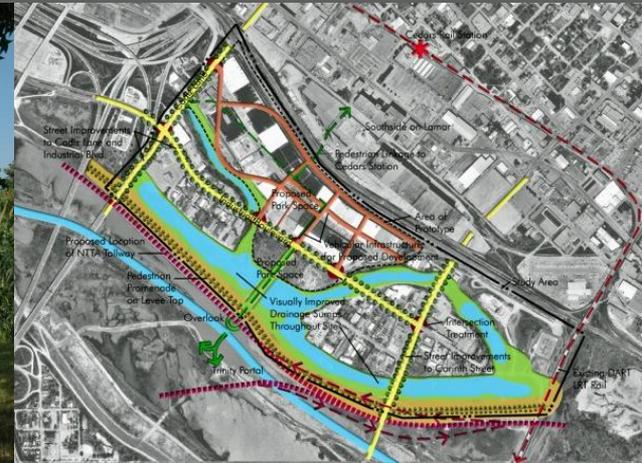


Comprehensive Plans that Build off Water Assets



Alan Efrussy, AICP, Planning Manager, City of Paris

Caleb Kraenzel, Director of Development Services, City of Marble Falls

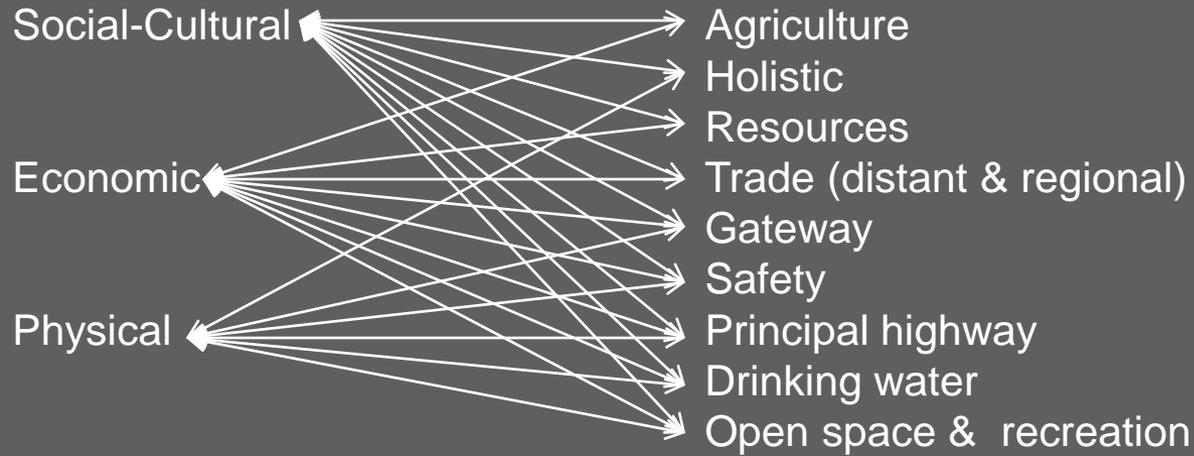
Rick Leisner, AICP, Assistant Director of Development Services, City of McKinney

Moderator: Robert Prejean, AICP, Manager, Southwestern Medical District, Dallas

Texas Chapter of American Planning Association – 2013 Galveston



Relationship between people and water



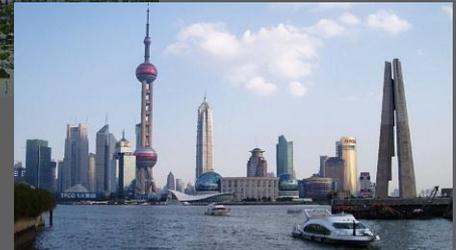
Relationship between people and water

Water bodies

Amazon River
Danube River
Euphrates River
Ganges River
Mekong River
Nile River
River Thames
Seine River
West Lake
Yangtze River
Yellow River

World centers

Amsterdam
Athens
Hong Kong
Istanbul
London
Paris
Rio de Janeiro
Shanghai
Singapore
Sydney
Tokyo
Venice
Zanzibar



Relationship between people and water

Water bodies

Columbia River
Chesapeake Bay
Erie Canal
Great Lakes
Hudson River
Mississippi River
Missouri River
Ohio & Chesapeake Canal
Puget Sound
St. Lawrence River
San Diego Bay
San Francisco Bay

North American cities

Chicago
Montreal
Nantucket
New Orleans
New York City
Norfolk
St. Louis
San Diego
San Francisco
Seattle
Vancouver
Washington, D.C.



Relationship between people and water

Water bodies

Barton Springs
Corpus Christi Bay
Gulf of Mexico
San Antonio River

Texas cities

Austin
Corpus Christi
Galveston
San Antonio



Where land and water meet

“Those who operate the maritime world and those who grant cultural significance to its artifacts ... belong to two separate cultures ... which have little to say to one another.”

Joseph Konvitz, *Cities and the Sea*

Paths
Edges
Districts
Nodes
Landmarks

Kevin Lynch, *The Image of the City*



Streams, rivers, lakes, and shorelines – what roles do such water features play in a city’s comprehensive plan?

Today, towns and cities realize that their local water features are key local amenities for bringing a community together. Cities and towns with such water assets now understand that such water amenities can have a profound impact on the character and design of their community and its local citizens.

The session will focus on three Texas communities and the primary role local water features played in the development of each community’s comprehensive plan – Marble Falls and Lake Marble Falls and its tributaries, Rowlett with Lake Ray Hubbard, and Dallas with the Trinity River.



Marble Falls, TX



Rowlett, TX



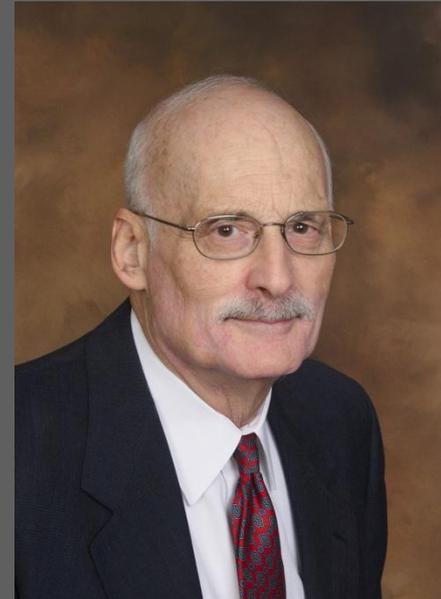
Dallas, TX



Alan Efrussy, AICP
Planning Manager
City of Paris

Alan is the Planning Manager with the City of Paris after working with several fast-growing DFW suburban communities. Alan served as director of the comprehensive planning program for Richardson, TX and as the director of planning and community development for the cities of McKinney, Rowlett, and Fairview, TX.

Alan authored the Introduction to Comprehensive Planning chapter in 1991 within [A Guide to Urban Planning in Texas Communities](#). Alan has been awarded numerous awards for planning achievements regarding comprehensive planning in Texas and has served as a qualified expert witness in numerous legal planning cases.





Caleb Kraenzel
Director of Development Services
Marble Falls, Texas

Caleb has a background in urban planning and geographic information systems, and is a veteran of the United States Army. He holds a Bachelor degree in Geographic Information Systems from Texas State University-San Marcos. As the Director of Development Services for the City of Marble Falls, Caleb enjoys the role of municipal planning in the community and utilizing planning processes and methodologies to positively affect the myriad of civic issues that cities confront.

Establishing a strong planning foundation to build the community vision has been Caleb's primary focus as the principal planner for the city. Caleb directed the consultant led updating of the Comprehensive Plan in 2009 from the previous 1998 plan which was a substantial step for the City creating an updated cohesive vision of its future.





Rick Leisner, AICP

Assistant Director of Development Services
City of McKinney

Rick has more than 25-years of experience working in the urban planning/design profession. Rick started his career by working for some quality private planning & urban design firms including: Sasaki Associates, WRT and HNTB.

Recently, Rick joined the team at the City of McKinney after working for them as a consultant on several important assignments. He oversees development activities in the planning, engineering, building inspections and code enforcement departments. Rick has spent his entire career working with communities to implement plans & create standards for high-quality development.



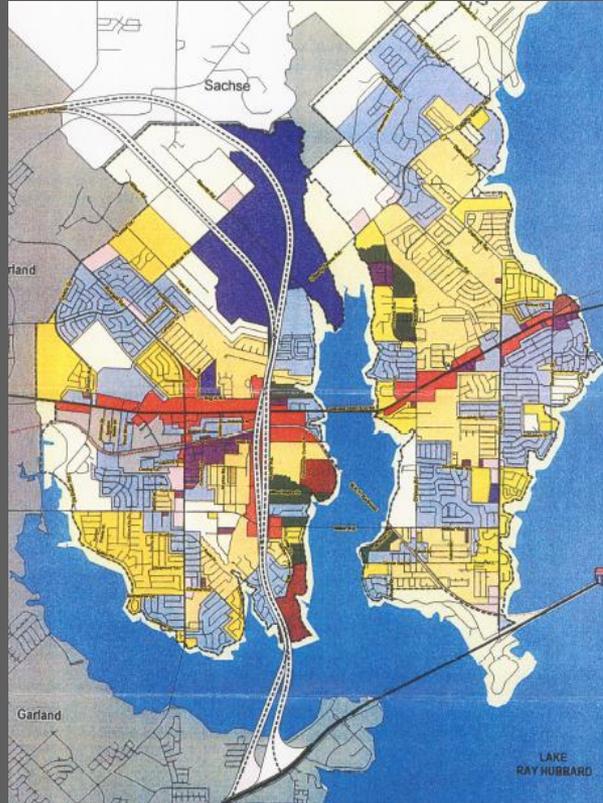
**SOUTHWESTERN
MEDICAL
DISTRICT**

Robert Prejean, AICP
Manager
Southwestern Medical District (SWMD)

Robert is a professional urban and regional planner in the Dallas-Fort Worth area. He has worked both in the public and private sectors, and his professional work ranges from small community plans to regional planning. Much of his recent work has focused on comprehensive plans.

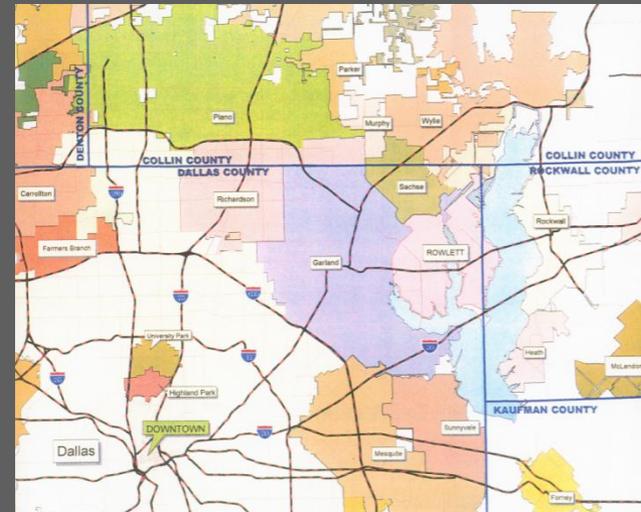
Today, Robert serves as the Manager of the SWMD in Dallas. The SWMD is made up of three institutions – Children’s Medical Center, Parkland Hospital, and UT Southwestern Medical Center. Working with the District Board, Robert oversees the efforts of six work groups, including Emergency Preparedness & Security, Fiber Optics & Utilities, Land Use & Zoning, Parking & Transportation, Sewer & Water, and Signage & Wayfinding.





1. Introduction and Setting

- A. Alan Efrussy, AICP, was planning director in Rowlett, Texas, from 1994 through 2002.
- B. This subject Rowlett Comprehensive Plan program initiated in 1994 with a first revision/adoption in 2001.
- C. History:
 - Incorporated in 1952
 - A primary feature is Lake Ray Hubbard- a man – made reservoir built by the City of Dallas in 1971 as a water source for Dallas; and the City of Dallas owns the lake.
 - Rowlett experienced steady growth since 1952; in 2001 the city’s population was 45,600.
 - Rowlett’s proximity to Richardson’s “Telecom Corridor”, Plano, Mesquite, Garland and the City of Dallas has been a significant influence on its growth.
 - In 2001 the city was approximately 66% built out,
 - The incorporated city area constituted +/- 19 square miles.





2. Background and History Related To The Role Of Water

- A. This subject planning program is the first planning function that addressed the potential opportunity to use the lake for functioning water- oriented land uses.
- B. That lake forms a peninsula that aids in forming the shape of Rowlett;
- C. In conjunction with this 2001 Comprehensive Plan, an updated Zoning Ordinance was also adopted in 2001 and addresses water – oriented land uses as recommended in the Comprehensive Plan.
- D. Also, in 2002, Rowlett adopted the Lake Ray Hubbard Take Area Zoning Ordinance:
 - This zoning for the area leased by Rowlett, owned by Dallas, and located along the shoreline of Lake Ray Hubbard and within the city limits of Rowlett (this is the area commonly referred to as the Take Area).
 - This zoning ordinance addressed a variety of water related uses along this shoreline.
- E. Therefore, by 2002, the orientation and philosophy of Rowlett toward it's water sources had changed, to recognize and allow the advantages of water – oriented land uses and recreational activities to be institutionalized and implemented in its city planning and zoning functions and procedures.



3. Comprehensive Plan Process

- A. This Comprehensive Plan states: “The essence of the Rowlett Comprehensive Plan is that it provides a statement of policy and an expression of the community’s physical, social, and economic vision for the future.”
- B. The Comprehensive Plan contains policies on land use, economic development, transportation, parks, public services, and housing. These policies should support the community’s overall development goals and their priorities.
- C. Many of the goals and policies stated in the 1996 Comprehensive Plan were amplified and extended into this subject 2001 Comprehensive Plan update, based on interviews and surveys that were held in 1995.
- D. A number of public hearings were held in July, August, and September, 2001, by both the Planning and Zoning Commission and City Council to obtain citizen comments prior to the adoption of the Goals and Policies.
- E. In accordance with state statutes, the planning and zoning commission held public hearings on the Draft Comprehensive Plan prior to making its recommendation to the City Council.
- F. Then, the council conducted public hearings in September, 2001, and adopted this Comprehensive Plan.

4. Public Participation

- A. A series of public participation meetings were held, starting in 1994, by the Hellmuth, Obata & Kassabaum, Inc. (HOK), planning consultants. The city planning staff served as liaison, coordinators, recommenders, and reviewers of the consultants work.
- B. The consultants held plan – input meetings with the staff, Planning and Zoning Commission, and citizens strategically through the course of preparing the plan.
- C. The heart and soul of any comprehensive plan are its goals and policies. They form the foundation of the plan. In that regard the consultants identified and addressed the following focus areas, from which the Plans Goals and Policies were established; these Focus Areas were addressed as part of the public input process:
 - Focus Area One: Environmental Integrity
 - Focus Area Two: Financial Stability
 - Focus Area Three: Efficient Infrastructure
 - Focus Area Four: Public Safety
 - Focus Area Five: Parks, Recreation, and Culture
 - Focus Area Six: Responsive Government
 - Focus Area Seven: Sustainable Planning
 - Focus Area Eight: Quality Education
 - Focus Area Nine: Transportation



5. Overcoming Past Perceptions – Negative Connotations Regarding Water Features

- A. During this planning process, there never appeared to be negative concerns or past negative perceptions regarding using Lake Ray Hubbard, and/or the water perimeter boundary of Rowlett, for land use and/or water - oriented uses or features:
- Rather, there simply was no previous consideration – apparently by citizens, the business community and/or Rowlett city officials – regarding the potential opportunities the Lake area afforded;
 - Instead, however, most citizens did apparently recognize that the Lake area did provide an attractive visual amenity and
 - Many did recognize the aesthetic and property value benefits regarding those single-family homes already cited near the Lake edge, even before this current Comprehensive Plan was initiated (and ultimately adopted);
 - It was the HOK consulting planners, after coordination and discussions with the Rowlett city staff planners, who initially began addressing the comprehensive plan benefits of considering the Lake Ray Hubbard proximity and use benefits.



6. Political Will And Hurdles

- A. Given the fact no real negative perceptions or substantial interest (prior to the initiation of this Comprehensive Plan) was apparent regarding addressing water – oriented opportunities in Rowlett, there were no real barriers to political will and no real hurdles to entertaining Lake Ray Hubbard as a developmental resource.
- B. Therefore, when the planners recommended Lake – oriented uses, the citizens and the Planning and Zoning Commission, City Council and the development community were essentially interested in the potential benefits and implementation procedures.



7. Redefining Community Values And Priorities (Redefining The Identity Of The Community)

A. In 2001 the City of Rowlett desired to continue to project a residential character where the living environment for residents is emphasized. Orderly growth that focused on low-density development was especially important to the community. Development that is sensitive to, and compatible with, the lakeshore environment was of utmost importance to Rowlett residents.

B. Although Rowlett has had many decades of development experience, most of its development has occurred since 1980. The pattern of development in place in 1995 was field surveyed and mapped. There was a variety of land use classifications that were used to represent Rowlett's pattern of land development, including:

- Residential/Waterfront – Single-family residential developments with densities ranging from 3 to 4 DU/acre. Developments in these areas should also be designed to maximize and preserve lake views.
- Entertainment/Waterfront – Areas permitting lake-oriented commercial/retail developments such as retail centers, restaurants, theaters, etc., which are dependent on good access to major arterials and proximity to Lake Ray Hubbard.

