

Trinity River Corridor Comprehensive Land Use Plan

Dallas, Texas

Final Plan and Implementation Strategy

Dallas City Council briefing

HNTB Team

March 2, 2005



Agenda

- **Plan Objective**
- **Alternative Land Use Scenarios**
- **Preferred Land Use Scenario**
- **Implementation**
- **Next Steps**
- *Appendix*
- *Introduction to Land Use Scenarios*
- *Preferred Land Use Scenario (by Districts)*
- *Stakeholder Comments – Community Workshop*



Plan Objective



Plan Objective

- **How will the Trinity River Corridor Land Use Plan be used?**
 - **As an overall guide for public and private sector interests that indicates citizen's desires for future development in the Trinity River Corridor;**
 - **As a guide for City Staff, the City Plan Commission, and the City Council in reviewing all zoning cases within the corridor;**
 - **As a major component of the City-wide Comprehensive Plan.**



Plan Objective

- **What do we want to accomplish today?**
 - Present Broad vision for the Trinity River Corridor;
 - Discuss land use and economic development opportunities related to the Trinity Park improvements;
 - Receive Councilmembers input regarding the preferred land use scenario.



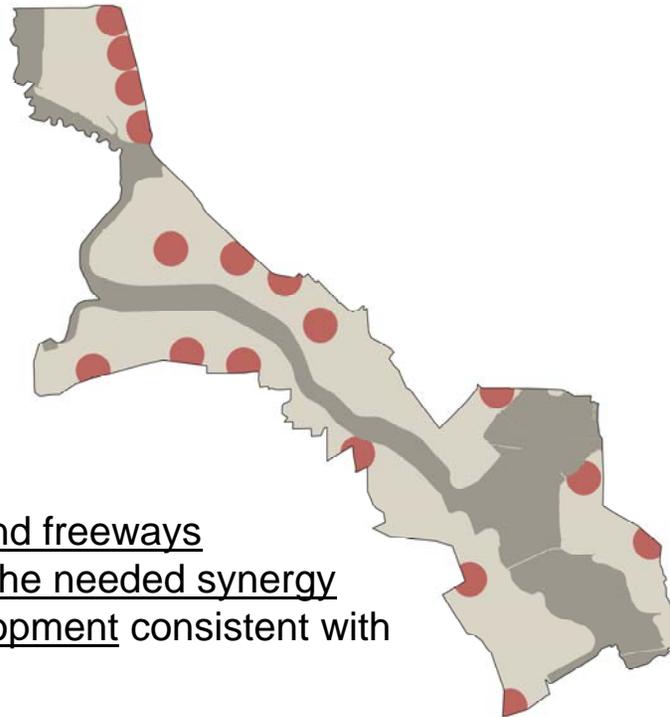
Alternative Land Use Scenarios



Land Use Scenarios

Dispersed Scenario Description

- This scenario decentralizes the focus of higher density and economic development driven uses in a dispersed fashion within the corridor
- Denser land uses are located throughout the study area in locations providing the logical needed relationship to activity generators, such as existing and future DART rail stations
- In this scenario a greater emphasis is placed on commercial corridor development
- The crossing of major arterials and freeways along with transit mobility gives the needed synergy to establish this pattern of development consistent with development patterns in:
 - *Mockingbird Station in Dallas*
 - *Speer Boulevard in Denver*
 - *Northern Phoenix*

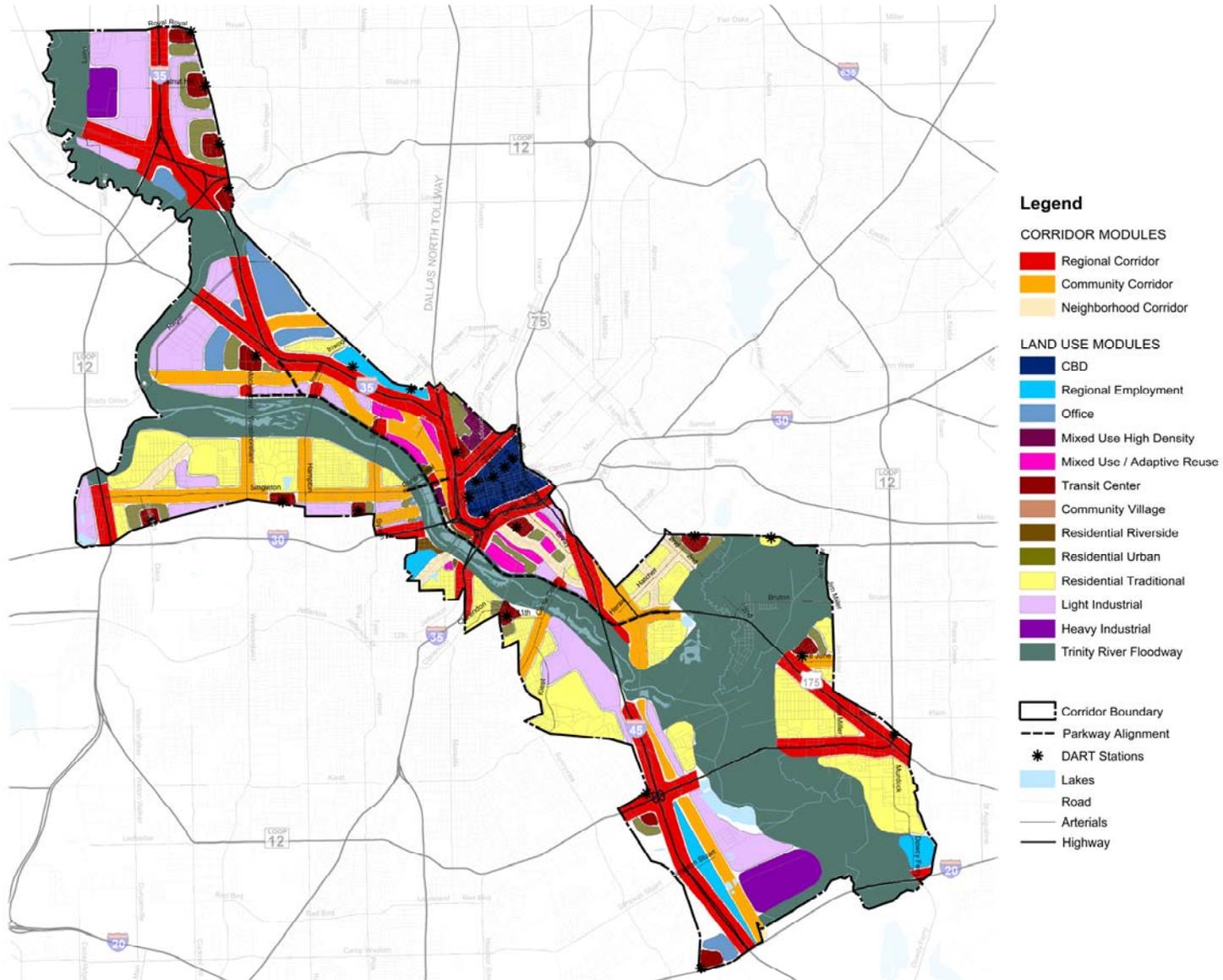



DISPERSED SCENARIO
CONCEPT DIAGRAM



Land Use Scenarios

Dispersed Scenario Map



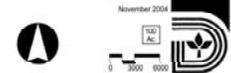
Land Use Scenarios

River Oriented Scenario Description

- Concentrates higher density and economic development driven land uses along the edge of the Trinity River and the Great Trinity Forest
- Classic land use approach of placing higher density residential and commercial uses next to amenity features; in the Trinity River Corridor these include:
 - *Lakes*
 - *Park-like environment*
 - *Pedestrian trails*
 - *Equestrian center*
- The planned improvements will provide the synergy for a complete transformation of existing land use patterns similar to:
 - *Turtle Creek in Dallas*
 - *Ward Parkway in Kansas City*
 - *Michigan Avenue next to Lake Michigan in Chicago*

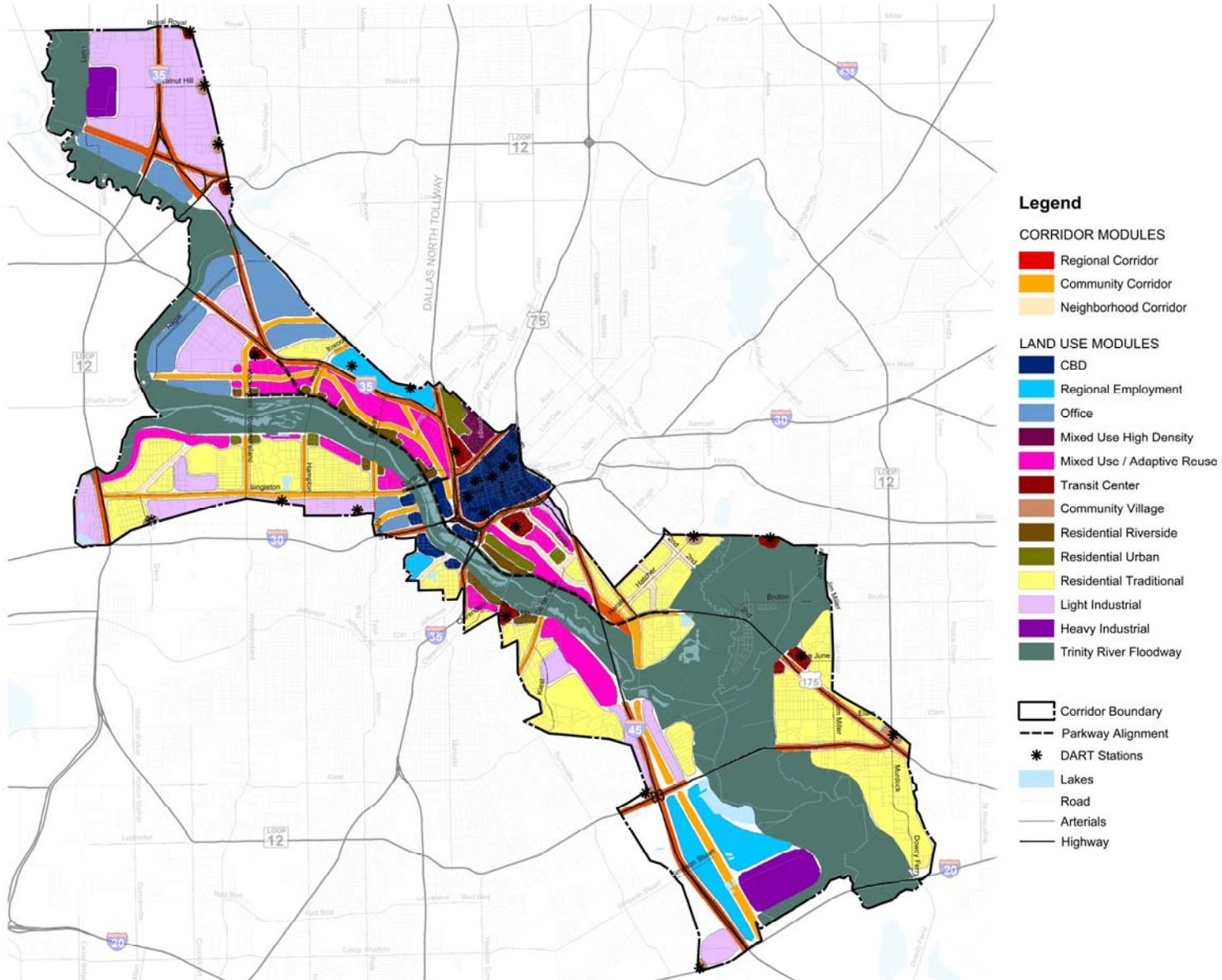



RIVER ORIENTED
CONCEPT DIAGRAM



Land Use Scenarios

River Oriented Scenario Map



Preferred Land Use Scenario



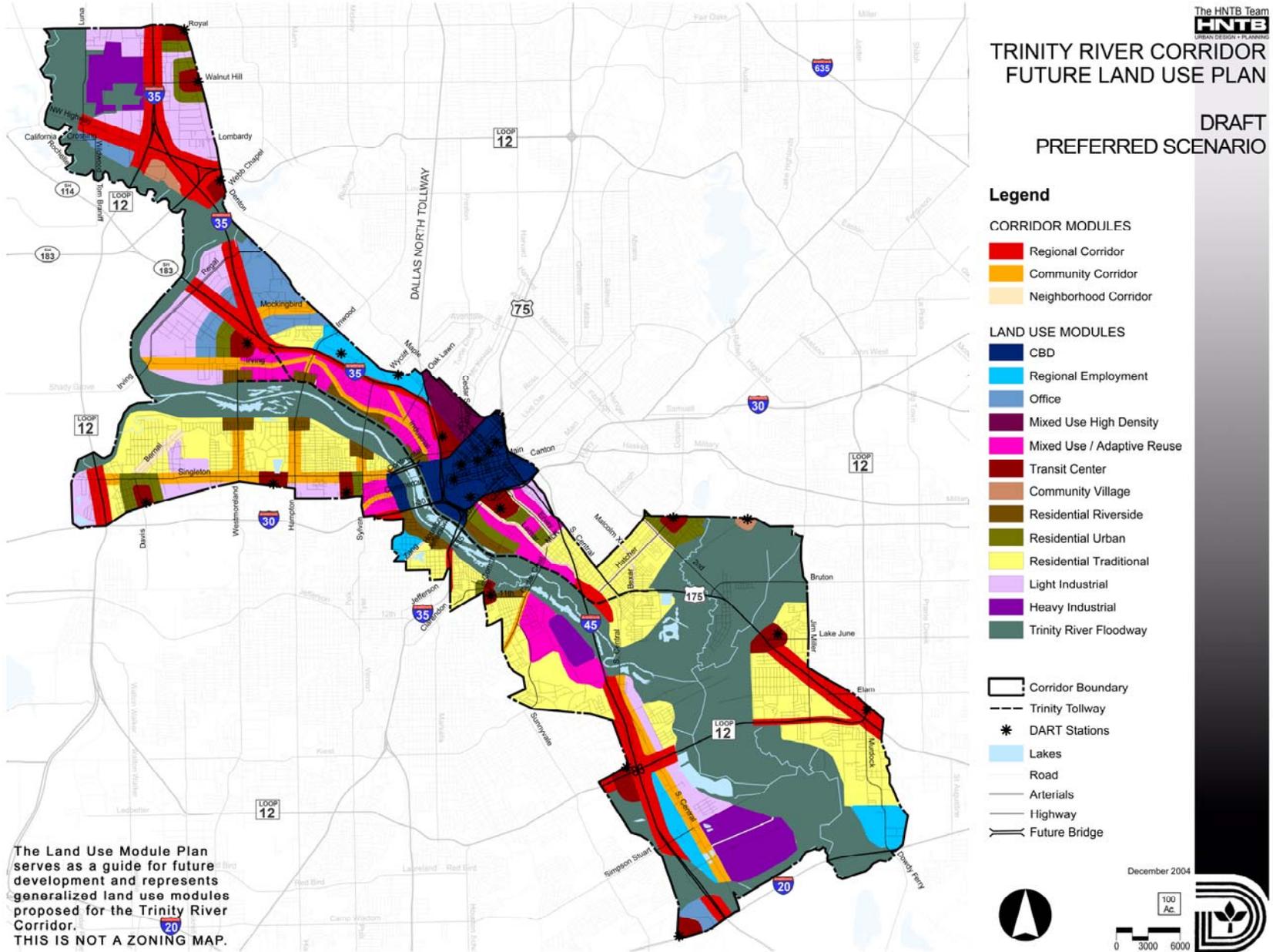
Preferred Land Use Scenario

Overview

- The Preferred Land Use Scenario was developed based on the input received from citizens during the seven stakeholder meetings held the week of November 8th – 10th
- Citizens provided feedback on the two alternative scenarios presented – the Dispersed Scenario and the River Oriented Scenario



Preferred Land Use Scenario



The Land Use Module Plan serves as a guide for future development and represents generalized land use modules proposed for the Trinity River Corridor. THIS IS NOT A ZONING MAP.

