

# Trinity River Corridor Planning & Development

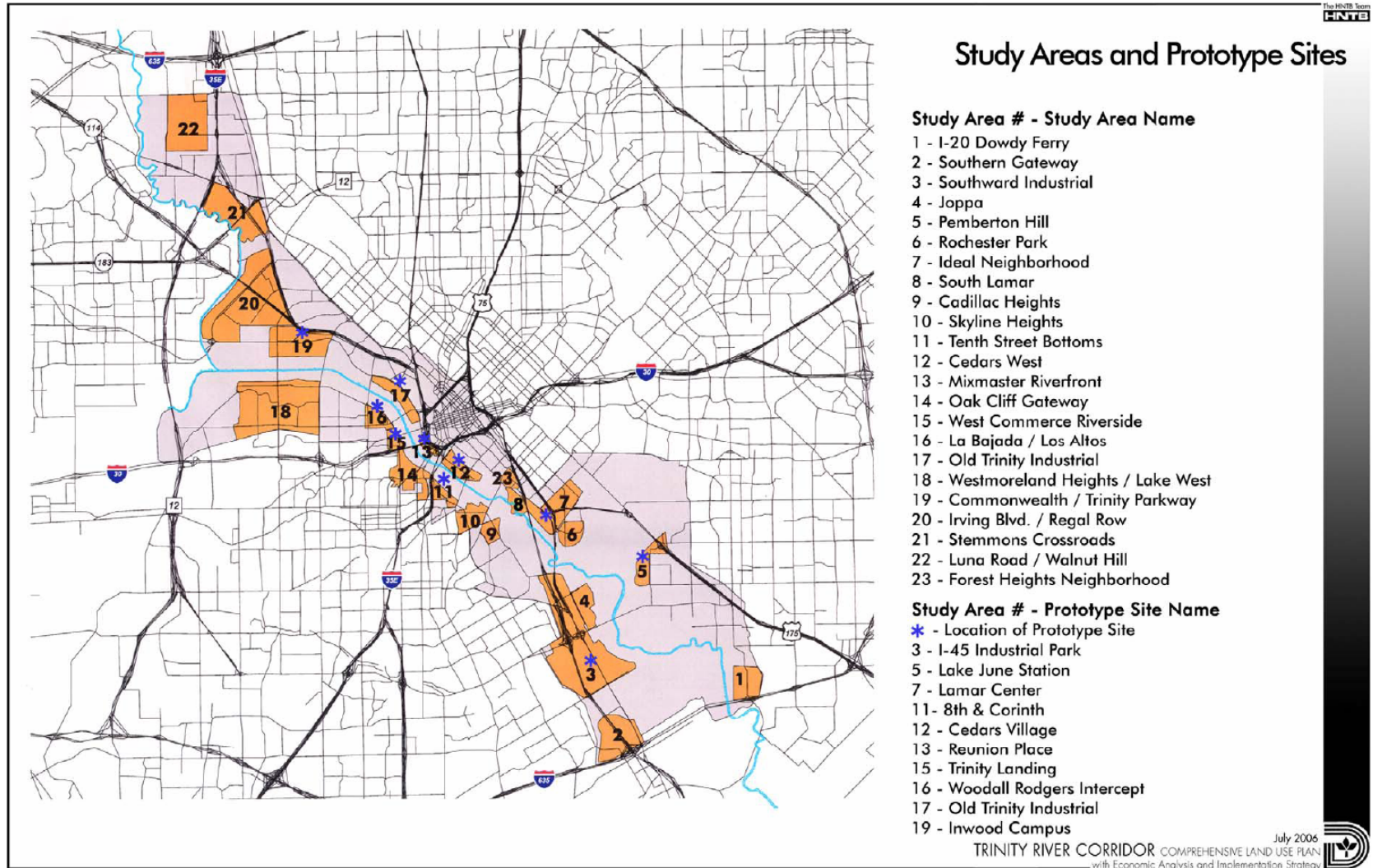
Trinity River Corridor  
Project Committee  
February 26, 2008