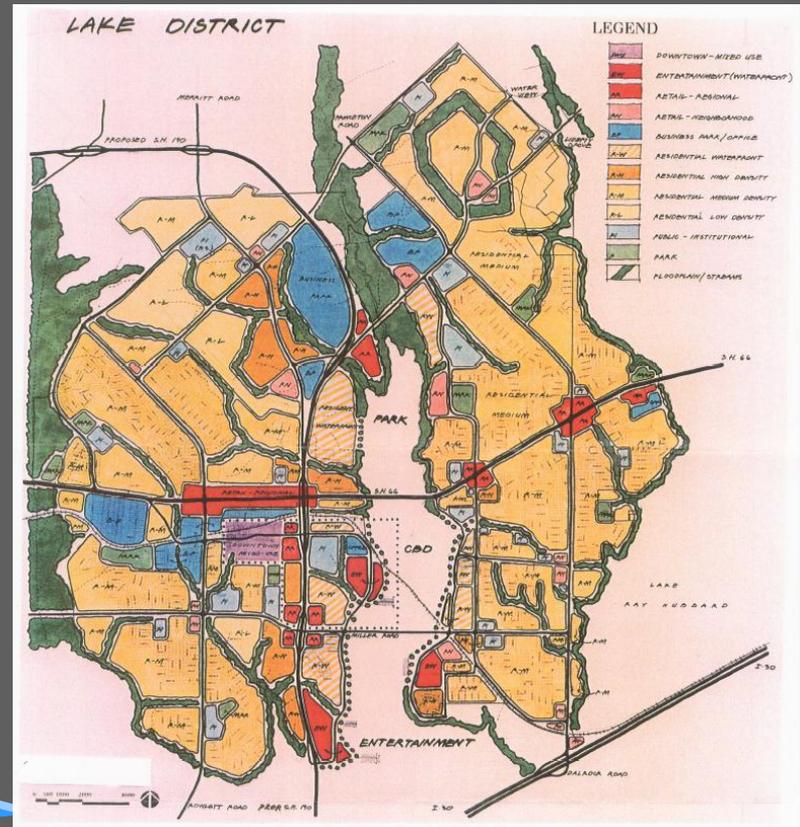


8. Elements Of Vision

- A. During December 1995, and January 1996, three Alternative Growth and Development Scenarios were presented to the Planning and Zoning Commissioners, City Council members, and the public.
- B. The purpose of these scenarios was to review overall implications of significant options for land use as a guide for development of the new Land Use Plan. All three Scenarios are distinctly different, although there are many common elements among them.
- C. The following Scenarios were presented for discussion and consideration:
 - Scenario # 1 - Villages
 - a. The Village Scenario built upon Rowlett's layout of four general quadrants to propose "village centers" which would be within a comfortable walking distance (roughly a 1/4 –mile radius) from most homes.
 - b. Commercial development along Lakeview Parkway/SH 66 was concentrated in nodes around major intersections on the east side, and in linear corridors on the west side-taking into account existing patterns of development.
 - Scenario # 2 – Corridors
 - a. Because Lake Ray Hubbard bisects Rowlett, its principal thoroughfares have played an important role in the location of major non-residential developments.
 - b. This scenario proposes concentrating retail and office development along major corridors and at major intersections. Most residential development would be of the medium-density type, with some concentrations of higher densities, again near major thoroughfares.

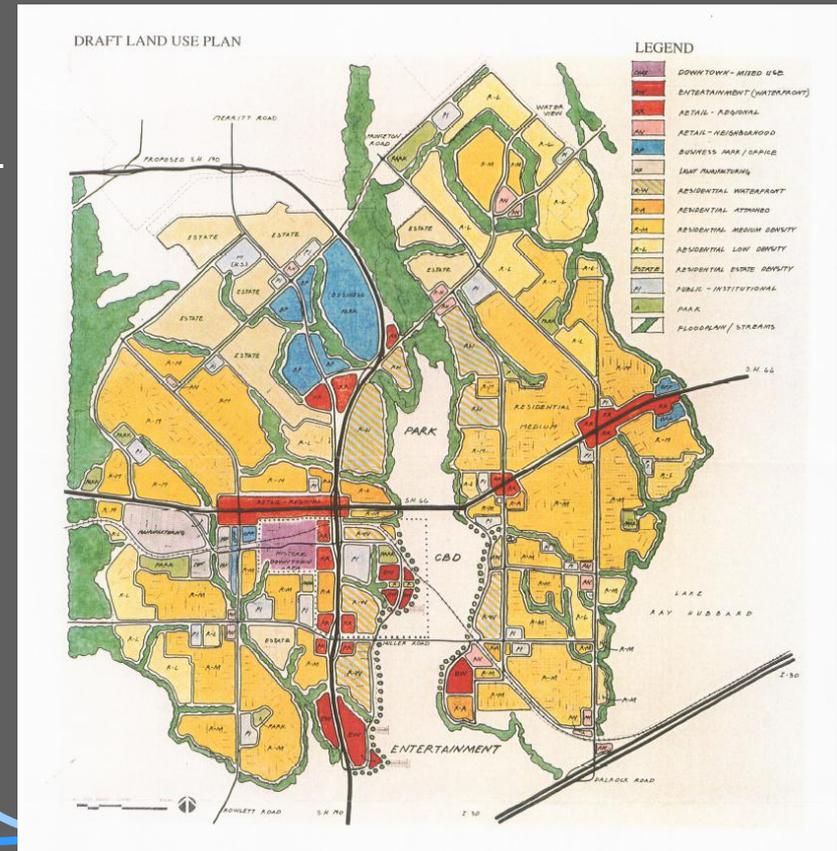
8. Elements Of Vision

- Scenario # 3 – Lake District
 - a. Scenario # 3 embraces Lake Ray Hubbard as Rowlett’s principal unifying feature. New development is focused on the lake, rather than turning its back to this important man-made feature. The downtown image is extended east toward the lake and proposes a scenic roadway along the lakeshore south from Main Street to Miller Road.
 - b. Residential Waterfront and Entertainment Waterfront land uses would utilize the lake as a public amenity and a design inspiration, thus acknowledging the importance of the lake to the city. A lake-oriented park district was also proposed in the vicinity of Muddy Creek to serve as a unifying element for Rowlett’s two peninsulas.
 - c. On the southern tip of (SH 190), a area would be developed with waterfront-oriented entertainment businesses.
 - a. The land use implications of Scenario # 3:
 - The downtown revitalization area is expanded to connect with Lake Ray Hubbard.
 - Main Street is extended to provide access along Lake Ray Hubbard.
 - b. Urban Form:
 - The city develops in three overall districts-downtown, entertainment, and park.



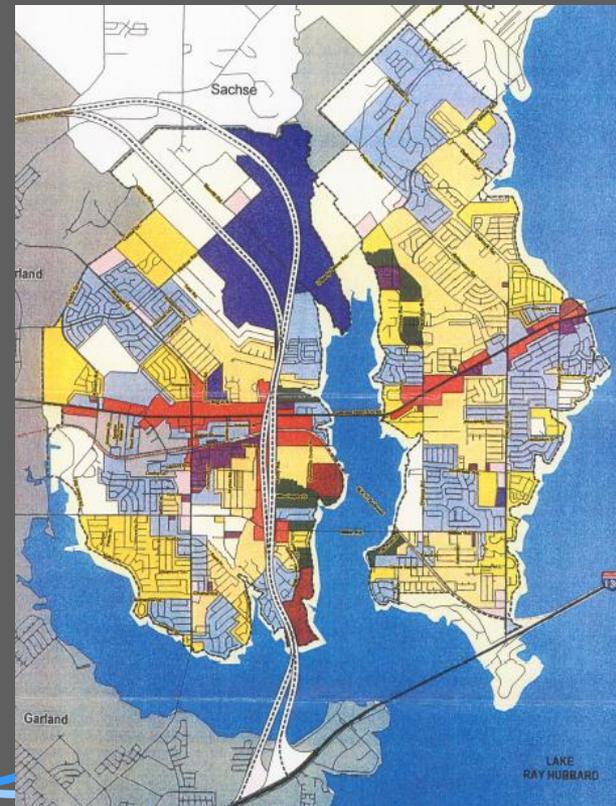
8. Elements Of Vision

- Preferred Scenario
 - a. After meeting with the Rowlett Planning and Zoning Commissioners, City Council members, and citizens, an overall preference for the Lake District Scenario was expressed and adopted in 1996 as part of the Rowlett Comprehensive Plan.
 - b. The portion of the Corridor Scenario, which concentrated retail and office development along Lakeview Parkway/SH66, was also favorably received.
 - c. As a result, the Preferred Scenario contains many of the same attributes and implications of the Lake District Scenario.
 - d. The implications of the Preferred Scenario:
 - The downtown revitalization area is expanded to connect with Lake Ray Hubbard.
 - Main Street is extended to provide access along Lake Ray Hubbard.
 - e. Urban Form:
 - The city develops in three overall districts-downtown, entertainment, and park.

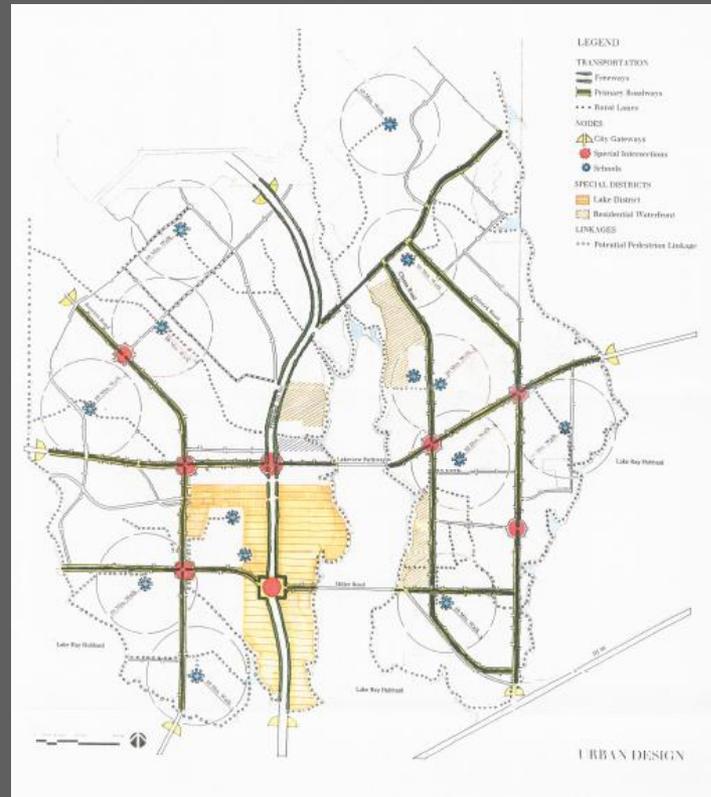


8. Elements Of Vision

- 2001 Rowlett Comprehensive Land Use Plan
 - a. The (2001) Land Use Plan is derived from an extensive public participation process, which included interviews, surveys, community workshops, and public hearings during 1995-1996.
 - b. The updated (2001) Land Use Plan considers these previous activities and data, but also includes updated information reflecting the past 5-6 years.
 - c. This update process included meetings with staff, Planning and Zoning Commission, and City Council as well as several public hearings.
 - d. The Land Use Plan provides for developmental patterns that encourage new development that is cognizant of and sensitive to Lake Ray Hubbard.
 - e. Features of the scenarios are evident and include:
 - Waterfront-oriented residential development.
 - Waterfront-oriented entertainment.
 - A variety of proposed residential densities.
 - Development of regional retail along SH 66.
 - Development of a mixed-use district in the historic downtown area and extension of this area east toward Lake Ray Hubbard.
 A scenic drive is also proposed to connect Main Street with Miller Road.

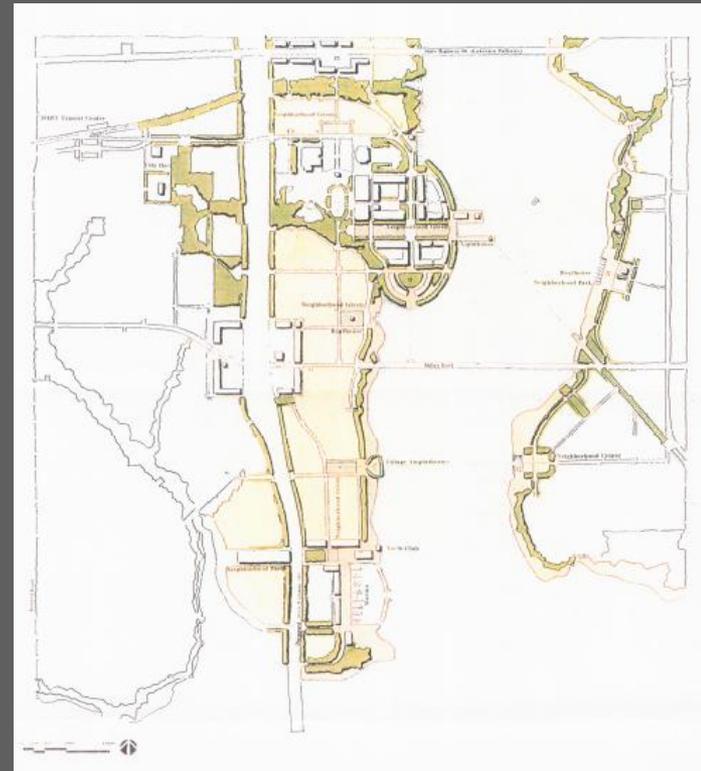


Urban Design Plan



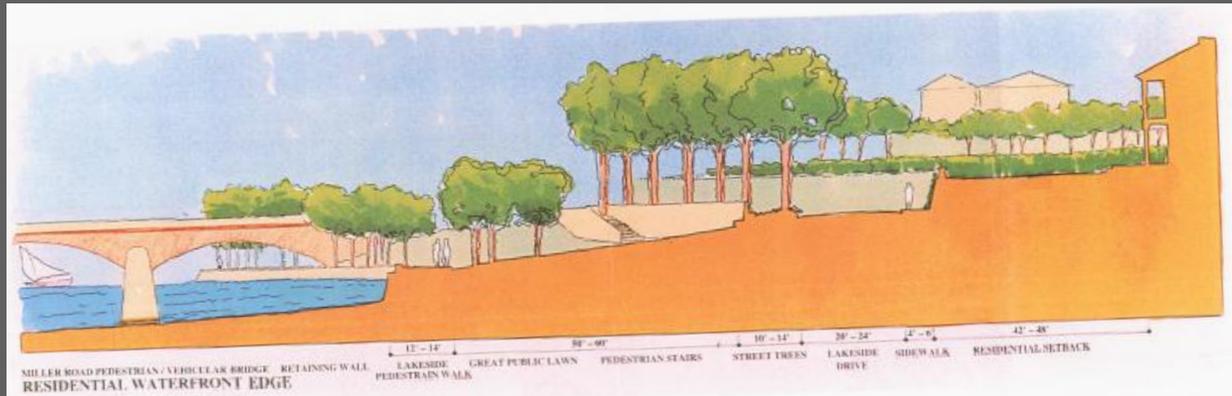
8. Elements Of Vision

- Preservation of floodplains, streams, and tree stands as open space corridors to link residential areas.
- Development of a business/office park/technological research area in the northwestern portion of President George Bush Turnpike (SH 190).
- Specific Area Plans
- To take advantage of Rowlett's lakeshore location, two specific area plans were proposed in 1995 – a Lake District and Residential Waterfront District. Each utilizes Lake Ray Hubbard as a unifying design theme.
- Districts
 - a. Lake District:
 - Extends the city's historic downtown area and extends it east to Lake Ray Hubbard. This allows the opportunity to integrate the unique features of the lakefront with the historic downtown & the (SH 190).
 - Extension of Main Street as a scenic drive eastward toward the lake.
 - New park along the Main Street.
 - Develop a "village" amphitheater associated with a small open space (village green) and a future marina.



8. Elements Of Vision

- Coordinated orientation of buildings along President George Bush Turnpike (SH 190) at the Miller Road intersection to frame the entrance to the district along the future roadway.
- Development of a rail transit station for the Dallas Area Rapid Transit (DART) rail connection, located south of Lakeview Parkway/SH 66 in the historic downtown area.



b. Residential Waterfront District

- Existing residential waterfront developments in Rowlett historically have followed a conventional approach in street and lot layout.
- Lots have been platted in such a way that lake views are restricted to homes that back onto the lake, effectively blocking lake views for other residents.
- The residential Waterfront District suggested organizing future lakefront developments in such a way that the waterfront edge is maintained as a visual amenity for public enjoyment.
- In some areas, commercial/retail development may also be desired along the waterfront.



c. Lake Front Roads

- Streets such as Dalrock Road, which parallel long stretches of Lake Ray Hubbard, have an opportunity to preserve lake views when there is insufficient room for development between the road and the lake. By extending the right-of-way to the Take-Line and including landscaping and a hike and bike trail, the views to the lake can be preserved and enhanced.



