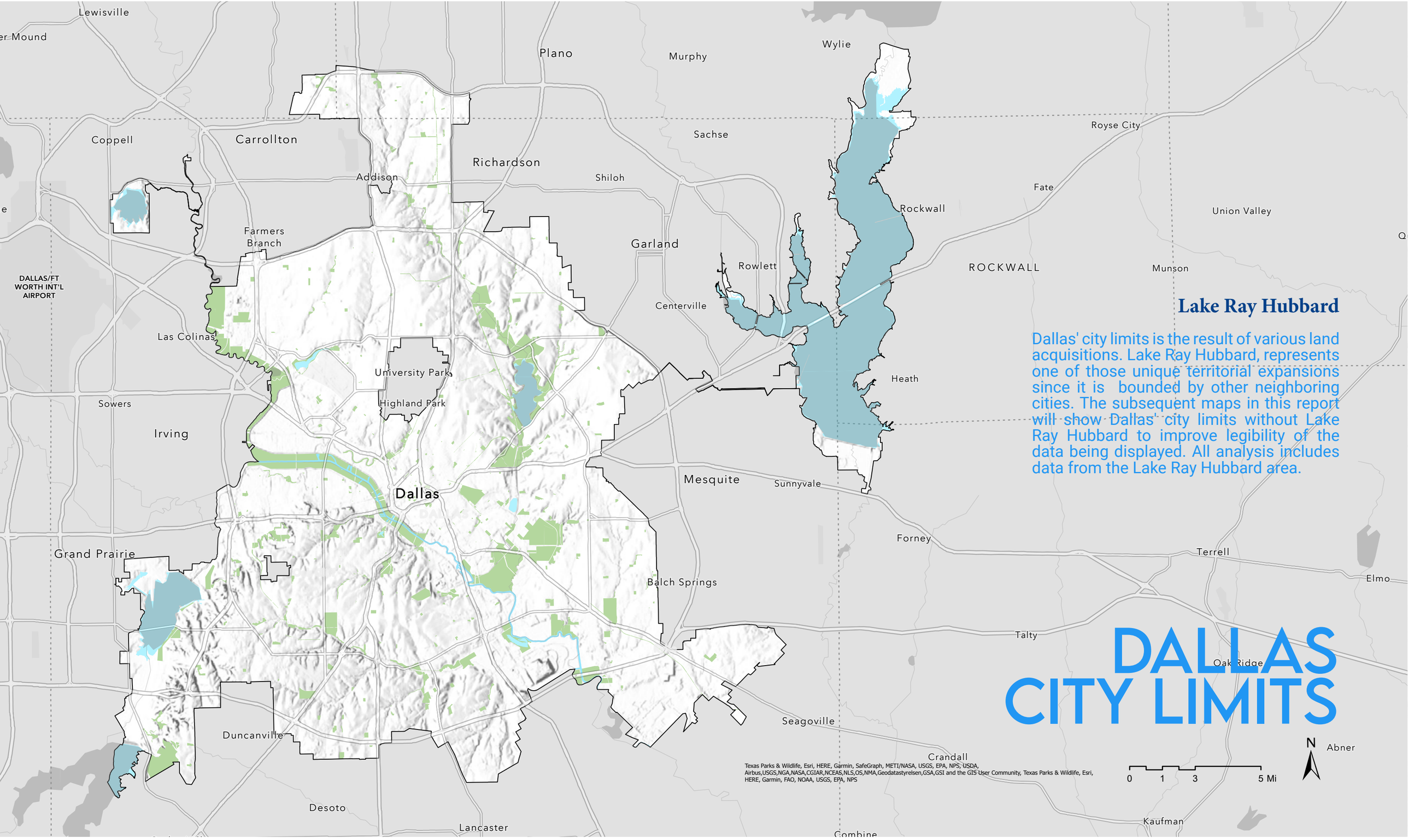



**Figure 5: Dallas City Limits**

# 2

The Sociodemographic 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 6)** Most of Dallas's city limits reside within Dallas County (which Dallas is the county seat) but portions of the city extend into Collin, Denton, Kaufman, and Rockwall Counties.

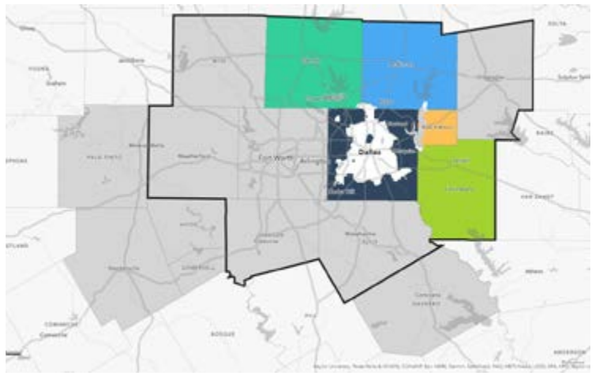



**Figure 6: NCTCOG Region with MSA**

## Selection of Peer Cities

Throughout this chapter, Dallas' sociodemographic 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.[1,2,3]
- **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[4,5]. 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 7)**.

### Density

Population density is generally measured by the number of people in a certain area. See **Figure 8** 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 9)**, only to be trailed by San Antonio with a population density of 3,112 people per square mile.

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)



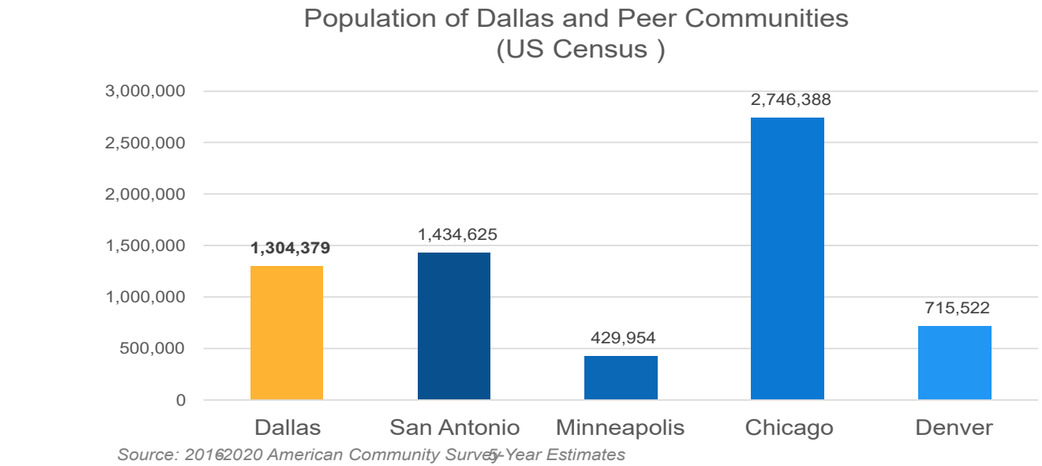



**Figure 7: Population of Dallas and Peer Communities Chart**

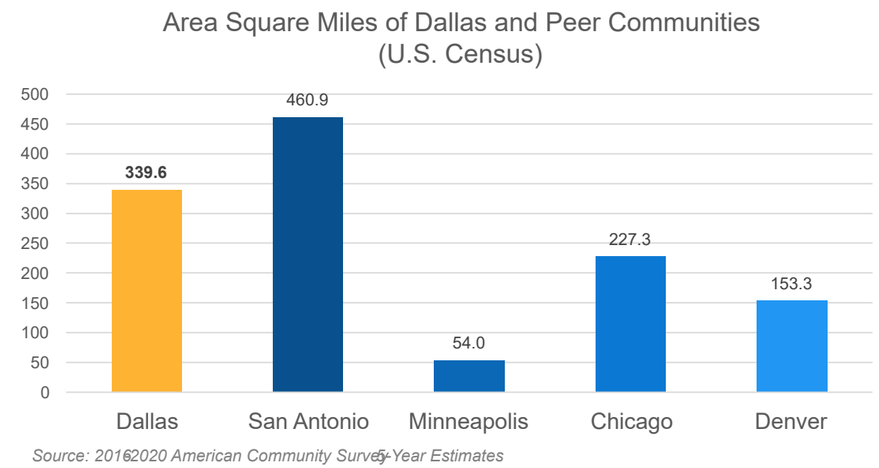



**Figure 8: Area (Square Miles) of Dallas and Peer Communities Chart**

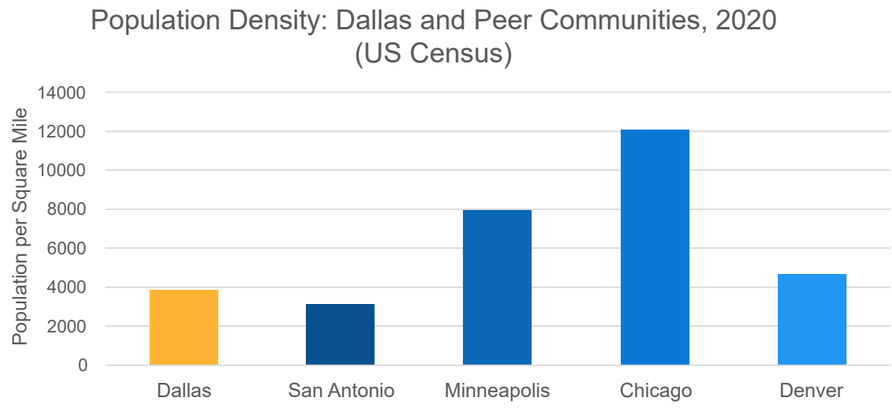



**Figure 9: Population Density of Dallas and Peer Communities Chart**

# Population Density

**The areas of the city with the densest populations are primarily located north of Interstate Highway 30 (I-30), with a few 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[1].**

**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.**

[1] Esri Living Atlas World Population 2020 - Polygon Layer

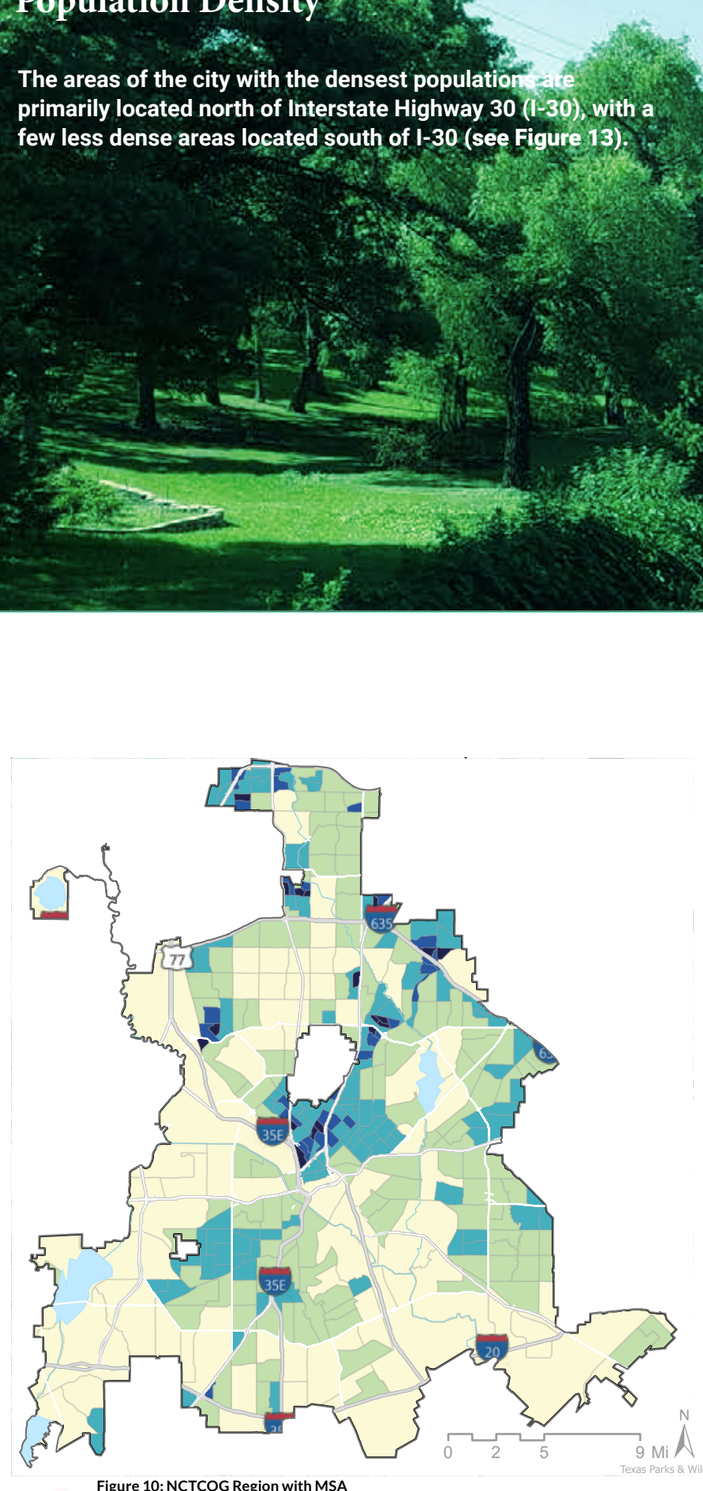



**Figure 10: NCTCOG Region with MSA**

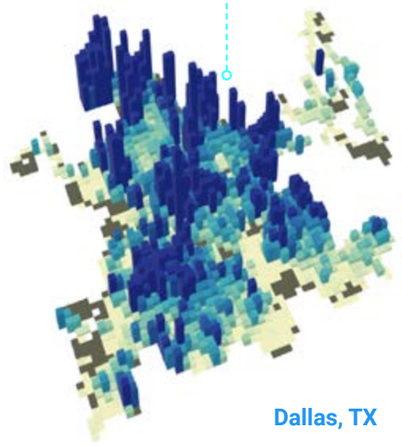
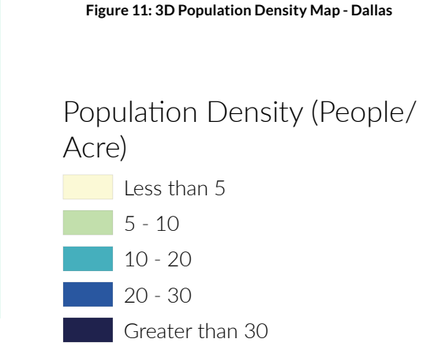



**Figure 11: 3D Population Density Map - Dallas**




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

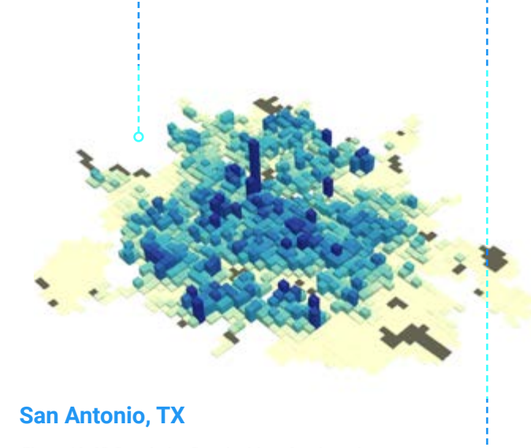



**Figure 12: 3D Population Density Map - San Antonio**

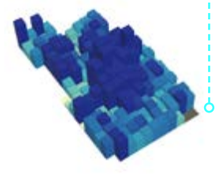



**Figure 13: 3D Population Density Map - Minneapolis**

**Figure 14: 3D Population Density Map - Chicago**

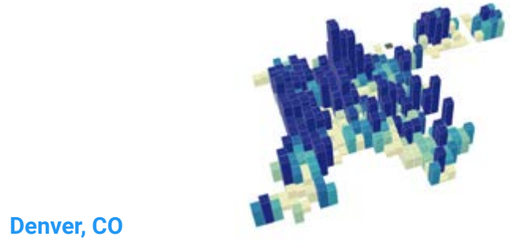



**Figure 15: 3D Population Density Map - Denver**

## Growth and Change

Dallas' population has grown by 9% during the last 10 years (**see Figure 16 & 17**). However, this is significantly less than the growth rate of the 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.

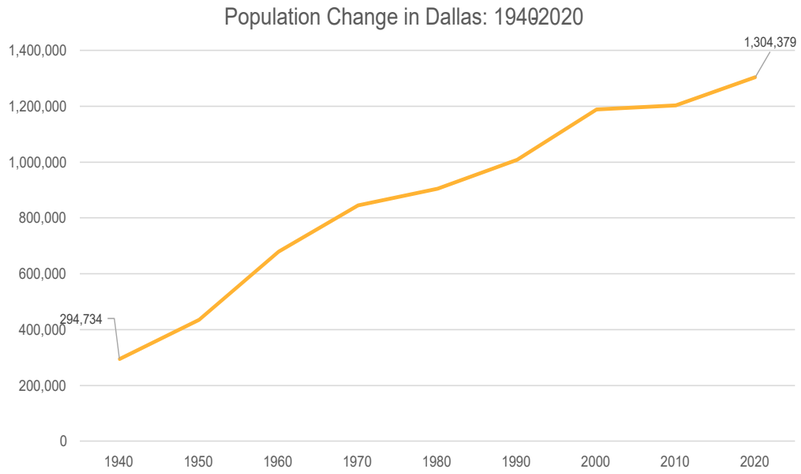
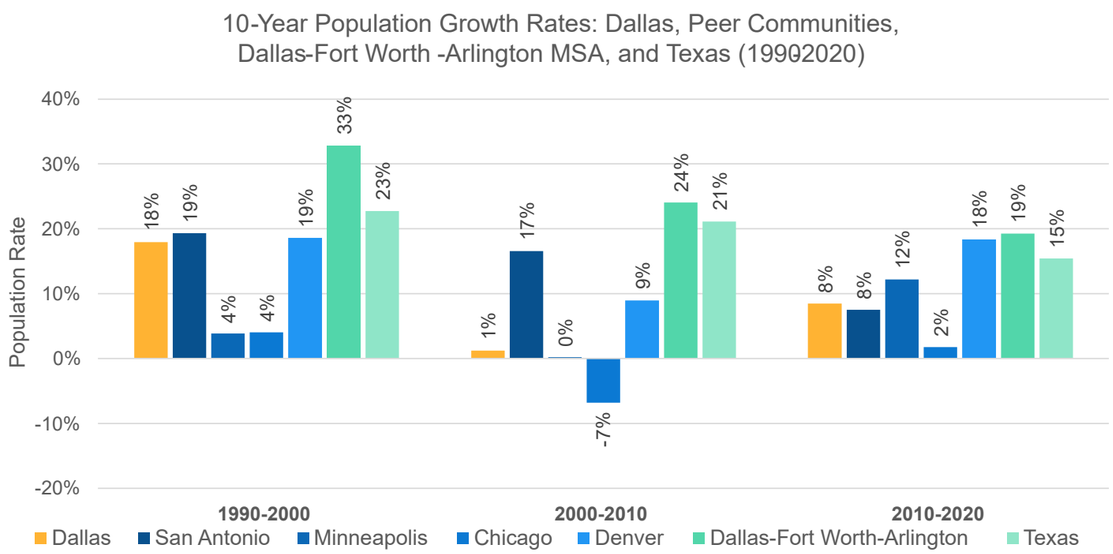



**Figure 16: Population Change in Dallas: 1940 - 2020**




*Source: 1990 Census of Population, 2000 Decennial Census, and 2010-2020 American Community Survey 1-Year Estimates*

**Figure 17: 10-Year Population Growth Rates Peer Communities (1990 - 2020)**

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.[1] (**see Figure 18**). For context, 300,000 is the approximate population of the entire city of Plano, TX, which is a top 75 city in terms of US population. 300,000 also represent the number of people that the entire US grew from 2020 to 2021.

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

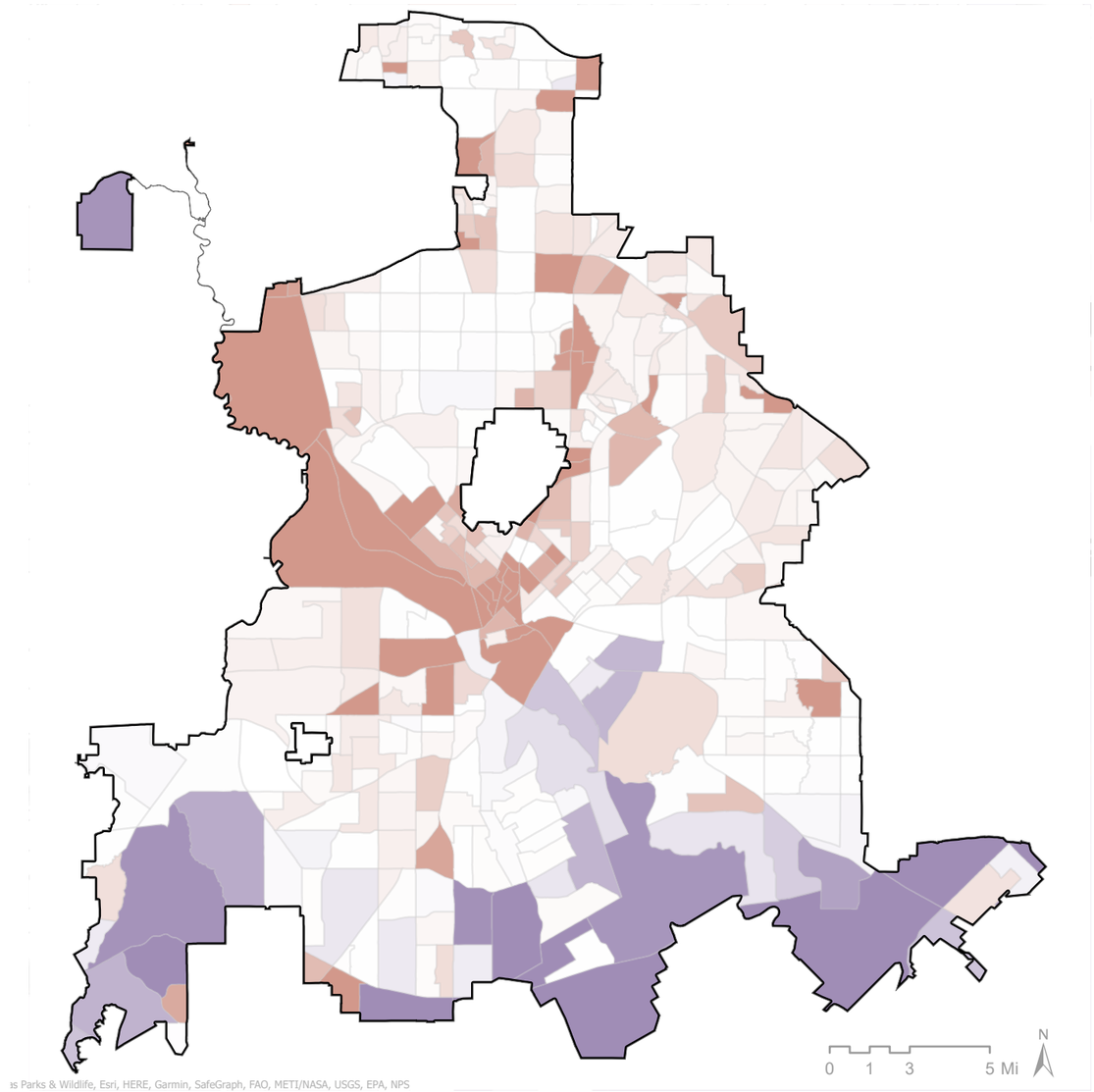



**Figure 18: NCTCOG Draft Population Projections**

# 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 19**). 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 20**). When observing the geographic distribution of races and ethnicities throughout the city, several observations can be made (**see Figure 21**). For one, the Hispanic population has concentrated in West Oak Cliff, East Dallas, and portions of Northwest Dallas. The African-American/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 segregation, redlining, and the annexations of neighboring communities. These factors will be further analyzed in subsequent chapters of this report.

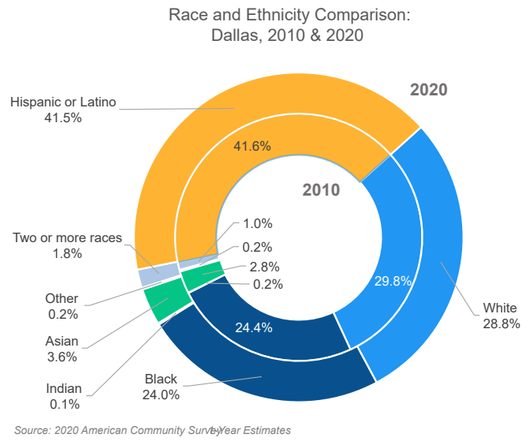



**Figure 19: Race and Ethnicity Comparison: Dallas 2010 & 2020**

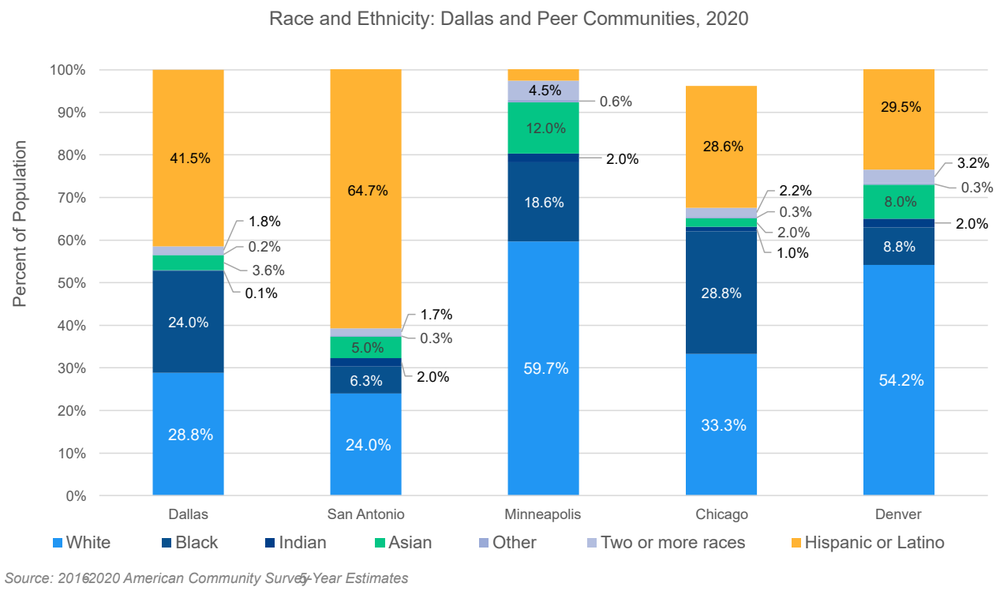



**Figure 20: Race and Ethnicity: Dallas and Peer**

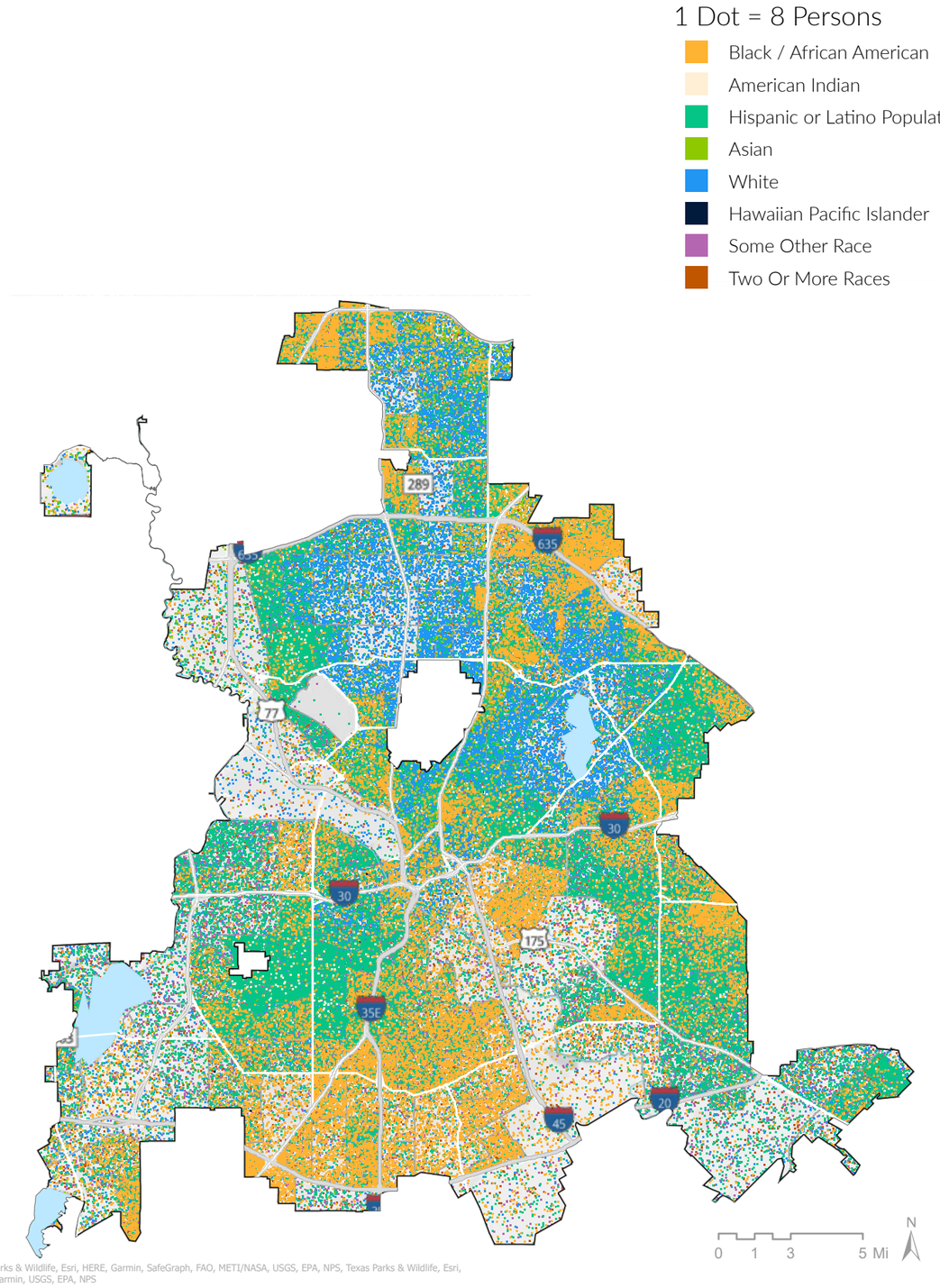



**Figure 21: Race Dot Map**

# Age Distribution

The 20-34 and 35-54 age groups make up more than half of Dallas' population (**see Figure 22**). Over the past two decades, age distributions with the City have shown significant change, primarily amongst persons over the age of 55 (**see Figure 23**). 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.

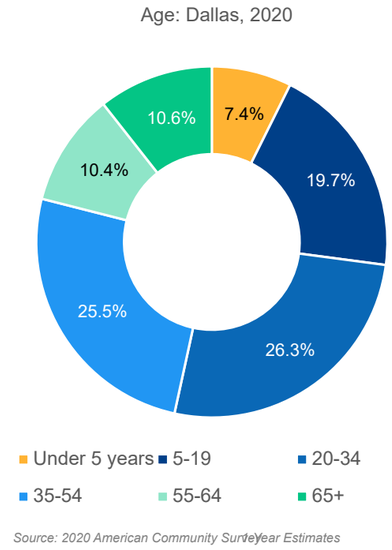



**Figure 22: Dallas Age 2020**

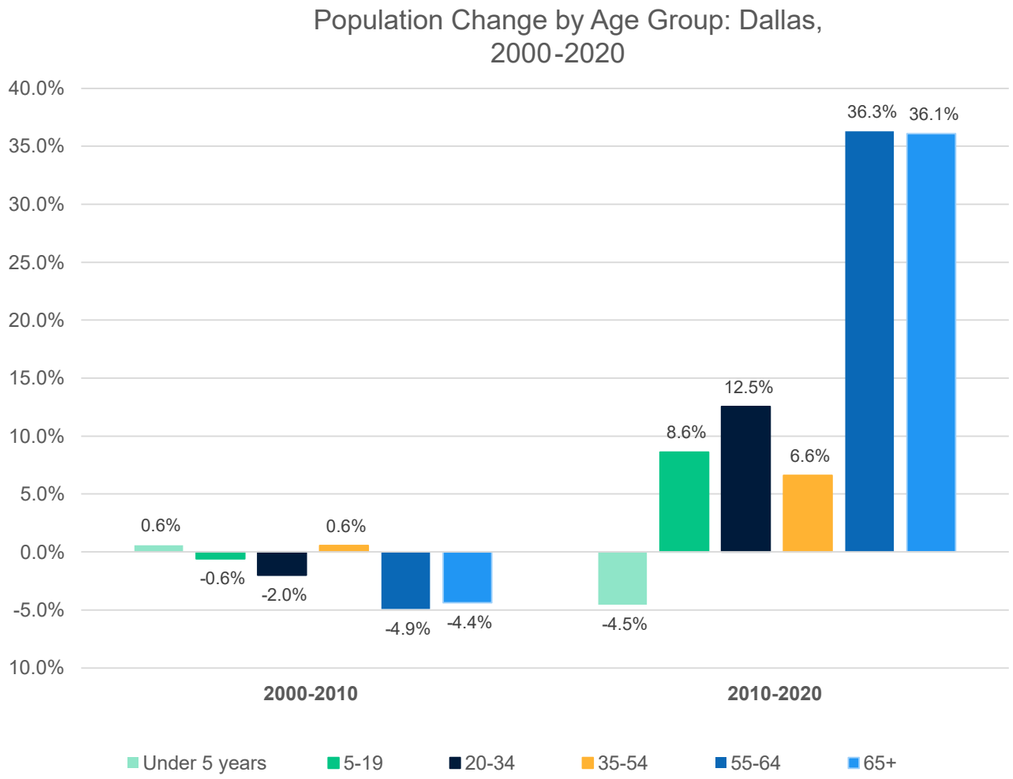



**Figure 23: Population Change by Age Group 2020**



# 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 24 & 25**) Although there has been a steady rise in incomes, all peer cities and regions outperformed Dallas' household income growth (**see Figure 26**). With home prices continuing to rise, incomes for a majority of the population have not kept pace.