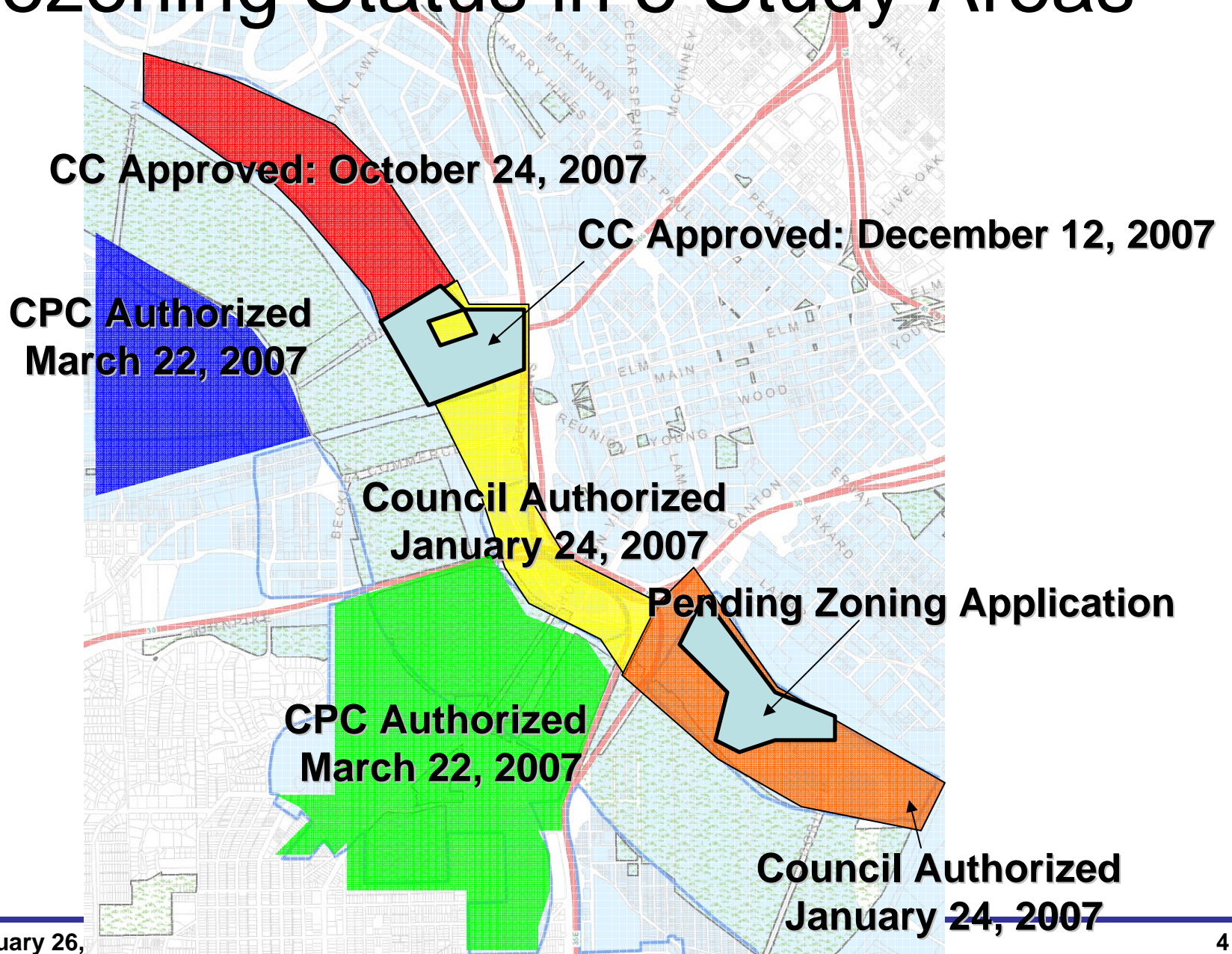
# Purpose

- To review the study areas for next five authorized hearings

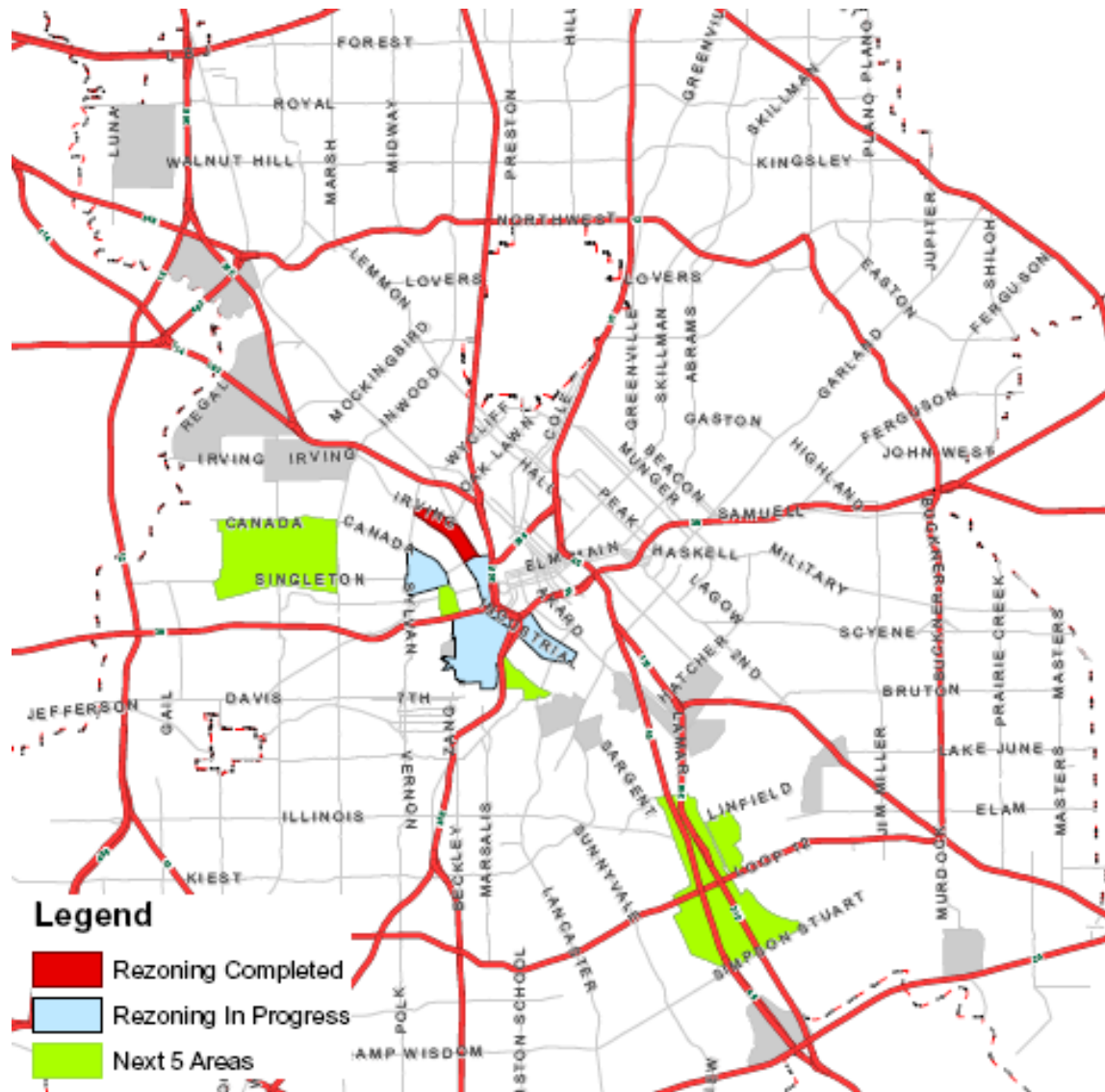
# Land Use Opportunity Areas



# Rezoning Status in 5 Study Areas



# Land Use Opportunity Areas



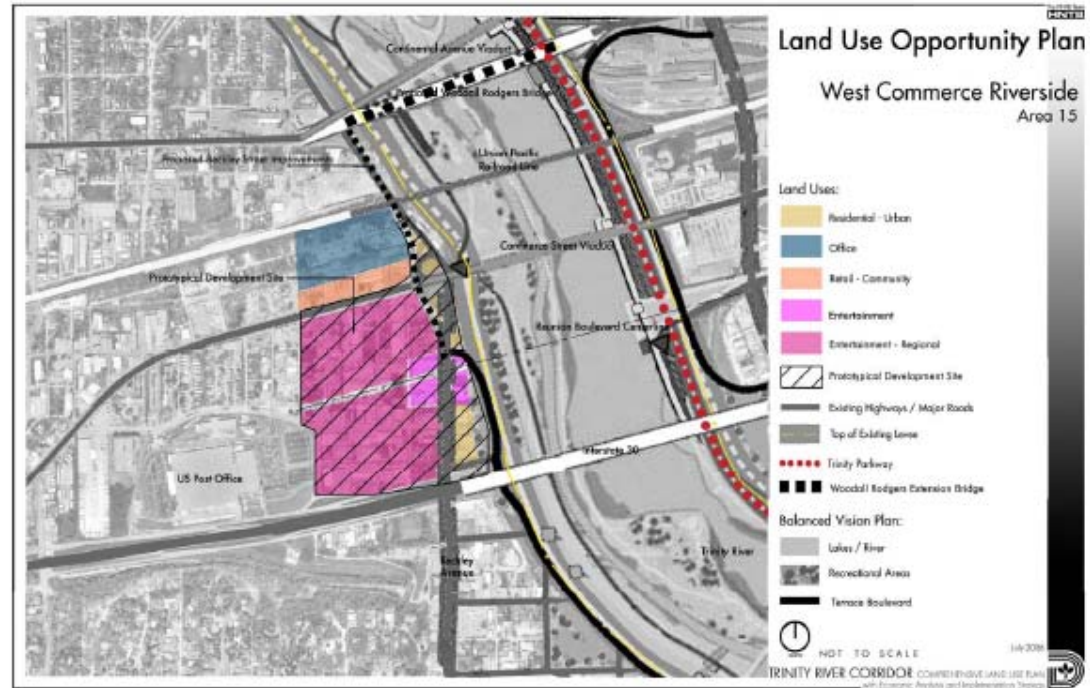
# West Commerce Riverside

## 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.

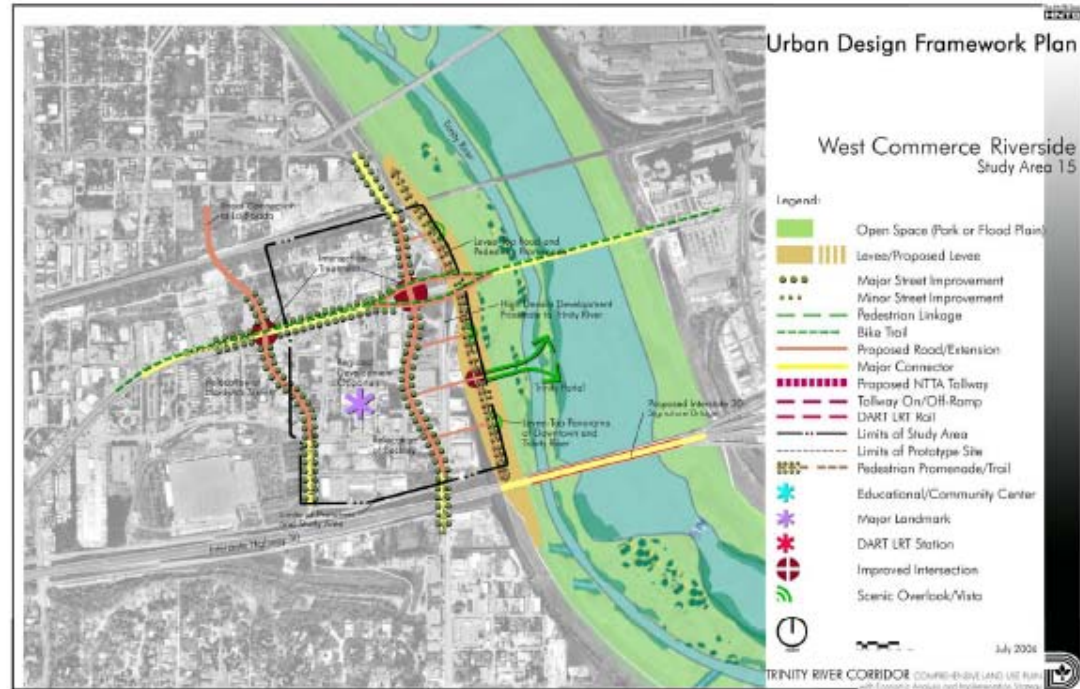
