

CITY OF DALLAS

Trinity River Corridor

COMPREHENSIVE LAND USE PLAN



Final Report

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5. Trinity Corridor District Plans

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

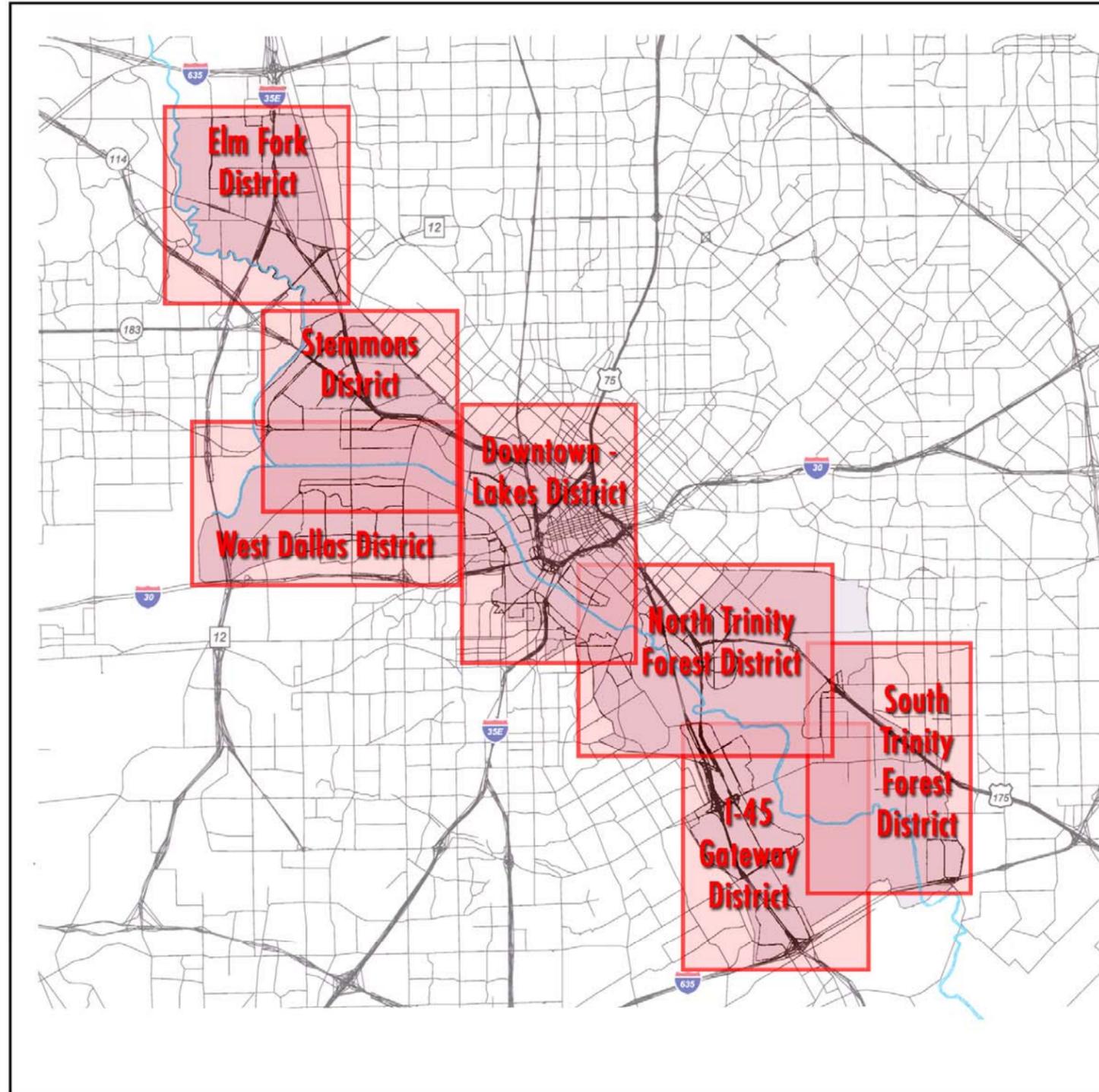
The discussion of each planning **District** assesses the assets and challenges facing each district within the corridor. Stakeholder input regarding land use and urban design that was received during this study’s extensive public involvement process is summarized. This section also describes the vision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

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

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

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

5. Trinity Corridor District Plans

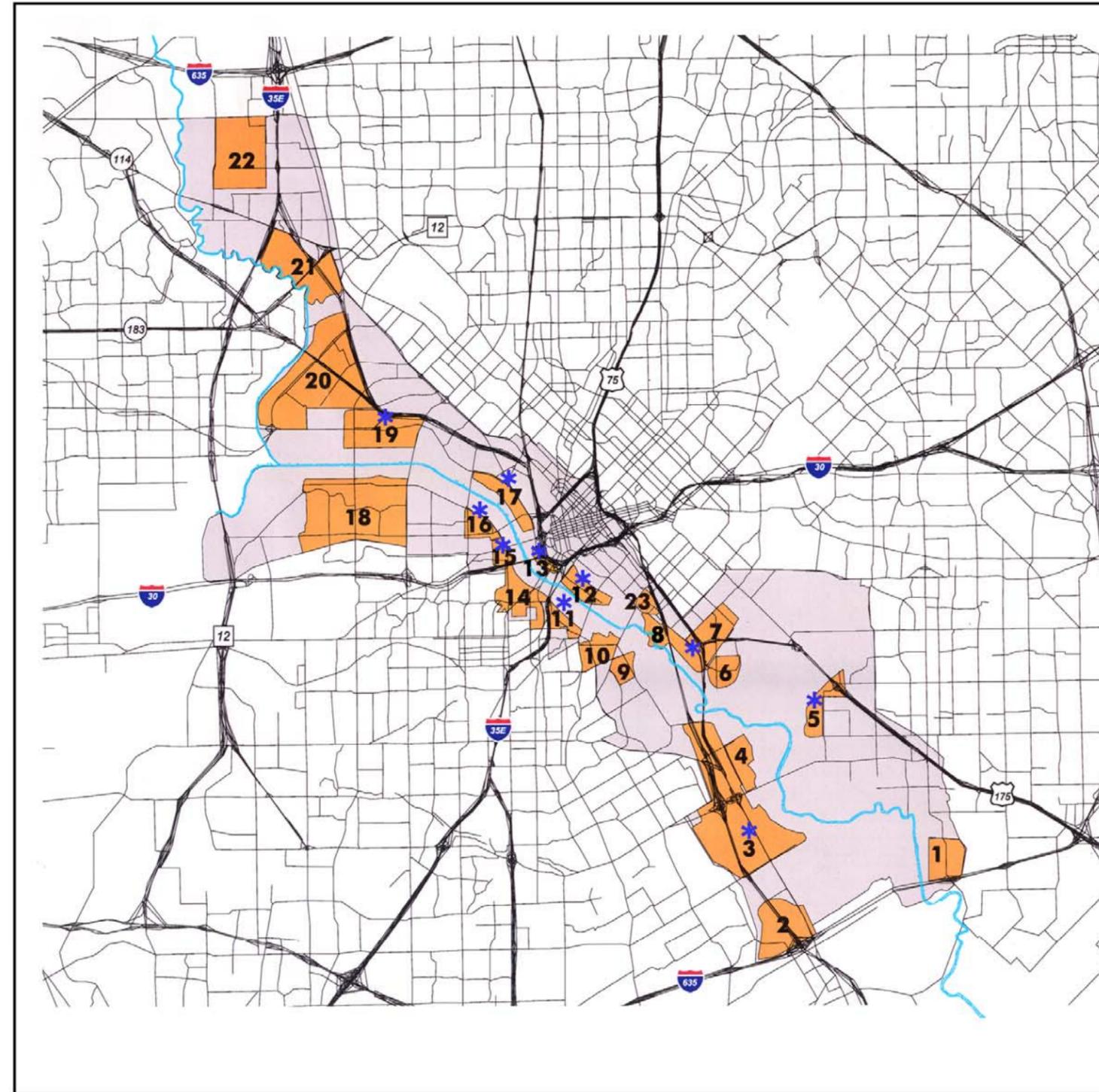


The HNTB team
HNTB

Planning Districts



Study Areas and Prototype Sites



Study Area # - Study Area Name

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

Study Area # - Prototype Site Name

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



5. Trinity Corridor District Plans

Study Area Land Use

Overview

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

Land Use Categories

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

Residential – Planned Village

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

Residential – Neighborhood Infill

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

Residential – Multi-Family

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

multi-family development is loosely organized around landscaped areas and uses surface parking.

Residential – Urban

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

Retail – Community

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

Retail – Special

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

Commercial – Freeway

This category represents retail uses intended to serve the needs of a regional market area. Its businesses may seek to draw a large customer base by offering significant discounts on merchandise, an extensive and diverse inventory and 24-hour service. Buildings for this land use can be quite large; they usually have extensive areas of surface parking in front of the buildings. The market for such commercial uses is typically drawn

from a four (4) to eight (8) mile radius around the site. This land use can have significant impacts on adjacent development and should not be located next to residential land uses.

Mixed Use

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

Mixed Use – High Density

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

Entertainment

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

Entertainment – Ecotourism

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

Entertainment - Regional

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

5. Trinity Corridor District Plans

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

Office

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

Office - Campus / Technical

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

Office - Flex

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

Church / School / Civic

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

Industrial - Light

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

Industrial - Heavy

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

Utility

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

Park / Open Space

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

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South Trinity Forest District

Location

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

Assessment

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

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

Stakeholder Input

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

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

5. Trinity Corridor District Plans

Preferred Land Use Plan

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

Transit-oriented development is planned at Dallas Area Rapid Transit's (DART) Lake June Station

Hike and bike trails are planned that link DART's Lake June Station with the planned equestrian center and regional trail network

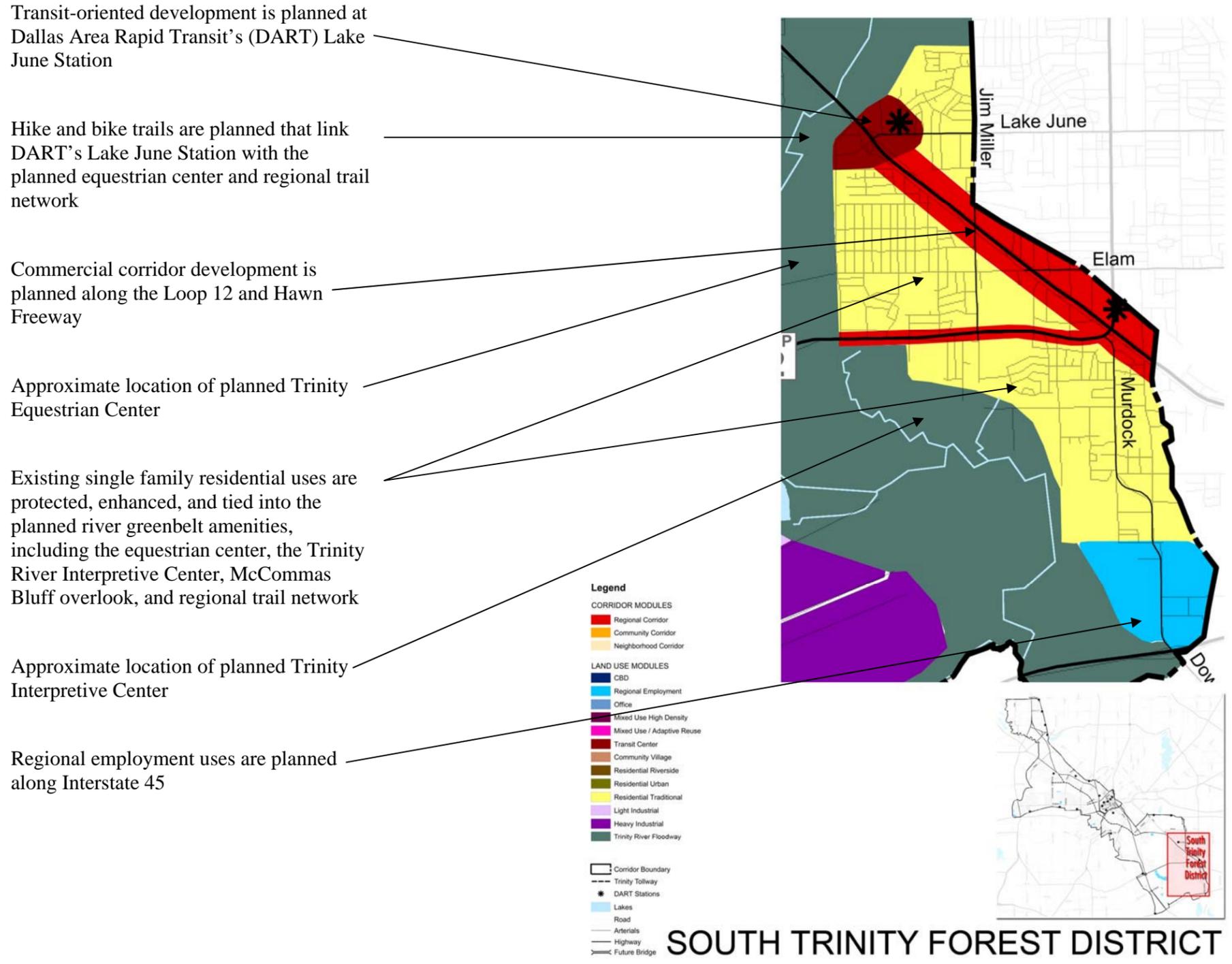
Commercial corridor development is planned along the Loop 12 and Hawn Freeway

Approximate location of planned Trinity Equestrian Center

Existing single family residential uses are protected, enhanced, and tied into the planned river greenbelt amenities, including the equestrian center, the Trinity River Interpretive Center, McCommas Bluff overlook, and regional trail network

Approximate location of planned Trinity Interpretive Center

Regional employment uses are planned along Interstate 45



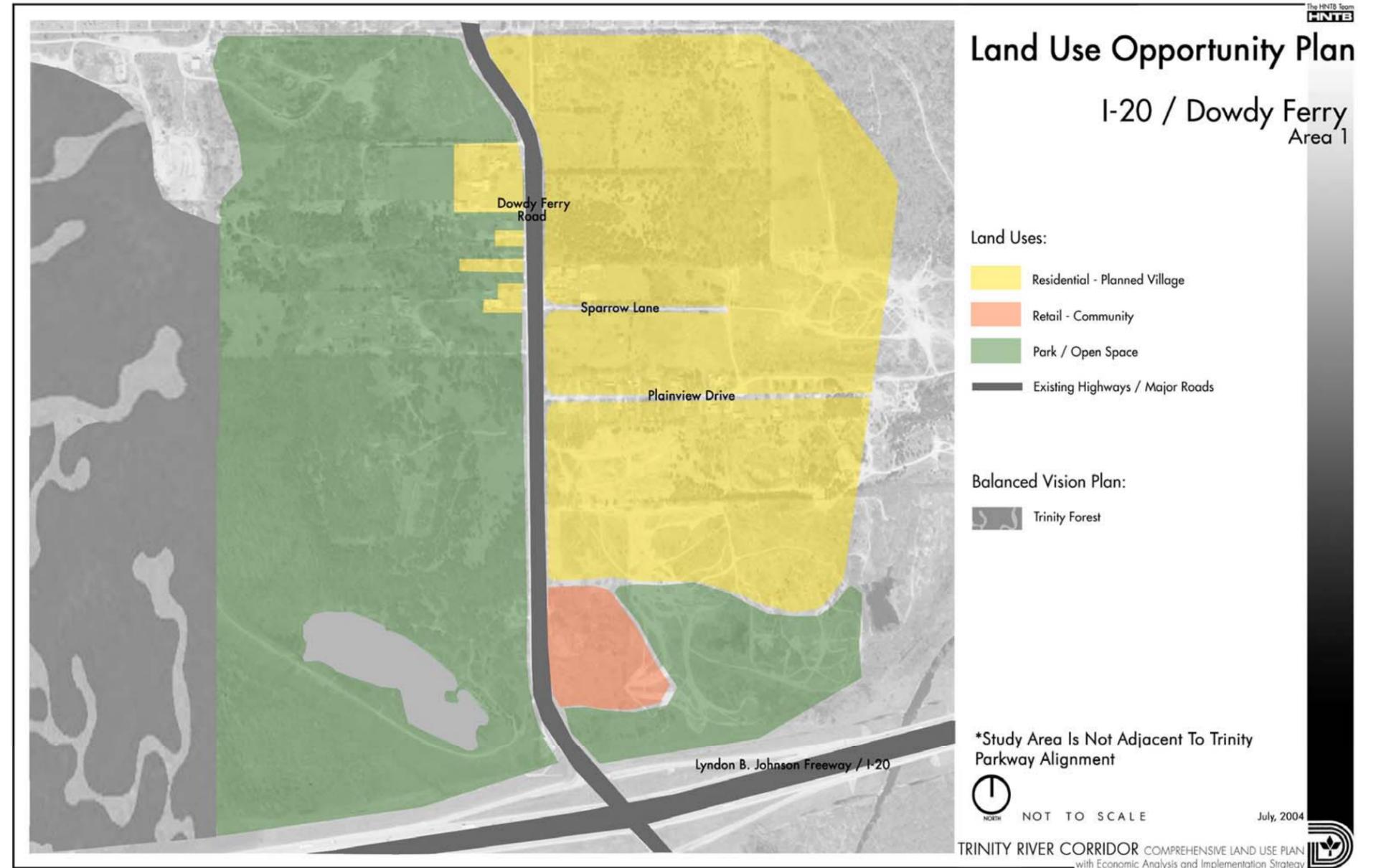
SOUTH TRINITY FOREST DISTRICT

5. Trinity Corridor District Plans

Study Area 1: IH-20 / Dowdy Ferry

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

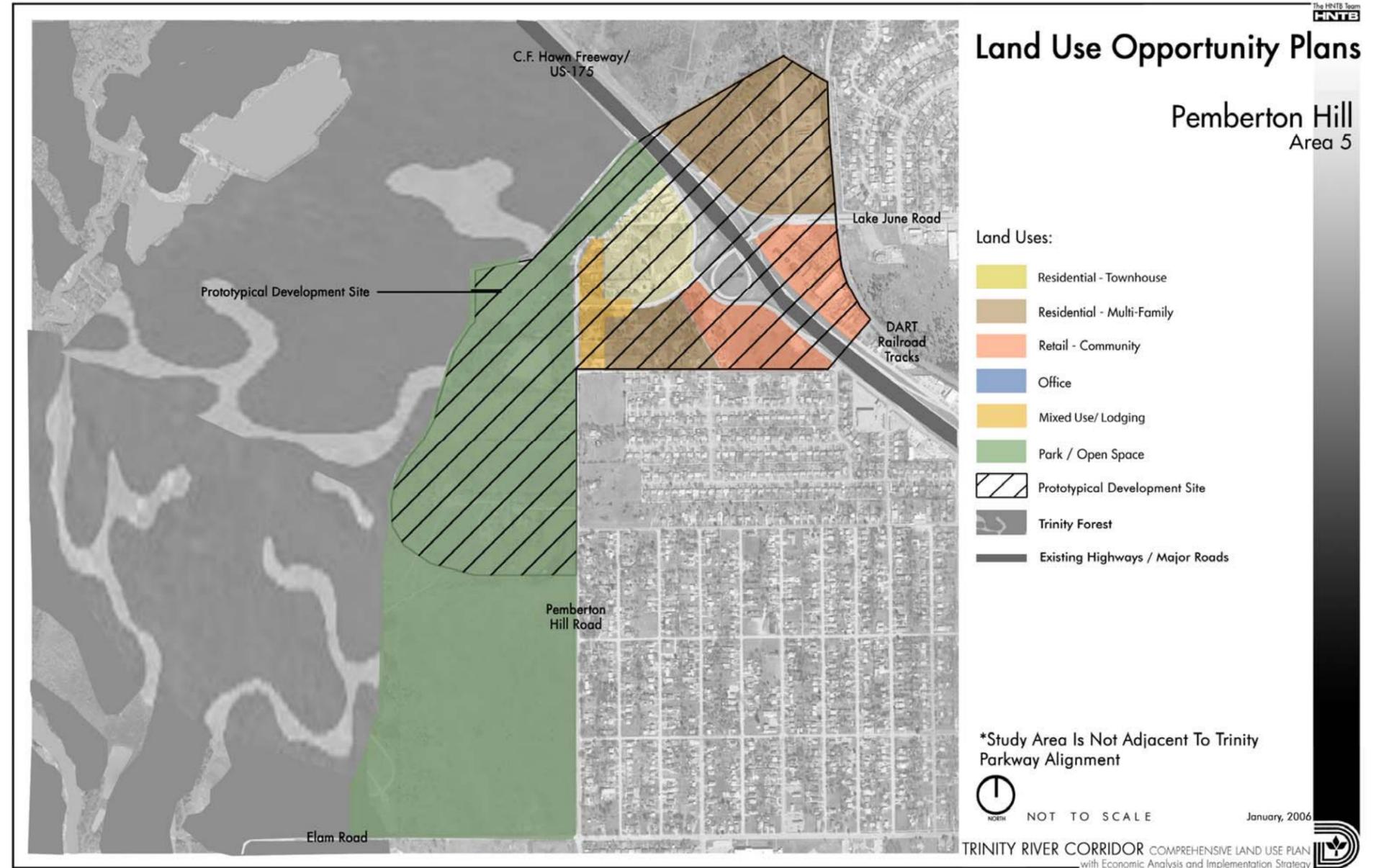
Most of the study area west of Dowdy Ferry Road is within the floodplain and is planned for park and open space uses. These uses continue in the southernmost part of the study area adjacent to IH-20. The areas to the east of Dowdy Ferry Road are designated for Residential – Planned Village development.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



5. Trinity Corridor District Plans

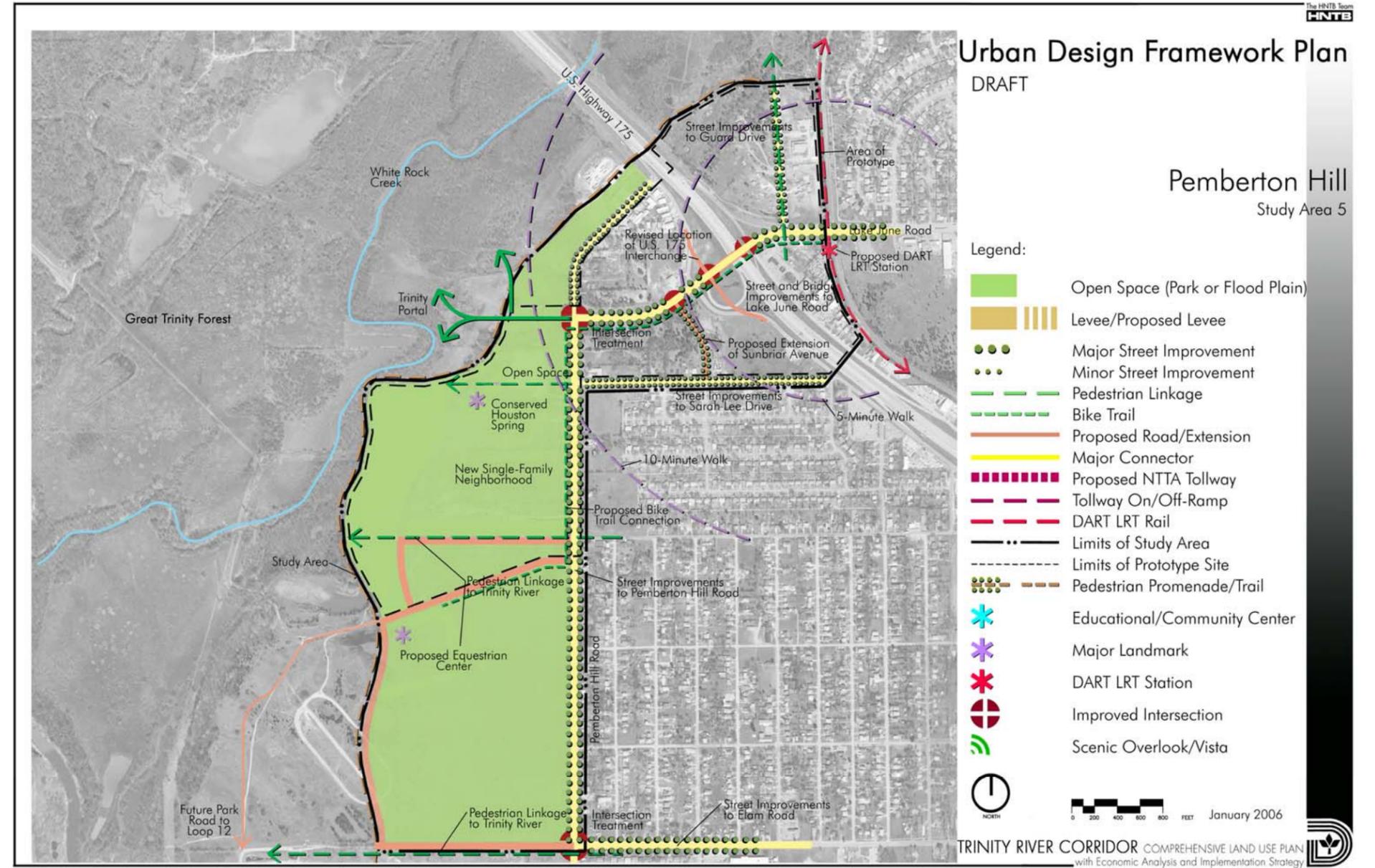
Study Area 5: Pemberton Hill

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



5. Trinity Corridor District Plans

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



5. Trinity Corridor District Plans

Lake June Prototype Site

Significance

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

Surrounding Influences

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

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

Implementation initiatives to foster growth and development

Lake June Road urban design plan

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

Pedestrian access master plan

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

Pemberton Hill Road enhancements and urban design plan

Planned equestrian center



5. Trinity Corridor District Plans

Development Concept

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

Public Investments as a Stimulus to Development

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

Rationale

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

Data Calculations

Total Acreage 82.1 Acres

Retail 348,925 sf

Low / Mid-Rise MF 708 Units

Professional Office 78,800 sf

Park / Open Space 2.0 Acres

5. Trinity Corridor District Plans

Implementation

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

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

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

5. Trinity Corridor District Plans

I-45 Gateway District

Location

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

Assessment

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

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

Stakeholder Input

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

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

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

5. Trinity Corridor District Plans

Preferred Land Use Plan

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

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

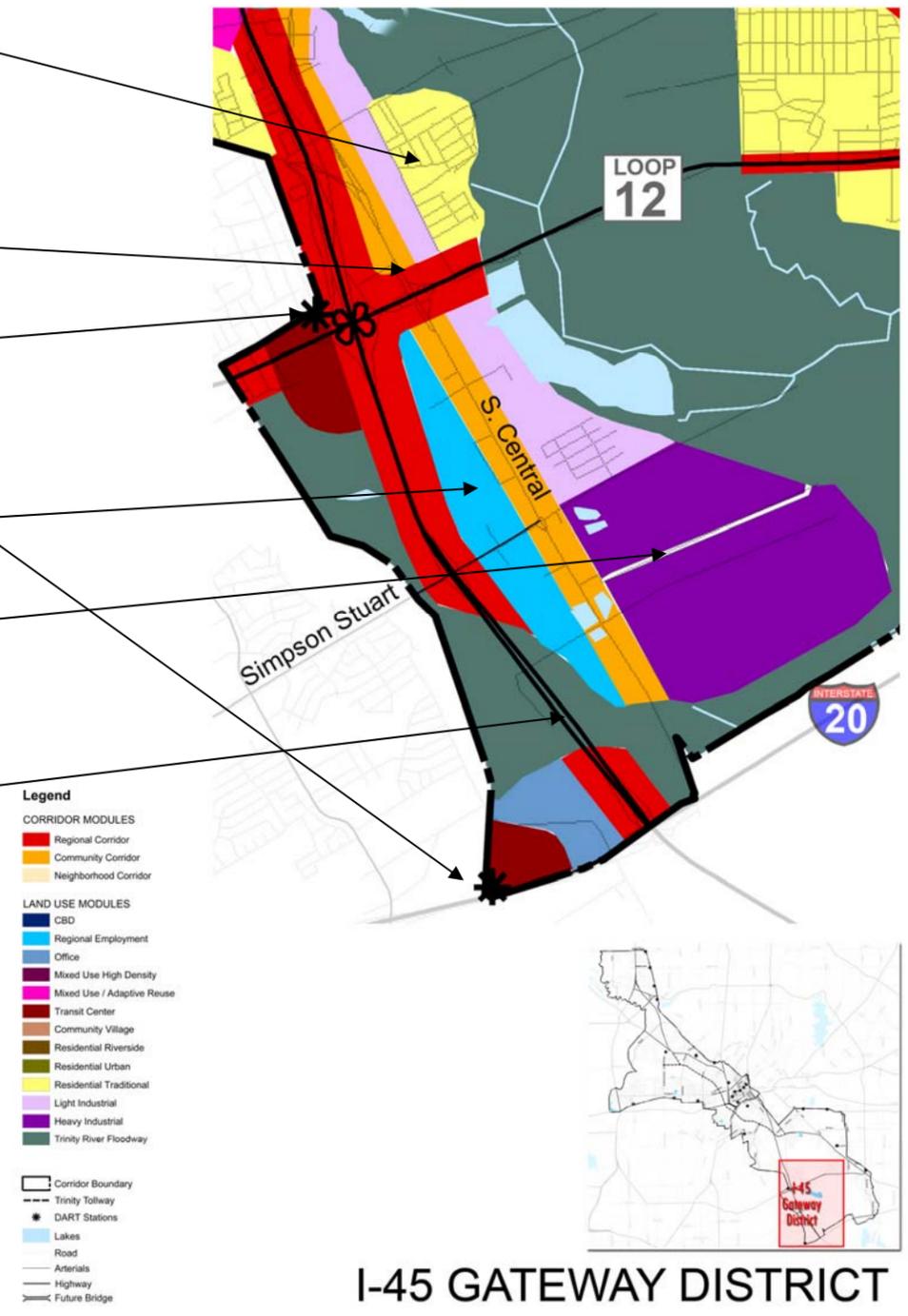
Commercial corridor development is planned along the Loop 12, Interstate 45 and along old South Central

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

Regional employment uses are planned along Interstate 45

East of Interstate 45, existing heavy industrial and recycling uses are allowed to expand and be protected from non-compatible residential uses