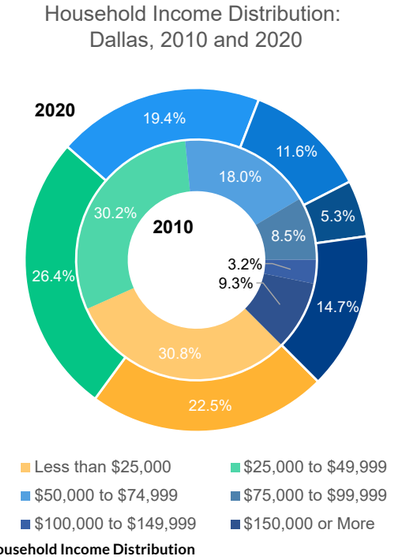



**Figure 24: Household Income Distribution**

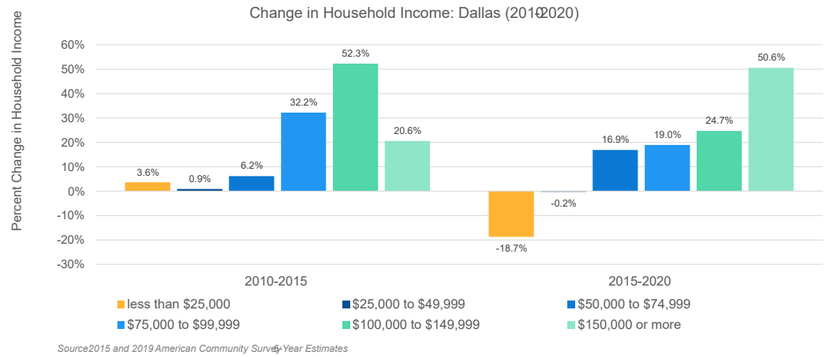



**Figure 25: Dallas Change in Household Income - 5 year**

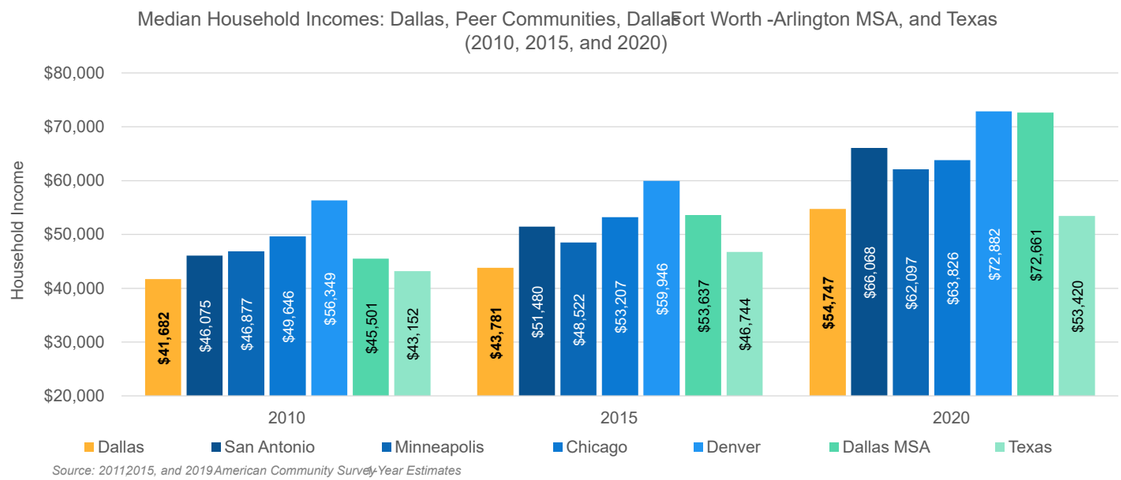



**Figure 26: Peer City Median Household Income**

## 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 27**).

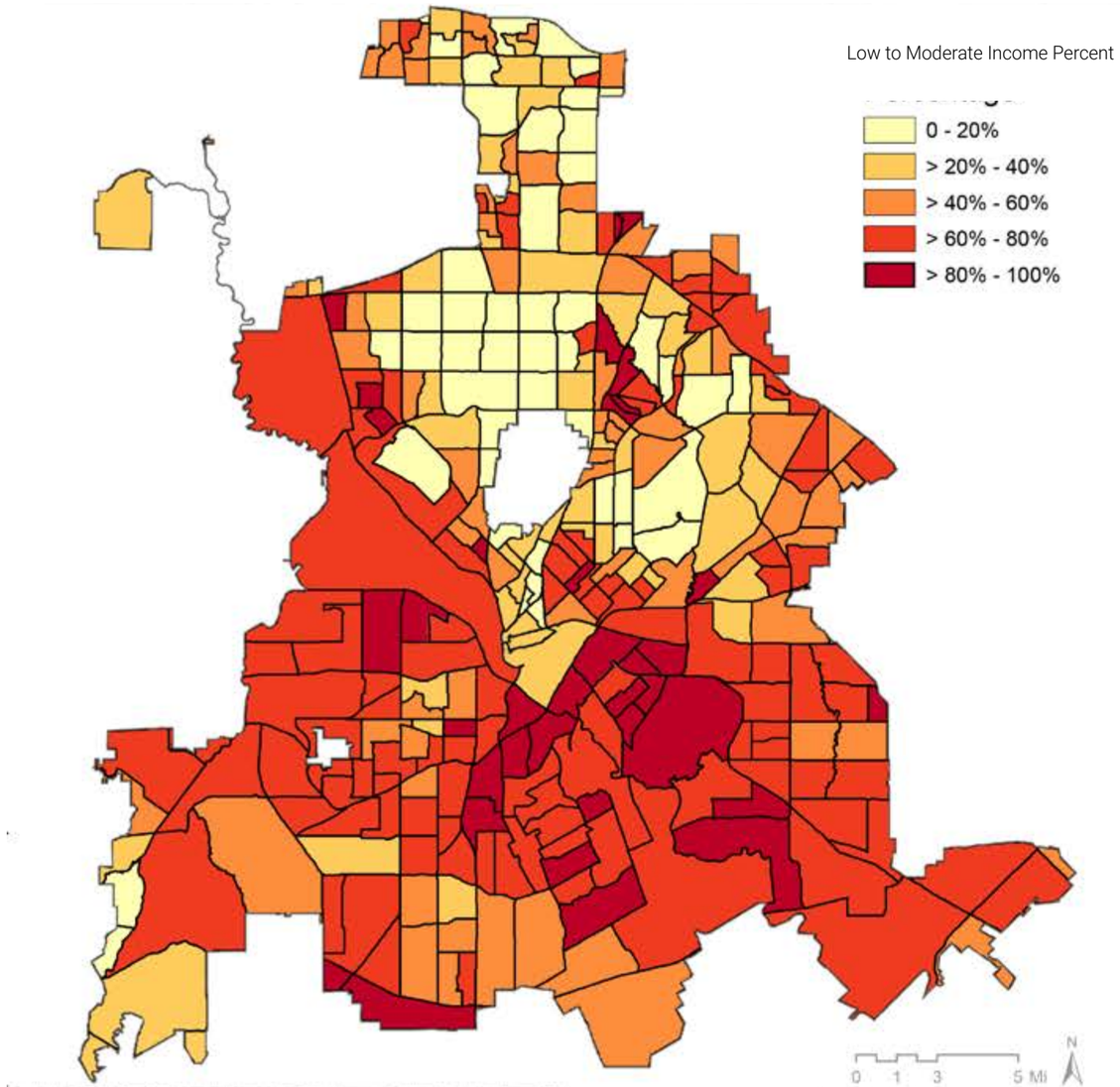



**Figure 27: Low to Moderate Income Map**

## 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 28**).

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 which can often disproportionately impact persons living in poverty.

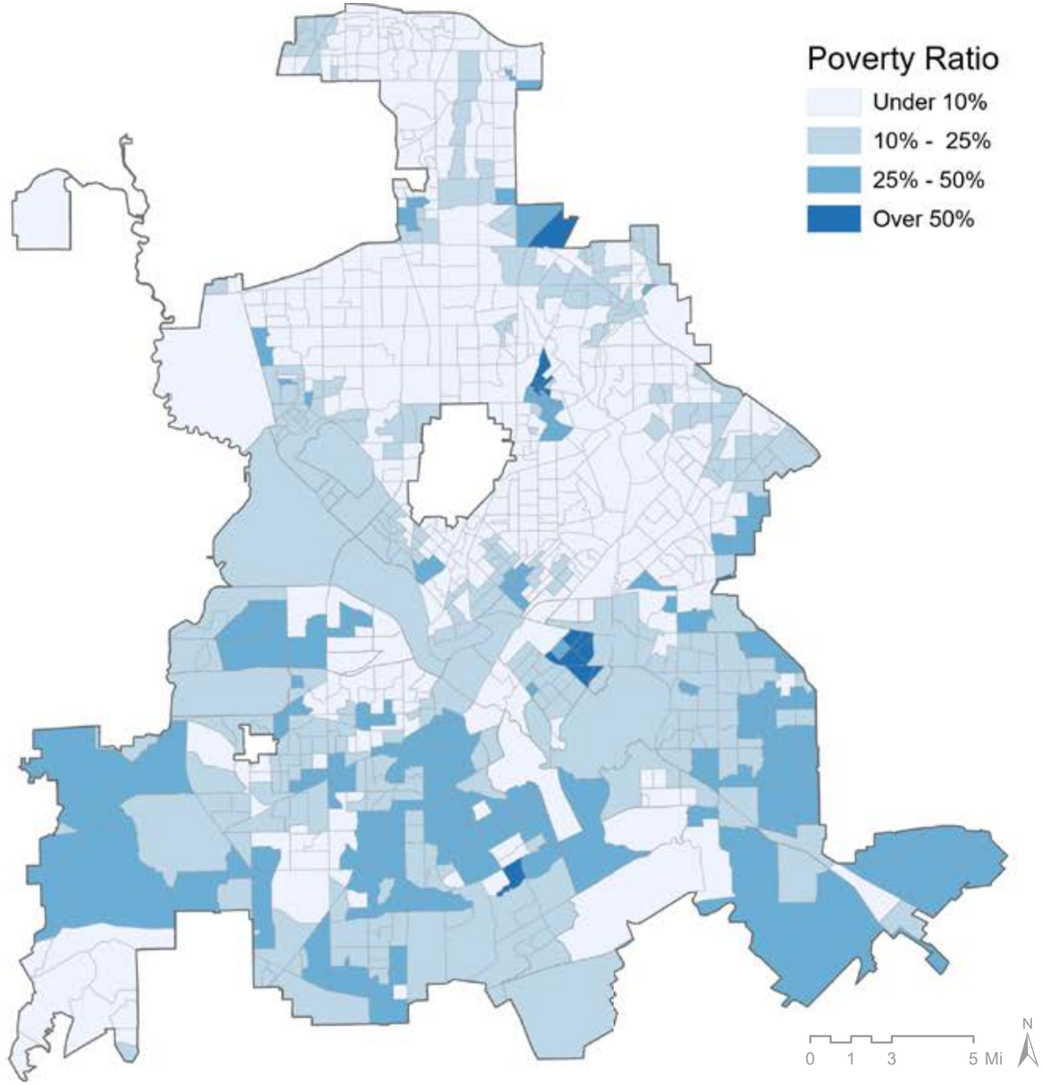
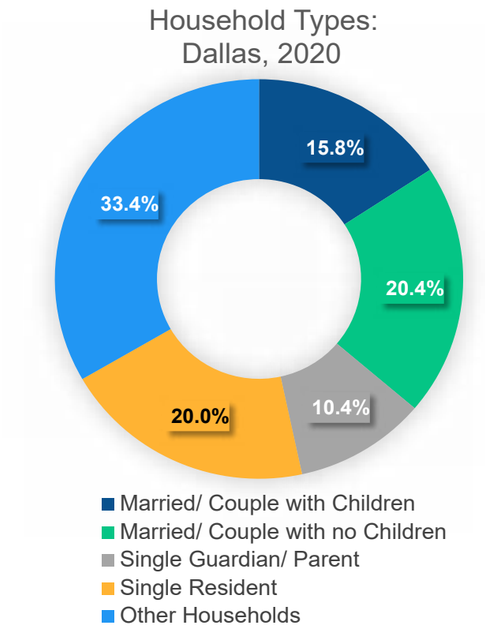



**Figure 28: Poverty Rate Map**

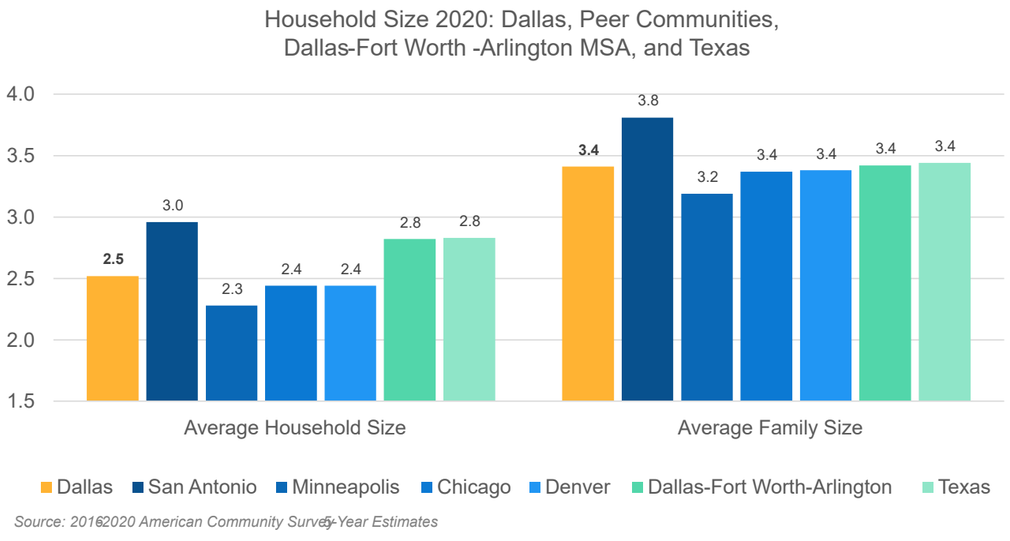
# Household

Family size across all peer cities and regions were similar at around 3.4 people per household (**see Figure 29**). 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 30.** 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, placement, and production goals.




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

**Figure 29: Household Type**




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

**Figure 30: Household and Family size: Dallas, Peer Communities, Dallas-Fort Worth-Arlington MSA, and Texas**



# 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 31**). 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%..

While Dallas' housing occupancy statistic is higher than the other peer cities (**see Figure 32**) 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 33**). Only Denver saw a similar level of home appreciation over any of the five-year periods studied (36.4%).

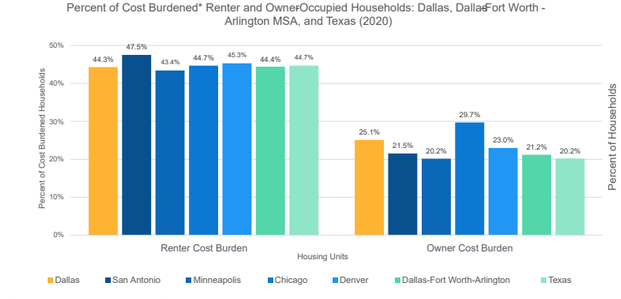



**Figure 31: Peer City Cost Burdened Households**

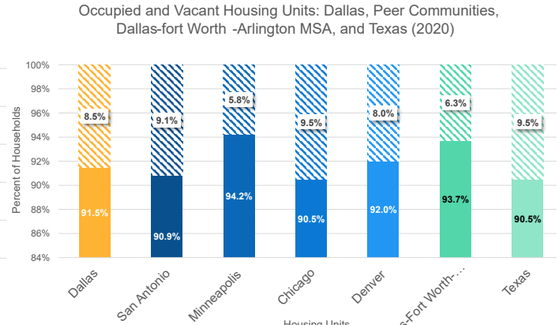
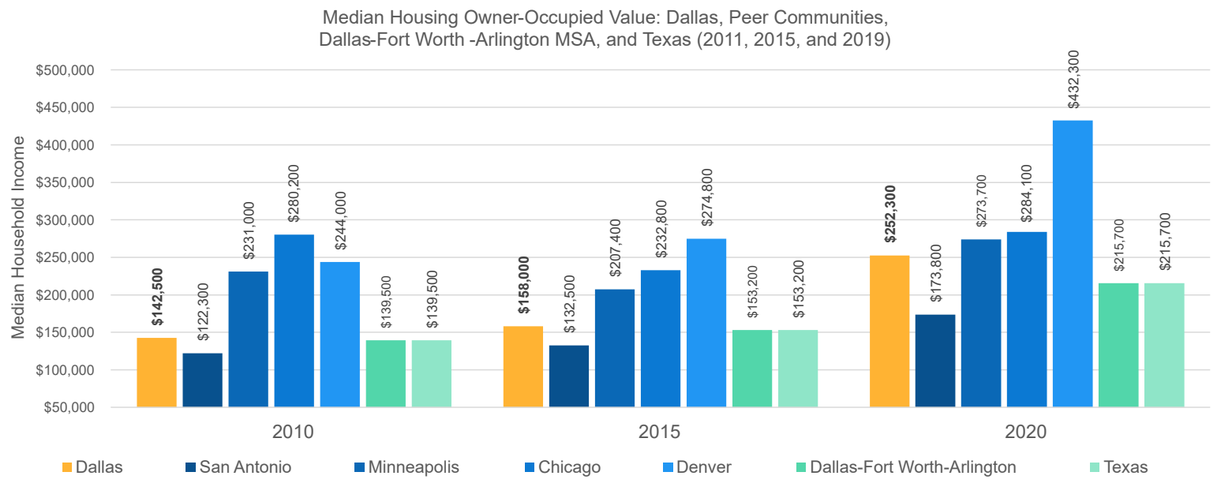



**Figure 32: Peer City Housing Tenure (Occupied/Vacant)**




*Source: 2011 2015, and 2019 American Community Survey 1-Year Estimates*

**Figure 33: 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 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 Southcentral 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 36**).

**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 34**).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 35**).

**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.

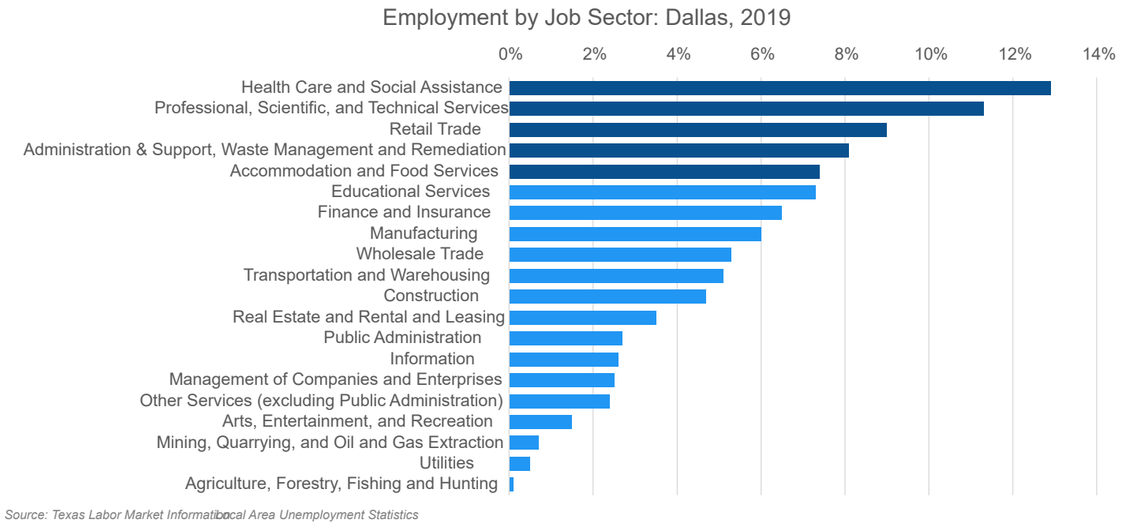



**Figure 34: Dallas Job by Industry Top 5**

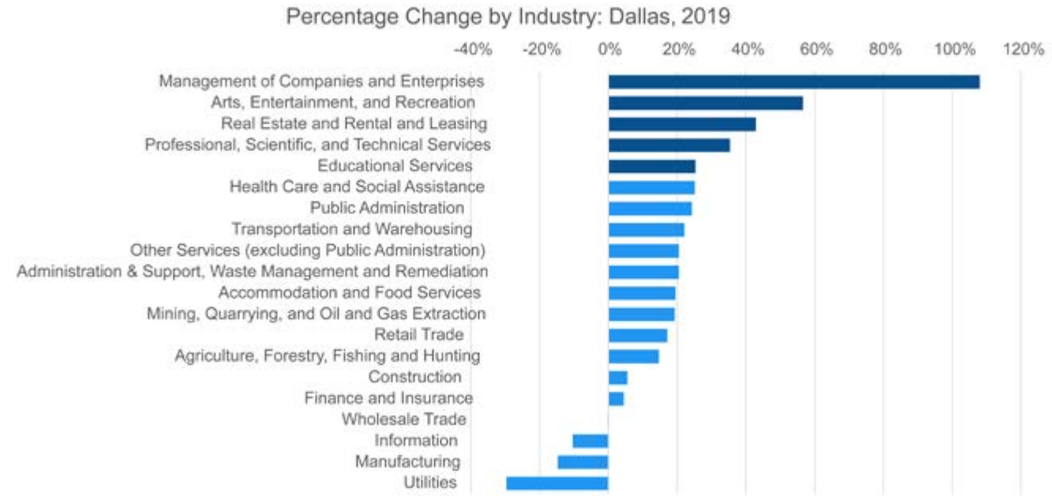



**Figure 35: Dallas Industry Change Top 5**

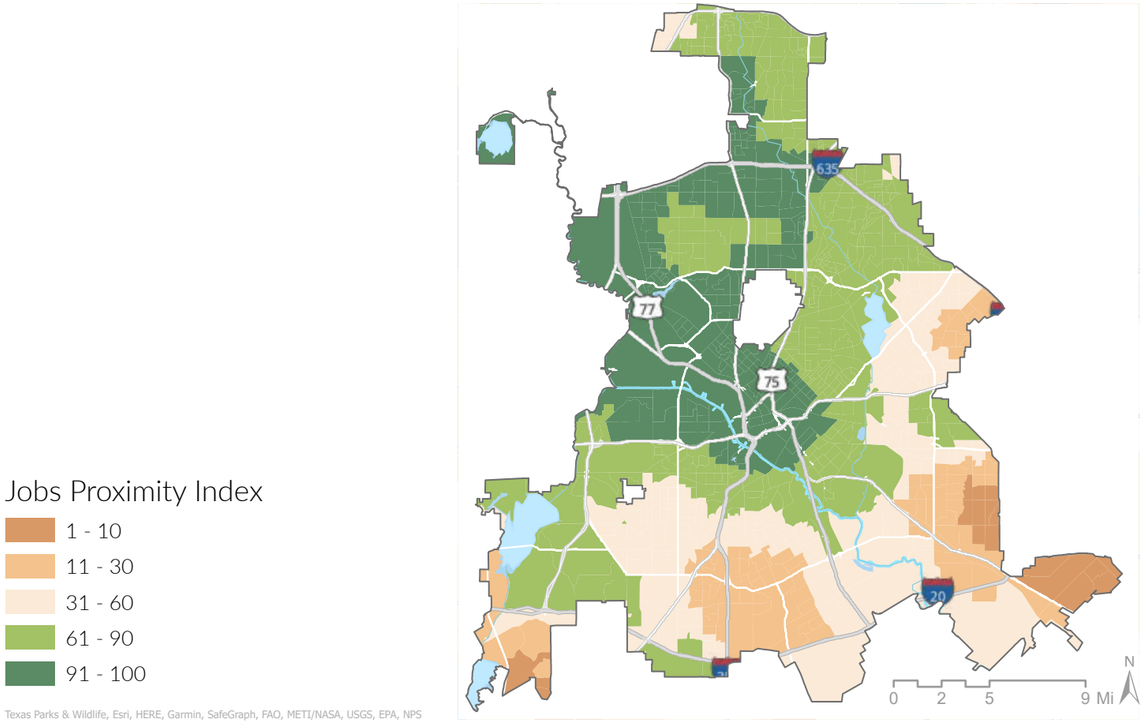



**Figure 36: Job Proximity Index Map**

# 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 37**).

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 (IL 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 IL ratio because the land value has gradually or suddenly appreciated.

An IL 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 IL 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 IL ratios and have potential for future reinvestment (**see Figure 38**).

### Market Value Analysis (MVA) Map

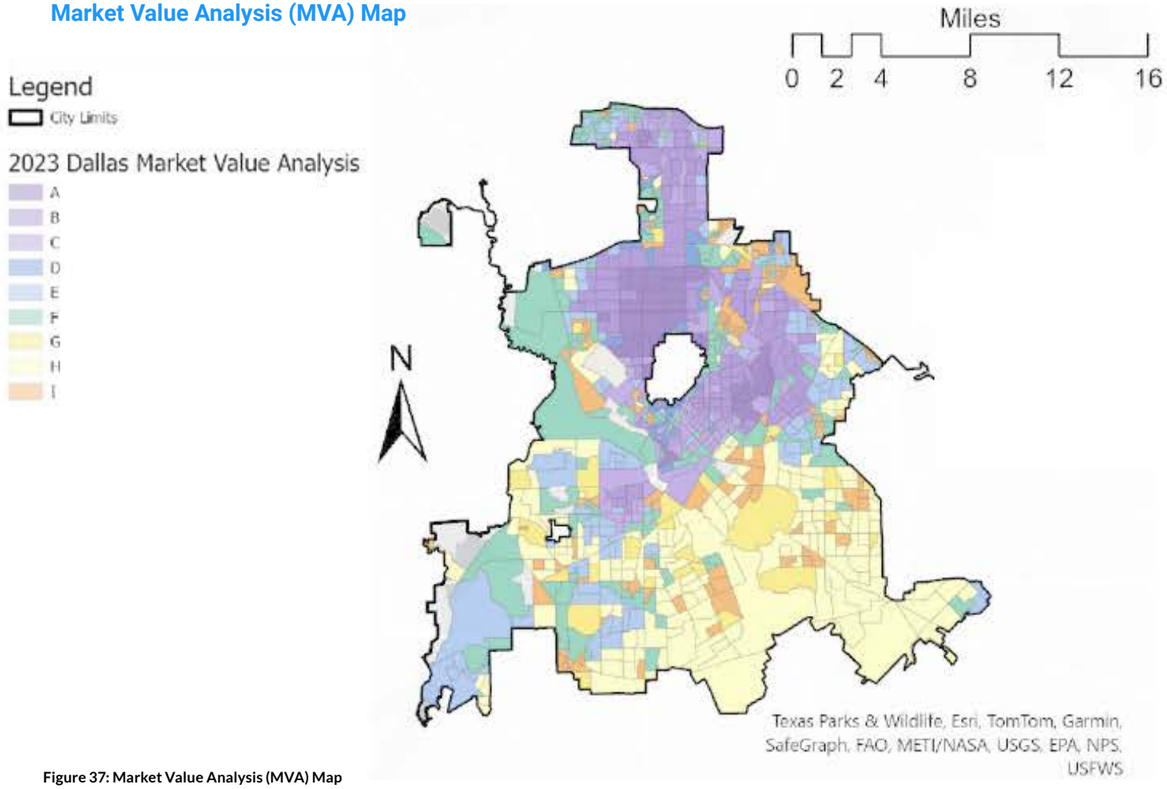



**Figure 37: Market Value Analysis (MVA) Map**

### Improvement Ratio (IL Ratio) Map

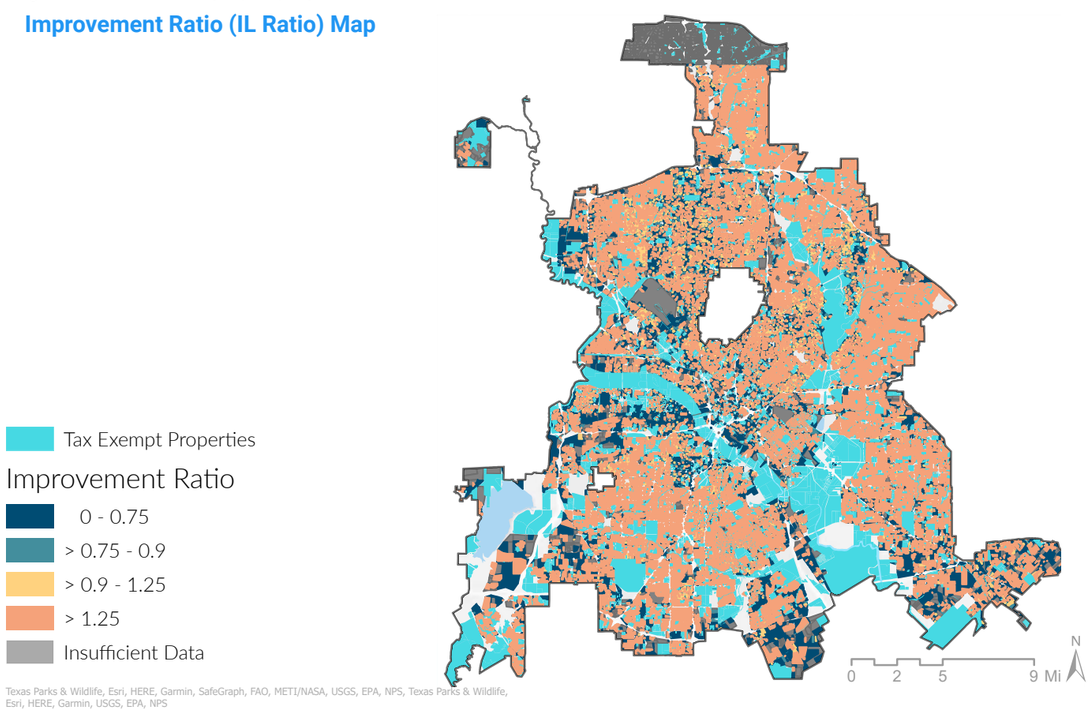



**Figure 38: Improvement Ratio Map**

## 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 an 18% representation 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, it still 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 like 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 but also potential investment opportunities.
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.