The Land Use Opportunity Plan for this area defines it as a prime location for a major entertainment district that can attract customers from the entire Dallas region. Most of the land between IH-30 and Commerce Street is designated for Entertainment or Entertainment – Retail use. A Residential – Urban 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.



# West Commerce Riverside

## 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.



# West Commerce Riverside

## 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





# West Commerce Riverside

## 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

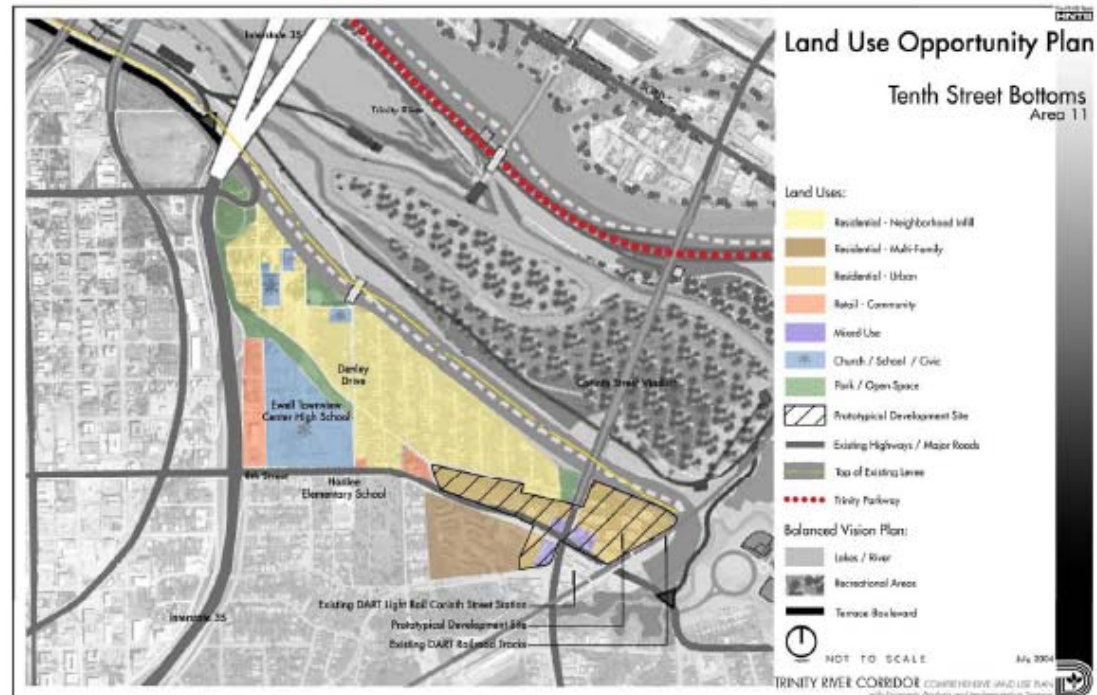
# Tenth Street Bottoms

## 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 8<sup>th</sup> 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.

