

II. VISION

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Community and Economic Development



Riverfront development in Valencia, Spain.

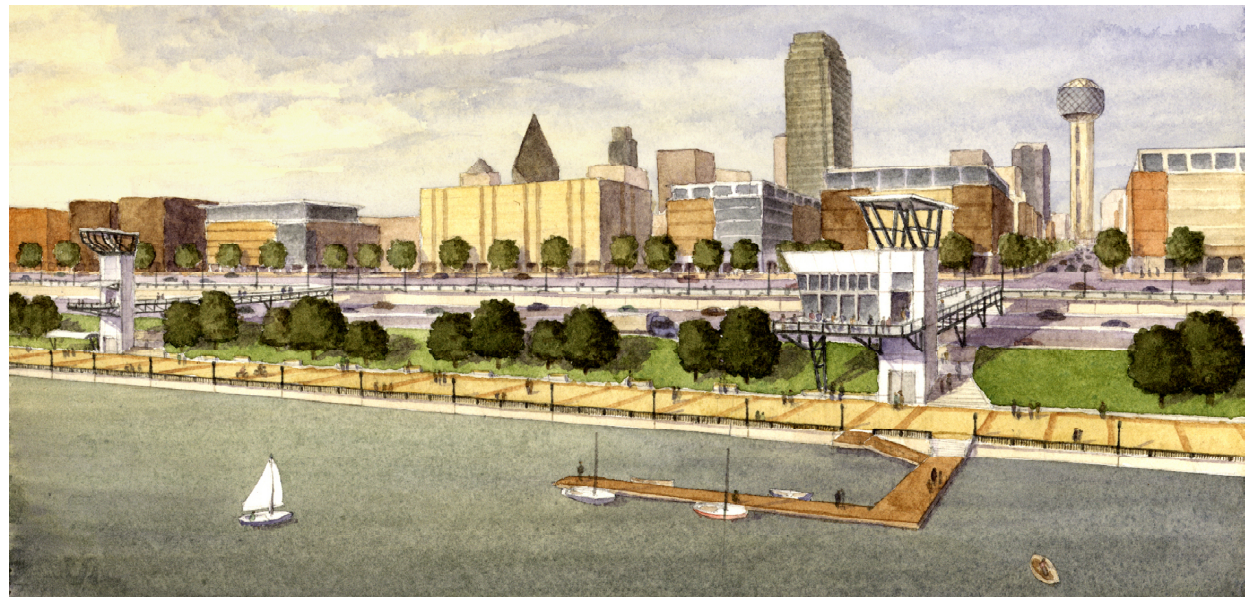


Riverfront development in Cairo.

Planned well and with proper vision the Trinity River Corridor can become the focus of sustainable development at the heart of the Dallas Metroplex. A small but increasing number of people are seeking alternatives to conventional suburban living, tired of long commutes and isolation from neighbors and urban amenities. Nationally, a modest trend towards more urban life-styles is discernable, motivated both by the allure of city living and by a growing awareness of the environmental and social costs of sprawl. The center of Dallas can attract new residents looking for such alternatives to the suburbs: residents searching for a sense of place tied to the origins of the city and its landmarks. Much as Turtle Creek

has continued to provide a high quality residential address for Dallasites, the Trinity River Corridor could be the focus for an urban life-style centered on proximity to downtown and easy access to cultural and recreational opportunities. In the last century, reclamation of Boston's Charles River became the growth corridor for a burgeoning metropolis and more recently the Platte River has become the next frontier for a growing Downtown Denver. The Trinity can do the same for Dallas.