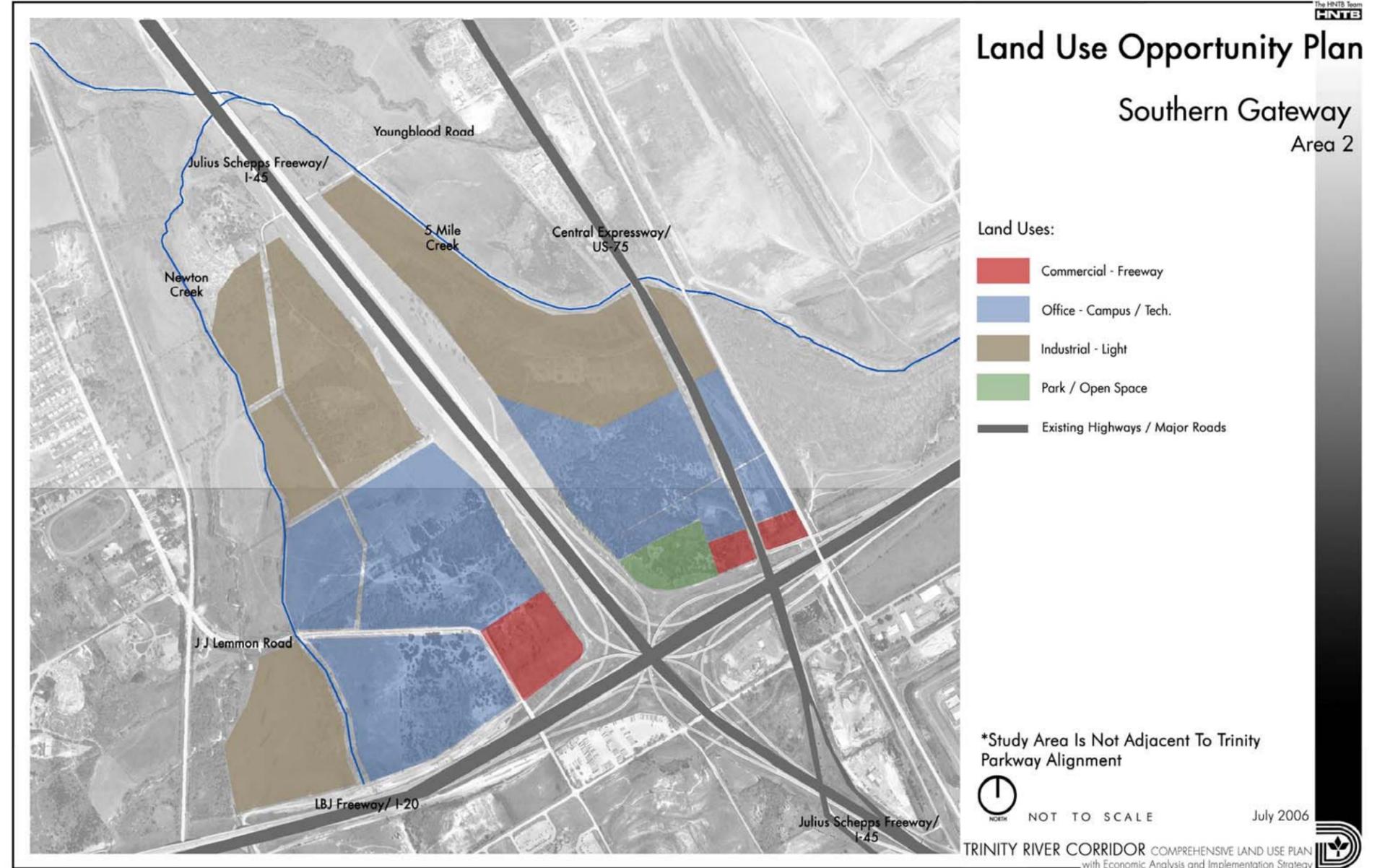
Five Mile Creek floodplain and Lemmon Hill are protected and provide green gateway coming north on Interstate 45



Study Area 2: Southern Gateway

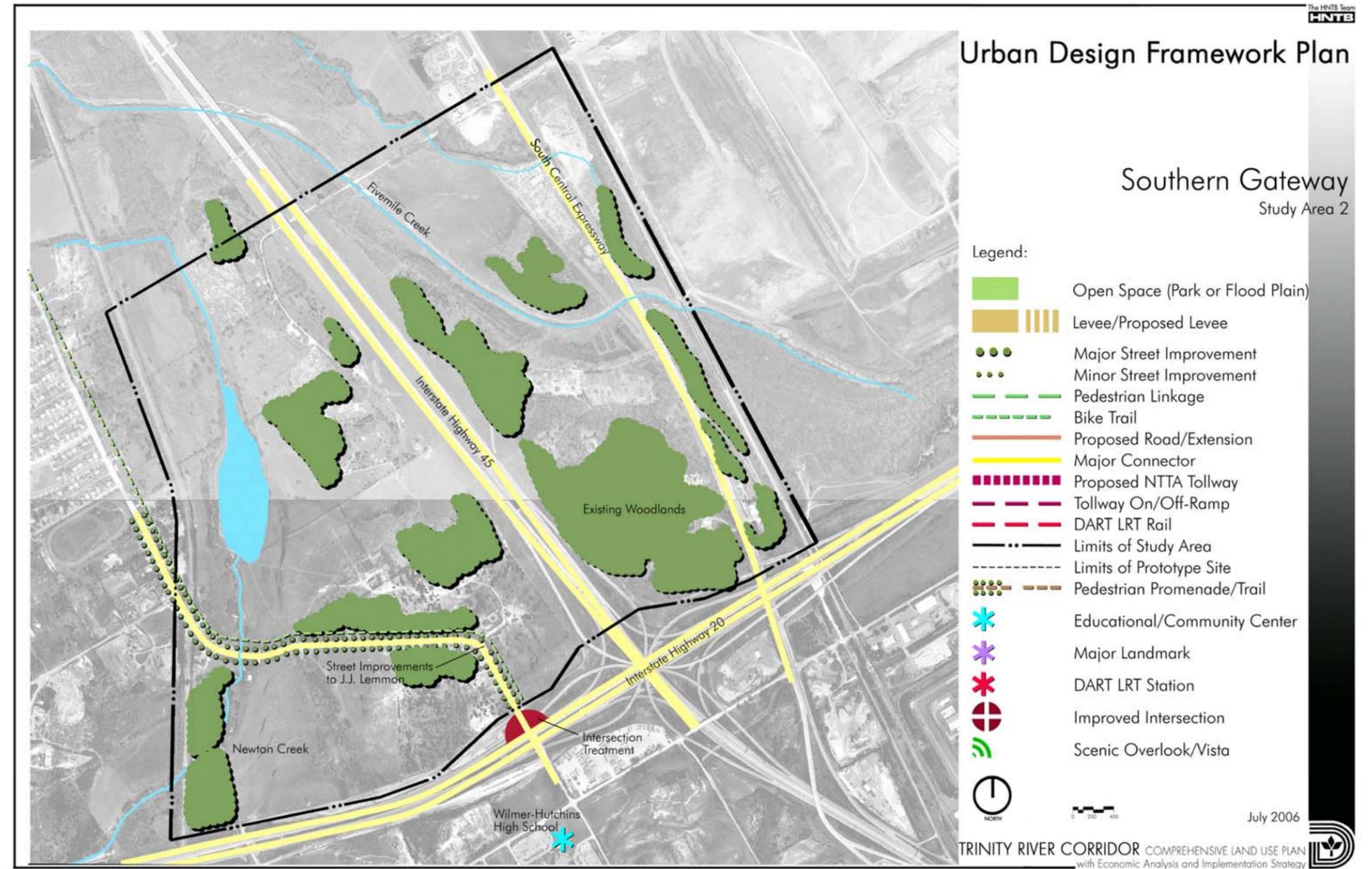
The Southern Gateway Study Area is located on the northerly side of the LBJ Freeway (Interstate 20). Most of the area is situated between Newton Creek to the southeast and Five Mile Creek to the northwest. The study area contains approximately 380 acres.

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



5. Trinity Corridor District Plans

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

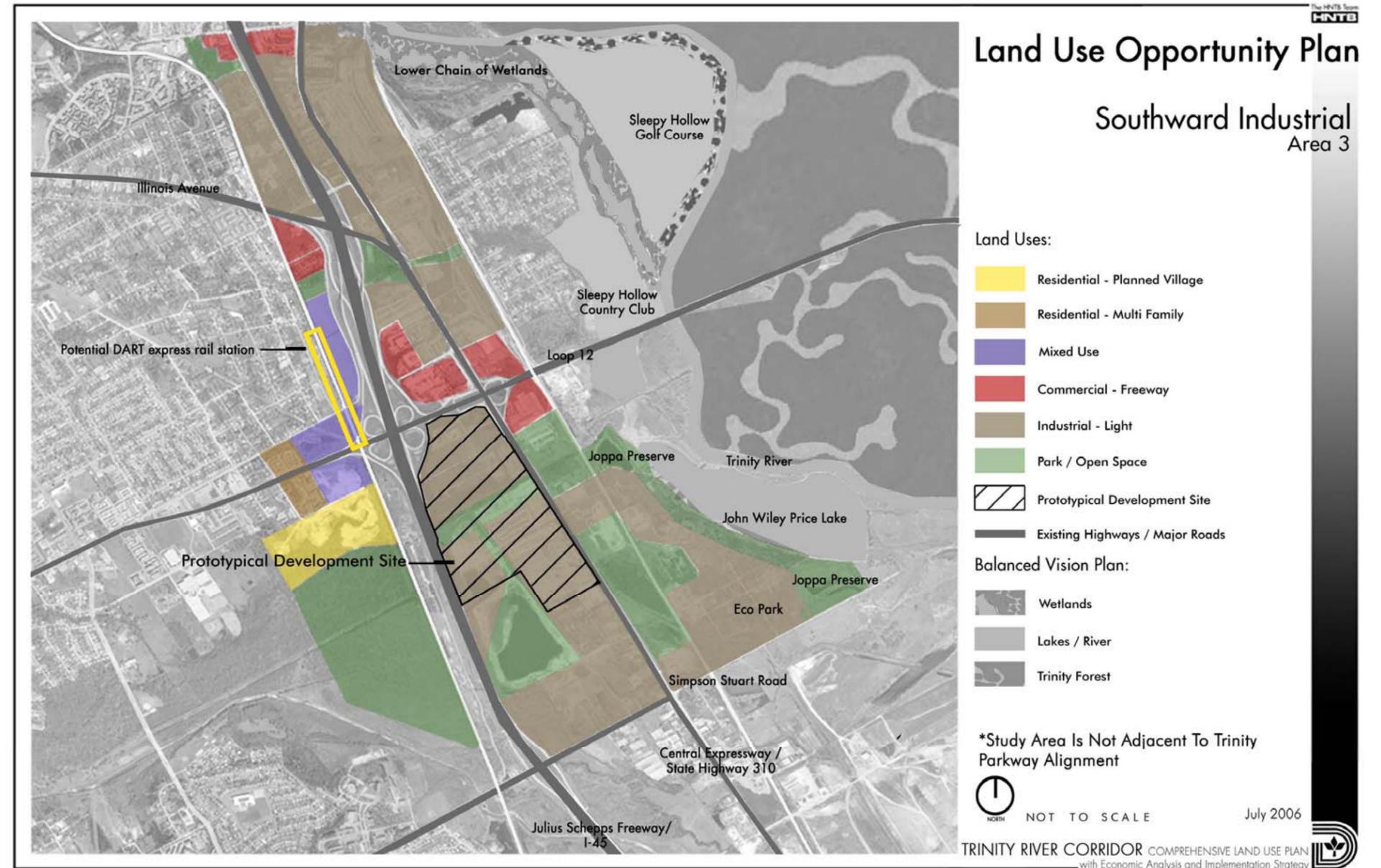


5. Trinity Corridor District Plans

Study Area 3: Southward Industrial

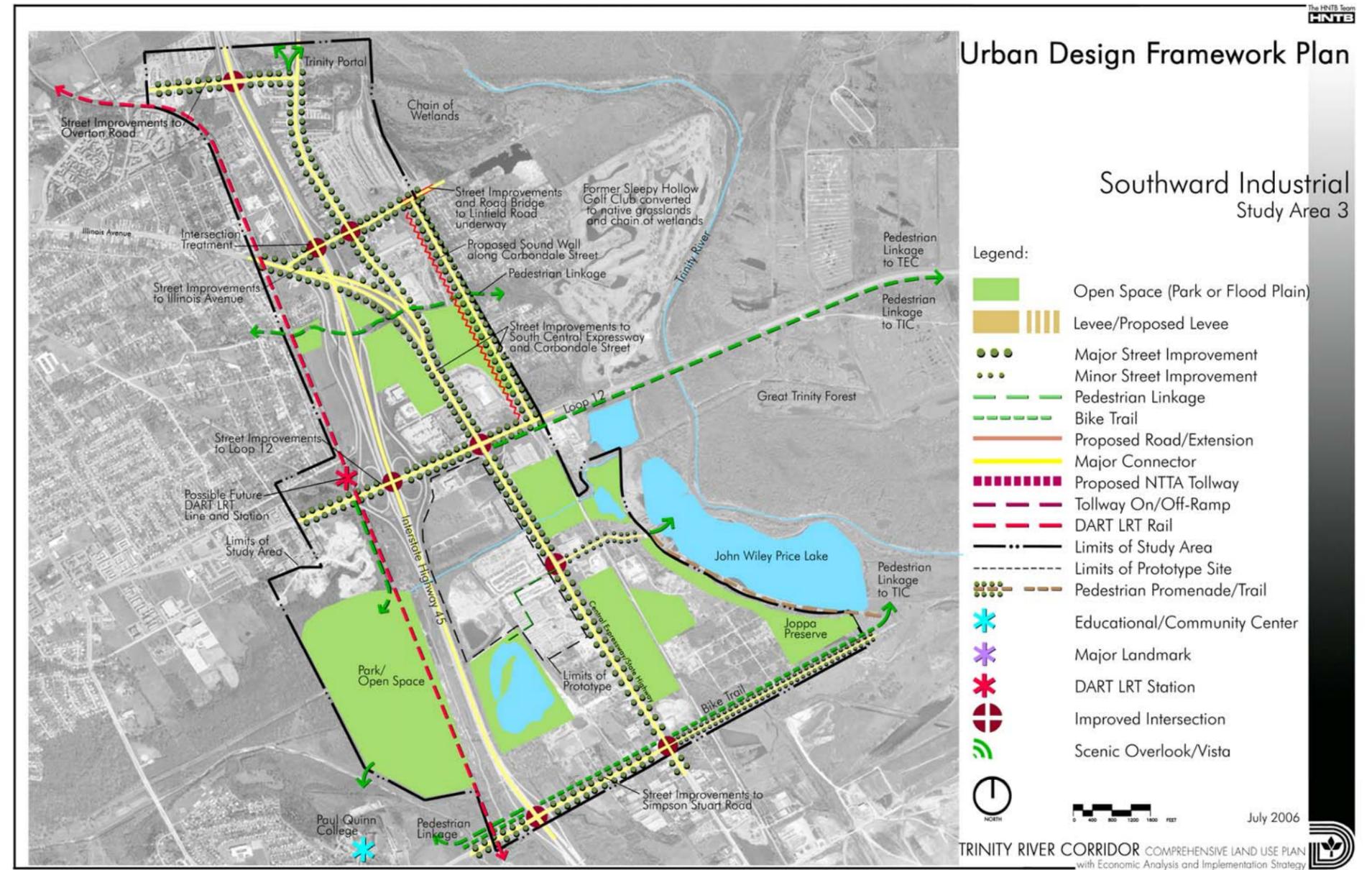
At approximately 1,550 acres in size, this is one of the largest study areas within the Trinity River Corridor. It surrounds the intersection of IH-45 and Loop 12. To the south, it extends to Simpson Stuart Road. On the north, the study area extends to approximately Overton Road. Much of the area today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

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



5. Trinity Corridor District Plans

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

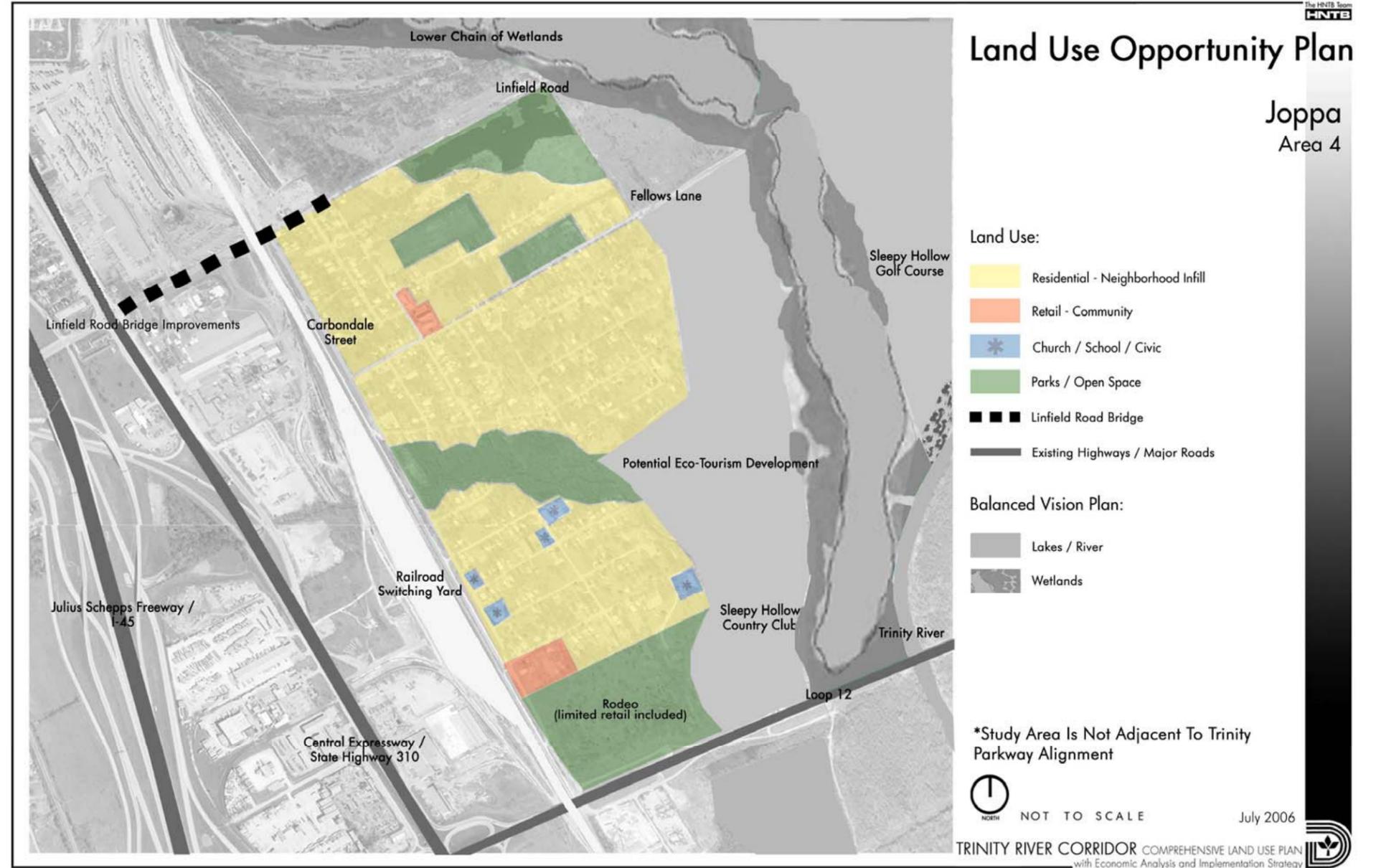


5. Trinity Corridor District Plans

Study Area 4: Joppa

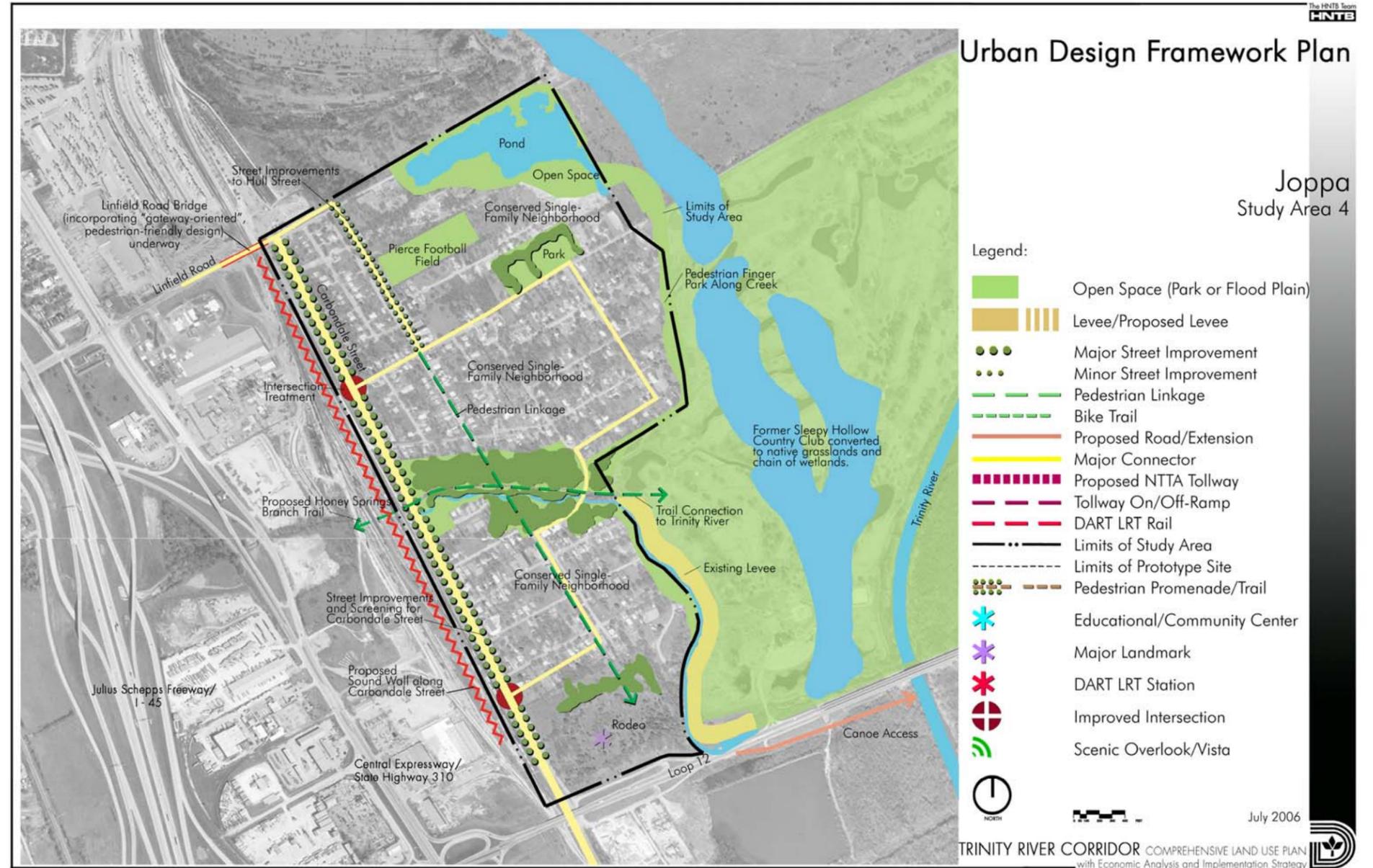
The Joppa Study Area is immediately adjacent to the Southward Industrial Study Area. The 200 acre study area includes the historic Joppa neighborhood, one of Dallas' oldest Freedman's Towns. The study area is between Linfield Road and Loop 12, adjacent to the Union Pacific railroad switching yard.

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



5. Trinity Corridor District Plans

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



5. Trinity Corridor District Plans

I-45 Industrial Park Prototype Site

Significance

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

Surrounding Influences

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

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

Implementation initiatives to foster growth and development

South Loop 12 streetscaping and gateway treatments

Pedestrian access master plan

Five Mile Creek drainage study

SH 310 streetscaping to enhance area's overall appearance

Consider establishing site as a tax increment finance district



5. Trinity Corridor District Plans

Development Concept

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

Public Investment as Stimulus to Development

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

Rationale

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

Data Calculations

Total Acreage 154.8 Acres

Office/Flex/Tech 287,000 sf

Industrial 2,130,000 sf

5. Trinity Corridor District Plans

Implementation

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

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

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

5. Trinity Corridor District Plans

North Trinity Forest District

Location

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

Assessment

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

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

Stakeholder Input

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

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

5. Trinity Corridor District Plans

Preferred Land Use Plan

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

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

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

Higher density residential planned along riverfront ties into regional trail network

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

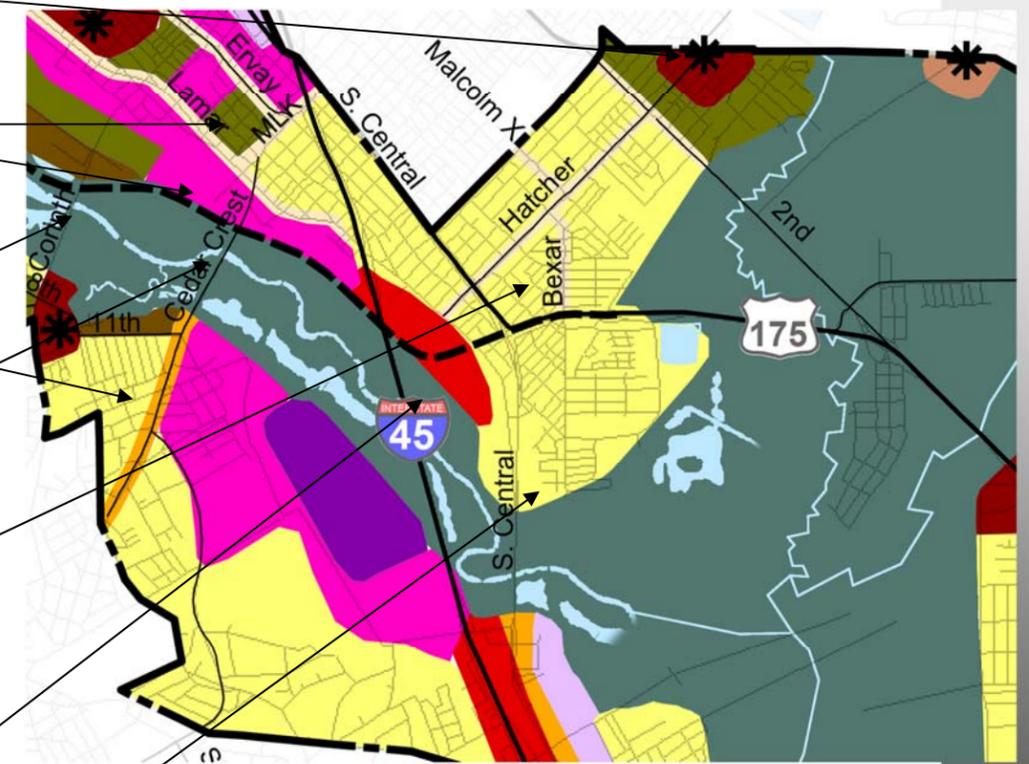
Neighborhood commercial corridor development planned along Hatcher, Bexar, and Malcolm X would support adjacent single family neighborhoods

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

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

TRINITY RIVER CORRIDOR COMPREHENSIVE LAND USE PLAN

THE HNTB TEAM
HNTB
URBAN DESIGN + PLANNING



Legend
CORRIDOR MODULES
Regional Corridor
Community Corridor
Neighborhood Corridor

