

BRIDGING THE GAP

BELLEVIEW CONNECTOR

Cedars/South Side:

DART Station to Trinity Park

Presented to:

Trinity River Corridor Project Committee

October 16, 2007



[DO'S AND DON'TS]

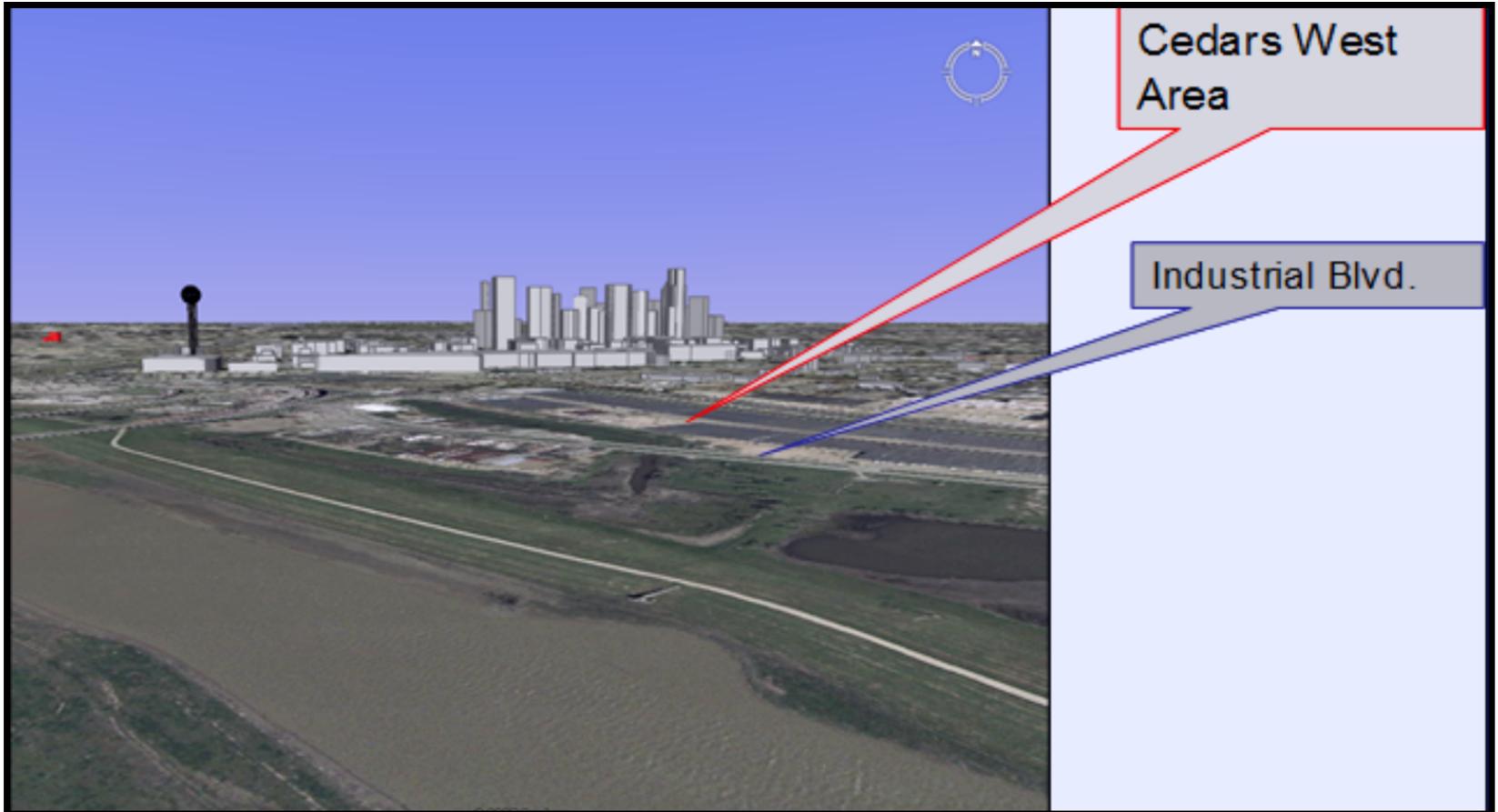
- **DO:**

- **Want to assist the city in your vision for connectivity, revitalization, and sustainable development.**