Existing residents and businesses will have enhanced access to regional transportation via the Trinity Parkway and surface road enhancements along Industrial Boulevard and



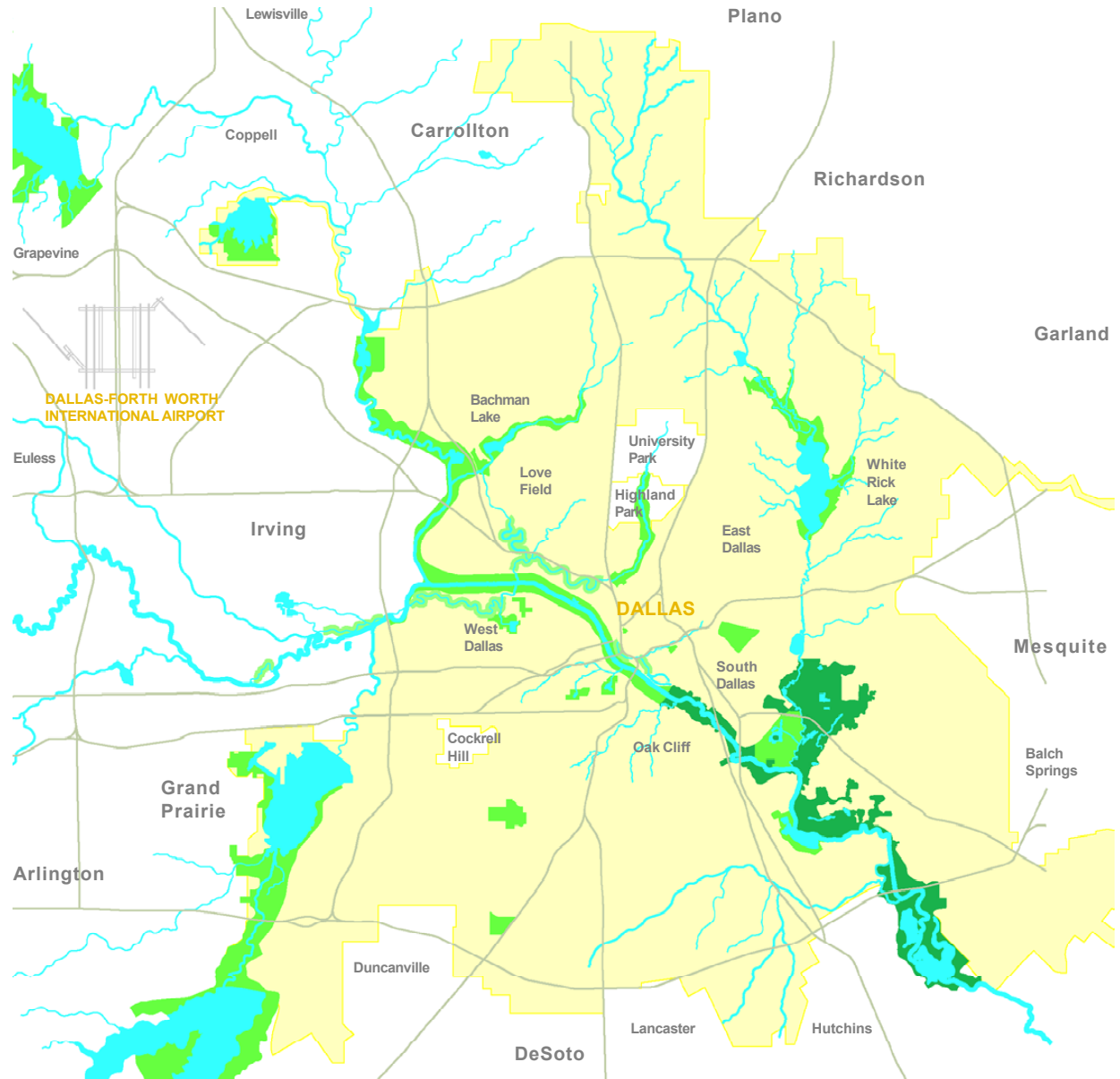
Proposed downtown Levee-top Road development and promenade at the Urban Lake.

proposed levee-top roads. Future development can be located to take advantage of existing and proposed light rail alignments. Walking and cycling will become viable modes of transit with the construction of new trails within the floodway and improvements to historic viaducts to better accommodate pedestrians and cyclists.