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

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



NORTH TRINITY FOREST DISTRICT

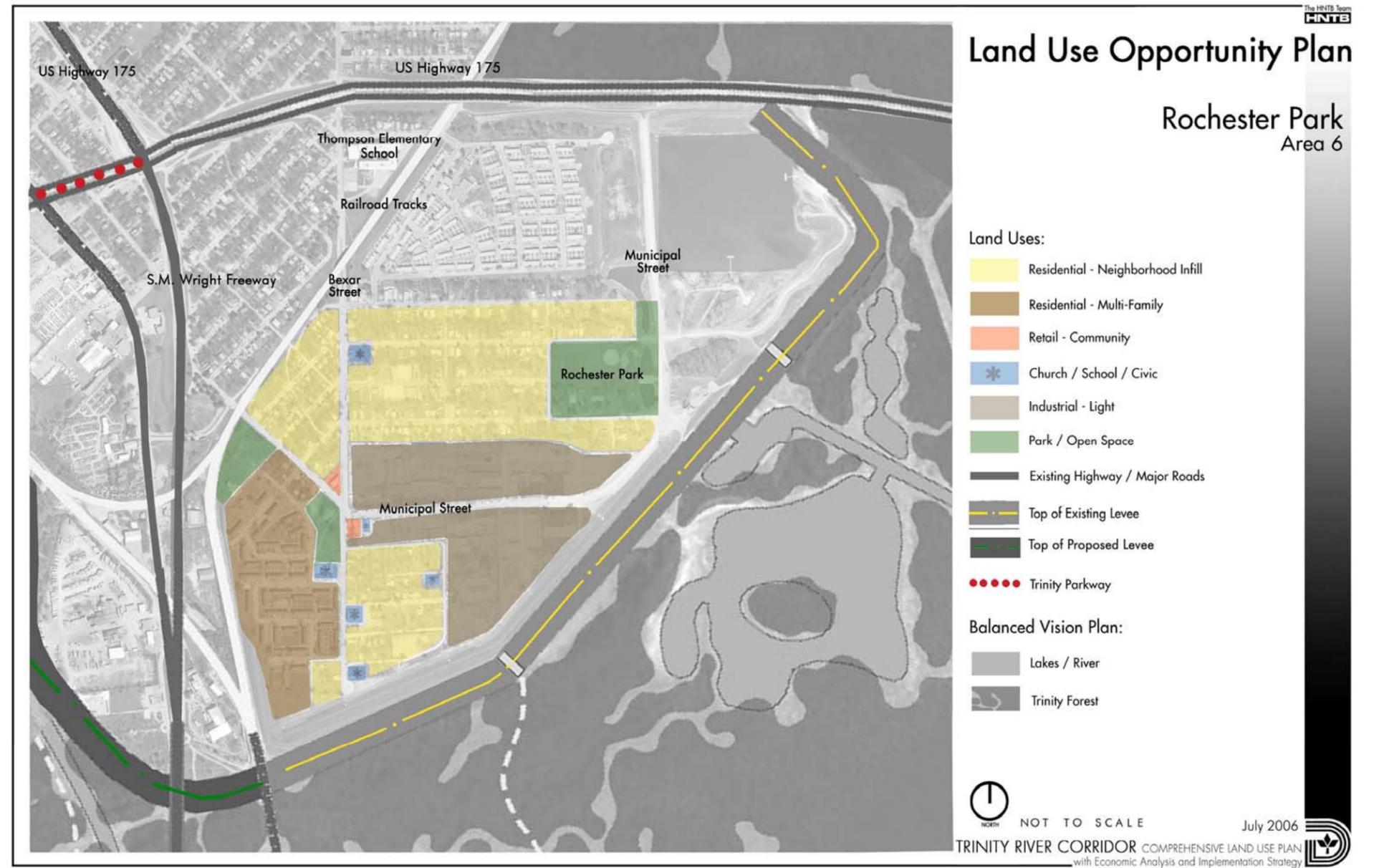


5. Trinity Corridor District Plans

Study Area 6: Rochester Park

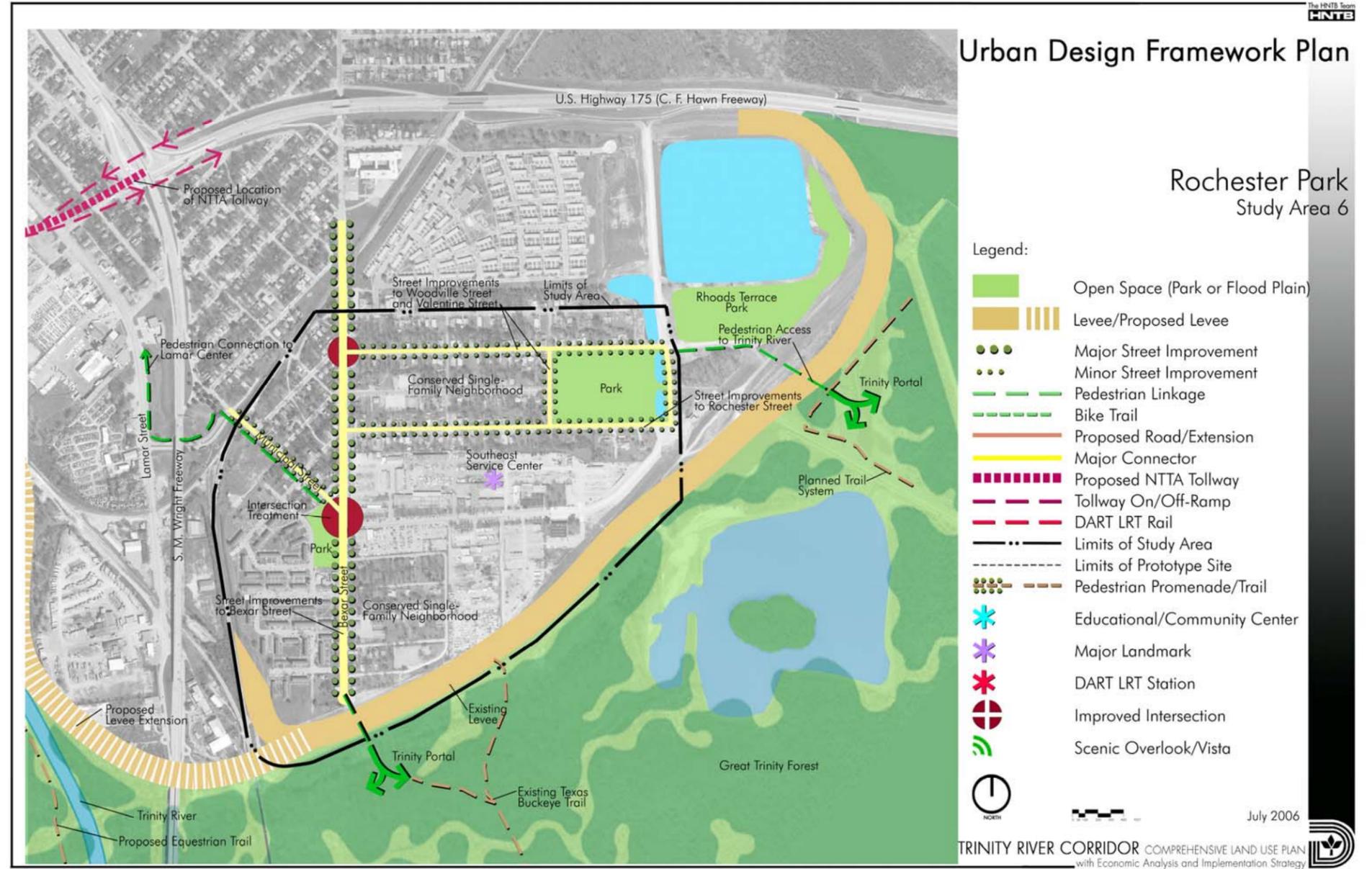
Rochester Park is a largely residential study area. Approximately 155 acres in size, it was formerly subject to flooding until levees were constructed to protect it in the 1990's. Rochester Park is located between the C. F. Hawn Freeway, SH 310 and the Trinity River. The City of Dallas Southeast Service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

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



5. Trinity Corridor District Plans

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

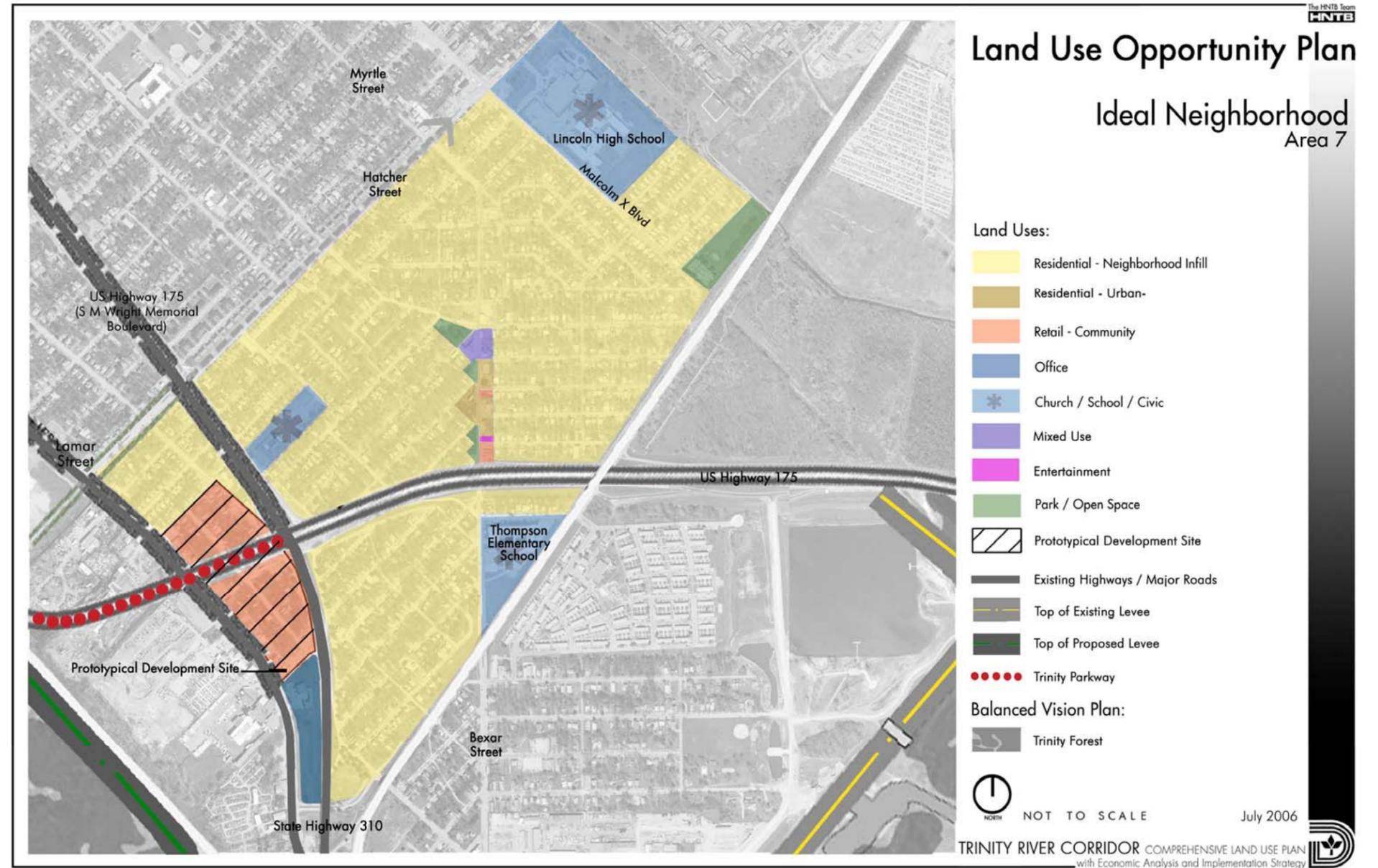


5. Trinity Corridor District Plans

Study Area 7: Ideal Neighborhood

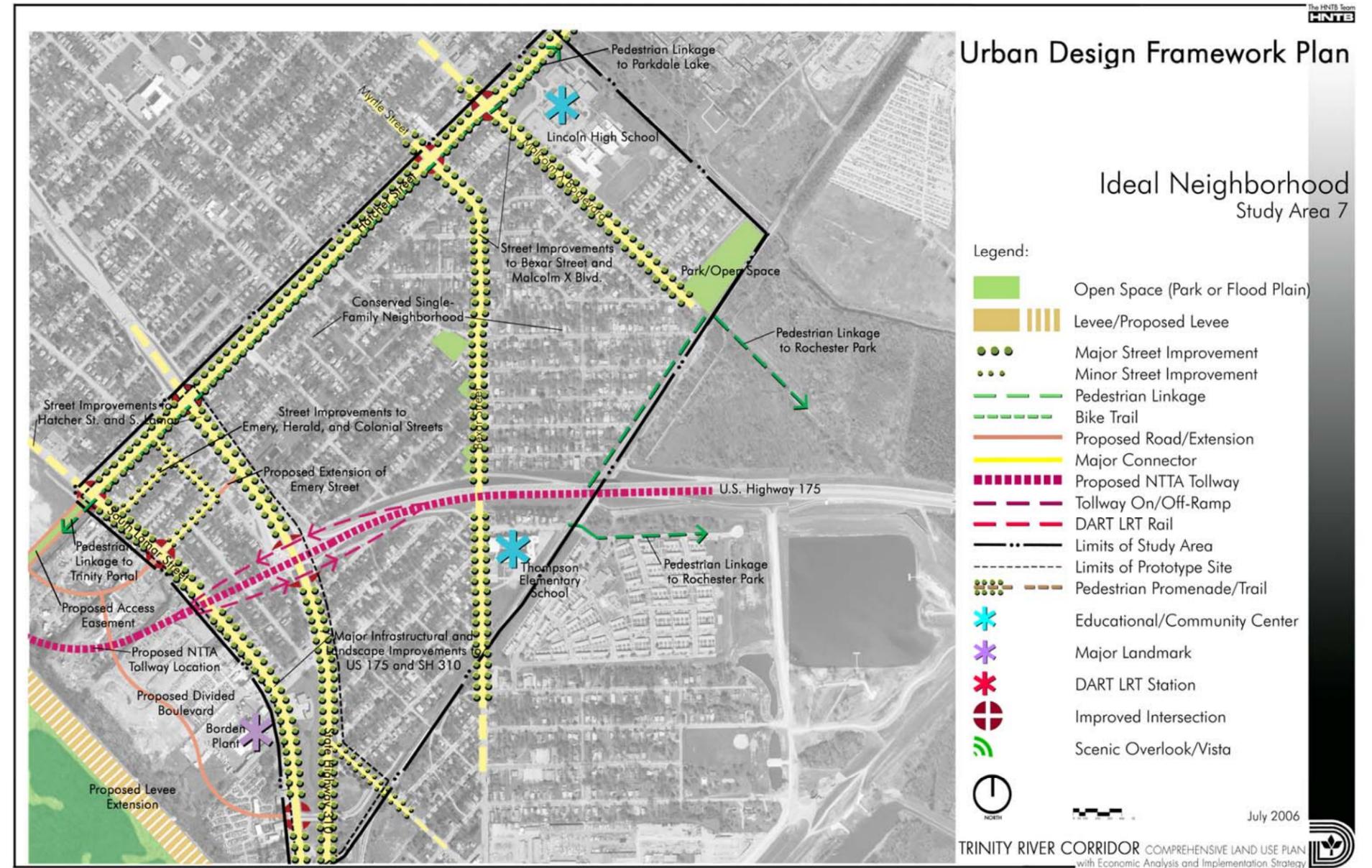
The Ideal Neighborhood Study Area is south of Hatcher Street; the study area includes the interchange of the S M Wright and C. F. Hawn Freeways. The study area is approximately 335 acres in size. Most of the study area is the Ideal Neighborhood itself. The residents and neighborhood leaders in this area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

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



5. Trinity Corridor District Plans

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

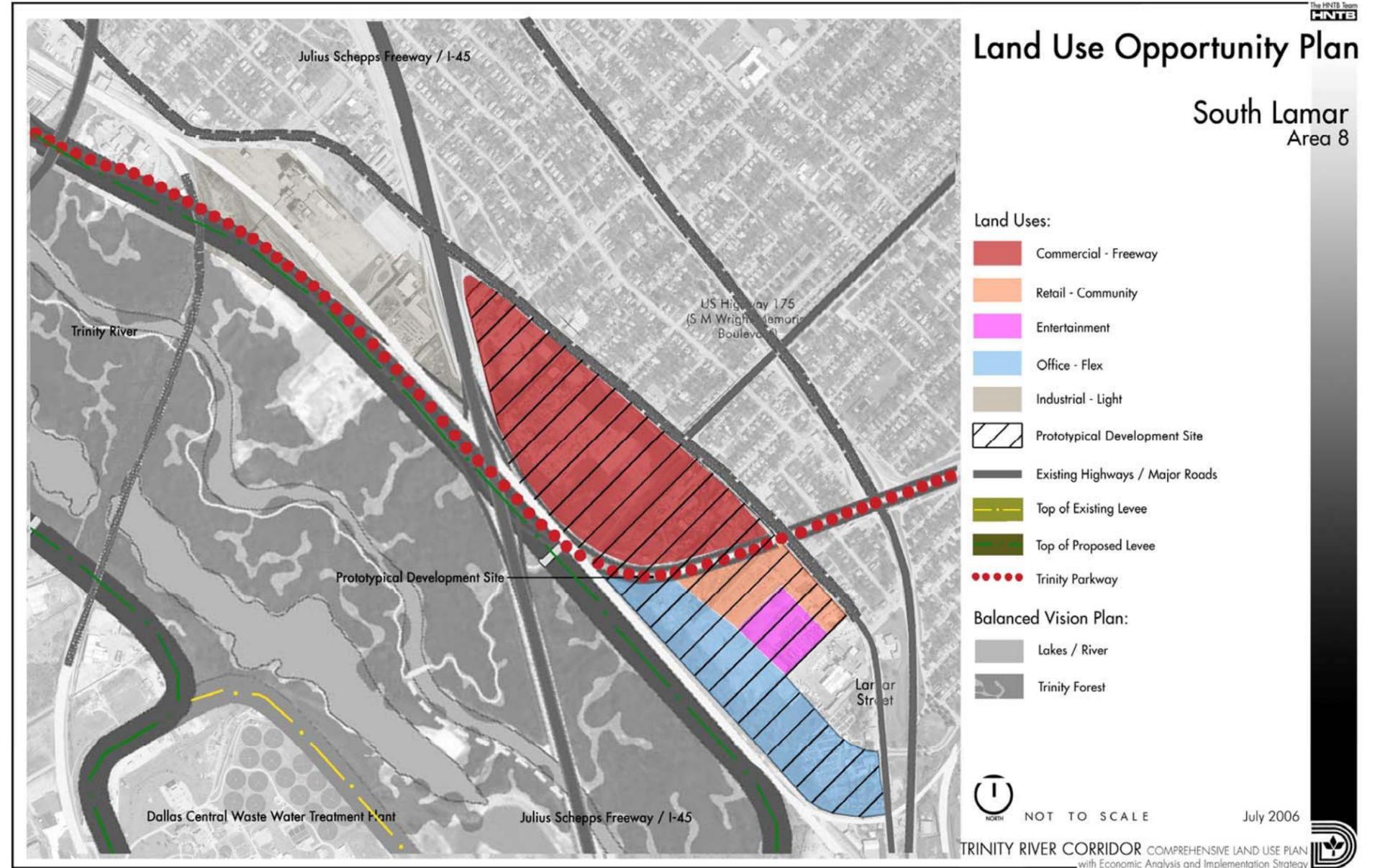


5. Trinity Corridor District Plans

Study Area 8: South Lamar

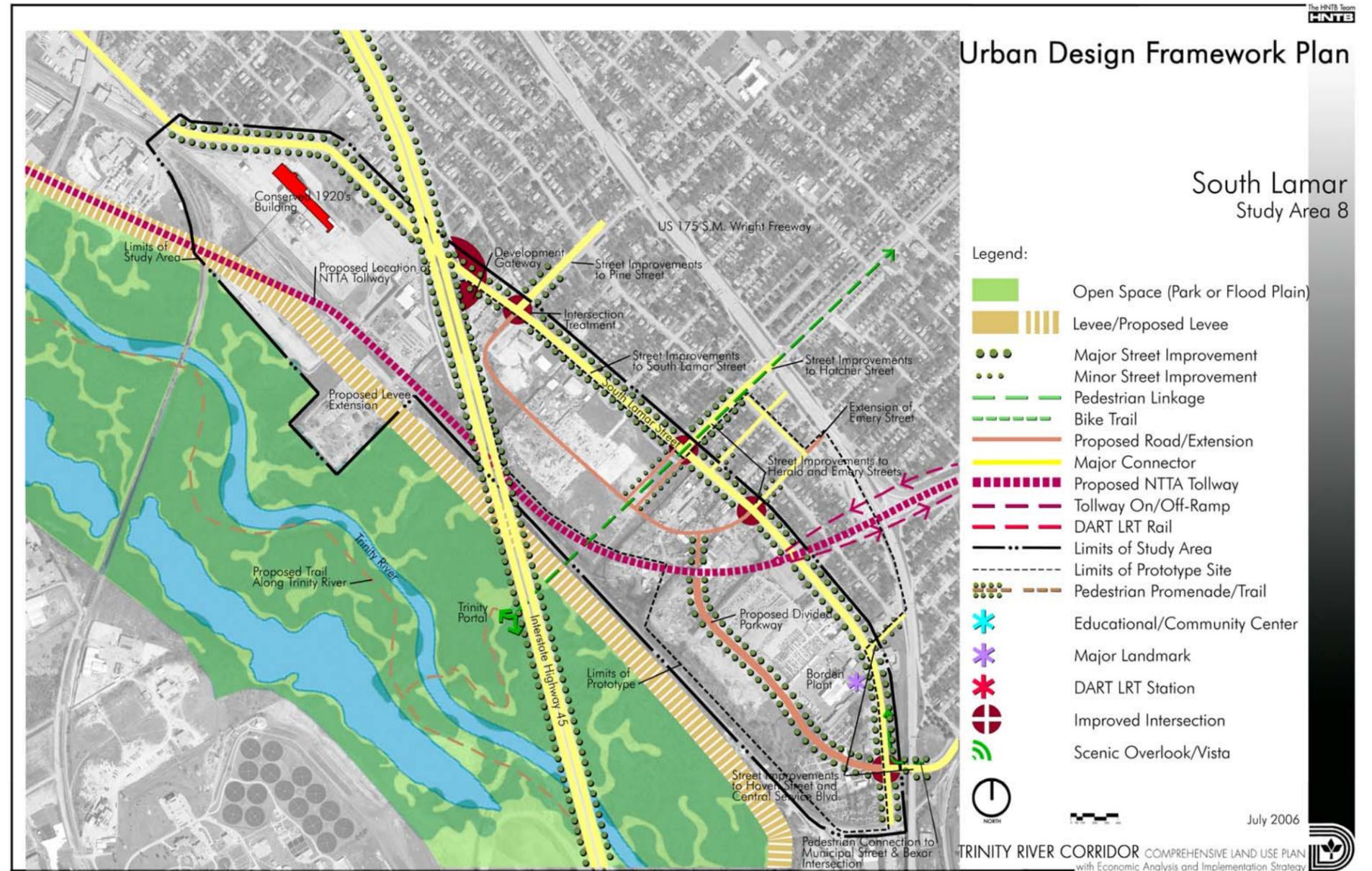
The South Lamar Study Area is located along the westerly side of S. M. Wright Freeway from the Trinity floodplain on the southeast to IH-45 on the northwest. These 165 acres are currently occupied by old industrial uses. Periodic flooding has reduced property owners' interest in new investment. Two of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

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



5. Trinity Corridor District Plans

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

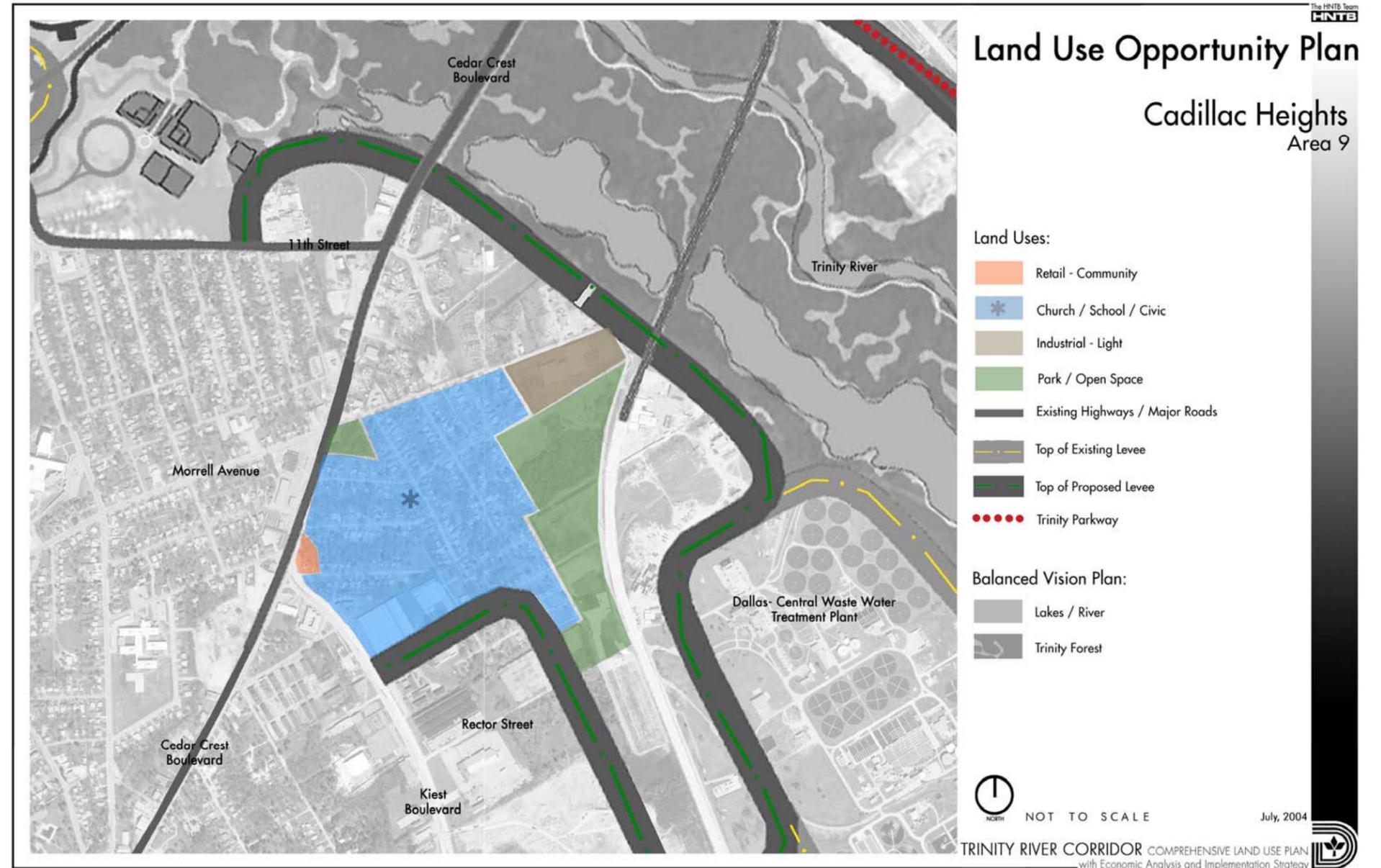


5. Trinity Corridor District Plans

Study Area 9: Cadillac Heights

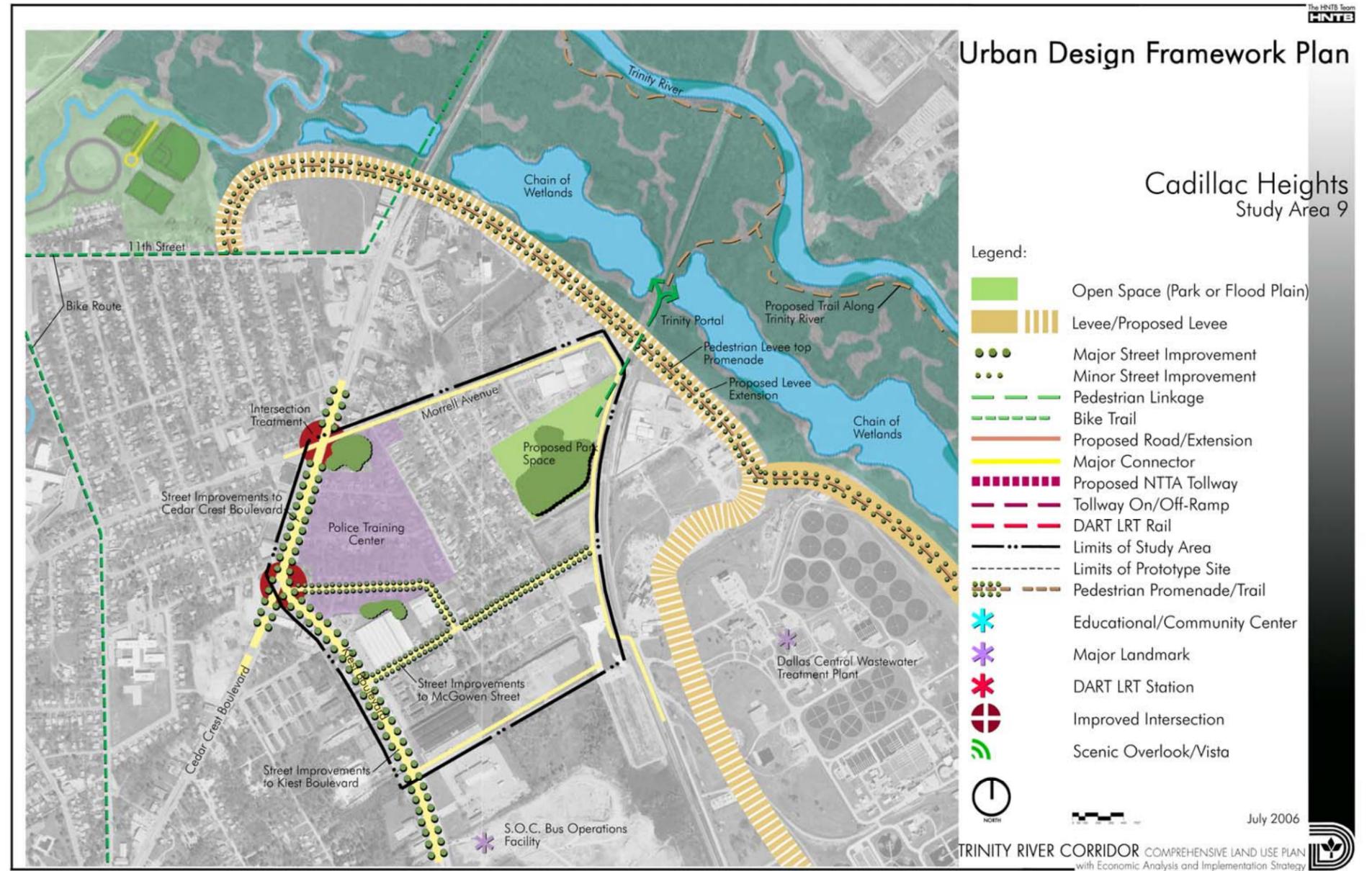
Cadillac Heights is a study area of about 110 acres located between Cedar Crest Boulevard and the Trinity River. Its boundaries are the Trinity River and the Dallas Central Wastewater Treatment Plant on the east and southeast, Rector Street on the south, Cedar Creek Boulevard to the west and Morrell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