• Pedestrian Linkages

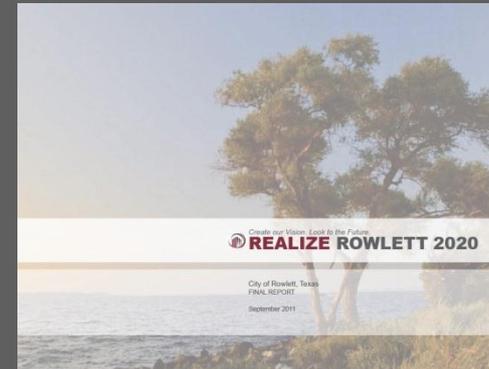
- a. Pedestrian linkages, as well as other urban design elements, stress the importance of accessing Lake Ray Hubbard. However, the City of Dallas currently controls the “Take Area” that surrounds all of Lake Ray Hubbard within Rowlett. (The “Take Area” is a 50-foot-wide easement measured from the 100-year flood elevation of the lake).

9. Implementation, Actions, and Major Investments

- A. In 2011 the City of Rowlett adopted the “Realize Rowlett 2020 Comprehensive Plan” and further refined the goals of the 2001 Comprehensive Plan. The remaining lakefront property in Rowlett will be required to be publically accessible with development fronting on the lake instead of backing to it.
- This supports one of the 12 Guiding Principles outlined in the plan “Use Lake Ray Hubbard and Rowlett’s natural resources to create distinctive identity”.
 - The goal is to create a community of the lake, not just on the lake.

B. Form Based Code

- This vision was further implemented through the adoption of a Form Based Code and subsequent rezoning of two areas with lake frontage. This zoning largely requires that development face the lake and not back to it.
- In addition, roadways were added to the City’s Master Thoroughfare Plan to further implement the goal of public access to the lake as well as scenic drives.
- One of the most substantial shifts between the 2001 plan and 2011 plan is the focus on diversified housing.
 - a. While the 2001 plan focused on low density housing types, the 2011 plan focused on more diverse housing types and integrated neighborhood design.
 - b. Based on the 2011 Plan and subsequent Form Based Code adoption the lake is becoming an attractive location for urban style multi-family projects and mixed use development



10. Final Outcome

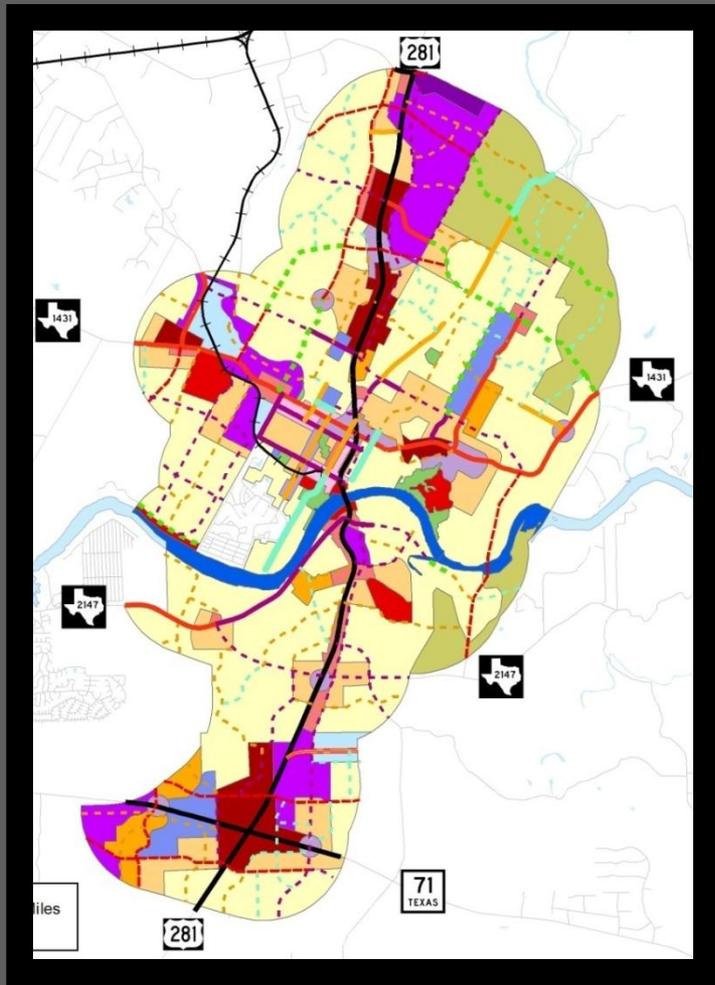
- This further opens the lake up to be enjoyed by many instead of a select few who back to it. The City anticipates the first urban style multi-family project adjacent to the lake to begin construction in 2014.
- Rowlett continues to make its on-going commitment to recognize the lake as a positive benefit for a variety of land uses, for recreational opportunities, and is recognized as a functioning component of the city's urban design.



CELEBRATE ROWLETT!!!

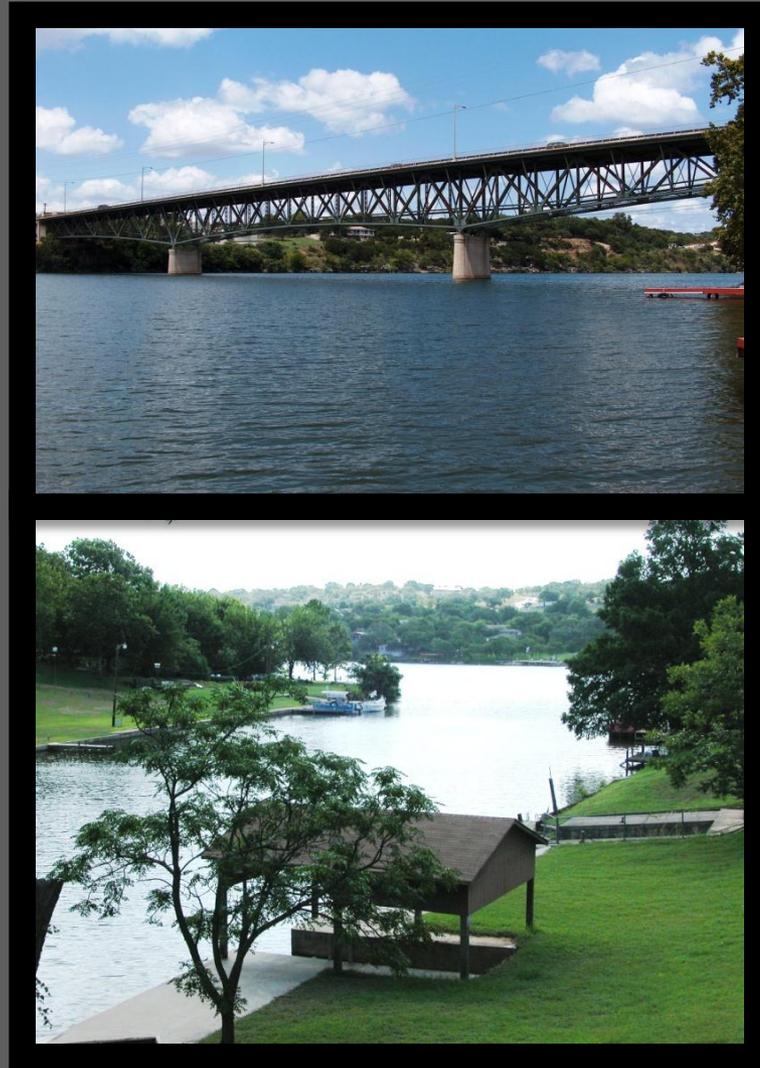
Money Magazine ranks Rowlett in Top 25 'Best Places to Live' in the country

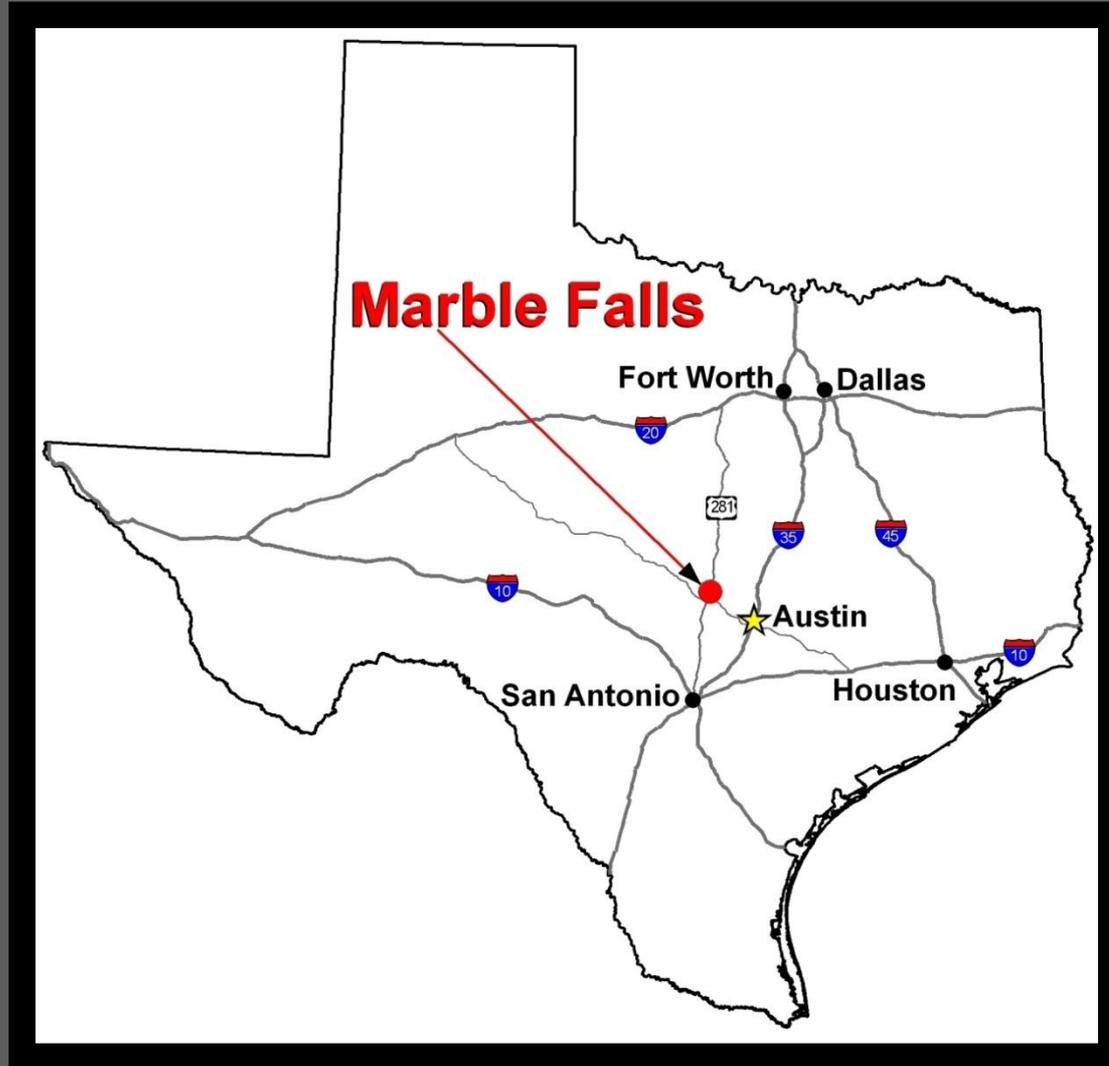




Presentation Content

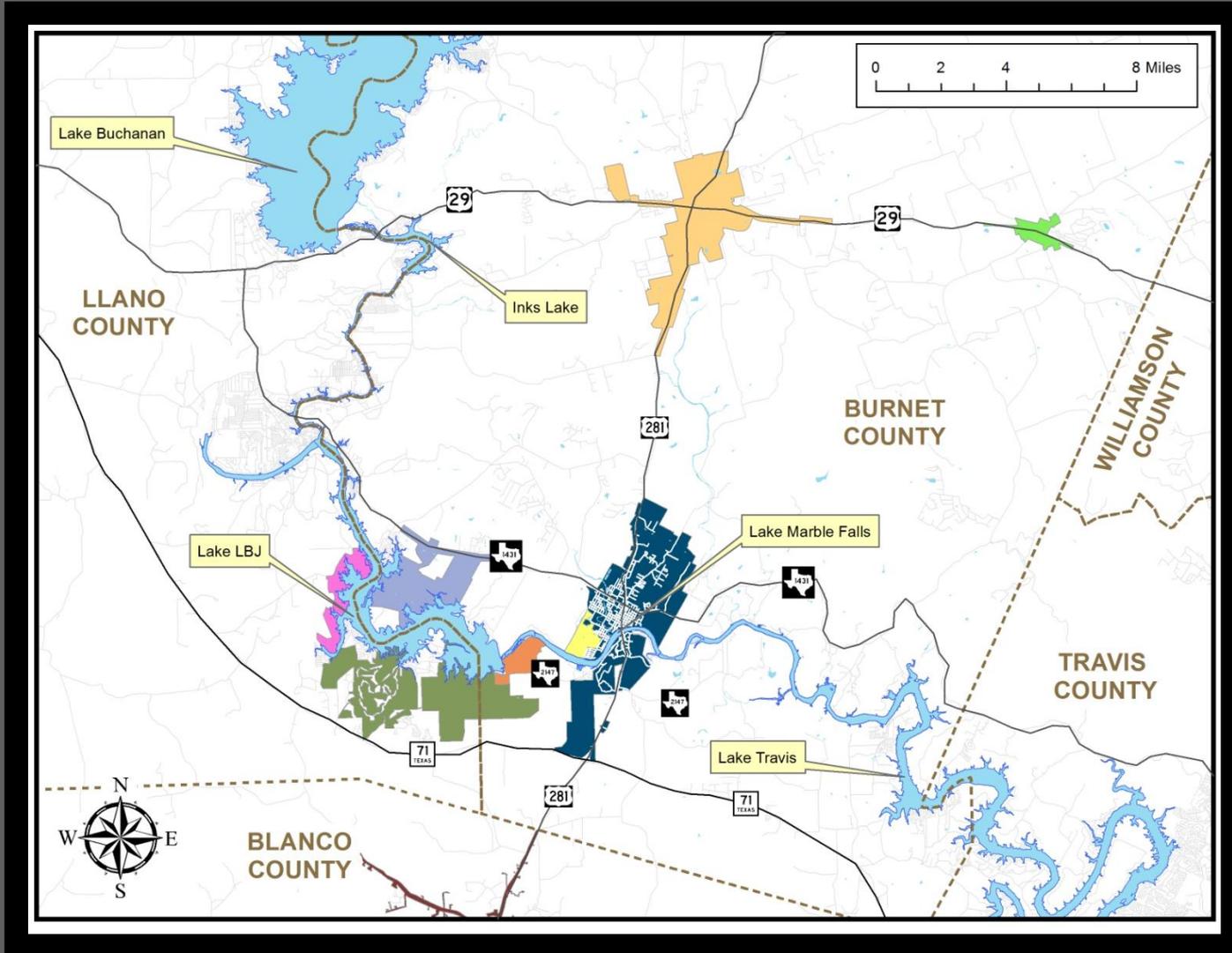
- Community Profile
- History and role of water
- Comprehensive Plan Process
- Challenges and Vision
- Implementation and Investment