Residential communities along the Trinity - many of which are lower income - will be revitalized by the combination of enhanced transportation access and development of open space resources. West Dallas, South Dallas and many other Southern Sector neighborhoods will benefit from park enhancements that will place these communities near an interpretive center, an equestrian center and new recreational playing fields and lakes.

Existing businesses will benefit from enhanced access to the regional roadway system via the Parkway. New businesses will be attracted with good transportation access and high visibility sites along the river, while employees can be attracted with open space resources for afterwork leisure and recreation.

Levee extensions will stabilize property values and encourage investment by removing flood threats from low lying neighborhoods and businesses. Stabilizing - and increasing - property values is essential to increase the tax base for the City of Dallas, both to help offset the cost of the project and support improved services to the corridor.



Communities and neighborhoods connected by the Trinity Corridor (Dallas city limits shown in yellow).

Enhanced corridor neighborhoods will make good neighbors for future parklands. Neighborhoods and businesses will become supporters and stakeholders in future park improvements by providing “eyes on the park” and future advocates for park maintenance and security.

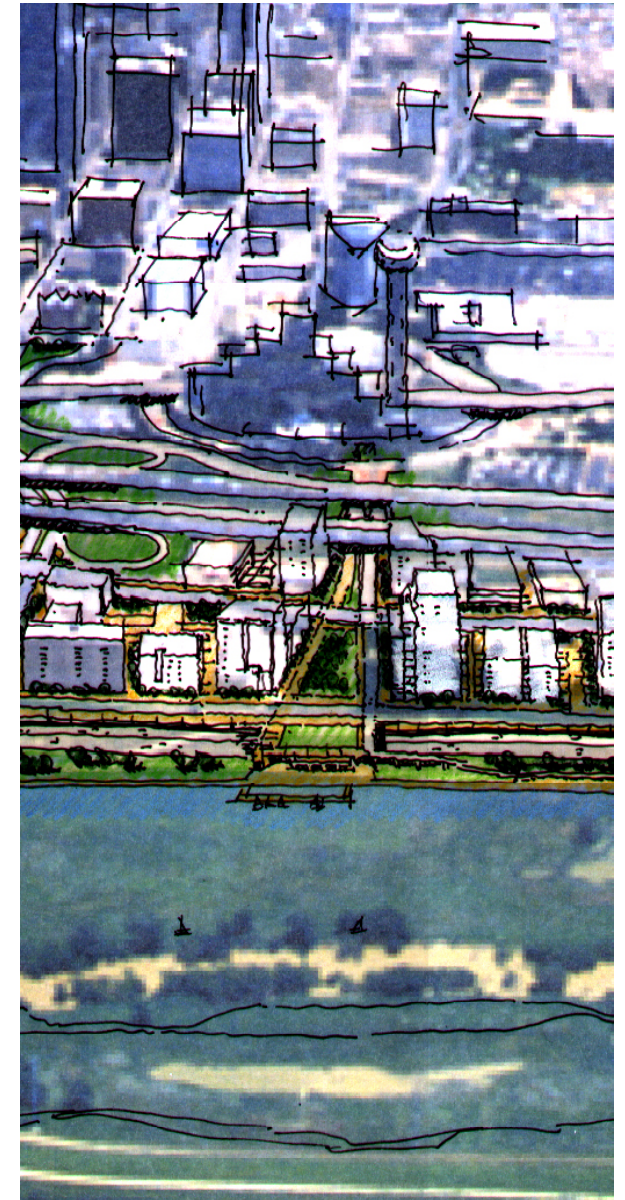
Enhanced Access to Support Development

A primary element of the Plan calls for levee-top roads built adjacent to downtown, Stemmons Design District, and Oak Cliff neighborhoods. Levee roads would provide two important functions: prestigious addresses for new businesses and residences - like Turtle Creek Boulevard - and assistance to existing arterials, such as Canada Drive and Industrial