# KEY TAKEAWAYS

# SOCIO DEMOGRAPHIC & ECONOMIC SNAPSHOT

# 03

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" is the term used to describe the human use of land. It represents the economic and cultural activities (e.g., agricultural, residential, industrial, mining, and recreational uses) that are practiced at a given place, as defined by the US Environmental Protection Agency (EPA). 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 39)** 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 40**, 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)

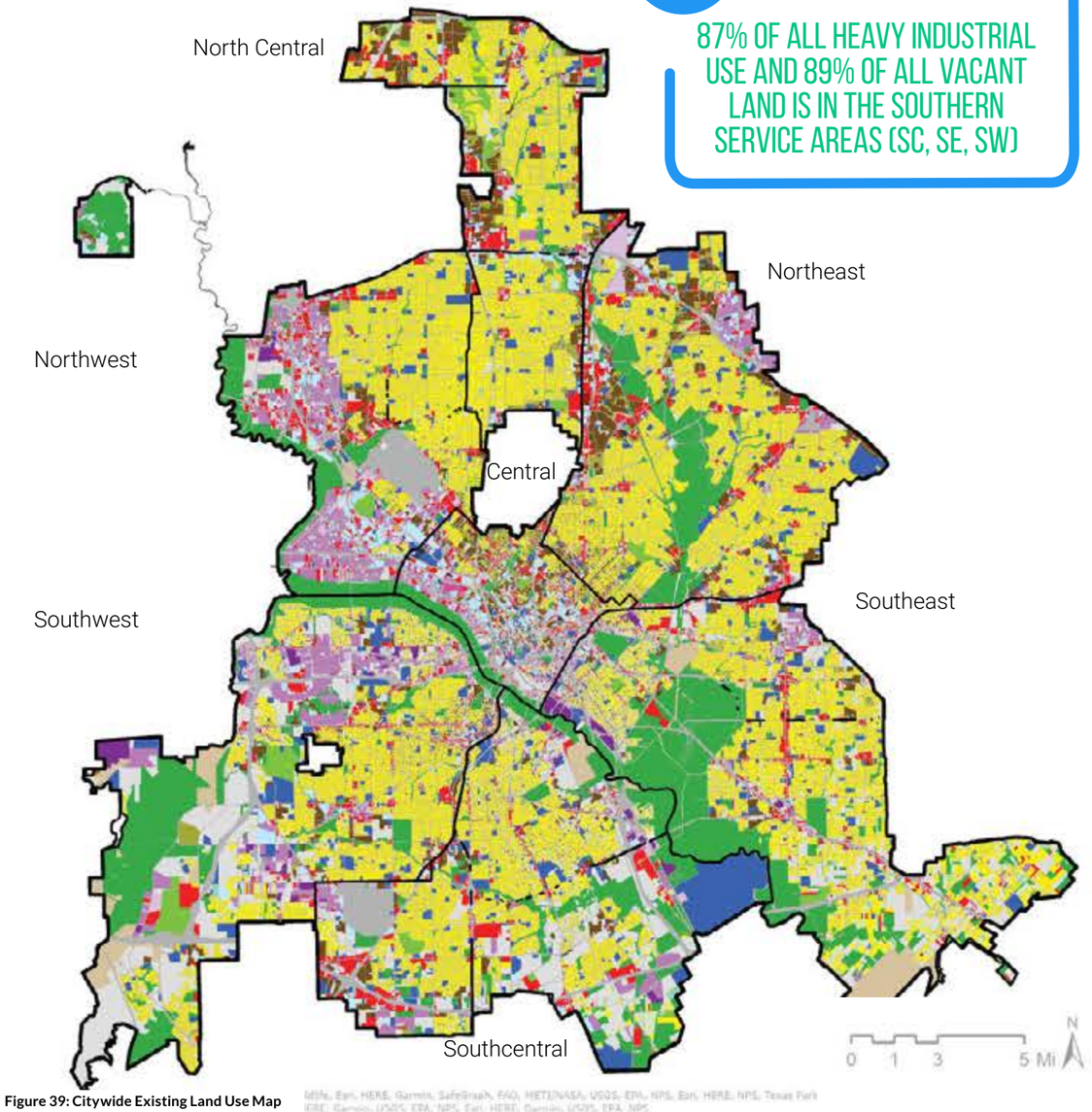



Figure 39: Citywide Existing Land Use Map

### Dallas Land Use Distribution, Citywide and Service Districts

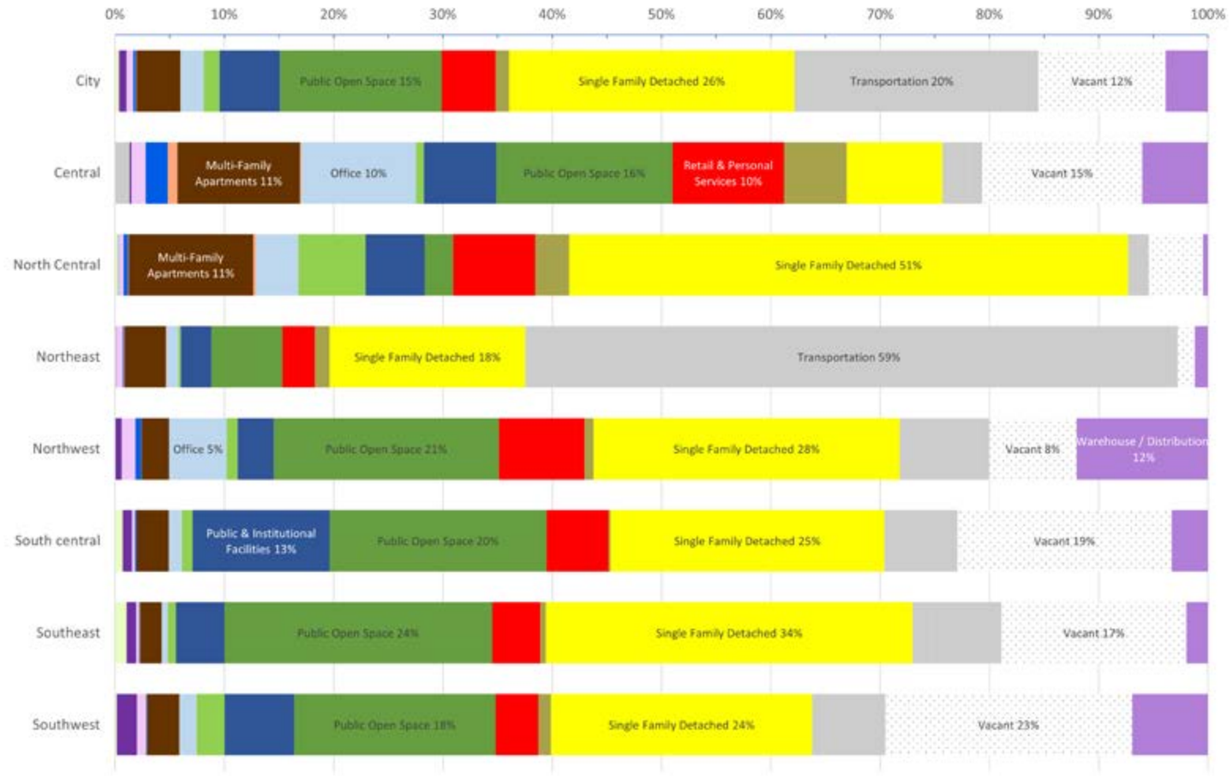



Figure 40: Citywide Existing Land Use Chart

# Vacant Land

Vacant land is described as a neglected parcel of property with no buildings on it (US Environmental Protection Agency) (**see Figure 41**). 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.

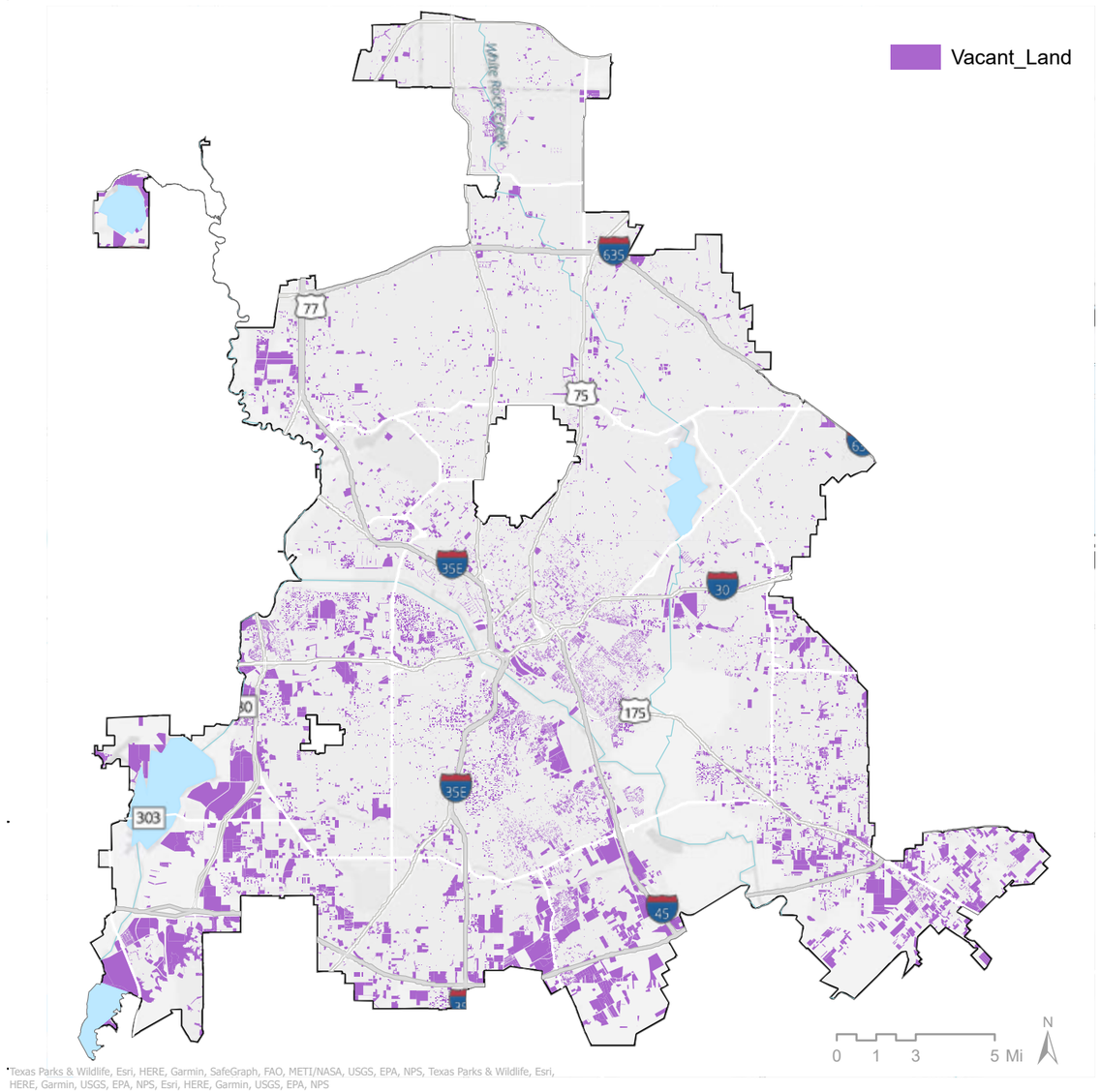
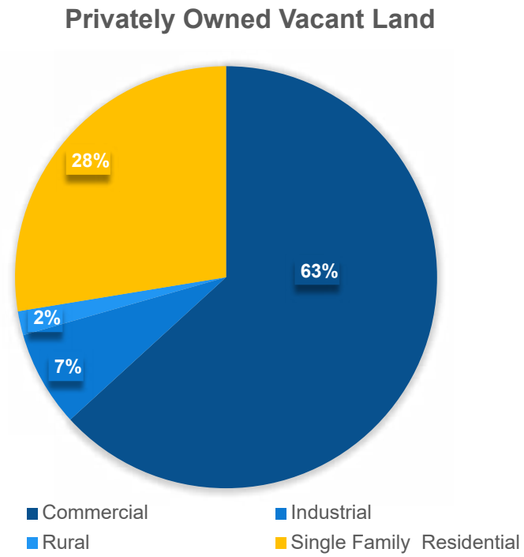



**Figure 41: Vacant Land-use Map**

## Vacant Land Distribution

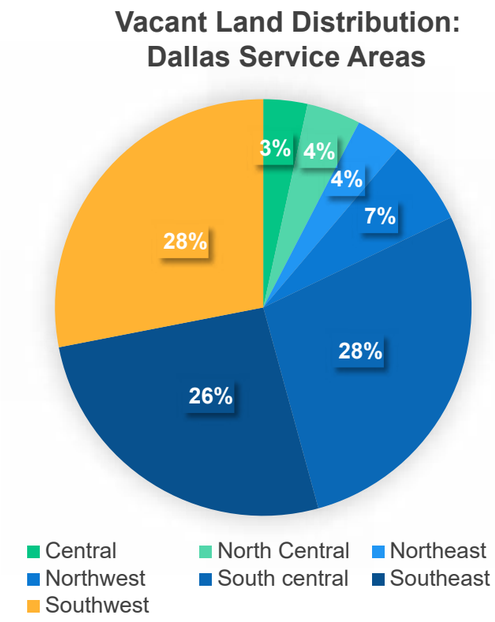
The City has 21,264 acres of vacant land; 14% publicly owned land (land owned by City of Dallas and other public entities) and 86% privately owned land (**see Figure 42**). About 32% of all vacant land comprises of floodplains and escarpment.

The southern service districts contain over 80% of all vacant land in the city of Dallas located south of IH-30 (**see Figure 43**).




*Source: 2020 Dallas Appraisal District (DCAD)*

**Figure 42: Privately Owned Vacant Land Use Distribution Chart**




*Source: 2020 Dallas Appraisal District (DCAD)*

**Figure 43: Vacant Land Use Distribution by Service Areas**

# 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 is 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.[1,2] While Comprehensive plans serve only as a guide for zoning, they 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.[3] 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.[4] 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]

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.

**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 Figure 44).** 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.

**DID YOU KNOW**

42% OF INDUSTRIAL RESEARCH ZONING IS IN THE NW AND 94% OF MH (MANUFACTURED HOMES) ZONING IS IN SE

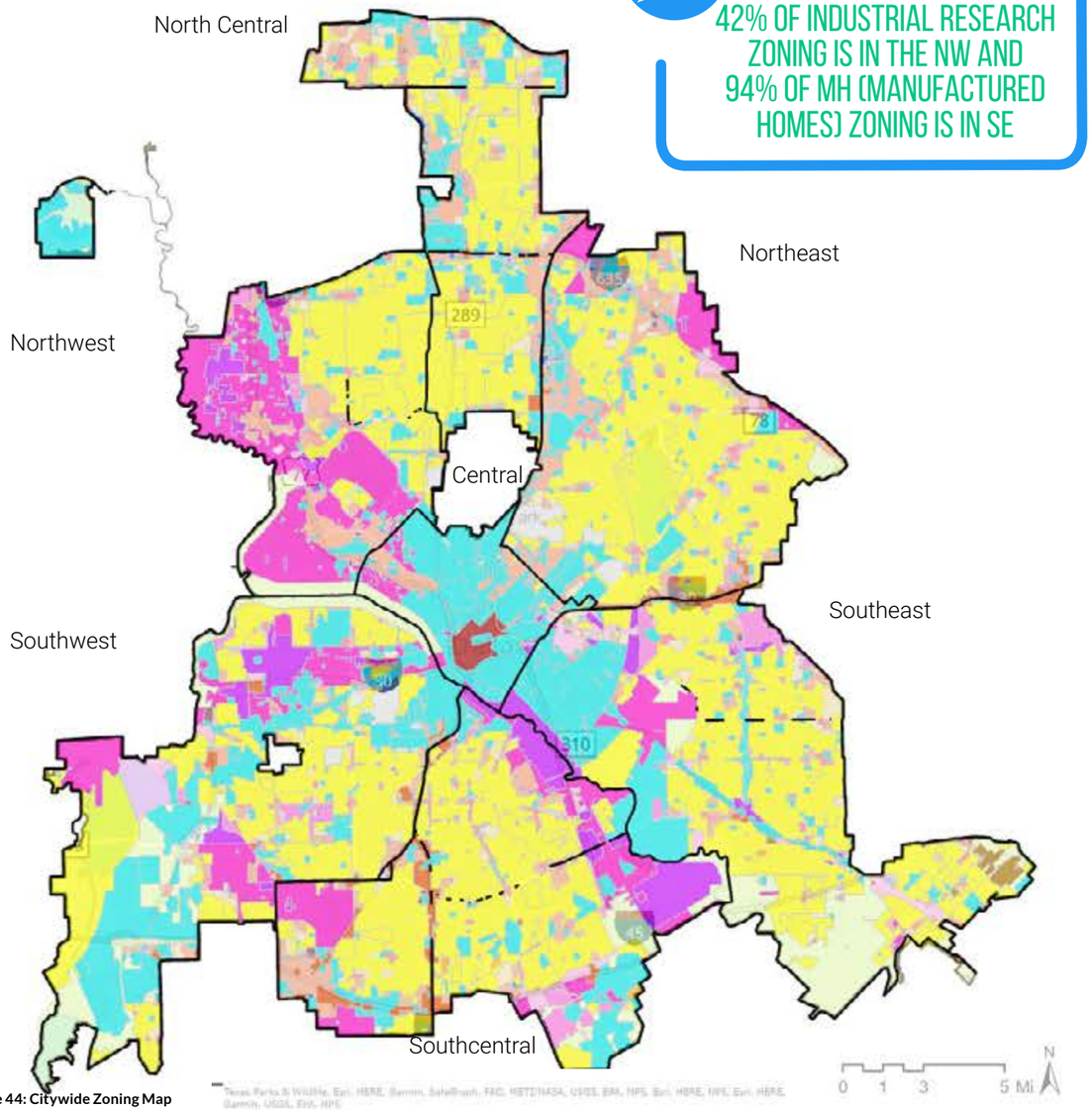



**Figure 44: Citywide Zoning Map**

## Dallas Zoning Distribution, Citywide and Service Areas

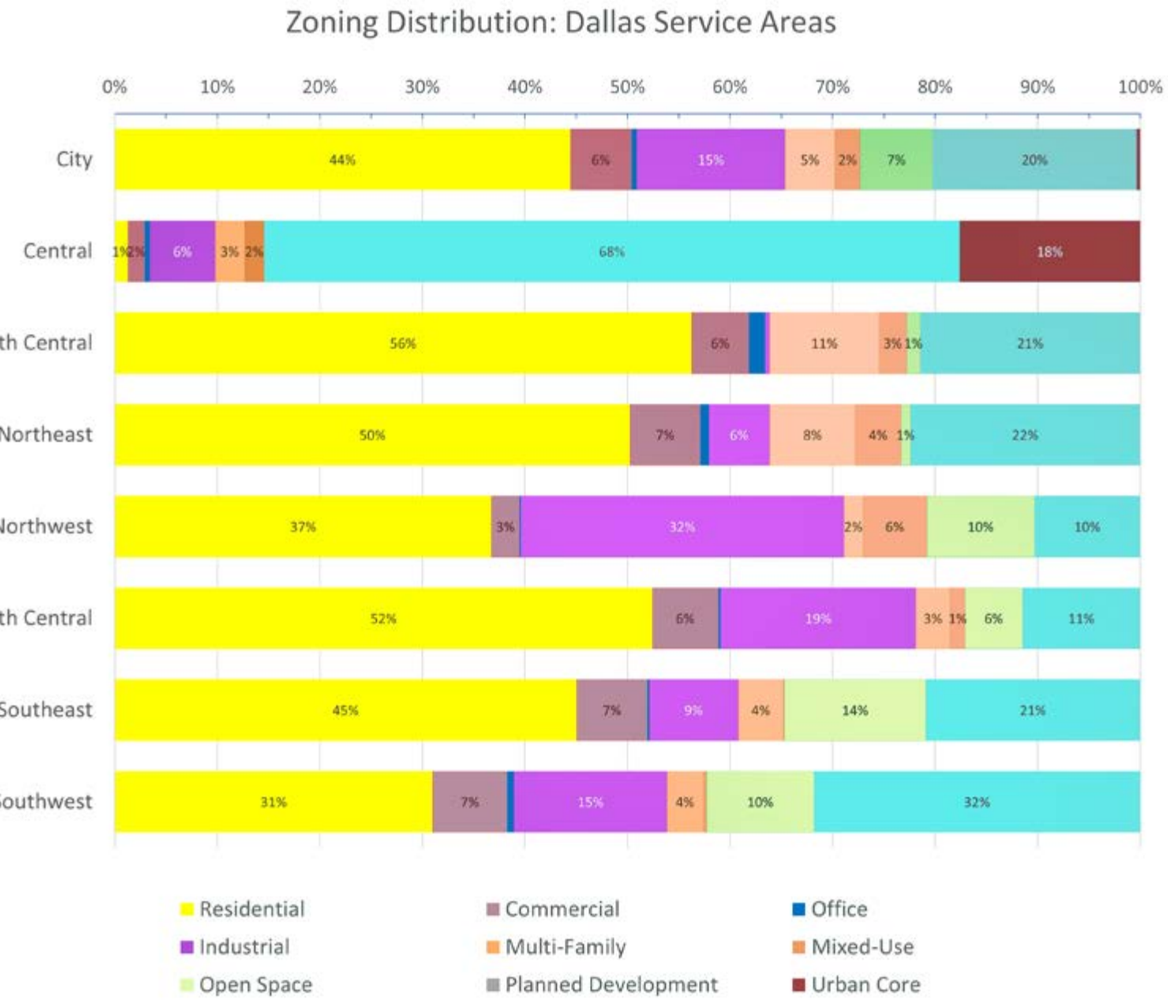



**Figure 45: Citywide Zoning Chart**

## Planned Development (PD) Districts

The purpose of Planned Development (PD) Districts is to provide flexibility in the planning and construction of development projects[1]. 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 46)**. 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 [2]

## 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 47** 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

1 City of Dallas, "Dallas City Code: Volume III"

2 City of Dallas. Planned Development District Regulations. August 11, 2022. https://dallascityhall.com/departments/city-attorney/Pages/articles-data.aspx



## Planned Development Districts Map

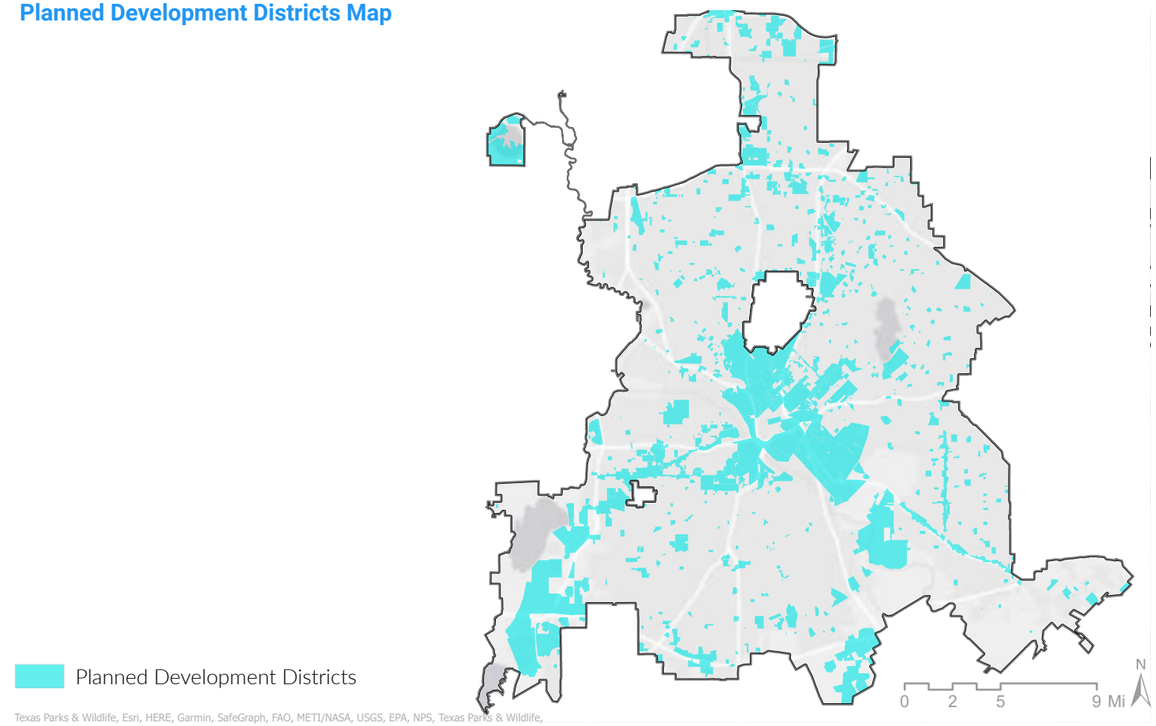



**Figure 46: Planned Development Districts**

## Special Development Districts Map

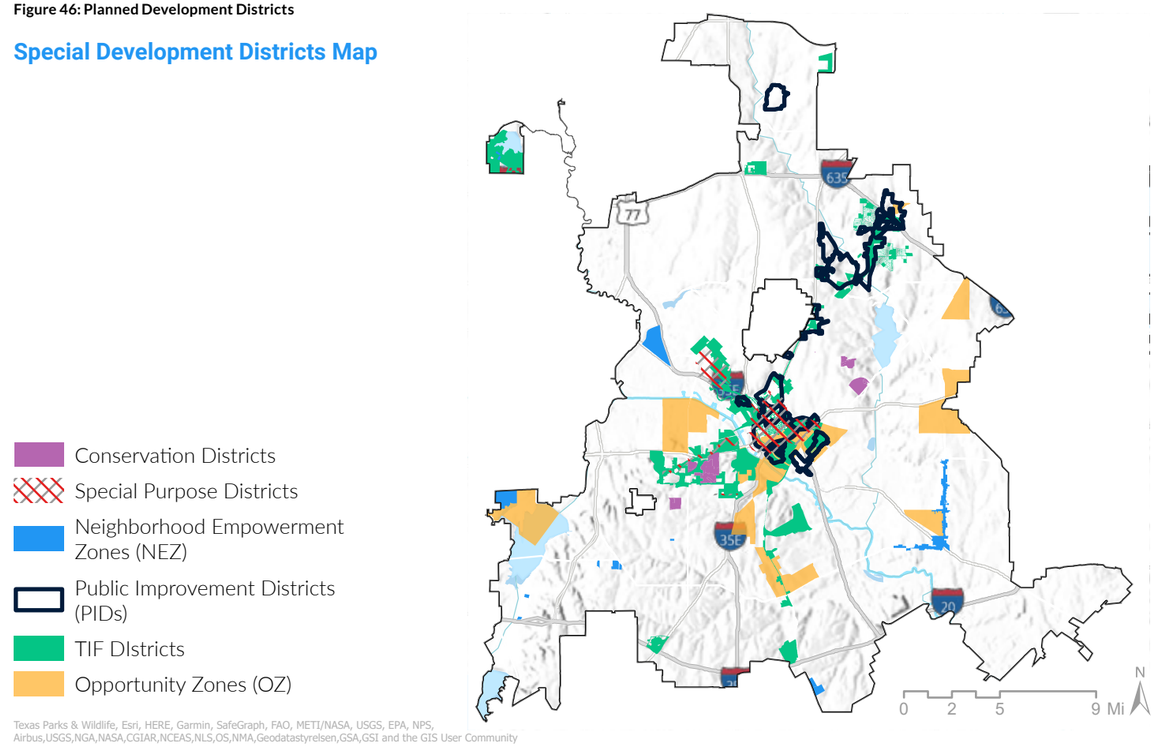



**Figure 47: Special Development Districts Map**

## 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 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.

## TRENDS

1. **Shift to Customized Planning:** There's a trend towards customized Planned Development (PD) Districts as a workaround to outdated zoning, pointing to the need for zoning reform.
2. **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.
3. **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 48).**

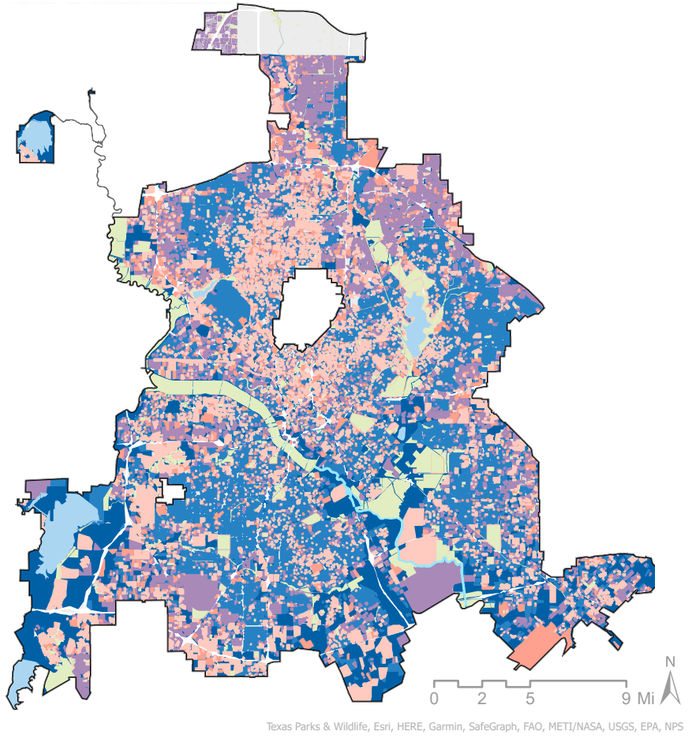



**Figure 48: Housing/ Building Age Map**

# DALLAS' DEVELOPMENT HISTORY

## PRE 1855

Prior to European settlement

The city area of today was historically a flat limestone landscape, with a mixture of Blackland Prairie and bottomland forests. It was also home to the Caddo, Comanche, & Wichita tribes.

## 1855 - 1875

Early colonization

Dallas was established as a Southern Plains trading post after crossing of the Trinity River. In the early years, multiple small communities were established in the area including Hord's Ridge and Cedar Springs.

## 1875 - 1900

The railroad expansion

The Houston and Texas Central rail line arrived in **1872** and served as the first link between Dallas and other parts of the state. These regional networks would allow Dallas to rapidly grow as a major commercial hub; centered around today's West End and Farmer's Market.

## 1900 - 1920

Establishing a vision

The Kessler Plan (**1911**) became the first city planning document and provided a vision for many of today's major infrastructure projects, including the Central Expressway and the Trinity River levees.

## 1920 - 1940

The segregated city

After the Civil War's conclusion, numerous "Freedman Towns" arose on the city's periphery, including Joppa, Elm-Thicket, 10th Street, and Uptown. Starting in the **late 1930s**, Dallas leveraged redlining and its' freeway construction to divide, remove and withhold investment from many of these thriving communities of color.

## 1940 - 1960

Guiding growth

Harland Bartholomew developed Dallas' first masterplan report (**1946**), which detailed citywide character and a vision for land use. This led to the civic center of downtown, city hall and the convention center.

## 1960 - 1980

Protecting the past

Weiming Lu was hired in **1971** as the first ever Director of Urban Design. Under his leadership, a historic preservation commission was formed. His leadership helped to save places such as the Texas School Book Depository and Old East Dallas.

## 1980 - 2000

Establishing the megacity

City's population reaches the 1 million-mark between **1980 – 1990**. During this time, major land development projects such as the construction of Reunion Area, the Dallas Arboretum, opening of Samuell Farm, and the opening of the Morton Meyerson Symphony Hall occur.

## 2000 - 2020

Designing the future

The CityDesign Studio was established in **2009** to elevate design conscious culture through enhanced livability in Dallas. This group has since merged with Planning to become the Planning + Urban Design Department (P+UD).

## 2020 - TODAY

ForwardDallas Update

Updating the city's land use vision that incorporates a comprehensive set of urban design principles to that guide land development for the future.

Urban Design Peer Review Panel created in **2013**.

## TIMELINE

**Figure 49: Dallas' Urban Design Development Timeline**

## 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.[1]

1 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/metapth35097/. 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**



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 50** show the major communities that were acquired and added into Dallas city boundaries.

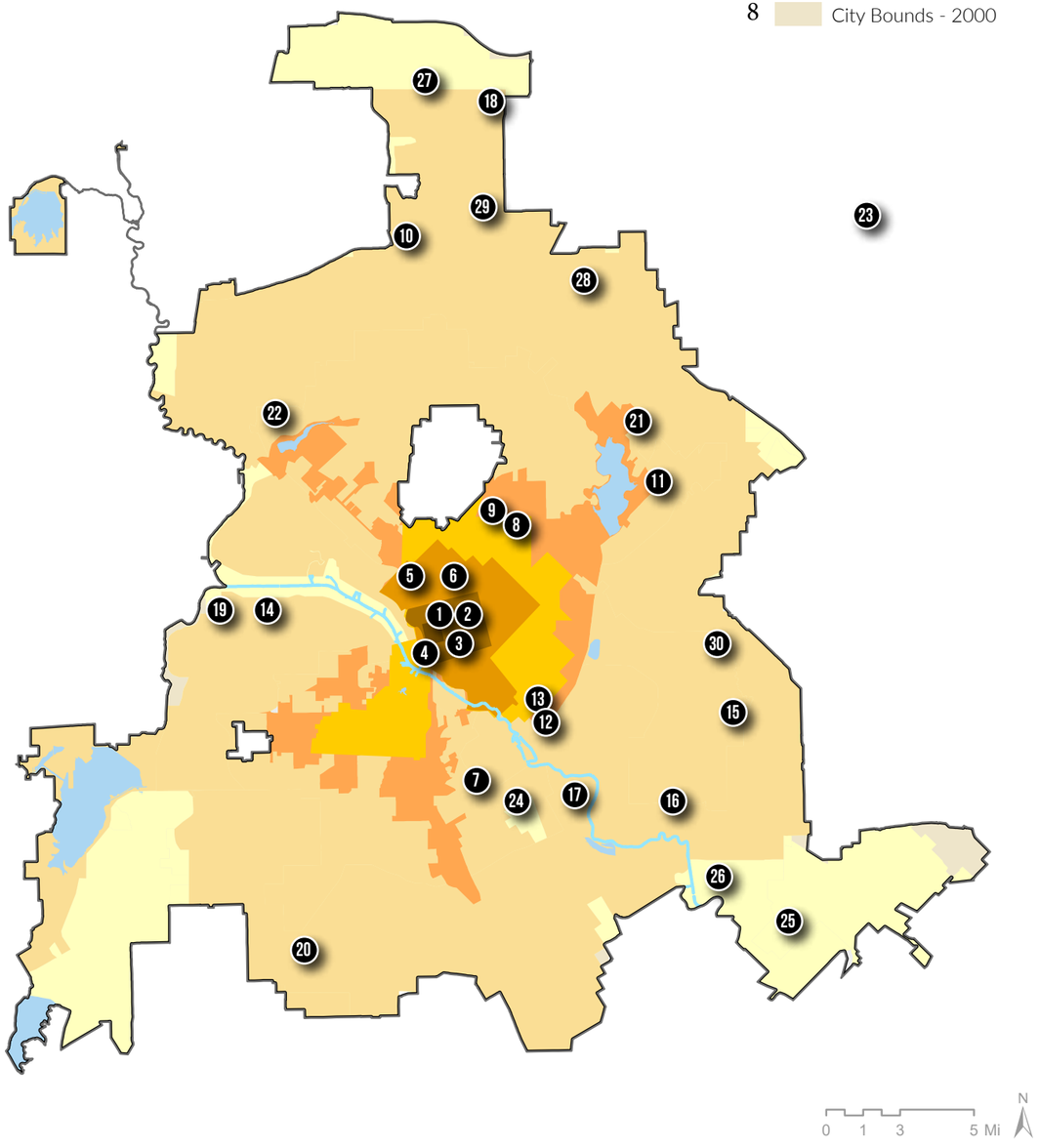



**Figure 50: City Limits Growth Map**

## 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 aims 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 providing 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[1]

1 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 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 like 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 like Weiming Lu and initiatives like 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 growth, particularly the use of redlining and freeway construction, historically divided communities, suggesting a need for intentional urban design that rectifies past injustices.
3. **Complex Zoning Processes:** The reliance on Form-based Districts and 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

## 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's streets into safer, more inclusive, and versatile public spaces.
3. **Community-Centric Design Approaches:** There's 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.