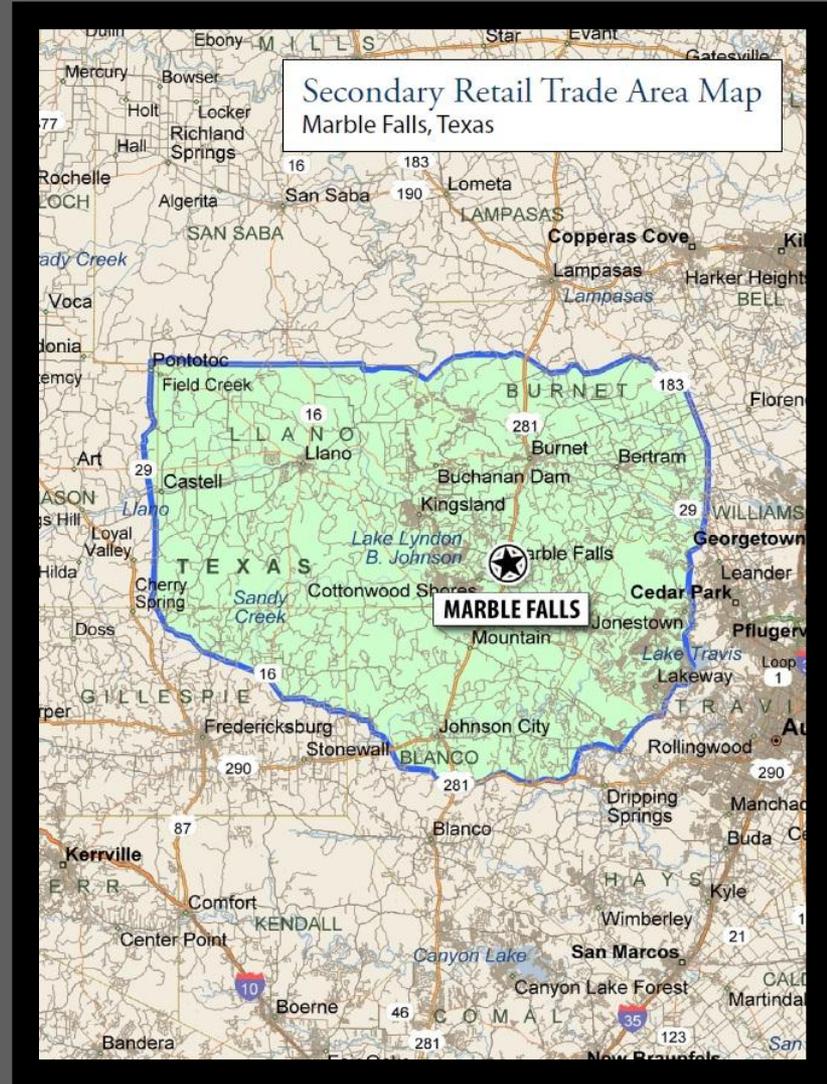
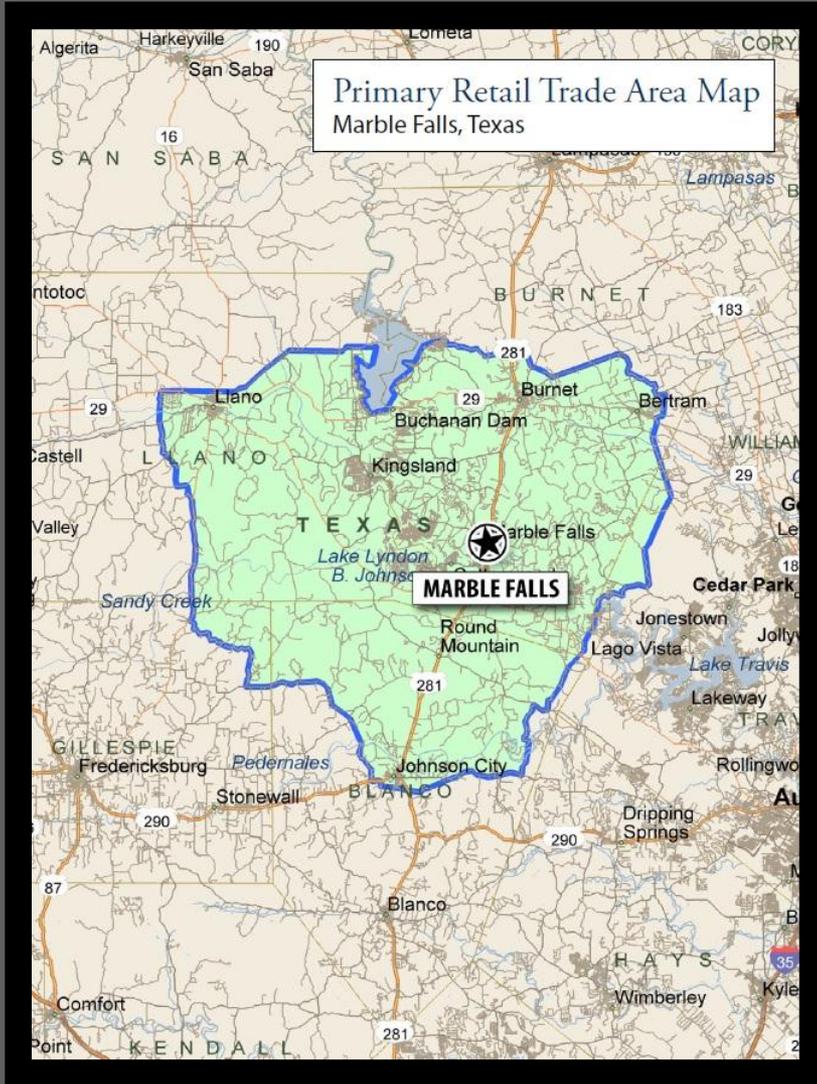




Colorado River and the Highland Lakes

Marble Falls, Texas





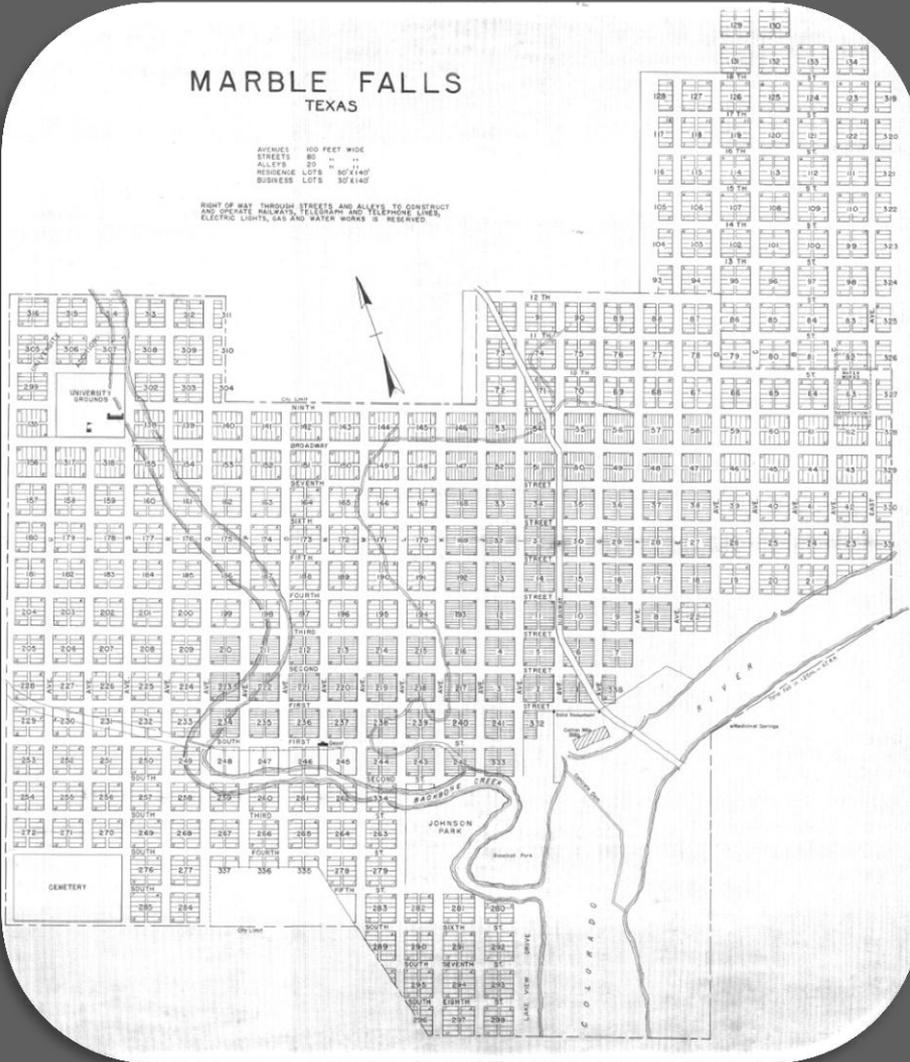
Founding and the Colorado River

Marble Falls, Texas

MARBLE FALLS TEXAS

AVENUES 100 FEET WIDE
STREETS 80 " " "
ALLEYS 30 " " "
RESIDENCE LOTS 30'x140'
BUSINESS LOTS 30'x140'

RIGHT OF WAY THROUGH STREETS AND ALLEYS TO CONSTRUCT
AND OPERATE RAILWAYS, TELEGRAPH AND TELEPHONE LINES,
ELECTRIC LIGHTS, GAS AND WATER WORKS IS RESERVED.



- Founded by Confederate General Adam Johnson
- Original township platted in 1887
- City of Marble Falls incorporated in 1907
- Home rule charter 1986



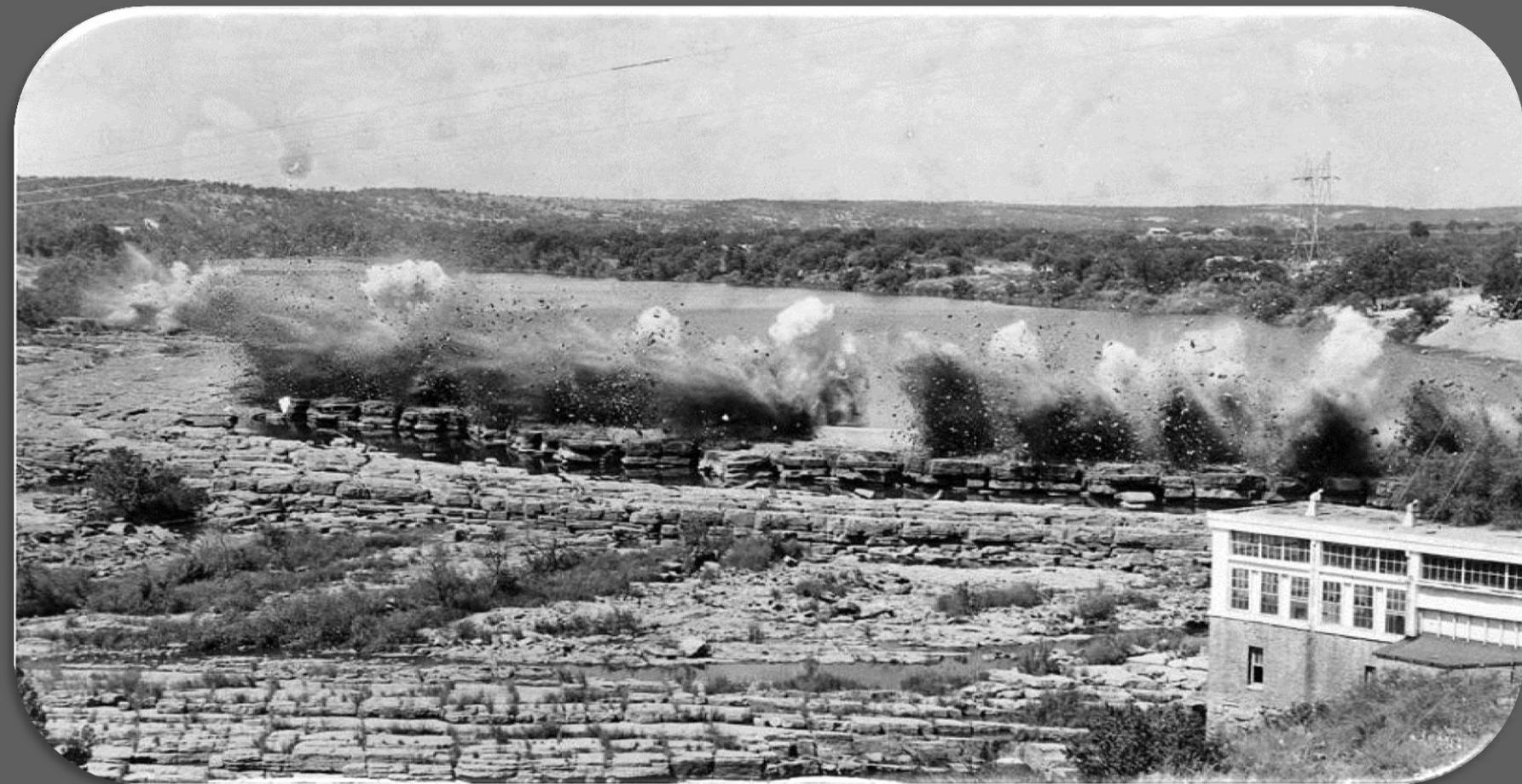
Historic Economic Milestone

Marble Falls, Texas



Historic 1st Water Milestones

Marble Falls, Texas



➤ **Demolition in 1951**

Photo: LCRA Archives

Insert Photo of Current Lake

Historic 2nd Water Milestones

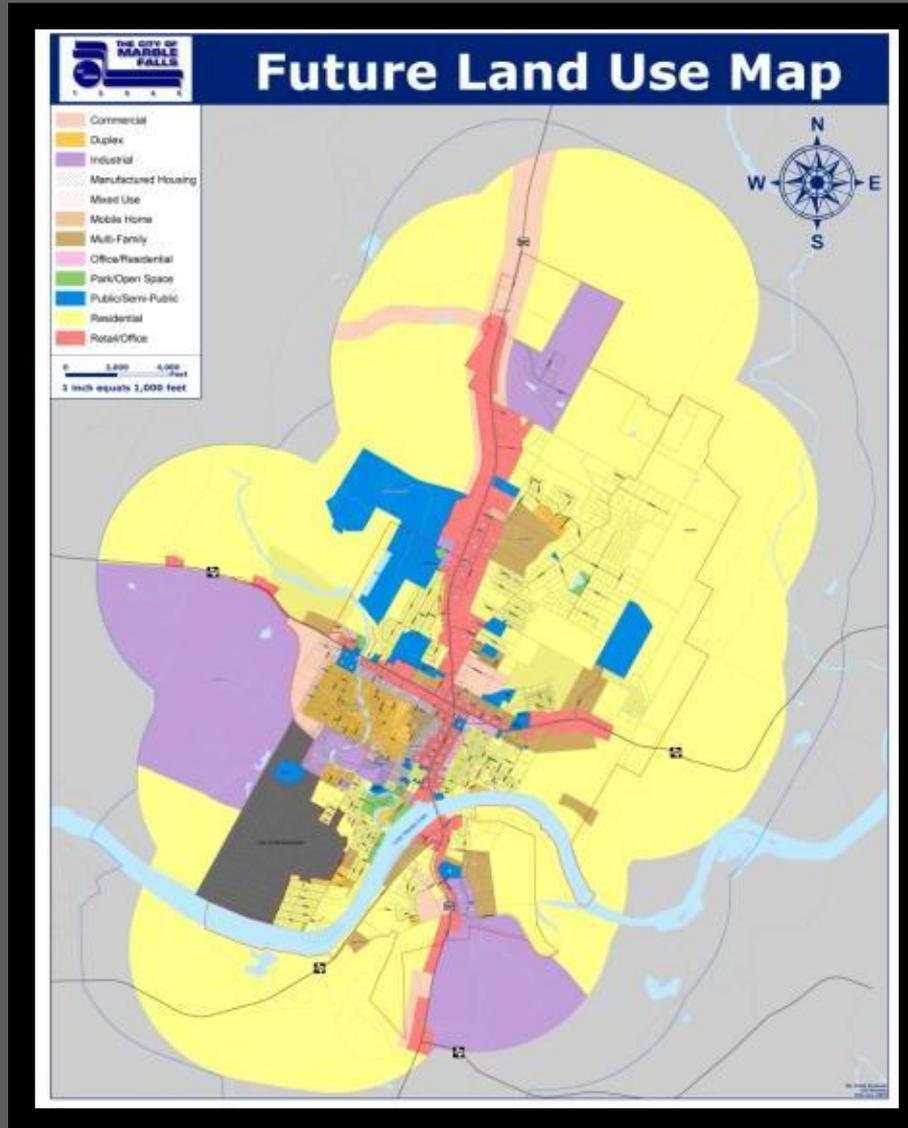
Marble Falls, Texas

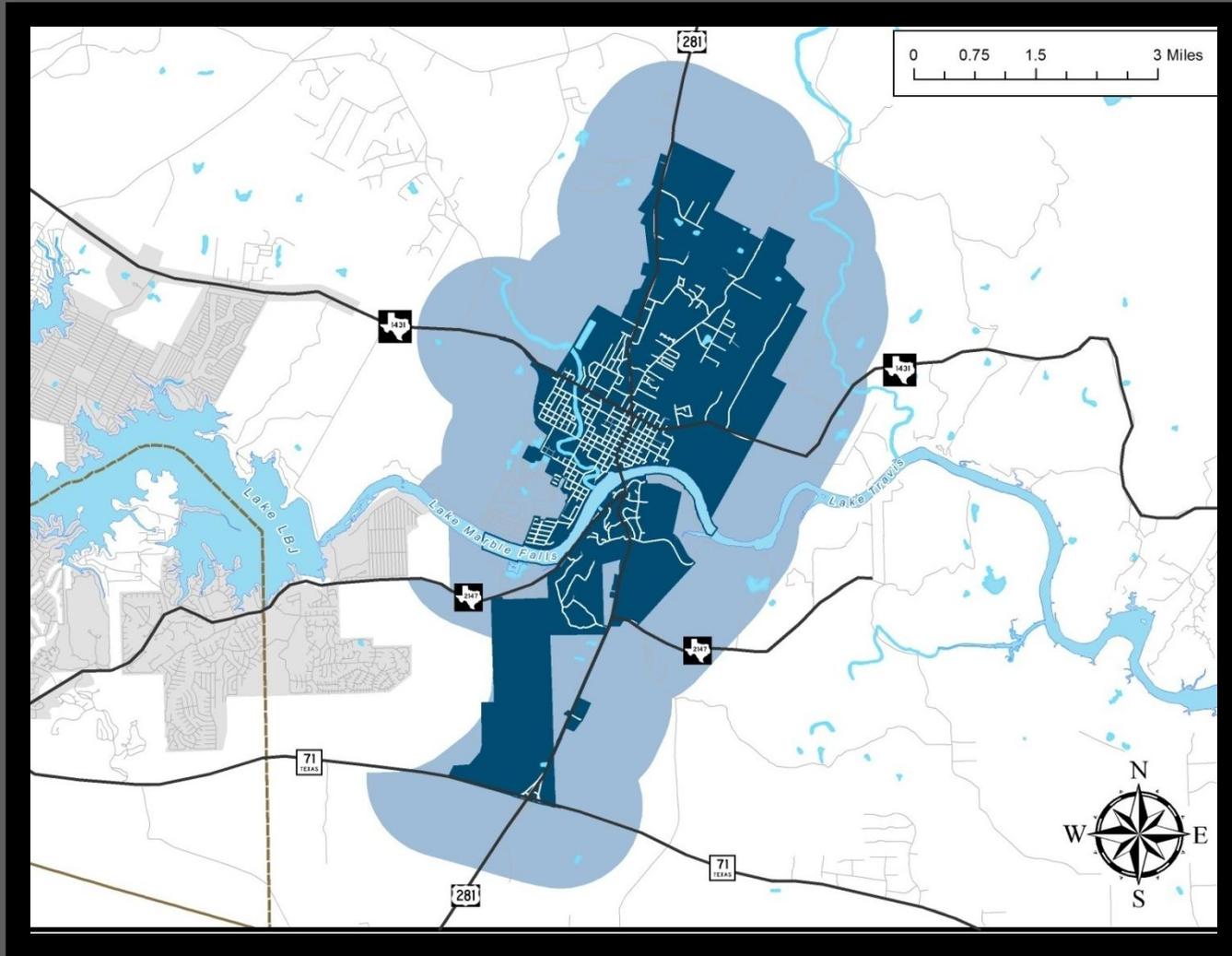


Max Starke Dam
constructed 1949-1951 by
LCRA



Quick Facts: 5.75 Miles long, 1,080 Feet wide; 7,186 acre feet of storage;
Youngest lake in the chain, 2nd smallest, no hydrilla problem, and excellent fishing
Constant level lake OR Hydroelectric reservoir