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



5. Trinity Corridor District Plans

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

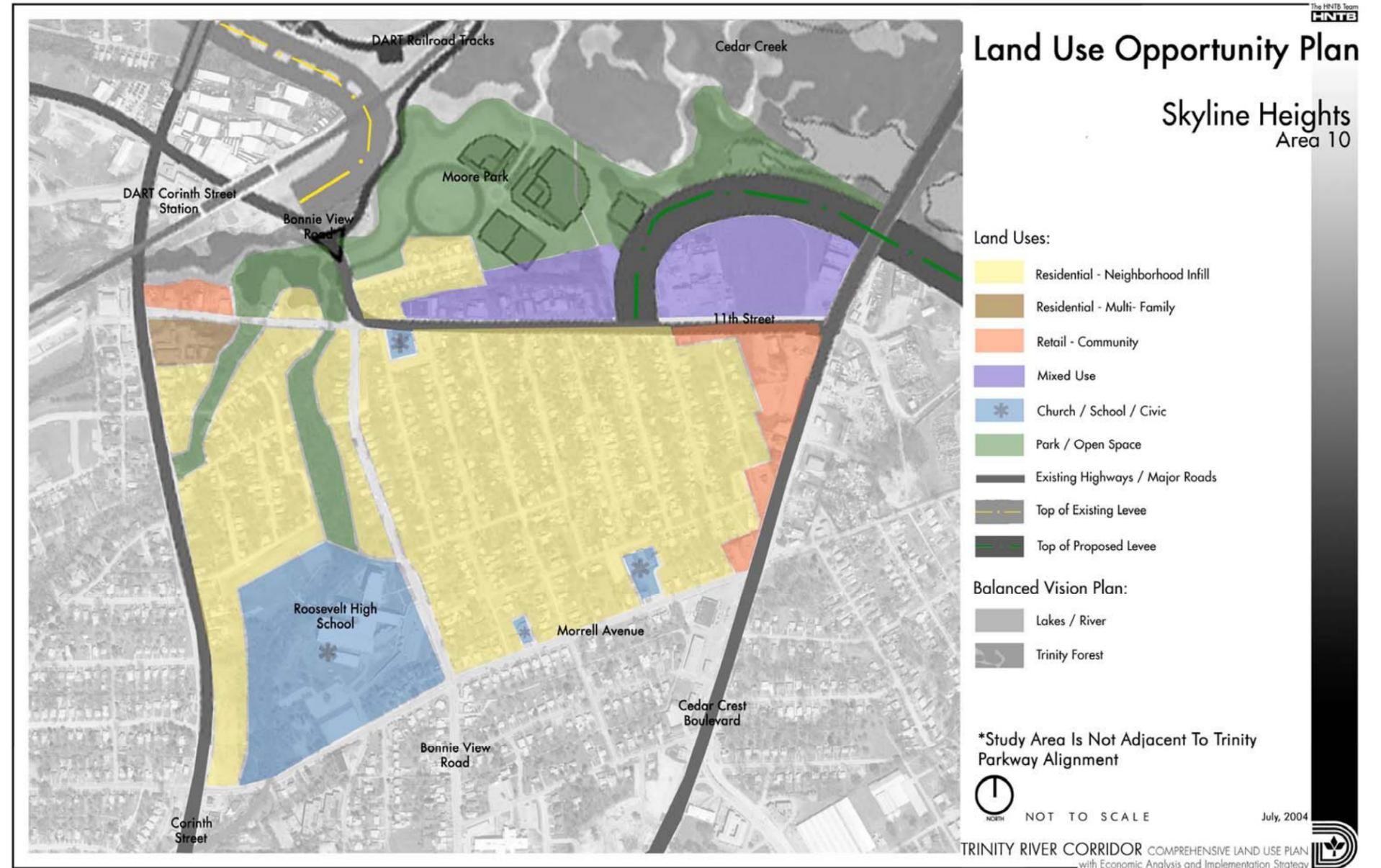


5. Trinity Corridor District Plans

Study Area 10: Skyline Heights

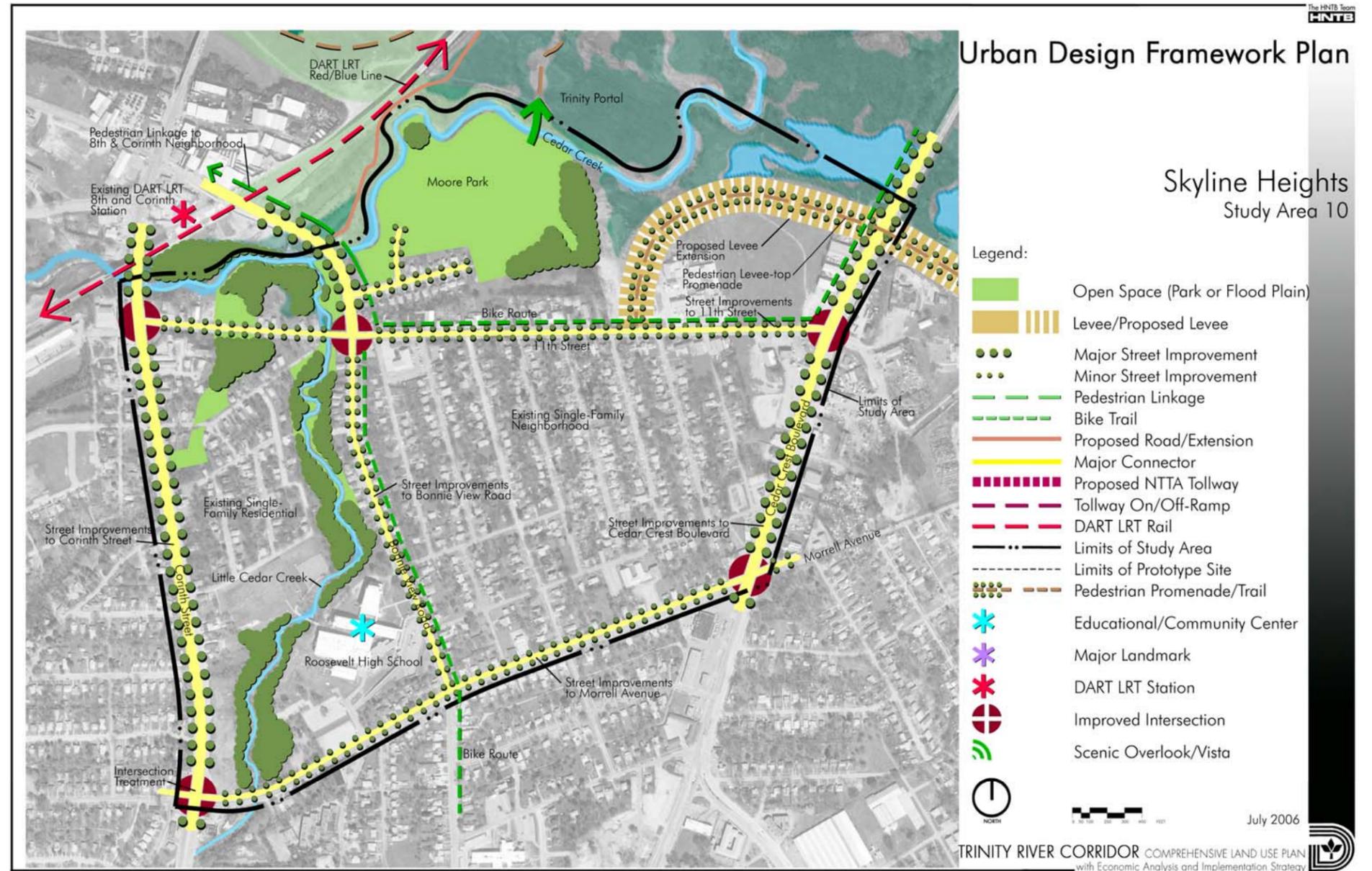
The Skyline Heights Study Area is about 145 acres in size and is located between Cedar Creek and the Trinity on the north, Cedar Crest Boulevard on the east, Morrell Avenue on the south and Corinth Street on the west. Largely residential today, the plan for much of this area supports the retention and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

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



5. Trinity Corridor District Plans

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

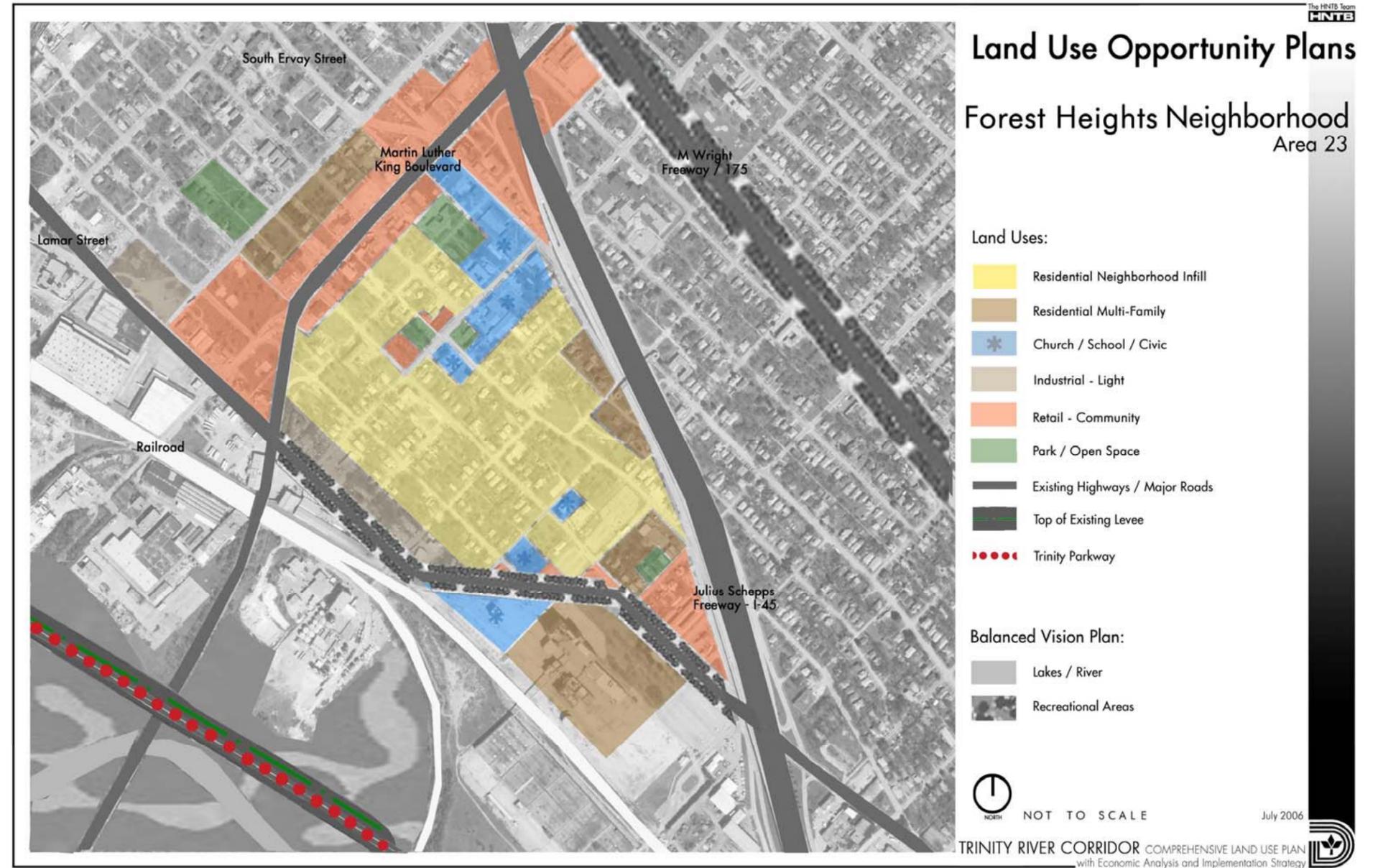


5. Trinity Corridor District Plans

Study Area 23: Forest Heights Neighborhood

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

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



5. Trinity Corridor District Plans

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

5. Trinity Corridor District Plans

Lamar Center Prototype Site

Significance

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

Surrounding Influences

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

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

Implementation initiatives to foster growth and development

Consider establishing site as a tax increment finance district

Water/wastewater/sanitary sewer infrastructure improvements

South Lamar Street urban design plan and reconstruction

Sump and drainage study – impact on new development

Hatcher Street urban design plan and reconstruction

River greenbelt pedestrian access

Infill housing program

Development of planned regional Trinity Trails

Trinity River greenbelt amenities

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

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

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



5. Trinity Corridor District Plans

Development Concept

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

Public Investments as a Stimulus to Development

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

Rationale

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

Data Calculations

Total Acreage 134.9 Acres

Retail 797,000 sf

Low / Mid-Rise MF 194 Units

Office / Flex 220,000 sf

Entertainment 66,500 sf

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

5. Trinity Corridor District Plans

Implementation

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

ID #	Project	Location	Improvements	Project's cost
North Trinity Forest District				
NTF 1	South Lamar Street reconstruction and urban design	Hatcher Street to SH 310	Roadway reconstruction and streetscape enhancements to spur pedestrian-friendly development and improve vehicular movement	\$5,000,990
NTF 2	Hatcher Street reconstruction and urban design	Malcolm X Blvd. to Lamar Street	Roadway reconstruction and streetscape enhancements to serve the community	\$4,818,820
NTF 3	Bexar Street reconstruction and urban design	US Highway 175 to Macon Street	Roadway reconstruction and streetscape enhancements to spur pedestrian-friendly development	\$3,799,432
NTF 4	Cedar Crest Boulevard reconstruction and urban design	Bonnie View Lane to the Trinity River bridge	Roadway reconstruction and streetscape enhancements to serve as a gateway for both East Oak Cliff and the Trinity River greenbelt	\$8,873,210
NTF 5	S.M. Wright Parkway reconstruction and urban design	Grand Avenue to South Lamar Street	Roadway reconstruction and parkway / streetscape enhancements to unite two split residential neighborhoods and serve as a parkway link between downtown Dallas and the Great Trinity Forest in Rochester Park	\$26,800,000
NTF 6	DART stations - support location of stations	At Hatcher Street and Scyene Road and at Scyene Road and Lawnview Avenue	City support for regional transportation project	NA
NTF 7	DART stations - station area plans	Approximately a quarter-mile radius from identified light	City support for long-range plan	\$300,000+/-

ID #	Project	Location	Improvements	Project's cost
North Trinity Forest District				
		rail / commuter rail station		
NTF 8	DART stations - infrastructure needs, zoning ordinance review, pedestrian trails, etc.	Approximately a quarter-mile radius from identified light rail / commuter rail station	Identified infrastructure improvements, zoning needs, and amenities around planned light rail stations	NA
NTF 9	Lamar Center TIF - (redevelopment authority)	Potential areas for tax increment financing districts that could include areas along South Lamar Street	City supported study to consider this section of the city as a potential tax increment financing district to help finance improvements in roads, water, sewer, environmental cleanup, and the establishment of a redevelopment authority	\$250,000+/-
NTF 10	Infill housing	Throughout district	Provide greater owner-occupied housing options to local residents and provide neighborhood stability	NA
NTF 11	Pedestrian access master plan	Throughout district	District wide study regarding pedestrian access limitations and opportunities	\$250,000+/-
NTF 12	Simpson Lake - recreational uses	South of US Highway 175 in the Lower White Rock Creek Heritage District	Crackdown on illicit activities taking place around lake; community cleanup of lake, and provide lakeside amenities for passive	NA

ID #	Project	Location	Improvements	Project's cost
North Trinity Forest District				
			recreational uses	
NTF 13	Review development sector plan for adaptive reuse	Throughout district	Study development sector plan for adaptive reuse alternatives	NA
NTF 14	Sump and drainage study	District-wide on the developed side of the levee	Study that would focus on the impact on new development from sump and drainage needs	\$750,000
NTF 15	River greenbelt pedestrian access	Various locations identified in the Trinity River Corridor Master Implementation Plan	Identified as an early action item to provide needed access into the greenbelt corridor and to spur economic development	NA
NTF 16	Trinity River overlooks	At key sites with major improvements are planned (bridges, chain of wetlands, lakes) and community recognized view sheds	Establish overlooks with vehicular parking and trail connections along the Trinity River greenbelt	\$400,000+/- (each)
Total, North Trinity Forest District				\$51,242,452

Downtown - Lakes District

Location

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

Assessment

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

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

Stakeholder Input

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

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

5. Trinity Corridor District Plans

Preferred Land Use Plan

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

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

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

TRINITY RIVER CORRIDOR COMPREHENSIVE LAND USE PLAN



Closer to downtown, the economic impact from commercial corridor development is lessened due to greater planned mixed use and adaptive reuse development patterns

Central Business District activities come up to and cross the river greenbelt

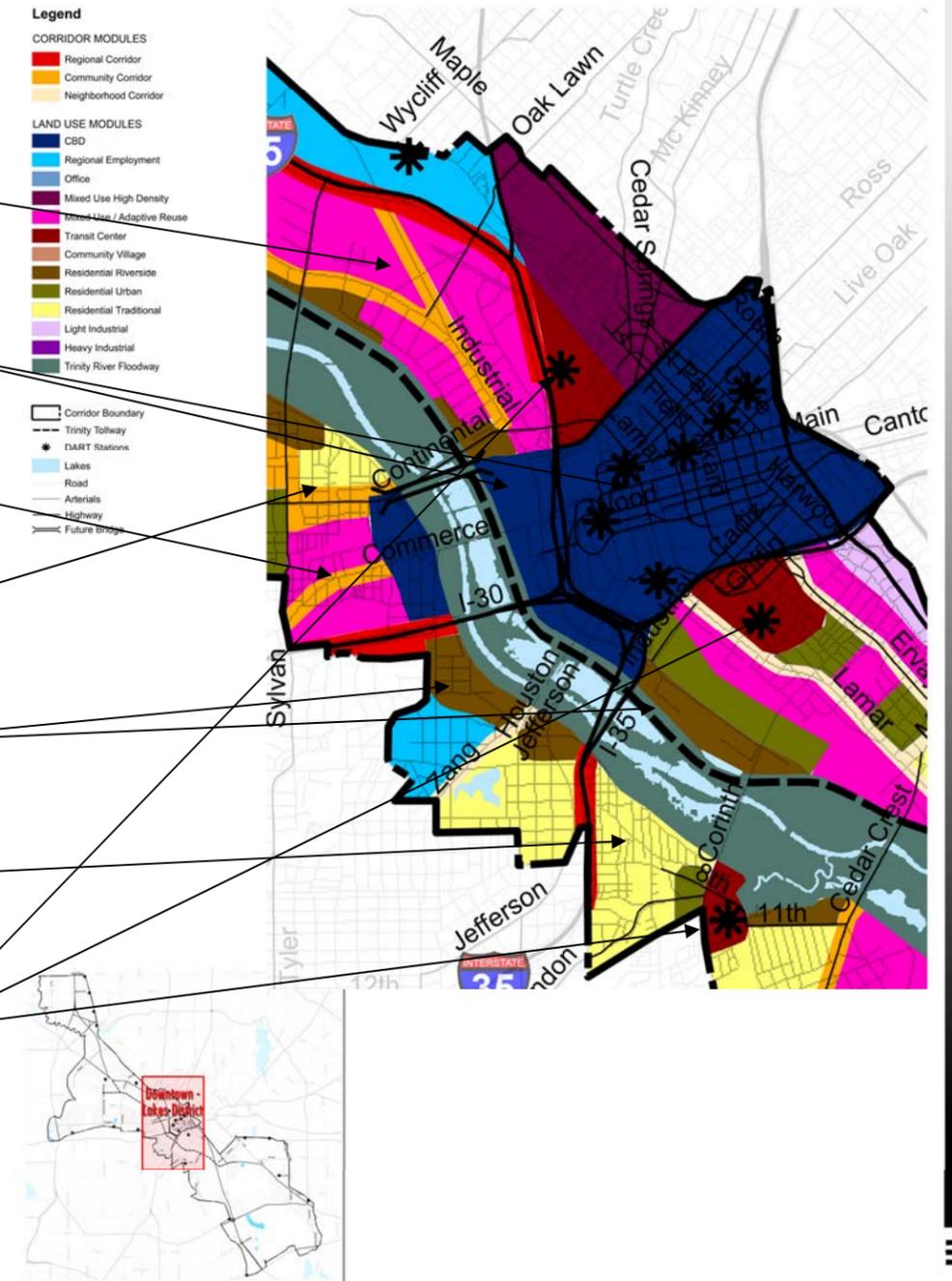
Mixed use and adaptive reuse development patterns are planned along either side of the West Commerce corridor

The existing single family residential uses in La Bajada are to be protected, enhanced, and tied into the river greenbelt

Higher density residential development planned along riverfront

The existing single family residential uses in The Bottoms are to be protected, enhanced, and tied into the river greenbelt

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



DOWNTOWN - LAKES DISTRICT

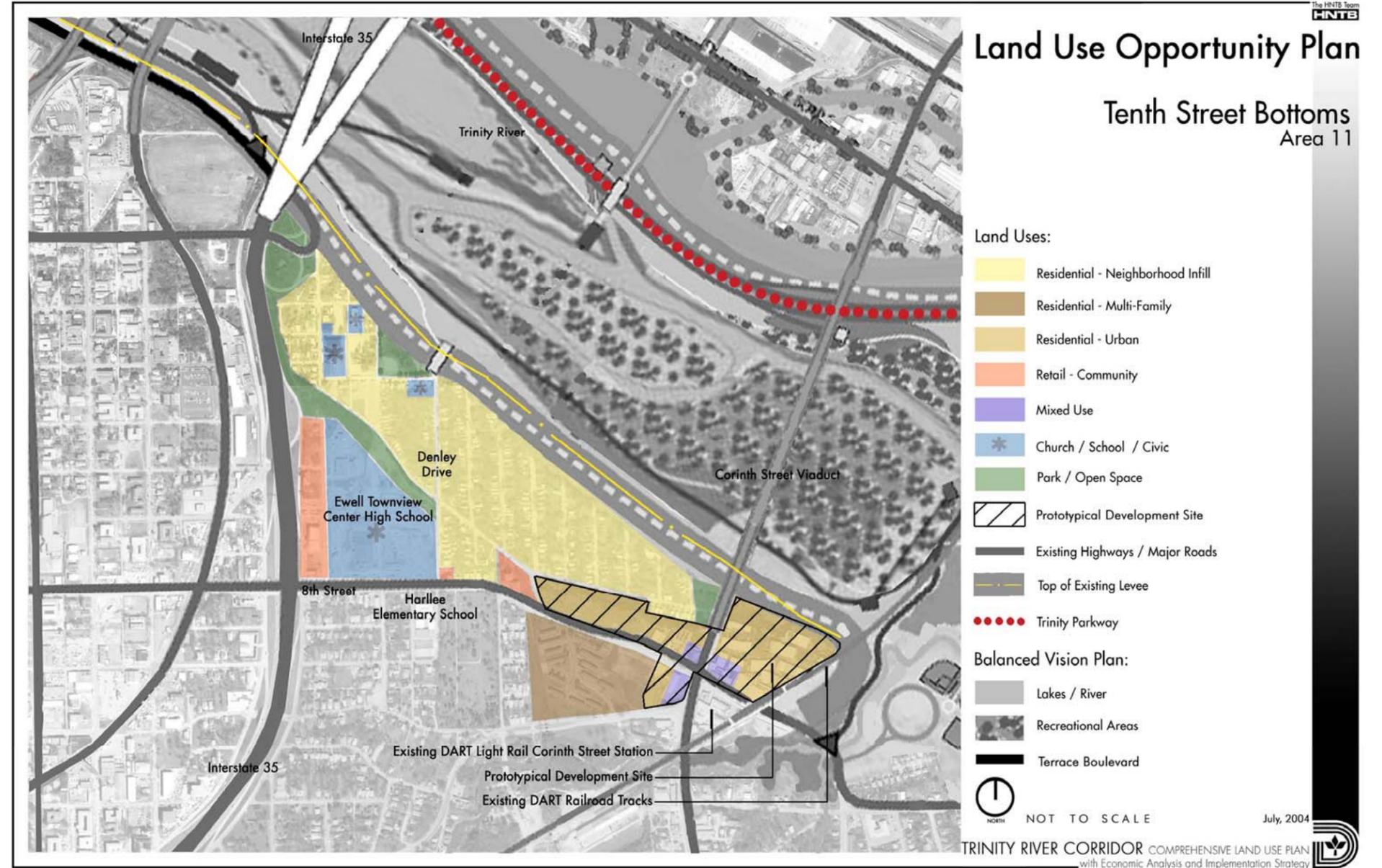


5. Trinity Corridor District Plans

Study Area 11: Tenth Street Bottoms

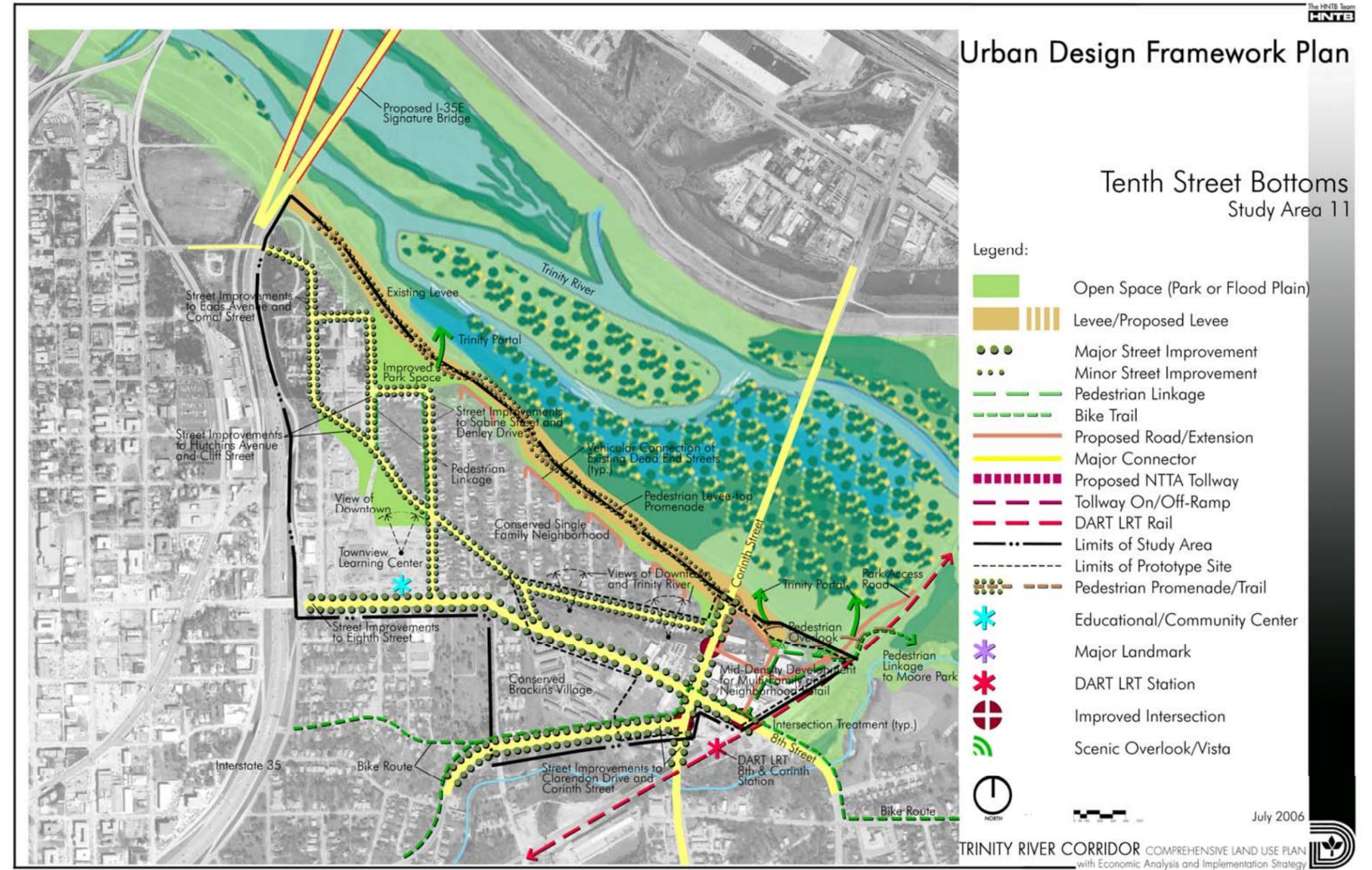
This study area is situated east of IH-35 and south of the Trinity River. It is approximately 92 acres in size. The Yvonne Ewell Townview Magnet School is an important anchor in the southwestern part of the study area, and the DART 8th and Corinth light rail station is immediately adjacent to the study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

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



5. Trinity Corridor District Plans

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

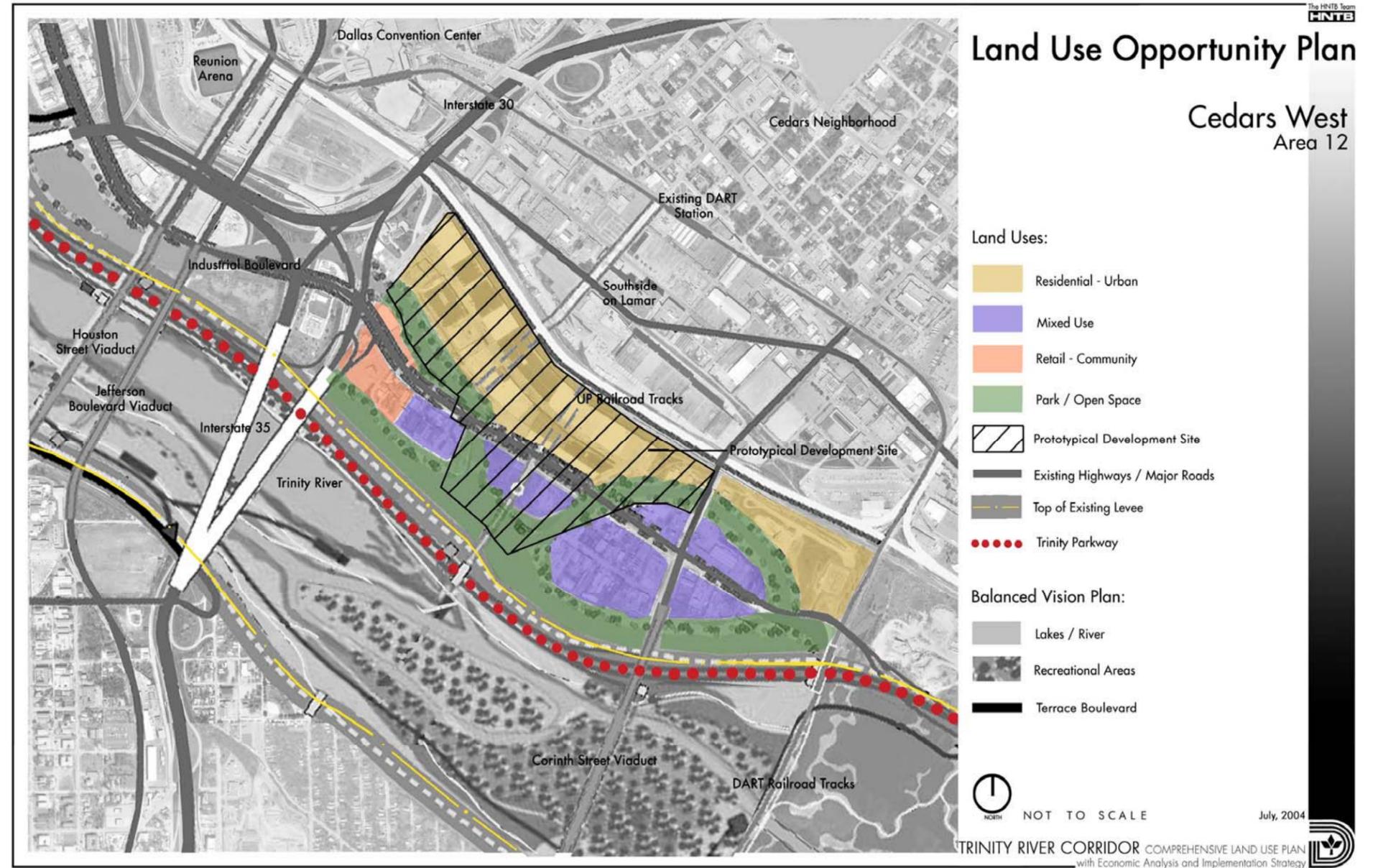


5. Trinity Corridor District Plans

Study Area 12: Cedars West

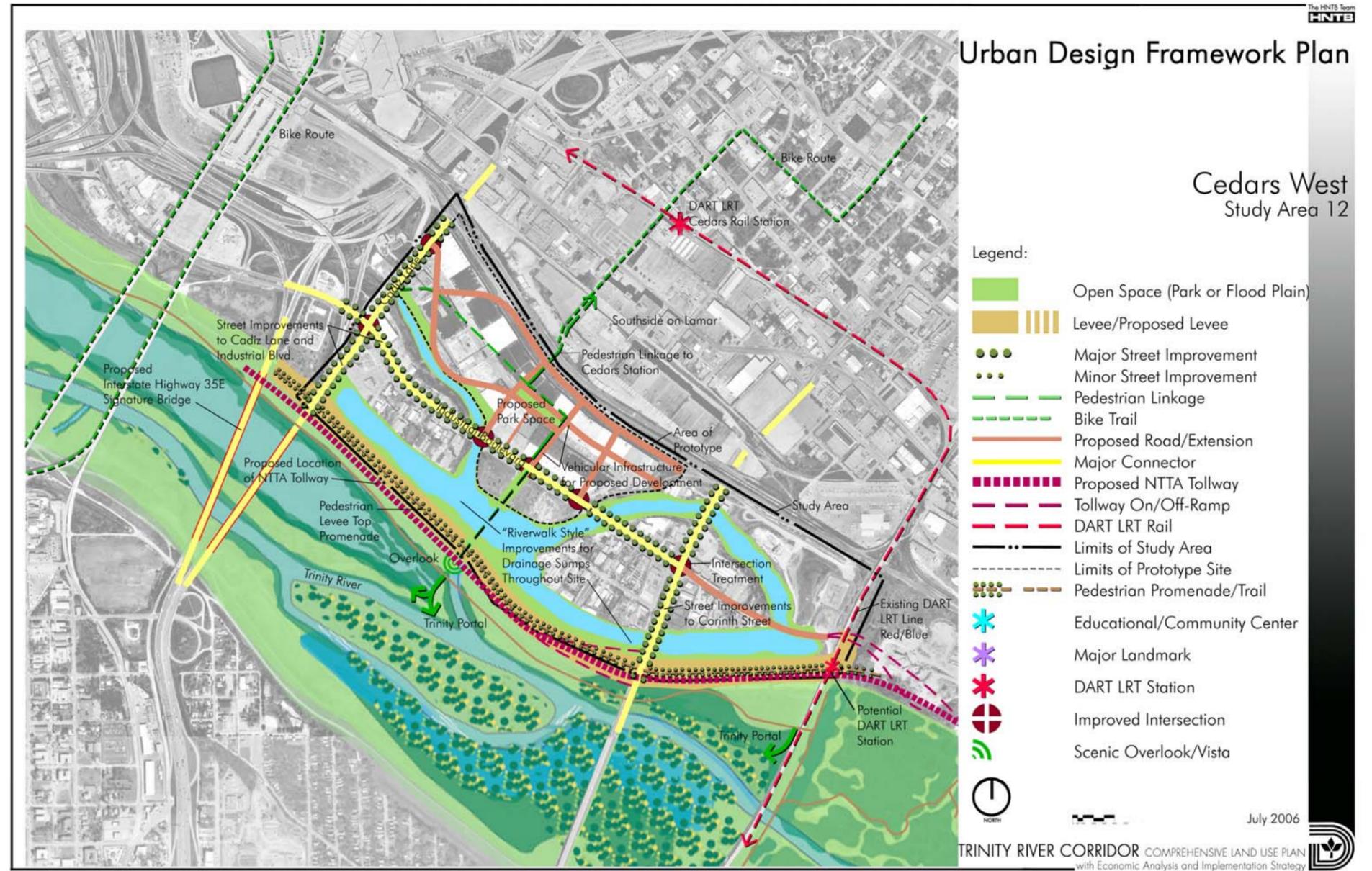
The Cedars West Study Area is located south of Downtown Dallas on the easterly bank of the Trinity River. The area's 180 acres are bounded on the southwest by the existing Trinity River levees, on the southeast by the DART light rail line, on the northeast by the Union Pacific railroad tracks and on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