- **DON'T:**

- **Want to ask for any additional monies.**

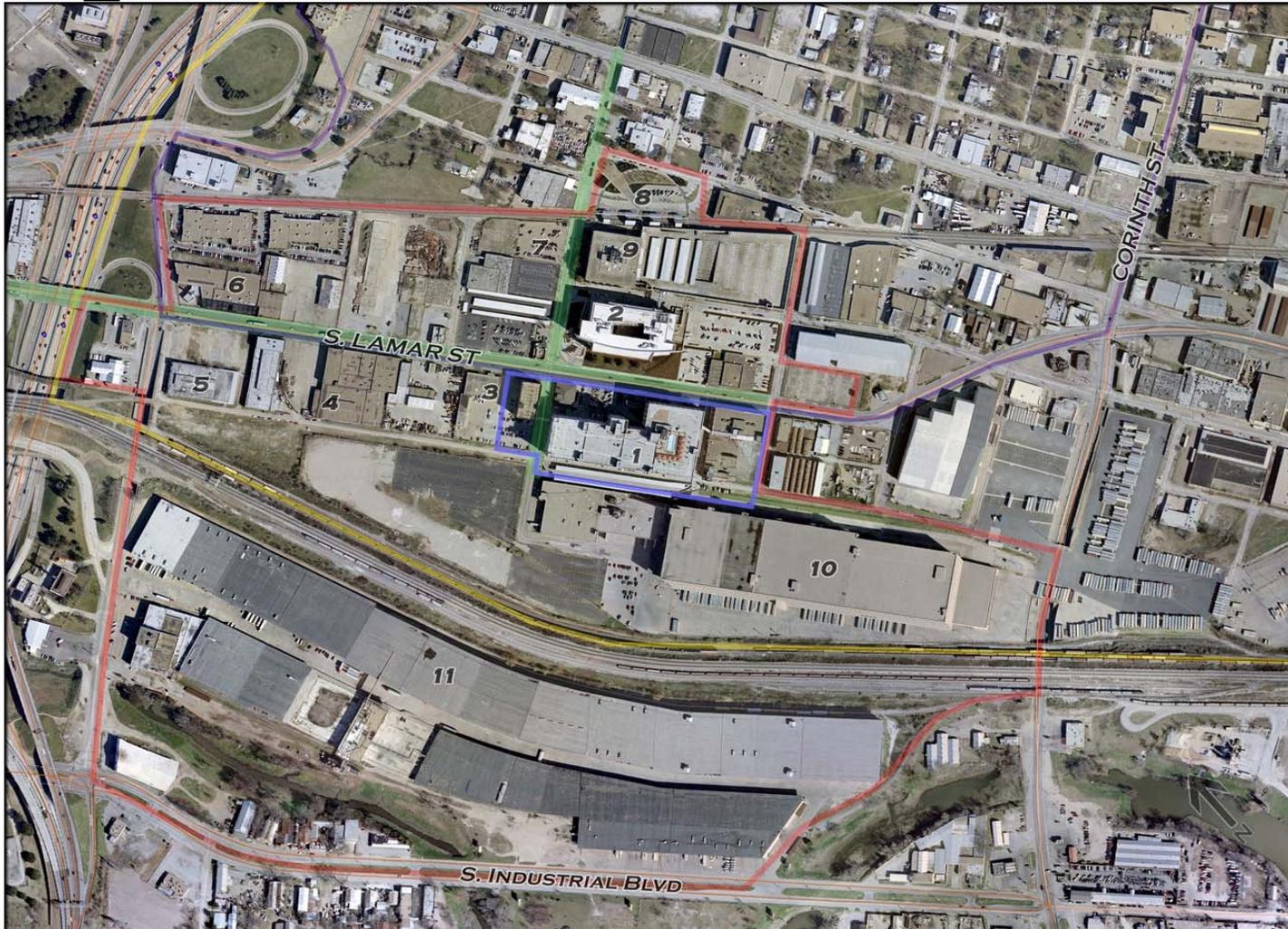
CEDARS/ SOUTH SIDE LOCATION



CEDARS/SOUTH SIDE DEVELOPMENT

- The following aerial map shows the boundaries of the South Side District PID—approximately 100 acres directly south of downtown Dallas. One of the major beneficiaries of the South Side will be the South Lamar- DART Transit Oriented Development to create a pedestrian friendly environment and revitalize the neighborhood.