- 1998 Comprehensive Plan – First City Comprehensive Plan

2008 – 2009 Comprehensive Plan Update

Make Water part of the Mix

Public Participation

- Fifteen (15) Member Committee, Monthly Public Meetings
- Stakeholder Interviews
- Four (4) Community Focused Workshops
- Website
- Mailed Community Survey – 20% Return



Perceptions

- It is our drinking water...
- Recreational Uses Only?
- Lake not big enough
- Limited Access
- City has no control
- Undervalued – Not an important asset

Challenges

- Competition of Priorities - Economy, Jobs
- Altering the prioritization of development priorities
- Political Climate
- Zoning Ordinance & Rezoning



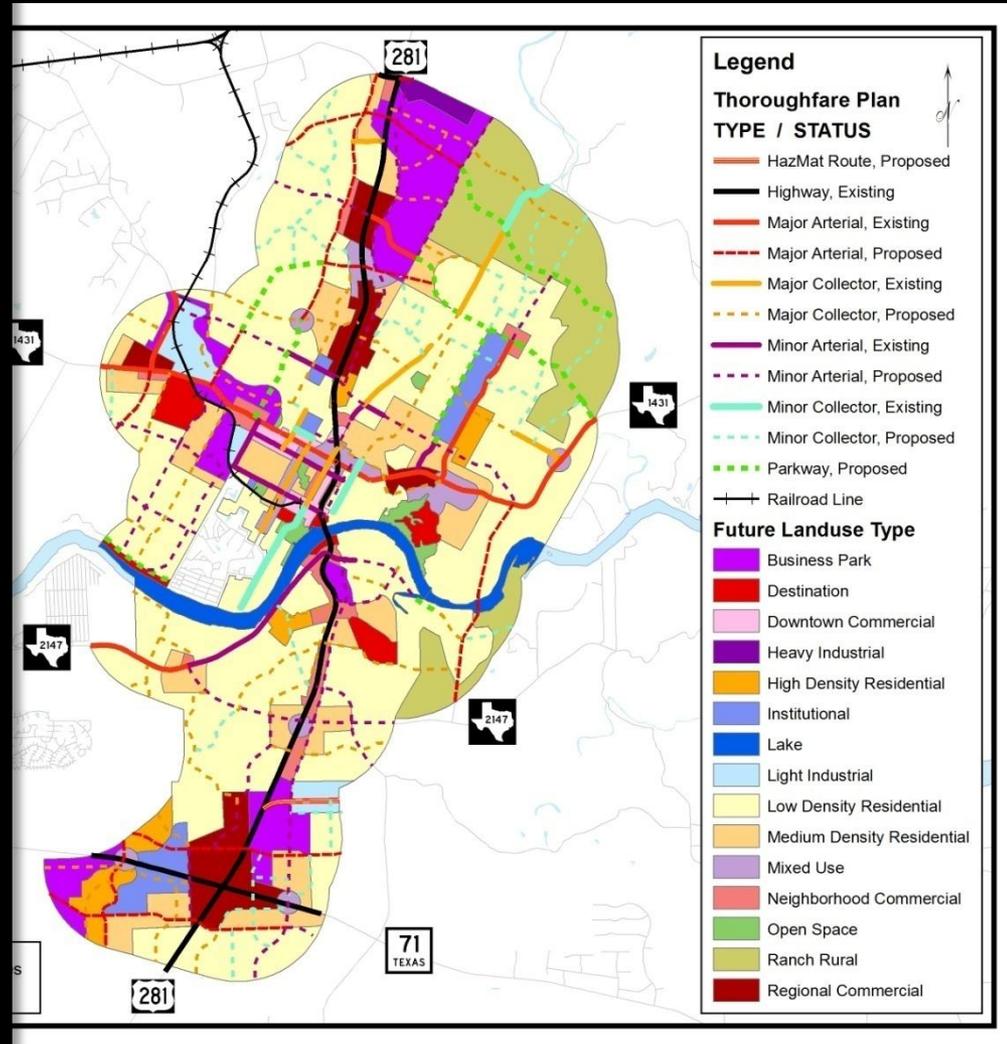
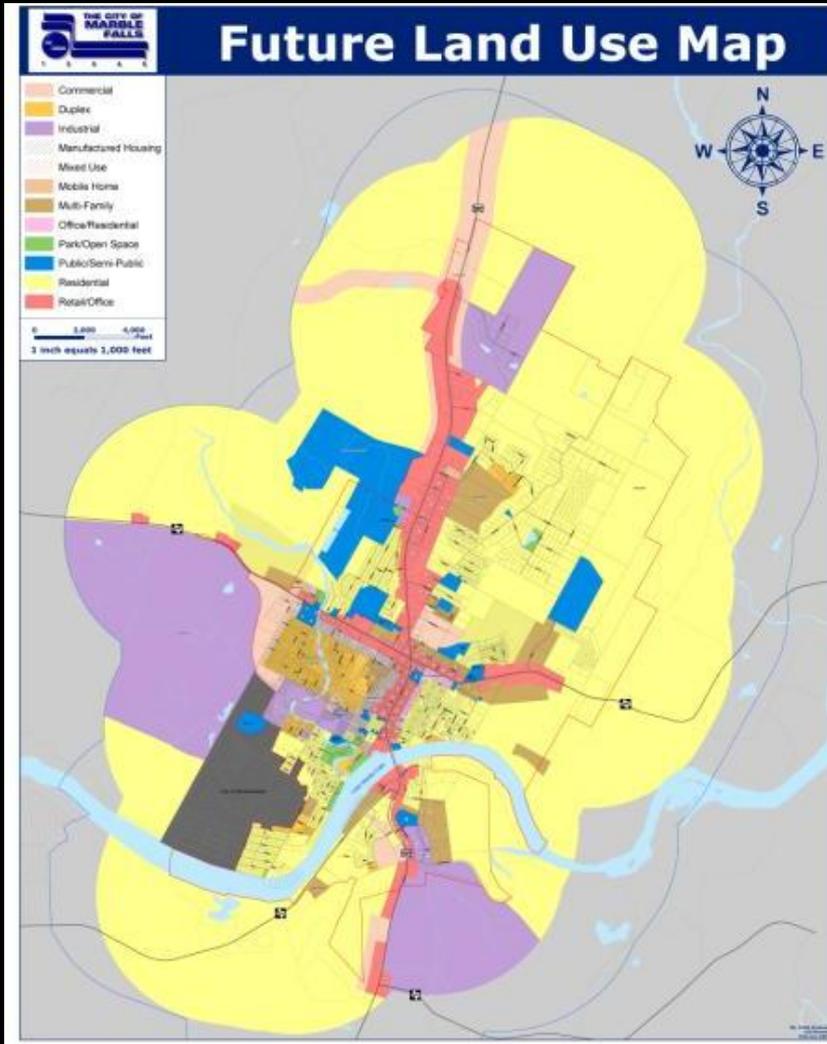
Sculpting Community Vision, Values, and Priorities

Marble Falls, Texas

- What sets Marble Falls apart?
- What is the most unique asset we have?
- What is integral to the future vision of the community?

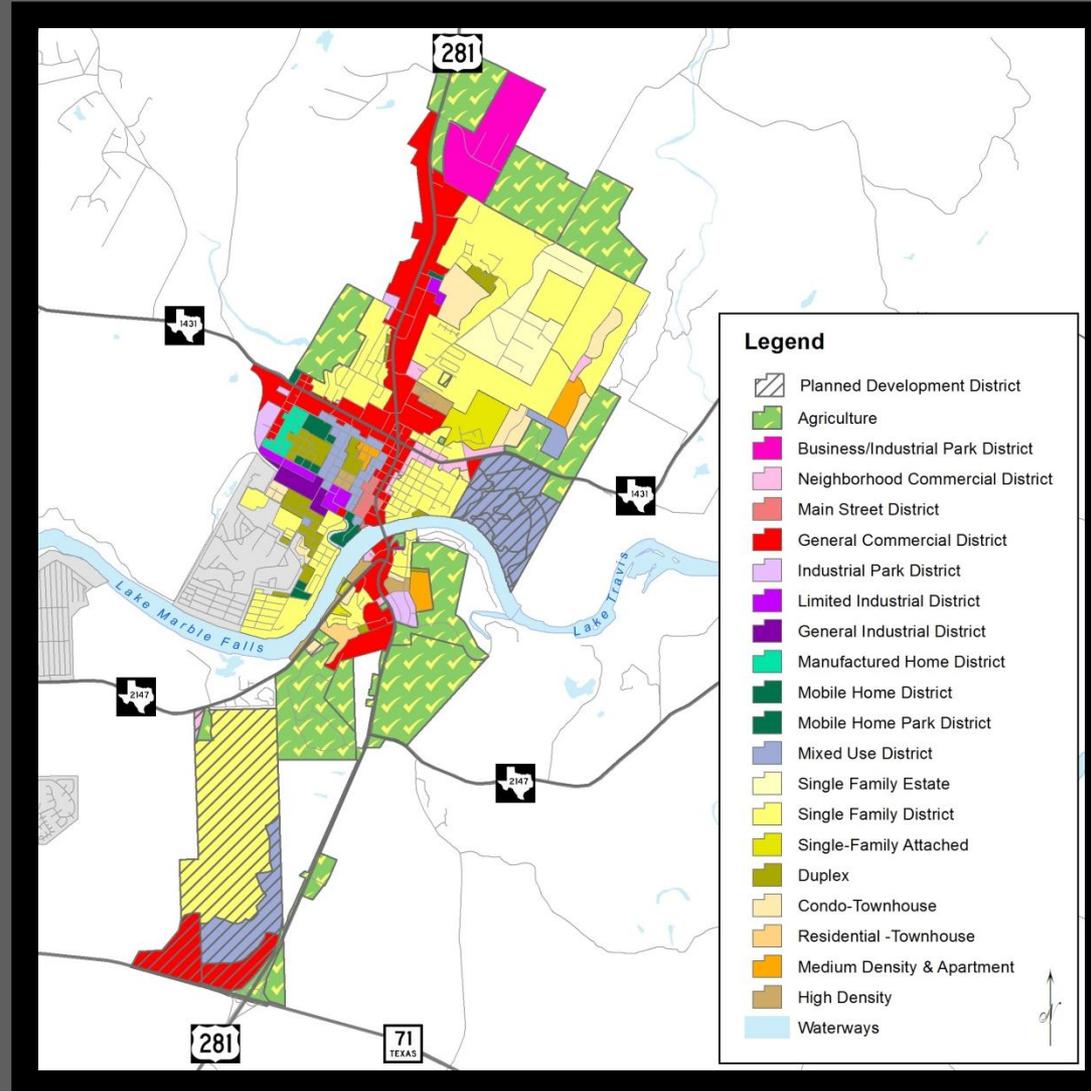
Vision with Water in the Mix

- Low intensity development – Land uses
- Low impact development – To lake itself
- Preservation of waterfront
- Highest and best use for commercial waterfront development
- Improve public facilities, open space, and usability of lakefront
- Integration and cohesion of Cities best core assets
- Lake as unifying central element of City, versus dividing City into North and South



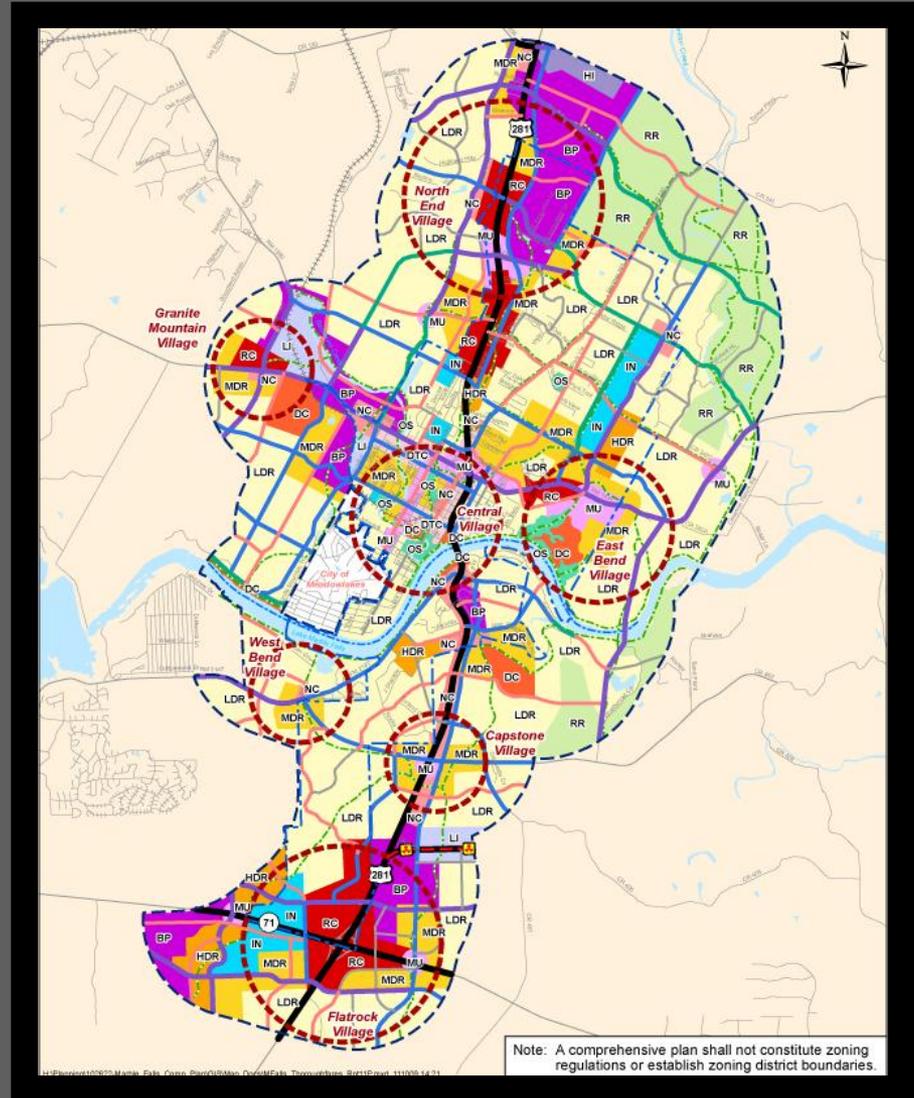
- Update Zoning Ordinance
Political challenges, loss of momentum

- Waterfront Rezoning
Master planned community
City initiated



➤ Downtown Master Plan

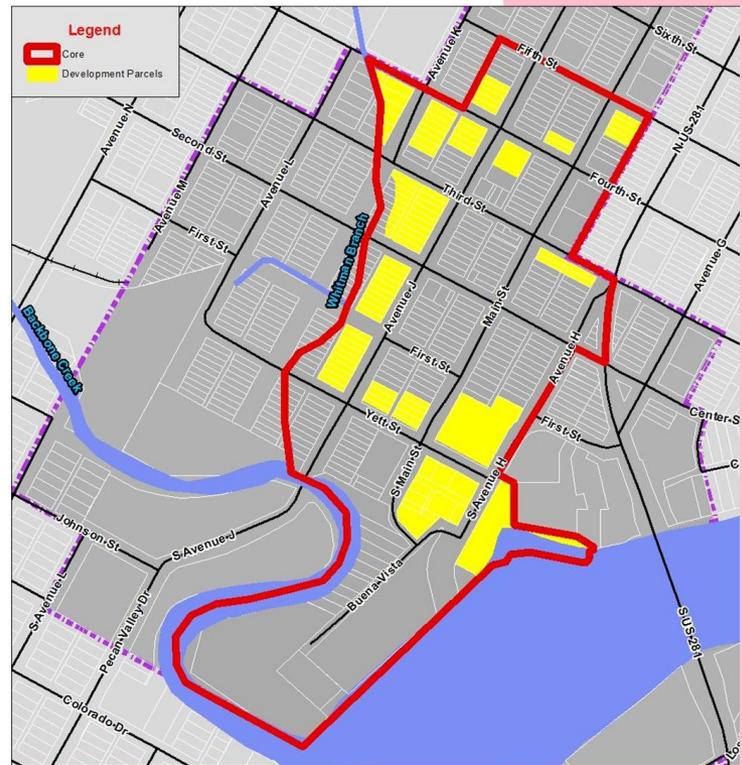
- ✓ Comprehensive Plan Action Item
- ✓ Developed by City staff 2011
- ✓ TIF establishment
- ✓ Capital Improvements
- ✓ Civic control of critical downtown parcels