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



5. Trinity Corridor District Plans

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

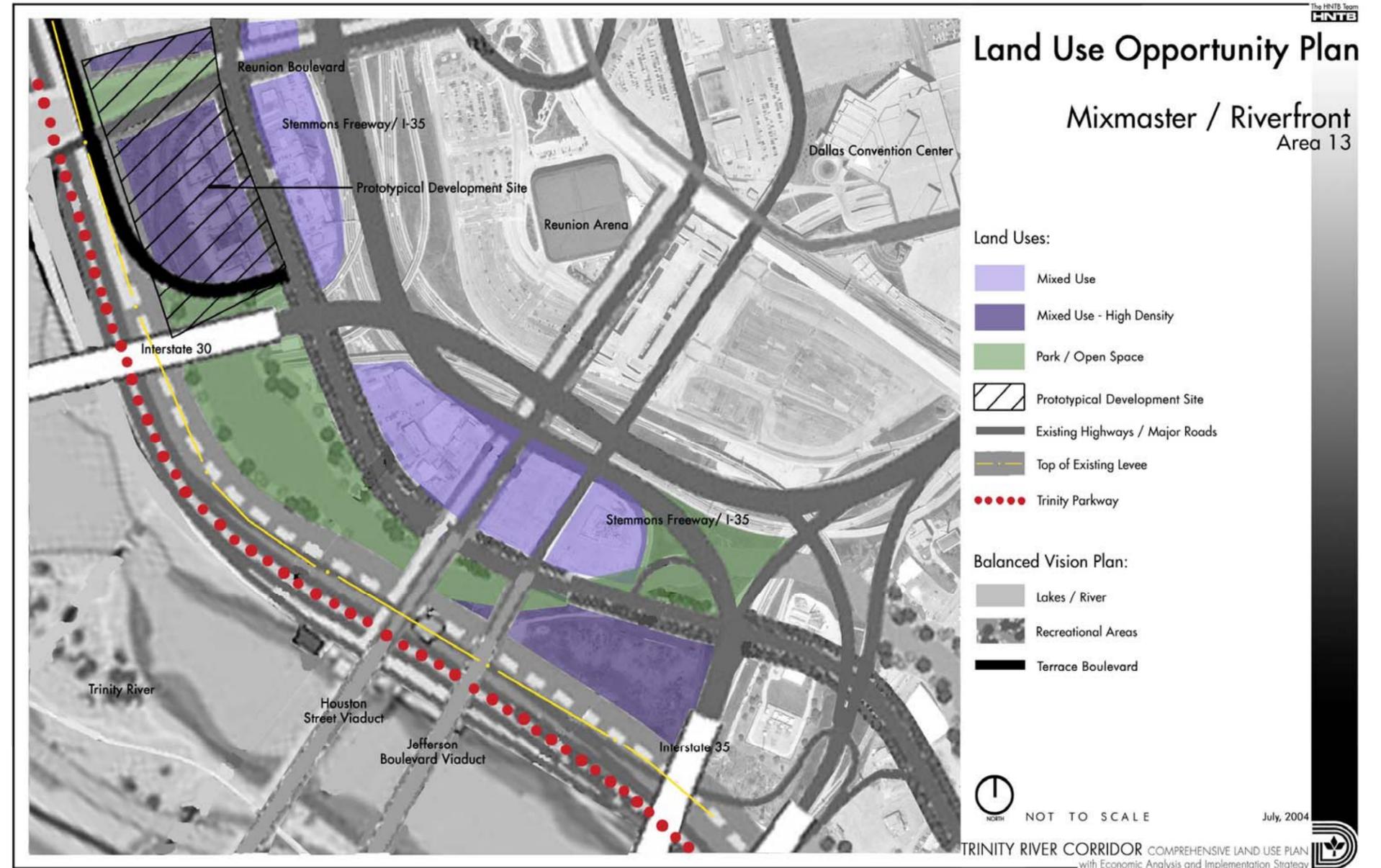


5. Trinity Corridor District Plans

Study Area 13: Mixmaster / Riverfront

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

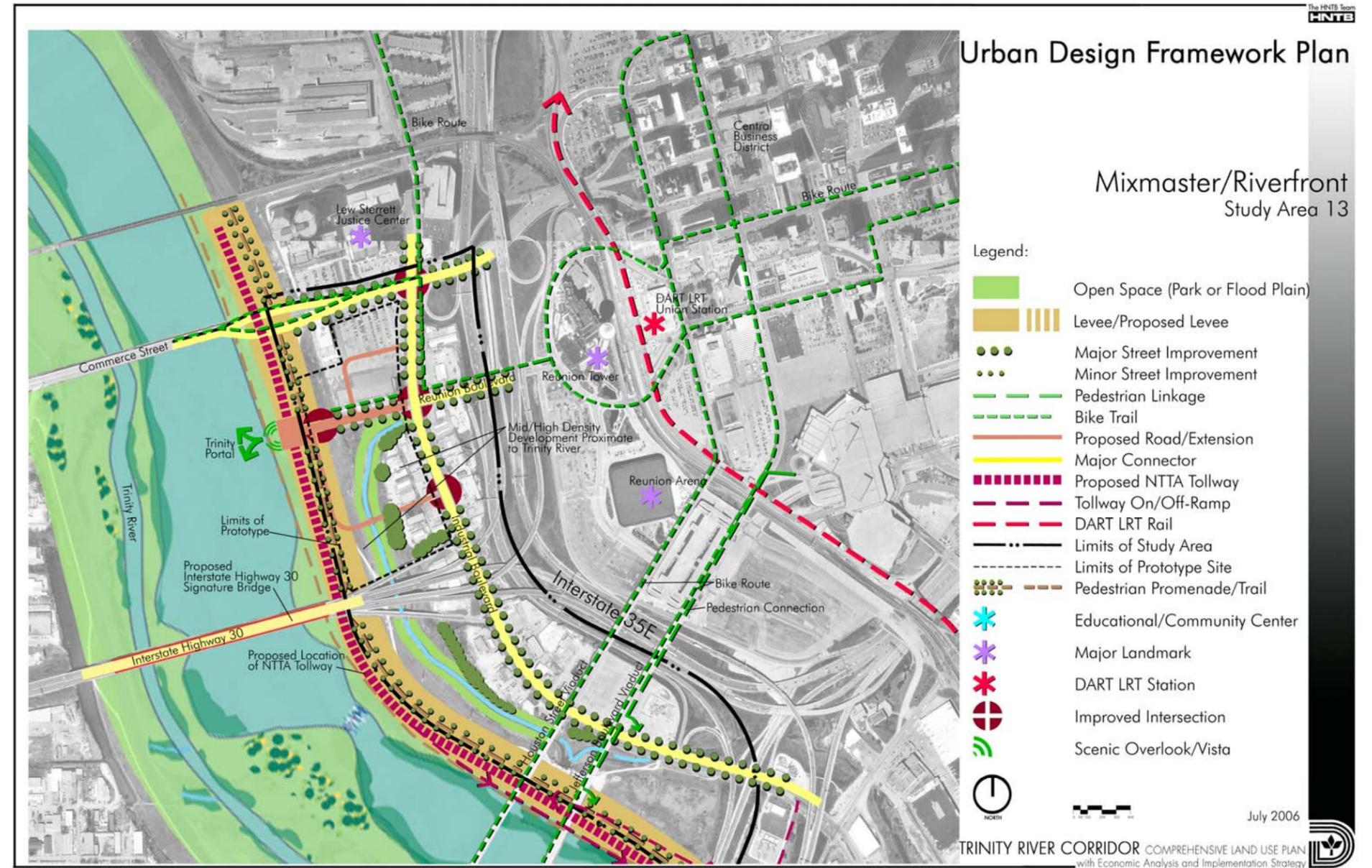
This area's future development will extend Dallas' current downtown beyond the freeway loop to the banks of the Trinity River. It has the potential to be one of the most intensely-developed areas overlooking the River and its amenities. The Land Use Opportunity Plan for this area reflects this potential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



5. Trinity Corridor District Plans

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

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



5. Trinity Corridor District Plans

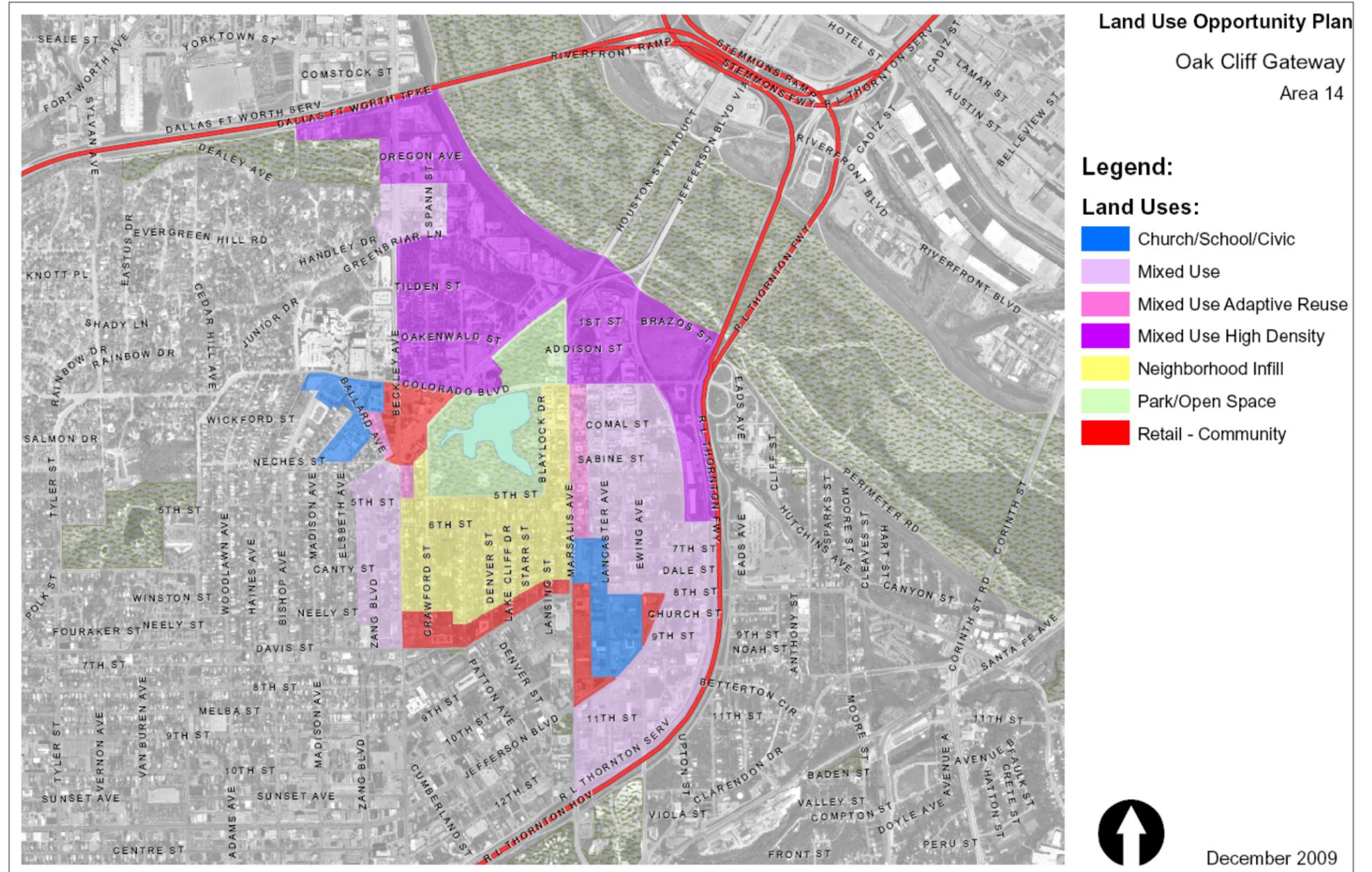
Study Area 14: Oak Cliff Gateway

Revised: December 9, 2009

Adopted by Ordinance No. 27773

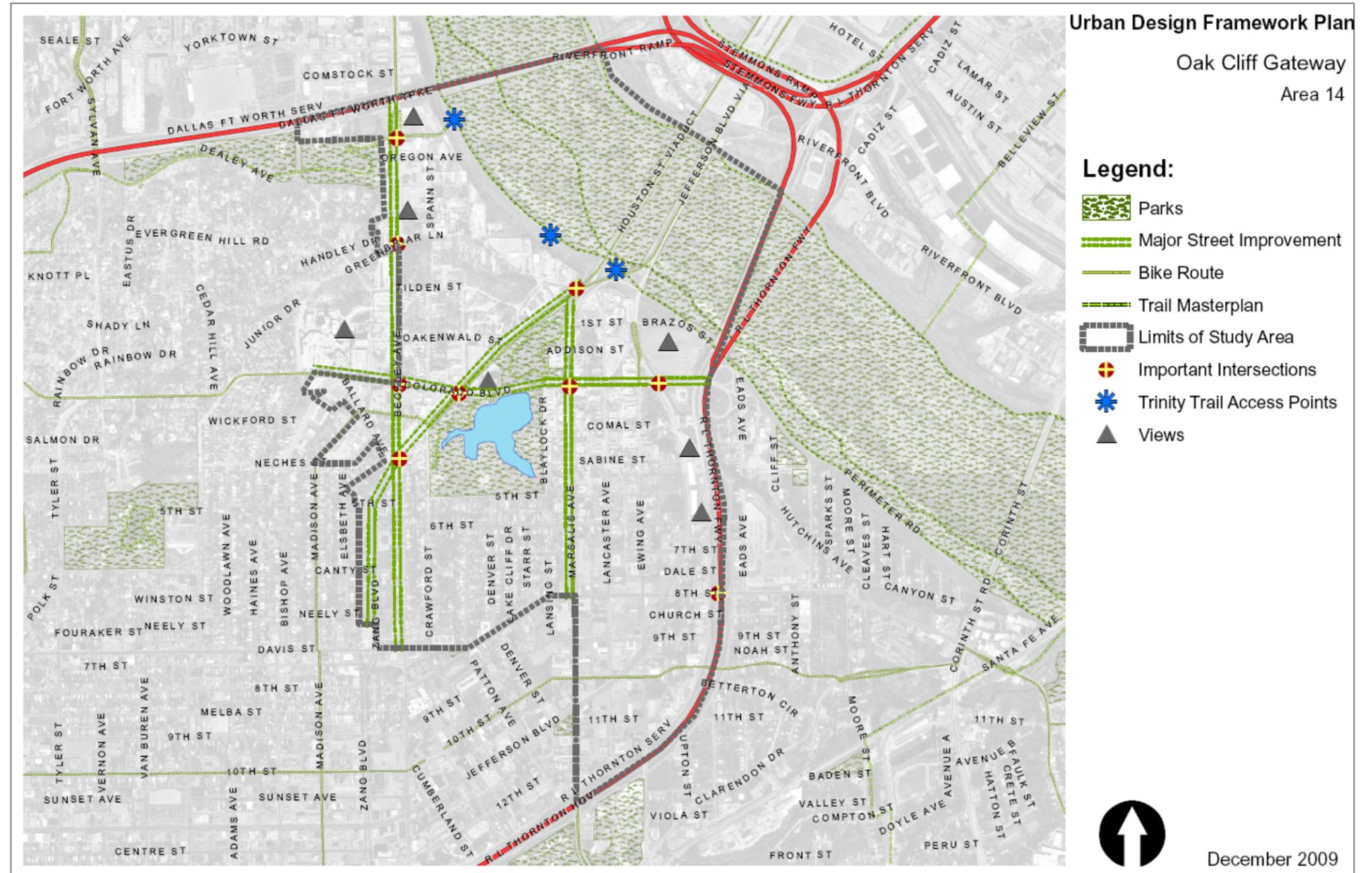
The Oak Cliff Gateway Study Area connects Oak Cliff to the Trinity River. In general, it is bounded on the east by Interstate 35 and on the west by the Beckley Avenue and Zang Boulevard corridors. The study area's boundaries are generally consistent with the areas of previously-designated Planned Development Districts, a Tax Increment Financing District, a Neighborhood Improvement Program area, and adjacent land use plan boundaries. Methodist Medical Center is an important public facility and a major employer that anchors the western edge of the study area and continues to be a major draw for services in the area. Lake Cliff Park is centrally located within the study area and, with Oak Cliff Founders Park, provides open space that connects almost to the Trinity River today. The area includes single family neighborhoods, multi-family residential housing, retail and industrial uses. Its riverfront edge, from IH-30 to IH-35, overlooks parts of both lakes and the river; it will have among the best views in the city of downtown and the signature bridges.

This area can build on the historic character of the Oak Cliff community and its proximity to major Trinity River assets. The Land Use Opportunity Plan for the Oak Cliff Gateway envisions a walkable, mixed use community surrounding a core residential area around Lake Cliff Park. The major objectives of the plan are to: Ensure that development and redevelopment in the area contributes to the unique character and sense of place that defines North Oak Cliff; Develop and implement a multi-modal area-transportation plan to support future higher densities that emphasizes walkability and "bikeability" for residents and visitors; and Minimize negative impacts of higher-density redevelopment on established single-family neighborhoods adjacent to the Plan area using regulatory tools that improve transitions between differing development types, mitigate conflicts between uses, and address traffic and parking. Mixed use areas should be carefully designed to concentrate activity near important intersections, gateways, and corridors. Stakeholders from this area expressed the desire for development of a multi-modal, pedestrian-friendly community; access trolley and mass transit services to connect downtown to Methodist Hospital and key parts of north Oak Cliff, such as the Bishop Arts District to the west; and maintaining and enhancing the unique character of north Oak Cliff. The area is envisioned as an urban community that ranges from single family uses to medium- and high-density mixed uses. Transitions between these uses are particularly important in areas such as along Beckley north of Methodist Hospital and the Marsalis and Zang corridors. The area along Marsalis also has the potential for a vibrant corridor connecting into downtown that takes advantage of the adaptive reuse of historic structures and transitions to higher intensity uses to the east toward Interstate 35.



5. Trinity Corridor District Plans

A number of key urban design principles were voiced by many stakeholders in this area. First, stakeholders expressed the desire to retain the charm and character of north Oak Cliff. Further, providing easy pedestrian and bike access from north Oak Cliff into the Trinity River Park from adjacent neighborhoods, as well as Lake Cliff and Founders Park is an important consideration for new public and private investment in the area. There was a strong desire to have seamless access into the park along the Trinity River Levee. This would also reinforce the idea of creating a walkable community. Street and infrastructure improvements must be carefully considered in this regard. Street, intersection and streetscape improvements are proposed for Beckley Avenue, Colorado and Zang Boulevards. These improvements should be done in a manner to advance the concept of building a pedestrian-friendly community. The urban design guidelines discussed in Chapter 3 are also particularly relevant here; their implementation will allow high rise development to occur while preserving key views. Quality design and siting of buildings could also be utilized to reduce potential negative impacts from commercial and mixed uses adjacent to residential neighborhoods.

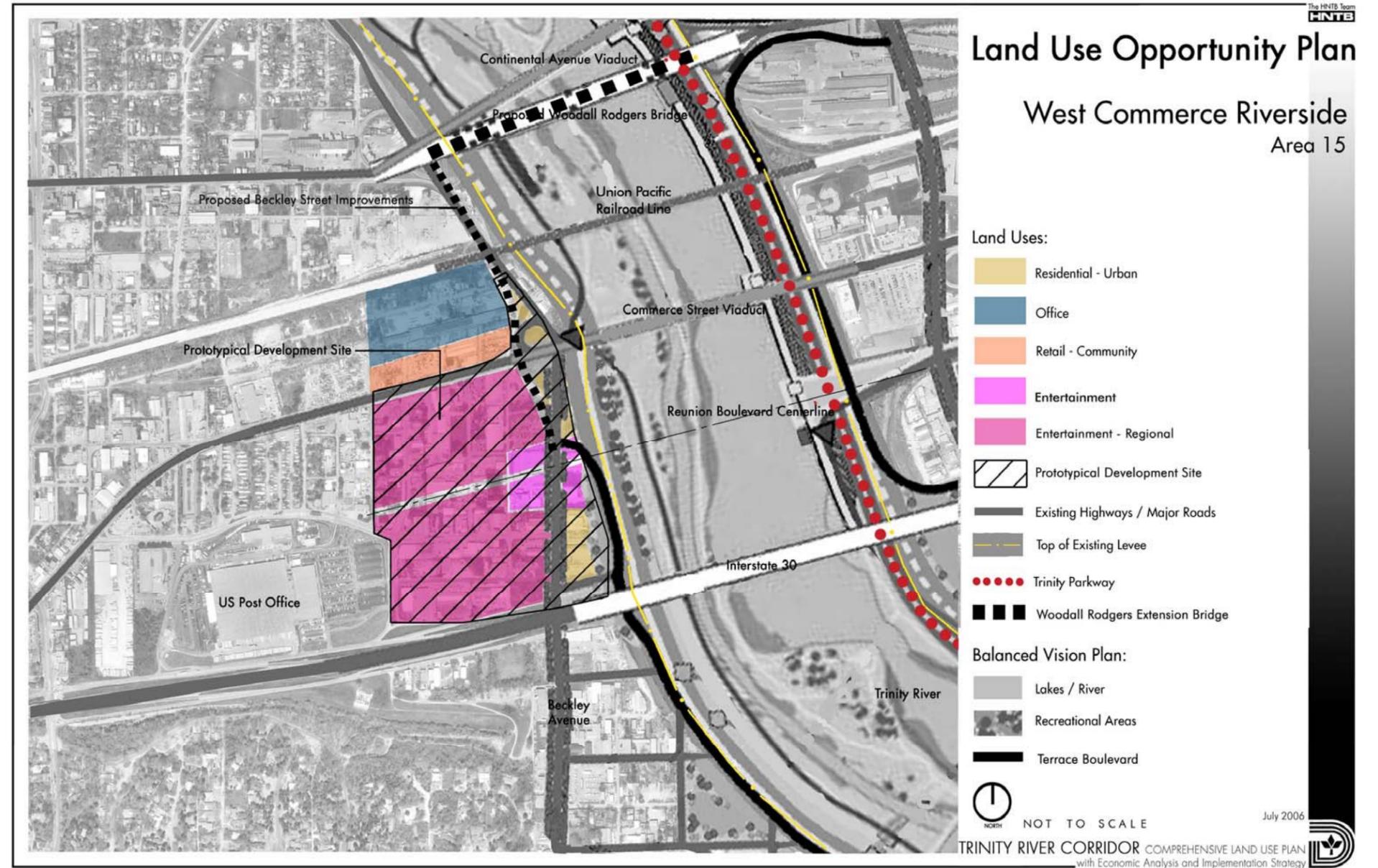


5. Trinity Corridor District Plans

Study Area 15: West Commerce Riverside

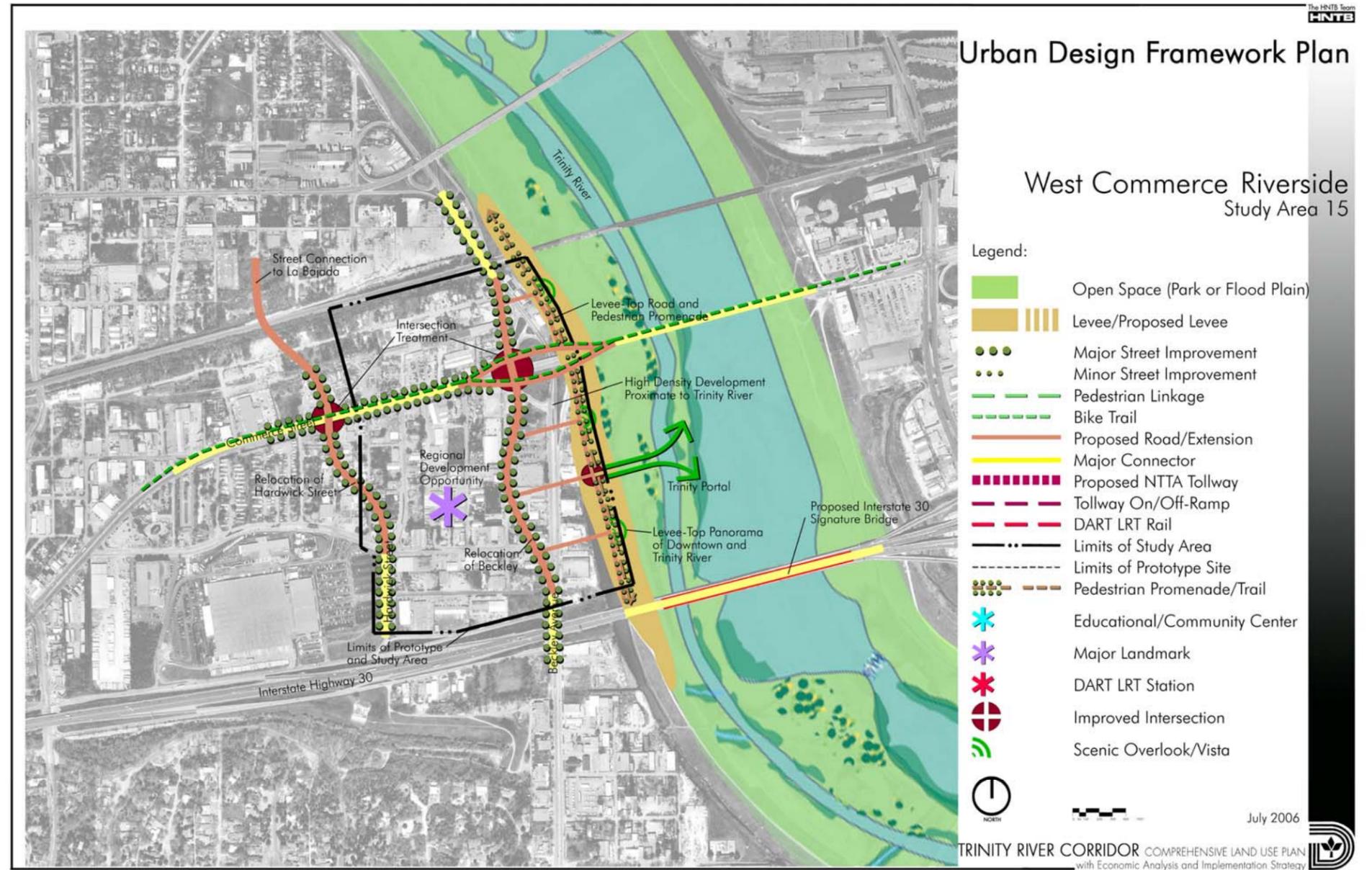
The West Commerce Riverside Study Area is located just north (and upstream) of the Oak Cliff Study Area; it is across the river from the Mixmaster / Riverfront Study Area. It includes approximately 100 acres of land bounded on the south by IH-30, on the east by the Trinity River levees, on the north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