The HNTB Team
HNTB
 URBAN DESIGN + PLANNING

TRINITY RIVER CORRIDOR
 FUTURE LAND USE PLAN

DRAFT
 PREFERRED SCENARIO

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

Other Symbols

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

December 2004

0 3000 6000

100 Ac.



Implementation



Implementation

Case Studies – Lamar Center

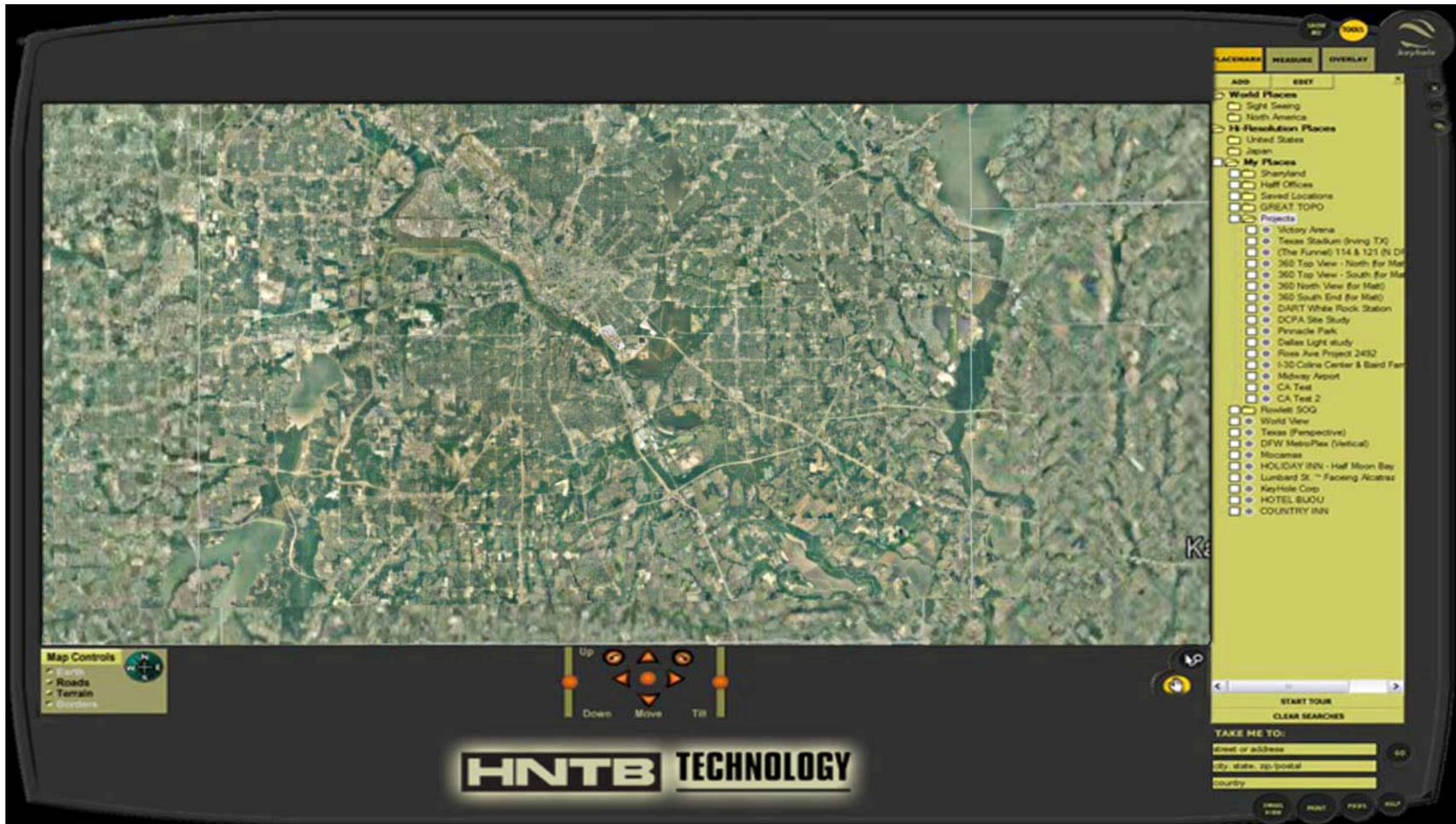
Development Program

- Retail / Restaurant 650,400 sf
- Cinema 66,400 sf
- Office - Flex 220,000 sf
- Townhouse 52 units



Implementation

Case Studies – Lamar Center



Implementation

Lamar Center Opportunities

- Creation of new affordable housing through infill development;
- Provision of needed neighborhood services for Ideal Neighborhood and Rochester Park;
- Provision of new destination retail for southern sector;
- Projected 2,100 new jobs related to retail and office uses;
- Increased property values;
- Increased sales and property tax revenues for the City of Dallas.



Implementation

Lamar Center Challenges

- Increasing the number of rooftops necessary to support retail uses;
- Costs associated with remediation of potential brownfields within redevelopment area;
- Changes in zoning designation on some sites may be necessary to allow proposed uses;
- Displacement of existing businesses and homes;
- Infrastructure improvements related to new proposed uses are fairly extensive;
- Timing of development would be dependent on completion of Trinity Tollway.



Implementation

Lamar Center Phasing Plan

- Phase 1** – Infill residential development;
- Phase 2** – New townhouse development and mixed use neighborhood retail / residential development;
- Phases 3, 4 & 5** – Retail center, additional mixed use development, South Lamar Street Improvements and trail connection to Trinity River;
- Phase 6** – Movie Theater complex and Restaurant pad sites;
- Phases 7 & 8** – Flex Office space.

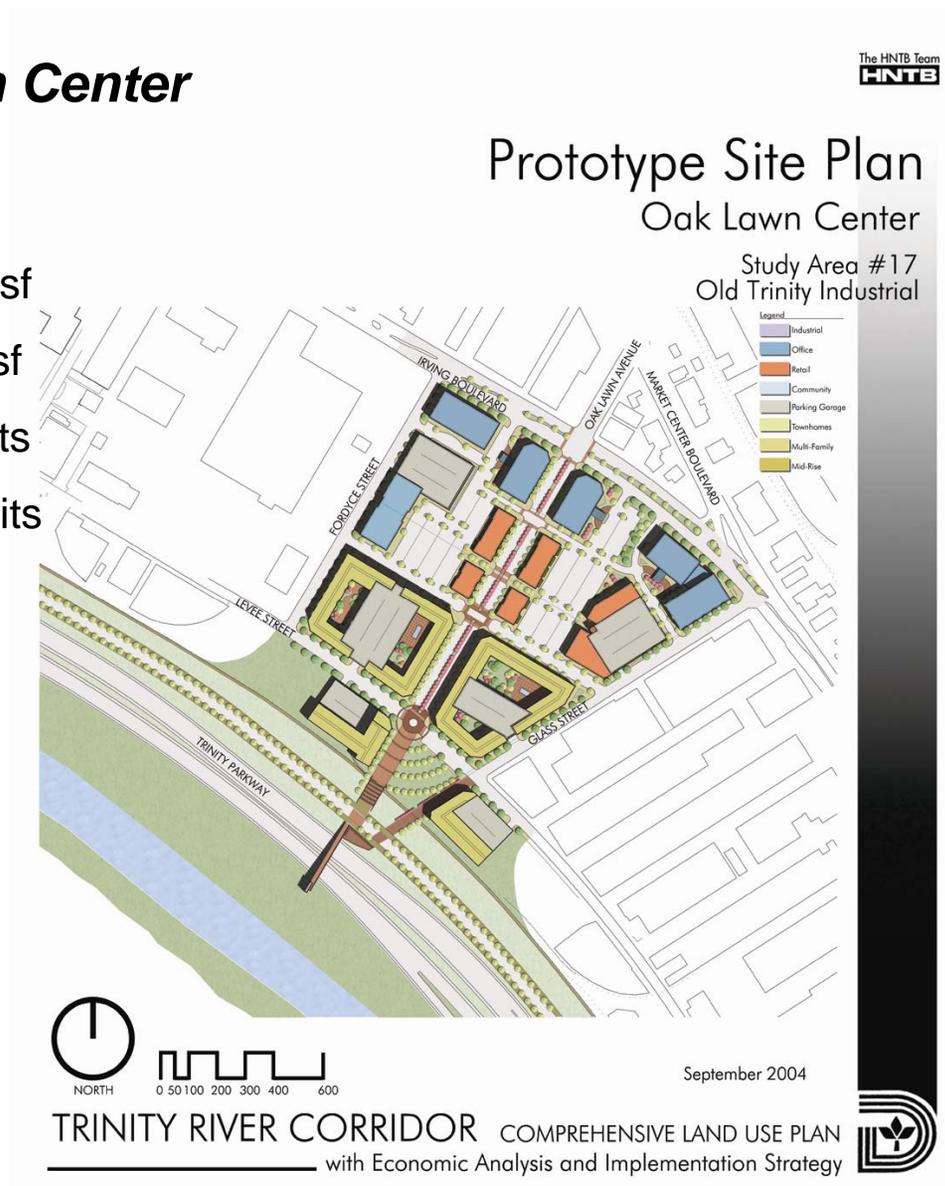


Implementation

Case Studies – Oak Lawn Center

Development Program

- Retail / Restaurant 85,200 sf
- Office 394,350 sf
- Multi Family (4 Story) 516 units
- Multi Family (10 Story) 350 units



Implementation

Oak Lawn Center Opportunities

- Creation of new housing adjacent to new Trinity River amenities;
- Opportunity for development of commercial uses responding to needs of public using river amenities;
- Projected new jobs related to retail and office uses;
- Increased property values;
- Increased sales and property tax revenues for the City of Dallas.



Implementation

Oak Lawn Center Challenges

- Costs associated with remediation of potential brownfields within redevelopment area;
- Changes in zoning designation on some sites may be necessary to allow proposed uses;
- Displacement of existing businesses;
- Costs of infrastructure improvements related to new proposed uses could be extensive.



Implementation

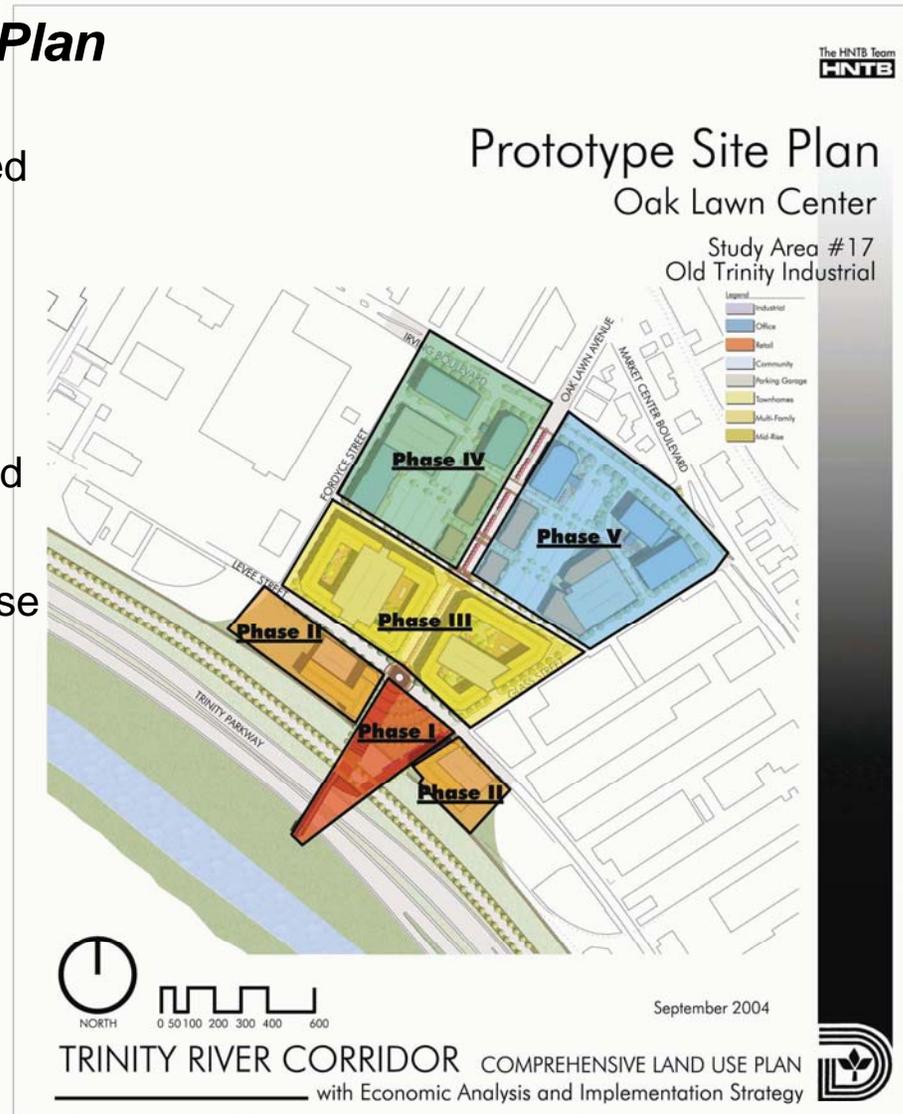
Oak Lawn Center Phasing Plan

Phase 1 – Acquisition of land needed for river access;

Phase 2 – Multi-family housing adjacent to levee;

Phase 3 – Additional Urban Multi-family housing with interior structured parking;

Phases 4 & 5 – Office and Mixed-Use development.



Implementation

Available Development Tools – City of Dallas

- Zoning code including the creation of Planned Development Districts (PDD);
- Future City of Dallas Comprehensive Plan that suggests recommended land uses;
- Historic preservation that protects significant structures and enhances districts;
- Infill housing programs that encourage new housing on vacant lots in existing neighborhoods.



Implementation

Available Development Tools – Zoning Code

- Identify current zoning designation(s) for each study area and review compatibility with land use modules;
- Provide zoning recommendation(s) (such as the ‘**TRC**’ zoning category discussed earlier) to conform with land uses in study areas;
- Outline process to rezone, amend, and create new zoning classification (s), i.e. Planned Development Districts and Mixed-Use Zoning Designation;
- Undergo rezoning classification.



Implementation

Available Development Tools – Area Redevelopment and Business Development Incentives

- Tax Increment Finance Districts;
- Public Improvement Districts;
- Brownfield Programs;
- Public-Private Development Ventures.