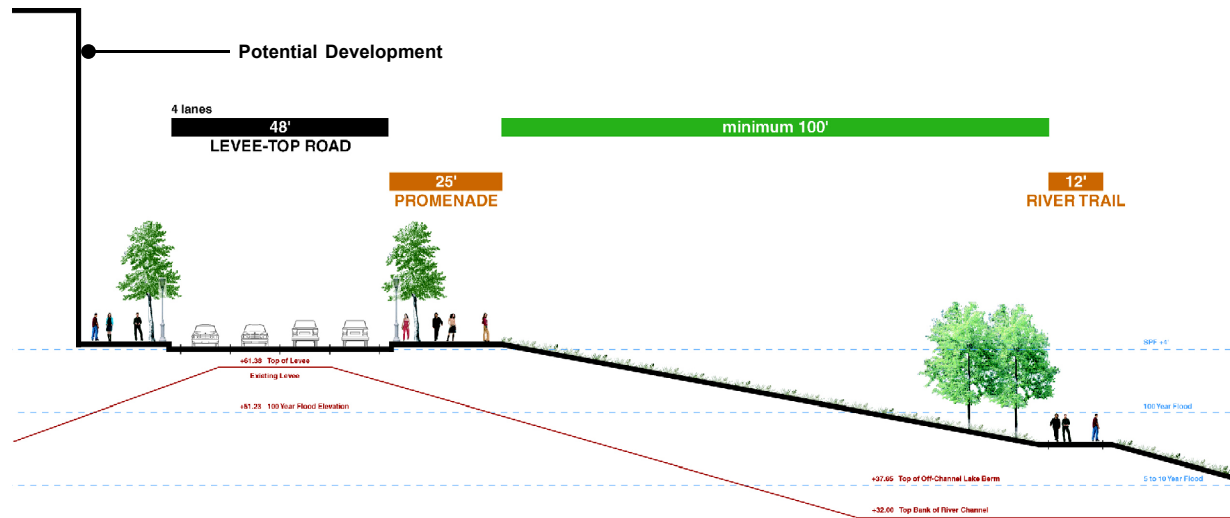
Boulevard, in carrying local and regional traffic.

The levee roads would be designed to carry traffic during commute hours with up to four travel lanes, but also, during evenings and weekends, provide convenient on-street parking for park users. Wider lanes would support cyclists on the levee roads.

Technical issues relating to the continuing stability of the levees will have to be addressed as part of this project’s design. For instance, the USACE may require that the levees can accommodate additional raises in the future with low walls. Trees may have to be planted in special structures that protect the levees from failure in a flood event. Backfilling behind the levees - similar to the condition at Commerce



Proposed pedestrian plaza at the Reunion overlook.



Oak Cliff Levee-top Road Section.

Street now - could alleviate some concerns over the stability of the levees.

The roads proposed for the top of the levees could be constructed in several ways. One approach is to center the new roadway over the levee, two other concepts are to offset the roadway to either the inside or outside of the levee. Any of the three conceptual designs will require additional fill on the levee, and will result in the levee being strengthened, improving flood protection. The alignment on the outside of the levee will require relocation of some of the sump areas and other drainage structures, while construction on the inside of the levee would require off-setting excavation in the floodway to provide the same level of flood protection. The final alignment is a detailed design issue that will be based on development considerations, land use requirements, and construction costs. Continuing discussion with the USACE should ensure that the selected design will meet its concerns about levee strength and stability.

Better Access to Park Lands

Access to parklands will be achieved on the Oak Cliff (west) side of the Trinity River with a combination of continuous levee-top trails, and a proposed levee-top road running between IH-30 and IH-35. Parking along this roadway would provide unprecedented views and immediate access to parklands for regional park users and adjacent development. On the Downtown (east) side of the river, pedestrian overpasses will



Potential Oak Cliff Development between the Houston Street Viaduct and I-30 will bring new activity to the Trinity River.

provide access points to parklands between Hampton Road to the north and Cedar Crest Viaduct to the south. A total of 11 vehicular access points will be located from most major river viaducts between West Dallas and South Dallas. In addition, a continuous park road will provide vehicular access for the length of the park with entry points from adjoining neighborhoods.