Core District Development Guidelines

Development Opportunities: New Development



Map 13: Development Opportunities within the Core District

In closing -

- Lake as critical component of future Vision
- #1 Community Asset, Protect It
- Connection of most valued central assets
 - Lakefront
 - Main Street
 - Central municipal parks
- Integration of community events

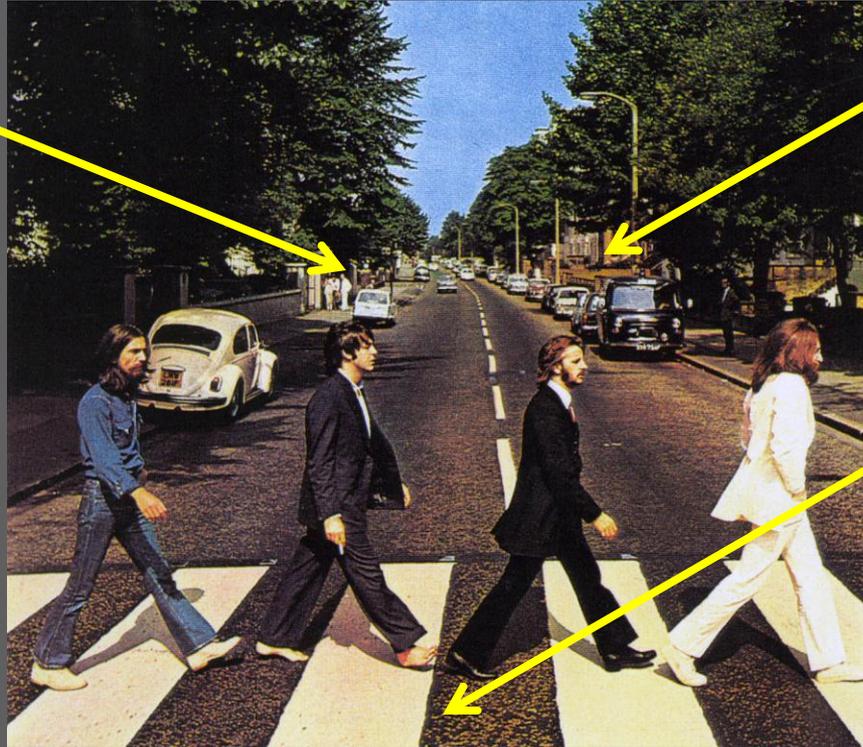




Goal / Objective

Trinity River Corridor Comprehensive Land Use Plan; Dallas, TX

3. Enhance the City's urban form to increase the appeal of urban life.



2. Create a vibrant central City.

1. Reconnect North and South --- Dallas.

Abbey Road



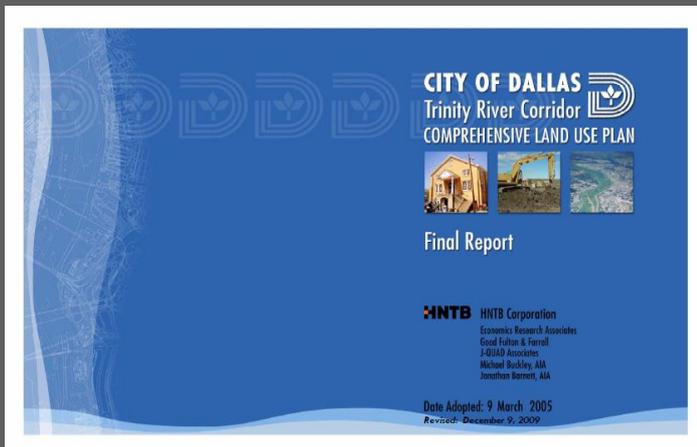
Introduction

Trinity River Corridor; Dallas, TX



Comprehensive Land Use & Implementation Strategy for the City of Dallas, HNTB and a team of national and local consultants will complete a comprehensive land use plan for a 44,000-acre, 20-mile river corridor that includes residential, retail, office, and industrial development.

The HNTB team worked closely with the City Council and the Dallas citizens to inform them of the plans related costs, benefits and the potential to improve surrounding neighborhood conditions and development opportunities. The primary focus of our planning efforts is to create real estate value, to provide new venues for internal and collateral development, and to raise over-all "quality of life".

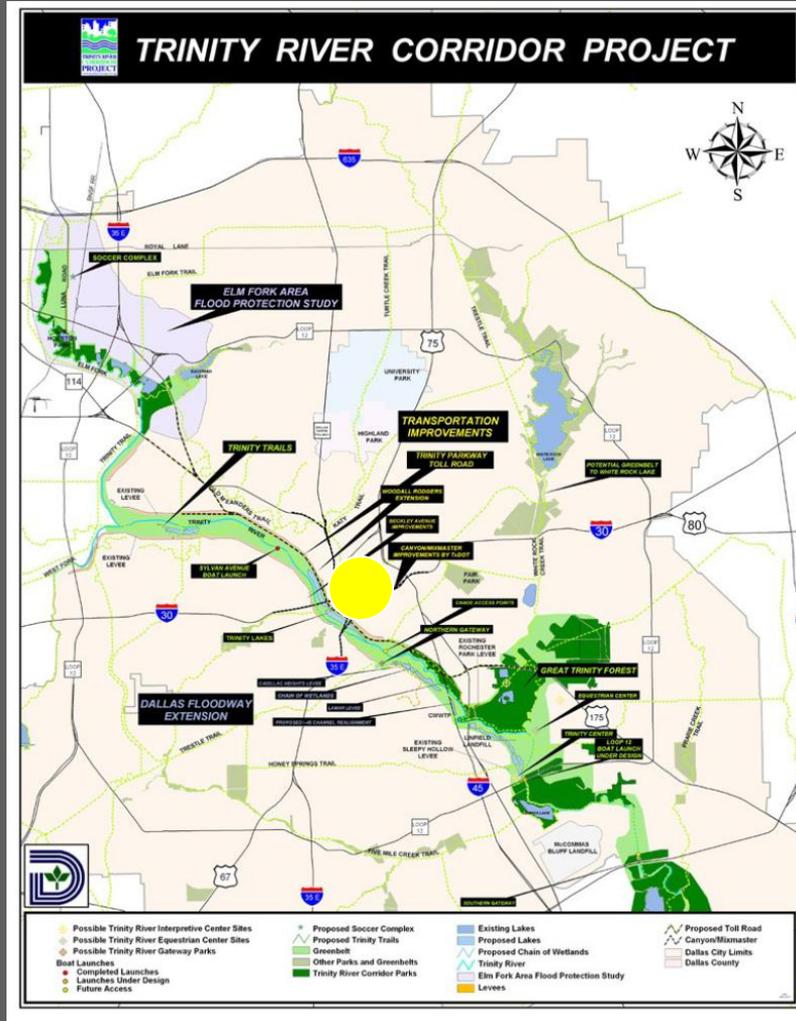


The project includes the analysis of transportation systems, infrastructure systems that support new development, park and recreation opportunities, and the inclusion of new land-development typologies. A public outreach program was developed for this project which includes; community newsletters, public workshops, neighborhoods meetings, and stakeholders meeting with local land developers.



Background & History

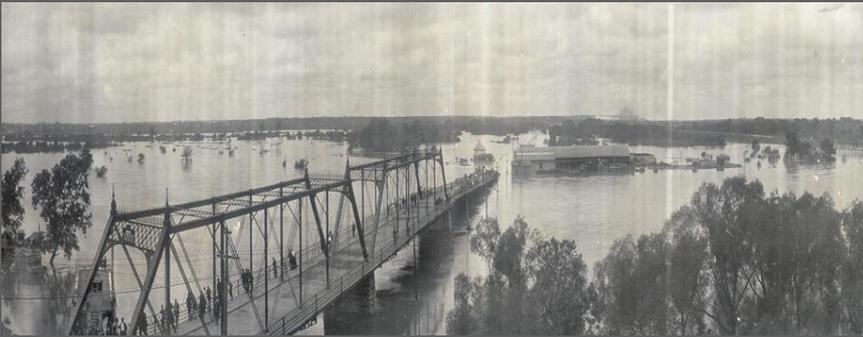
Trinity River Corridor; Dallas, TX



The project covers 20-miles of the Trinity River, closest to Downtown Dallas, a two mile wide corridor that equals approximately 44,000 acres with all the added sites.

Background & History

Trinity River Corridor; Dallas, TX



1841: John Neely Bryan settled along the banks of the Trinity River

1908: The great flood that rose 53 feet and forced Dallas to control the Trinity

1911: George Kessler spurred building levees and straightening the river

1919: Construction begins on levees

1940s: The Trinity River is relocated between the levees

1998, May: Trinity River Project bond package for \$246 million passed with leadership of Ron Kirk

2002, February: Laura Miller becomes Dallas mayor and pushes to change the Trinity River Project

2002, Summer: Anonymous donor gives money for design fees for Calatrava bridges

2005, March: Trinity River Corridor Comprehensive Land Use Plan & Implementation Strategy was adopted by City of Dallas.

2012, March: Margaret Hunt Hill Bridge opens to fanfare with a 3-day celebration





Background & History

Trinity River Corridor; Dallas, TX

Recreation: Urban Lake & Central Island



The corridor is complex, urban and includes more than land use and development. It includes:

Recreation (*future*)
and
Flood Control





Background & History

Trinity River Corridor; Dallas, TX



The Great Trinity Forest
(6,000 acre wilderness &
Trinity River Audubon
Center)





Background & History

Trinity River Corridor; Dallas, TX

Transportation
(*Toll road or Parkway*)
which results in
Signature Bridges

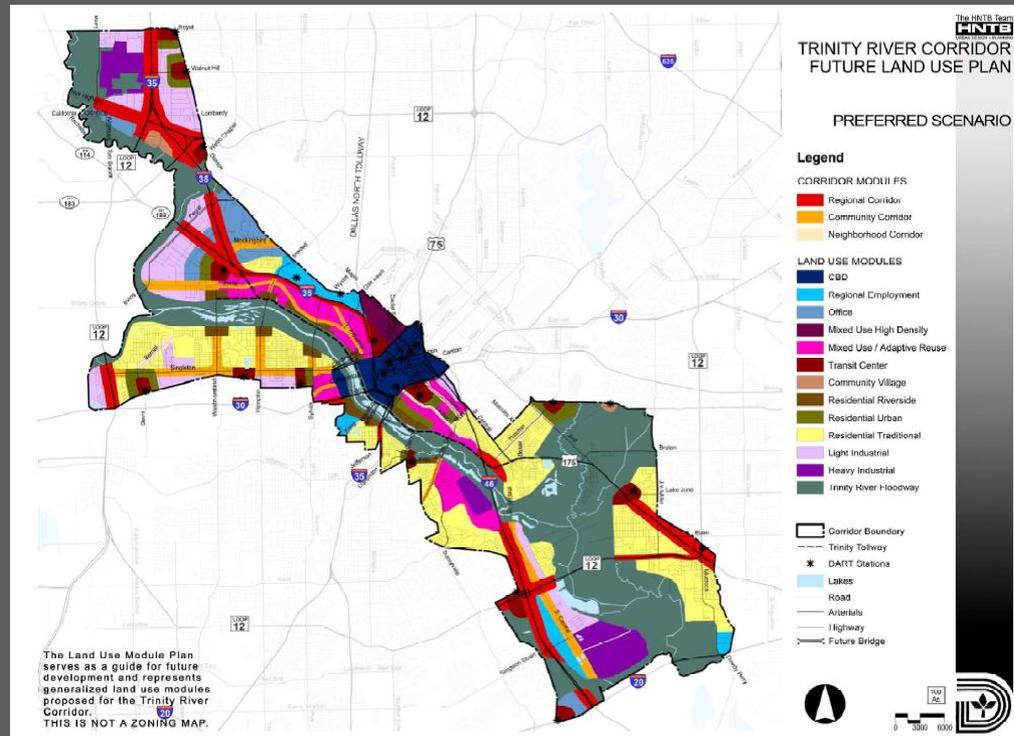




Background & History

Trinity River Corridor; Dallas, TX

Future Land Use



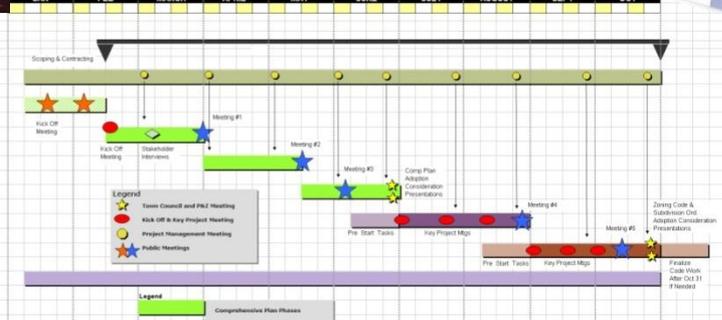
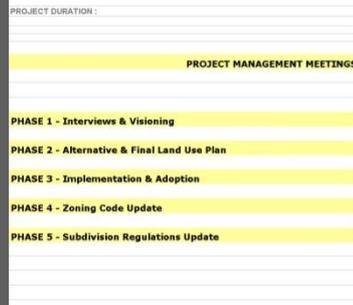


Comprehensive Plan Process

Trinity River Corridor; Dallas, TX



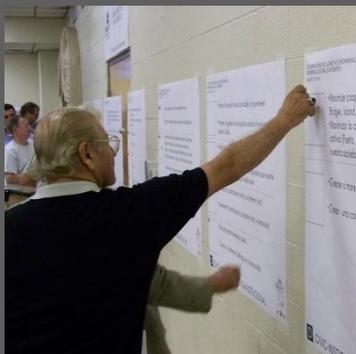
Project Schedule





Public Participation

Trinity River Corridor; Dallas, TX



- Dallas Housing Authority Resident Council
- Elm Fork Area Property & Business Owners
- Forest Heights Neighborhood Development Corporation
- Greater Dallas Chamber of Commerce
- Greater Dallas Hispanic Chamber of Commerce
- Inner City Development Corporation
- Oak Cliff Chamber of Commerce
- Rochester Park Neighborhood Association
- South Central Civic League
- South Central Community Development Committee
- South East Dallas Chamber of Commerce
- Stemmons Corridor Business Association
- The University of Texas at Arlington, School of Urban and Public Affairs
- T. R. Hoover Neighborhood Development Corporation
- Trinity Commons, Economic Development Committee
- Trinity River Corridor Citizens Committee, Economic Development Subcommittee
- Trinity River Corridor Citizens Committee, Transportation Subcommittee
- Vecinos Unidos
- West Dallas Chamber of Commerce
- West Dallas Neighborhood Development Corporation



Public Participation

Trinity River Corridor; Dallas, TX



Most extensive public involvement processes ever completed by the City of Dallas. It included:

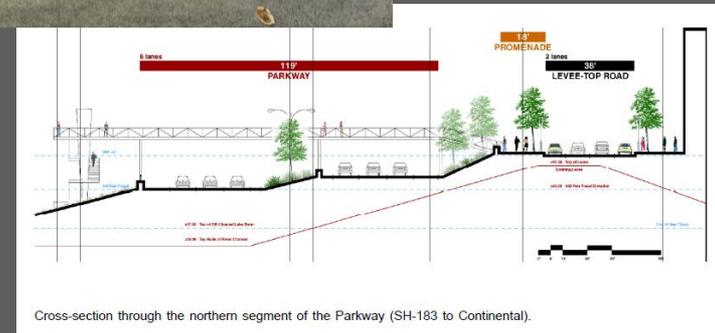
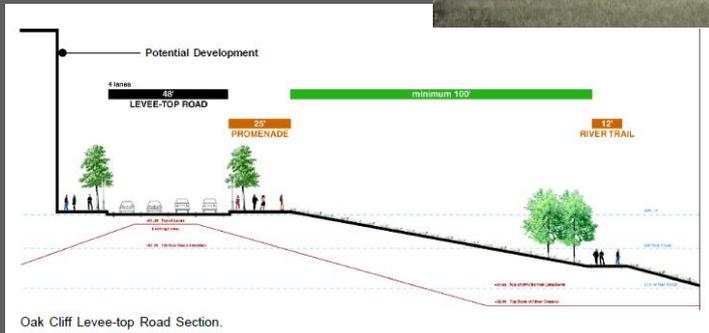
- Trinity Vision Newsletter (bilingual) with 3 editions printed and mailed to over 50,000 households.
- Stakeholder Meetings (total 56)
- Community Workshops (total 5)
- Over 2,500 total citizens and businesses owners that participated.