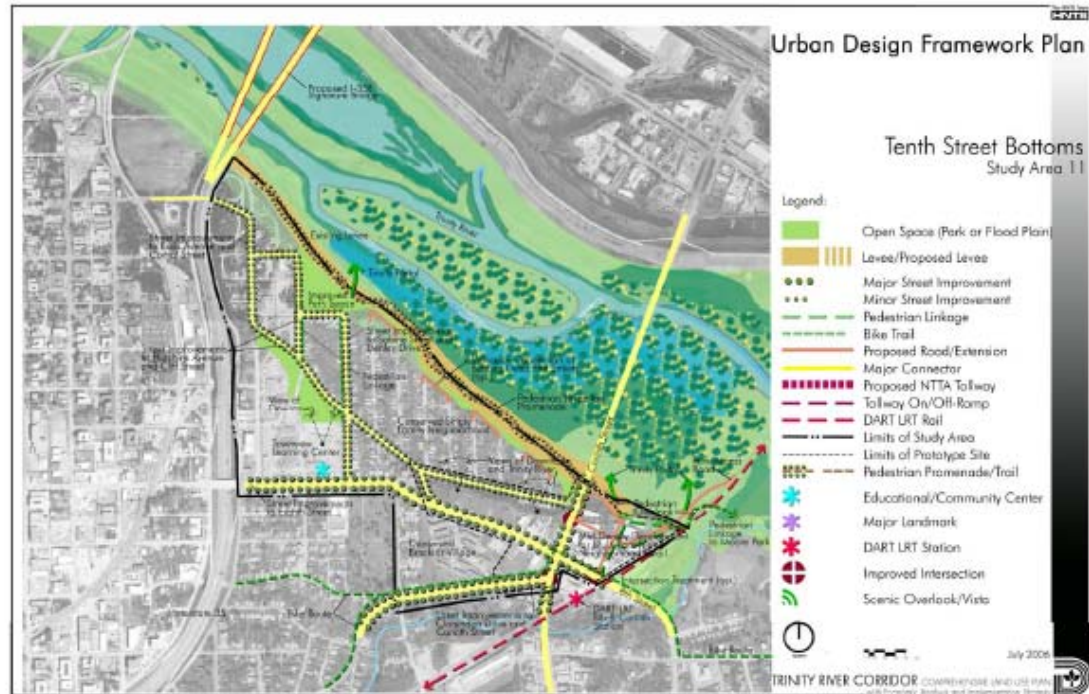
The Land Use Opportunity Area Plan for the Tenth Street Bottoms emphasizes the revitalization of the neighborhood. Consistent with stakeholder comments, this plan uses the 'Residential - Neighborhood Infill' designation to reflect continued single family use within the area. Stakeholders also identified 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 8<sup>th</sup> and Corinth Prototype Site Plan.



# Tenth Street Bottoms

## 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.



# Tenth Street Bottoms

## 5. Trinity Corridor District Plans

### 8<sup>th</sup> & Corinth Prototype Site

#### Significance

The 8<sup>th</sup> & 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.