# KEY TAKEAWAYS

# URBAN DESIGN & BUILT FORM

# 5

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[1]

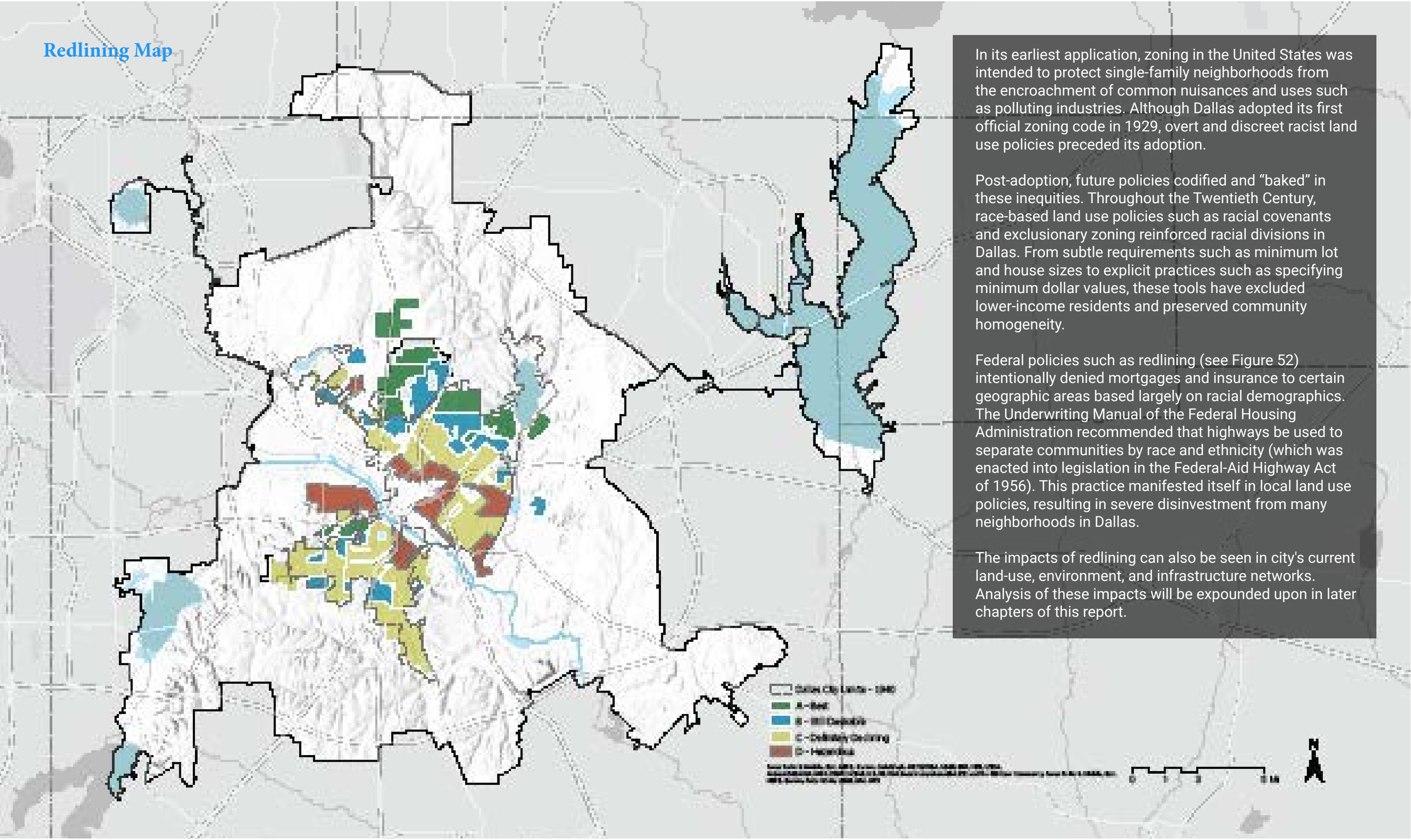
"...[P]eople are still marginalized, including based on gender, sexual orientation, ability and age, to name but a few. Focusing on racial equity provides the opportunity to introduce a framework, tools and resources that can also be applied to other areas of marginalization."

1 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

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.

**Figure 51: NCTCOG Region with MSA**

## Redlining Map




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, future 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 52) 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.

**Figure 52: 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 55 and 56)**. A number of these events directly led to the segregation of people based on racial, ethnic, and socioeconomic demographics. Others had an indirect effect but were supported by other discriminatory incidents that magnified or cemented land use inequities for certain communities.

## TIMELINE

### 1839-1855
**Early Settlement and Removal of Native Americans**

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.

### 1907
**City Charter**

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".

### 1909
**Kessler Plan**

Dallas' managed growth plan from 1910 through the 1930s, 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.

### 1921
**Dallas Passes One-Race Neighborhoods Law**

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."

### 1926
**Kessler Plan Association upholds segregation**

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."

### 1926
**Ambler Realty Co v. Village of Euclid**

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.

### 1927
**The Ulrickson Plan**

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.

### 1929
**Dallas 1st Zoning Ordinance**

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.

### 1937
**HOLC Redlining Maps: Dallas**

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 1950's. 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 53: Development Equity Land Use Timeline**

# LAND-USE EQUITY

## TIMELINE

### 1944
**The Bartholomew Plan (aka Your Dallas of Tomorrow: A Master Plan for Dallas)**

The plan proposed the expansion of Love Field, which would eventually displace many African Americans in the Elm Thicket neighborhood using eminent domain.

Initiated the construction of Central Expressway, which the southern end of the thoroughfare was routed through a historic African-American neighborhood, displacing 1,500 black residents, in addition to paving over 1-acre of the Freedman's Cemetery.

### 1954
**Annexation of Hamilton Park Subdivision**

As a result of the housing shortages for black families due events such as the expansion of Love Field and the bombings of black homes in predominantly White suburban Dallas neighborhoods, this master-planned community would give preference to Blacks residents displaced by Dallas Love Field expansion. Seen as an effort to end the violence that was spurred from the bombings and to ultimately halt desegregation.

### 1956
**Federal-Aid Highway Act of 1956**

The Underwriting Manual of the Federal Housing Administration recommended that highways be used to separate communities by race and ethnicity. This was enacted into legislation in the Federal-Aid Highway Act of 1956).

### 1961
**Racial Integration of Dallas Facilities**

Racial integration of public and private facilities begins, the work of a biracial committee appointed by the Dallas and Negro Chambers of Commerce.

### 1965
**Zoning Ordinance Update**

Introduced and codified the concept of Planned Development (PD) Districts which provided flexibility in the planning and development of projects with combinations of uses and of specific physical designs.

Allowed room for negotiation during review process that traditional zoning does not allow.

### 1984
**City of Dallas Planning Policies**

In July of 1984, the City of Dallas adopted a set of planning policies that called for writing a new zoning code for the entire City. The purposes for the change, included the stabilization of neighborhoods and the improvement of the quality of life in Dallas.

### 1985
**Walker Consent Decree**

On June 25, 1985, Debra Walker, a resident in Dallas public housing, filed a class action lawsuit against the Dallas Housing Authority (DHA) and the U.S. Department of Housing and Urban Development (HUD) for a "separate and unequal housing system" that racially segregated public housing projects.

### 1987
**Zoning Ordinance Update**

Largely created to remove cumulative zoning practices that allowed for many incompatible land use that are seen today.

### 1992
**1st, 14-1 single-member district City Council elections**

Amendment expanded the council to fourteen single-member districts, with the mayor elected at large after a series of Black-led lawsuits that securing the city council's current set-up.

Previously, every city council candidate had to be elected city-wide ("at-large") which made it difficult for BIPOC or minority representatives to gather enough money or enough votes to gain office.

### 1992
**Dallas VIsions for the community**

The Dallas Plan – In 1992, Mayor Steve Bartlett championed the "Dallas Plan," a vision for the following 25 years, which included a growth and economic development master plan and the origins of the present Trinity River Corridor Project. This $246 million plan called for construction of a network of parks and highways in the flood plain of the Trinity River. In 1994, the Dallas City Council adopted The Dallas Plan. The plan was not initiated but endorsed by the City of Dallas.

**Figure 54: 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 55**).

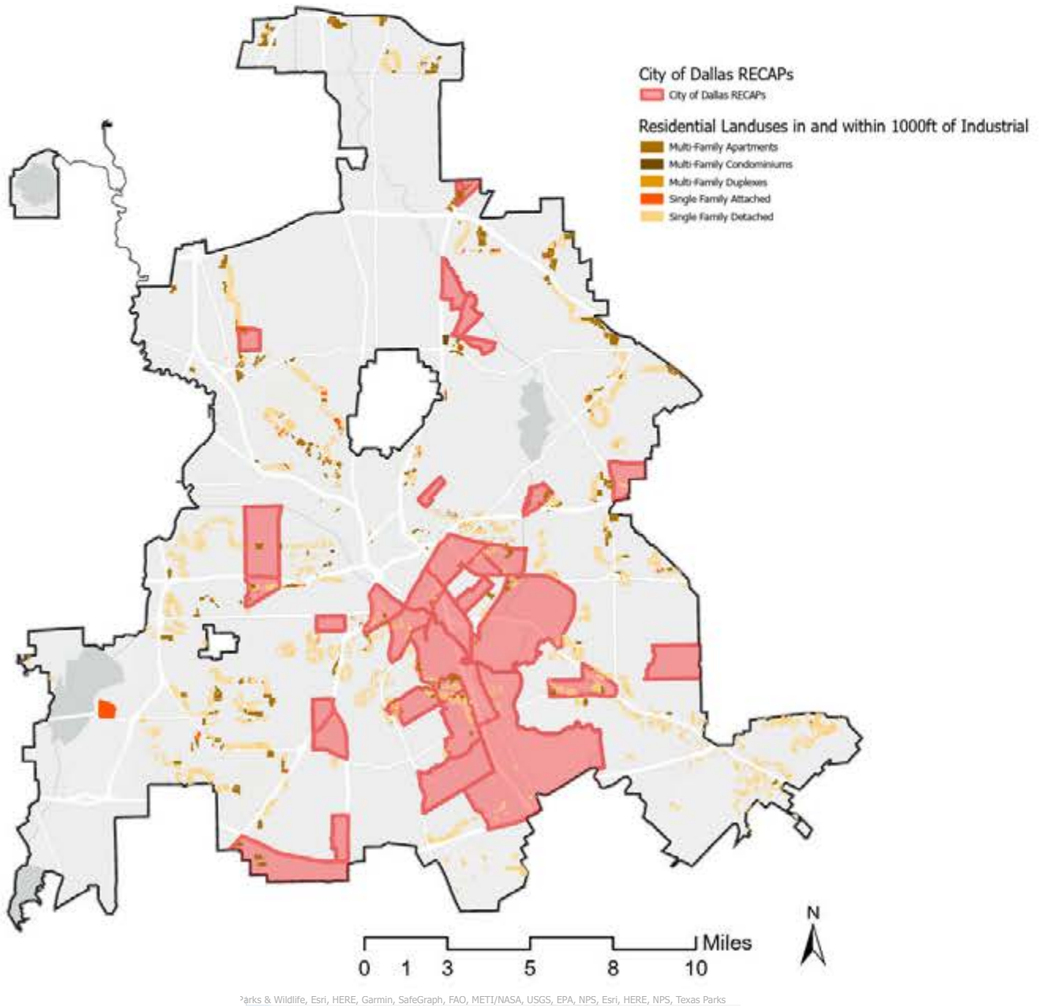



**Figure 55: R/ECAP Industrial Proximity Map**



# Environmental Justice

### Residential Proximity to Industrial Analysis

Inequitable land use controls have long precipitated the concentration of environmental hazards like 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 56**).

The determination of safe distance from industries depends on various factors like 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 area in the 1000 ft buffer accounts for 55,000 acres (25% of total city area). The City of Dallas has nearly 70,000 acres of residential land (42% of city land) of which almost 10,700 acres (4%) 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.

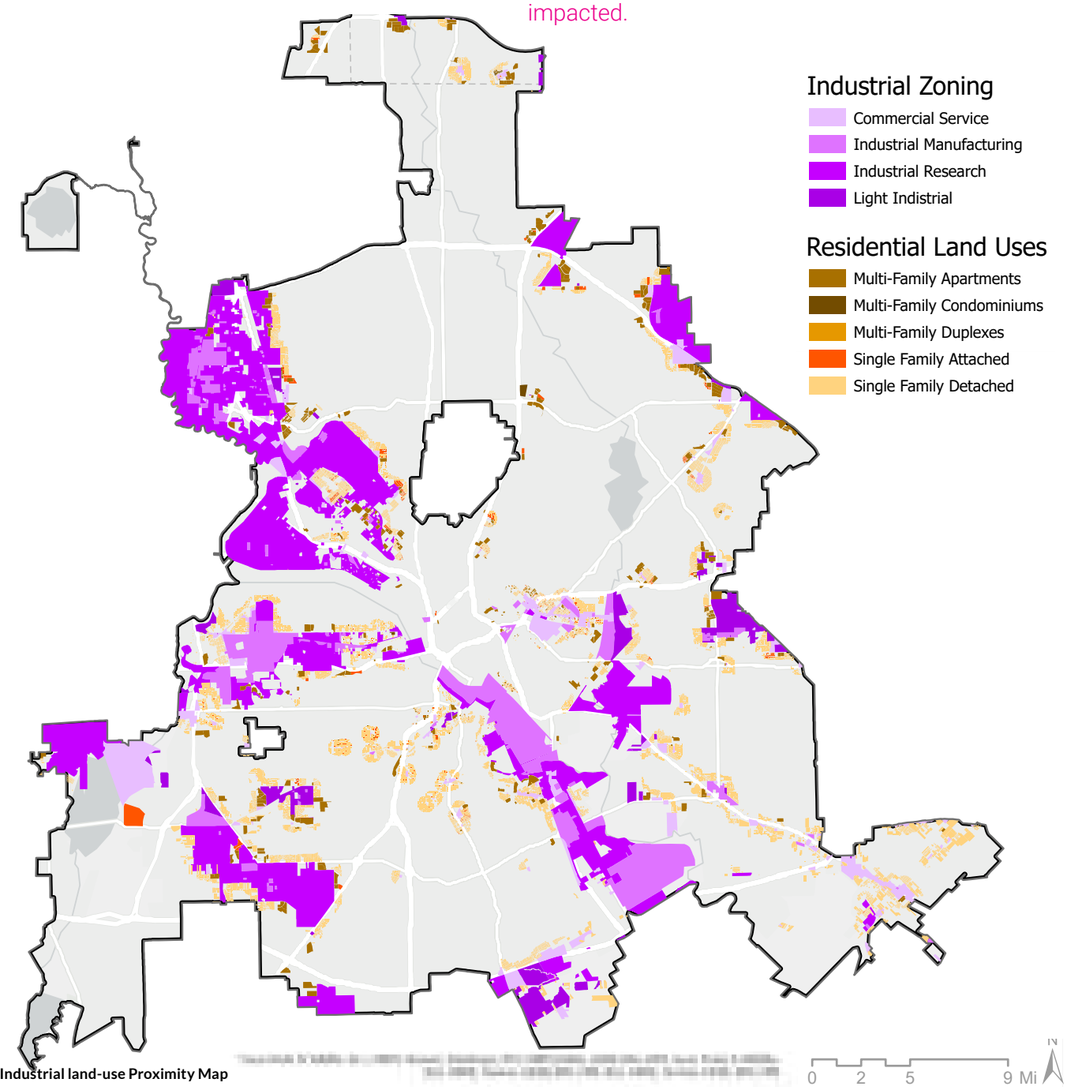



**Figure 56: Industrial land-use Proximity Map**

## 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 Centers for Disease Control and Prevention (CDC) analyzes 15 social factors, including employment status, minority status, disability, education, poverty, 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 57**).

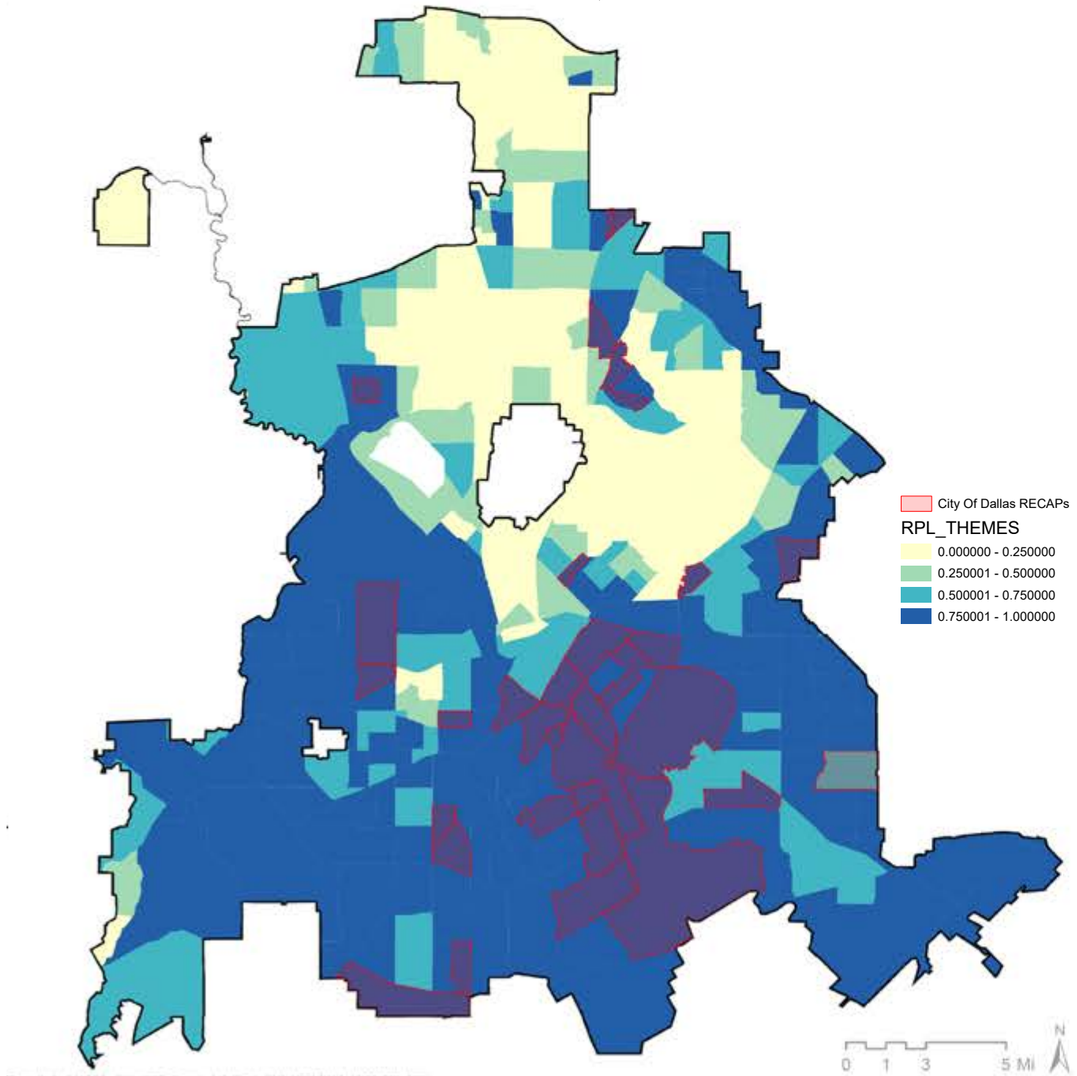



**Figure 57: Social Vulnerability Index Map**

## 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 58**).

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.

**DID YOU KNOW**

CITY'S SOUTHERN SECTOR AND NEIGHBORHOODS WITHIN THE WESTERN AND FAR EASTERN AREAS DEMONSTRATE CONCENTRATIONS OF LAND USE INEQUITIES.

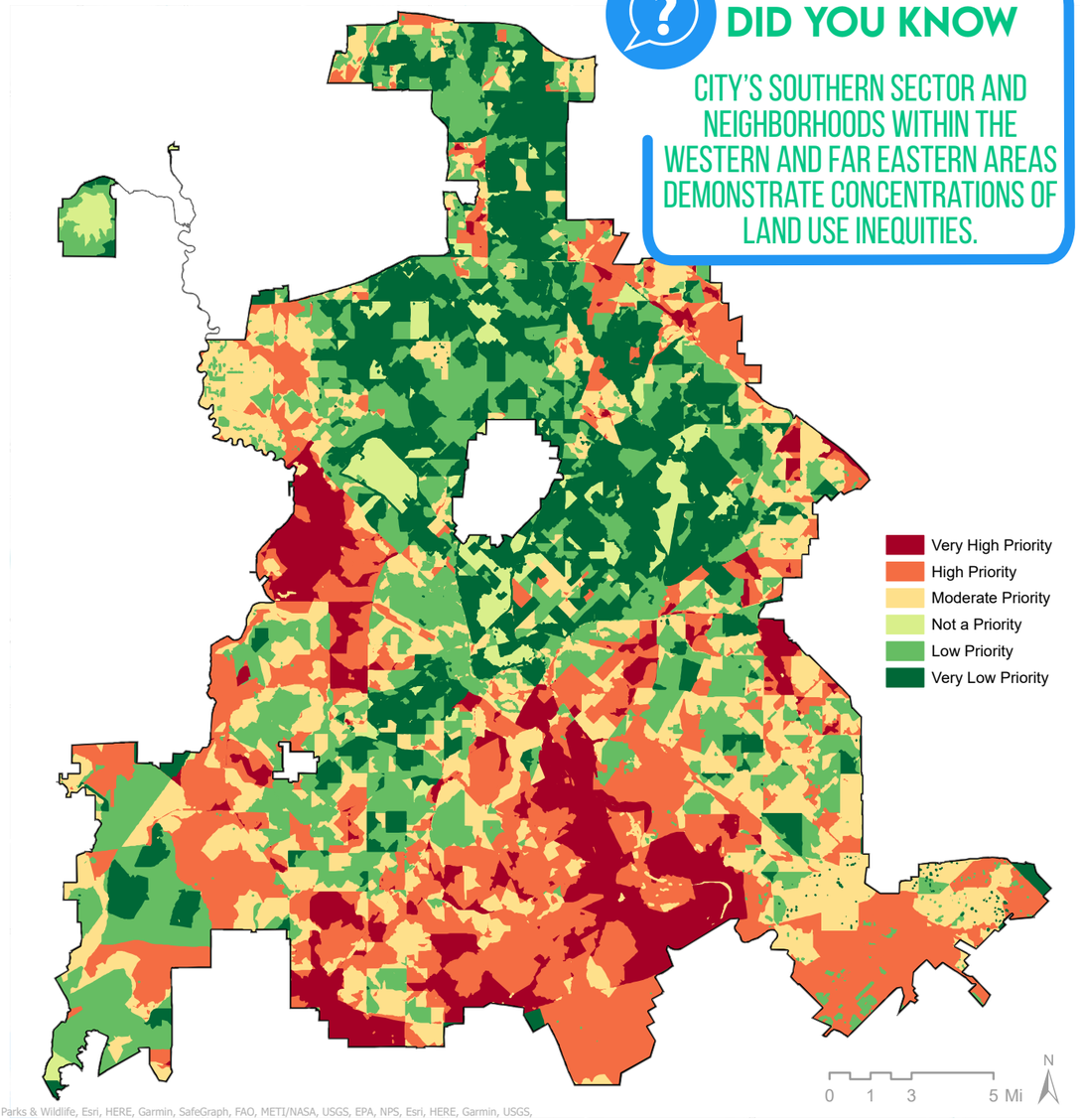


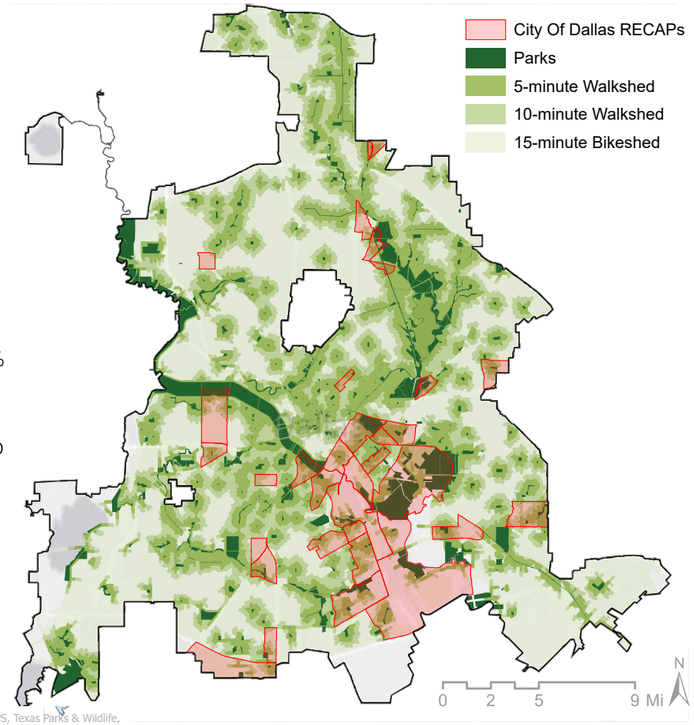

**Figure 58: Equity Indicators Map**

# Accessibility Analysis

A key component to land use equity is ensuring all residents and communities have access to services in the city like transportation, housing, jobs, and other important amenities. The following maps (**Figures 58 through 62**) 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 type compared to peer cities like 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.

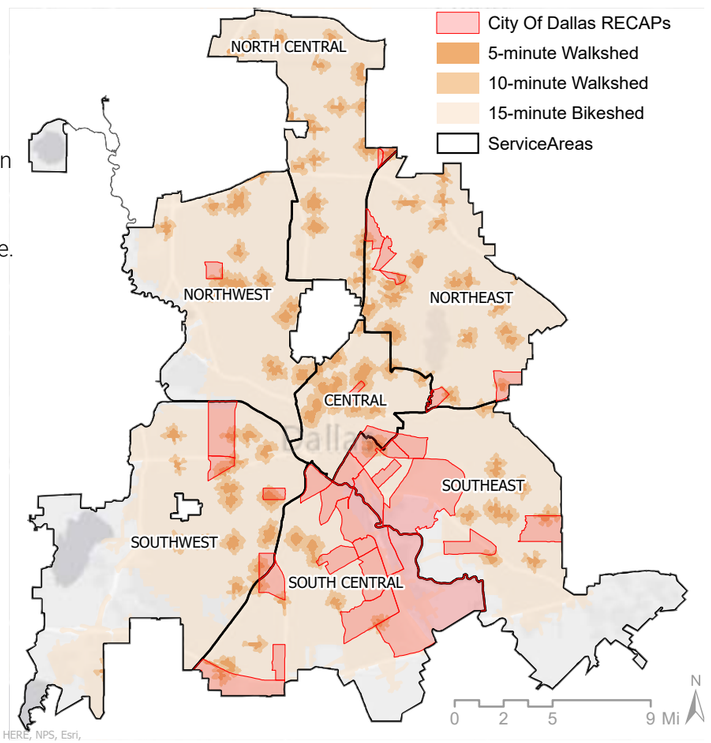



Texas Parks & Wildlife, Esri, HERE, Garmin, SafeGraph, FAO, METI/NASA, USGS, EPA, NPS, Texas Parks & Wildlife, Esri, HERE, Garmin, USGS, EPA, NPS, Esri, HERE, Garmin, USGS, EPA, NPS

**Figure 59: Parks Access Map**

## Food Access

- R/ECAP areas, particularly in the southern sector, appear to 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.



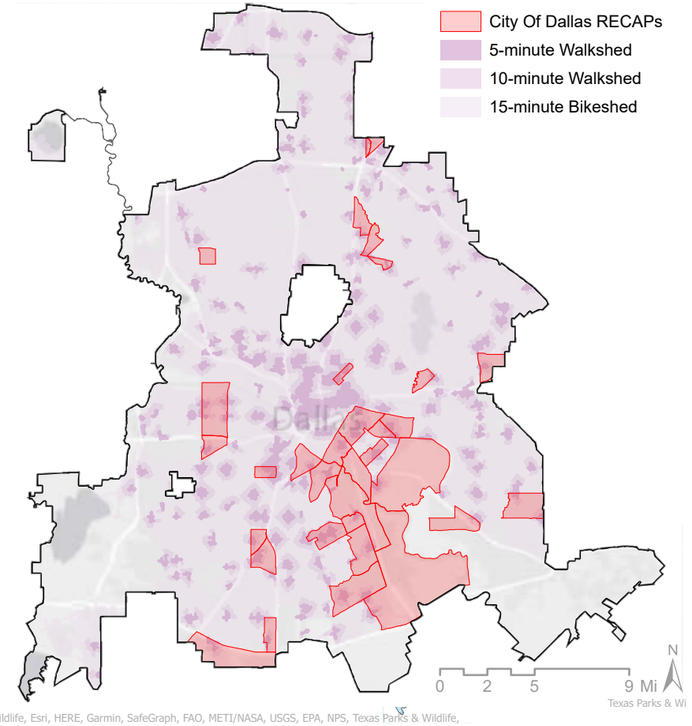

Texas Parks & Wildlife, Esri, HERE, Garmin, SafeGraph, FAO, METI/NASA, USGS, EPA, NPS, Esri, HERE, NPS, Esri, HERE, Garmin, USGS, EPA, NPS

**Figure 60: Food Access**



## 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




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 61: 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 62)** Complete Neighborhood Index). Areas with greater access appear as darker colored clusters .

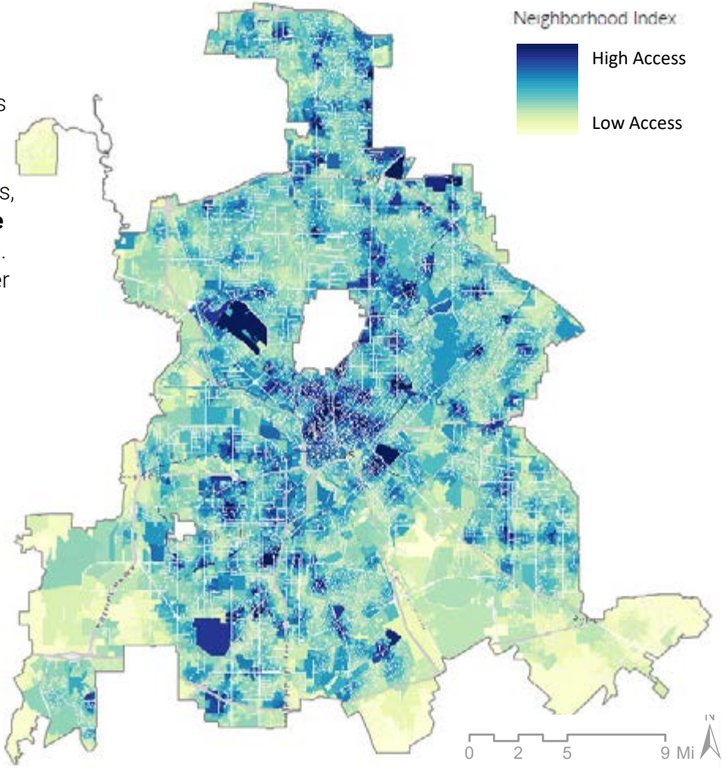



**Figure 62: Complete Neighborhood Index Map**

## 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, 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's 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, ensuring 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's 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

# CONNECTIVITY & MOBILITY PATTERNS

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 & location of transportation facilities, the cost of infrastructure development, and the level of accessibility & 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.





## 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 63**). 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.

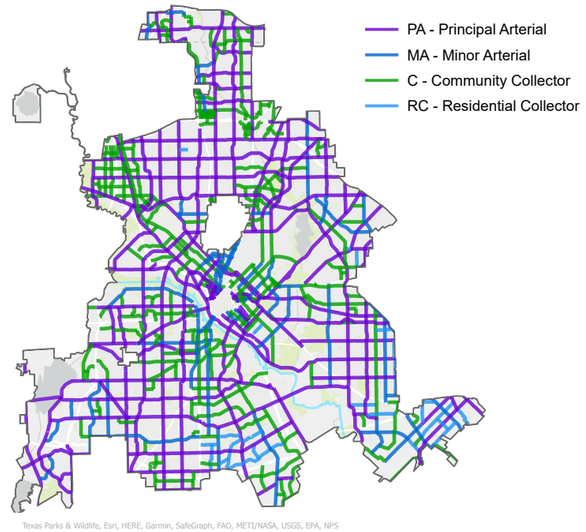



**Figure 63: Thoroughfare Map**

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 MOBILTY

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 66).**

## MOBILITY TIMELINE

### LATE 1800S

- 1872- The streetcar was introduced to Dallas which ran until 1956, connected Dallas to Houston.
- Over time, Dallas was connected to the rest of Texas and the nation by its heavy rail network.
- Rail was one of the first major transportation modes that influenced land use patterns throughout the city, leading to significant urban growth.

### LATE 1800S-EARLY 1900S

- 1872- the streetcar was introduced to Dallas which ran until to 1956.
- 1910- over 20 lines traveled throughout Dallas, including neighborhoods like the Cedars, Uptown, and East Dallas, in addition to the established Downtown and Oak Cliff routes.
- 1936- Dallas was home to 300 streetcars total.
- This new mobility option allowed for new, undeveloped areas to be more easily reached, allowing the city to grow outwards into the surrounding countryside. These streetcar suburbs are now some of Dallas' densest, oldest neighborhoods. In addition to streetcar, Dallas was also serviced by the Interurban Rail Network, which linked Downtown Dallas with outlying smaller towns. This network stretched as far as Denison and Waco at its peak.

### MID 1900S

- By the 1920s and 1930s, the automobile became a more common mode of transportation in the area. The first major automobile investment was the Bankhead Highway, a transcontinental roadway which linked Washington DC to San Diego. In Dallas, it ran along what is now Garland Road, Grand Avenue, Commerce Street, and Jefferson Boulevard, linking Dallas to Arlington and Fort Worth. Over time, this roadway helped to shape land uses along it.
- Businesses sprang up along the highway, including ones that catered to motorists — such as restaurants, gas stations, repair shops, and tourist courts. Much of Dallas' early commercial development occurred along the Bankhead Highway.