Project Phase and Meeting Type	Dates & Locations	Number of Meetings	Number of Participants (estimated)	Key Topics
Phase One				
Stakeholder Meetings	October 2 through October 19, 2000; held in locations throughout the corridor	18	650	Learn from stakeholders their perceptions & understanding of issues related to land use in each of the primary study areas. Know stakeholders' desires for the future of their neighborhoods and business districts.
Community Workshop	October 21, 2000; held at Yvonne Ewell Townview Magnet School	1	139	Review Primary Study Area Opportunities Maps and establish land use principles for each area
Phase Two				
Stakeholder Meetings	May 17 through June 14, 2001; held in locations throughout the corridor	16	627	Provide feedback on land use concepts. Share thoughts about the findings of studies regarding the corridor's economic base and the costs and



Issues To Overcome

Trinity River Corridor; Dallas, TX



The physical / development type issues to overcome as a part of this and related studies include:

1. Getting views into the corridor
2. Getting access into the corridor (pedestrian and auto)
3. Types of roadways entering and in the corridor, and the resulting type of development (freeway vs. parkway scale)
4. Regional and/or local development traffic / transportation
5. Flooding capability



Political Will

Trinity River Corridor; Dallas, TX



Dallas City Council - 2013

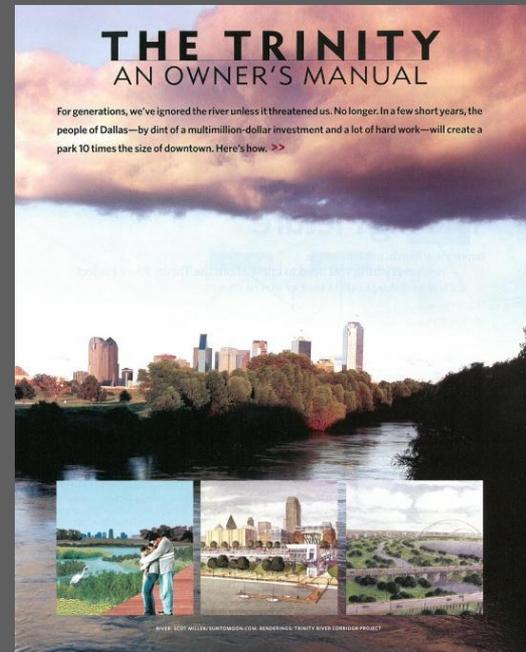
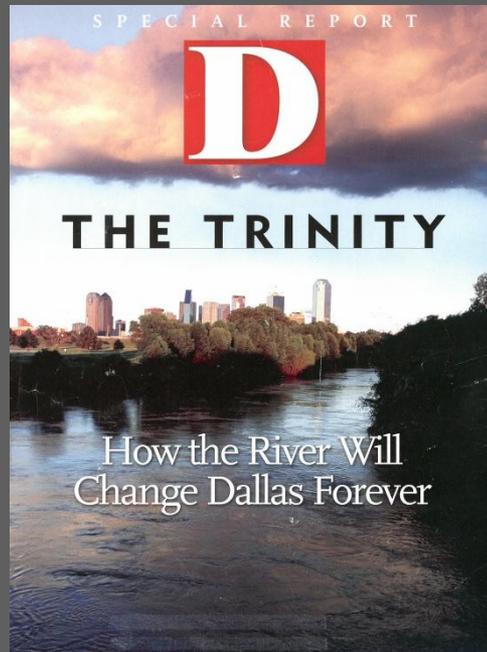
The primary local political players:

- Dallas City Council
- Mayor Ron Kirk (1995 – 2001)
- Mayor Laura Miller (2002 – 2007)



Redefining – Values & Priorities

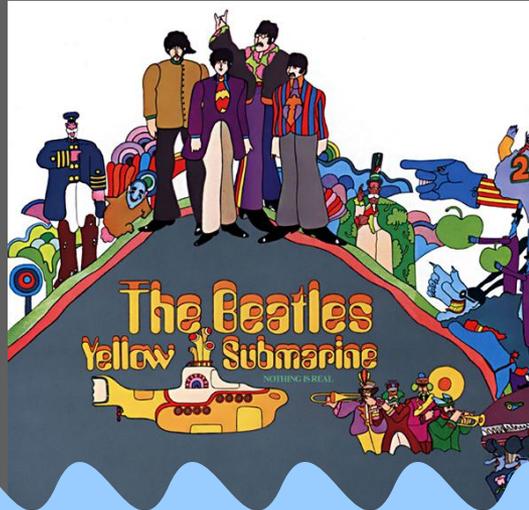
Trinity River Corridor; Dallas, TX





Elements of the Vision

Trinity River Corridor; Dallas, TX



2050 Vision

The residents, business leaders and professionals who worked together to create this Trinity River Comprehensive Land Use Plan imagine a future for this part of Dallas that is quite different from its recent past. The 2050 Vision Statement describes the community they intend to create by approving and carrying out this plan.

The 2050 Vision Statement for the Trinity River Corridor in Dallas

The Trinity River Corridor is a unified collection of diverse neighborhoods and business centers at the heart of a unified and thriving Dallas, connected by a ribbon of blue water and green spaces that is the Trinity River.

Additional

economic development, which attracts residents and visitors to live, learn, work, shop and play within a cosmopolitan urban core, and alongside the river's meandering environment.

Objectives for the Trinity Corridor

Five objectives for future development in the Trinity Corridor add detail to the 2050 Vision Statement. They provide guidance that shapes this plan's recommendations for each part of this very large corridor. The five objectives are:

- Reconnect North and South Dallas
- Establish the role of economic development along the Trinity River
- Create a vibrant central city
- Establish the Trinity River floodplain as the front yard of the City
- Enhance the City's urban form to increase the appeal of urban life



Elements of the Vision

Trinity River Corridor; Dallas, TX

Open Space and Environment – Framework View

Open Space and Environment

Framework Concept: Planning for the Trinity River Corridor begins with planning for enhancement of the river and its natural environment. This open space corridor – and the water, land and ecosystems it contain – is the central defining feature that connects the communities along the river and makes them different from other places in the city or region.

City of Dallas Parks

- Parks provide areas for recreation and environmental protection along the Trinity River
- These parks meet both active and passive recreation needs
- They include diverse attractions such as lakes, ballfields, interpretive centers and other park amenities
- The Great Trinity Forest is a part of the City's park system

Floodplain

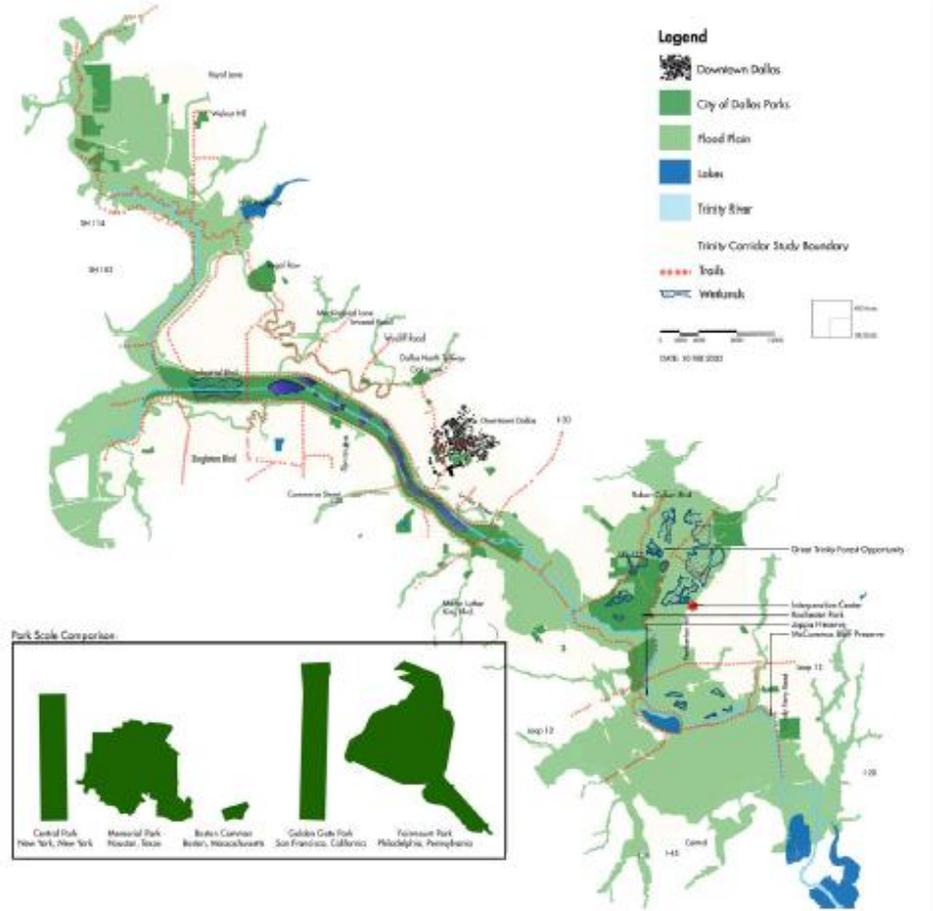
- The 100-year floodplains for the West Fork and Elm Fork of the Trinity River are highlighted on the framework concept map
- The floodplain areas provide environmental protection, flood control, and recreation uses
- These areas must be protected to minimize flooding damage in Dallas and downstream

Lakes

- Existing lakes are shown on the framework concept map, as are some concepts for potential future lakes
- The lakes provide a significant amenity for adjacent recreational activities
- Inside the Trinity River levees, wetland areas around lakes create natural habitat and additional amenities

Trinity River

- The Trinity River is the single most important conveyer of water in Dallas County
- The Trinity River, though contained within levees in the central part of Dallas, will be restored to a more natural, meandering course





Elements of the Vision

Trinity River Corridor; Dallas, TX

Future Land Use – Framework View

Land Use

Framework Concept: The Trinity River Corridor includes parts of downtown, industrial and residential districts, and vacant, undeveloped and undeveloped areas. The plan for its future must consider the existing character and assets of each area within the corridor, and must use these assets to create varied and distinctive communities.

Downtown Dallas

- The focus of development for the corridor, city & region
- Greatest densities within the corridor

Urban Village

- Compact mixed use pattern of development
- Transit system relationship is key; transit supports higher densities
- Urban street relationships

Mixed Use – High Density

- Mixed use development pattern for buildings; ground floor uses are different than those on upper floors
- Ground floor uses are typically retail or office
- Building heights range from 7 to 21 stories

Mixed Use – Low Density

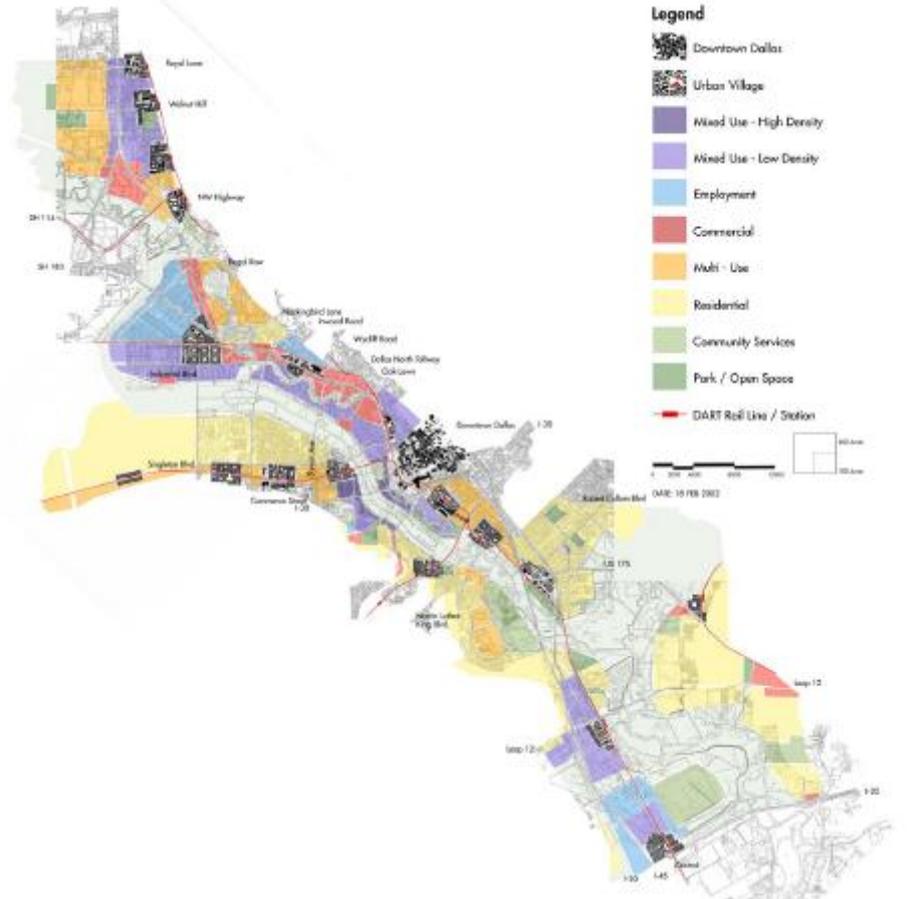
- Building heights range from 4 to 6 stories

Employment

- Land uses include office, commercial, retail, and technology
- Supported with adjacent urban village

Multi - Use

- Different uses are arranged in a horizontal nature





Elements of the Vision

Trinity River Corridor; Dallas, TX

Transportation – Framework View

Transportation

Framework Concept: People should have a variety of transportation choices for travel.

Balanced Transit & Vehicular Network

- The transit and roadway systems are balanced in a complete transportation network
- Transit provides stimulus for increased development density
- Balanced transit opportunities for south, north, and west Dallas

Urban Villages – 5 Minute Walk

- Identifies the distance for a pedestrian to travel during a five minute walk to transit station
- Core area which defines multi-modal transportation network to support increased density

Urban Villages – 10 Minute Travel Radius

- Identifies the distance for a bus to travel as a part of a 10 minute loop network returning to transit station
- Supports increased development densities

Trolley System

- A trolley system could be either a metal or rubber tired trolley; it runs on public streets
- An entertainment trolley loop connects all the entertainment venues adjacent to the Trinity River and runs on top of the levees
- The North Bank District trolley system links the area to Victory and downtown
- The trolley is a component of a transit network that includes regional/commuter rail, light rail transit (LRT), and buses

Trail Network

- Regional and local access for pedestrians, cyclists and equestrians
- Provides connection to Trinity River portals for access to park
- Links employment, housing and recreational areas





Elements of the Vision

Trinity River Corridor; Dallas, TX

Urban Design – Framework View

2. A Vision to Transform Dallas' Trinity River

Urban Design

Framework Concept: The design features of the public improvements establish a standard of excellence that define nearby areas and create an expectation for comparable quality in future private development.