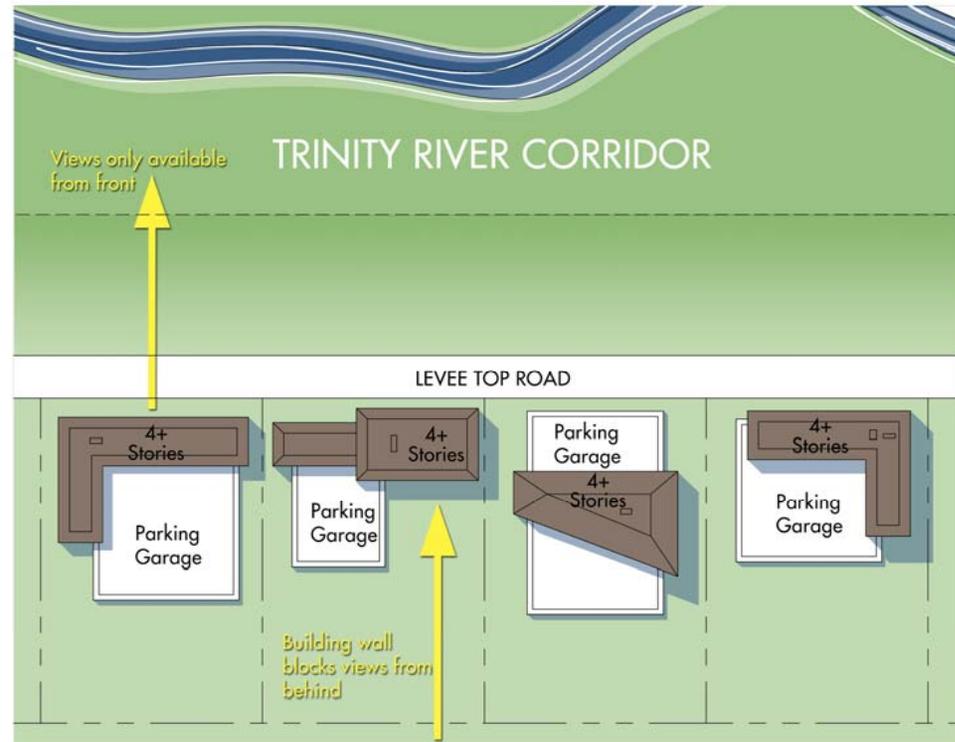


Implementation

Urban Design Considerations Related to the Corridor

The Concerns -

- Protecting view corridors of the Dallas skyline, vistas alongside the river corridor, and overlooks of the river greenbelt amenities from adjacent riverside neighborhoods and major roadways entering the river corridor;
- Avoiding a ‘wall of buildings’ along the river greenbelt edge;
- Establishing riverfront development patterns that encourages new investment and redevelopment while protecting views from properties further back from the river’s edge;
- Establishing riverfront development patterns that enhance the view looking back at the city from the trails, lakes, and wetlands inside the river greenbelt and crossing the river’s bridges

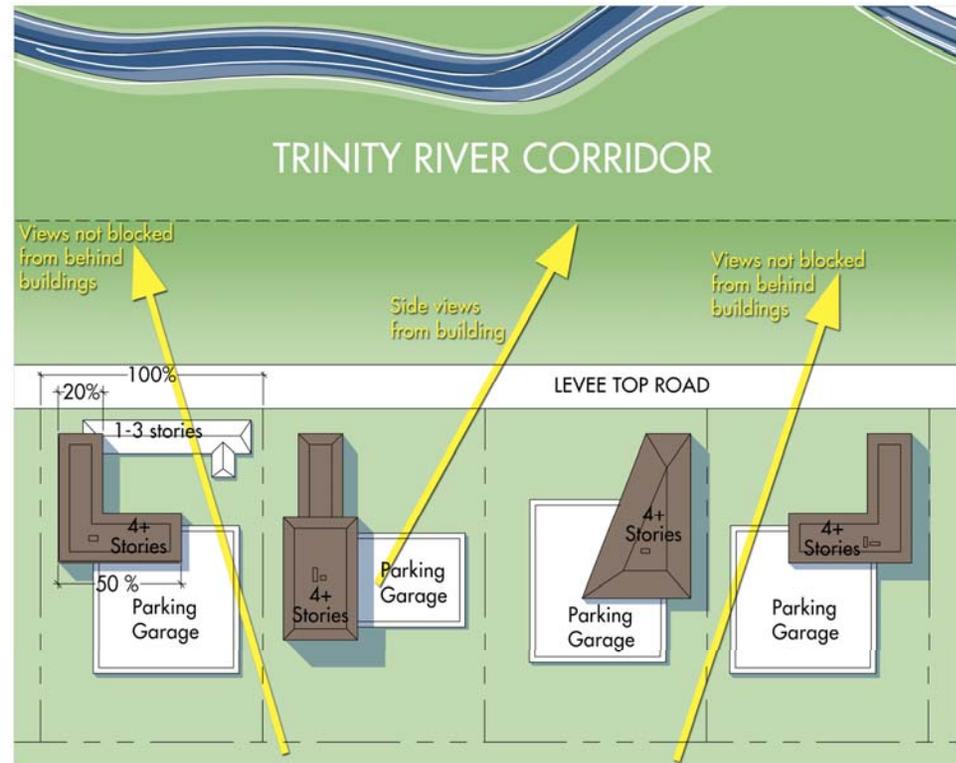


Implementation

Urban Design Considerations Related to the Corridor

Preliminary ideas -

- A maximum of only 20% of the building's main vertical facade can front the river greenbelt's edge (for buildings either four-stories or higher);
- Lengthwise, the main vertical structure of the building cannot be parallel to the river greenbelt's edge (for buildings either four-stories or higher);
- Parking garages must be placed to the rear or interior of the property, or if fronting onto the river greenbelt's edge must be below the elevation of the top of the levee;
- Each module's land use percentage make-up will encourage a variety of development patterns along the river greenbelt's edge;
- Buildings fronting parallel to the river greenbelt's edge can be only three-stories or less above the top of the levee.

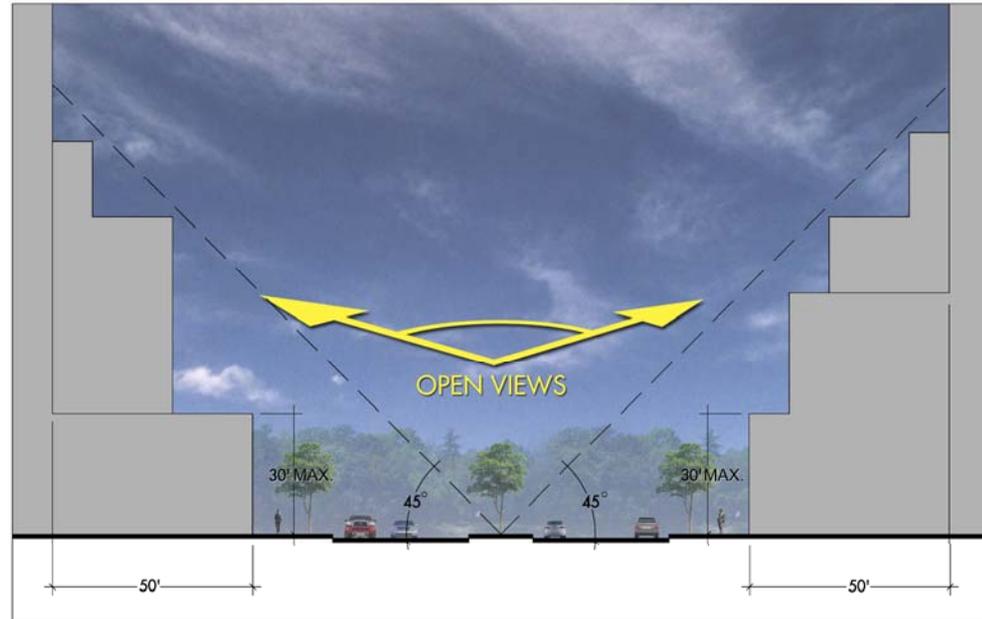


Implementation

Urban Design Considerations Related to the Corridor

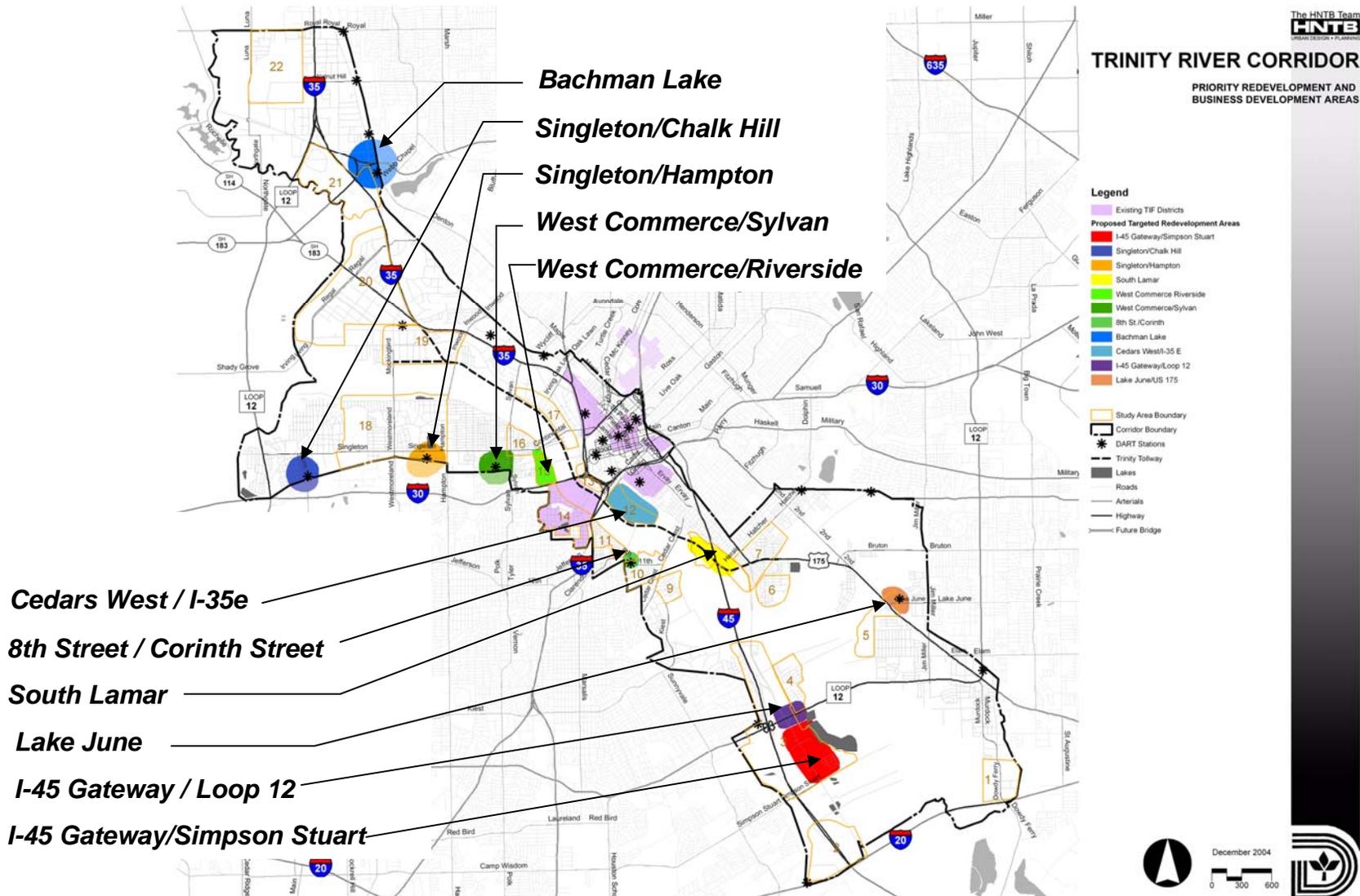
Recommendations -

- Need to establish architectural guidelines for development next to and buffering along the river greenbelt's edge that would protect view corridors and enhance the community form by fostering a sense of place;
- Guidelines could be in the form of a zoning overlay as has been done in Vancouver, Seattle, San Francisco, and Washington, D.C.;
- Need to establish locational criteria – guideline as to where uses should be located in relation to major roadways, adjacent uses, and public facilities – to enhance land use distribution within the modules and maintain the integrity of the module make-up (either as part of the city-wide comprehensive plan or as a special study);
- Need to establish urban design guidelines along major roadways (freeways and thoroughfares) corridors that would protect view corridors and enhance the streetscape experience for pedestrians and commuters.



Implementation Tools

Available Development Tools – Area Redevelopment and Business Development Incentives Priority Locations



Implementation Tools

Available Development Tools – Area Redevelopment and Business Development Incentives

Areas identified for area redevelopment should be further studied regarding factors for implementation, including:

- Potential funding sources for proposed redevelopment initiatives;
- Potential estimated cost to upgrade infrastructure;
- Inclusion of affordable housing with an emphasis on senior housing;
- Limiting the impact of higher property values and the increase in property taxes for homeowners with limited financial resources; and
- Frontage and landscape issues.



Implementation Tools

Available Development Tools – Future Comprehensive Plan

- Identify existing land uses for each study area;
- Compare study areas to City’s Future Comprehensive Plan for compatibility;
- Facilitate discussion with stakeholders to support development objectives in study areas;
- Develop a “Plan of Action” to achieve desired development objectives in study areas.



Implementation

Development Tool Deficiencies – City of Dallas

- Need for a redevelopment authority;
- Limited development incentive programs, possibly including the creation of additional TIF districts.



Implementation

Redevelopment Authority

- Quasi-governmental agency that is established to promote economic growth and development, address Issues of blight and other unfavorable land uses;
- Has ability to assist with land acquisition, development financing, business attraction, and slum and blight removal;
- Of the 20 largest cities in the U.S., only two cities do not have redevelopment authorities - Phoenix, AZ and Dallas, TX. Other cities use their redevelopment authorities in conjunction with other agencies;
- In Texas, may be established under the **Texas Urban Renewal Law** or the **Texas Transportation Code Act**. Examples include San Antonio Development Agency, Austin Revitalization Authority, Frisco Square Management District, and Houston Midtown Redevelopment Authority;
- Requires support through referendum and/or approval by local governing body;
- Governed by board of directors and organization structure outlined in by-laws;
- Typically can acquire privately owned property for public purposes through eminent domain powers;
- Equipped with additional financial tools to encourage development – tax increment financing, bonds, and tax abatement.



Implementation

Under separate contract between the City of Dallas and Strategic Community Solutions a more detailed appraisal of redevelopment authorities is being undertaken – the primary conclusions from this research indicates:

- In Texas, each major city uses a different mix of techniques to support economic and neighborhood revitalization;
- Based on research gathered to date, under the provisions in existing statutes most of Dallas' objectives for revitalization within the Trinity River Corridor could be accomplished, but this does not mean it will be easy to do;
- Changes in legislation could clarify Dallas' authority or simplify the processes used in revitalization;
- Specific legislation may be necessary to apply the statutes to particular areas within Dallas.



Implementation

Additional Implementation Processes – Business Relocations

- Assess each study area for heavy industrial uses and recommend relocation of businesses as needed;
- Identify areas in the City to relocate heavy industrial uses;
- Develop a relocation plan that minimizes service interruption;
- Identify brownfield programs to assist in environmental remediation;
- Devise a plan to remediate brownfield.



Next Steps

Considerations

- Redevelopment sites can redevelop on their own;
- Slight adjustments required in zoning and planned development district boundaries to enhance redevelopment;
- Encourage redevelopment through available development tools;
- Ultimate creation of a redevelopment authority to spur redevelopment.