In addition to frequent pedestrian bridges, a larger “pedestrian plaza” and widened pedestrian connections will be constructed over the Trinity Parkway. These pedestrian areas would cover the parkway for distances of up to 600 feet with public parkland or would provide wide walkways that cantilever over a

part of the parkway to bring the walker closer to views of the lakes and park. The Reunion Street Plaza would become the focus for civic gatherings and events that relate to both downtown and the Trinity River.

Development Districts

The combination of the Trinity Parkway and parkland development will spur new interest along the corridor. At locations with enhanced access to recreation and transportation, new large-scale development should be encouraged. Larger scale development will be required to support the cost of infrastructure such as levee stabilization and sump relocation. Throughout the corridor, these

public investments should lead to revitalization and redevelopment that support existing communities and create new business and mixed use areas. Some examples of the potential for community and economic development are (listed from west to east):

Westmoreland Heights / Lake West

West Dallas neighborhoods would be made more attractive with enhanced regional access to the Trinity Parkway via Sylvan and Hampton Roads and increased recreational resources within the Trinity River Park. A variety of infill developments would be anticipated within existing neighborhoods or in commercial locations along major arterials.

Singleton Boulevard would attract commercial and residential development at the western terminus of the Woodall Rodgers Bridge. Improved highway access and enhanced views over parkland would make this site particularly attractive for larger-scale commercial and residential development.

Oak Cliff Gateway

The triangle of land bordered by Beckley, Zang and the Trinity River Levee is already becoming a desirable residential neighborhood. New development within this district would include residential and commercial development of sufficient density to offset the cost of relocating sumps and construction of a levee-top road. Future development would have unparalleled views and access to downtown, the lakes and



Potential development at Woodall Rodgers North.



Potential development at Cedars West.

river parkland. Special treatment of the Houston Street Viaduct should be considered including better pedestrian accommodations and architectural lighting of the structure.

Woodall Rodgers Landing

Highly visible commercial and residential sites would be available at the east and west landings of the new Woodall Rodgers bridge. Land takings needed for bridge construction could be used to assemble parcels for future development. The Woodall Rodgers Bridge - to be designed by Santiago Calatrava - and the existing Continental viaduct should provide ample pedestrian facilities to support adjacent development. Sites on the north side of the Trinity would have unparalleled views and high

visibility - from the Parkway and Woodall Rodgers - for corporate landmark buildings.

Reunion Place

On either side of Reunion Plaza extending over the Trinity Parkway, and along a new levee-top road, new development opportunities would be created adjacent to downtown with access to Industrial Boulevard and Commerce Street. A mix of residential and commercial development would benefit from views over the Trinity Lakes and easy access to the parklands via Reunion Plaza and the park road.