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



5. Trinity Corridor District Plans

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

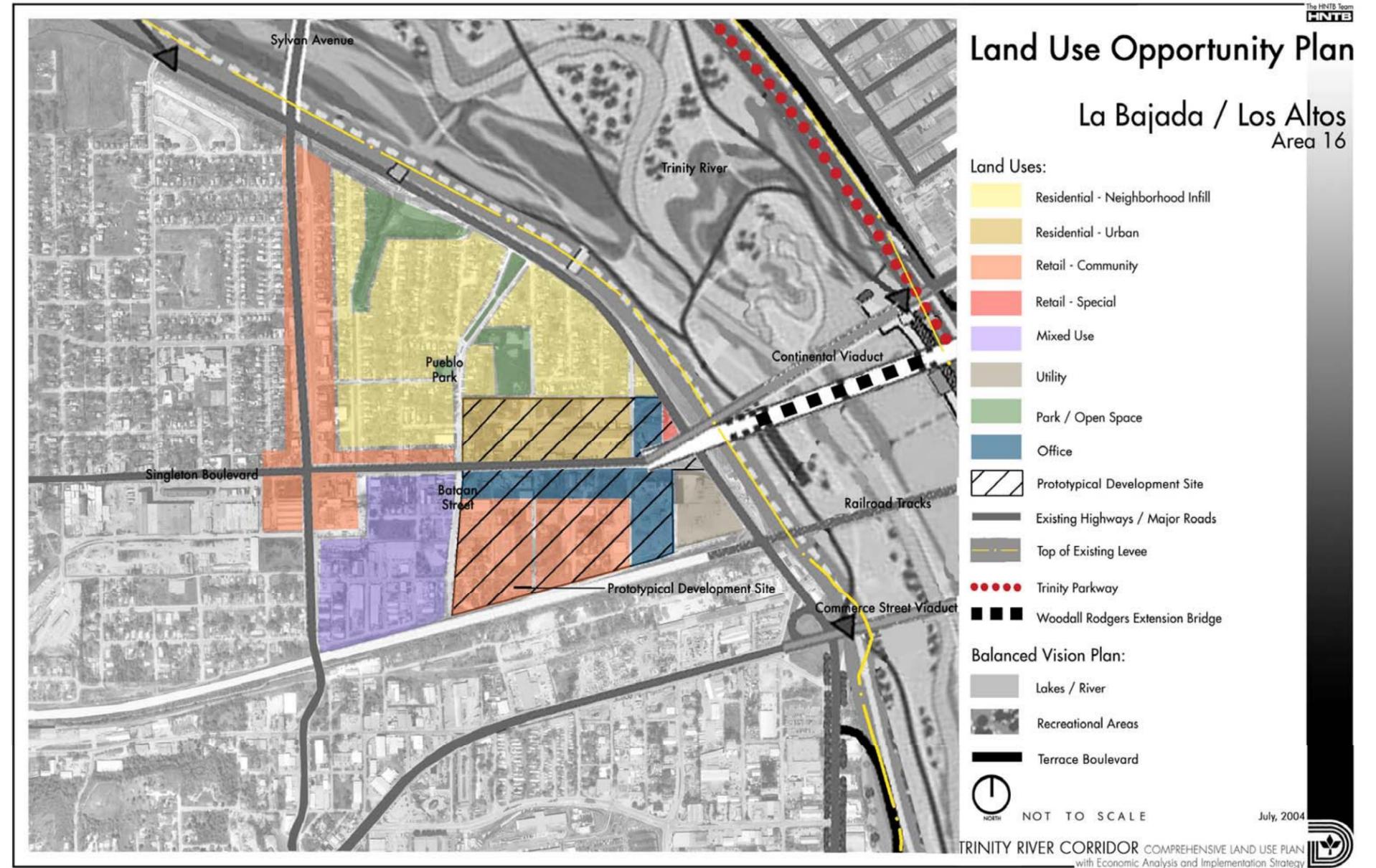


5. Trinity Corridor District Plans

Study Area 16: La Bajada / Los Altos

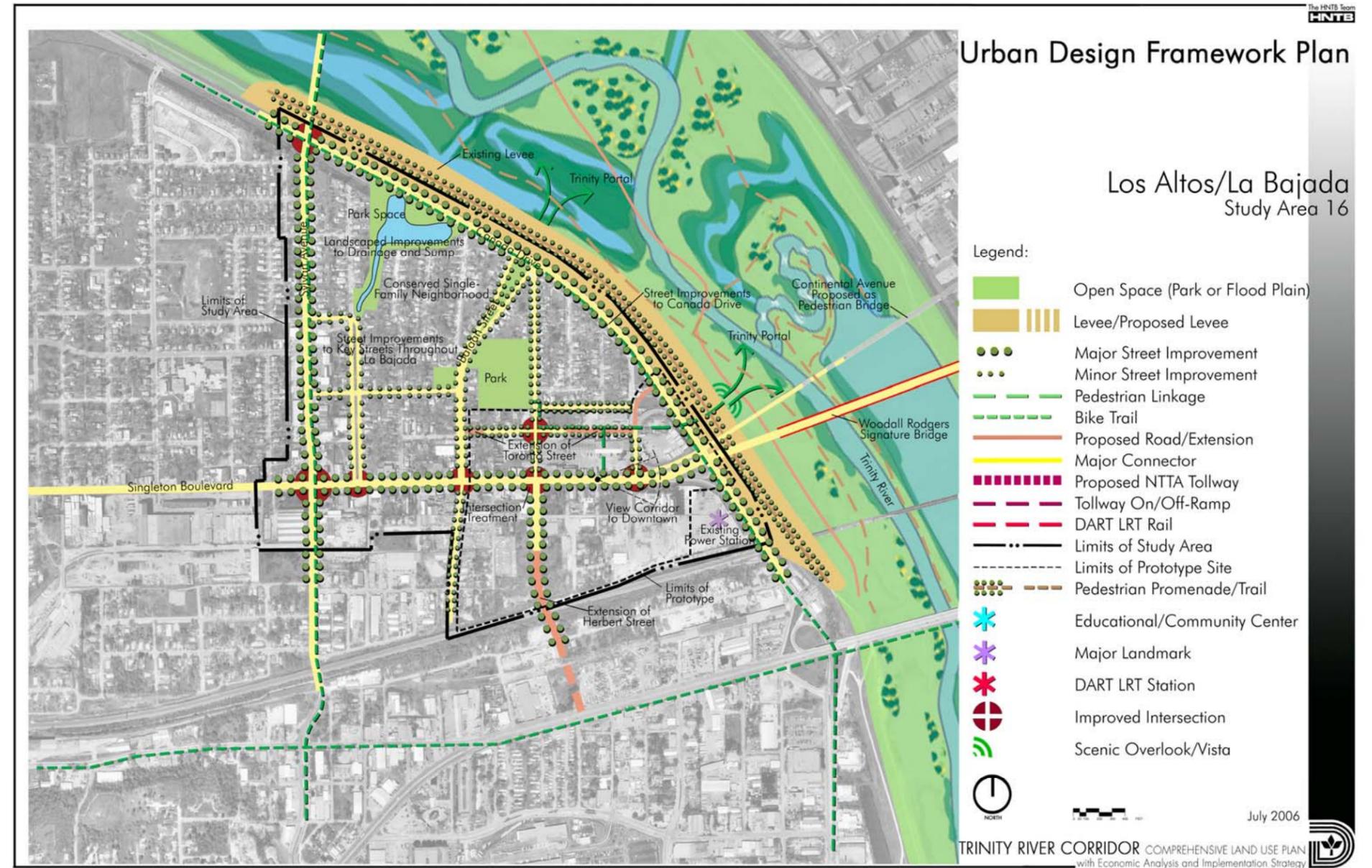
The La Bajada / Los Altos Study Area is immediately north of the West Commerce / Riverside. It is bounded by the Trinity River levees on the north and east, the Union Pacific railroad line on the south and a boundary just beyond Sylvan Boulevard on the west. It includes approximately 145 acres of land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

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



5. Trinity Corridor District Plans

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

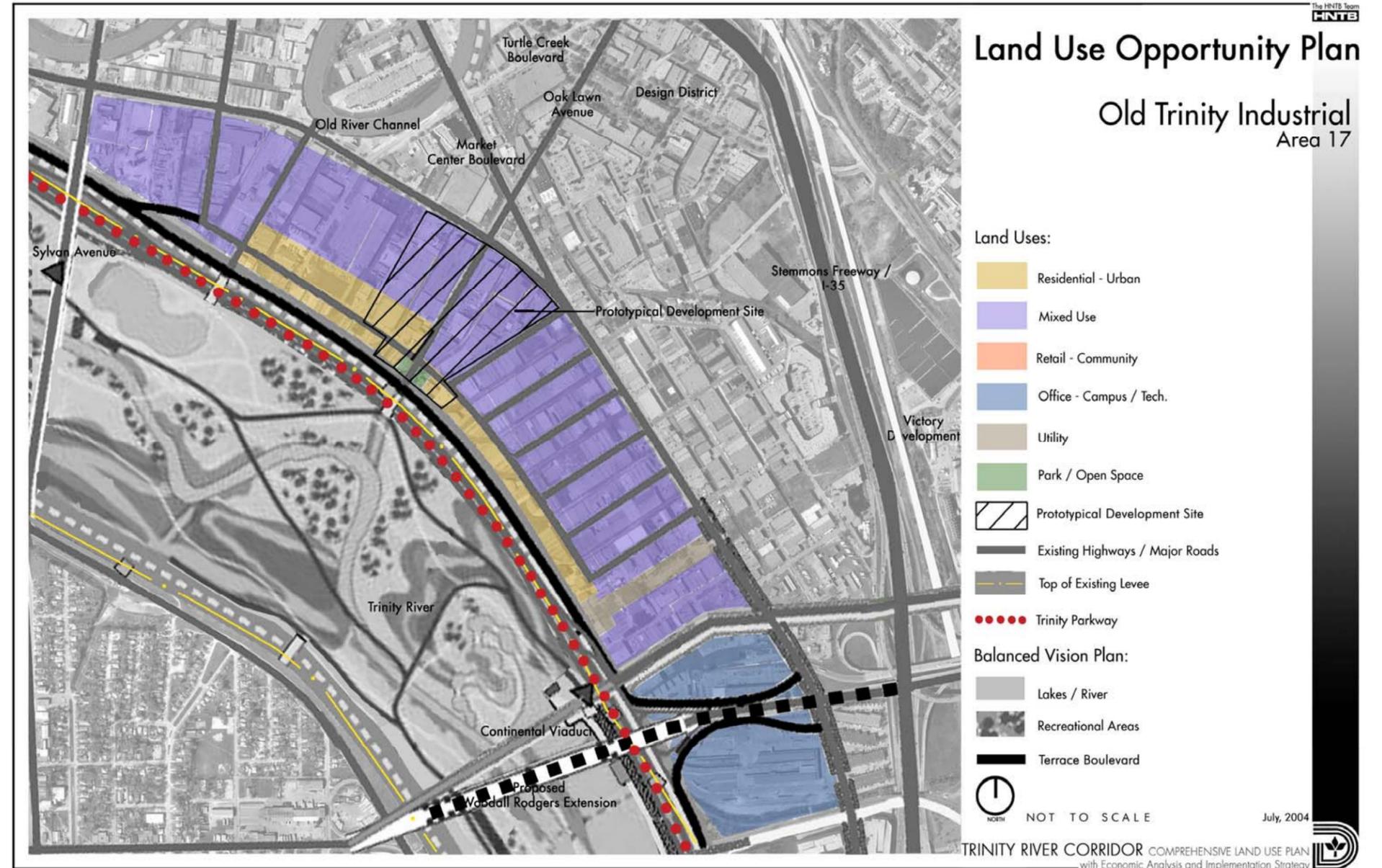


5. Trinity Corridor District Plans

Study Area 17: Old Trinity Industrial

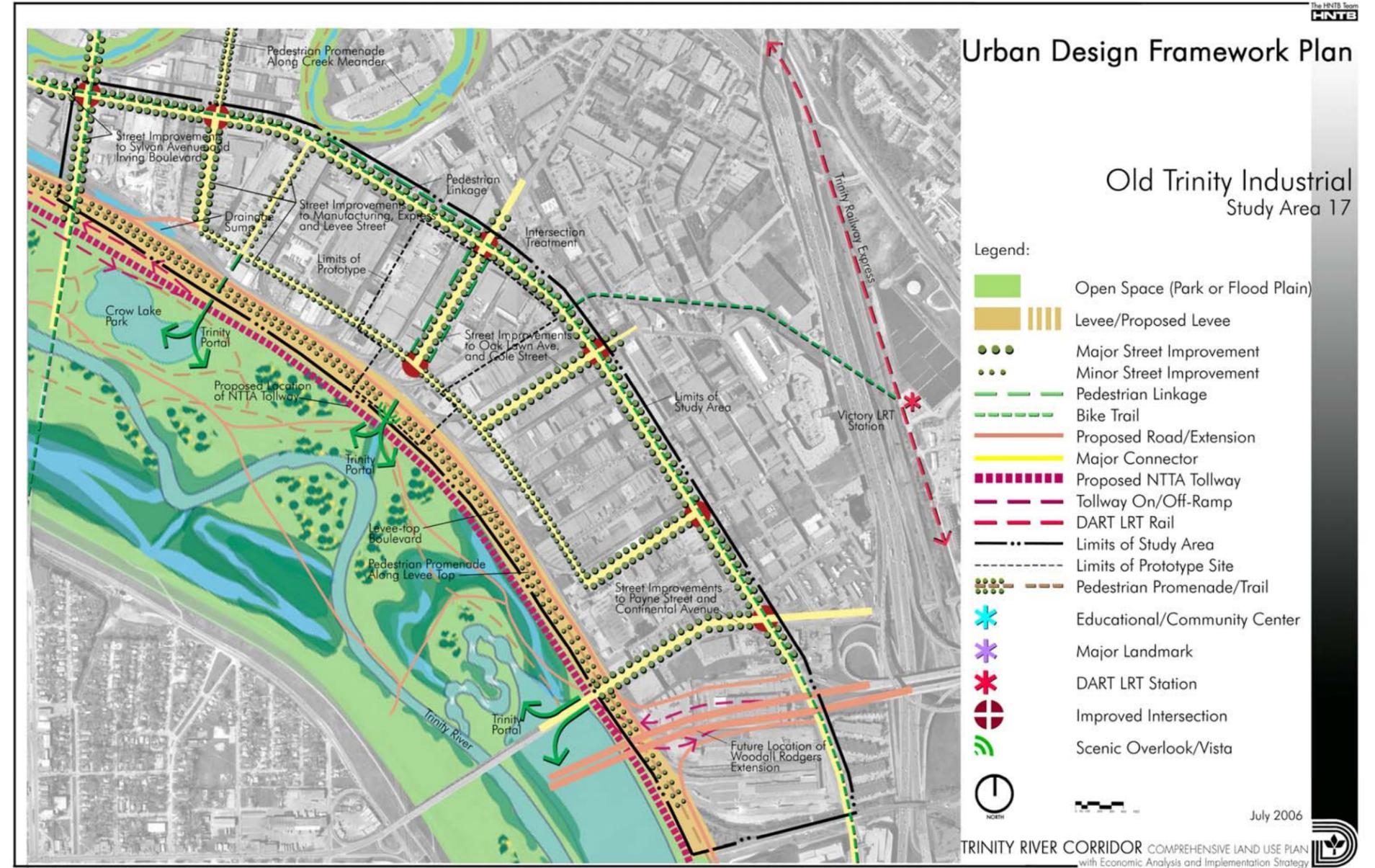
The Old Trinity Industrial Study Area is across the river from the La Bajada / Los Altos and West Commerce Riverside study areas; it is just north (and upstream) of the Mixmaster / Riverfront Study Area. In general, it is located between the Trinity River levees and Industrial / Irving Boulevards; it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

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



5. Trinity Corridor District Plans

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



5. Trinity Corridor District Plans

8th & Corinth Prototype Site

Significance

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

Surrounding Influences

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

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

Implementation initiatives to foster growth and development

Circulator trolley theme vehicle on levee top boardwalk

Infill housing

Future levee top boardwalk

Pedestrian access master plan

Planned Trestle Trail

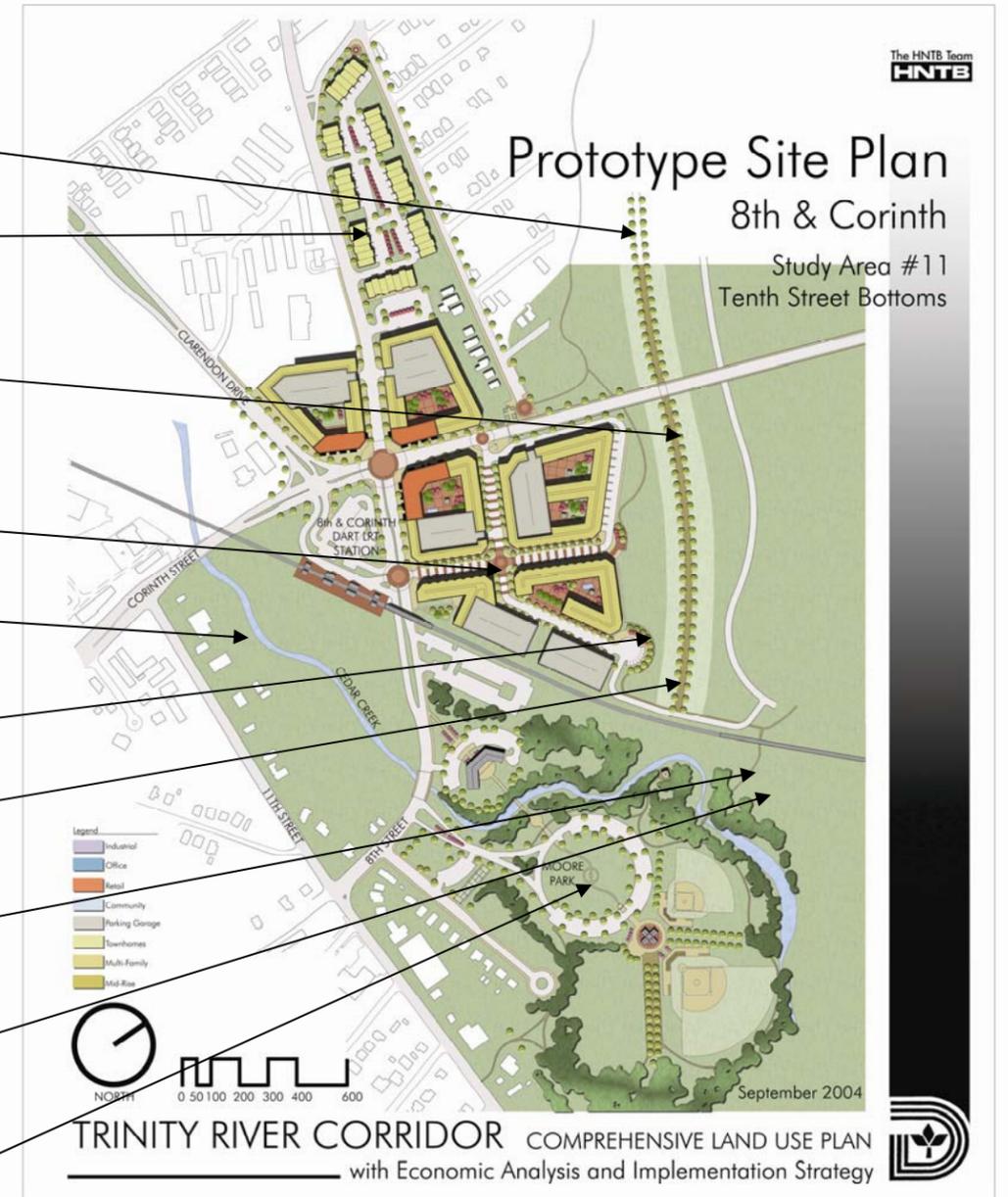
Trinity River overlooks

River greenbelt pedestrian access

Development of planned regional Trinity Trails

Trinity River greenbelt amenities

Moore Park Master Plan improvements



5. Trinity Corridor District Plans

Development Concept

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

Public Investments as a Stimulus to Development

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

Rationale

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

Data Calculations

Total Acreage 25.0 Acres

Retail 33,000 sf

Low / Mid-Rise MF 1,029 Units

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

5. Trinity Corridor District Plans

Cedars Village Prototype Site

Significance

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

Surrounding Influences

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

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

Implementation initiatives to foster growth and development

Proposed I-35e signature bridge design and construction

Industrial Boulevard urban design plan and reconstruction

Water/wastewater/sanitary sewer infrastructure improvements

Sump and drainage study to ascertain impact on new development

Consider establishing site as a tax increment finance district

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

Development of planned regional Trinity Trails

Future levee top boardwalk

Trinity River overlook

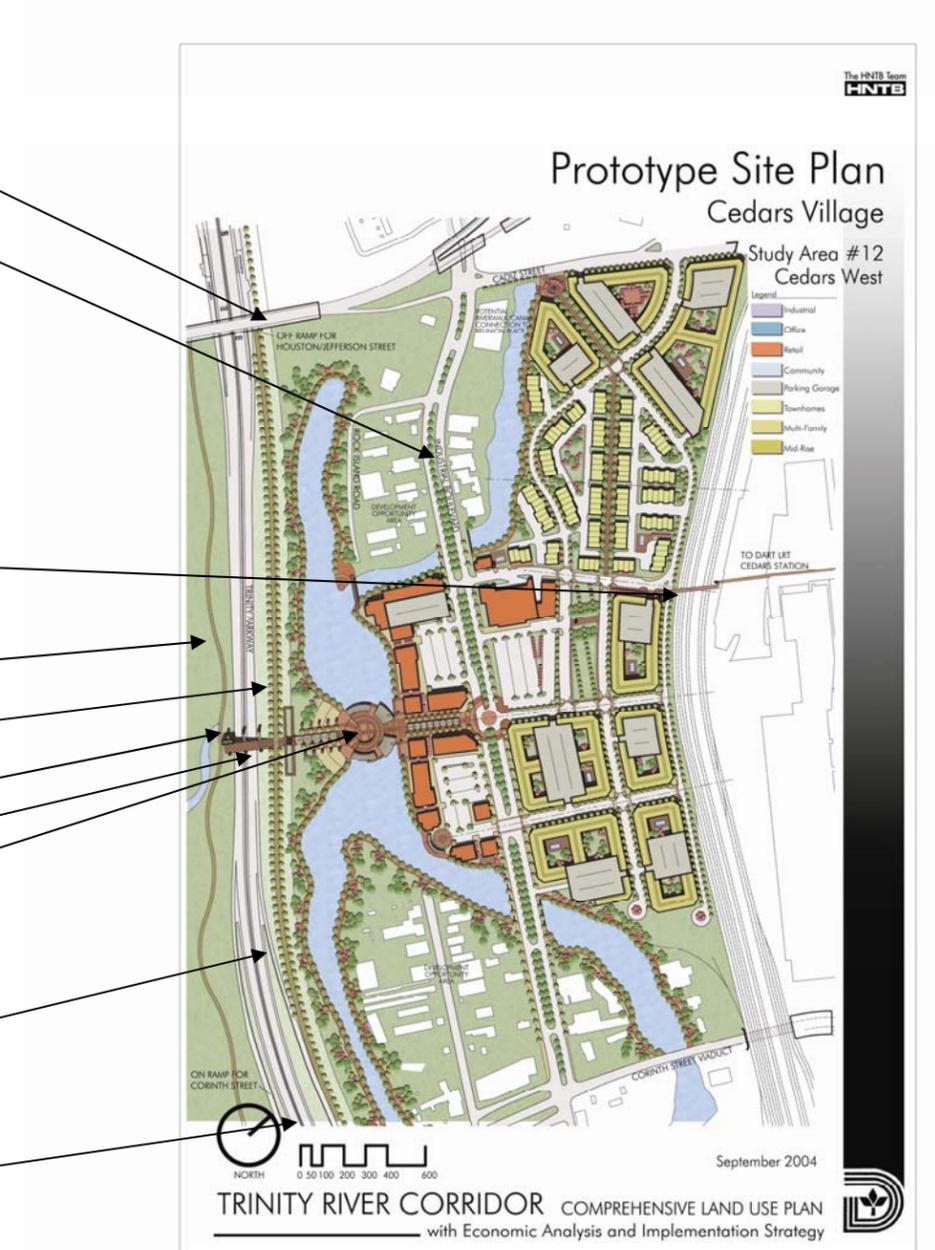
River greenbelt pedestrian access

Pedestrian access master plan

Construction of Trinity Parkway

Improved access via Corinth Street interchange with Trinity Tollway

Circulator trolley theme vehicle on levee top boardwalk



5. Trinity Corridor District Plans

Development Concept

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

Public Investments as a Stimulus to Development

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

Rationale

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

Data Calculations

Total Acreage 71.8 Acres

Retail 138,100 sf

Low / Mid-Rise MF 2,110 Units

Professional Office 56,200 sf

Park / Open Space 10.4 Acres

5. Trinity Corridor District Plans

Reunion Place Prototype Site

Significance

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

Surrounding Influences

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

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

Implementation initiatives to foster growth and development

Industrial Boulevard urban design plan and reconstruction

Construction of Trinity Parkway

Water/wastewater/sanitary sewer infrastructure improvements

Sump and drainage study to ascertain impact on new development

Prominent Reunion Boulevard extension to levee top promenade and river access

Trinity River greenbelt amenities and improvements

Trinity River overlook

Future levee top boardwalk

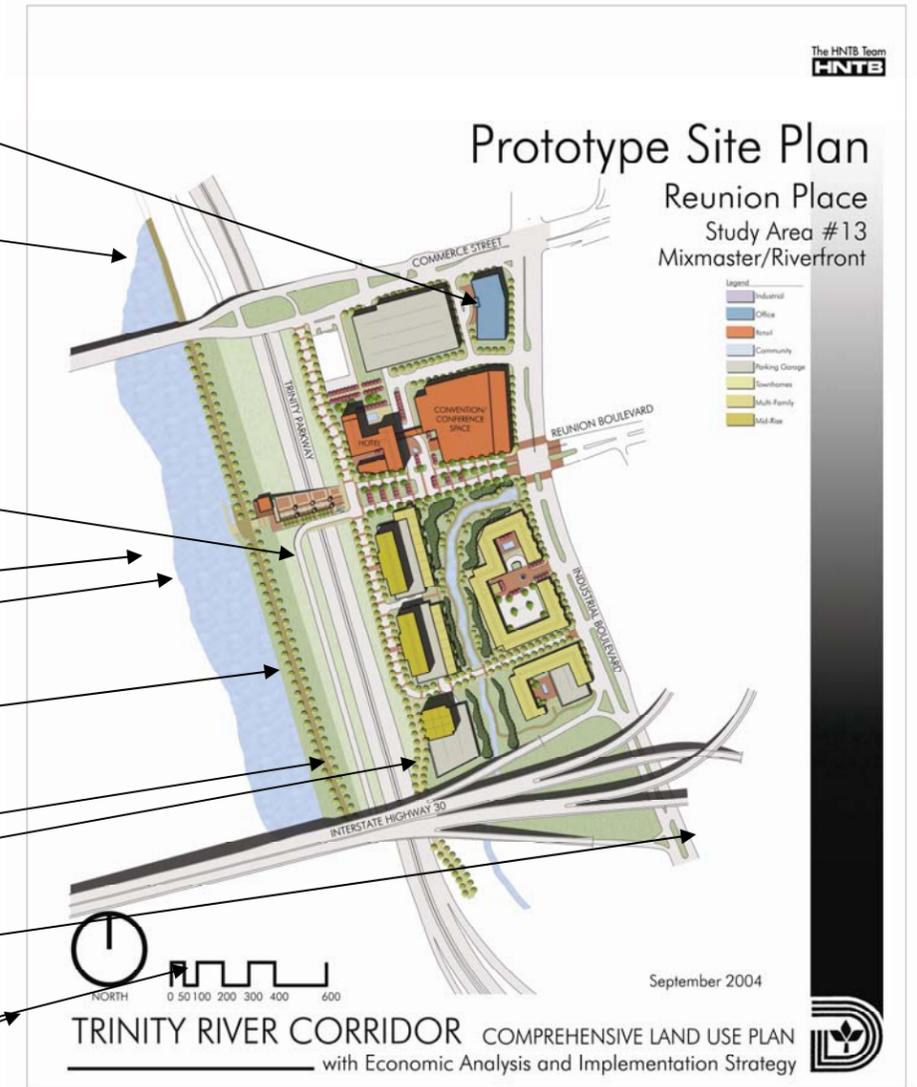
Circulator trolley theme vehicle on levee top boardwalk

Pedestrian access master plan

Project Pegasus improvements to Mixmaster

Planned I-30 signature bridge design and construction

I-30 reconstruction and improvements



5. Trinity Corridor District Plans

Development Concept

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

Public Investments as a Stimulus to Development

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

Rationale

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

Data Calculations

Total Acreage 23.1 Acres

Low / Mid-Rise MF 375 Units

High - Rise MF 608 Units

Hotel 500 Rooms

Park / Open Space 5.4 Acres

5. Trinity Corridor District Plans

Trinity Landing Prototype Site

Significance

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

Surrounding Influences

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

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

Implementation initiatives to foster growth and development

Beckley Avenue urban design plan and relocation

Trinity River greenbelt amenities and improvements

West Commerce Street urban design plan and reconstruction

Consider establishing site as a tax increment finance district

Water/wastewater/sanitary sewer infrastructure improvements

Sump and drainage study to ascertain impact on new development

Future levee top boardwalk

Hardwick / Herbert Streets connection improvements

Trinity River overlook

Circulator trolley theme vehicle on levee top boardwalk

Pedestrian access master plan

Planned I-30 signature bridge design and construction

I-30 reconstruction and improvements



5. Trinity Corridor District Plans

Development Concept

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

Public Investments as a Stimulus to Development

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

Rationale

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

Data Calculations

Total Acreage +/- 113.5 Acres

Retail 99,750 sf

Low / Mid-Rise MF 820 Units

High - Rise MF 440 Units

Hotel 1,820 Rooms

Entertainment 1 Regional Facility

Park / Open Space 2.9 Acres

5. Trinity Corridor District Plans

Woodall Rodgers Intercept Prototype Site

Significance

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

Surrounding Influences

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

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

Implementation initiatives to foster growth and development

Trinity River greenbelt amenities and improvements

Development of planned regional Trinity Trails

Levee top trail

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

Canada Drive urban design plan and reconstruction

River greenbelt pedestrian access

First signature bridge as part of the Woodall Rodgers Freeway extension

Pedestrian access master plan

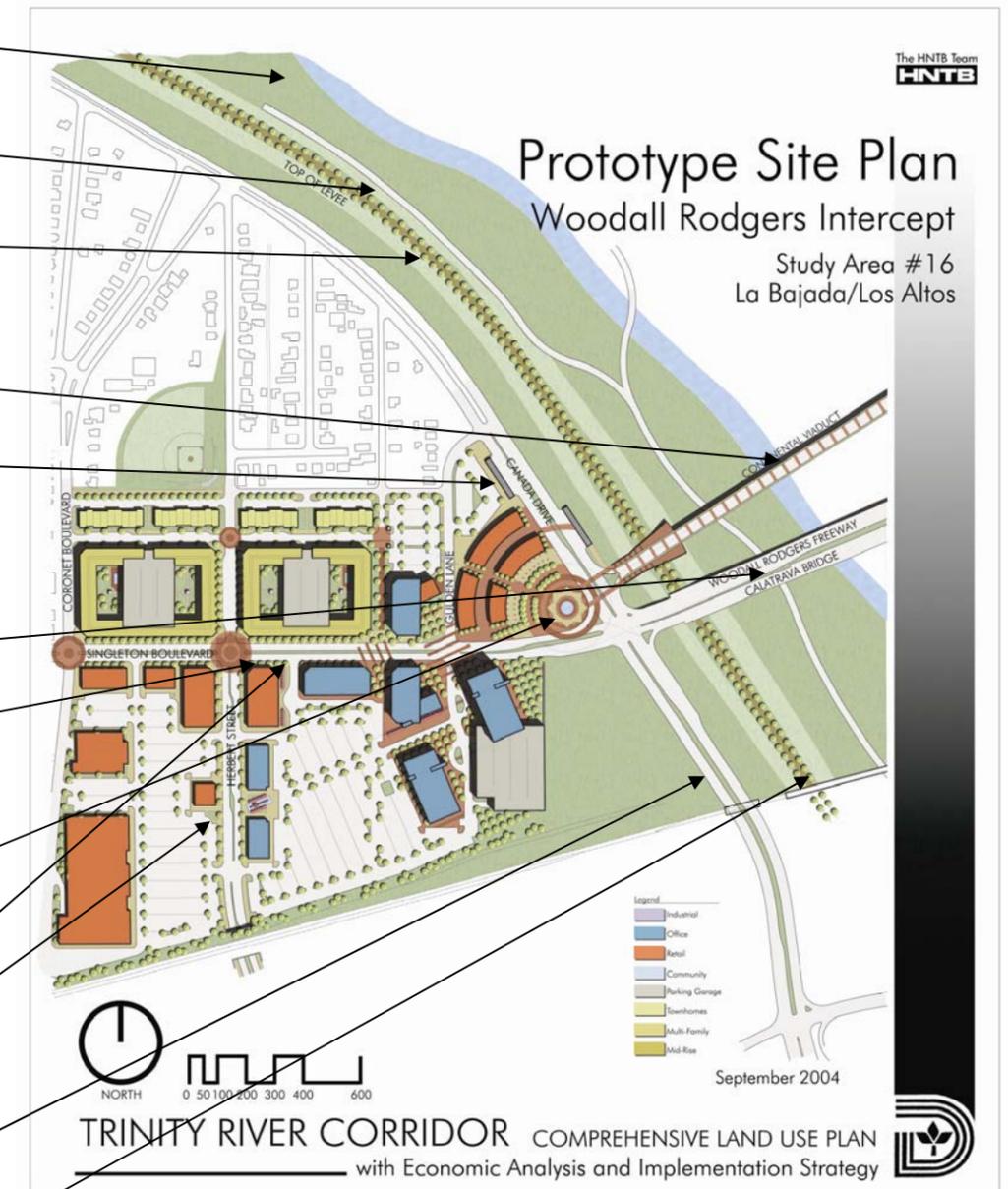
Gateway urban design plan at Continental Street Viaduct / Woodall Rodgers extension / Canada Drive – Beckley Avenue connection