Next Steps

- City Council adoption of the Land Use Plan – March 9th



Appendix



Introduction to Land Use Scenarios



Introduction to Land Use Scenarios

Introduction

- In June 2000, HNTB Team contracted with the City of Dallas to develop within the Trinity River Corridor:
 - Long-range land use plan
 - Implementation strategies
 - Economic analysis
- Team has worked extensively with stakeholders in the corridor to capture their desires for the future corridor through:
 - Land Use Opportunity Plans
 - Urban Design Framework Plans
 - Prototype Site Plans
- Achieving stakeholder consensus as to the types of development desired in the corridor, the HNTB Team is now developing the corridor-wide Comprehensive Land Use Plan



Introduction to Land Use Scenarios

Relationship to the Previous Work and Concurrent Studies

10 Prototype Development Site Plans

The 10 different prototype plans identified specific opportunities for economic development throughout the corridor

23 Land Use Opportunity Plans

The 23 study area plans encapsulated the desired development that stakeholders wanted throughout the corridor

2050 Vision Plans

The 2050 Vision Plan provided the guiding principles for the two land use development scenarios

City of Dallas City-wide Comprehensive Plan

The Trinity River Corridor Comprehensive Land Use Plan will be a component of the City's overall Comprehensive Plan



Introduction to Land Use Scenarios

Individual Land Use Definitions

Note: Land use definitions with 'TRC' (Trinity River Corridor) label require new designations in the City Code associated specifically for the Trinity River Corridor



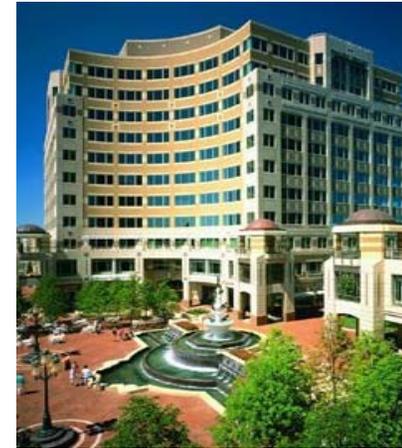
Mixed Use 'A' (TRC)

- Mix of uses in a vertical arrangement
- 2- to 3-story building
- Generally consist of ground-floor retail or office with residential or office above



Mixed Use 'B' (TRC)

- Mix of uses in a dense vertical arrangement
- 4- to 6-story building
- Active, pedestrian-oriented commercial uses located on the ground floor with direct street access



Mixed Use – High Rise

Mixed Use MU-3 & Mixed Use MU-3(SAH) districts

- Mix of uses in a dense vertical arrangement
- 7- to 20-story building
- Active, pedestrian-oriented commercial uses located on the ground floor with direct street access and one to two uses in floors above



Introduction to Land Use Scenarios

Individual Land Use Definitions



Retail - Neighborhood

Neighborhood service NS(A) district

- Limited retail uses intended to serve the needs of a small market area
- Customer base would likely come from adjacent residential neighborhoods up to 1 mile away



Retail - Community

Community retail (CR) district

- Serves populations within a 2 mile radius
- Comprised of a major anchor tenant and multiple inline lease spaces



Retail – Neighborhood Urban (TRC)

- Retail development generally 1- to 2-stories in height
- Designed for high volumes of pedestrian activity from adjacent neighborhoods



Introduction to Land Use Scenarios

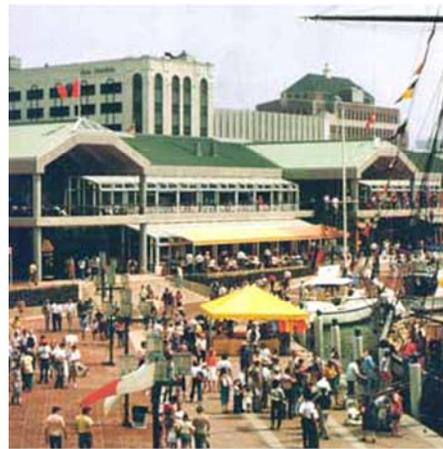
Individual Land Use Definitions



Retail - Regional

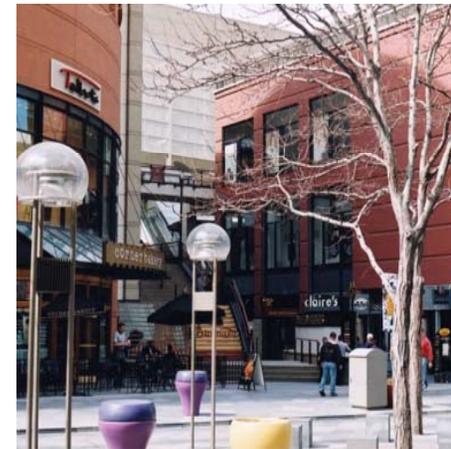
Regional retail (RR) district

- Serves a larger population radius – generally 5 miles
- Developments tend to have multiple anchor tenants along with pad sites at the periphery of the center
- Allows for office and medical uses



Retail – Parkside (TRC)

- Serves a larger market area and should be focused on the Trinity River park amenities
- Can consist of:
 - **Retail tourism centers**
 - **Themed retail centers**
 - **Smaller sport-related retail developments**



Retail - Urban

Community retail (CR) district

- Designed for high volumes of pedestrian activity and acts as a destination for a regional area
- Retail development generally 3- to 4-stories in height



Introduction to Land Use Scenarios

Individual Land Use Definitions



Office – Neighborhood (TRC)

- Provides office space for professionals servicing surrounding neighborhoods
- 1- to 3-story commercial development



Office – Regional

- MO(A) districts MO-1 & MO-2
LO(A) districts LO-1, LO-2, and LO-3
- Provides office space for professional services and generally multi-story clients
 - 4- to 9-story commercial development



Office - Parkside (TRC)

- Provides office space for professional services
- 6- to 12-story commercial development
- Capitalizes on proximity to the Trinity River through views and connectivity



Introduction to Land Use Scenarios

Individual Land Use Definitions



Office - Urban

MO(A) districts MO-1 & MO-2

- Provides office space for professional services
- 10- to 25-story commercial development
- Built adjacent to street and ties into the urban framework of its surroundings



Office - CBD

CA-1A & CA-2A districts

- Provides office space for professional services and ties into the surrounding urban framework
- 10-stories up to 'any legal height' commercial building
- Represents the highest density office category



Office – Corporate HQ

General office (GO(A) district

- Provides office space for one tenant user desiring a high profile building
- Can be a low slung campus setting or a multi-story office tower
- High profile location or address is desirable



Introduction to Land Use Scenarios

Individual Land Use Definitions



Employment Center

Regional retail (RR) district

- Large-scale, high density commercial and/or institutional development
- Represents entities with similar interests locate together, providing a significant job base



Lodging (TRC)

- Represents developments such as hotels, motels, inns, and bed and breakfast



Industrial - Distribution

Light industrial (LI) district

- Commercial development devoted to the wholesale storage and distribution of goods



Introduction to Land Use Scenarios

Individual Land Use Definitions



Industrial – Flex Space

Light industrial (LI) district

- Mix of office and warehouse distribution functions on one property
- The office function is typically 25% and the distribution area is 75% of the overall building



Industrial - Manufacturing

Industrial manufacturing (IM) district

- Commercial development devoted to the processing of raw materials and/or recycled materials for the production of goods and/or wholesale storage of goods



Single Family Estate

R-1ac(A) district

- Characterized by single family houses on large lots
- The lowest density residential use
- The approximate density is one dwelling unit per acre



Introduction to Land Use Scenarios

Individual Land Use Definitions



Single Family Detached

R-7.5(A) district

(Note: Permits a calculated maximum of 5.8 units per gross acre, exclusive of R-O-W that will diminish lot yields to below 5 units per acre)

- Represents neighborhoods of single family detached houses
- The average density is 5 dwelling units per acre



Single Family Urban (TRC)

- Represented by single family detached houses with narrower street setbacks organized in a denser more pedestrian layout
- The average density is 8 dwelling units per acre



Single Family Attached (TRC)

- Comprised of housing structures with the visual character and arrangement of a single family detached house
- Duplex to quadplex



Introduction to Land Use Scenarios

Individual Land Use Definitions



Townhouse

Townhouse (TH-3(A) district

- Single dwelling units sharing their sides with an adjacent unit
- 2- to 3-story vertical housing units
- Averages 12 dwelling units per acre



Multi-Family 2

MF-1(A), MF-1(SAH), MF-2(A) & MF-2(SAH) districts

- Residential development characterized by 2- to 3-story structures with multiple units
- Typical developments are loosely organized around landscaped areas and use surface parking



Multi-Family 3

MF-3(A) district

- Residential development characterized by 4- to 8-story structures with multiple units
- Lies adjacent to the street and offers an urban streetscape as the front image



Introduction to Land Use Scenarios

Individual Land Use Definitions



Residential Urban 5

MF-3(A) district

- Residential development characterized by 6- to 9-story structures having multiple units
- Lies adjacent to the street and offers an urban streetscape as the front image



Residential - Parkside (TRC)

- Residential development characterized by 10- to 25-story structures having multiple units

- It capitalizes on proximity to the Trinity River through views and connectivity



Residential Urban 10 (TRC)

- Residential development characterized by 10-to 35-story structures with multiple units
- Lies adjacent to the street and offers an urban streetscape as the front image



Introduction to Land Use Scenarios

Individual Land Use Definitions



Entertainment

Regional retail (RR) district

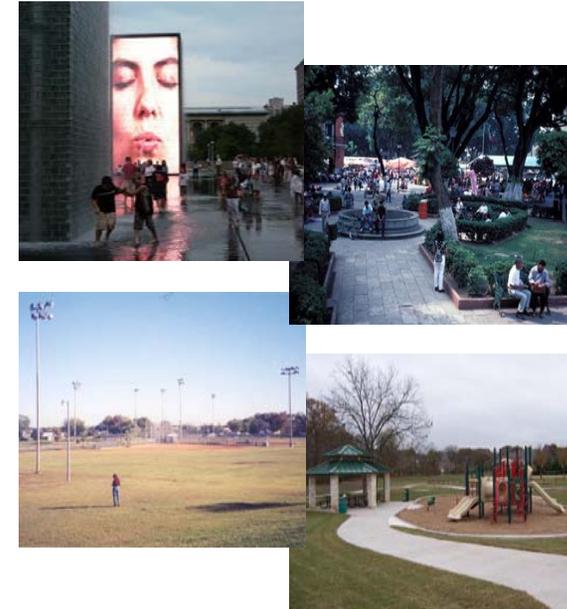
- Includes functions such as movie theaters, themed restaurants, outdoor game/recreation venues, and park rental activities



Civic

All zoning categories include institutional and community service uses

- Represents non-profit, public or semi-public uses such as a church, school, post office, town square, library, fire station, community center, or other government / municipal facility



Parks and Open Space

Generally allowed in all the zoning categories

- Includes public and private parks, open space, golf courses, equestrian centers, large gardens, and outdoor structure placements



Introduction to Land Use Scenarios

Module Definitions

- Alternative scenarios divide the Trinity River study area in land use modules
- Land use modules characterized by one of 15 dominant/primary land use types indicated by a particular color and land use code
- Within each module a variety of land uses are allowed based on the module's land use mix and desired development patterns
- Module boundaries determined by natural and man-made features
- Size of modules was determined based on above features along with infrastructure/service needs and ability to absorb the mix of uses
- Less developed areas put greater importance on achieving a balanced mix of uses and building the desired city form throughout the module



Introduction to Land Use Scenarios

Module Applications

- Core land use is the primary focus, other uses support the health of the primary use
- Recommended land use percentages provides opportunity for fiscal balance and ample land use transitions
- All land use percentages are maximums, at this time
- Optional land uses can be substituted for the supporting land uses, but not the primary use



Introduction to Land Use Scenarios

Module Example (West Dallas)

RESIDENTIAL TRADITIONAL MODULE

Primary Land Uses

Residential – Single Family Detached	65%
Residential – Multi-Family	10%
Retail – Neighborhood	10%
Office – Neighborhood	5%
Primary Land Use Sub-total	90%

Civic Land Uses

Parks, Parkways, Trails, Lakes, Religious, Schools, Public Safety, Community Facilities, Utility, Infrastructure	
Civic Land Use Sub-total	10%
Total	100%

Optional Land Uses

Private Open Space (golf course)	10%
Estate Residential	10%



Introduction to Land Use Scenarios

Module Example (CityPlace)

TRANSIT CENTER MODULE

Primary Land Uses		
Mixed Use		40%
Residential – Multi-Family 3		20%
Office - Urban		15%
Retail – Urban		10%
Entertainment		5%
Primary Land Use Sub-total		90%
Civic Land Uses		
Parks, Parkways, Trails, Lakes, Religious, Schools, Public Safety, Community Facilities, Utility, Infrastructure		
Civic Land Use Sub-total		10%
Total		100%
Optional Land Uses		
Residential - Urban	10%	
Entertainment	5%	