### LATE 1900S - PRESENT

- In recent decades, many of the old Interurban and heavy rail lines have been decommissioned, oftentimes replaced by the current DART rail system or by multipurpose trails. Others are now roadways (such as the Dallas North Tollway) or utility corridors.
- The impact of these old rail lines can be seen on existing land uses, as industrial uses often formed long these corridors.
- 1989 - The McKinney Avenue Transit Authority (MATA) opened a retro streetcar running along McKinney Avenue in Uptown.
- 2015 - a modern streetcar was constructed linking Downtown Dallas to Oak Cliff and the Bishop Arts District. The line is operated by Dallas Area Rapid Transit (DART) and riders can easily connect to the DART train lines via the stop at Union Station.

**Figure 64: 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 65)** 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.

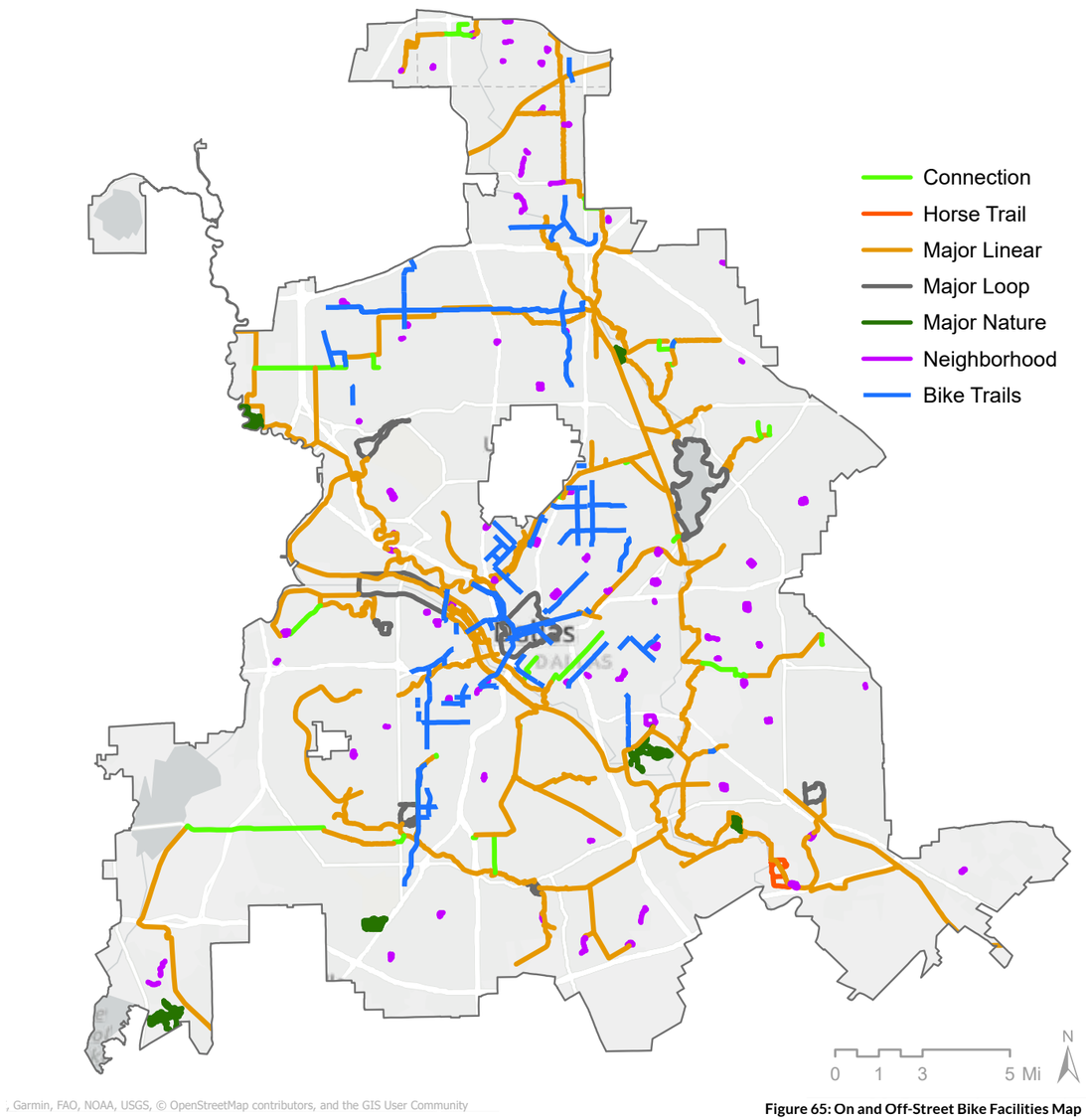



**Figure 65: On and Off-Street Bike Facilities Map**

## 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 66)**. High intersection density may correspond to a more walkable and therefore health-promoting environment. This generally aligns with older neighborhoods which 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.

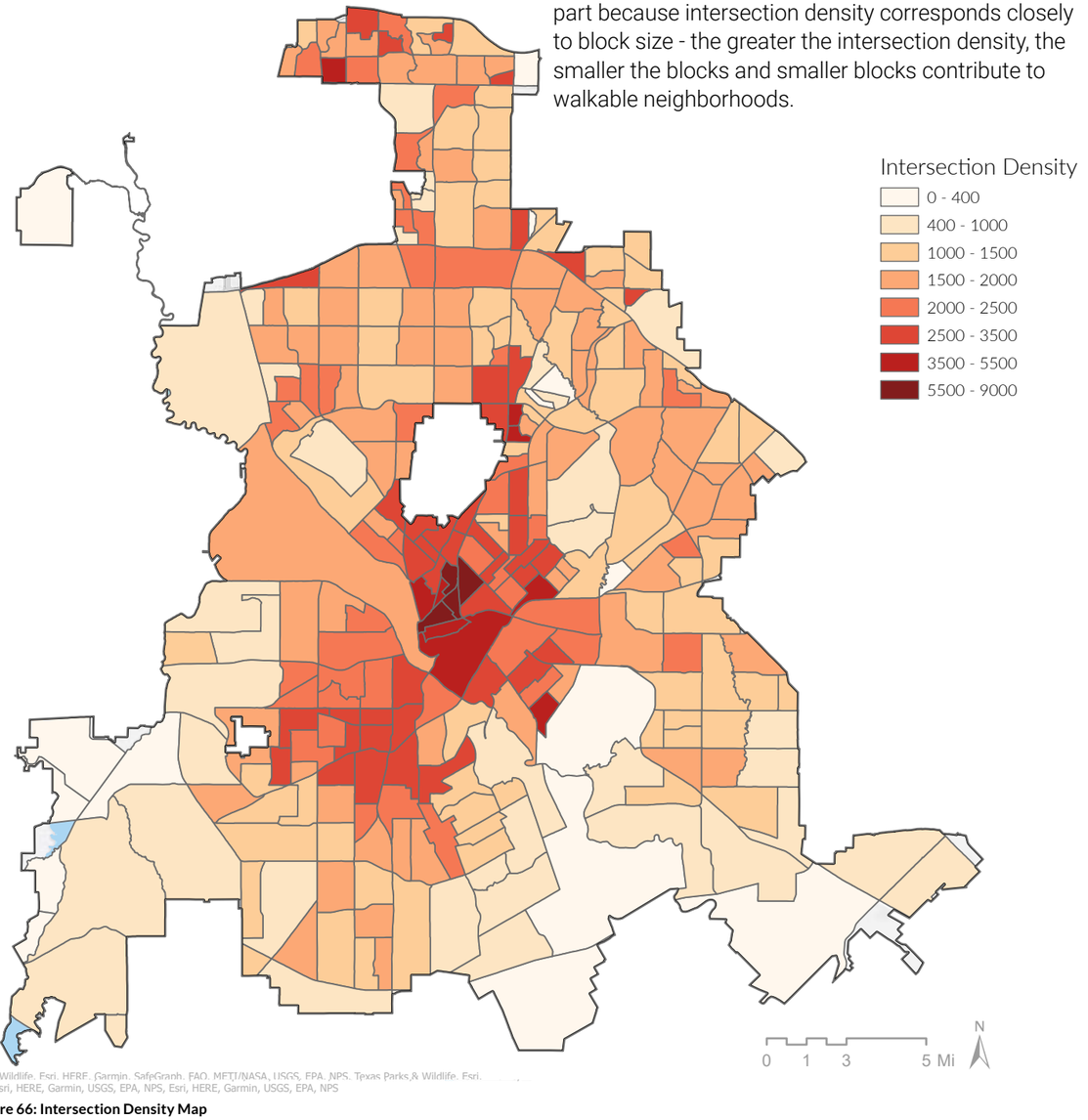



**Figure 66: Intersection Density Map**

# 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 67**). Of that land, 2,543 total acres (1,091 parcels) is city-owned land, which half is parkland.

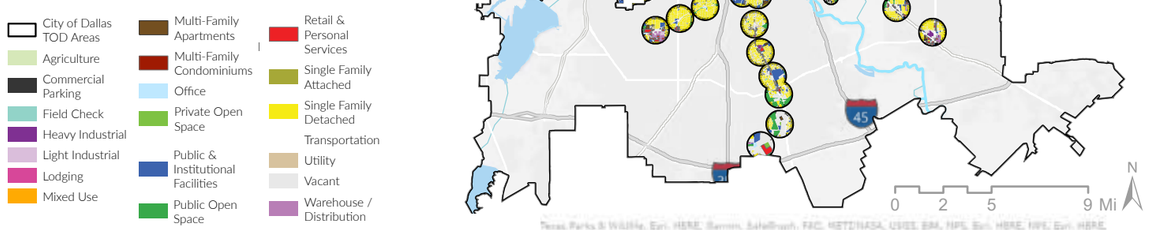



**Figure 67: Transit Oriented Development (TOD) and Land Use Map**

## TOD Zoning

The TOD areas have residential (33%) and PD (39%) show the highest percent of transit service compared to other zoning categories that include parking, vacant land, industrial, commercial and mixed use **(see Figure 68)**.

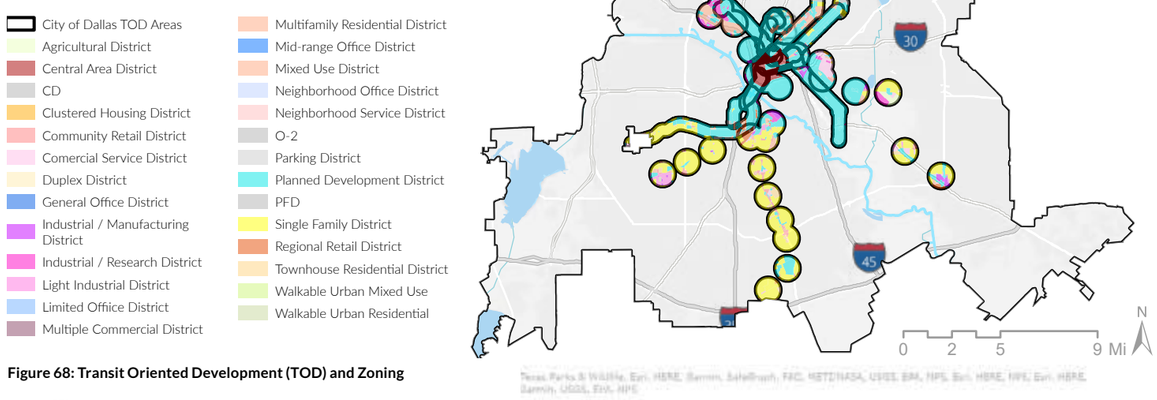



**Figure 68: Transit Oriented Development (TOD) and Zoning**



## TOD Vacant Land

3,420 acres of vacant land exists within Dallas' TOD areas (161 acres are not developable due to floodplain) **(See Figure 69)**. Vacant land presents an opportunity for new development including more options for housing and other uses. For instance, if one was 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.

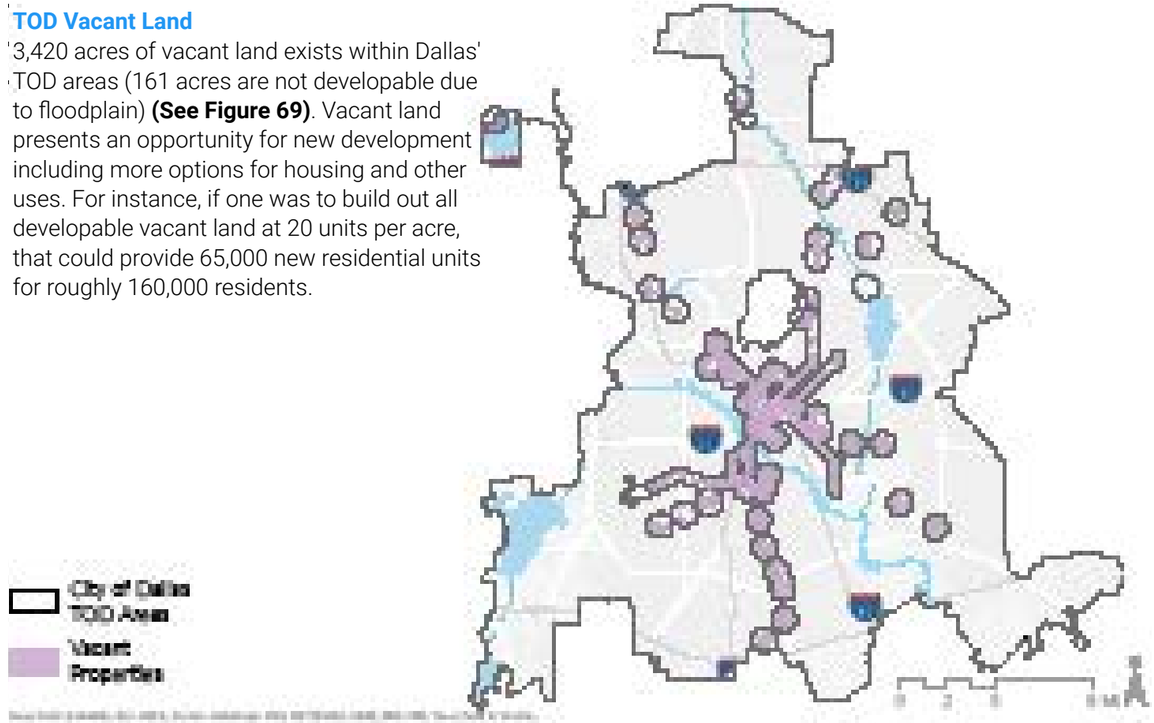



**Figure 69: Transit Oriented Development (TOD) and Vacant Land Map**

## 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 70** 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.

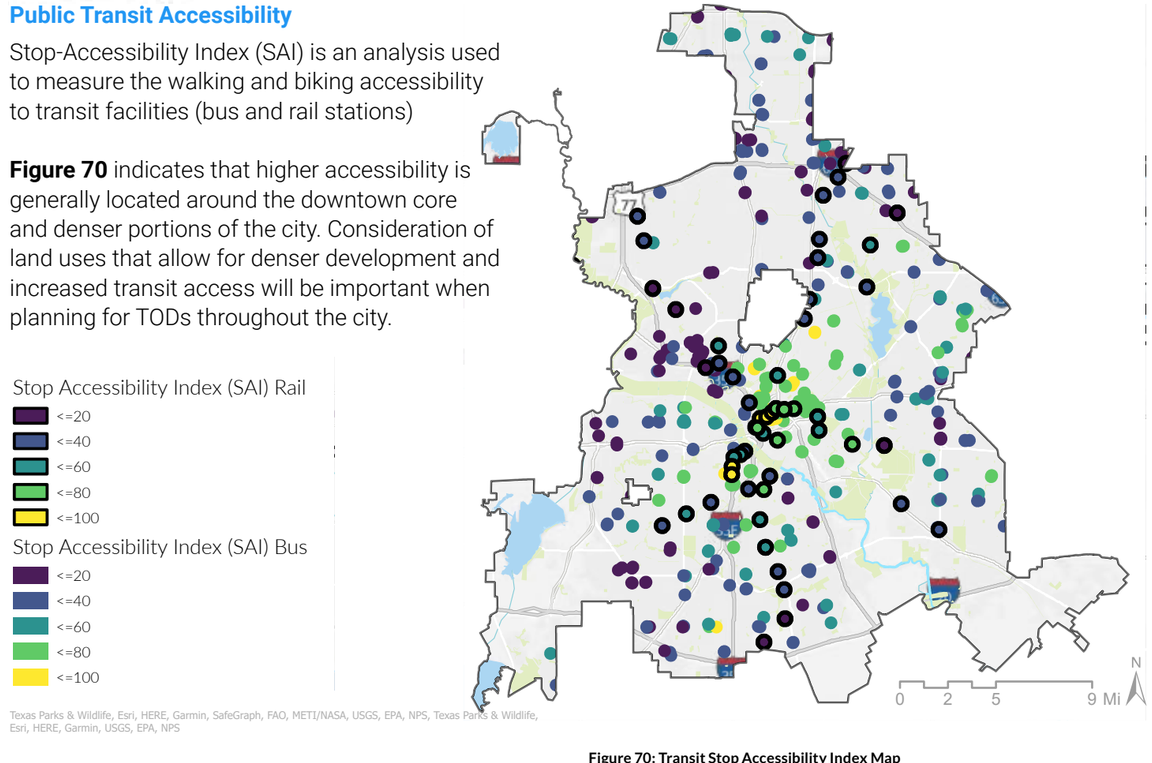



**Figure 70: Transit Stop Accessibility Index Map**

## 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 71**), 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.

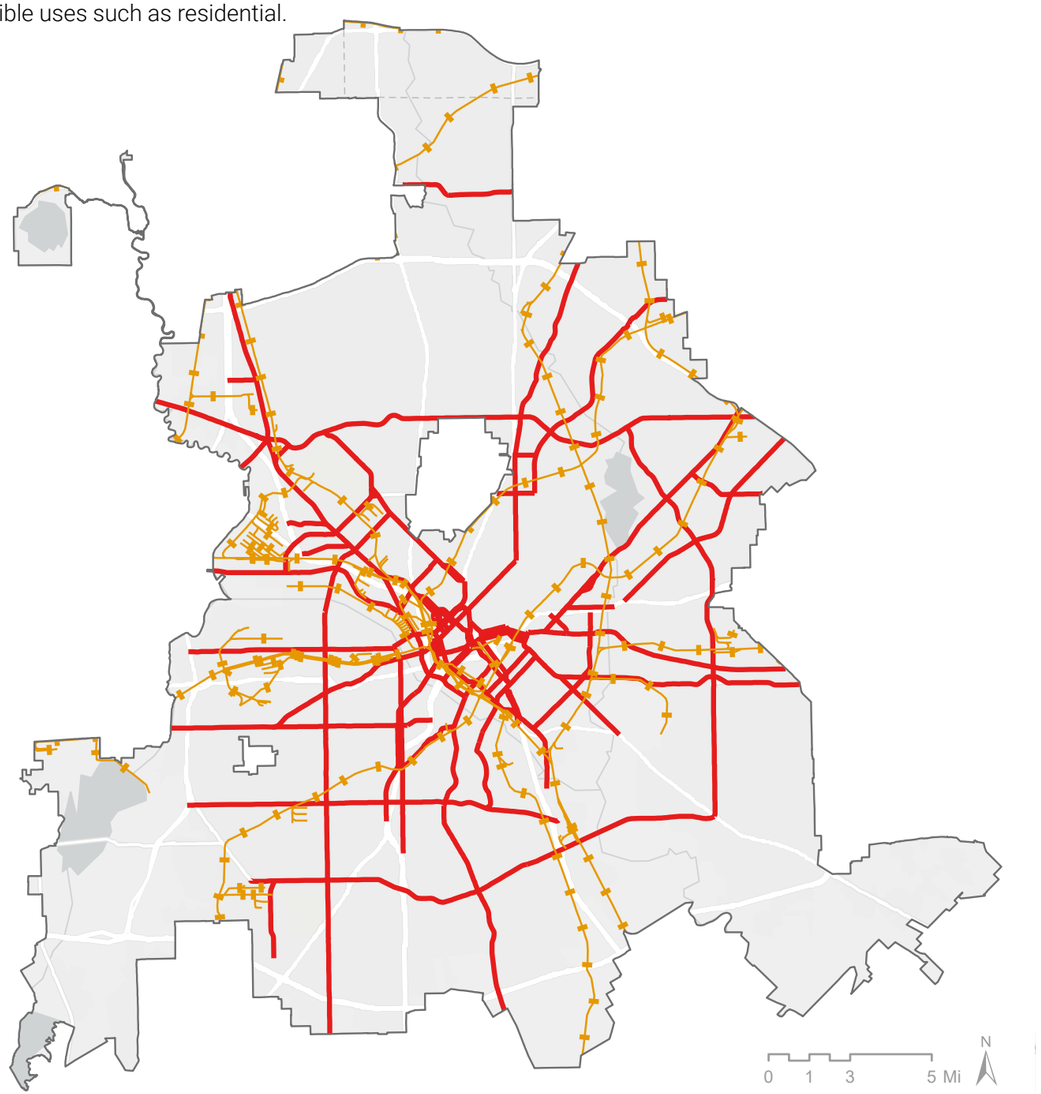



**Figure 71: Freight Rails and Truck Route Map**

## Airport Overlays

The airport overlay helps with regulation of land uses in the vicinity of the city's airports and airfields (**see Figure 72**). 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.

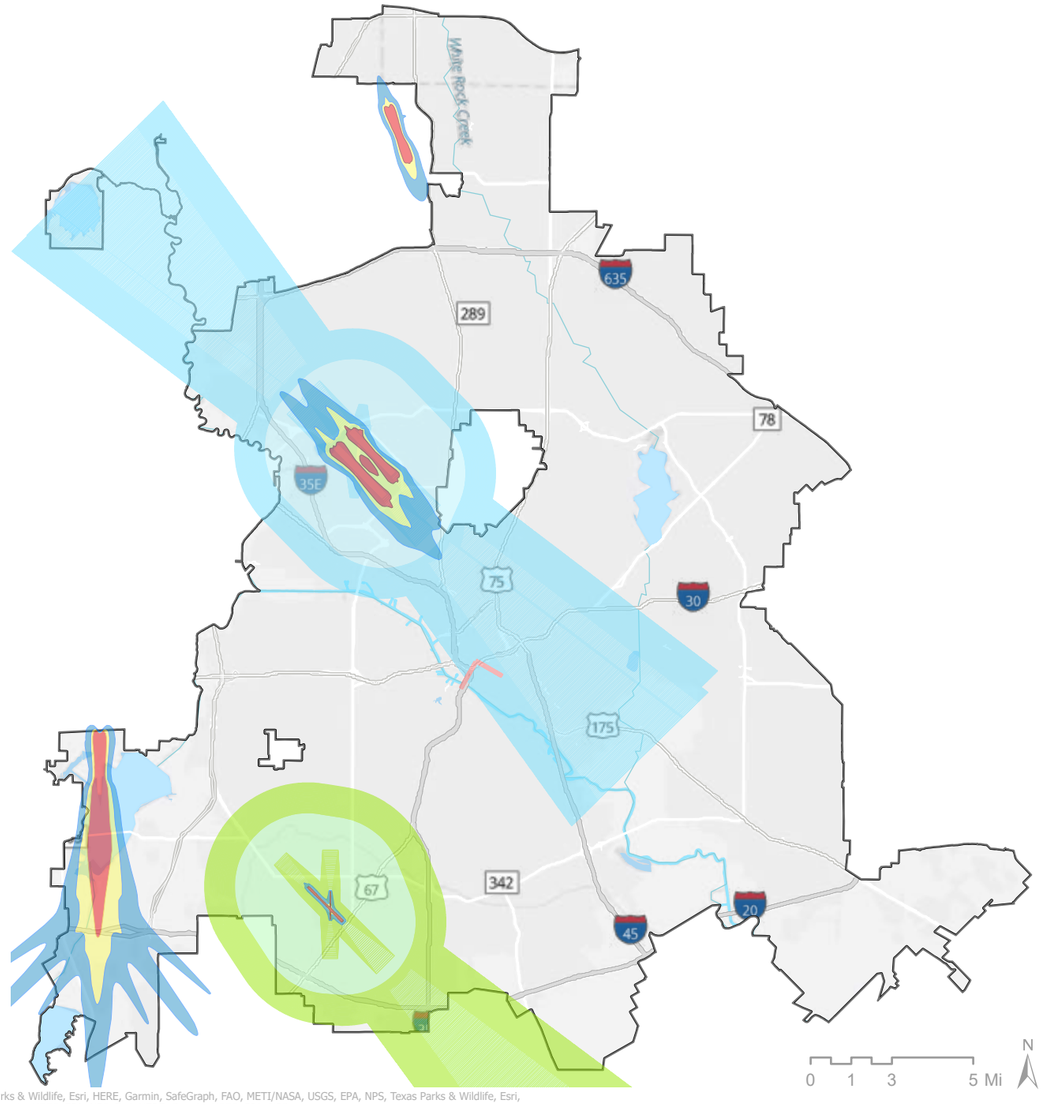



**Figure 72: Airport Contours and Overlays Map**

## 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.

# KEY TAKEAWAYS

# CONNECTIVITY & MOBILITY PATTERNS

# 07

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 & NATURAL SYSTEMS

## HISTORY OF THE TRINITY RIVER

The Trinity River is 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 with 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 comprised of 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 73 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** | **341** | **18,842** |