Singleton Boulevard urban design plan and reconstruction

Herbert - Harwick Streets connection improvements

Beckley Avenue urban design plan and reconstruction

Circulator trolley theme vehicle on levee top boardwalk



5. Trinity Corridor District Plans

Development Concept

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

Public Investments as a Stimulus to Development

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

Rationale

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

Data Calculations

Total Acreage 59.9 Acres

Retail 203,100 sf

Low / Mid-Rise MF 529 Units

Mid - High Rise Office 1,412,200 sf

Park / Open Space 3.7 Acres

5. Trinity Corridor District Plans

Oak Lawn Center Prototype Site

Significance

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

Surrounding Influences

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

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

Implementation initiatives to foster growth and development

Irving Boulevard enhancements

Oak Lawn Avenue streetscape improvements

Pedestrian access master plan

Levee top trail

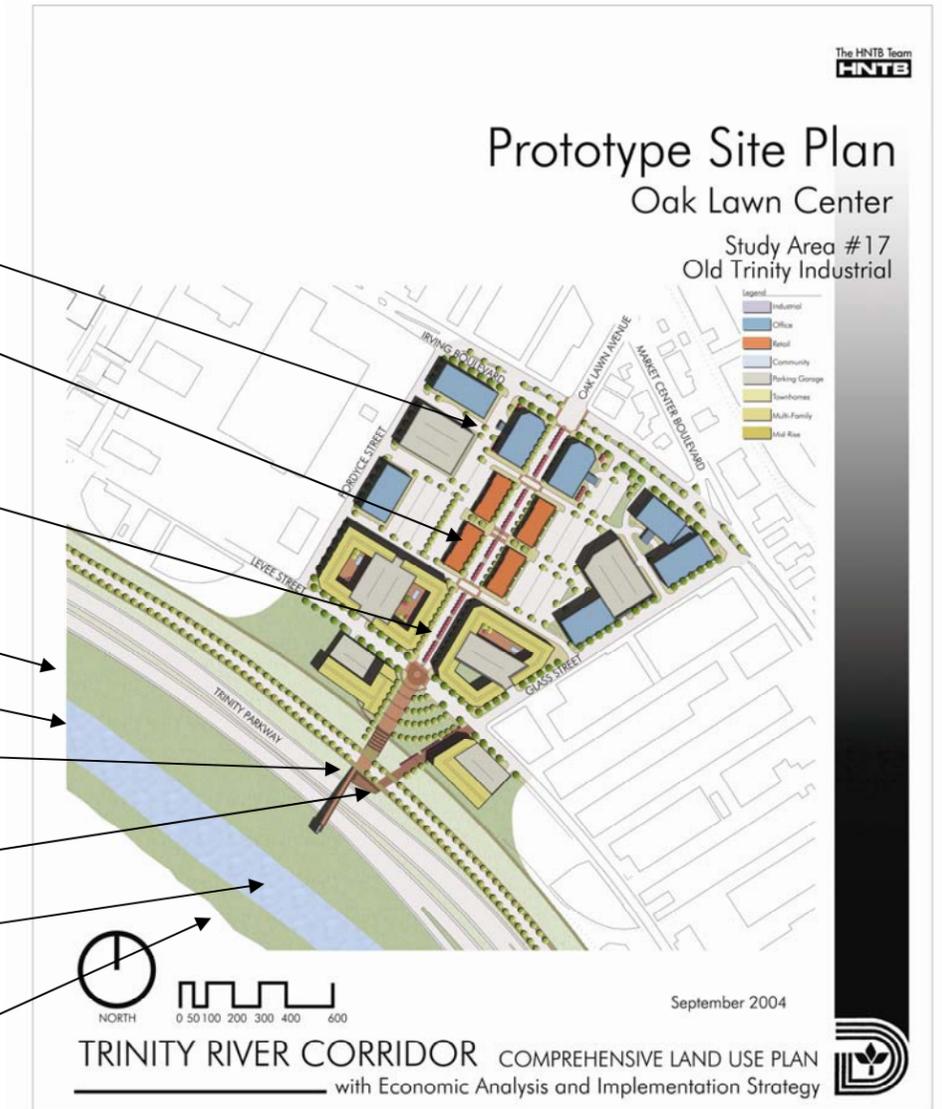
Trinity Parkway construction

Prominent promenade to levee top and river access

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

Trinity River overlook

Trinity River greenbelt amenities and improvements



5. Trinity Corridor District Plans

Development Concept

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

Public Investment as a Stimulus to Development

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

Rationale

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

Data Calculations

Total Acreage 27.5 Acres

Retail 60,900 sf

Low / Mid-Rise MF 710 Units

Mid - Rise Office 918,600 sf

Park / Open Space 2.0 Acres

5. Trinity Corridor District Plans

Implementation

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

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

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

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

5. Trinity Corridor District Plans

West Dallas District

Location

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

Assessment

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

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

Stakeholder Input

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

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

5. Trinity Corridor District Plans

Preferred Land Use Plan

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

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

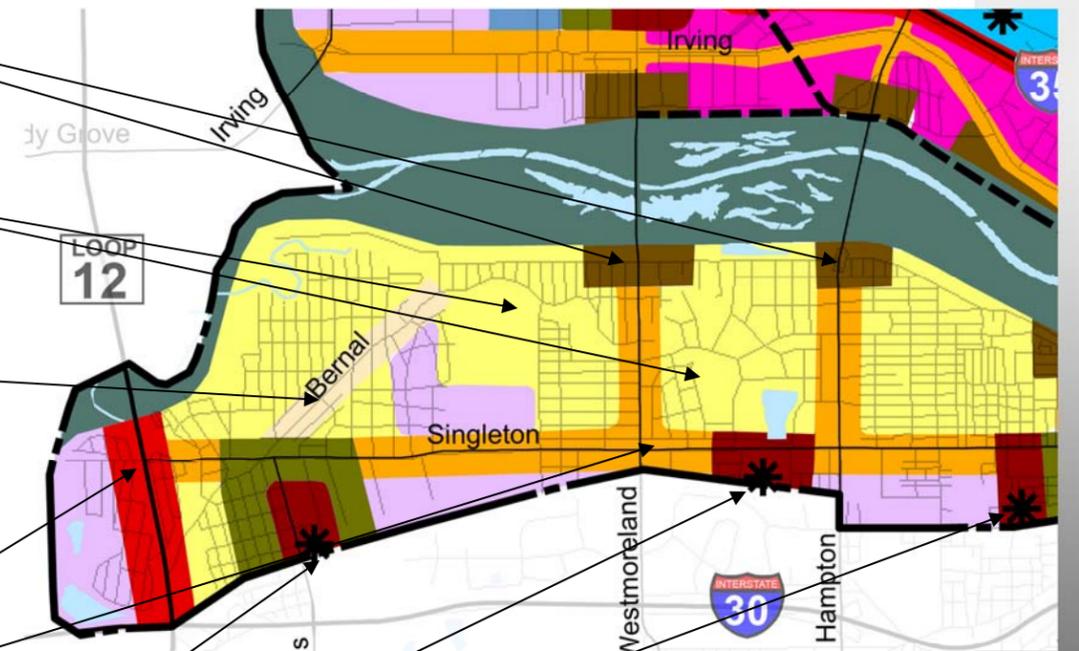
Higher density riverfront development is planned at major gateways that connects into the regional trail network

Existing single family residential uses, both in the interior and along the riverfront, are to be protected and enhanced

Neighborhood commercial corridor development planned along Bernal

Commercial corridor development planned along Loop 12, Singleton Boulevard, Westmoreland Road, and Hampton Road

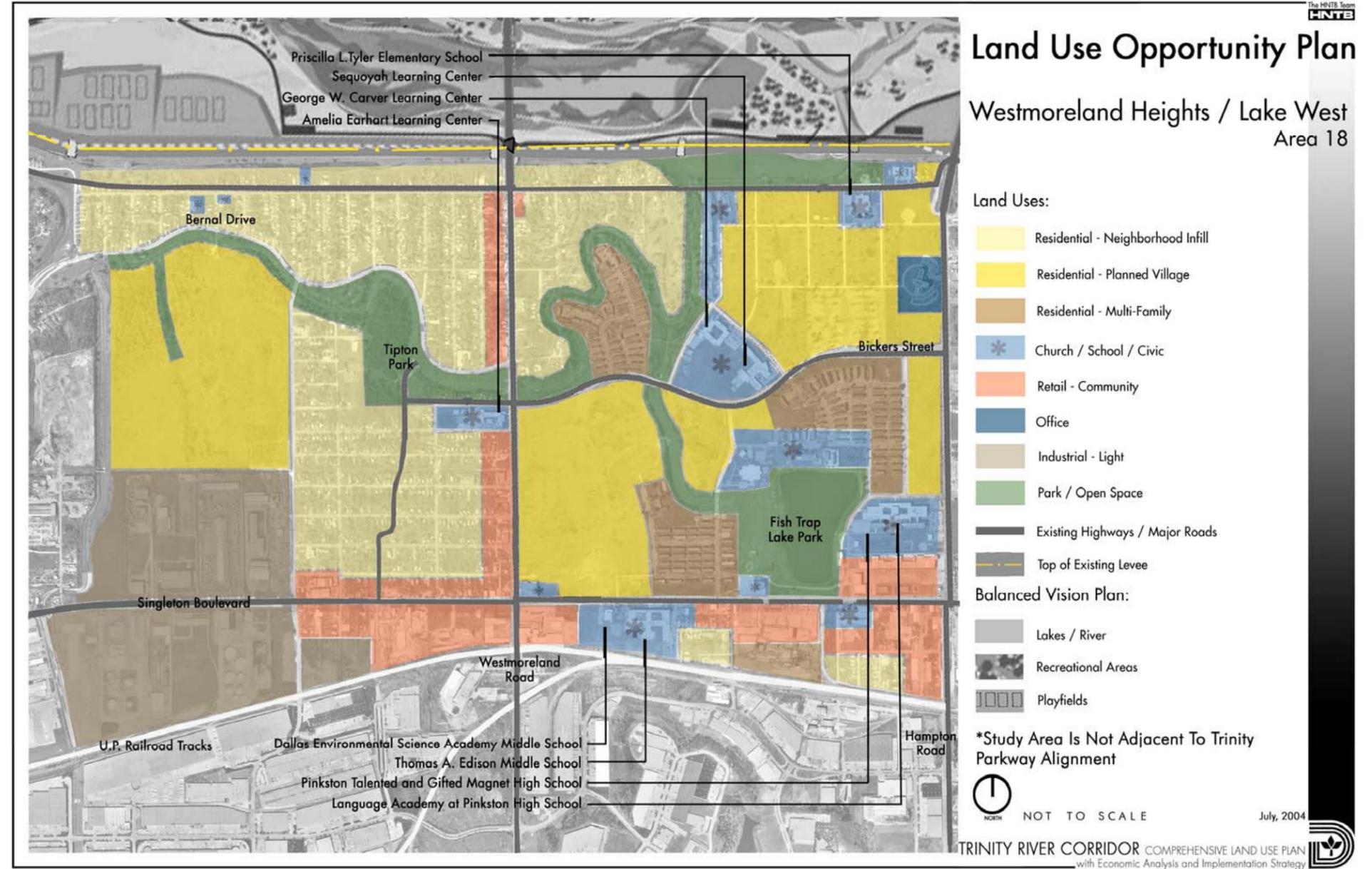
Transit-oriented developments are planned at three potential Dallas Area Rapid Transit (DART) stations



Study Area 18: Westmoreland Heights / Lake West

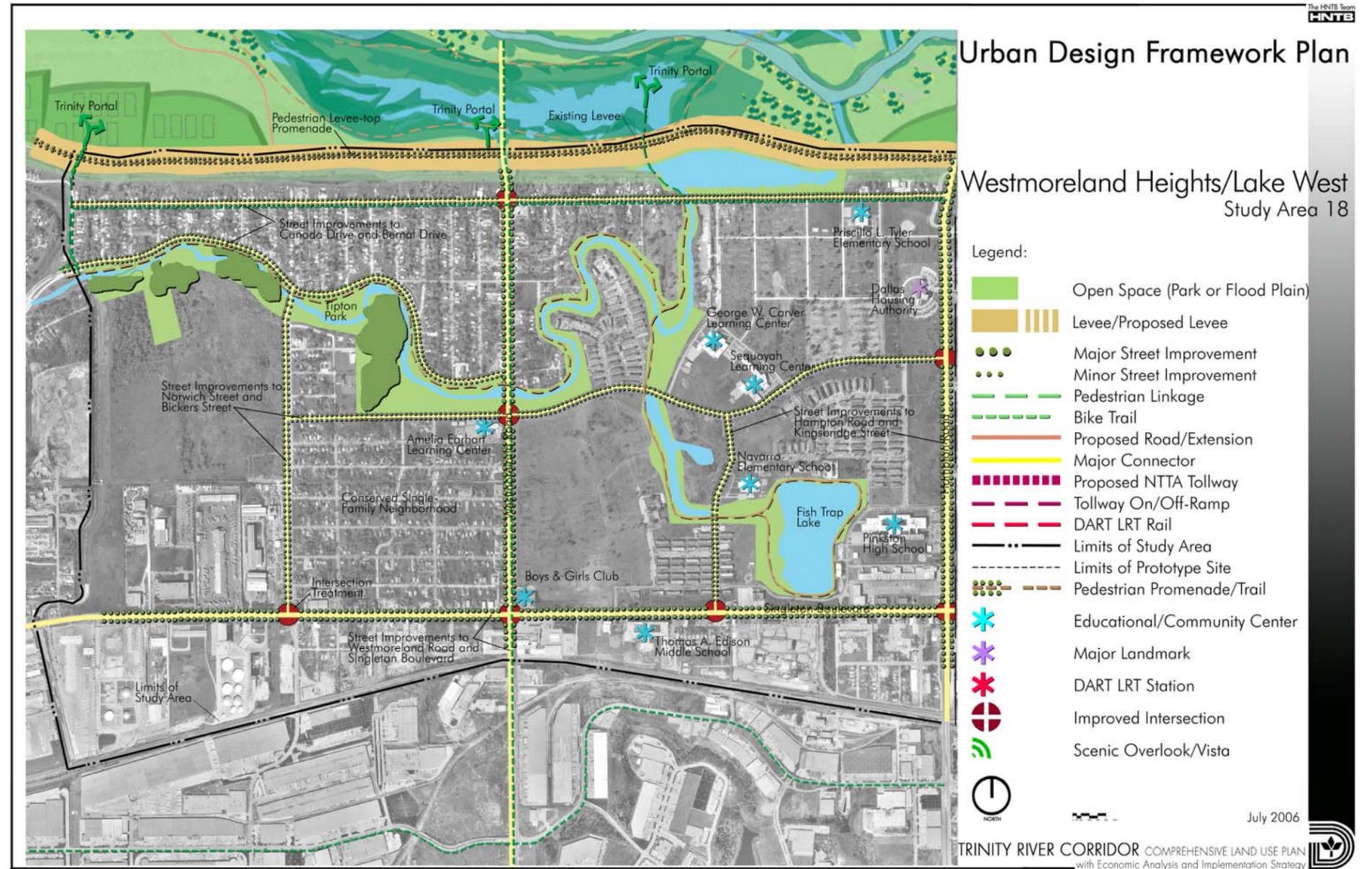
The Westmoreland Heights / Lake West Study Area is one of the largest in this study. It includes approximately 1,500 acres of land. It is centered on Westmoreland Road and is bounded on the north by the Trinity River levee, on the east by Hampton Road, on the south by the Union Pacific railroad line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

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



5. Trinity Corridor District Plans

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



5. Trinity Corridor District Plans

Implementation

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

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

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

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

Stemmons District

Location

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

Assessment

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

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

Stakeholder Input

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

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

5. Trinity Corridor District Plans

Preferred Land Use Plan

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

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

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

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

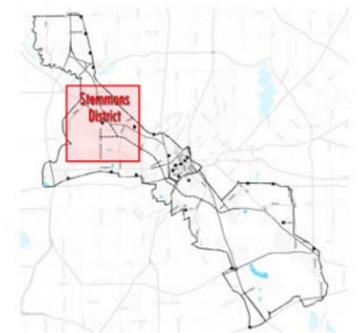
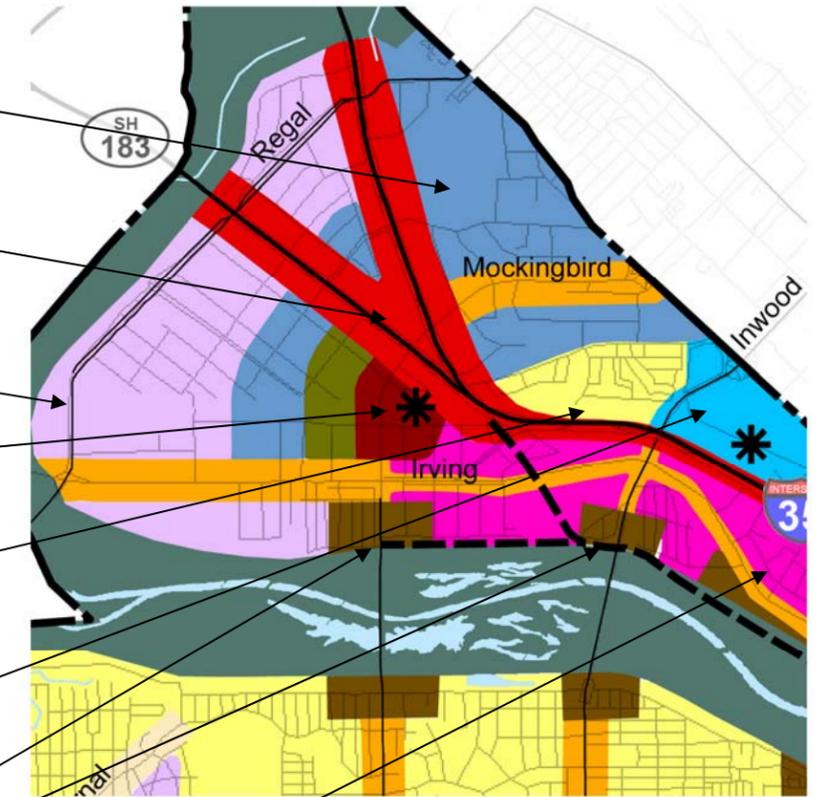
Economic activity is planned around a proposed Trinity Railway Express commuter transit station near Mockingbird Lane

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

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

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

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



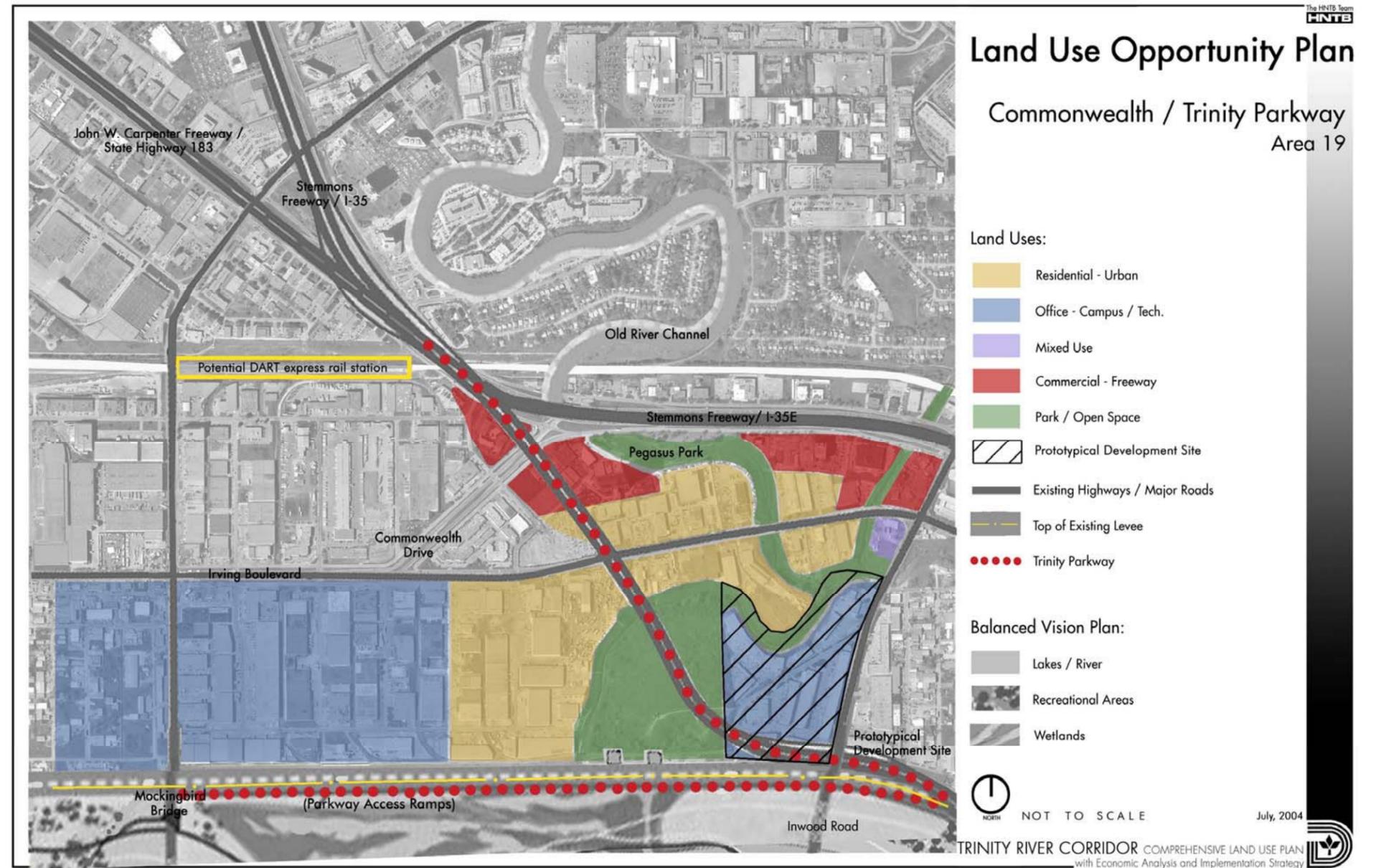
STEMMONS DISTRICT 

5. Trinity Corridor District Plans

Study Area 19: Commonwealth / Trinity Parkway

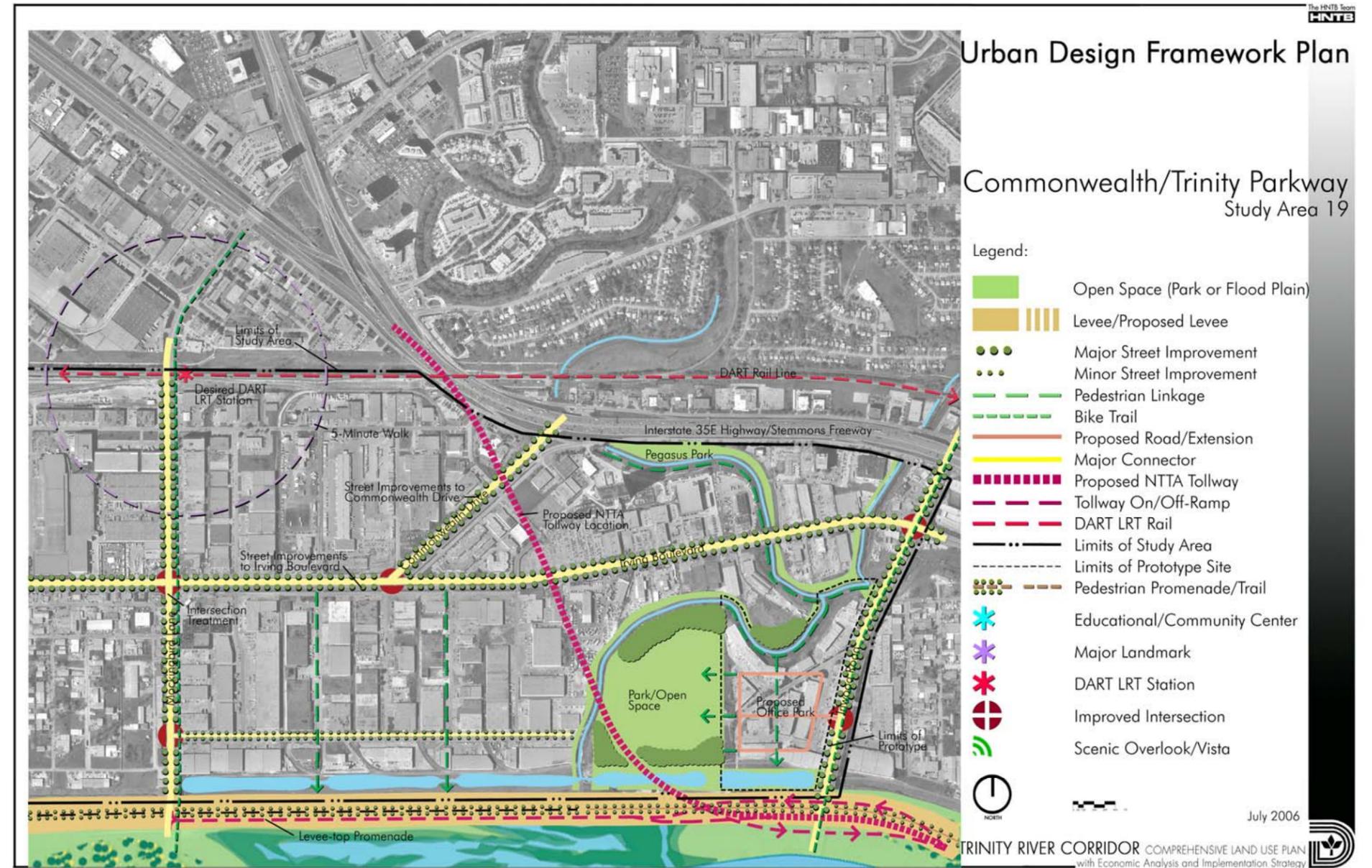
This study area is located between the Trinity River levee and IH-35; it extends from Inwood Road on the east to Alexander Street on the west. This 545 acre study area is largely developed with a variety of industrial and commercial uses. The alignment of the future Trinity Parkway begins in this study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