Introduction to Land Use Scenarios

Regional Corridor Module

Primary and Civic Land Uses



Retail-Regional – 45%



Office-Regional – 20%



Mixed Use A – 15%



Residential-Multi-Family 3 – 10%



Entertainment – 5%



Civic – 5%

Optional Land Uses



Park & Open Space



Retail-Community – 5%



Lodging – 5%



Industrial Distribution – 5%



Introduction to Land Use Scenarios

Community Corridor Module

Primary and Civic Land Uses



Office-Regional – 25%



Mixed Use A – 20%



Retail-Community – 25%



Residential-Multi-Family 3 – 20%



Entertainment – 5%



Civic – 5%

Optional Land Uses



Park & Open Space



Industrial-Distribution – 5%



Retail-Neighborhood – 10%



Introduction to Land Use Scenarios

Neighborhood Corridor Module

Primary and Civic Land Uses



Office-Neighborhood – 25%



Mixed Use A – 25%



Residential-Multi-Family 3 – 25%



Retail-Neighborhood – 20%



Civic – 5%

Optional Land Uses



Park & Open Space



Entertainment – 15%



Introduction to Land Use Scenarios

Central Business District Module

Primary and Civic Land Uses



Mixed Use B – 50%



Office CBD – 15%



Retail-Urban – 10%



Residential Urban 10 – 5%



Entertainment – 5%

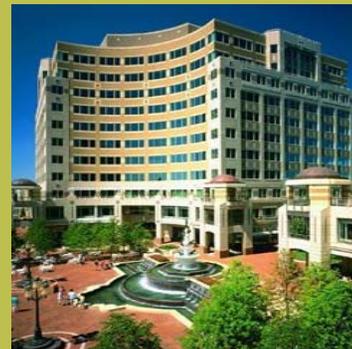


Civic – 15%

Optional Land Uses



Park & Open Space



Mixed Use-High Rise – 10%



Retail-Parkside – 10%



Residential Townhouse – 5%



Introduction to Land Use Scenarios

Regional Employment Module

Primary and Civic Land Uses



Employment Center – 30%



Mixed Use B – 20%



Residential-Multi-Family 3 – 20%



Retail-Regional – 10%



Office-Regional – 5%



Entertainment – 5%



Civic – 10%

Optional Land Uses



Park & Open Space



Lodging – 10%



Introduction to Land Use Scenarios

Office Module

**Primary
and
Civic
Land
Uses**



Office-Regional – 60%



Retail-Regional – 15%



Lodging – 15%



Residential-Multi-Family 3 – 5%



Civic – 5%

Optional Land Uses



Park & Open Space



Office-Corporate HQ – 20%



Retail-Neighborhood – 10%



Introduction to Land Use Scenarios

Mixed Use – High Density Module

Primary
and
Civic
Land
Uses



Mixed Use B – 25%



Residential-Urban 5 – 25%



Mixed Use-High Rise – 15%



Office-Urban – 10%



Retail-Urban – 10%



Residential-Townhouse – 5%



Civic – 10%

Optional Land Uses



Park & Open Space



Residential Urban 10 – 5%



Residential-Single Family Urban – 10%



Entertainment – 5%



Introduction to Land Use Scenarios

Mixed Use – Adaptive Reuse Module

Primary and Civic Land Uses



Office-Regional (Adaptive Reuse) – 25%



Mixed Use B (Adaptive Reuse) – 20%



Employment Center – 20%



Residential-Multi-Family 3 – 20%



Entertainment (Adaptive Reuse) – 5%

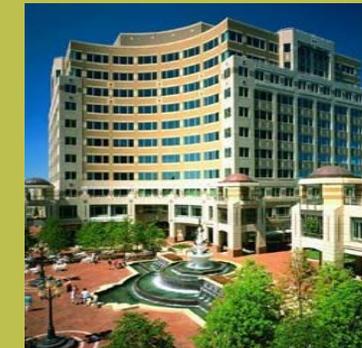


Civic – 5%

Optional Land Uses



Park & Open Space



Mixed Use-High Rise – 10%



Introduction to Land Use Scenarios

Transit Center Module

**Primary
and
Civic
Land
Uses**



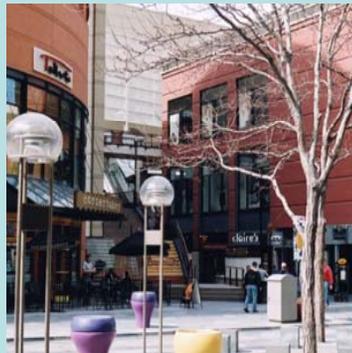
Mixed Use B – 40%



Residential-Multi-Family 3 – 20%



Office-Urban – 15%



Retail-Urban – 10%

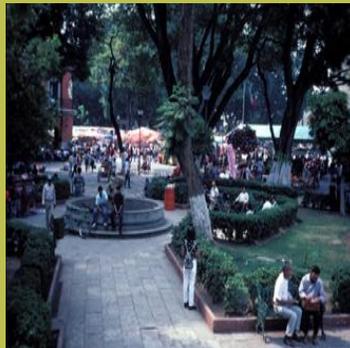


Entertainment – 5%

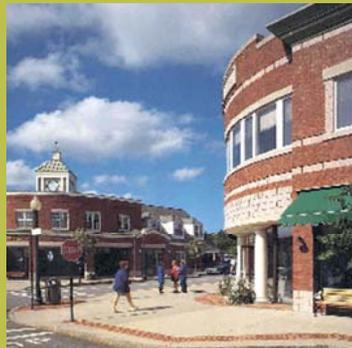


Civic – 10%

Optional Land Uses



Park & Open Space



Mixed Use A – 15%



Mixed Use-High Rise – 10%



Residential-Urban 5 – 10%



Introduction to Land Use Scenarios

Community Village Module

Primary and Civic Land Uses



Retail-Community – 45%



Office-Regional – 15%



Residential-Multi-Family 3 – 15%



Residential-Townhouse – 5%



Residential-Single Family Urban – 5%



Entertainment – 5%



Civic – 10%

Optional Land Uses



Park & Open Space



Mixed Use B – 10%



Introduction to Land Use Scenarios

Residential Riverside Module

**Primary
and
Civic
Land
Uses**



Residential-Parkside – 55%



Mixed Use B – 15%



Office-Parkside – 10%



Entertainment – 5%



Retail-Parkside – 5%



Lodging – 5%



Civic – 5%

Optional Land Uses



Park & Open Space



Mixed Use-High Rise – 10%



Office-Corporate HQ – 10%



Residential-Townhouse – 5%



Introduction to Land Use Scenarios

Residential Urban Module

Primary and Civic Land Uses



Residential-Single Family Urban – 55%



Residential-Single Family Attached – 10%



Residential-Multi-Family 3 – 10%



Retail-Neighborhood Urban – 10%



Office-Neighborhood – 5%



Civic – 10%

Optional Land Uses



Park & Open Space



Residential Townhouse – 10%



Introduction to Land Use Scenarios

Residential Traditional Module

Primary
and
Civic
Land
Uses



Residential-Single
Family Detached – 65%



Residential-Multi-Family 2 – 10%



Retail-Neighborhood – 10%



Office-Neighborhood– 5%



Civic – 10%

Optional Land Uses



Park & Open Space



Single Family Estate – 10%



Introduction to Land Use Scenarios

Light Industrial Module

**Primary
and
Civic
Land
Uses**



Industrial-Distribution – 35%



Industrial-Flex Office – 30%



Office-Regional – 20%



Retail-Neighborhood – 10%



Civic – 5%

Optional Land Uses



Park & Open Space



Lodging – 10%



Introduction to Land Use Scenarios

Heavy Industrial Module

**Primary
and
Civic
Land
Uses**



Industrial-Manufacturing – 50%



Industrial-Flex Office – 25%



Industrial-Distribution – 20%



Civic – 5%

Optional Land Uses



Park & Open Space



Retail-Neighborhood – 15%



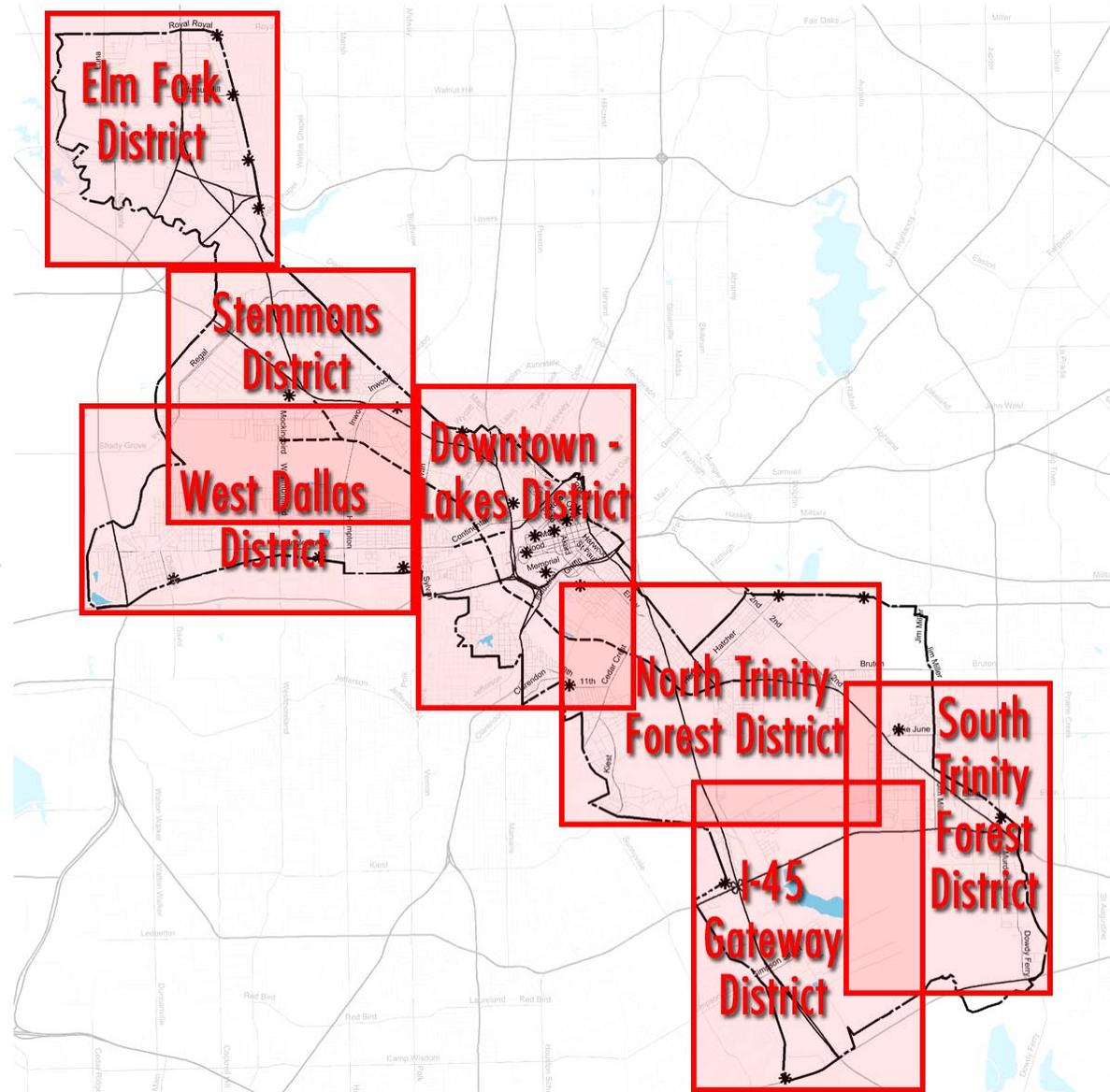
Preferred Land Use Scenario (by Districts)



Preferred Land Use Scenario

Districts

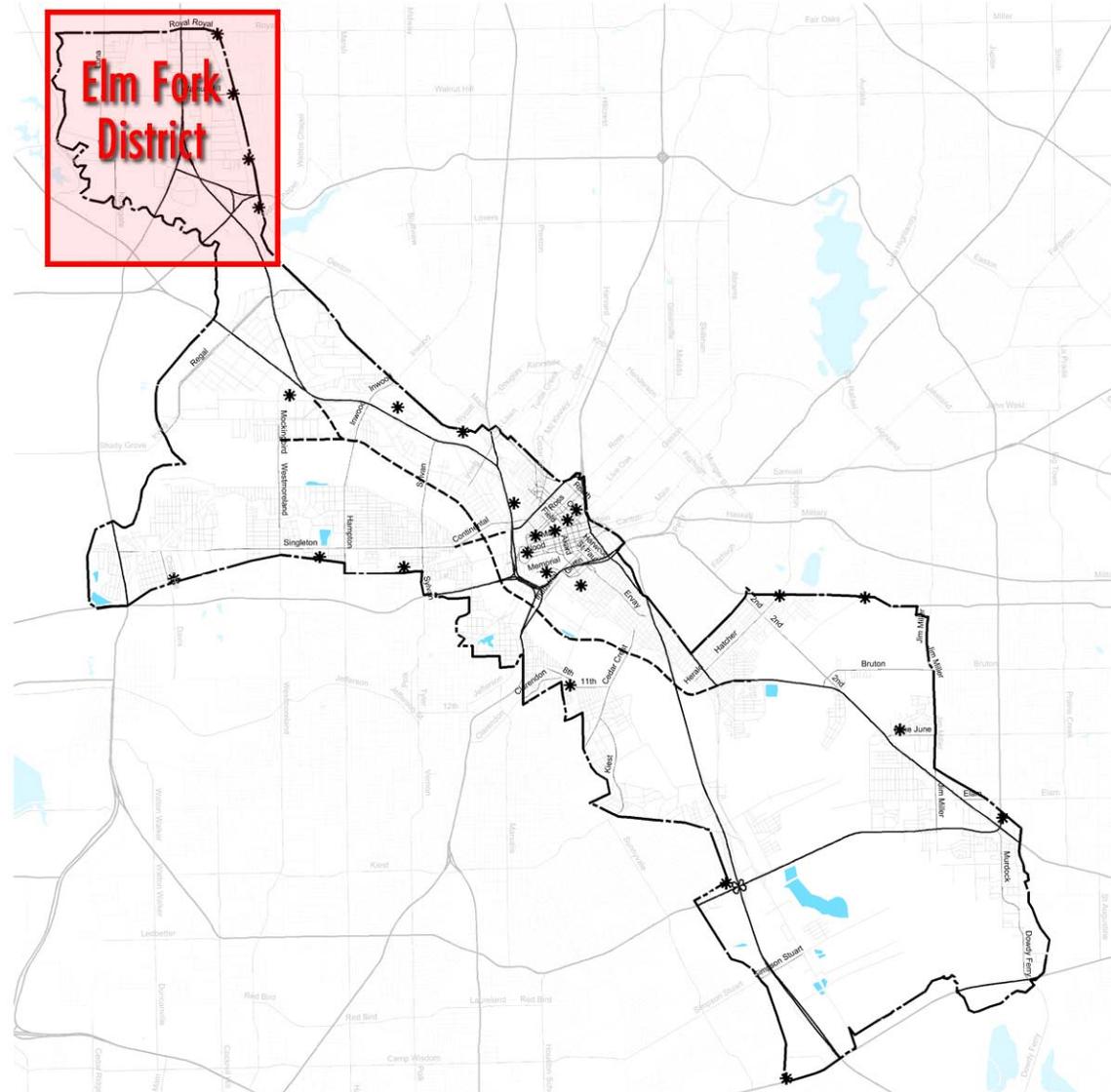
- For the purposes of comparing the two Land Use Scenarios for the Trinity River Corridor, the HNTB Team divided the corridor into seven districts
- Each district was drawn to encompass areas of commonality including:
 - *Natural or man-made boundaries*
 - *Existing land use*
 - *Existing urban character*



Preferred Land Use Scenario

District Locations – Elm Fork District Description

- 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



Preferred Land Use Scenario

District Locations – Elm Fork District Aerial

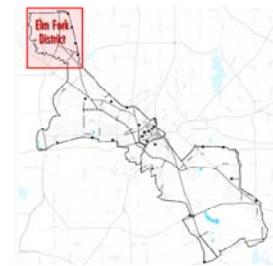
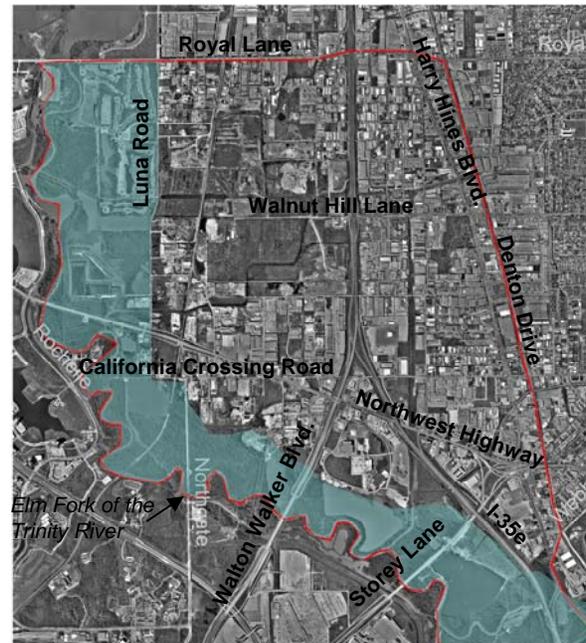
TRINITY RIVER CORRIDOR COMPREHENSIVE LAND USE PLAN 

The Elm Fork District is made up of a mix of light industrial, heavy industrial, office, and commercial corridor uses.

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.

The district enjoys good transportation access for both rail and highway and is located between the region’s two major airports – Dallas Love Field and D/FW International Airport.

DART is planning two major rail lines through the district – one to Carrollton and the other to D/FW International Airport.