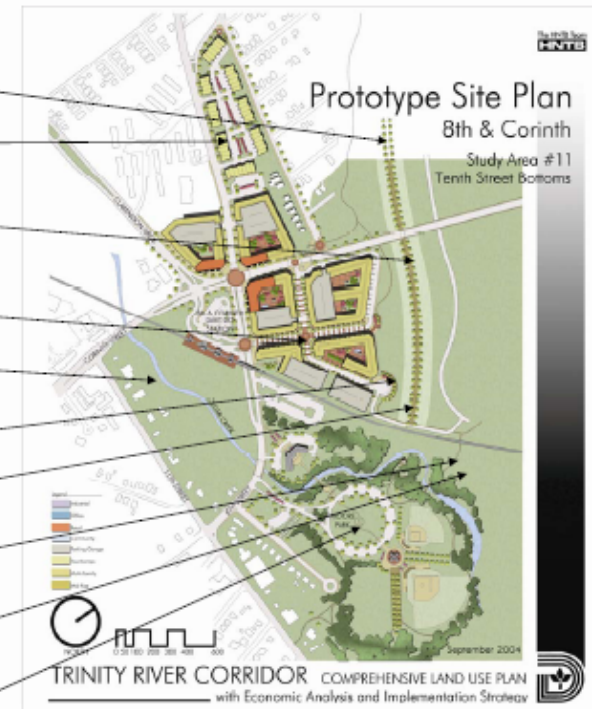
#### Surrounding Influences

The 8<sup>th</sup> & 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



# Tenth Street Bottoms

## 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)

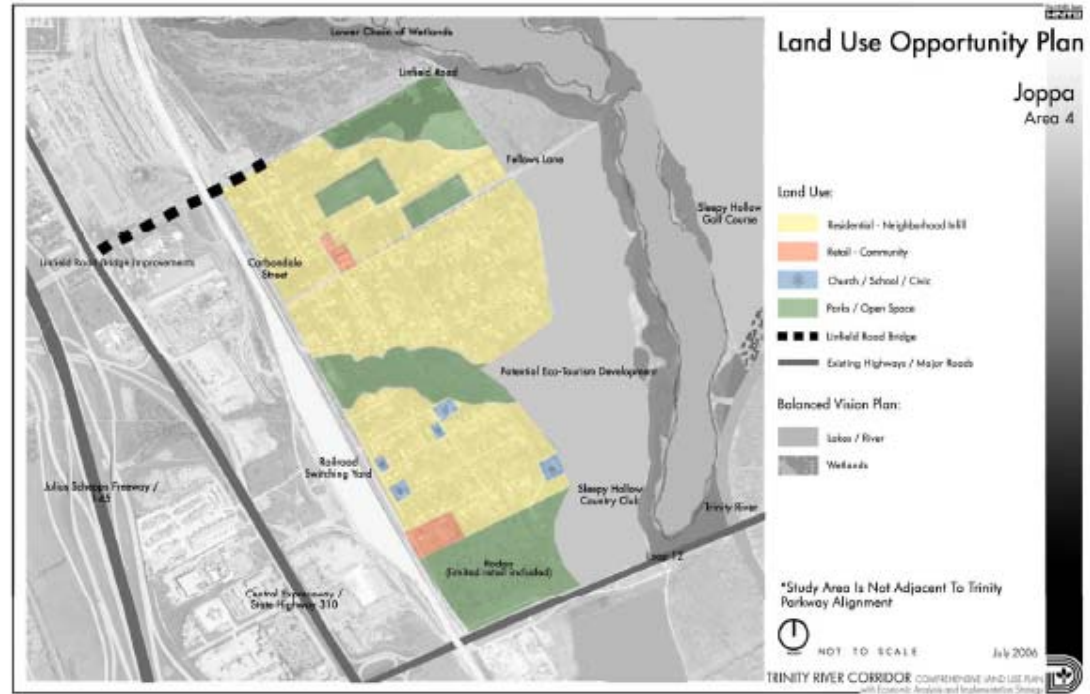
# Joppa

## 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.

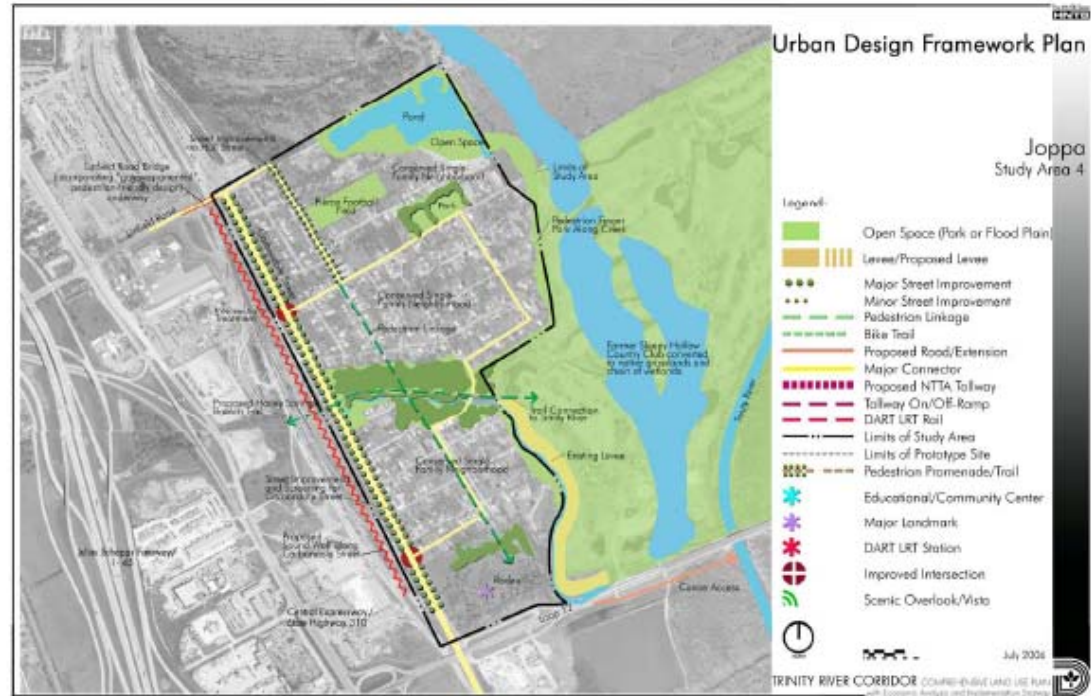
The highest priority for future land use in this area is support for the neighborhood's maintenance and revitalization. Most of the land in this area is planned for Residential - Neighborhood Infill uses. Parks / Open Space designations indicate important natural areas. These are important to the community 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.