CEDARS/SOUTHSIDE PID



SOUTH SIDE DALLAS, TX

- PUBLIC IMPROVEMENT DISTRICT (PID)
- CEDARS TAX INCREMENTAL FINANCING DISTRICT (TIF)
- LAMAR/BELLEVIEW IMPROVEMENTS
- SEARS BUILDINGS HISTORICAL DISTRICT
- PLANNED DEVELOPMENT DISTRICT

1. SOUTH SIDE ON LAMAR
2. JACK EVANS POLICE HEADQUARTERS
3. SOUTH SIDE STATION SALES OFFICES
4. GILLEY'S / TRYST / NELLIE'S
5. TEXAS MUSIC COMPLEX
6. CUBAN
7. THE BEAT
8. SOUTH SIDE/CEDARS STATION
9. IBM
10. SEARS WAREHOUSE
11. ALFORDS

JPI CONCEPTUAL BUILDING



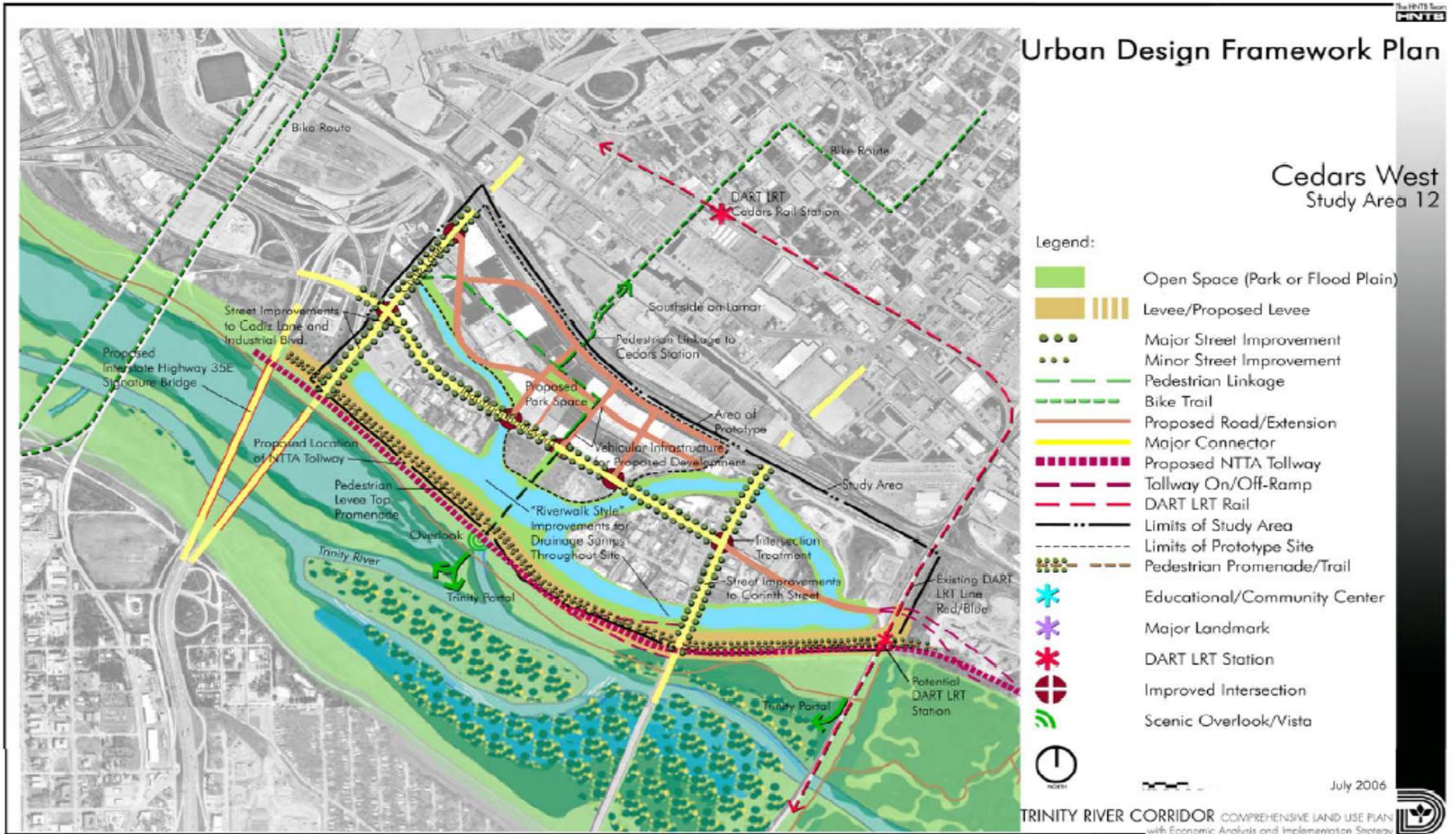
GFF Planning

Trinity River Corridor Comprehensive Land Use Plan

■ Cedars West-Study Area 12 (excerpts):

- The Cedars West Study Area is located south of Downtown Dallas on the easterly bank of the Trinity River. 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.
- Pedestrian routes connect through this neighborhood to the Trinity River on the southwest, and to the Cedars neighborhood and DART station on the northeast. ***An access portal into the Trinity Corridor is anticipated here.*** Cedars West is one of the study areas that should see significant transformation that creates exciting new urban neighborhoods for Dallas.