Trinity River Park & Lakes

- Establish the primary elements for urban form and redevelopment
- Water and park amenities create development opportunities

Primary Streetscape Treatment

- These are primary streets linking urban villages and amenities together
- Linkages with downtown Dallas
- Pedestrian focus for detailed streetscape elements

Secondary Streetscape Treatment

- These streets provide a smaller scale linkage for neighborhoods
- Linkage between urban villages

Trinity Park Portal

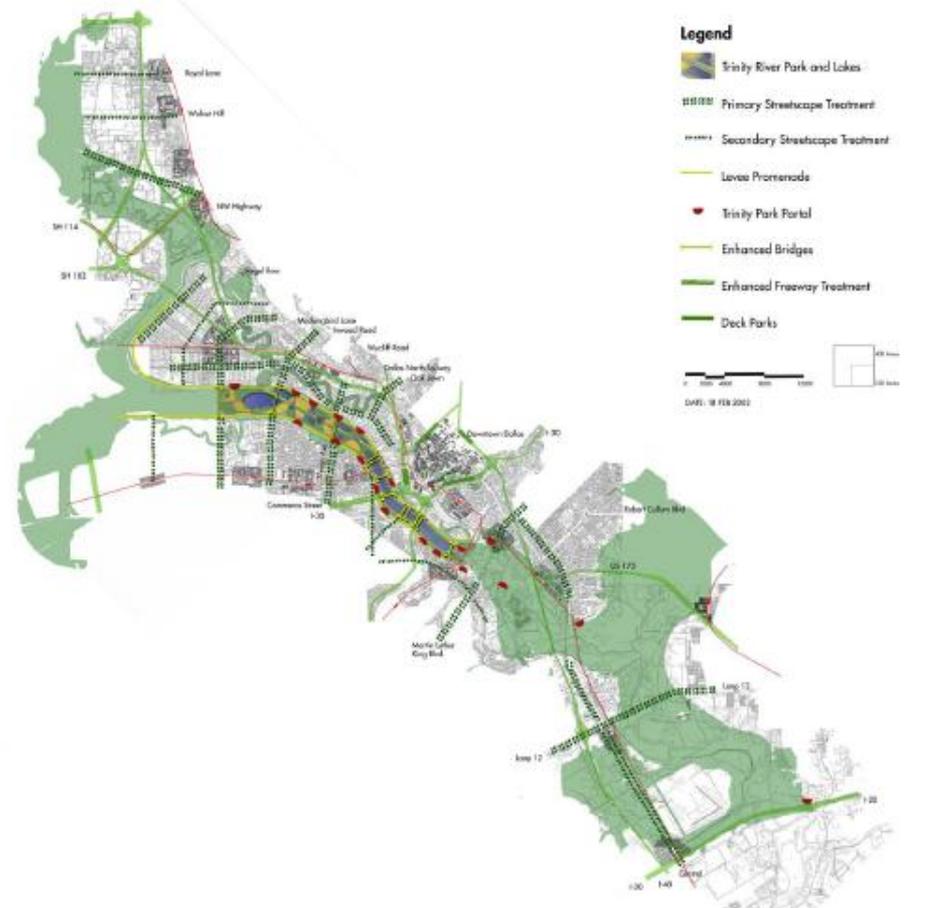
- Portals offer the primary pedestrian access to the Trinity Park
- Provides some stimulus for redevelopment activity

Deck Park

- Decks over or plazas beneath the highways that ring downtown will provide connections to river amenities
- Establishes stimulus for redevelopment activity

Enhanced Bridges

- Enhanced bridges create signature landmarks
- Calatrava-designed bridges attract international recognition





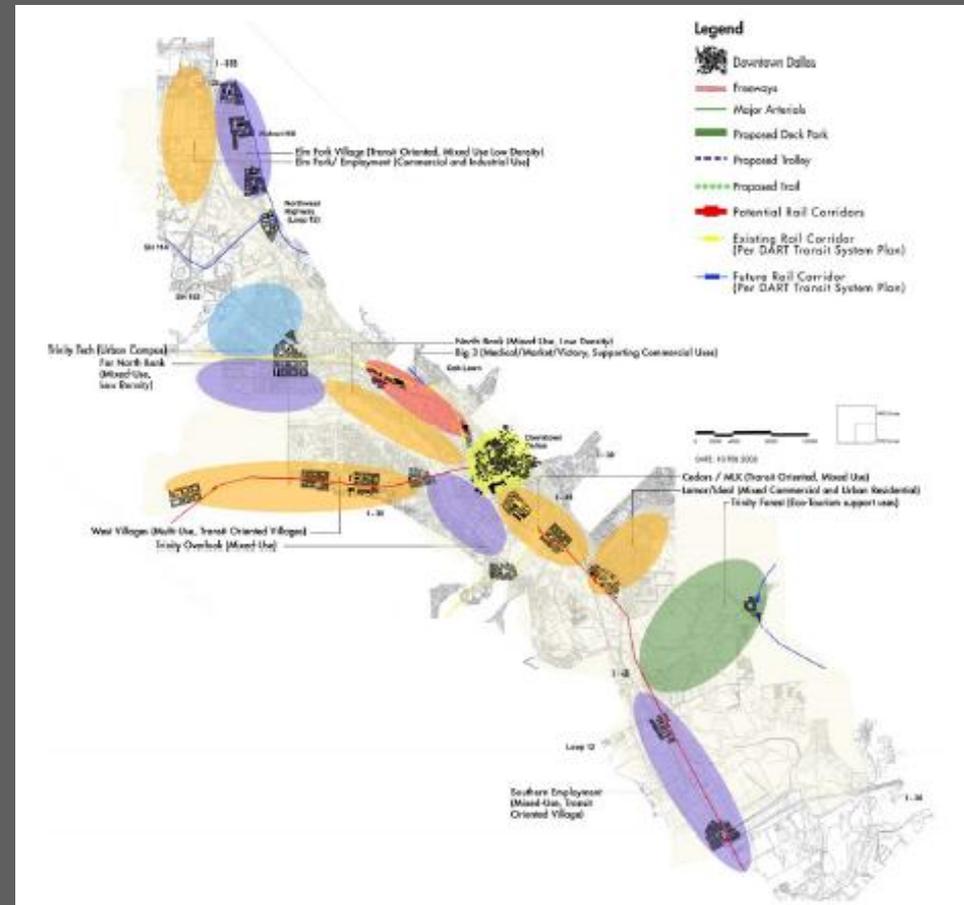
Elements of the Vision

Trinity River Corridor; Dallas, TX

Framework Vision

Framework Vision includes:

- District identification and land uses
- Density pattern
- Rail and regional corridors
- Water edges
- Implementation strategies





Elements of the Vision

Trinity River Corridor; Dallas, TX

Land use modules with a set of recommended percentages and relationships:

- Mixed use
- Commercial
- Residential
- Civic
- Industrial
- Open space
- etc.

3. Land Use and Urban Design Throughout the Trinity Corridor

Land Use Principles

A land use plan should describe a community's preferred pattern of future development. It should provide policies, maps and other illustrations that can be used by citizens, property owners and public officials to determine whether a proposal for development on a particular piece of property is consistent with this preferred pattern of development. It does not, however, prescribe specific zoning or development regulations at a parcel-specific level.

Chapter 2 of this Comprehensive Land Use Plan for the Trinity River Corridor describes the vision for this area through 2050. It also sets objectives and establishes the framework concepts for public and private investment. In this chapter of the Comprehensive Land Use Plan, the "building blocks" used to define the preferred development patterns are explained. The land use and urban design policies that apply throughout the corridor are also discussed. The detailed land use plans that apply to each district within the corridor are presented in Chapter 5. These district plans use the "building blocks" explained in this chapter.

Comprehensive land use plans use many different techniques to convey their policy direction. This plan defines a set of 33 "land use types" that are appropriate in one or more locations throughout the Trinity River Corridor. These land use types are then combined into 15 "land use modules". Each module includes several land use types, the mix of those types within a module defines the character of an area's development. Finally, the land use modules are applied to the map of the Trinity River Corridor to create a "preferred land use plan". This plan covers the entire corridor and illustrates the City's policy direction for future development and development.

Building Blocks for Planning: Land Use Types

Land use definitions provide a description and basic understanding of how a community values its built environment and surroundings. Land uses help clarify the type of activities the community deems appropriate for a particular area. The 33 land use definitions for the Trinity River Corridor split into the development types, intensity, function and characteristics for each area; their application is based on community input. Many of these land use definitions reflect a changing urban community where people live, work, shop, and play within easy walking or commuting distance.

Townhouse

- 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

- 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

- Residential development characterized by 4- to 8-story structures with multiple units
- Located adjacent to the street, creates an urban streetscape



Mixed Use 'A'

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



Mixed Use 'B'

- Mix of uses in a dense vertical arrangement
- 4- to 8-story buildings
- Active, pedestrian-oriented commercial uses located on the ground floor with direct street access



Mixed Use - High Rise

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



Residential Urban 5

- Residential development characterized by 6- to 9-story structures having multiple units
- Located adjacent to the street, creates an urban streetscape



Residential - Parkside

- Residential development characterized by 10- to 25-story structures having multiple units
- Capitanes on proximity to the Trinity River through views and connectivity



Residential Urban 10

- Residential development characterized by 10- to 25-story structures with multiple units
- Located adjacent to the street, creates an urban streetscape



Retail - Neighborhood

- 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

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



Retail - Neighborhood Urban

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



Entertainment

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



Civic

- 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

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





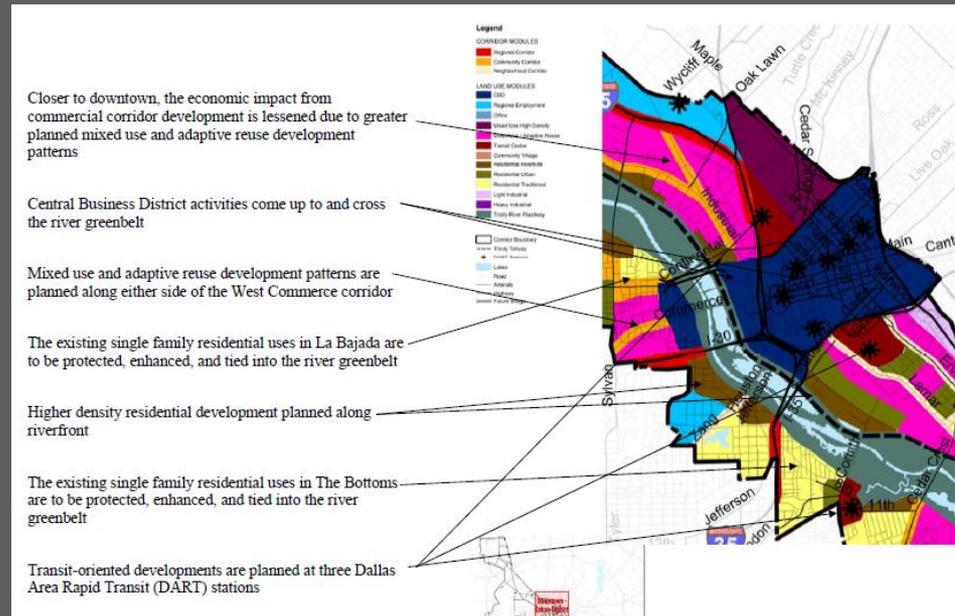
Elements of the Vision

Trinity River Corridor; Dallas, TX



Key Maps – Districts and Sites

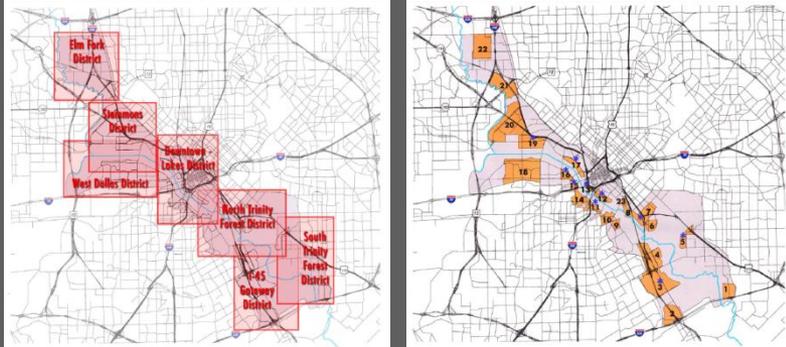
District Recommendations for 7 different areas





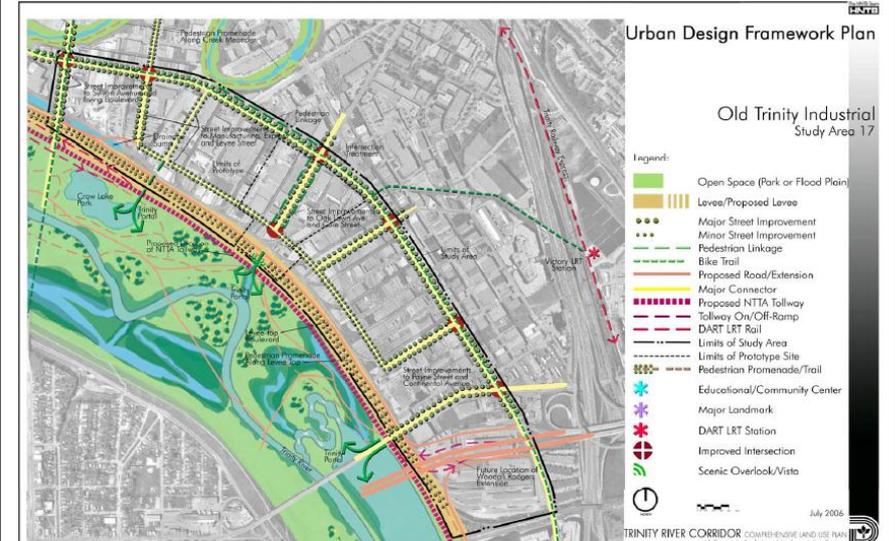
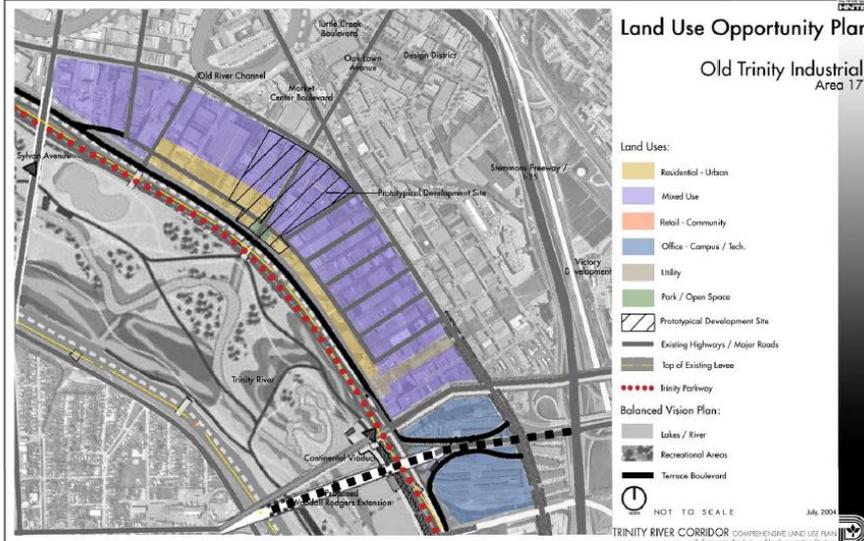
Elements of the Vision

Trinity River Corridor; Dallas, TX



Key Maps – Districts and Sites

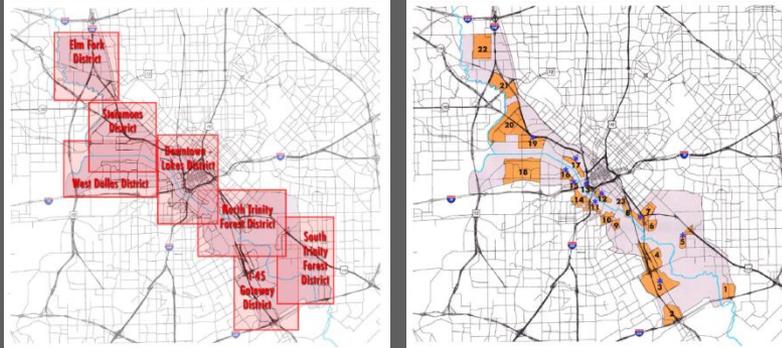
Site Recommendations for 23 different areas – land use and urban design.





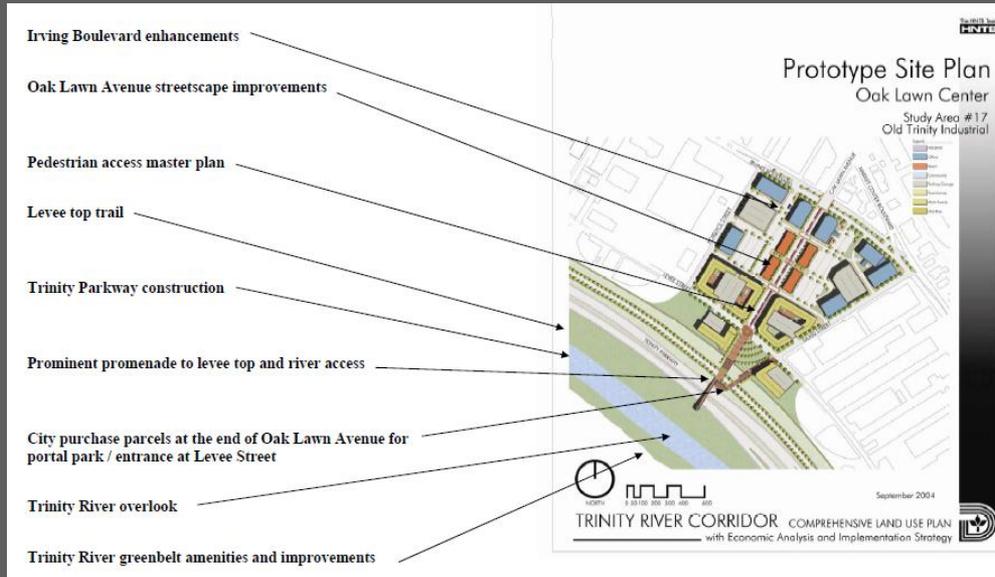
Elements of the Vision

Trinity River Corridor; Dallas, TX



Key Maps – Districts and Sites

Prototype design recommendations





Implementation

Trinity River Corridor; Dallas, TX



Implementation

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

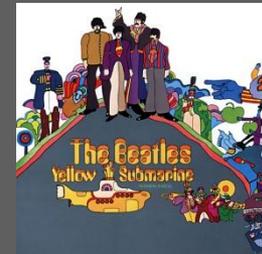
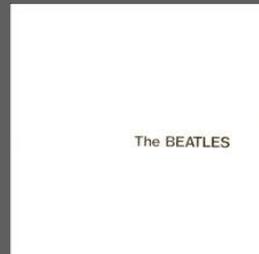
ID #	Project	Location	Improvements	Project's cost
<i>Stemmons District</i>				
S 1	Irving Boulevard enhancements	From Industrial Boulevard to the Irving city limits	Widening in some sections and streetscape enhancements throughout	\$30,697,000
S 2	Trinity River Express station at Mockingbird Lane	In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

Trinity River Corridor Comprehensive Land Use Plan



Final Outcomes?

Trinity River Corridor; Dallas, TX



Thank you!

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