ELM FORK DISTRICT



Preferred Land Use Scenario

Elm Fork District – Stakeholder Input Incorporated

TRINITY RIVER CORRIDOR COMPREHENSIVE LAND USE PLAN **THE HNTB TEAM**
HNTB
 URBAN DESIGN + PLANNING

Heavy industrial uses should be expanded

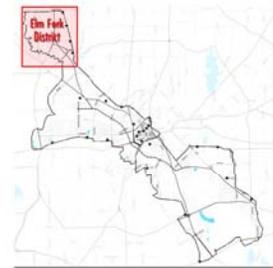
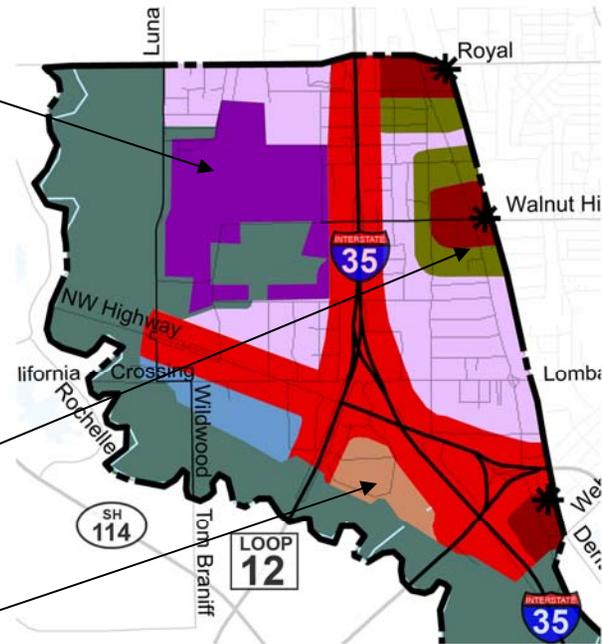
Desire to protect the existing heavy industries in district

Heavy industries need to be near rail and highways

Heavy industry needs a place in the city

Transit center and residential urban seem desirable

River oriented scenario seems like too much office



ELM FORK DISTRICT

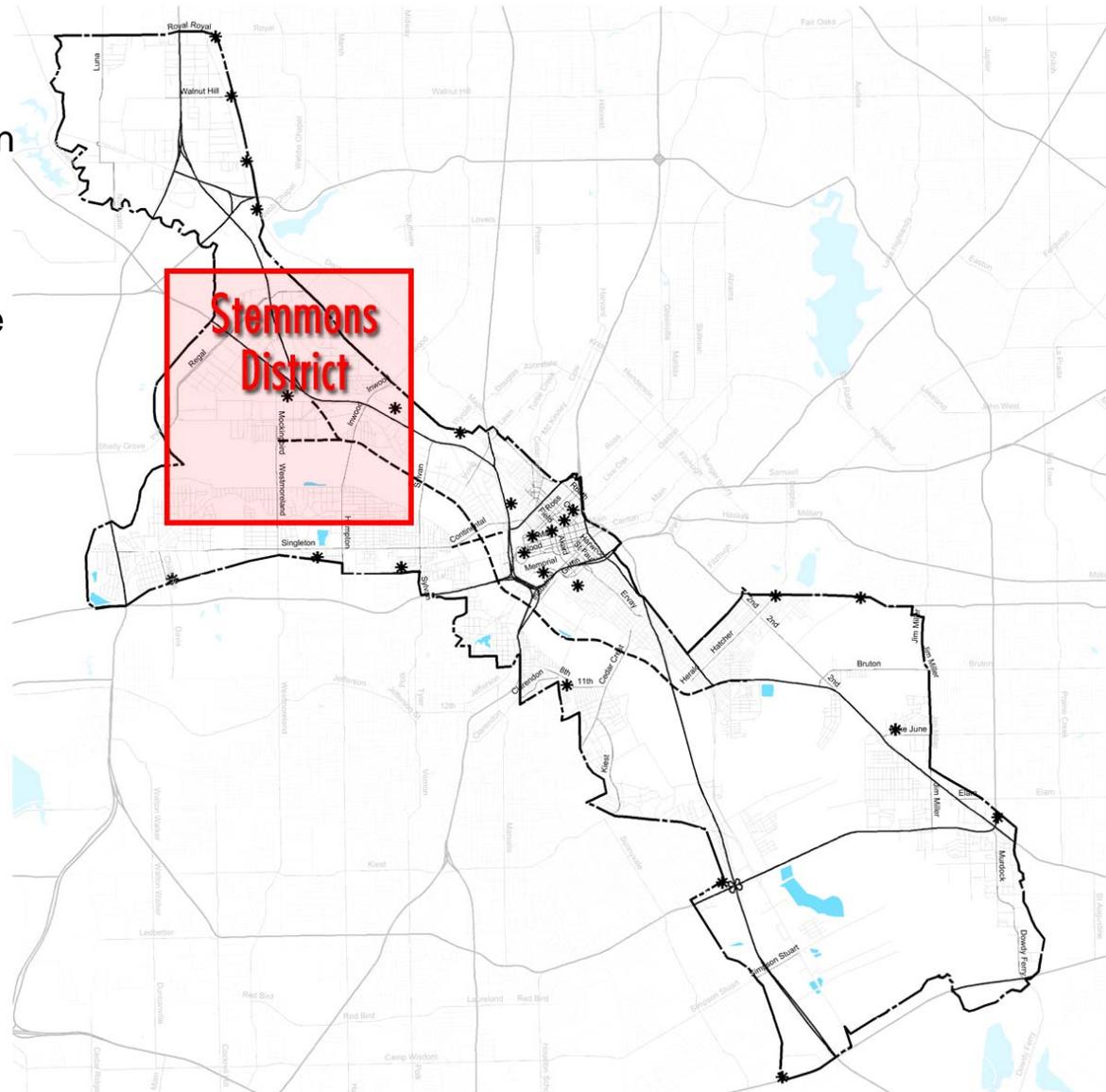
THE HNTB TEAM
HNTB
 URBAN DESIGN + PLANNING



Preferred Land Use Scenario

District Locations – Stemmons District Description

- 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 extension on the southeast; the Trinity River on the south and southwest; and the Elm Fork of the Trinity River on the west



Preferred Land Use Scenario

District Locations – Stemmons District Aerial

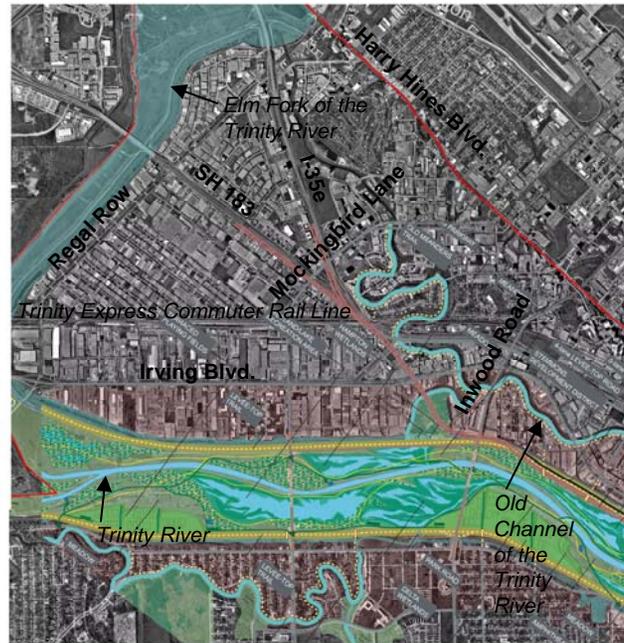
TRINITY RIVER CORRIDOR COMPREHENSIVE LAND USE PLAN 

Located where the Elm Fork and the West Fork merge to form the main channel of the Trinity River, the Stemmons District has shared in the economic growth of the Dallas area with a concentration of industrial activities, distribution, wholesale trade, office, and regional medical facilities.

This district has access to both highway and rail transportation facilities.

Because the Stemmons District is bounded on the south and west by the river, this district can take full advantage of the new river amenities as detailed in the Master Implementation Program and the Balanced Vision Plan.

This district provides strong potential for riverside development possibilities.



STEMMONS DISTRICT



Preferred Land Use Scenario

Stemmons District – Stakeholder Input Incorporated

The further out the area is from CBD, the stronger the need for the dispersed scenario

Dispersed scenario works best for Brookhollow area

More manufacturing needed

Desire higher densities at DART stations

Prefer river-oriented scenario with higher densities at DART stations

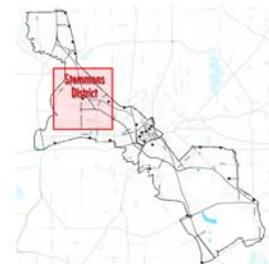
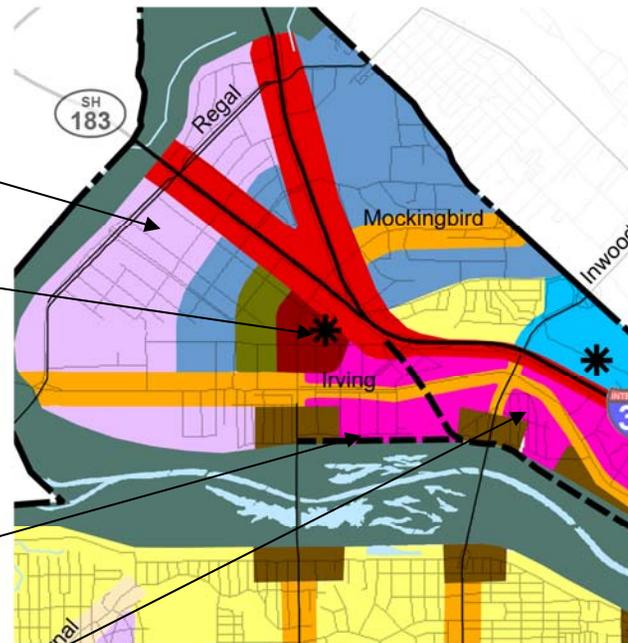
Desire land patterns that promote transit and walking

Trail system serves as catalyst for population growth and adaptive/reuse

More small boutiques

River-oriented scenario is good from Inwood to Continental

TRINITY RIVER CORRIDOR COMPREHENSIVE LAND USE PLAN **THE HNTB TEAM**
HNTB
 URBAN DESIGN + PLANNING



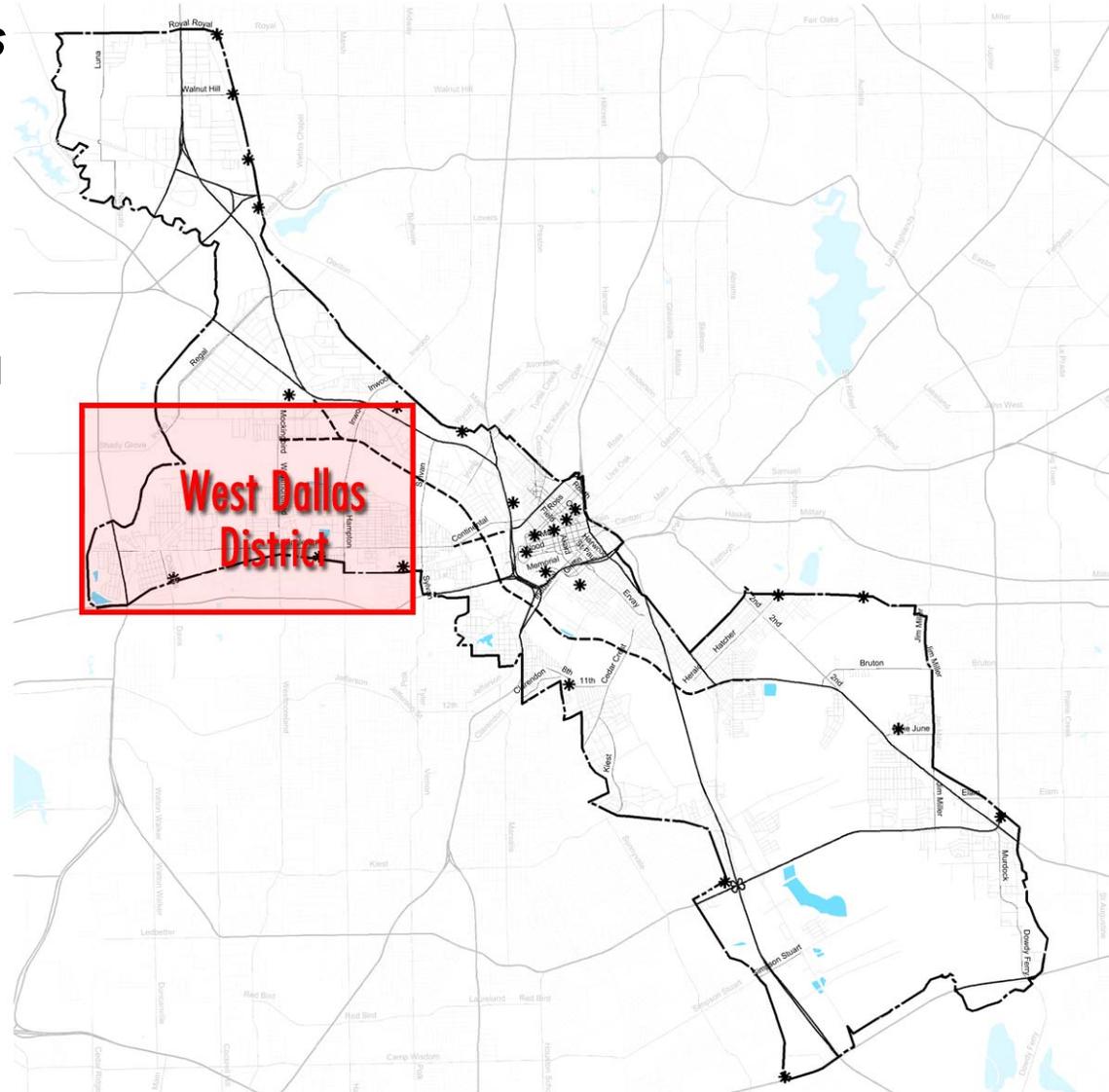
STEMMONS DISTRICT



Preferred Land Use Scenario

District Locations

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



Preferred Land Use Scenario

District Locations – West Dallas District Aerial

TRINITY RIVER CORRIDOR COMPREHENSIVE LAND USE PLAN 

The West Dallas District consists of some of the broadest residential uses stretching along the Trinity River Corridor in Dallas.

The northern portion of this district can take advantage of the planned Trinity River amenities as described in the Master Implementation Plan and the Balanced Vision Plan.

Much of the area south of Singleton Blvd. provides opportunities for employment generating uses and potential transit oriented development.