**Table 2: City of Dallas Park Types**

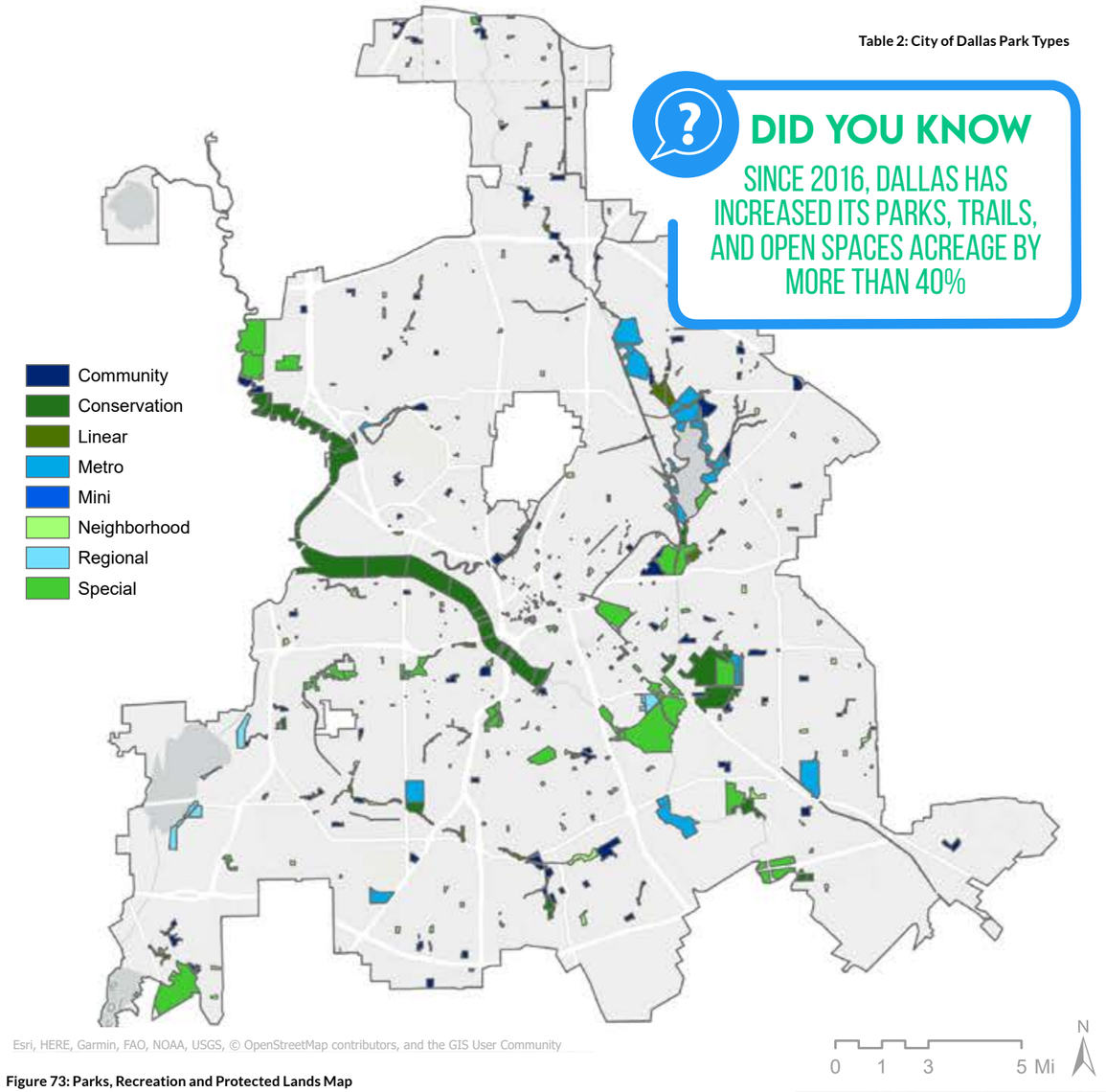



**Figure 73: Parks, Recreation and Protected Lands Map**

# 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 is in the City (**see Figure 74**).

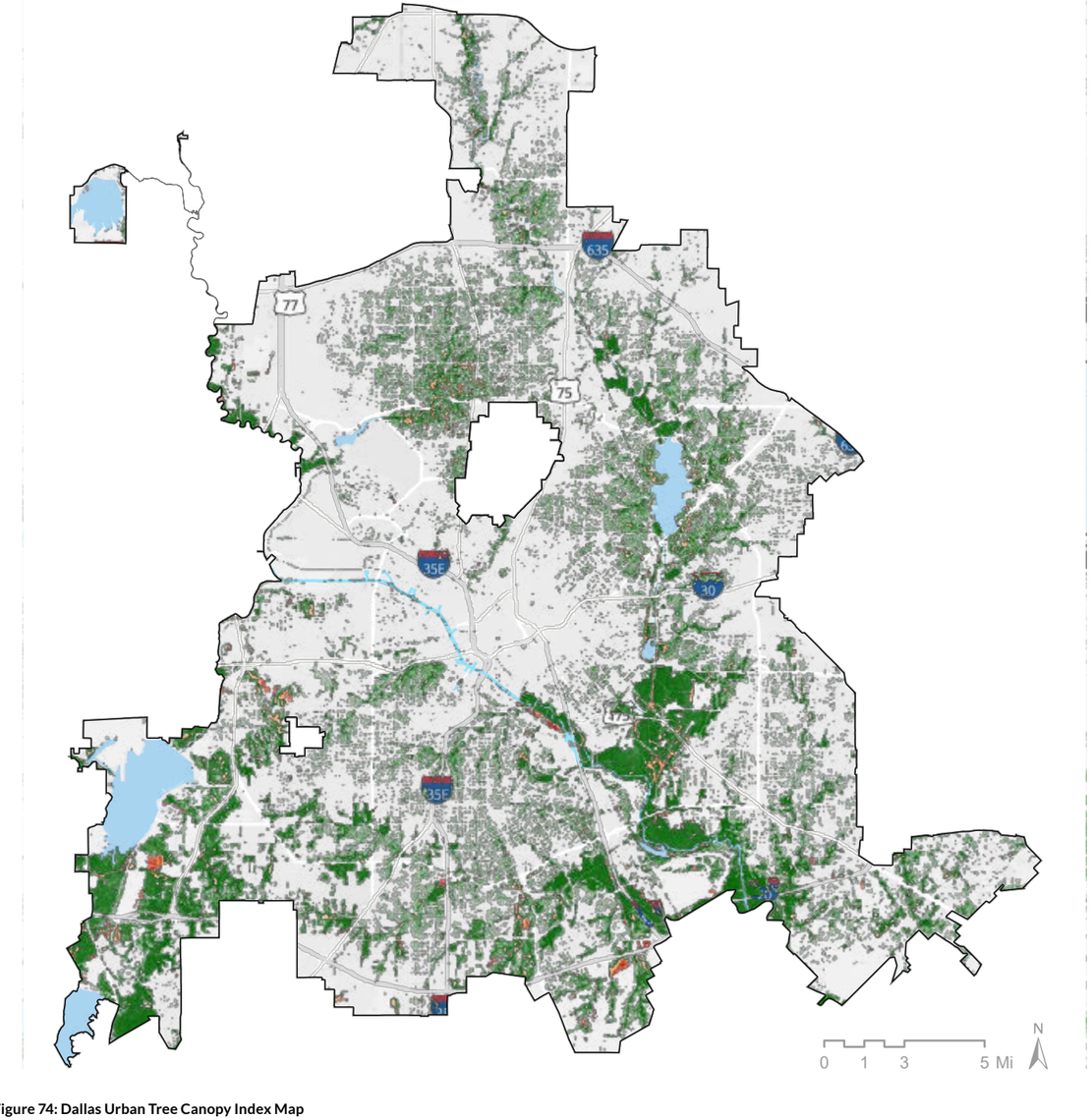



**Figure 74: Dallas Urban Tree Canopy Index Map**

# 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 75**).

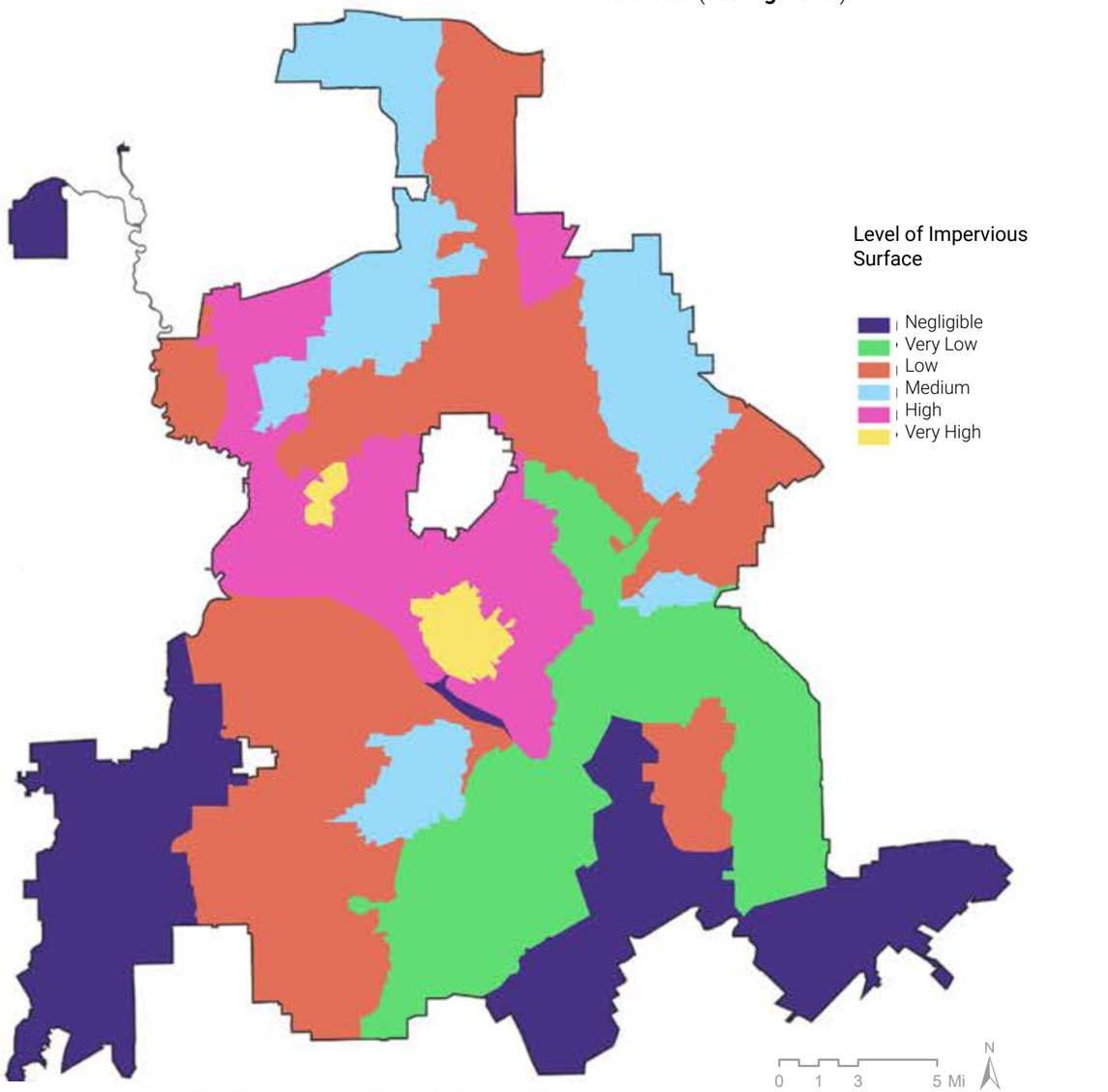



**Figure 75: Heat Island Effect Map**



# 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 76**).

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

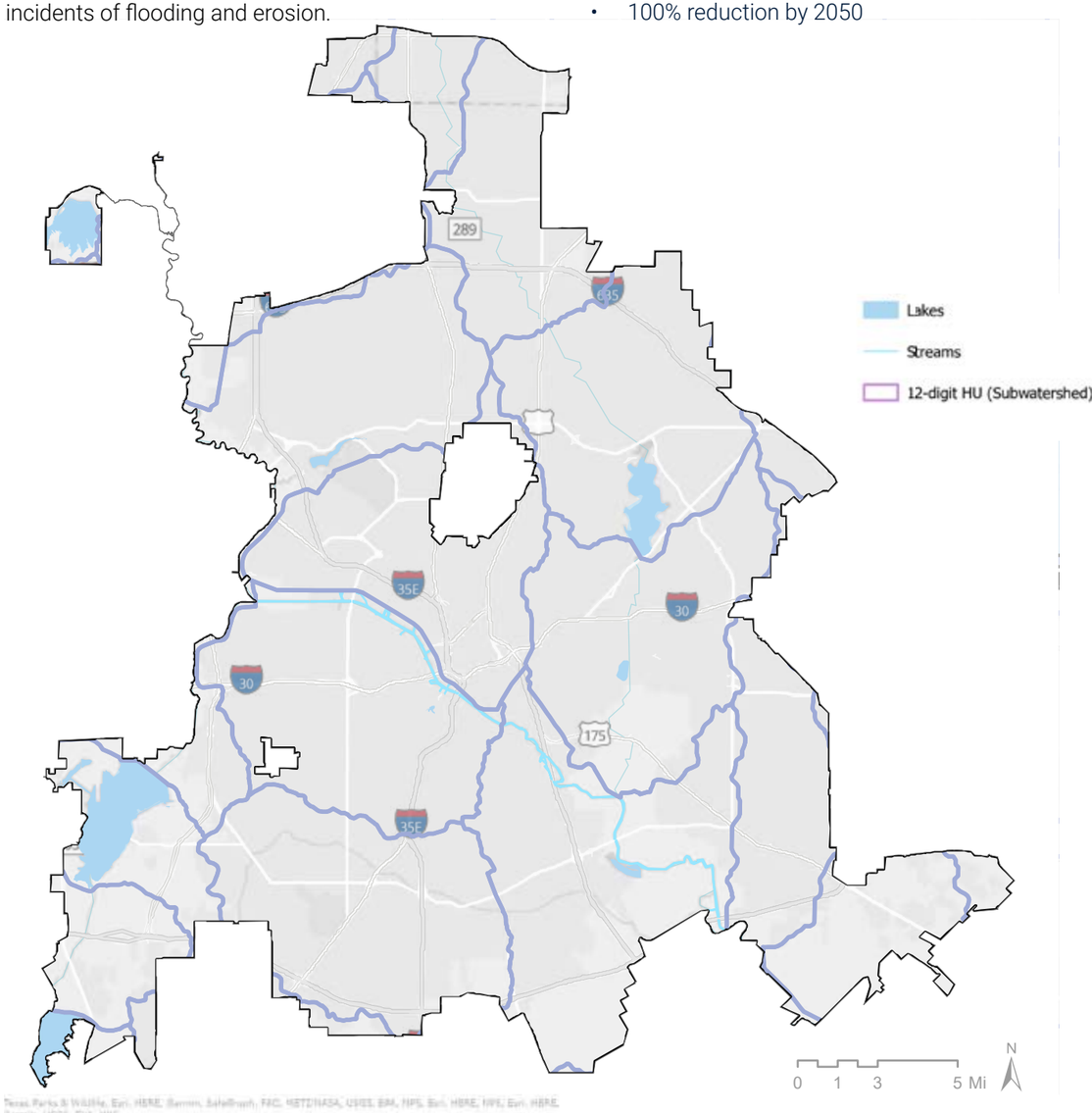



**Figure 76: Waterways, Waterbodies and Waterways Map**

### 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 77**).

### 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. Further 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.

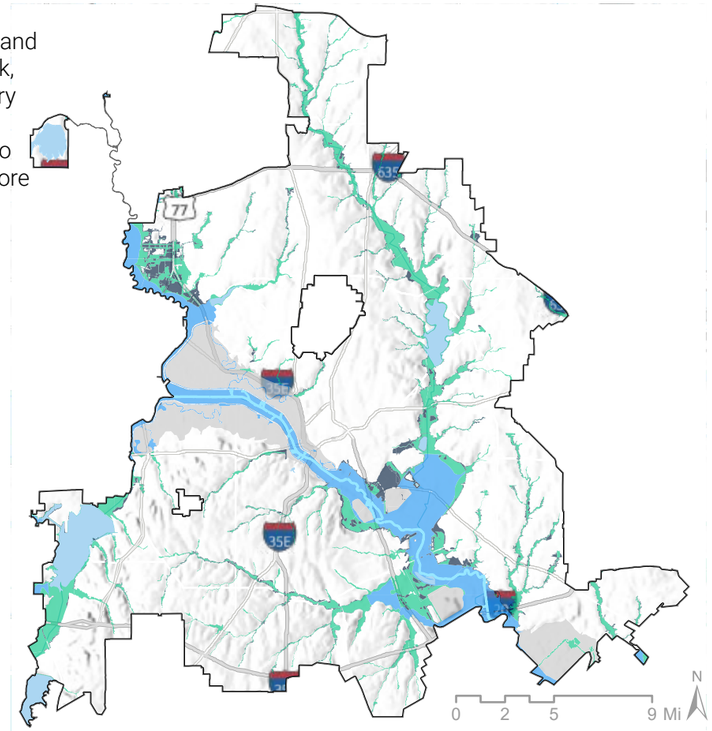



**Figure 77: Flood Hazard Areas Map**



# 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.

### Air Pollution

Dallas is the second most polluted City in Texas in terms of heat generated ozone, and #16 most polluted in the US. Nationwide, 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

### Greenhouse Gases and Ozone

According to the Office of Environmental Quality's 2015 Greenhouse Gas Emissions Inventory, 64% greenhouse gases originate from buildings and energy, 35% greenhouse gases originate from transportation, and the waste sector (including wastewater) is responsible for the remaining <1% of emissions. Of that, 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. When compared to previous emission inventories, the City has reduced its impact by over 40% from 1990 levels in 2015.

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

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. **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.

# KEY TAKEAWAYS

# PARKS, OPEN SPACES & NATURAL SYSTEMS

# 8

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.

# PAST PLANS, STUDIES & REPORTS

**A number of recently adopted plans have updated some of the forwardDallas! 2006 Elements. These plans have particular relevance to the ForwardDallas Update, as they address issues critical to land use in the City of Dallas.**

## RELEVANT LAND USE 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/Plan). The goal of the Plan is to provide a unified vision and framework to manage Dallas's urban forest as a sustainable community asset. the instrumental role they play in caring and growing Dallas's urban forest and making trees a priority.

**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's 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 data base 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 cardio-vascular disease, lung disease, asthma, stroke, anxiety, heat stress and many other health related issues in Dallas are concentrated.

### 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 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 (reducing urban heat island through less parking lot need) First-Last Mile connections to transit (equity component). Currently, 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 and 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 corridors like 2nd Ave, Elsie Faye Heggins/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's goals for unified city growth and development.

# Area Plans

## 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 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's goals for unified city growth and development.



# Area Plans

## 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 Linked Area Plans

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)

# APPENDIX C
# ENGAGEMENT REPORT

APPENDIX STILL IN DEVELOPMENT / PROGRESS

1

PROJECT INITIATION & EXISTING CONDITIONS

INITIAL COMMUNITY ENGAGEMENT

LAND USE VISIONING

LAND USE THEME DEVELOPMENT

PLACETYPE & URBAN DESIGN MAP REVIEW

DRAFT PLAN REVIEW

PUBLIC BRIEFINGS/ HEARINGS + ADOPTION

# INTRODUCTION

## ENGAGEMENT IN FORWARDDALLAS

This report provides summarizes the public engagement process for ForwardDallas 2.0. Since the launch of the plan in April of 2021, Dallas residents and other stakeholders have been engaged in various ways, including in-person workshops, pop-up events, virtual discussions, and on-line & paper surveys. A summary of key findings from public input and reflections from lessons learned in the ForwardDallas process will be discussed in this report.

# Guiding Principles for Meaningful Engagement

### Reaching Residents "Where They Are"

Throughout the process, the ForwardDallas project team placed  an emphasis on clear messaging and reaching residents "where they are," continually evolving a variety of in person and virtual strategies to ensure maximum reach and representation.
The project team also prioritized participation with existing community meetings and events, ensuring broader opportunities to inform and engage residents.

### Approachable Messaging

While land use can be technical in nature, it was important that the messaging around ForwardDallas 2.0 be as clear and relatable as possible for residents and other stakeholder groups, given that land use issues affect everyone's day-to-day lives. Throughout the process, the ForwardDallas team aimed to use consistent branding, provide historic context for systemic barriers, describe how the Land use plan connects to other facets of city policy & process, and present land use issues in a contextual and understandable manner.

### Prioritizing Inclusion and Representation Throughout the Process

In each engagement phase (as shown on the timeline on page 8-9), the project team closely monitored participation of workshops, presentations, and pop-up events to ensure as fair a representation as possible of the many areas of the city and its diverse residential population. Participant data was collected, events were mapped, and stakeholder / leadership engagement was utilized. In tracking this information, each engagement phase was extended as needed  to prioritize areas of the city that experienced lower turnout in each event series. See summary statistics for the engagement process onpage 10.

### Grassroots and "Grasstops" Engagement

In addition to a focus on "grassroots" engagement of organizations that operate at the neighborhood level, the ForwardDallas team also met with groups that operate in the "grassroots" organizations that provide a leadership role on a citywide scale. Team members attended neighborhood association meetings and community events throughout the process to reach residents in their own neighborhoods. There were also a series of presentations, one-on-one meetings, and educational workshop series designed to facilitate discussions with professional audiences, elected and appointed officials, and organizational leadership. From grassroots to "grasstops", the project team collected important insights from the community at different scales to create the final plan document.

### Transparency of Engagement Process

As part of each engagement phase, regular updates and summaries on input received were presented throughout the process so participants could be confident their feedback was heard and to understand how it is being used. These summaries were presented as text summaries, survey results, map-based feedback, and through other visual representations. Brief summaries of each phase of input collection are also presented in subsequent sections of this report.

**Project Engagement Timeline**
The timeline below shows the engagement process, events, and descriptions of the topics and materials that were discussed at each stage.

# PROCESS+ TIMELINE

4 5 6 7

## PROJECT INITIATION & EXISTING CONDITIONS

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

SEP 2021 - MAY 2022

## INITIAL COMMUNITY ENGAGEMENT

Kicking off community engagement efforts with a series of workshops and an outline questionnaire to identify priority issues.

SEP 2021 - MAY 2022

## LAND USE VISIONING

Forming the foundation of the future land use map and introducing the "placetype" concept through a series of workshops and community meetings.

JUL 2022 - APR 2023

## LAND USE THEME DEVELOPMENT

Development of land use priority "themes" based on the community's priorities collected through workshops and an online questionnaire.

NOV 2022 - APR 2023

## PLACETYPE & URBAN DESIGN MAP REVIEW

Meeting with the community to refine the placetypes into a single recommended future placetype map.Workshops and an online mapping tool were utilized to collect feedback.

AUG 2022- MAY 2023

## DRAFT PLAN REVIEW

Community, staff and advisory review of future placetype map. Open houses were conducted as well as further public and committee engagement.

MAR 2023 - ONGOING

## PUBLIC BRIEFINGS/ HEARINGS + ADOPTION

Public discussion and review of draft plan and future land use map.

OCT 2021 - ONGOING

## Meeting People Where They Are

The ForwardDallas 2.0 planning process spanned nearly three years, with a significant number of community members and stakeholders reached through a variety of in-person and virtual engagement strategies.

**25,000+**
Interactive Webmap Visits

**1,500+**
In-Person Participants

**9,900+**
Unique Online Users

**1,600+**
Map Comments

**70+**
Virtual Events

**200+**
In-Person Events

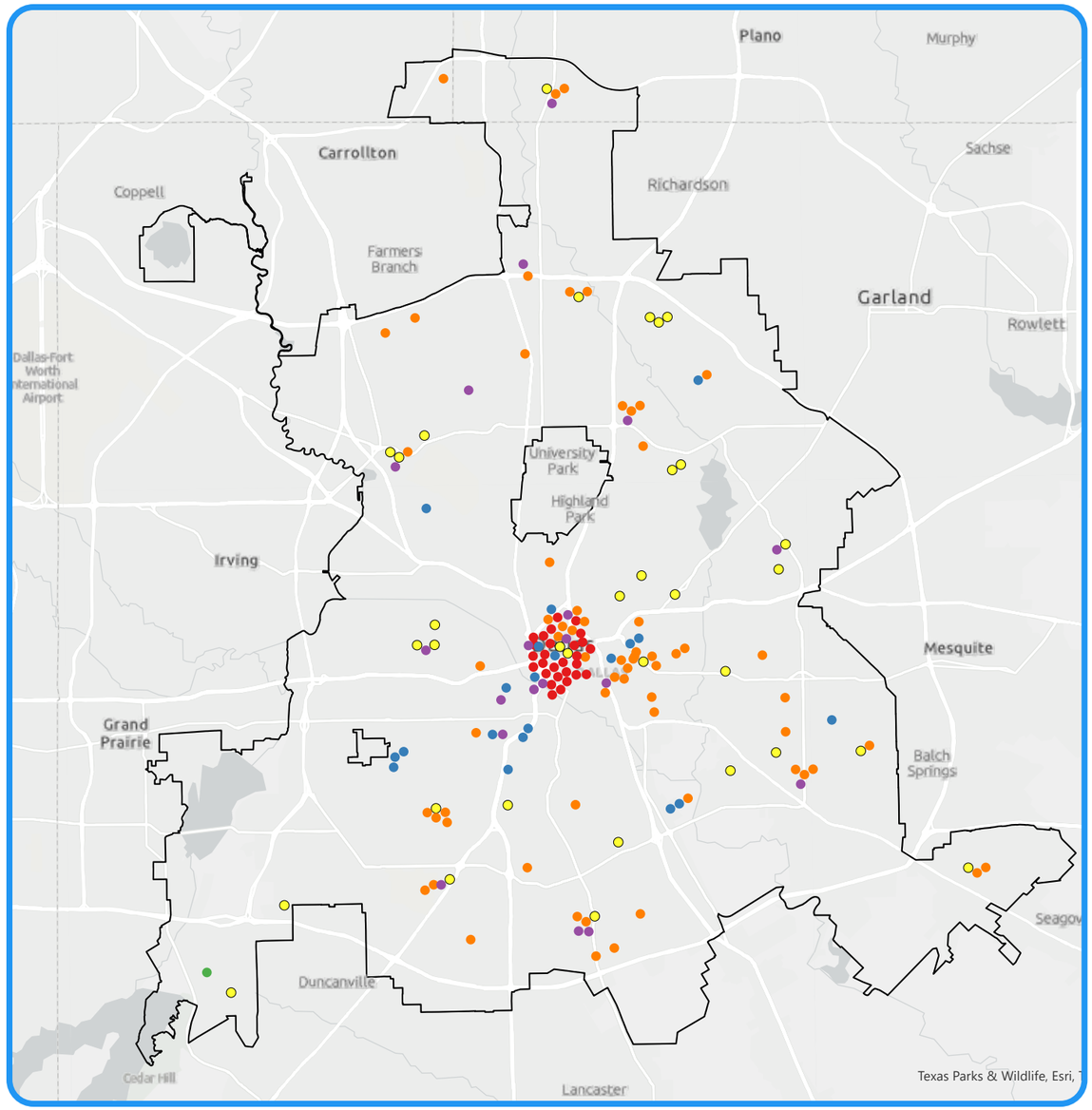



Figure _: In-Person Engagement Events Map

**Legend**

- Advisory
- Capacity Building
- Listening Session / Focus Group
- Open house
- Popup/Table
- Workshop

**DID YOU KNOW**

ENGAGEMENT EVENTS WERE HELD THROUGHOUT THE CITY TO REACH THE MOST NUMBER OF RESIDENTS

# Engagement Approaches and Tools

The following tools represent the key approaches and tools used by the ForwardDallas project team to collect feedback and provide updates to the greater Dallas community throughout the project.

### Workshops
Facilitated discussions and activities, both in person and online to educate and collect resident and stakeholder feedback on specific land use issues in Dallas.

### Surveys
Web-based and physical questionnaires to collect resident and stakeholder feedback on land use issues in Dallas, used especially in early phases to determine key land use values for ForwardDallas.

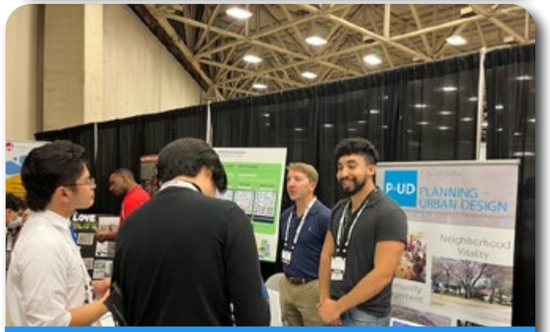
### Social Pinpoint
Social Pinpoint is an online engagement tool that allows individuals to comment on maps of the issues and opportunities facing Dallas. Social Pinpoint allows points of interest to be created and mapped, allowing residents, stakeholders, and other participants to provide feedback for a point or area. Social Pinpoint was utilized during most major engagement phases of the project to determine key land use issues and evaluate future land use maps.

### Pop-Ups
Opportunities for the ForwardDallas team to present materials and updates to residents at existing community events.

### Community Meetings
Opportunities for the ForwardDallas team to present materials and updates at existing community meetings, such as Neighborhood Association meetings.

### Lunch-n-Learns
Opportunities to discuss specific land use issues, such as housing or environmental justice, in an interactive, web-based setting during lunch time.

**WORKSHOP**
Renner Frankford Library




**POP-UP**
Earth X Conference 2022

**WORKSHOP**
Bachman Recreation Center

**POP-UP**
Downtown Dallas Stocking Stroll

**PUD ON THE MOVE!**
Kleberg Recreation Center

**POP-UP**
Dallas Museum of Arts

### Neighborhood Summits
Opportunities to bring together residents and community organizations to learn about programs and initiatives available at the City of Dallas, and discuss updates and engagement opportunities for ForwardDallas.

### Professional Presentations
Opportunities to present ForwardDallas 2.0 updates and issues to professional, technically-minded audiences, such as the Greater Dallas Planning Council, and the American Institute of Architects.

### PUD on the Move!
A mobile workshop and pop-up vehicle, covered in ForwardDallas decals, equipped to take engagement materials to a variety of community engagement events and opportunities.

### Open Houses
Opportunities to showcase maps and summarized community-feedback and the end of a particular project phase, to showcase draft materials for further feedback collection.

### ForwardDallas Email List
An email list of anyone interested in staying up-to-date with the ForwardDallas 2.0 process, providing reminders for upcoming community meetings, engagement opportunities, and key decision points for the project.

**WORKSHOP**
South Dallas Cultural Center

# ENGAGEMENT EVENT PHOTOS

West Dallas Multipurpose Center

Thurgood Marshall Recreation Center

South Dallas Fair Park

Thurgood Marshall Recreation Center

White Rock Hills Branch Library

White Rock Hills Branch Library

Oak Cliff Cultural Center

South Dallas Cultural Center

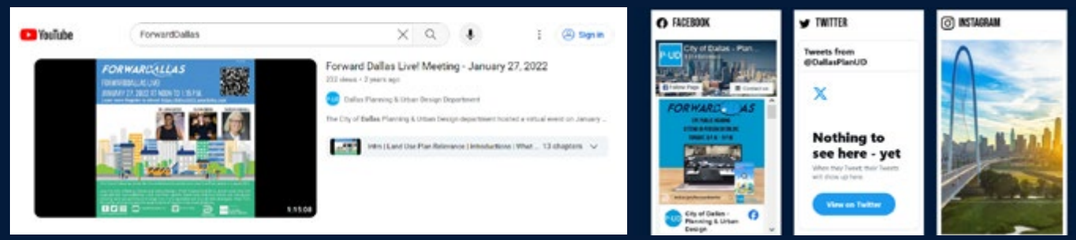
Singing Hills Recreation Center

## Traditional + Social Media

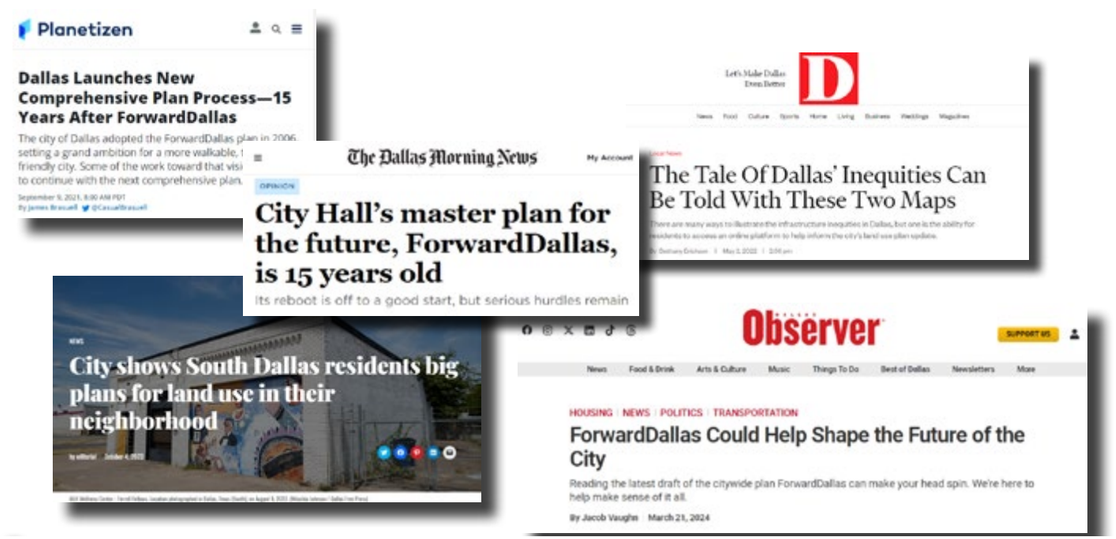
To effectively communicate and engage with the community throughout the ForwardDallas 2.0 planning process, the ForwardDallas team implemented a multi-faceted digital and traditional media strategy aimed at maximizing outreach and participation. Recognizing the diverse media consumption habits of our community, the project had a consistent presence in major local media outlets. The project team also maintained digital communication through a robust web presence, which included an informative and interactive website designed to provide comprehensive information on the planning process, gather feedback at various points in the process through online tools, and answer queries.

To stay connected with our audiences, the ForwardDallas team leveraged the reach of social media by maintaining active profiles on multiple platforms. This approach allowed the project to reach a broad audience, engage with community members in real-time, and foster a two-way conversation about the future of land use in our area. Through these combined efforts, the project team worked hard to ensure the community was well-informed and involved in the planning process with the goal of cultivating a sense of ownership and participation among residents.

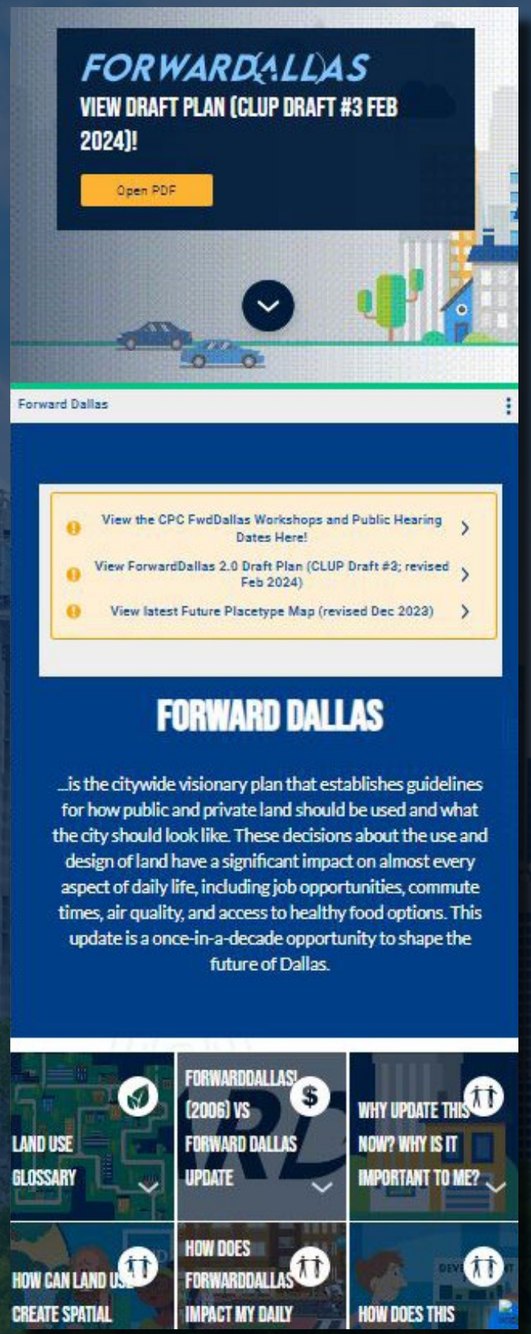
## SOCIAL MEDIA




## TRADITIONAL MEDIA




# WEB PRESENCE



02

PROJECT INITIATION & EXISTING CONDITIONS

INITIAL COMMUNITY ENGAGEMENT

LAND USE VISIONING

LAND USE THEME DEVELOPMENT

PLACETYPE & URBAN DESIGN MAP REVIEW

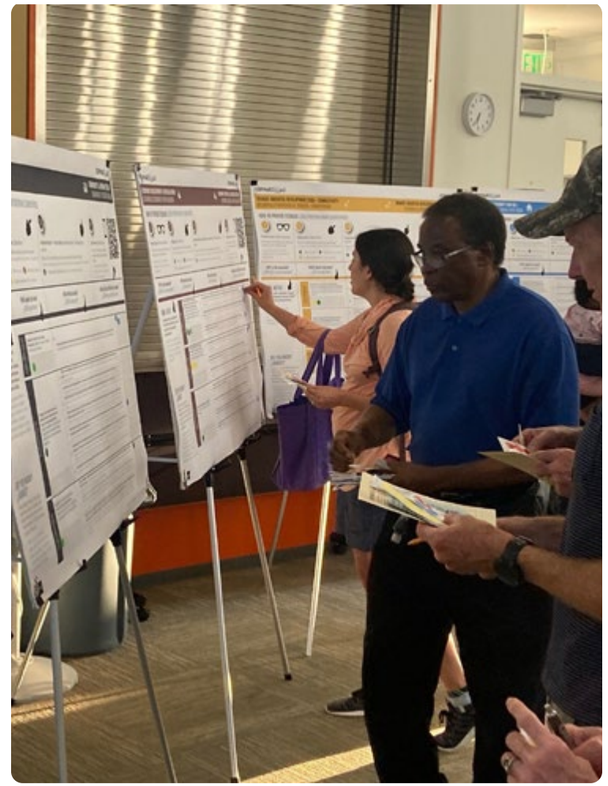
DRAFT PLAN REVIEW

PUBLIC BRIEFINGS/ HEARINGS + ADOPTION

# LAND USE THEME DEVELOPMENT

## LAND USE THEME DEVELOPMENT

In order to establish an informed, community-based vision for ForwardDallas 2.0, the project was kicked off with a series of workshops and surveys to establish a value framework to guide and shape the development of the overall plan. This process allowed for a broad discussion of the major land use issues facing Dallas over dozens of forums. The project team collected and distilled all of this feedback into five land use themes that served as guiding principles for later stages of the project. This section summarizes the approaches used during this phase as well as the feedback received from the community.



# WEB BASED PLATFORM ENGAGEMENT

## A PROJECT KICK-OFF IN PANDEMIC ERA ENGAGEMENT

In August of 2021, ForwardDallas 2.0 was officially launched at the ForwardDallas Neighborhood Summit. This event took place entirely on Zoom, a web-based service that provides video and messaging services for group meetings and events. In 2021 the COVID-19 pandemic was ongoing, impacting the project team's ability to host in-person meetings. While there were some workshops and pop-up events that took place in person in the fall of 2021, the kickoff event as well as several community workshops were conducted largely on web-based platforms, revealing pros and cons for different community groups and posing challenges to reaching traditionally under-resourced areas.

During this phase, hundreds of residents provided a significant amount of input into the important land use issues facing Dallas today, providing valuable insight into the community's concerns and priorities. With the ability once again to engage in person in 2022, the ForwardDallas project team was able to begin expanding its reach and unveiled a full schedule of engagement activities for subsequent phases of the project.

## Initial Community Workshops

In fall of 2021, dozens of workshops were facilitated, both online and in person, to ask Dallas residents and stakeholders about their major concerns and priorities, both for their neighborhood as well as the city at large. These conversations served as lively and productive opportunities for residents to share their lived experiences of Dallas and help build the initial foundation of key priority topics for the plan. This feedback was then summarized by staff into a smaller number of broad topical categories which were then used to develop a follow-up survey for additional community feedback.

### Open Ended Workshop Discussion

The workshops during this phase were designed to be as open-ended as possible, allowing residents to provide input in their own words. Breakout groups of around 10-12 were set up to allow for maximum opportunity for each person to speak. As seen lin the table below, residents saw their key issues listed on a common screen for the group. After a list of about 10-20 topics were generated, the group then voted on their top issues among the list, allowing the project team to begin to get a sense of importance as well as the breadth of issues impacting the community.

This is an example "board" used during the virtual break out discussions. Each issue on the left side was directly collected from community and stakeholder participants. Each person was then requested to provide their top three issues from the full list. These issues and vote counts were then compiled from all of the workshops.

# MOST VOTED ON TOPICS FROM RESIDENTS

FORWARDALLAS

| QUESTION | |
|---|---|
| Lack of green spaces | 2 |
| Not enough housing options | 1 |
| More residential density | 2 |
| More mixed use development in Vickery area | 1 |

## Social Pinpoint Survey

In follow-up to the 2021 land use topic workshops, a survey was conducted to further explore the main land use themes and topics important to residents and stakeholders. This survey, collected both online and from paper copies, expanded the discussion by asking more specific questions about the issues raised in the workshops and by allowing users to place their issues on a map through a new tool called "Social Pinpoint" (see page 34). Social Pinpoint allows points of interest to be created and mapped, allowing residents, stakeholders, and other participants to provide feedback for a point or area.

Eight (8) topic types were developed for participants to provide a range of land use and mobility comments. Over four-hundred and fifty (450) comments were received between February 2022 and April 2022. This page includes "mapped" comments recieved from residents while the next page provides a summary of all comments recieved.