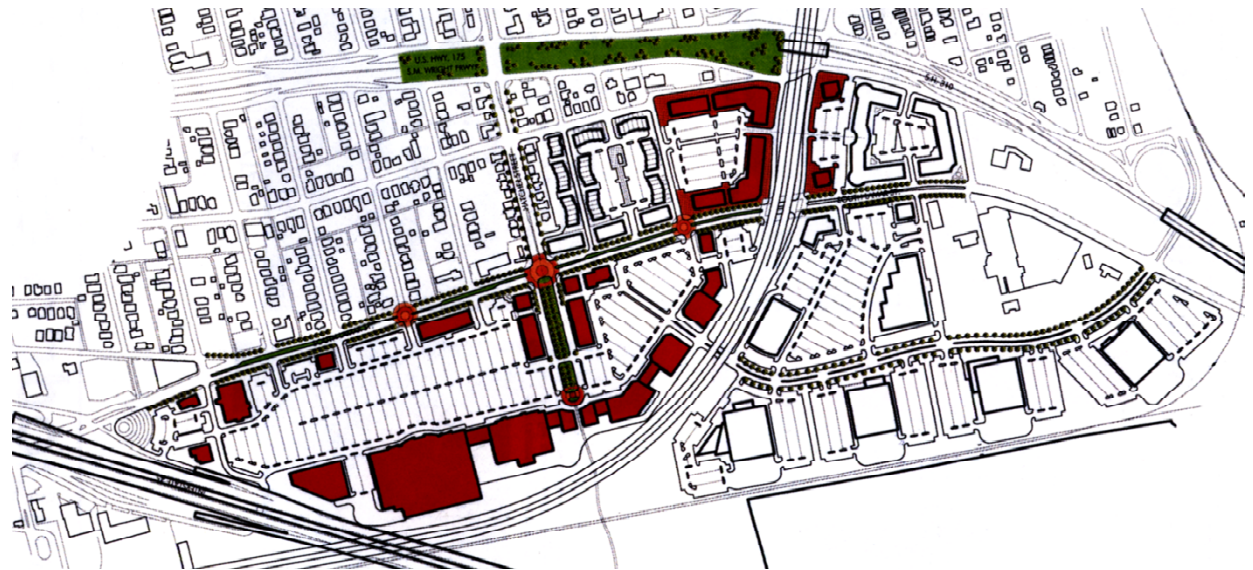
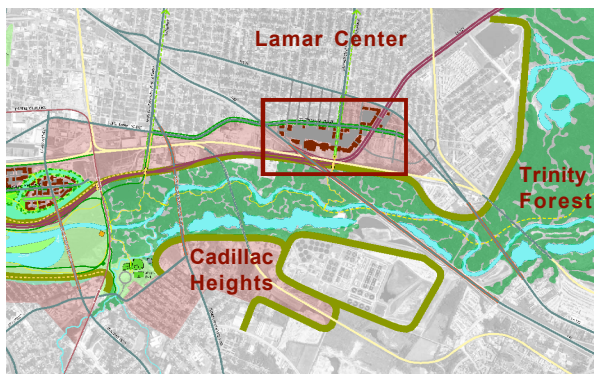
Cedars West District

Improvements to Industrial Boulevard could be combined with a major change of use that would

include housing, office and retail development adjacent to the old Trinity Sumps. Light rail transit would be available at the 8th and Corinth Station and the Cedars Station on South Lamar; and a new station could be located at the Trinity River to serve new development.

South Lamar

Enhancements to South Lamar Boulevard and improved regional access will encourage retail and commercial development adjacent to IH-45 and IH-75. South Dallas neighborhoods will have improved access to parklands via MLK Jr. Boulevard, which will become a significant boulevard connection between two major Dallas assets - the Trinity River and Fair Park. In the Trinity River Corridor Comprehensive Land Use



South Lamar Development Area (image from Draft Comprehensive Land Use Study, HNTB/GFF).

Plan, the HNTB team illustrates an opportunity created by the connection of I-45 and C.F. Hawn Freeway for a regional retail center at the intersection of the Trinity Parkway and Lamar. This area is currently underutilized by scrap metal salvage yards and other blighted industrial uses. Because the connection between I-45 and C.F. Hawn Freeway removes the need for S.M. Wright to remain as a freeway, the Trinity River Corridor Comprehensive Land Use Plan proposes the conversion of S.M. Wright Freeway to an at-grade, landscaped boulevard. This would link the residential neighborhoods on both sides of the roadway, and strengthen the viability of the neighborhood currently between S.M. Wright and Lamar.

Cadillac Heights

Levee improvements will protect low-lying businesses and residents from periodic flooding. Cadillac Heights will benefit from improved regional access with connections to the Trinity Parkway at Corinth Street and Martin Luther King, Jr. Boulevard viaducts, an asset for a variety of possible future land uses in this area.

Planning for Revitalization

Each of the areas within the Trinity River Corridor must be planned carefully to ensure that the public investments and future community/economic development are supportive of one another. Without clear land use plans, design standards, infrastructure

programs and incentive packages, such development will happen much more slowly.