Preferred Land Use Scenario

West Dallas District – Stakeholder Input Incorporated

TRINITY RIVER CORRIDOR COMPREHENSIVE LAND USE PLAN **THE HNTB TEAM**
HNTB
 URBAN DESIGN + PLANNING

Residential should be all residential;
 commercial in its place

Eliminate non-residential in residential
 areas

Don't want stores in neighborhoods

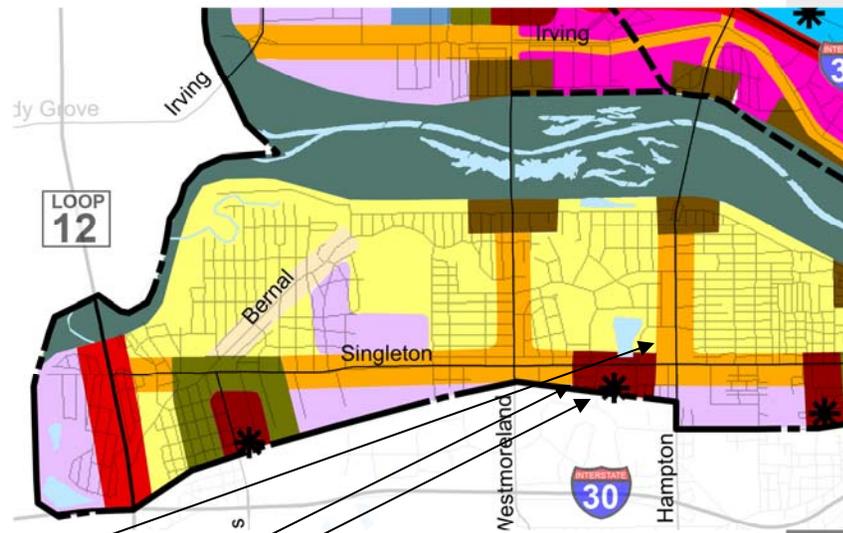
Do not want clubs

Need police station

Want to see improvements to West Dallas
 Shopping Center; more quality stores;
 cleaner stores

Clean retail development along major
 thoroughfares with jobs for youth

DART rail line for this area!



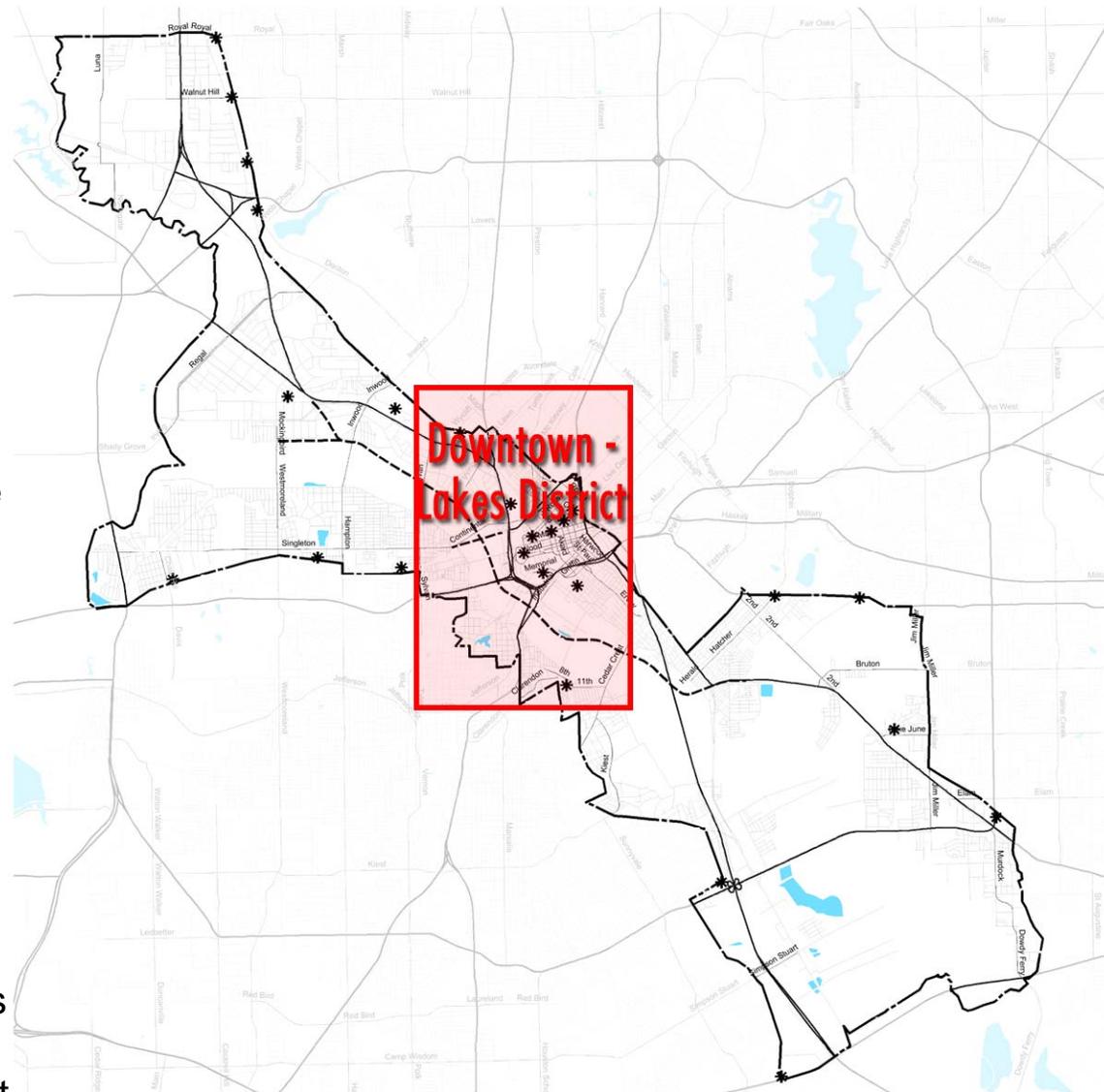
WEST DALLAS DISTRICT



Preferred Land Use Scenario

District Locations – Downtown - Lakes District Description

- The Downtown-Lakes District is one of two districts that blends both sides of the Trinity River
- The Downtown-Lakes District is generally bounded by a combination of West Commerce Street, the Trinity River, and Woodall Rodgers Freeway and extension on the northwest; I-45 on the northeast; I-30 and I-35E to Jefferson Boulevard on the southeast; and the Oak Cliff Gateway street grid that defines the Corridor Study Area on the southwest



Preferred Land Use Scenario

District Locations – Downtown - Lakes District Aerial

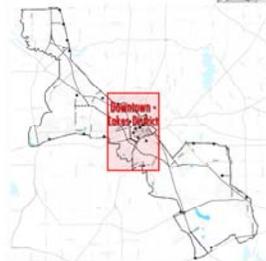
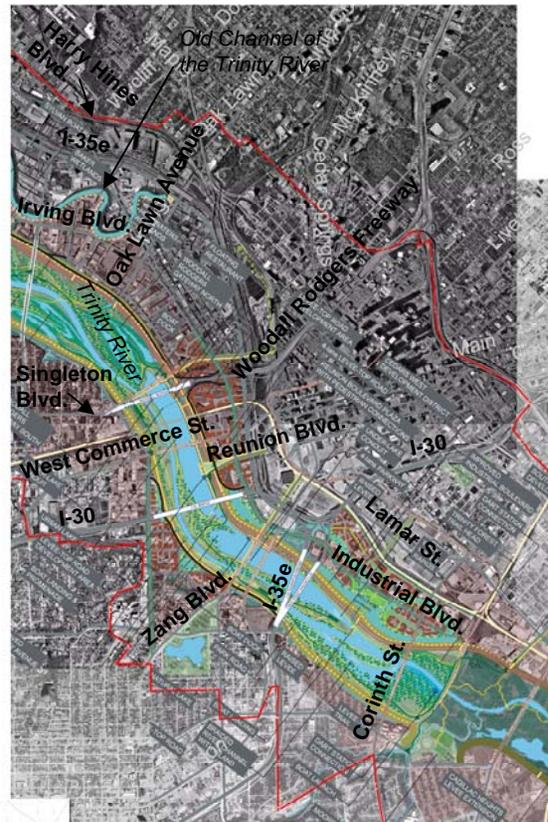
TRINITY RIVER CORRIDOR COMPREHENSIVE LAND USE PLAN 

The Downtown-Lakes District is the heart and hub of the Dallas for business, culture, government, entertainment, and transportation.

Much of the district’s existing river edge development backs up to the river’s edge.

The Downtown-Lakes District serves as the main focus for the high profile river amenities identified in the Master Implementation Program and the Balanced Vision Plan, including the off-channel lakes and the trio of Calatrava bridges.

The Oak Cliff side of the river holds potential for riverfront development opportunities.



DOWNTOWN - LAKES DISTRICT



Preferred Land Use Scenario

Downtown - Lakes District – Stakeholder Input Incorporated

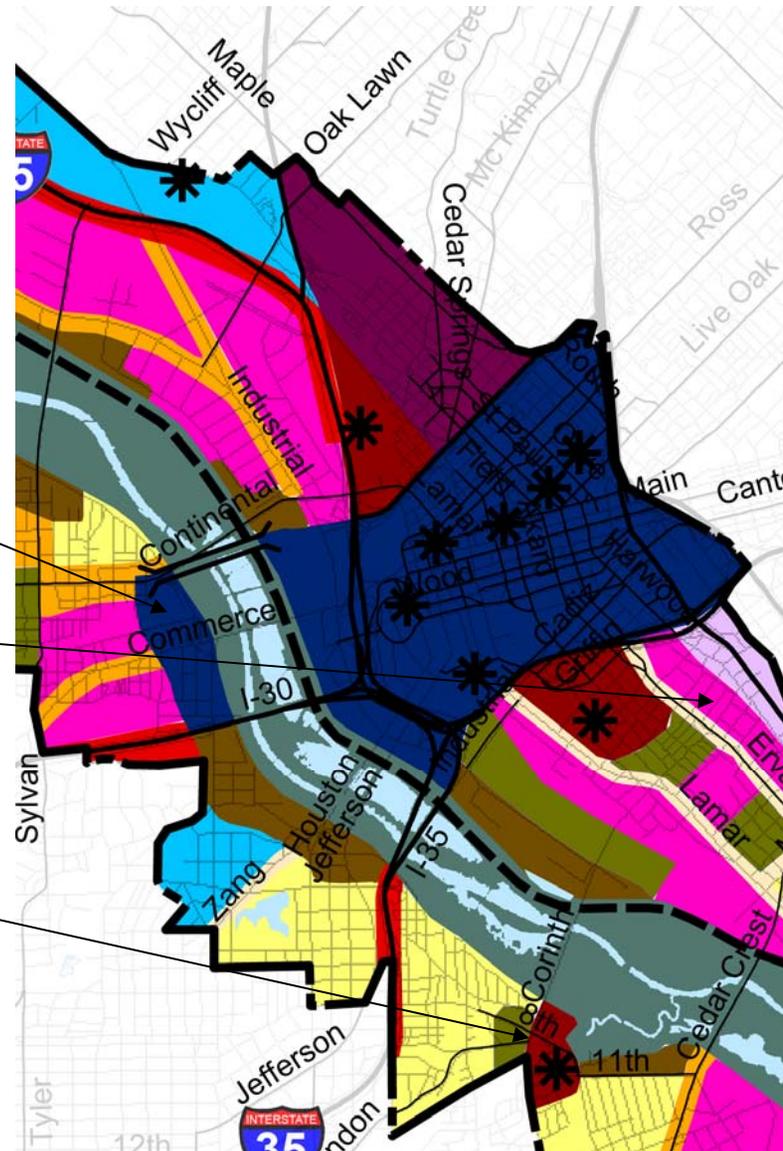
Should have as much development south of the river as north of the river

Support higher density across from downtown

Buffer between residential and industrial

Relate to plans in 8th/Corinth/10 Street areas

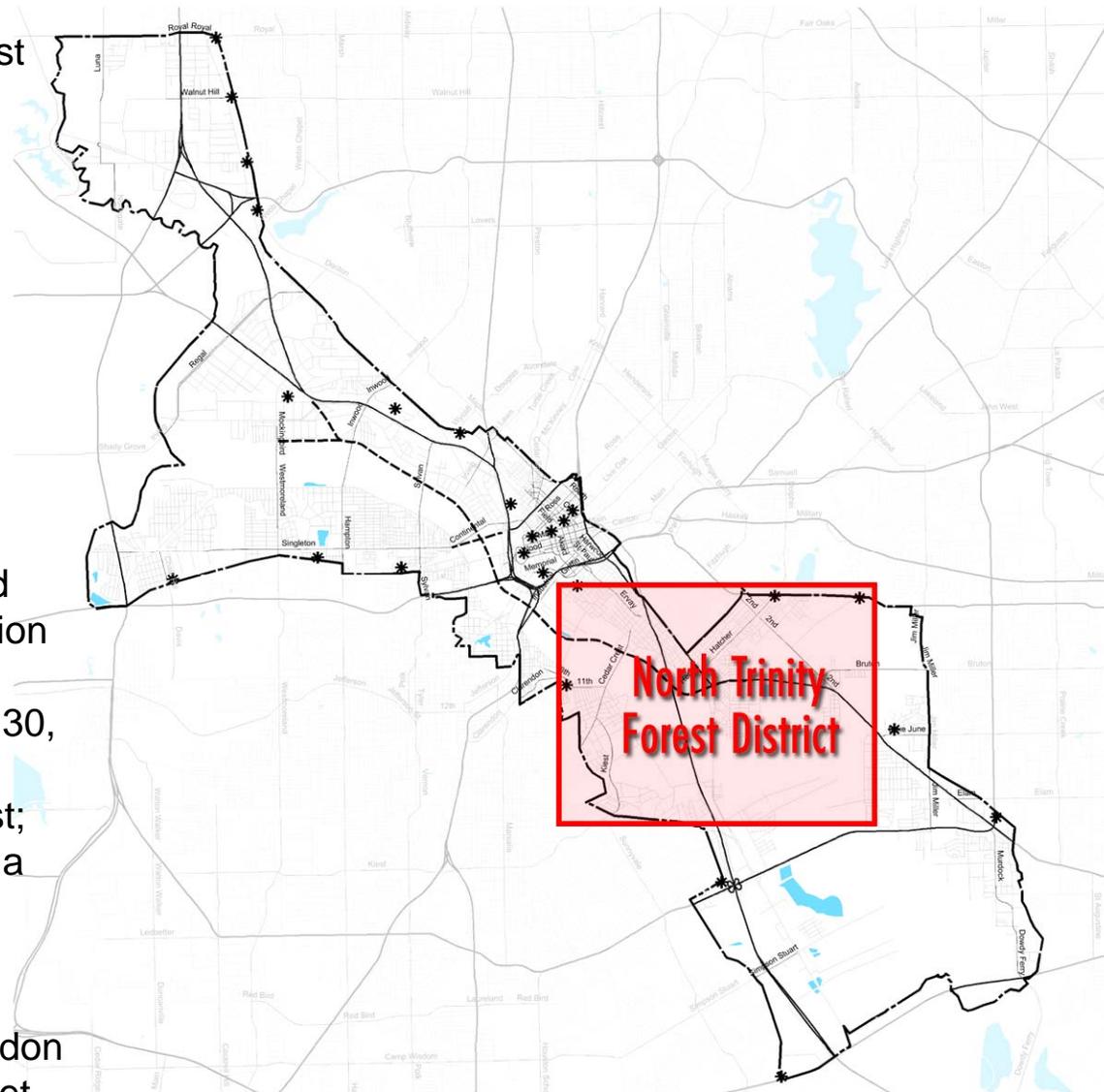
Use river approach, especially downtown – combined with transit further out



Preferred Land Use Scenario

District Locations – North Trinity Forest District Description

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



Preferred Land Use Scenario

District Locations – North Trinity Forest District Aerial

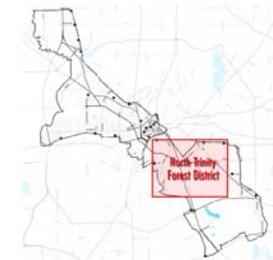
TRINITY RIVER CORRIDOR COMPREHENSIVE LAND USE PLAN 

The North Trinity Forest District serves as the gateway into the Great Trinity Forest.