### Mapped Results

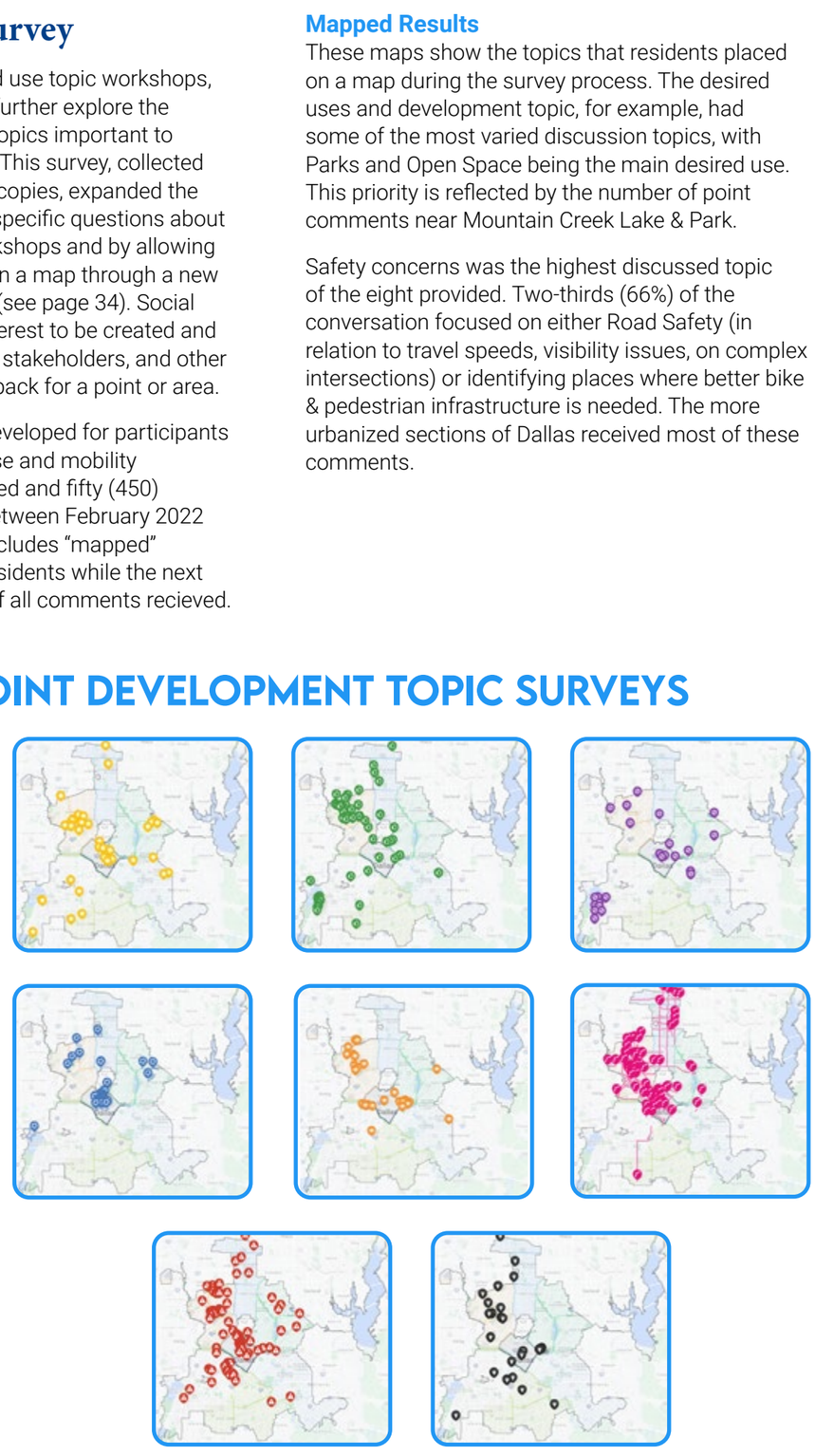
These maps show the topics that residents placed on a map during the survey process. The desired uses and development topic, for example, had some of the most varied discussion topics, with Parks and Open Space being the main desired use. This priority is reflected by the number of point comments near Mountain Creek Lake & Park.

Safety concerns was the highest discussed topic of the eight provided. Two-thirds (66%) of the conversation focused on either Road Safety (in relation to travel speeds, visibility issues, on complex intersections) or identifying places where better bike & pedestrian infrastructure is needed. The more urbanized sections of Dallas received most of these comments.

## SOCIAL PINPOINT DEVELOPMENT TOPIC SURVEYS

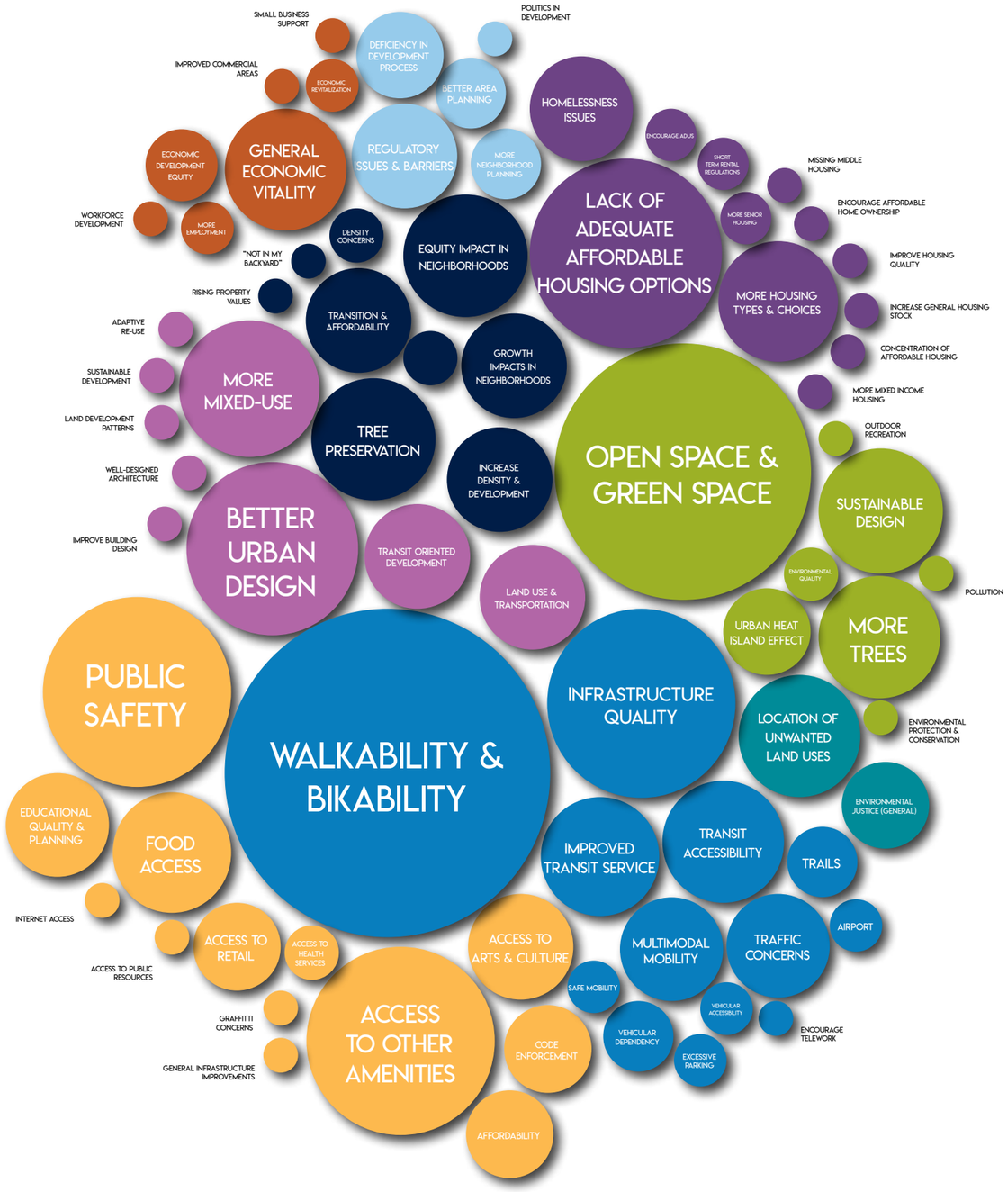
**TOPICS**

- Community Asset / Destination
- Desired Use / Development
- Undesirable Use
- Development Priority Site
- Poor Appearance
- Desired Connectivity Route
- Public Safety Concern
- Other Land Use Ideas / Suggestions



### Survey Results

The below word bubble reflects the main topics and sub topics heard from the community from the survey process.



## Summarizing Key Priority Land Use Topics

During and after hearing from the community in the early phases of ForwardDallas, the project team compiled feedback from the workshops, surveys, and public meetings and shared their findings both with the Comprehensive Land Use Plan Committee and Technical Review Committee (see chapter 4). The outcome of this work was a rich and productive discussion around the appropriate organization of feedback into a smaller number of topical categories.

### SUMMARIZED PRIORITY LAND USE TOPICS

An earlier summary of key themes heard from the community (2022), reflected in a word bubble for public presentation.

## Final Land Use Themes

Below reflect the final selection of land use themes for ForwardDallas. In addition to reflecting the broad input recieved during the earlier engagement phases, these themes would proceed to guide the development of ForwardDallas 2.0, including the future land use map and the implementation plan.

These topics were also used to organize community conversations with residents and stakeholders through lunch-n-learns and expert panel discussions. These values will also be used as the primary framework to evaluate progress and success after the plan is adopted.

### COMMUNITY + URBAN DESIGN

**Theme Goal:** Adopt and implement context-sensitive design and development guidance to help shape Dallas's streets, sidewalks, buildings, and open spaces, ensuring functional, safe, sustainable, and vibrant spaces that not only reflect but also enhance Dallas's distinct places and diverse communities.

### ENVIRONMENTAL JUSTICE + SUSTAINABILITY

**Theme Goal:** Actively and equitably protect communities from the effects of environmental hazards, while enhancing environmental quality through proactive protection, conservation, and sustainable practices in both natural and built environments.

### ECONOMIC DEVELOPMENT + REVITALIZATION

**Theme Goal:** Promote equitable development of Dallas' diverse communities across the city, through the revitalization of neighborhood centers, commercial corridors, employment centers, and transit areas.

### TRANSIT ORIENTED DEVELOPMENT (TOD) + CONNECTIVITY

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

### HOUSING CHOICE + ACCESS

**Theme Goal:** Equitably increase attainable housing options throughout the city, particularly near job centers and transit-oriented locations, to meet the diverse housing needs of all people in Dallas.

3

PROJECT INITIATION & EXISTING CONDITIONS

INITIAL COMMUNITY ENGAGEMENT

LAND USE VISIONING

LAND USE THEME DEVELOPMENT

PLACETYPE & URBAN DESIGN MAP REVIEW

DRAFT PLAN REVIEW

PUBLIC BRIEFINGS/ HEARINGS + ADOPTION

# PLACETYPE MAP DEVELOPMENT

## PLACETYPE MAP DEVELOPMENT

Placetypes represent an innovative approach to future land use planning that have been successfully developed in cities around the country. This new approach allows the community to explore and define qualities of place that should be encouraged in future land use development. This section overviews the two-part process the ForwardDallas project team used to (1) explain and define these placetype categories for the Dallas context and (2) develop the future placetype map that places these categories around the city to shape future land use policies, decisions, and investments. While the topic can be technical in nature, the project team found creative ways to make placetypes accessible to residents and stakeholders, empowering them to have a critical voice in defining the future land use vision of Dallas.

## EXPLAINING AND EXPLORING PLACETYPES

**Explaining Placetypes**

While land use topics can be highly technical, the issues addressed by land use plans and zoning policy affect everyone's day-to-day lives in many compelling ways. It is the responsibility of planners to communicate these concepts in ways that are accessible to a variety of audiences, empowering residents and stakeholder groups to meaningfully engage in the conversation. The concept of placetypes is designed to bring attention to the broader qualities of place, and can be a powerful tool for engaging the public around the kinds of spaces they want to see in their communities. Shown here are some ways the ForwardDallas project team used to break down the concept of placetypes in a variety of public presentations.

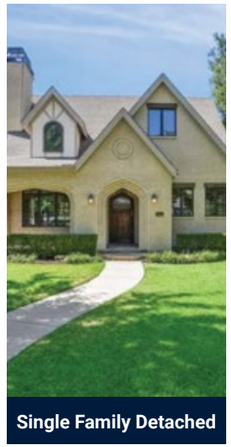
**Defining Placetypes**

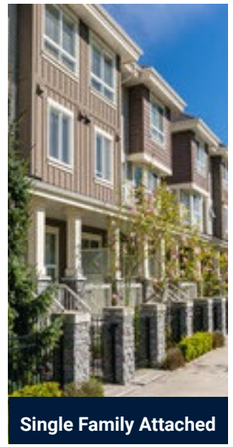
A placetype represents a holistic, bigger-picture vision for a community or place that incorporates a desired mix of land uses, design, function, and intensity. Some other features of placetypes include:

- Focusing on "place" rather than parcel-specific land use
- Defining the collective mix of uses and block patterns
- Placetypes operate in a suite of placetypes, or transect, with custom boundaries developed through an extensive process of public engagement
- Providing a flexible, yet directed, framework for land use decision-making

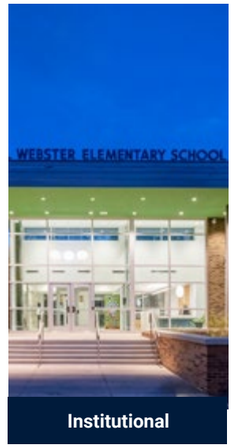
## COMMUNITY RESIDENTIAL PLACETYPE EXAMPLE

This page shows the types of images that were used to demonstrate a placetype and its land uses.


Single Family Detached


Single Family Attached

Commercial



Institutional

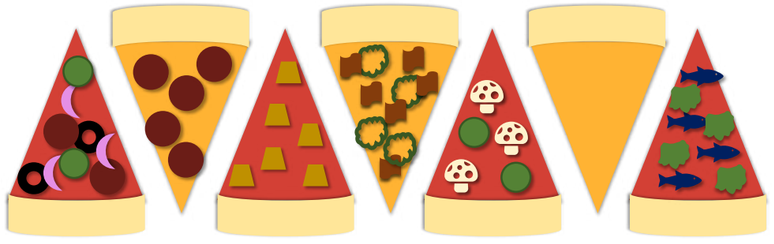
Public Open Space

## USING ANALOGIES

Analogies were used to help the public understand the placetype concept. One particular analogy used compares placetypes to pizzas. Like how different ingredients may be used to create different types of pizzas, different land uses create different placetypes.

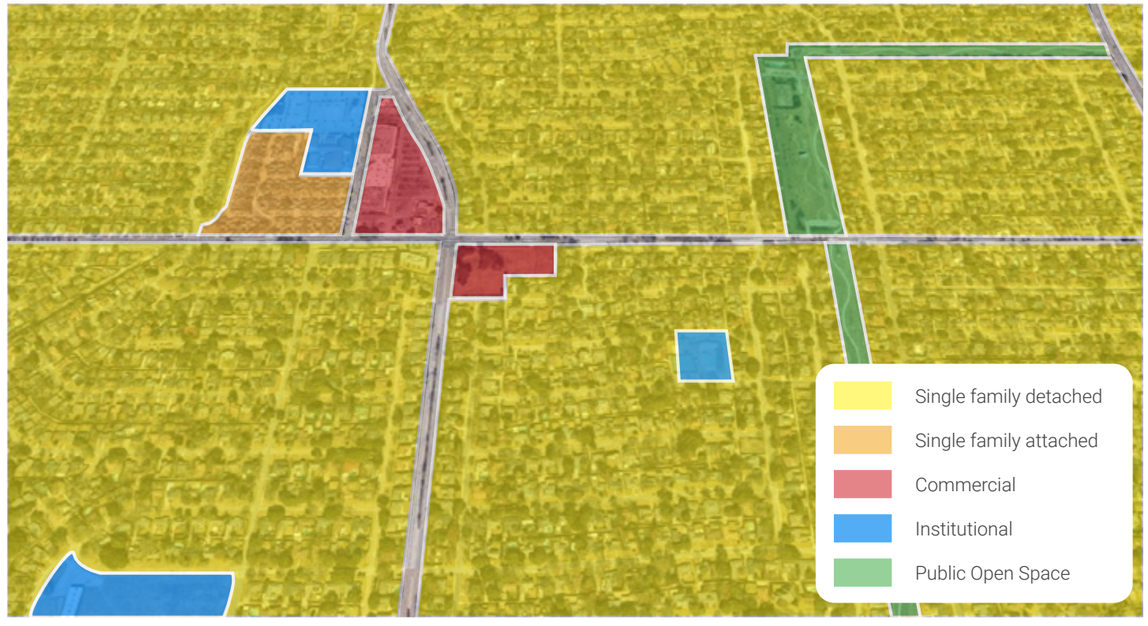
Land is like the base of a pizza

Land uses are like the ingredients of a pizza


Different combinations of land uses create different placetypes like how different ingredients of a pizza make different types of pizzas

## DEMONSTRATING EXAMPLES

Local examples of different areas and neighborhoods of Dallas were shown to provide familiar references for residents. These examples demonstrated the different placetypes along with corresponding types and proportions of land uses within each placetype.



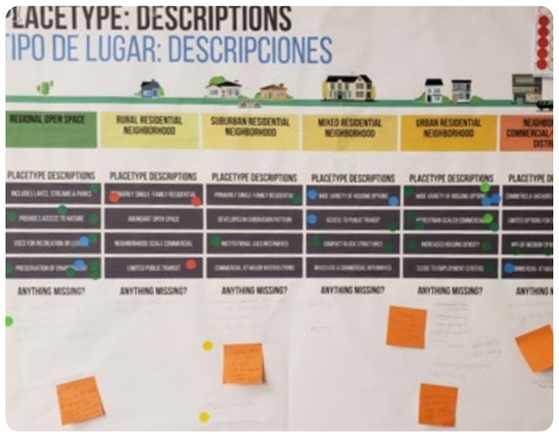
# Development of Placetype Categories

To create the future placetype map, the project team needed to develop the placetype categories themselves. While these categories may look similar from city to city, each setting benefits from a customized "suite" of placetypes that can be used to shape future development. In developing this list, each placetype requires specific attention in developing their recommended list of allowable land uses, design characteristics, natural features, compatible adjacencies, and other characteristics.

During this process, the number of placetypes, their names, and characteristics shifted as feedback from the community, stakeholders, and committee review was collected and taken into consideration. These categories would then be used as building blocks for the future land use vision map. The categories themselves would continue to shift late into the adoption process, as decision-maker input brought the plan closer to adoption.

## PLACETYPE CATEGORIES ACTIVITY BOARDS

Activity boards during these workshops focused on engaging participants around the draft placetype categories. Different boards showcased information about each placetype, including example images, potential recommended land uses, and character descriptions. Residents were encouraged to leave stickers and notes to provide preferences and feedback for the project team.



## 1 INITIAL PLACETYPE "SUITE DEVELOPMENT

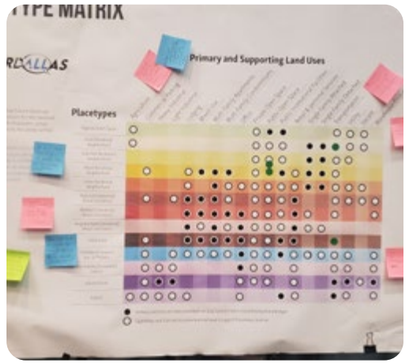
To begin, Planning and Urban Design staff worked closely with the project consulting team to create a draft list of placetypes to then present to the community. This involved pulling placetype concepts that have worked in other settings and calibrating them to the Dallas context using the team's professional assessment and experience.

## 2 COMMUNITY WORKSHOPS

From 2002 to 2003, multiple workshops were held in every planning district of the city to present the concept of placetypes as well as to receive feedback on the types of places most important to residents, community groups, and other stakeholders. These workshops were designed to engage residents both about their own neighborhoods as well as the city as a whole, keeping in mind the "aspirational", or future-oriented nature of a future land use map. See page 28-29 to learn more about some of the ways placetypes were explained to residents and stakeholders.

## 3 COMMITTEE REVIEW

After extensive public engagement, the project team presented a refined suite of placetypes for review by the Comprehensive Land Use Plan Committee (CLUP), a group comprised of a diverse array of members with extensive professional and community experience in Dallas (see chapter 4). The CLUP worked with staff to further develop these categories, specifically their recommended land uses and other language used to provide context-appropriate guidance for future development and investment.



## Developing the Future Placetype Map

After the placetype categories had been developed and refined, it was time to apply these placetypes to the map of the entire city. This process represented several months of extensive workshops, online feedback, refinement, community meetings, and committee review to prepare the map for final review and adoption.

## FUTURE PLACETYPE MAP ACTIVITY BOARD

Activity boards during these workshops focused specifically on the future placetype map, with each workshop showcasing maps for the specific areas in which the workshop took place. The project team facilitated discussions around these maps, collecting invaluable insight and feedback regarding appropriate future placetypes and placetype boundaries in every area of the city.

### 1 DEVELOPING THE INITIAL PLACETYPE MAP

To begin, a "baseline", or draft map was developed using the current adopted land use vision as a starting point, with extensive staff refinement and edits made based on staff expertise and experience working in all areas of the City. The purpose of the baseline map was to provide a clear visual for residents and stakeholders to review and respond to.

### 2 COMMUNITY WORKSHOPS AND MEETINGS

Throughout 2023, workshops were held throughout the city to present the baseline future placetype map to residents. The project team provided multiple maps of each planning service area and each sub-district, facilitating specific conversations around the appropriate arrangement of placetypes and their boundaries. City staff also attended and spoke at individual community meetings to solicit as much specific feedback as possible, sometimes meeting with groups more than once as needed. These conversations provided critical feedback for the project team in calibrating the future placetype map to represent an accurate and fair vision for the future of these neighborhoods.

### 3 SOCIAL PINPOINT

In addition to the community workshops, an online map was also developed, using the Social Pinpoint tool. This allowed residents and stakeholders to view various versions of the draft future placetype map, and place comments on specific points on the map. Hundreds of unique users provided thousands of comments during the entirety of this process, all of which were closely reviewed by project staff and factored into the evolving nature of the future placetype map during the process.

### 4 DECISION-MAKER REVIEW

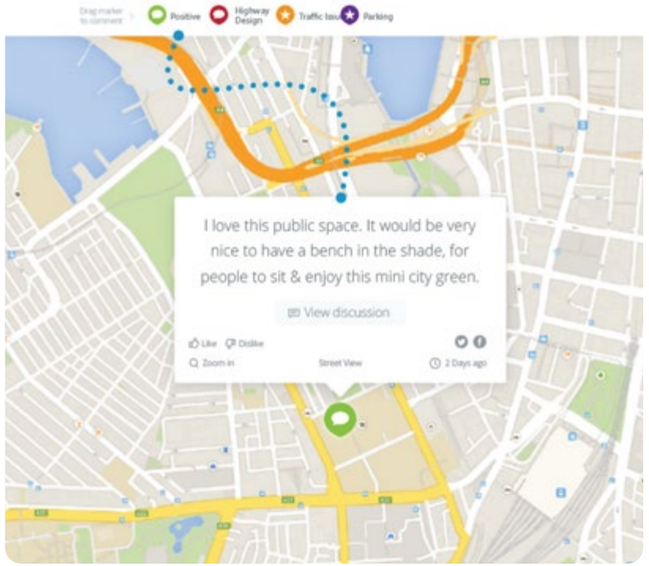
As the future placetype map continued to evolve, the project team presented the map to multiple decision-makers, through the Comprehensive Land Use Plan Committee as well as with individual City Council and City Plan Commission members. These decision-makers provided essential insight and feedback during this process, with their knowledge of all areas of the city, their history, and impression of community opinions, having worked closely with community groups in their areas of focus.

## COMMUNITY MEETINGS

As part of the broader effort to meet residents where they are, staff members from Planning and Urban Design attended and spoke at individual community meetings throughout the process. Staff members attended dozens of these meetings, usually regularly scheduled neighborhood association meetings or other forums focused on area and neighborhood-specific interests. These meetings were particularly useful during the development of the future placetype map, where staff brought maps of specific neighborhoods and areas of the city and received essential and lively feedback from residents who strongly care for their neighborhoods.

## SOCIAL PINPOINT

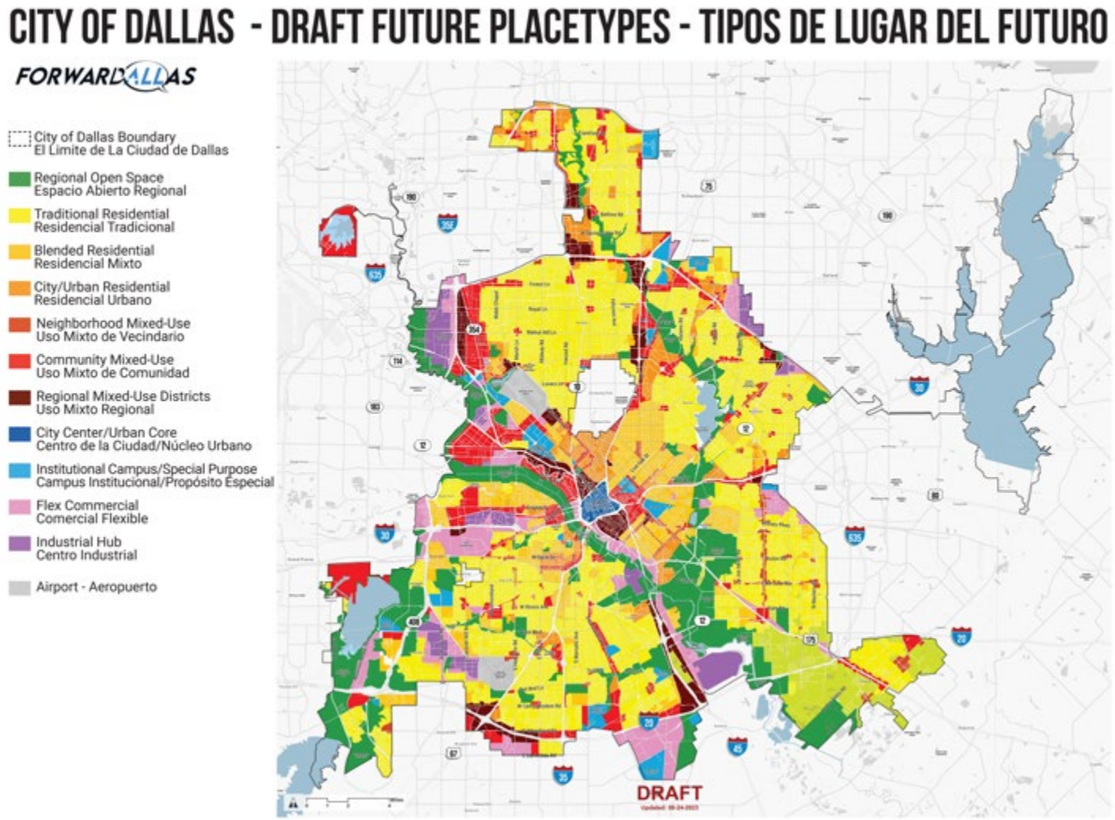
As part of the broader effort to meet residents where they are, staff members from Planning and Urban Design attended and spoke at individual community meetings throughout the process. Staff members attended dozens of these meetings, usually regularly scheduled neighborhood association meetings or other forums focused on area and neighborhood-specific interests. These meetings were particularly useful during the development of the future placetype map, where staff brought maps of specific neighborhoods and areas of the city and received essential and lively feedback from residents who strongly care for their neighborhoods.

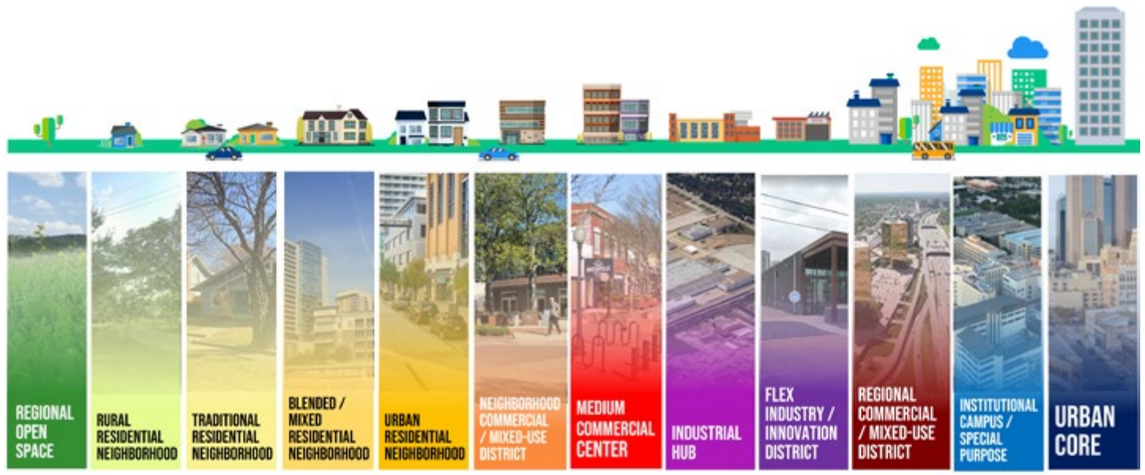





## Outcomes

Below represent the final placetype categories as well as future placetype map, developed through extensive project team development, community engagement, and decision-maker input.



4

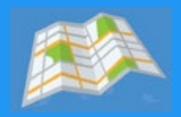
PROJECT INITIATION & EXISTING CONDITIONS

INITIAL COMMUNITY ENGAGEMENT

LAND USE VISIONING

LAND USE THEME DEVELOPMENT

PLACETYPE & URBAN DESIGN MAP REVIEW


DRAFT PLAN REVIEW

PUBLIC BRIEFINGS/ HEARINGS + ADOPTION

# ADVISORY BODY ENGAGEMENT

## ADVISORY BODY ENGAGEMENT

Throughout the ForwardDallas 2.0 process, two committees provided essential feedback and oversight to the project team. The Comprehensive Land Use Plan Committee (CLUP) of the City Plan Commission is appointed by the Chair of the City Plan Commission and provided oversight and guidance through the planning process. The Technical review Committee (TRC) is an ad hoc informal committee and is intended to provide more explicit technical feedback and guidance on deliverables. Together, these committees assisted in reviewing community feedback and project deliverables as well as helped shape key recommendations in the final planning document.

June 2024 - Appendix C: ForwardDallas Engagement Report - (Revised Draft #4 - CPC Interim)

## COMPREHENSIVE LAND USE PLAN COMMITTEE (CLUP)

The Comprehensive Land Use Plan Committee (CLUP) is a standing committee of the City Plan Commission (CPC) that provided oversight during the ForwardDallas 2.0 process. The Committee monitors implementation of the comprehensive plan through review and recommendations for land use-specific initiatives at various scales of community planning.

### CLUP MEMBERSHIP

Brent Rubin, Chair (CPC)

Deborah Carenter, Vice Chair (CPC)

Peter Goldstein

Roy Lopez

Jennifer Scripps

Nathaniel Barrett

Joe Cannon

Jerry Hawkins

Krista Nightengale

Linda McMahon

Matt Houston

Collin Yarbrough

Maureen Milligan

Jasmond Anderson (CPC)*

Dustin Bullard*

Jennifer Rangel*

Lynette Aguilar*

**Members who participated before date of CLUP recommendation to move ForwardDallas to CPC*

### TRC MEMBERSHIP: EXTERNAL ORGANIZATIONS AND AGENCIES

Dallas Area Rapid Transit

North Central Texas Council of Governments

Dallas County

Texas Department of Transportation

Dallas Housing Authority

Richardson ISD

Duncanville ISD

Dallas ISD

Dallas College

Downtown Dallas Inc

University of Texas at Dallas

Southern Methodist University

## TECHNICAL REVIEW COMMITTEE (TRC)

The Technical Committee is an ad hoc informal committee and is intended to provide more explicit technical feedback and guidance on deliverables. The Technical Committee is comprised of stakeholders identified by City staff and representing relevant City departments, school districts, economic and housing development organizations, governmental and other regional partners. This committee is a time-specific, project-specific group charged with providing a technical perspective and insight on the recommendations of the draft Forward Dallas plan.

### TRC MEMBERSHIP: CITY OF DALLAS DEPARTMENTS

Office of Cultural Affairs

Dallas Department of Aviation

City Attorney's Office

City of Dallas Bond Program Administration

Dallas Code Compliance Services

City of Dallas Office of Budget

Dallas Building Services Department

Dallas Convention & Visitors Bureau

Department of Data Analytics and Business Intelligence

Dallas Office of Economic Development.

Office of Environmental Quality & Sustainability

Office of Equity and Human Rights

Dallas Fire-Rescue Department

GIS Services of the City of Dallas

Dallas Historic Preservation Office

Dallas Department of Housing and Neighborhood Revitalization

Dallas Public Library

Dallas Parks and Recreation Department

Dallas Police Department

Dallas Public Works Department

Real Estate Division of the City of Dallas

Dallas Sustainable Development and Construction Department

Dallas Department of Transportation

Dallas Water Utilities



## DEVELOPING THE IMPLEMENTATION PLAN

The planning process does not end at the adoption of ForwardDallas 2.0. The implementation plan section of the ForwardDallas document is designed to provide short, medium, and long-term guidance in realizing the future land use vision of the City. The implementation section is organized by the five land use themes outlined in Chapter 2, each involving specific action steps and a list of responsible partners. The implementation plan was created through multiple phases of staff development, committee coordination, and public engagement.