The City of Dallas has a comprehensive land use study underway for the entire Trinity River Corridor. The land use plan consultant team has conducted detailed assessments of 22 ‘priority development areas’ that have the greatest potential for revitalization resulting from these public investments. In addition, the study has developed ‘prototype plans’ for 10 areas that propose site planning, urban design and infrastructure strategies to encourage development.

The comprehensive land use study is currently on hold pending decisions about the Trinity Parkway. Following action on the Parkway and this Balanced Vision Plan, the land use study’s recommendations to date should be reviewed so they maximize benefits from the latest designs for these public projects. Completion of this land use study and adoption of its recommendations for implementation is essential to achieve the full community benefit of this vision plan.

**Comprehensive Land Use Study
Priority Areas**

- Dowdy Ferry / Interstate 20
- Southern Gateway
- Southward Industrial
- Joppa
- Pemberton Hill
- Rochester Park
- Ideal Neighborhood
- South Lamar Industrial District
- Cadillac Heights
- Skyline Heights
- Tenth Street Bottoms
- Cedars West
- Mixmaster / Riverfront
- Oak Cliff Gateway
- Woodall Rodgers Intercept
- La Bajada / Los Altos
- Old Trinity Industrial
- Westmoreland Heights / Lake West
- Commonwealth / Trinity Parkway
- Irving Boulevard / Regal Row
- Stemmons Crossroads
- Luna Road / Walnut Hill



ENHANCED PHYSICAL ACCESS

- **Trinity Parkway Connections**

The Trinity Parkway will have connections to the following major arterials:

- North Hampton
- Sylvan Drive
- Continental (via Industrial Blvd)
- Commerce (via Industrial Blvd)
- Houston/Jefferson Streets
- Corinth Street
- Cedar Crest/MLK
- Commonwealth
- Industrial Blvd

- **Downtown Levee-top Road(s)**

2.1 miles

Downtown levee-top roads to be located as appropriate to support adjacent urban development

The street will have two full-time travel lanes with two curb lanes capable of carrying peak traffic but reserved for parking during non-rush hour weekday periods, and weekends. Speed limit of 30 mph

- **Oak Cliff Levee Road**

1.8 miles

The Oak Cliff Levee-top Road will connect Beckley, Houston Street Viaduct, Jefferson Viaduct, IH-35 and IH-30

The street will have two full-time travel lanes

with two curb lanes for parking. Speed limits will be posted at 35 mph

PEDESTRIAN PLAZAS

- **Reunion Plaza**

Area: approximately 2.75 acres (600'x200')
 Programing for the plaza will be passive recreation; viewing of lakes; retail coul include food service, boathouse for boating clubs, public meeting rooms, and vertical circulation for pedestrians and vehicles for park access

- **Widened Pedestrian Connections**

These connections would be approximately 80' wide and would provide pedestrian areas on the levee top and potentially cantilever over the riverside levee slope.

DEVELOPMENT DISTRICTS

- **Westmoreland Heights / Lake West**

Approximately 1,500 acres of existing neighborhoods could see residential infill of 63 new units of housing

- **Old Trinity Industrial**

Approximately 200 acres of transitional warehouse uses could see mixed-use re-development and increased densities up to FAR of 2.0 in selected locations totaling up to 7.4 million sf

- **Woodall Rodgers Gateway (west side)**

Approximately 100 acres of highly visible sites with FAR of .30 could yield development of up to .28 million sf

- **Oak Cliff Gateway**

Approximately 60 acres of mixed-use and residential re-development with FAR of 2.0 could yield development of up to .89 million square feet and 960 residential units.

- **Cedars West**

Approximately 180 acres of mixed-use and residential redevelopment with FAR of 2.0 could yield development of up to 2 million square feet and 3,200 residential units.

- **South Lamar**

Commercial development along South Lamar Street could total up to 1 million sf

- **Cadillac Heights**

Residential infill within low-lying neighborhoods could total an additional 200 households