Passive recreational activities such as hiking, bird watching, and canoeing are the strong attractions along the river corridor in this district, as identified in the Master Implementation Program and the Balanced Vision Plan.

Existing uses along the river corridor include heavy industrial, a wastewater treatment plant, and residential communities.

The proposed Trinity Tollway provides the potential for opening up areas for next generation development opportunities.



NORTH TRINITY FOREST DISTRICT



Preferred Land Use Scenario

North Trinity Forest District – Stakeholder Input Incorporated

TRINITY RIVER CORRIDOR COMPREHENSIVE LAND USE PLAN **THE HNTB TEAM**
HNTB
 URBAN DESIGN + PLANNING

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

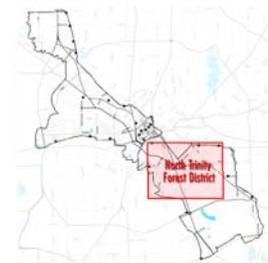
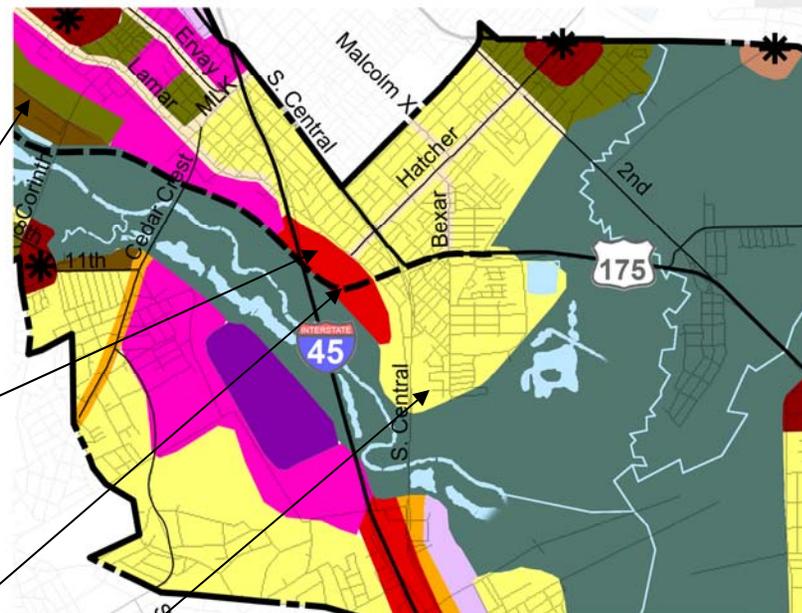
Mixed-use development (retail, office, residential) is appropriate – without industrial uses

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)



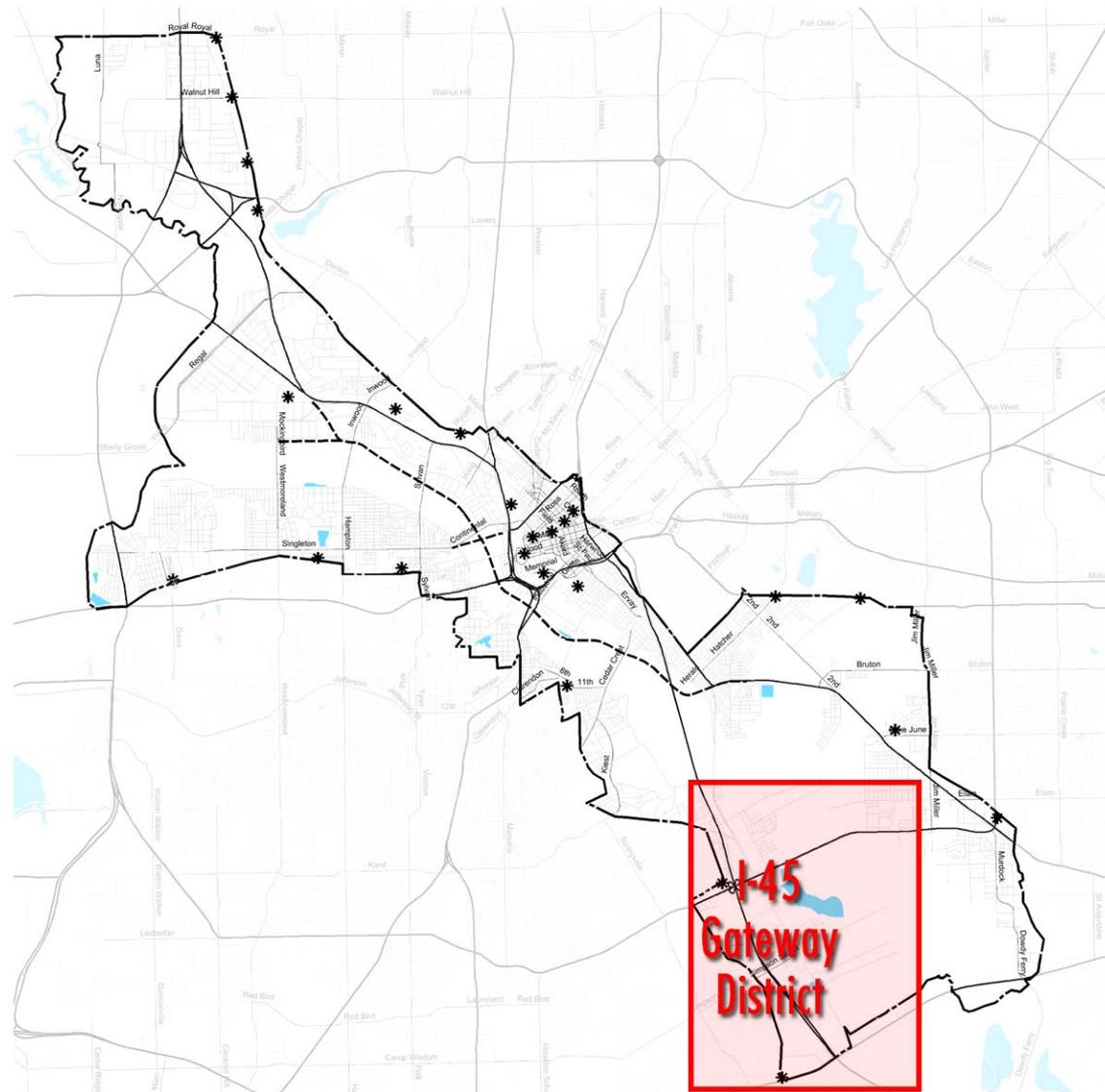
NORTH TRINITY FOREST DISTRICT



Preferred Land Use Scenario

District Locations – I-45 Gateway District Description

- 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 I-20 on the south; and the Union Pacific Railroad track and Illinois Avenue on the west



Preferred Land Use Scenario

District Locations – I-45 Gateway District Aerial

TRINITY RIVER CORRIDOR COMPREHENSIVE LAND USE PLAN 

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 existing historic Freedman town's 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 I-45 and I-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.



I-45 GATEWAY DISTRICT



Preferred Land Use Scenario

I-45 Gateway District – Stakeholder Input Incorporated

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 modules - 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

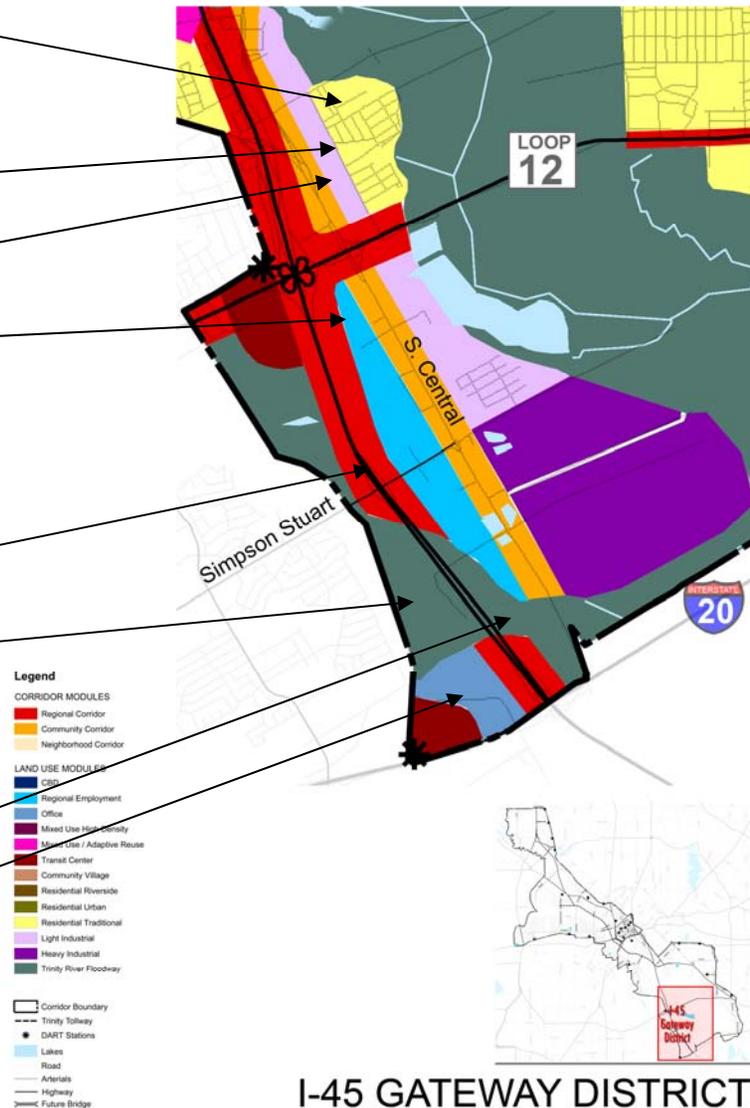
Frontage roads are needed along I-45 to attract economic development

City should construct an open air concert area on Lemmon Hill (section of city-owned property at I-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 I-20 and I-45 intersection are desirable

TRINITY RIVER CORRIDOR COMPREHENSIVE LAND USE PLAN **HNTB**
THE HNTB TEAM
 URBAN DESIGN + PLANNING



I-45 GATEWAY DISTRICT



Preferred Land Use Scenario

District Locations – South Trinity Forest District Aerial

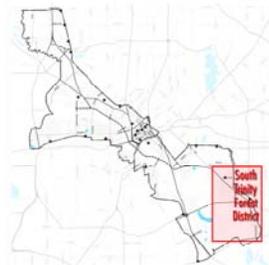
TRINITY RIVER CORRIDOR COMPREHENSIVE LAND USE PLAN 

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 Equestrian Center and the Trinity Interpretive Center, two major facilities identified in the Master Implementation Program, are located in the South Trinity Forest District.



SOUTH TRINITY FOREST DISTRICT



Preferred Land Use Scenario

South Trinity Forest District – Stakeholder Input Incorporated

Lake June Transit Station desired uses – Shopping center; mixed use development; tourist type retail; pedestrian and bike connections to Trinity Interpretive Center, Trinity Equestrian Center and DART station (also bus connections)

Neighborhood retail would be appropriate

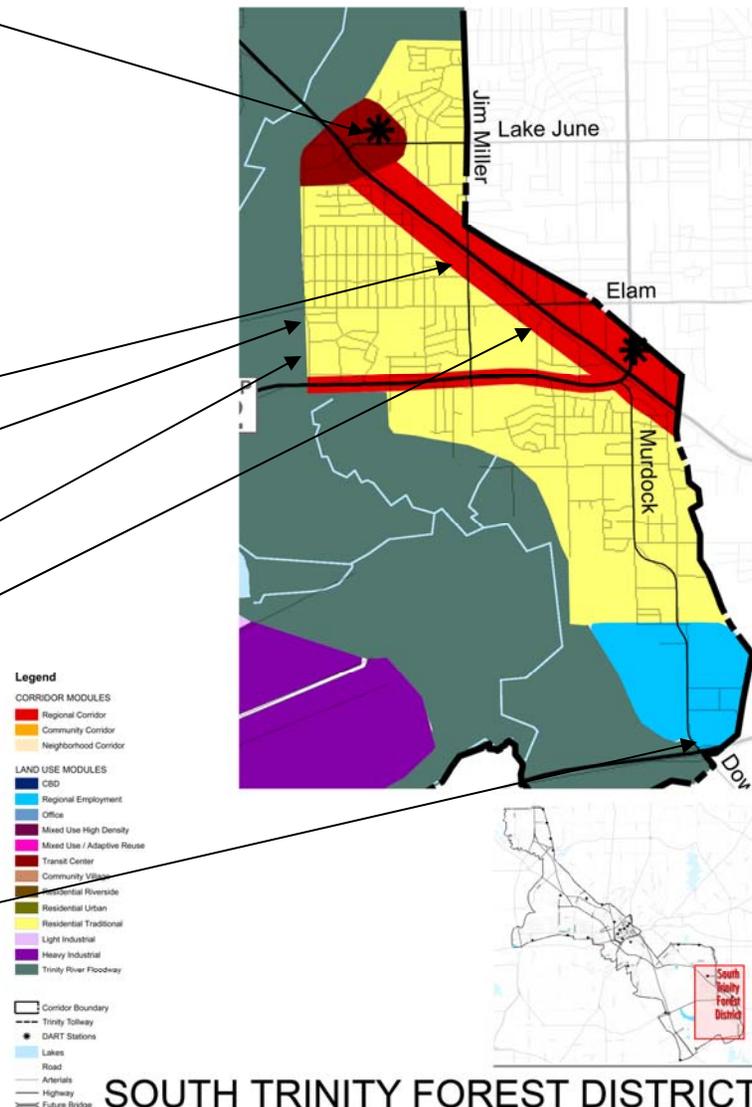
Single family development – some large lots to support equine

Community uses that would support Trinity Interpretive Center/Trinity Equestrian Center type activities – tack, feed, etc.

Jim Miller east to Murdock – more neighborhood service retail

Truck stops would be an inappropriate use

Need fire station near Dowdy Ferry and I-20



SOUTH TRINITY FOREST DISTRICT



Stakeholder Comments & Next Steps



Stakeholder Comments

Community Workshop

- City should acquire Lemmon Hill (IH 20 at IH 45) for open space preservation;
- Continental Bridge should remain open to vehicular traffic;
- The Preferred Land Use Plan reflects the land uses requested by the residents of the Joppa community;
- Assurances are needed that new development will provide construction jobs to residents in surrounding community;
- Community does not want displacement of residents along Canada Drive;
- Need to improve air quality in the Trinity Corridor;
- Land Use Modules should better accommodate park and conservation uses;
- Sumps are an important part of the ecosystem and should be protected from encroachment of development;



Stakeholder Comments

Community Workshop

- Concerned that City will use eminent domain to take homes for new uses;
- Desire that new development be pedestrian friendly with good connections to existing neighborhoods;
- Need to preserve post oak trees – City is not enforcing tree ordinance in SE Dallas;
- Lake adjacent to Rochester Park could be a great amenity but maintenance and police enforcement issues exist;
- Impact of new development on hydrology should be studied;
- A local group is developing plans for a “Trinity Cruiser” which will be a boat providing dining and sight seeing opportunities.



Thank you!

Trinity River Corridor Comprehensive Land Use Plan

Dallas, Texas

Final Plan and Implementation Strategy

Dallas City Council briefing

HNTB Team

March 2, 2005