### 1 STAFF DEVELOPMENT

The project team began by compiling a preliminary list of draft implementation steps to present to residents and stakeholders. This was compiled by reviewing other adopted citywide policies for key action steps related to land use and other best practices in similar cities around the country.

### 2 COMMITTEE REVIEW

The project team then workshopped these items with the Technical Review Committee, holding full group meetings and small group breakouts based on the land use themes outlined in Chapter 2. These meetings yielded invaluable insight from internal and external partners into the ways land use policy and practice can advance the goals of the plan as well as productive points of future collaboration. The implementation plan was further developed with review and input from the Comprehensive Land Use Plan Committee.

### 3 PUBLIC REVIEW

The implementation plan was showcased during the open house events in 2023, with activity boards designed to collect resident feedback on priority items.

### IMPLEMENTATION PLAN ACTIVITY BOARDS

The implementation plan was showcased during an open house series in 2023, encouraging participants to comment on their priority action items for the plan.

# ADVISORY BODY ENGAGEMENT TIMELINE

**ADVISORY BODY ENGAGEMENT MEETINGS**

- Comprehensive Land Use Committee (CLUP)
- Technical Review Committee
- City Plan Commission
- City Council

## 2021

| JANUARY | FEBRUARY | MARCH |
|---|---|---|
| APRIL | MAY | JUNE |
| JULY | AUGUST | SEPTEMBER |
| OCTOBER | NOVEMBER | DECEMBER |

## 2022

| JANUARY | FEBRUARY | MARCH |
|---|---|---|
| APRIL | MAY | JUNE |
| JULY | AUGUST | SEPTEMBER |
| OCTOBER | NOVEMBER | DECEMBER |

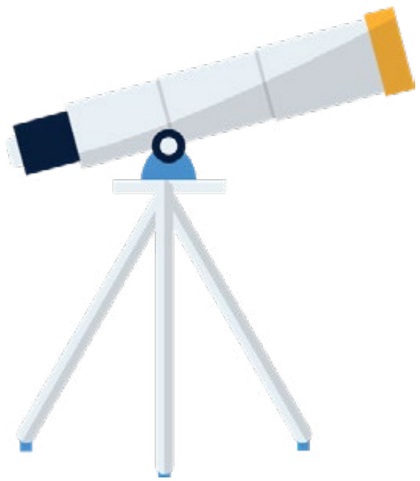
## 2023

| JANUARY | FEBRUARY | MARCH |
|---|---|---|
| APRIL | MAY | JUNE |
| JULY | AUGUST | SEPTEMBER |
| OCTOBER | NOVEMBER | DECEMBER |

## 2024

| JANUARY | FEBRUARY | MARCH |
|---|---|---|
| APRIL | MAY | JUNE |
| JULY | AUGUST | SEPTEMBER |
| OCTOBER | NOVEMBER | DECEMBER |

# GLOSSARY + ACRONYMS



# Key Acronyms

**ADU:** Accessory dwelling unit
**AMGI:** Area median gross income
**BIPOC:** Black, Indigenous, and People of Color
**CBD:** Central business district
**CBSA:** Core-based statistical area
**CDC:** Community Land Trust
**CECAP:** Comprehensive Environmental and Climate Action Plan
**COD:** City of Dallas
**CLT:** Community Land Trust
**CPC:** City Plan Commission
**DART:** Dallas Area Rapid Transit
**DCC:** Department of Code Compliance (COD)
**DCHP:** Dallas Comprehensive Housing Policy
**DDI:** Downtown Dallas, Inc
**DDOT:** Dallas Department of Transportation (COD)
**DEV:** Development Services (COD)
**DFP:** Dallas Fire Department (COD)
**DPW**: Department of Public Works (COD)
**DWU:** Dallas Water Utilities Department (COD)
**ECR:** Existing Conditions Report
**EDC:** Economic Development Corporation (COD)
**EJ:** Environmental Justice
**EPA:** Environmental Protection Agency
**GHG:** Greenhouse gases
**LID:** Low impact development
**LMI:** Low-to-moderate income
**LRT:** Light Rail Transit
**MATA:** McKinney Avenue Transit Authority
**MMH:** Missing middle housing
**MSA:** Metropolitan statistical area
**MVA:** Market Value Analysis
**NCTCOG:** North Central Texas Council of Governments
**NEPA:** National Environmental Policy Act
**NEZ:** Neighborhood empowerment zones
**NOFA:** Notice of funding availability
**NSO:** Neighborhood Stabilization Overlay
**NW:** Northwest service area
**OAC:** Office of Arts and Culture (COD)
**OED:** Office of Economic Development (COD)
**OEQS:** Office of Environmental Quality & Sustainability (COD)
**OGA:** Office of Governmental Affairs (COD)
**OHS:** Office of Homeless Solutions (COD)
**OZ:** Opportunity zones
**PD:** Planned development districts
**PID:** Public improvement districts
**PKR:** Park and Recreation Department (COD)
**PUD:** Department of Planning & Urban Design (COD)
**R/ECAP:** Racially Ethnic Concentrated Areas of Poverty
**ROW:** Right-of-way
**SAN:** Department of Sanitation Services (COD)
**SEDP:** Strategic Economic Development Plan
**SMP:** Strategic Mobility Plan
**TCEQ:** The Texas Commission on Environmental Quality
**TIA:** Tenancy in Agreement
**TIF:** Tax Increment Financing
**TMDL:** Total maximum daily load
**TOD:** Transit-oriented development
**TPL:** Trust for Public Land
**TRE:** Trinity Railway Express
**TxDOT:** Texas Department of Transportation
**UDPRP:** Urban Design Peer Review Panel (COD)
**UTD:** University of Texas at Dallas
**WRL:** White Rock Lake
**ZOAC:** Zoning Ordinance Advisory Committee (COD)





# Glossary of Terms

123

A

**Accessory Dwelling Unit (ADU):** A structure contained within or separate from the main structure on a single-family or two-family lot that has separate living quarters, including cooking, sleeping, and bathroom facilities. An ADU can be a separate structure or attached as in a garage or garden apartment including a separate entrance.
**Active Use:** Uses and structures that activate public spaces (typically at the ground level) including but not limited to retail store, restaurant, market, gallery, library and community center, common areas, and associated public art, outdoor seating, shelter structures, and placemaking infrastructure. Residential use can also serve as an active use, with focus on entries, stoops, porches, patios, and windows. These uses encourage an active street-level pedestrian experience, especially when a structure's use is inwardly focused, such as office or parking.
**Adaptive Reuse:** Remodeling an existing building to accommodate a new use or purpose other than what it was initially designed for.
**Adjacent Land Use:** Refers to the land uses in immediate proximity to a given area, focusing on the transitional qualities that encourage appropriate blending from one land use to another. For example, transitioning from residential to commercial uses or from mixed use to green space.
**Affordable Housing:** Refers to housing units priced in a way that households earning a median income can comfortably afford, while still having money left over for other necessities like food, transportation, and health care. The U.S. Department of Housing and Urban Development (HUD) defines affordable housing for which the occupant pays no more than 30% of their gross income on housing costs, including utilities.
**Agriculture:** A land use category referring to farms, ranches, and big agriculture.
**Agrihood:** A residential neighborhood centered around community farming.
**Apartments:** A land use category referring to properties with more than 10 dwelling units.
**Area Plans:** A planning process and policy that operates beneath the citywide long-range vision, but above the scale of individual lots' land use or zoning categories, designed to provide greater specificity and future vision for a neighborhood or collection of neighborhoods. Area plans involve extensive community engagement, visioning, land use analysis, and other forms of analysis and community and public decision-making to reach a consensus around future development and public investment.

B

**Bioswale:** A bioswale is an earthen drainage depression designed to filter and slow stormwater runoff, allowing for natural infiltration and runoff pollutant mitigation. Bioswales not only manage water flow, but also enhance local ecosystems and water quality by using plants and soil to capture and break down harmful runoff pollutants from streets and buildings before they reach streams, creeks, rivers and other waterways.
**Brownfield Sites:** Refers to previously developed land, often industrial or commercial, that is potentially contaminated with hazardous waste or pollution, making it complicated to repurpose or redevelop.
**Buffer:** An architectural or landscape feature utilized to minimize or mitigate nuisance effects of a use on adjacent properties or the public realm
**Building Orientation:** Refers to the positioning of a building in relation to its surroundings and environment.

C

**Carbon Sequestration:** A natural or artificial process that captures and stores atmospheric carbon dioxide, as a means of reducing global climate change.

**Clustered Housing:** Clustered housing refers to a range of multi-unit housing types that are designed to fit within the scale and form of detached single-family homes. These housing types, which include options like duplexes, fourplexes, cottage courts, and courtyard buildings, are integrated into walkable neighborhoods to support diverse housing needs and promote walkability.
**Commercial:** A land use category referring to sales of consumer goods, food and beverages, or sales of personal services.
**Community Development Corporation (CDC):** A non-profit organization that is created to support and revitalize communities, especially those that are impoverished or struggling.
**Community Land Trust (CLT):** A non-profit or private corporation that holds land on behalf of a community, while serving as the long-term steward for affordable housing, homeownership, and shared equity opportunities for communities.
**Compact Blocks:** Refers to a development pattern characterized by relatively small block sizes, promoting walkability, connectivity, and efficient land use within urban settings.
**Complete Community (or Neighborhood):** An urban planning concept in which most daily necessities and services, such as work, shopping, groceries, education, healthcare, leisure, and recreation can be easily accessed by multiple modes of transportation and within a 30-minute walk, 15-minute bike ride, or 10-minute public transit ride / vehicular ride from any point within the community.
**Complete Street:** A roadway planned, designed, and operated to enable safe access for all users, including pedestrians, bicyclists, motorists and transit riders of all ages and abilities.
**Conservation Design Strategies:** Refers to land use and design techniques that prioritize preserving environmentally sensitive features, habitats, and open spaces, often by clustering development and minimizing impervious cover to ensure both sustainable development and preservation of vital ecological assets.
**Context Sensitive Design:** An approach to urban planning and design that emphasizes harmony with the surrounding environment and community, considering local culture, history, and physical characteristics.
**Corridor:** Refers to linear areas that connect major nodes or activity centers, often characterized by specific transportation routes, infrastructure, and land uses.
**Corridor Plan:** A strategic framework that guides development, land use, transportation, and infrastructure improvements along a specific corridor.
**Cost-Burdened:** According the U.S. Census Bureau, this scenario is when a household spends more than 30% of their income on rent, mortgage and other housing needs.
**Cultural Resource:** Aspects of cultural systems containing significant cultural information. These resources include, but are not limited to, districts, sites, buildings, structures, and objects associated with people, cultures, and human activities in the present or past.
**Curb Cuts:** Refers to ramps or sloped transitions between the sidewalk and the street level, designed to facilitate pedestrian movement, particularly for individuals using wheelchairs, strollers, or carts, and to improve accessibility across urban environments.

D

**Development Code:** A component of the City Code (Chapter 51(A)) that encompasses the set of regulations and standards adopted by the city to guide land use, building design, infrastructure, and other elements of urban development, ensuring that growth aligns with the City's vision, goals, and community values.
**Displacement:** Refers to involuntary relocation of individuals or communities from their residences or businesses, often due to economic pressures, urban development, or changing neighborhood conditions, potentially leading to a loss of social and cultural ties in their original communities.





E

**Edge Areas:** Refers to transitional zones between distinct land uses or placetypes, such as where urban developments meet rural landscapes, or low-intensity residential meets commercial, often characterized by a mix of characteristics from both adjoining areas and requiring special planning and design characteristics to ensure compatibility and cohesiveness.
**Environmental Justice:** Refers to the fair treatment and meaningful involvement of all people regardless of race, color, national origin, or income, concerning the development, implementation, and enforcement of environmental laws, regulations, and policies. Environmental Justice ensures equitable access to healthy communities and environmental benefits. It prevents disproportionate burdens from environmental hazards and provides equitable involvement in decisionmaking processes for all people, regardless of race, ethnicity, income, or national origin
**Environmental Sustainability:** Focuses on the concept of creating and maintaining conditions under which humans and nature can exist in productive harmony and that permit fulfilling social, economic, and other requirements of present and future generations
**Equity:** According to the City of Dallas Office of Equity and Inclusion, equity means that each person has the resources and services necessary to thrive in each person's own unique identities, circumstances, and histories. Equity focuses on eliminating disparities while improving outcomes for all. Racial equity is a situation that is achieved when people are thriving and neither race or ethnicity statistically dictates, determines, or predicts one's social outcome or ability to thrive.
**Escarpment:** A geological bedrock layer outcropping (Austin Chalk) that protrudes into an elevated ridge. The Escarpment, located in Southwest Dallas, is a steep, wooded, environmentally sensitive area that is susceptible to erosion from deforestation and other man-made impacts. I It is the projected contact line between two geological formations - the Austin Chalk and the Eagle Ford Shale. The Austin Chalk refers to a geological formation roughly 60 to 80 million years old (Late Cretaceous) and predominately comprised of fossil remains from an ancient inland sea.
**External Impacts:** Refers to the effects (often negative) that a development project has on surrounding areas or communities, including changes in traffic patterns, environmental conditions, property values, and social dynamics, which are not borne by the developer or primary beneficiaries of the project.

F

**Flood Plain:** Generally referring to an area of low-lying ground adjacent to a river, formed mainly of river sediments and subject to flooding. From a planning and land use perspective, recognizing and respecting the floodplain is crucial to ensure public safety, protect property, and maintain ecological balance while avoiding costly damages from flood events. From an environmental perspective, floodplains are natural systems with concentrated carbon sequestration capabilities that help to mitigate air and water quality pollutants.
**ForwardDallas Areas of Focus:** Areas identified in the plan, through analysis of existing condition measures, that can help in the prioritization of land use interventions, such as future zoning updates or neighborhood plan development. These areas are specific to 4 of the 5 land use themes, including EJ, TOD, Housing, and Economic Development. Future development and utilization of these areas will occur post-plan adoption.

**Future Land Use Map:** A planning tool and aspirational policy that represents a community's vision for the city's growth and development, generally 10-20+ years into the future (see placetype for more description). While not serving as zoning or regulation, a future land use map provides guidance for future development and zoning cases, as well as other major City investments.

G

**Gateway Features:** Distinctive architectural or landscape elements and/or public art located at major entrances or access points to a neighborhood or specific area, designed to create a sense of arrival, enhance aesthetic appeal, and reflect the unique character or identity and branding of the place they introduce.
**Gentrification:** Generally, refers to the transformation of a neighborhood through the influx of more affluent residents and businesses, often resulting in increased property values, rent prices, and potential displacement of long-standing, typically lower-income community members, while altering the area's cultural and economic fabric.
**Green Infrastructure:** Refers to a network of natural and semi-natural systems, including parks, green roofs, wetlands, and urban forests, that provide ecosystem services, enhance urban biodiversity, manage stormwater, all while offering recreational and aesthetic benefits to urban communities. Green infrastructure can be promoted through a city's development code, infrastructure and right of way planning, as well as in water/ wastewater management strategies.
**Green Space:** Refers to natural areas of vegetated land within urban environments, such as parks, gardens, and landscaped plazas, that provide recreational, aesthetic, and ecological benefits, enhancing the quality of life for residents and contributing to environmental health. (See 'Open Space' definition).
**Greenways:** Linear parks or corridors of protected open space designed for recreational, transportation, and conservation purposes, enhancing connectivity, urban ecology, and quality of life in urban settings.

H

**Heavy Industrial**: A land use category referring to outside, large, noxious land uses.
**High-Rise Building**: Structures that are generally equal to or greater than ten (10) stories in height, depending on context.
**Historic (Landmark) Districts:** The City of Dallas Landmark Districts are defined areas with a significant concentration of structures unified by their architectural style or related historical events. They are protected by historic district ordinances with preservation criteria, specific to each district, administered by the Dallas Landmark Commission.
**Historic Preservation:** Refers to the proactive efforts to preserve, conserve, and restore historic buildings and districts, ensuring they retain their integrity and continue to convey their historical context for future generations.
**Horizontal Mixed Use:** A form of mixed-use development, denoting different uses spread out side-by-side n the same site or development, like separate buildings in a complex, each dedicated to a different function. (Refer to 'Mixed-Use' definition).
**Housing Access/Choice:** Refers to the practice of providing housing to all incomes, phases of life, and abilities.

I

**Impervious Surfaces:** Referring to ground coverings or structures that prevent water infiltration into the soil, including roads, rooftops, sidewalks, and parking lots, solely responsible for increased surface runoff and altered natural hydrology in urban environments.





**Incompatible Land Uses:** Refers to adjacent or nearby land uses that, when situated too closely, can result in conflicts, disturbances, or negative impacts on one or both uses due to difference sin activities, operations, or scale, necessitating careful planning and zoning measures to mitigate potential issues. In the context of this plan, incompatible land uses generally refer to the protection of residential uses from industrial operations and development that may be considered out of scale for a particular context. (Refer to 'Land Use' definition).
**Infill Housing:** Refers to the development of new residential units on vacant or underutilized parcels of land.

J-K

L

**Landmarks:** Spatially prominent or easily identifiable physical features that help orient users around specific focal points as they traverse spaces within the community.
**Land Use:** Refers to the purpose for which land is managed and utilized, encompassing categories such as residential, commercial, agricultural, recreational, and industrial.
**Land Use Theme:** An overarching value and set of key objectives designed to guide the development and evaluation of the future land use vision and implementation steps.
**Land Use Vision:** A plan document that guides how and where a city should grow into the future, providing concrete maps and implementation steps to achieve the said vision.
**Last Mile Connections:** Refers to the final segment of the transportation network that links main transit hubs or stations to individual destinations, ensuring seamless accessibility for passengers and goods, and often focused on solutions such as sidewalks, bike lanes, shuttles, or micro-mobility options to bridge this critical gap.
**Light Industrial:** A land use category referring to inside, small, not noxious land uses.
**Loading and Service Areas:** Refers to designated zones or spaces specifically designed for the receiving, dispatching, or temporary storage of goods, materials, or waste, often including facilities for vehicles to load or unload.
**Lodging:** A land use category referring to a hotel or motel.
**Low Impact Design (LID):** Refers to an innovative land planning, urban design, and engineering approach that aims to manage stormwater runoff at its source using ecologically friendly design strategies to mimic natural hydrological patterns, reducing the impacts of built areas and promoting the natural movement of water within an ecosystem.
**Low-Rise Building:** Structures that are generally one (1) to four (4) stories in height, depending on context.

M

**Massing:** Refers to the arrangement, volume, and shape of a building or group of buildings, emphasizing the three-dimensional aspects of its form and how it contributes to, or impacts, the overall spatial composition and skyline of an urban or architectural context.
**Micromobility:** Refers to small, lightweight vehicles, such as e-scooters, e-bikes, and shared bicycles, designed for short-distance travel, providing an alternative to traditional transportation modes, and offering increased urban mobility and reduced congestion in densely populated areas. Local transportation regulation help manage the access, storage, and use of these modes of transportation to ensure a safe, clear pedestrian realm.
**Mid-Rise Building:** Structures that are generally under ten (10) stories in height, depending on context.

**Missing Middle Housing (MMH):** The residential component of middle-density neighborhoods. Missing middle housing includes a range of housing types that are missing in most neighborhoods constructed in the last 70 years because they were prohibited by many zoning ordinances and disfavored by the housing development and financing market. Types of housing that qualify as the missing middle include two-family housing (duplexes), three-family housing (triplexes), four-family-housing (fourplexes), townhouses, cottage homes, smaller two- and three-story apartment buildings, and live-work buildings. This type of housing often supports various sizes and price points. Individual missing-middle housing projects can be appropriate infill development in existing neighborhoods.
**Mixed Use:** A land use category referring to some combination of residential, retail, lodging, or office (see vertical-mixed use and horizontal mixed-use).
**Mixed Use Development:** Refers to development that blends a range of complementary uses such as residential, commercial, cultural, institutional, or recreational uses within the same building, site, or development parcel. Mixed Use Development promotes walkability, reducing the need for vehicular travel, and fostering vibrant, diverse, and sustainable communities.
**Mixed-Use Job Centers:** Refers to areas of development that combine employment opportunities with other land uses, such as residential, commercial, and recreational spaces, facilitating a balanced live-work-play environment, reducing commute times, and fostering dynamic, multi-functional urban hubs. This plan refers to these centers as places of focus for enhanced transit, affordable housing development, general housing access, and revitalization opportunities.
**Mobility Hubs:** A centralized transportation node that integrates various modes of transportation- such as buses, trains, bicycles, and micromobility options- with supportive amenities and land uses, facilitating seamless transfers, improving access, and promoting sustainable and efficient travel options for urban residents and commuters.
**Multi-Modal:** Refers to various modes of transportation (walking, bicycling, bus transit, rail transit, e-scooters and micromobility devices, shared mobility services, personal automobile, etc.) and emphasizes the importance of providing transportation choices beyond single-occupant vehicles.
**Multi-Plex:** A land use category referring to properties with more than three dwelling units, but less than 10.

N

**Natural Features:** Ecological landforms that contribute to the creation, protection, and conservation of linked open space systems. Can serve as buffers between built and natural environments.
**Neighborhood:** A geographically localized community within the larger district and city, characterized by distinctive features, land uses, or demographics, and often bound together by shared social ties, institutions, and daily interactions among its residents.
**Neighborhood Centers:** Focal points or areas within a residential community that offer essential services, amenities, and gathering spaces.
**Neighborhood Stabilization Overlay (NSO):** A zoning overlay that operates in concert with existing base zoning, adding additional zoning requirements to the area within its boundaries, including front and side yard setback, height, and garage location and placement. NSO's are designed to protect a particular scale of neighborhood character in areas experiencing growth and displacement.
**Nodes:** Primary concentrations or hubs of activity within a community, serving as communal destinations or gathering places.

O

**Office:** A land use category referring to a financial institution, medical clinic, or other office.





**Open Space:** Refers to undeveloped land or water areas, such as parks, conservation easements, escarpments, floodplains, creek and wildlife corridors, wooded areas, and other natural habitats, preserved or created in urban settings, serving as less programmed recreational usage but still vital natural assets contributing towards quality of life and public health through mitigative capabilities. (See 'Green Space' definition).

P

**Parklet:** A small green space or repurposed public space that is usually created for the purposes of small gatherings, passive social interaction and protecting natural assets. Parklets are associated with an on-street temporary or permanent community space, often featuring seating, planters, and artwork, aiming to enhance and activate the urban streetscape.
**Paths:** Networks or channels of frequent or potential movement routes through the city.
**Permeable Pavement:** Refers to a type of ground cover designed to allow rainwater and other liquids to pass through its surface and percolate into the underlying soil, reducing surface runoff, replenishing groundwater, and mitigating the effects of urban stormwater, all while providing a durable surface for vehicular or pedestrian traffic.
**Placemaking:** A collaborative process that involves designing and adapting public spaces to promote community engagement, enhance local identity, and create vibrant, welcoming environments, rooted in the preferences of the needs of the people who live, work, and play in those spaces. Among other features, placemaking can include urban art installations, parklets, pedestrian plazas, interactive public events, and community gardens.
**Placetype:** A future land use tool that refers to a categorization method that goes beyond single land use categories (such as multifamily or office) to define distinct areas based on their desired character, primary, secondary, and transitional land uses, streetscape, parking, open space, and building characteristics, to guide growth that aligns with a community's vision and goals for specific places.
**Plaza:** A public open space, often urban, that serves as a gathering spot for community interaction, events, and relaxation, typically characterized by its hardscaped surface, seating amenities, landscaping, and proximity to commercial or civic buildings, fostering vibrant street life and pedestrian activity. (Refer to the definitions of 'Open Space' and 'Green Space' definitions).
**Primary Use:** A more prevalent and prominent land use that plays a pivotal role in characterizing a placetype.
**Private Open Space:** A land use category referring to private parks.
**Public Access:** Refers generally to the ability of all individuals to freely use, and have physical access to, public spaces. As a land use development issue, public access can refer to the need for new development to provide direct access to adjacent public spaces, such as parks or trails.
**Public Open Space:** A land use category referring to public parks and preservation areas.Refer to "open space".
**Public or Institutional:** A land use category referring to schools, faith-based gathering facilities, hospitals, and government buildings.
**Public Realm:** The system of publicly accessible spaces that is made up of parks and other open spaces, streets, sidewalks, trails, public or civic buildings as well as publicly accessible spaces in private buildings (such as lobbies or courtyards). This system works with, and is framed by, adjacent development and building edges that help energize and define the public spaces of streets, sidewalks, and parks.

**Public Right of Way (ROW):** Refers to the publicly controlled land, typically owned by a government entity, that is reserved for transportation purposes such as roads, sidewalks, and utilities. This space's management, maintenance, and development decisions are critical for land use planning, as they influence pedestrian and vehicular movement, accessibility, infrastructure provisioning, and the overall interaction between private properties and public spaces.

## Q

## R

**Racially Ethnic Concentrated Areas of Poverty (R/ECAP):** A U.S. Department of Housing and Urban Development defined neighborhood (census tract) with (1) 50% or greater percentage of non-white residents and (2) a poverty rate that exceeds 40% or is three or more times the average tract poverty rate for the metropolitan/micropolitan area, whichever threshold is lower.
**Resilience:** According to the Resilient Dallas plan, resilience is the capacity of individuals, communities, institutions, businesses, and systems within a city to adapt, grow and thrive in the face of both shocks (sudden traumatic events like earthquakes and floods) and more long-term, chronic stresses, like poverty and housing shortages.
**Right-Size Parking Regulations:** Refers to the need for parking regulations to balance between parking supply and demand, recognizing that many parts of the city can become overparked. The consequences of overparking include increased automobile dependency, negative impacts on walkability, and significantly increased development costs.
**Riparian Zone:** The land area adjacent to waterways is characterized by distinct vegetation and soil types and is defined between embankments. If left protected, native plant species provide mitigative natural processing capabilities to help improve water quality and root systems that provide optimal erosion control. Riparian Zones are also considered important wildlife habitat corridors.

## S

**Secondary Use:** A less prevalent use that may serve to support or compliment the primary land use in a placetype.
**Setback:** Refers to the architectural feature where the upper floors of a building are set back further from the street than the lower floors, often to reduce the perceived mass of the building, allow for more light at the street level, or to confirm to zoning regulations.
**Shared Parking:** A land use strategy where multiple users or establishments utilize the same parking spaces, capitalizing on varied peak parking needs to optimize space usage. This approach can reduce the overall number of parking spaces required in urban areas. For example, an office building and a theater might share a parking lot since the office requires parking during business hours and the theater during evenings and weekends.
**Single Family Attached:** A land use category describing a residential dwelling that shares one or more walls with a neighboring unit. This may be a vertical or horizontal arrangement.
**Single Family Detached:** A land use category describing a single residential dwelling unit on a lot with accessory uses as allowed by the zoning code

**Stormwater Runoff:** Water from precipitation that flows over the ground surface, often increasing in velocity and high volumes in urban areas due to impervious surfaces like roads, buildings, and parking lots, and can carry runoff pollutants into natural waterways undermining water quality

**Streetscape:** Refers to the visual elements of a street, including its design, character, and physical elements like sidewalks, trees, lighting, and furniture, that collectively form the street's character and experience for pedestrians and motorists.





## T

**Taper:** Refers to the gradual reduction in the height or buld of a building as it ascends, ensuring that it blends smoothly with its surroundings or allows for increased light and air at the street level.
**Tenancy in Agreement (TIA):** Enables two or more parties to own property together. Each co-owner can have a separate interest and separate title to the property, but each has equal rights of use and possession.
**Transit Oriented Development (TOD):** A pattern of higher-density residential, commercial, office, and civic uses with an urban design and high-quality support for walking, bicycling, transit use, and other forms of non-vehicular transportation, developed near high-performance transit stations. TOD is often encouraged using special development regulations around transit stations which require greater density, a higher-quality public realm, limited parking, and connections to adjoining neighborhoods.
**Transparency:** Refers to the degree to which people can see or perceive what lies beyond a building's façade. High transparency, often achieved with large windows or open designs, encourages visual connections between public and private spaces, enhancing pedestrian engagement, street activity, and public safety.
**Transportation:** A land use category referring to bus stops, roads, train stations, helicopter lands, and airports.
**Tree Canopy:** Refers to the layer of vegetative massing comprising of Tree canopy provides various benefits including shade, transpiration, carbon sequestration capabilities improving air quality and reducing heat island effects and adding aesthetic value. According to the Texas Tree Foundation, there is an estimated 14.7 million trees in the City of Dallas, requiring deliberate management and intervention strategies to preserve and grow this natural asset.

## U

**Underutilized Properties:** Refers to sites, uses and buildings that do not meet current market demand. In Dallas, this can refer to vacant lots, commercial shopping strips with only partial occupancy and activation, or underutilized City-owned property.
**Urban Agriculture:** Refers to the practice of cultivating, processing, and distributing food in or around urban areas, encompassing activities ranging from backyard gardens to community farms and vertical gardening. It aims to promote food security, promote sustainability, and foster community involvement within the city. Urban agriculture is also part of a broader strategy of providing greater food security, particularly in areas defined as food deserts, aiming to increase access to healthy food options for all residents.
**Urban Design:** Shapes the public realm to accommodate healthy and socially interactive environments that contribute to the economic success of the city. It gives form, shape, and character to buildings, neighborhoods, spaces, and landscapes making spaces between buildings more functional, sustainable, and attractive.
**Urban Design Framework:** Used in this plan's placetype descriptions, illustrating how users experience the arrangement of land uses throughout the city and how those activities relate to each other, focusing on paths, districts, landmarks, nodes, and natural features.
**Urban Forest:** Refers to all trees and woody vegetation within the city, including street trees, park trees, backyard trees, and other wooded areas, playing a key role in improving air quality, reducing the urban heat island effect, enhancing biodiversity, and providing aesthetic and recreational benefits for residents. The City of Dallas has both a natural urban forest (The Trinity River Forest) and a man-made forest of trees throughout the city.
**Urban Form:** Utilized in this plan's placetype descriptions, describing the physical characteristics of a place within the city, including the streetscape, parking, buildings, and open space.

**Urban Heat Island Effect:** Describes the phenomenon where urban areas experience higher temperatures than their rural surroundings due to human activities and changes in land cover. Factors contributing to UHI include the concentration of buildings, roads, parking lots, and other heat-absorbing surfaces, coupled with reduced vegetation, leading to elevated temperatures in densely developed areas.
**Utility:** A land use category referring to properties for the facilitation of public or private utilities.

V

**Vacant Land:** Refers to parcels of property that are undeveloped, lacking structures or any active use, either from economic downturns, previous building demolitions, or awaiting new development. It is important to note that vacant land can be a useful asset for residential or commercial revitalization as well as green/open space development.
**Vertical Mixed Use:** Refers to a single building incorporating multiple uses stacked vertically, such as ground-floor retail with residential unites above. (Refer to 'Land Use' definition.)

**Vision Zero:** A street safety policy that strives for the elimination of traffic fatalities for all transportation modes.

W

**Walkability:** Describes the ease and safety with which individuals can walk in an area, often influenced by factors like sidewalk quality, street design, land use patterns, traffic volume, and the proximity of amenities. Highly walkable areas are safe, comfortable, interesting, and useful encouraging pedestrian activity, reducing dependency on vehicles and enhancing community health and engagement.

**Watersheds:** Land areas located between ridge lines, that collect and channel rain, snow melt and stormwater internally, then either absorbed through soil infiltration or channel as runoff into streams, creeks, rivers, or other bodies of water. Watersheds, as defined hydrological zones, allow for measuring and monitoring water quantity and water quality, which can help to inform improved planning and land use development decisions.

X-Y

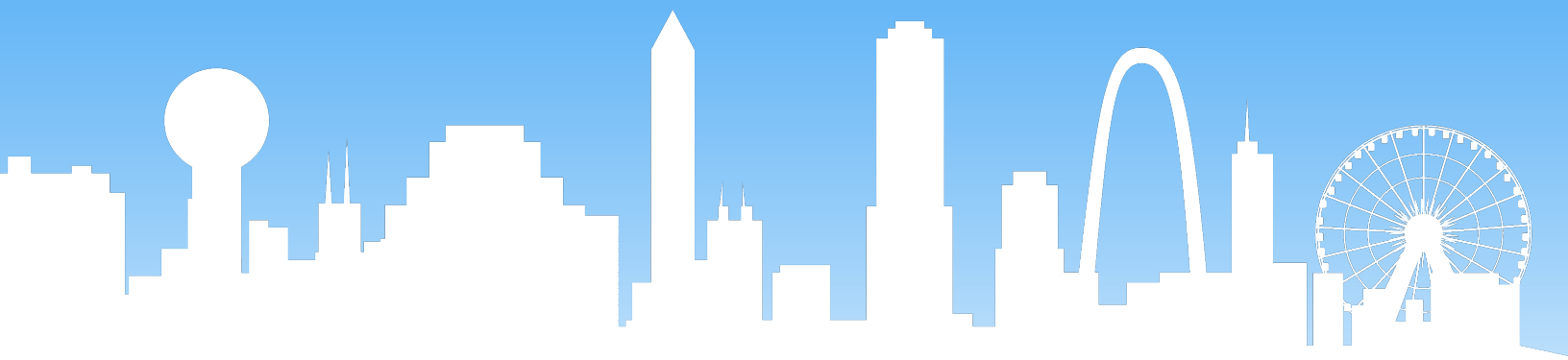
Z

**Zoning Regulations:** Rules and codes established by local government to dictate the use, development, and characteristics of parcels of land within specific areas or zones. These regulations help shape the physical structure of communities and ensure land uses are compatible and sustainable.



CITY OF DALLAS
WORKING DRAFT
PUBLIC REVIEW ONLY

FORWARDALLAS



P+UD