CEDARS/ SOUTH SIDE TRINITY RIVER STUDY AREA



CEDARS/ SOUTH SIDE TRINITY RIVER STUDY AREA



2006 BOND PROGRAM

<i>Category</i>	<i>Project Name</i>	<i>Description</i>	<i>O and M</i>	<i>Estimate</i>
COUNCIL DISTRICT 2				
<i>Proposition 3 Park and Recreation Facilities</i>				
PRK05786	Pike Park	Plaza restoration and expansion	\$2,355	\$400,000
PRK06648	Pike Park	Recreation center master Plan and schematic design	\$0	\$207,750
PRK06533	Reverchon Park	Phase 2 master plan implementation	\$2,355	\$600,000
PRK05809	Samuel Grand Rec Center	Weight room expansion	\$45,876	\$400,000
PRK04666	Samuell-Grand Park Recreation Center	Renovation	\$45,876	\$1,400,000
<i>Summary for 'Category' = Recreation Facilities and Site Development (14 detail records)</i>				
Sum			\$130,802	\$4,295,053
<i>Trail Development</i>				
PRK06685	Belleview/McKee to Trinity Park	Trail connection	\$0	\$2,000,000
PB172757	E. Dallas Veloway Phase 2 Tunnel at DART's SE-1 Crossing	Partnership project with DART & Dallas County to design and construct hike and bike trail under DART's SE-1 Light Rail. Total estimated cost of \$3.0 million. DART to begin construction on overall project late 2006. Supplements 2003 Bond Program funds.	\$0	\$1,084,855
PRK06507	Old Trinity Trail (Trinity Strand Trail)	Phases 2 and beyond per master plan	\$22,455	\$1,500,000
<i>Summary for 'Category' = Trail Development (3 detail records)</i>				
Sum			\$22,455	\$4,584,855
<i>Summary for 'Proposition' = 3 (24 detail records)</i>				
Sum			\$183,247	\$10,005,699
<i>Summary for 'CD' = 2 (106 detail records)</i>				
Sum			\$183,247	\$30,880,330

This document is for planning purposes only. The amounts identified for each project are estimated amounts and the City may reallocate the amounts among the various projects listed, various listed projects, or substitute other projects of a similar nature, in accordance with the respective Bond proposition.

[CHALLENGE]

- Every government agency has difficulty in finding funding sources.
- There are federal and regional funds for this type of development.
- In order to better locate those funds the city needs to officially identify the project.

RECOMMENDATION

- In order to **Bridge the Gap**, a modified description within the city’s official planning document will provide the catalyst to locate outside funding and transform what is now a line on a site plan into a reality. The line item in the bond program that references this area and includes \$2 million for a connection is a logical choice.
- A straightforward solution is to modify the line item and include wording to better reflect the plans for the Cedars District. This action would allow the developers in the area to refine their plans, provide more economic opportunities, and to assist the city in locating other outside, alternative, funding sources.

FROM:	<u>NAME</u>	<u>DESCRIPTION</u>	<u>AMOUNT</u>
■	Bellevue/McKee	Trail connection	\$2 million
■	To Trinity Park		
TO:			
■	Bellevue	Connector from Trinity	\$2 million
■	Connector	River Park, including a potential	
■		bridge over the UP rail facility,	
■		to DART-Cedars Station	

BELLEVIEW BRIDGE CONCLUSION

- The city's plans for the Cedar's District will create a vibrant community that emphasizes connectivity within an urban setting between pedestrian friendly development, entertainment, and art districts via mass transit.
- South Side is an outstanding example of urban revitalization, historic preservation, and transit oriented development that is well on its way to be a premier destination in the Cedars West area.
- A bridge linking the Cedars West area and more specifically the Dart station to the Trinity River Park has been referenced in the city's CLUP, urban design, development concept, and prototype for the Trinity River Corridor, but has not been officially earmarked as a budgetary line item.
- The Development and Planning Department field notes encourage a direct connection between the Dart Station and Trinity River Park and state that Belleview is a better alternative to McKee Street
- Developers Matthews Southwest and JPI would be willing to donate the land necessary to accommodate a bridge and assist the City in finding outside funding sources.
- The opportunity for outside additional funding sources (such as NCTCOG) are enhanced if the city can designate (in an official document) connectors between mass transit and residential developments within urban districts as sustainable development.