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



5. Trinity Corridor District Plans

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

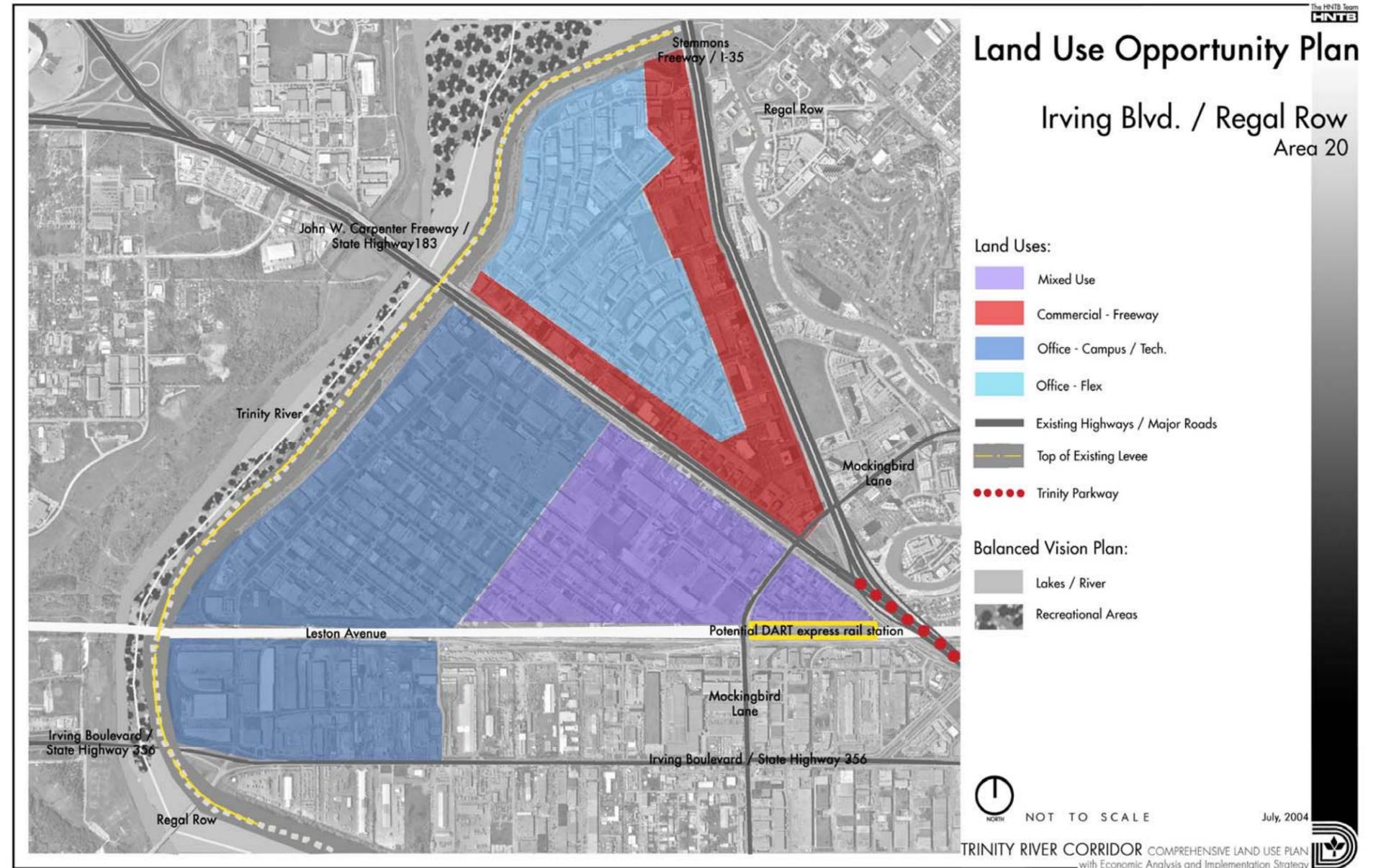


5. Trinity Corridor District Plans

Study Area 20: Irving Boulevard / Regal Row

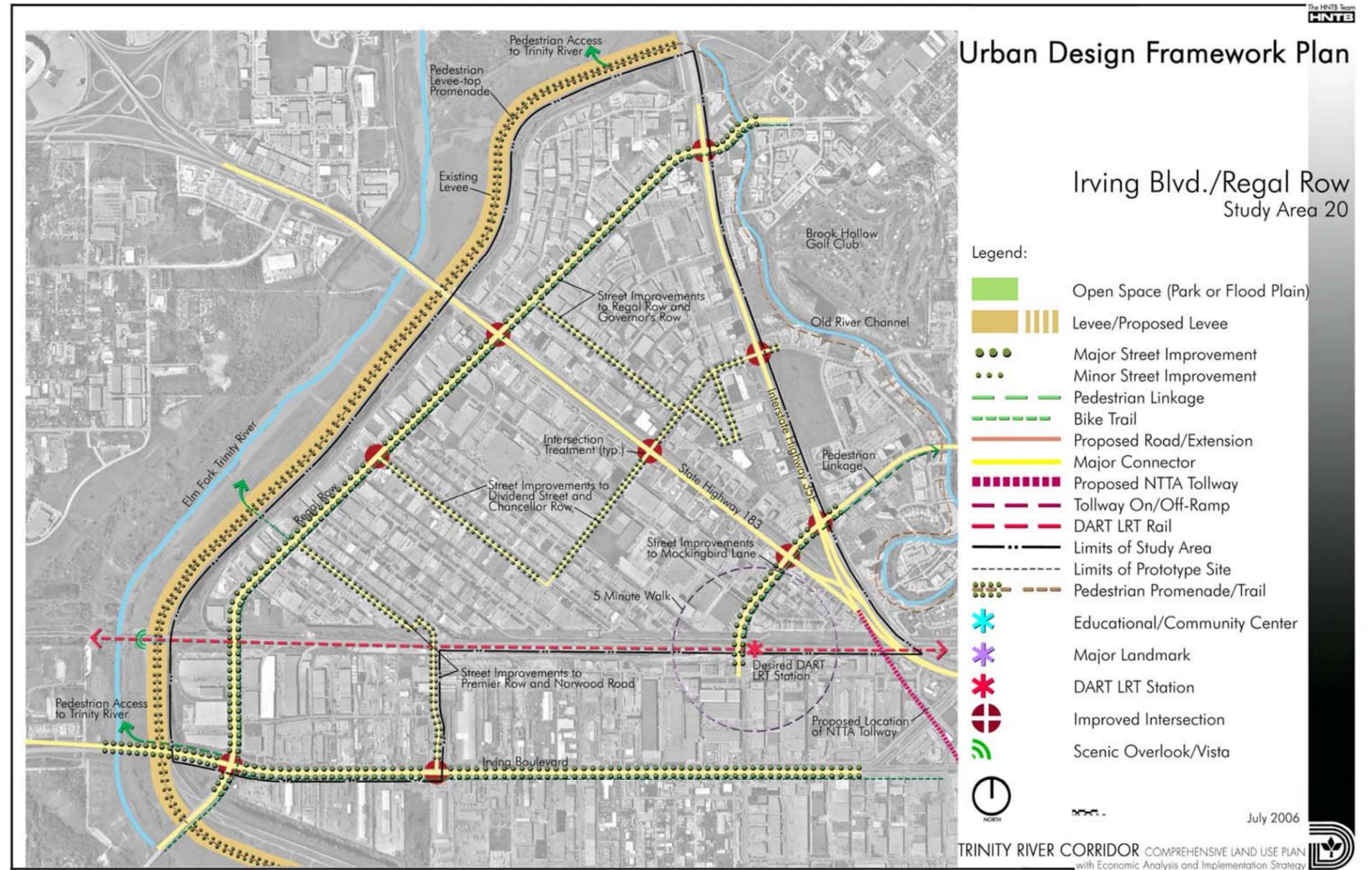
The Irving Boulevard / Regal Row Study Area illustrates the potential for employment uses that benefit from transportation connections. It includes the triangular area between the Elm Fork of the Trinity River, IH-35 and U.S. 183. It also includes the area south of U.S. 183 to Leston Avenue and Irving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

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



5. Trinity Corridor District Plans

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



5. Trinity Corridor District Plans

Inwood Campus Prototype Plan

Significance

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

Surrounding Influences

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

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

Implementation initiatives to foster growth and development

Sump and drainage study – impact on new development

Proposed Old Trinity River Meanders Trail

Old Highland Park landfill acquisition

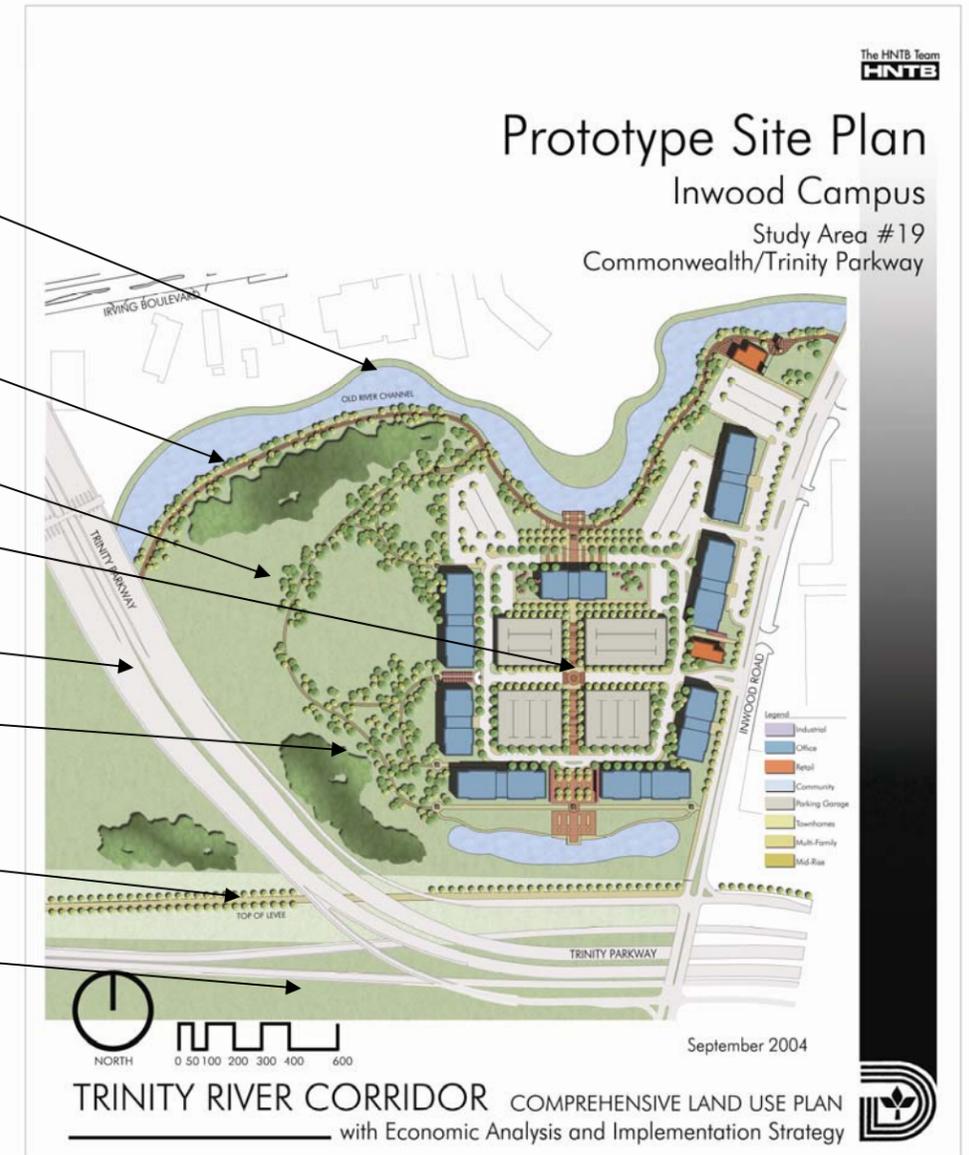
Pedestrian access master plan

Construction of Trinity Parkway

Access from Inwood Road to the Trinity Parkway

Levee top trail

Trinity River greenbelt amenities and improvements



5. Trinity Corridor District Plans

Development Concept

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

Public Investments as a Stimulus to Development

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

Rationale

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

Data Calculations

Total Acreage 38.6 Acres

Retail 15,200 sf

Office / Bio Tech 1,034,000 sf

Park / Open Space 8.2 Acres

5. Trinity Corridor District Plans

Implementation

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

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

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

5. Trinity Corridor District Plans

Elm Fork District

Location

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

Assessment

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

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

Stakeholder Input

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

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

5. Trinity Corridor District Plans

Preferred Land Use Plan

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

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

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

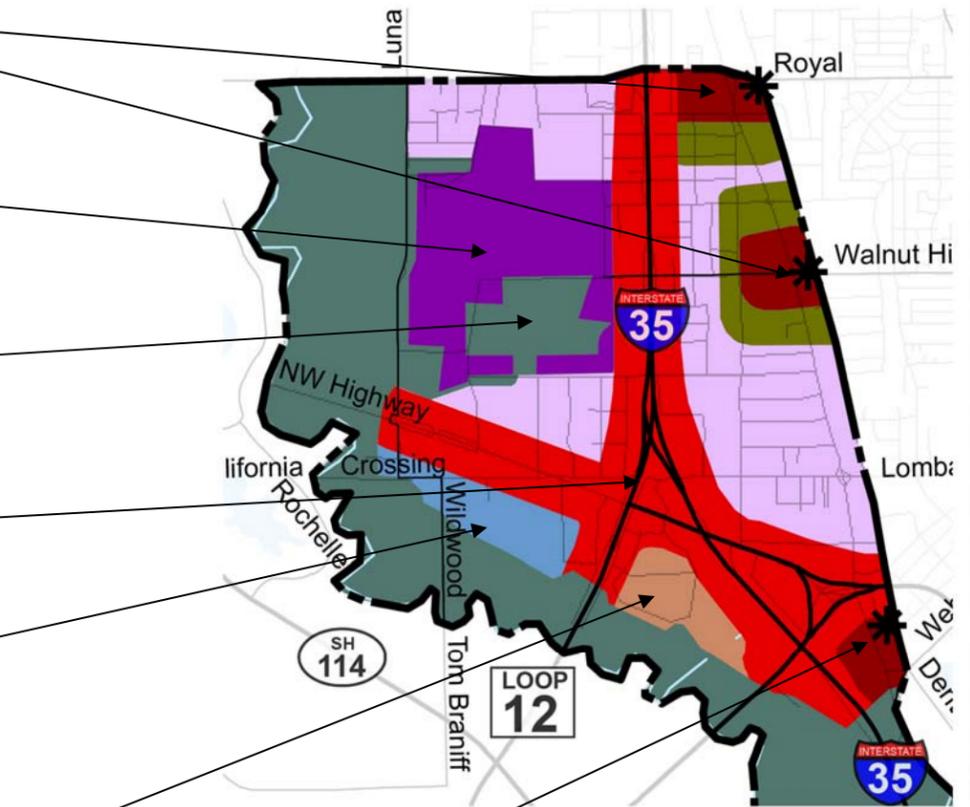
A regional sports complex is planned west of Interstate 35E and south of Walnut Hill Road that would link into the Elm Fork greenbelt

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

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

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

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



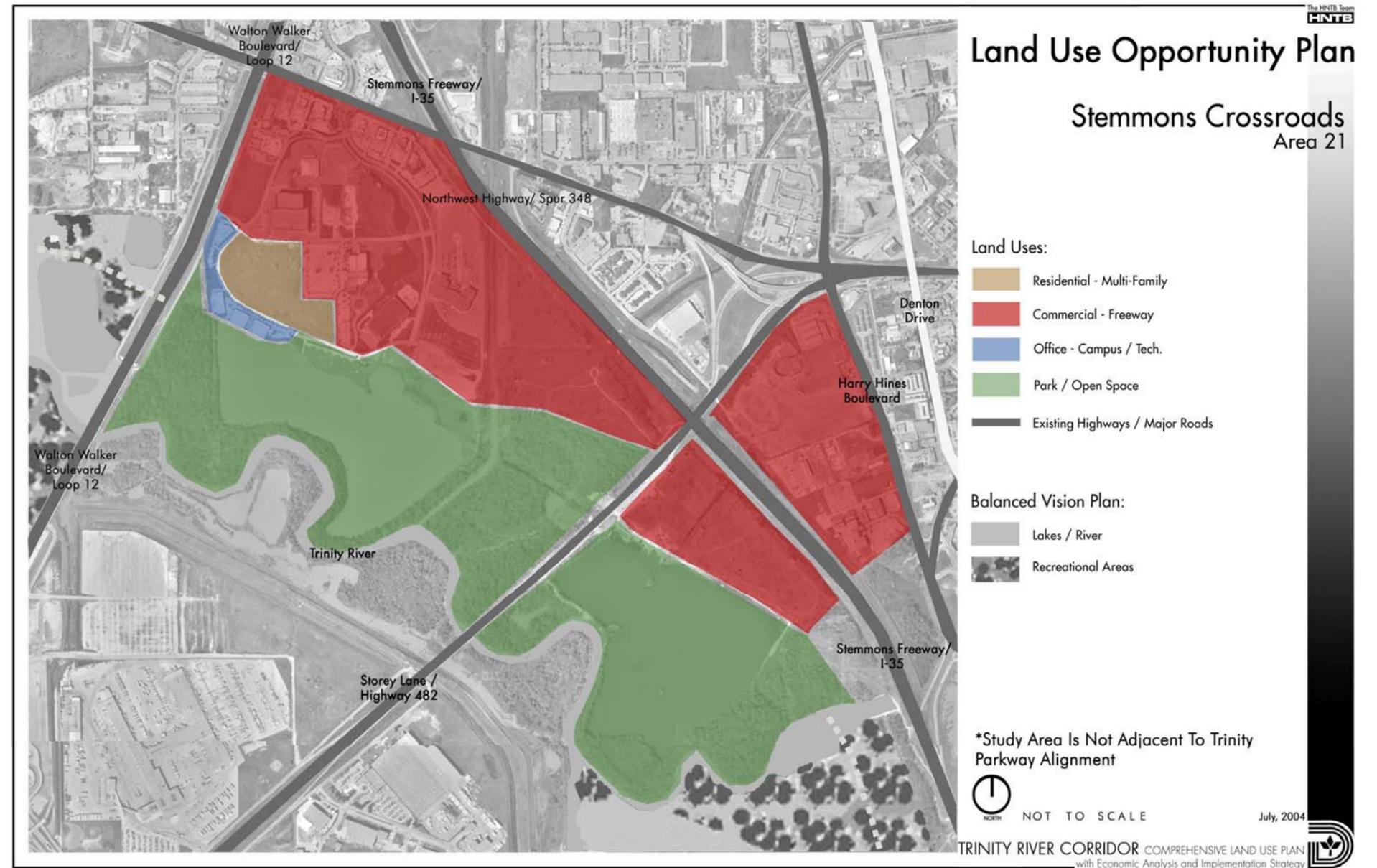
ELM FORK DISTRICT 

5. Trinity Corridor District Plans

Study Area 21: Stemmons Crossroads

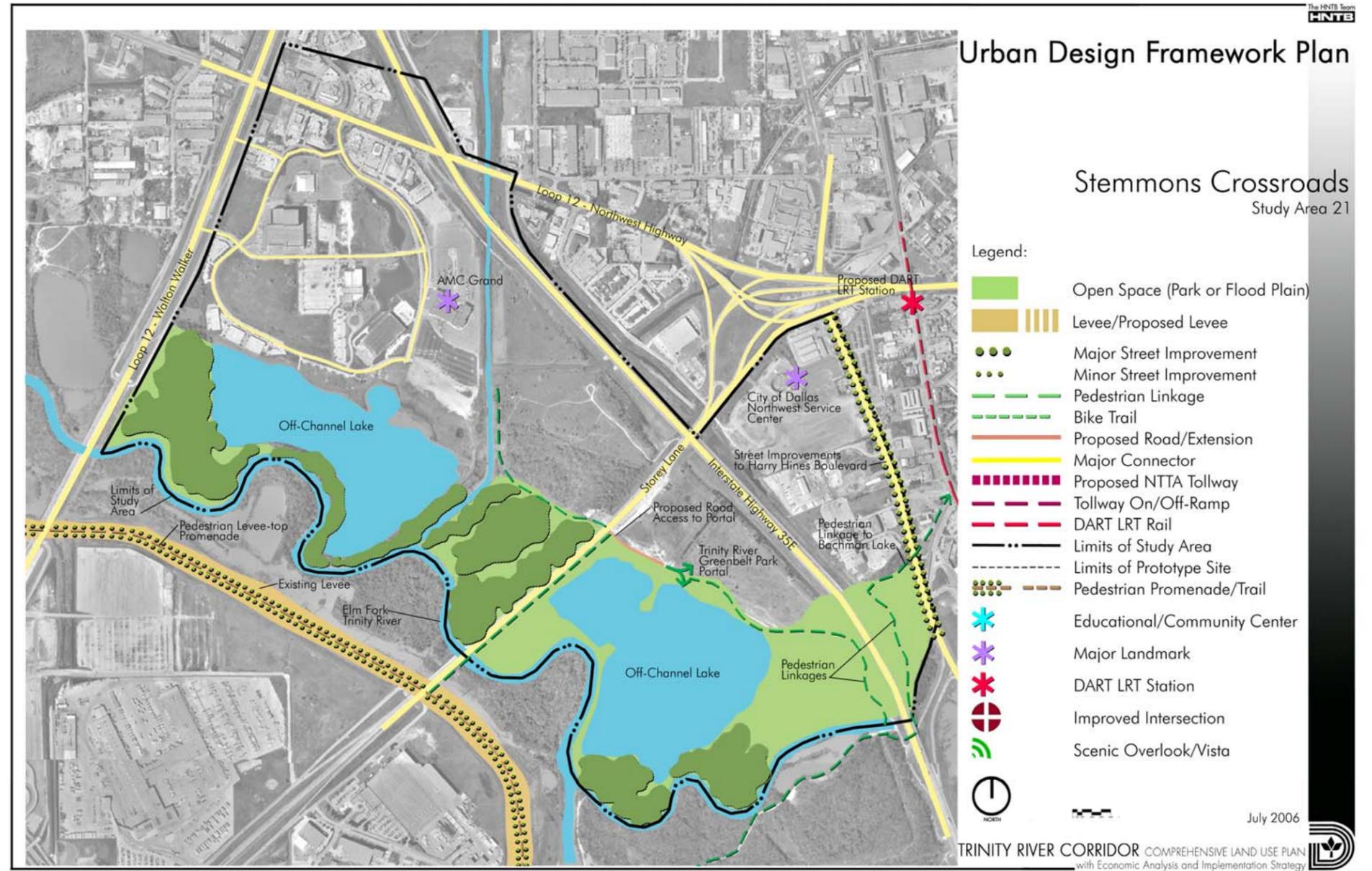
The Stemmons Crossroads Study Area includes 590 acres of land. It is bounded by the Trinity River to the south and east while IH-35 is the boundary on the north. Approximately half this area is in the Trinity River floodplain. Existing commercial uses, including the AMC Grand Theater Complex, are located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

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



5. Trinity Corridor District Plans

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

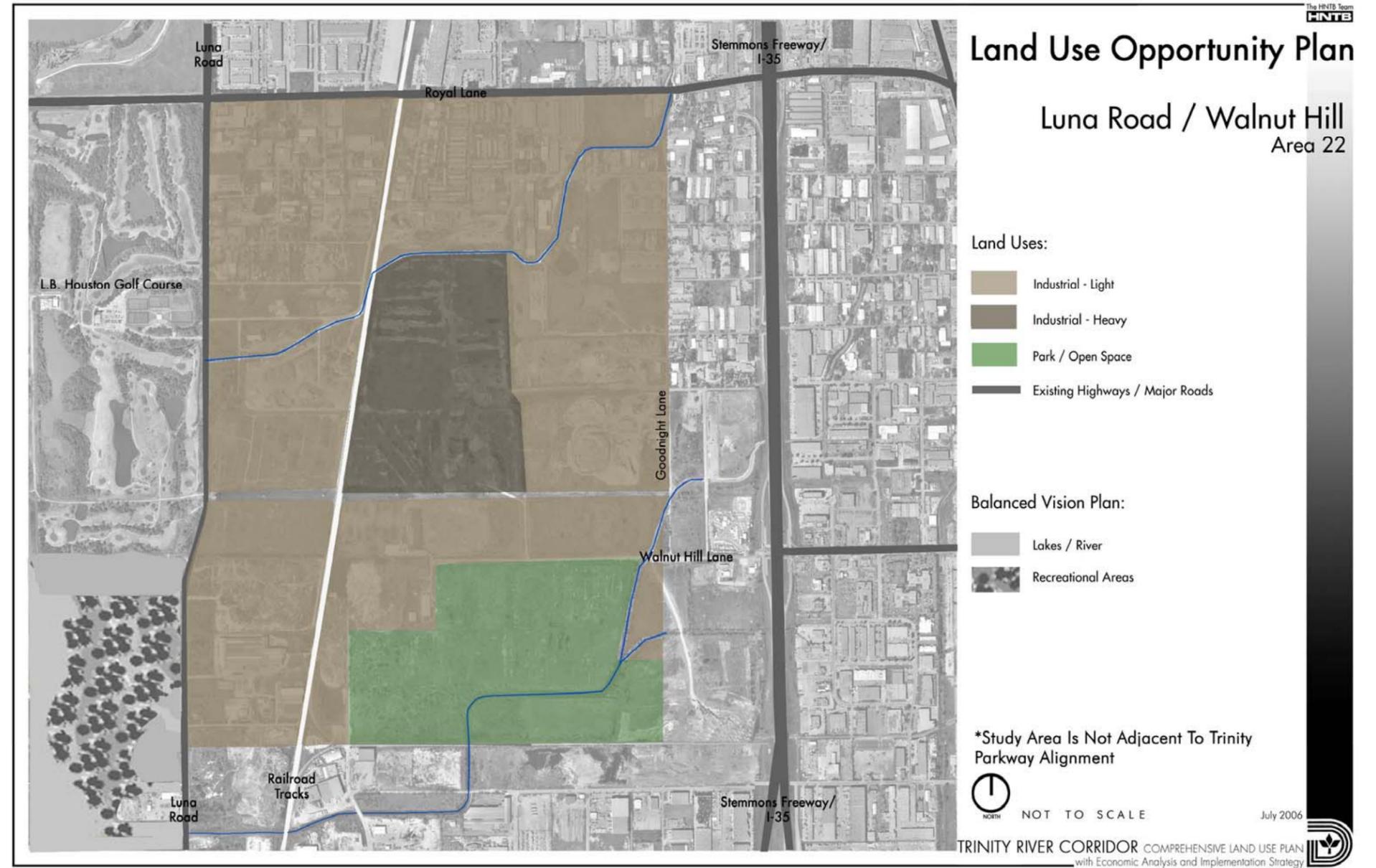


5. Trinity Corridor District Plans

Study Area 22: Luna Road / Walnut Hill

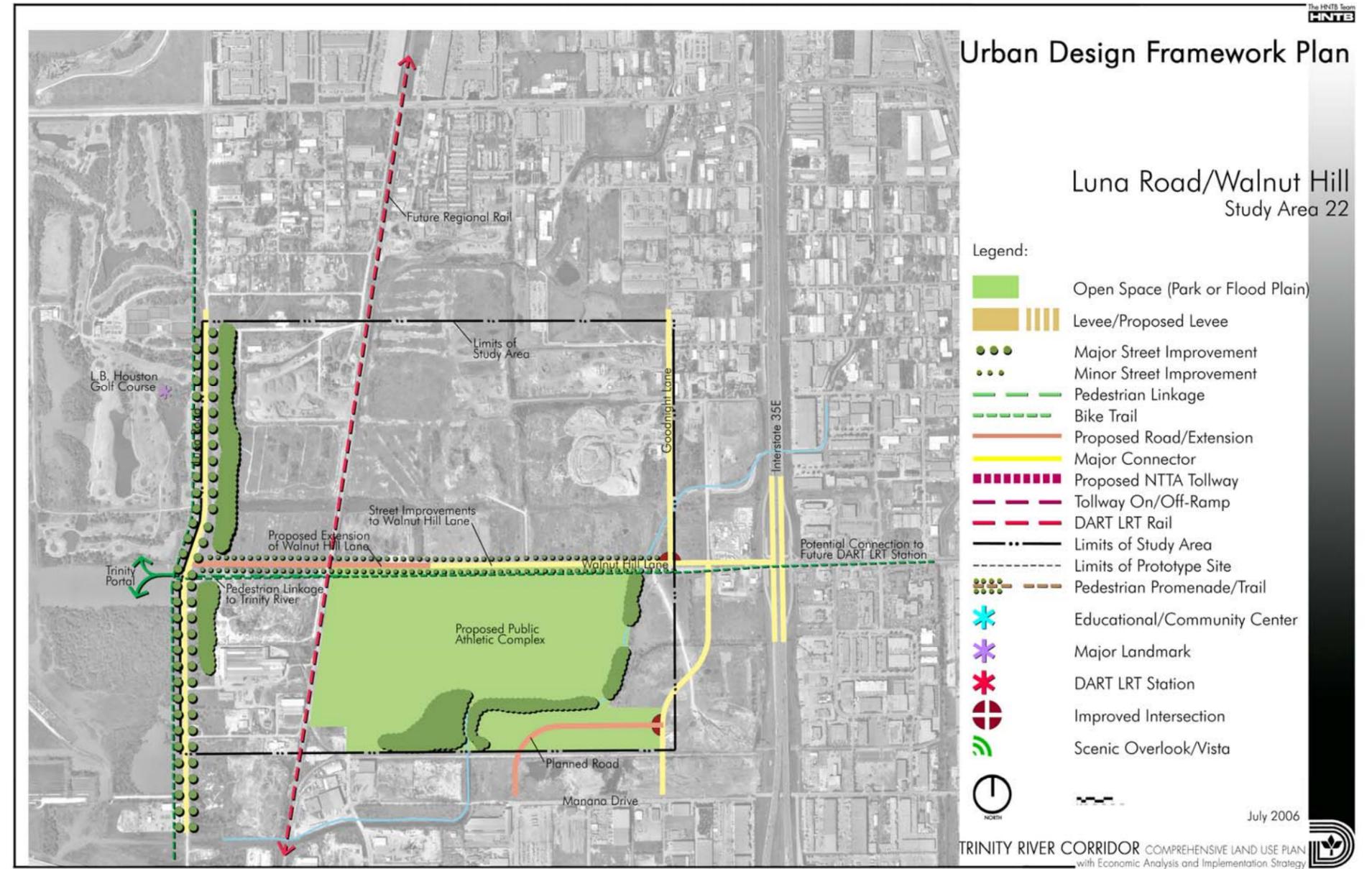
The Luna Road / Walnut Hill study area is bounded by Royal Lane on the north, Luna Road on the west, Manana Drive on the south, and Goodnight Lane on the east. Currently, much of this area is in industrial use or vacant.

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



5. Trinity Corridor District Plans

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



5. Trinity Corridor District Plans

Implementation

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

ID #	Project	Location	Improvements	Project's cost
<i>Elm Fork District</i>				
EF 1	Walnut Hill Lane extension	From IH-35e to Luna Road	Widen into a four-lane divided thoroughfare with sidewalks, curbs, gutters, and drainage	\$6,977,950
EF 2	Luna Road widening and enhancements	Royal Lane to just south of Northwest Highway	Widen into a six-lane divided thoroughfare with sidewalks or parallel trails and drainage	\$8,414,039
EF 3	Luna Road at Northwest Highway	500 foot radius from intersection	Intersection improvements with pedestrian amenities	NA
EF 4	Wildwood Drive widening and enhancements	Just south of California Crossing Road to the Irving city limits	Widen into a four-lane undivided thoroughfare with parallel trails and drainage through the Elm Fork woodlands	\$305,770
EF 5	Luna Road / Wildwood Drive realignment / connection	Just south of Northwest Highway to just south of California Crossing Road	Widen into a four-lane divided thoroughfare with sidewalks, curbs, gutters, and drainage	\$9,820,980
EF 6	California Crossing Road widening and enhancements	Elm Fork of the Trinity River to Northwest Highway	Widen into a four-lane divided thoroughfare with sidewalks or parallel trails and drainage	\$8,248,616
EF 7	California Crossing Road at Northwest Highway intersection improvements	500 foot radius from intersection	Intersection improvements with pedestrian amenities	NA
EF 8	DART stations - support location of stations	Royal Lane Station, Walnut Hill Station, and Northwest Highway/Bachman Lake Station	City support for regional transportation project	NA
EF 9	DART stations - station area plans	Approximately a quarter-mile radius from each transit station	City support for long-range plan	\$300,000+/-

ID #	Project	Location	Improvements	Project's cost
<i>Elm Fork District</i>				
EF 10	DART stations - infrastructure needs, zoning ordinance review, pedestrian trails, etc.	Approximately a quarter-mile radius from each transit station	Identified infrastructure improvements, zoning needs, and amenities around planned light rail stations	NA
EF 11	Gateway at the Royal Lane DART transit station	Visual gateway in proximity to the transit station	Focal point that identifies and reflects the surrounding community	NA
EF 12	Gateway at the Northwest Highway/Bachman Lake DART transit station	Visual gateway in proximity to the transit station	Focal point that identifies and reflects the surrounding community	NA
EF 13	Pedestrian access master plan	Throughout district	District wide study regarding pedestrian access limitations and opportunities	\$250,000+/-
EF 14	Tributaries in Heavy Industrial - Regional retention / detention / sedimentation (Elm Fork Floodplain Management Study)	As identified in the Elm Fork Floodplain Management Study	Improvements as detailed in the Elm Fork Floodplain Management Study	NA
EF 15	Elm Fork Trail	Planned Trinity Trail built through Dallas' Elm Fork woodland parallel to the river's meandering course and water-filled abandoned strip-mines	Regional trail through the Elm Fork woodlands on the Dallas side of the river providing linkages to major employment centers, recreational amenities, and pedestrian river bridges connecting to Irving's Campion Trail	\$9,300,850
Total, Elm Fork District				\$43,618,205