# Joppa

## 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.



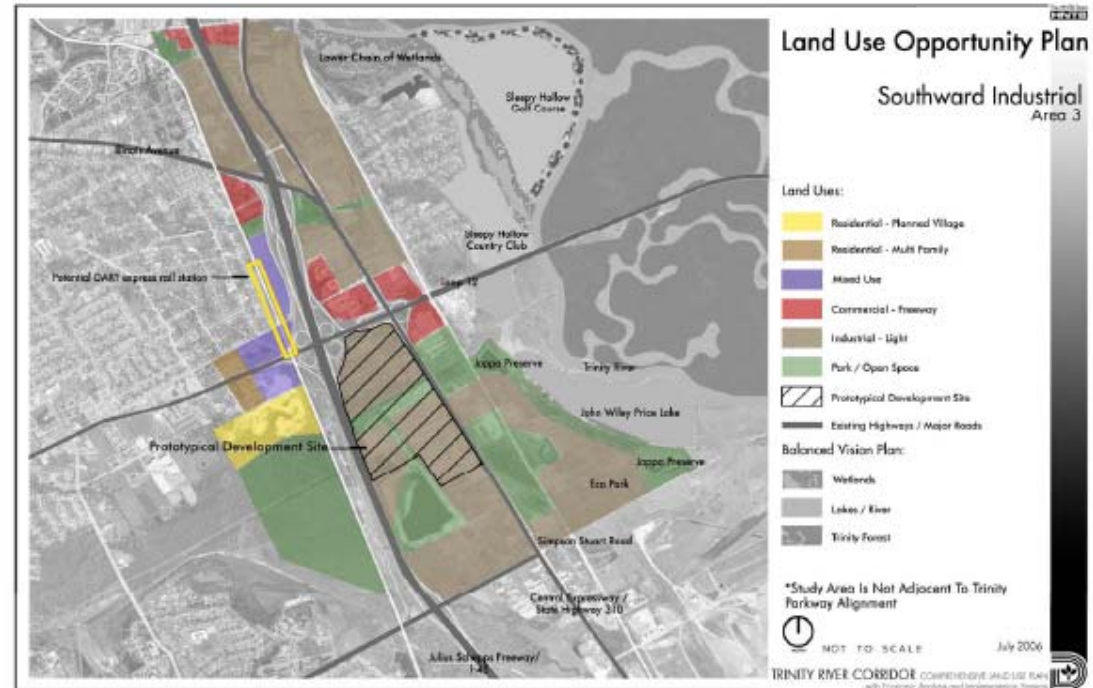
# Southward Industrial

## 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.

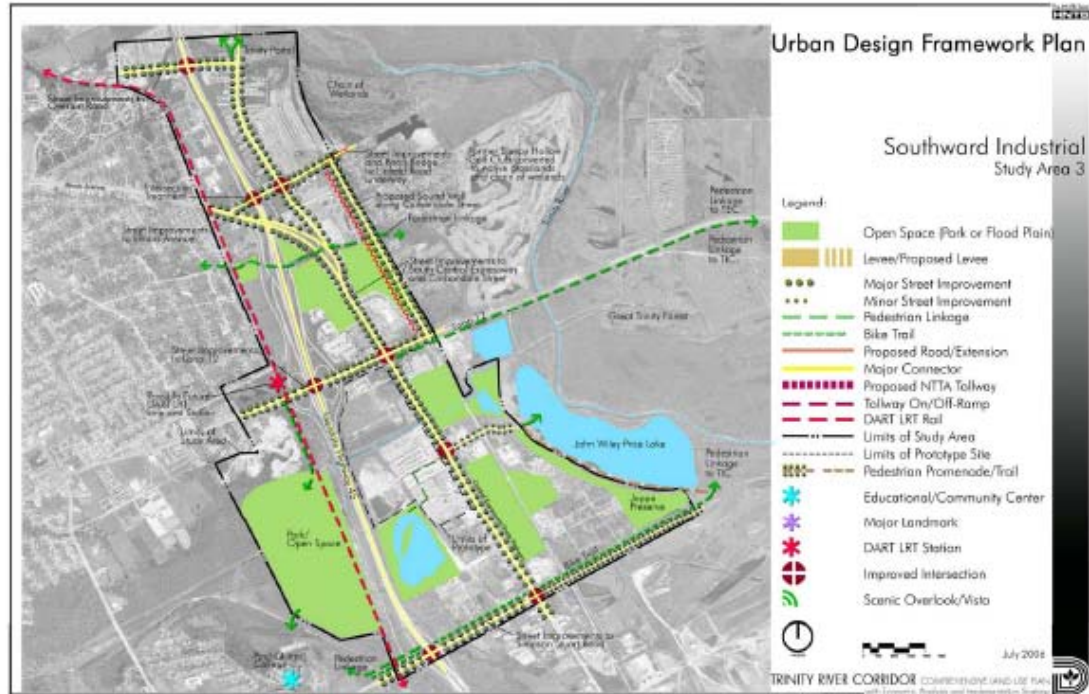




# Southward Industrial

## 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.



# Southward Industrial

## 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



# Southward Industrial

## 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*

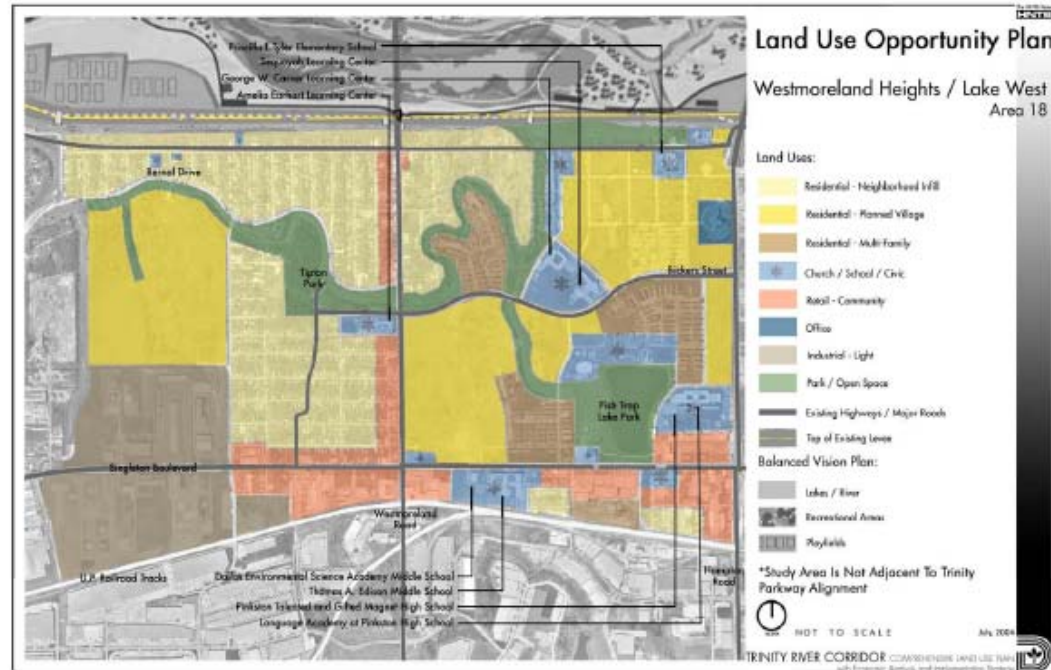
Total Acreage 154.8 Acres  
Office/Flex/Tech 287,000 sf  
Industrial 2,130,000 sf

# Westmoreland Heights/ Lake West

## 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.

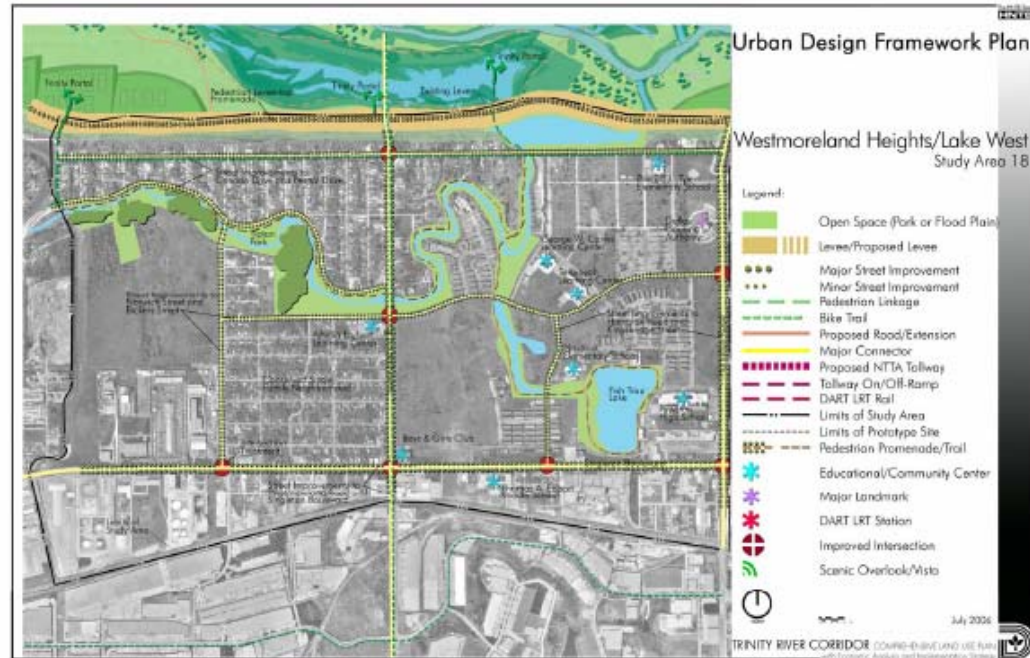
The Land Use Opportunity Plan for this area retains the existing single family neighborhoods by designating them for Residential - Neighborhood Infill use. The areas controlled by DHA reflect the Residential - Planned Village and Residential - Multi-Family character of the Lake West community. Retail - 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.



# Westmoreland Heights/ Lake West

## 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.



# South Lamar

- Supporting community-led initiative for a master plan for South Lamar and adjacent neighborhoods
- Master plan will integrate the design of Trinity amenities and road projects with plan for neighborhood

# Recommendation

- Initiate review and rezoning
  - West Commerce Riverside
  - Tenth Street Bottoms
  - Joppa
  - Southward Industrial
  - Westmoreland Heights/Lake West