ForwardDallas 2.0 Comprehensive Land Use Plan

# FORWARDALLAS 2.0

## ADOPTED
## SEPTEMBER 2024
AMENDED MARCH 2026



City of Dallas

# ORDINANCE

260590

2-23-25

ORDINANCE NO. 33366

An ordinance amending Ordinance No. 26371, passed by the Dallas City Council on June 14, 2006, as amended by Ordinance No. 32885, passed by the Dallas City Council on September 25, 2024; complying with federal directives; providing a saving clause; providing a severability clause; and providing an effective date.

BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF DALLAS:

SECTION 1. That the Exhibit A attached to Ordinance No. 26371, as amended, is replaced by the Exhibit A attached to this ordinance.

SECTION 2. That the Comprehensive Plan of the City of Dallas shall remain in full force and effect, save and except as amended by this ordinance.

SECTION 3. That any act done or right vested or accrued, or any proceeding, suit, or prosecution had or commenced in any action before the amendment or repeal of any ordinance, or part thereof, shall not be affected or impaired by amendment or repeal of any ordinance, or part thereof, and shall be treated as still remaining in full force and effect for all intents and purposes as if the amended or repealed ordinance, or part thereof, had remained in force.

SECTION 4. That the terms and provisions of this ordinance are severable and are governed by Section 1-4 of Chapter 1 of the Dallas City Code, as amended.







ORDINANCE

33366

260590

SECTION 5. That this ordinance shall take effect immediately from and after its passage and publication in accordance with the provisions of the Charter of the City of Dallas, and it is accordingly so ordained.

APPROVED AS TO FORM:

TAMMY L. PALOMINO, City Attorney

By _____
Assistant City Attorney

Passed MAR 25 2026

# ACKNOWLEDGMENTS

## ELECTED + APPOINTED OFFICIALS

Eric Johnson, Mayor

### City Council

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- District 3

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- District 4

Jaime Resendez
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Kathy Stewart
- District 10

Jaynie Schultz
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Cara Mendelsohn
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- District 5

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Office of Cultural Affairs

Dallas Department of Aviation

City Attorney's Office

City of Dallas Bond Program Administration

Dallas Code Compliance Services

City of Dallas Office of Budget

Dallas Building Services Department

Dallas Convention & Visitors Bureau

Department of Data Analytics and Business Intelligence

Dallas Office of Economic Development

Office of Environmental Quality & Sustainability

Office of Equity and Human Rights

Dallas Fire-Rescue Department

GIS Services of the City of Dallas

Dallas Historic Preservation Office

Dallas Department of Housing and Neighborhood Revitalization

Dallas Public Library

Dallas Parks and Recreation Department

Dallas Police Department

*Committee members / staff no longer on committee or team at time of adoption





# ACKNOWLEDGMENTS (CONT.)

### Technical Review Committee (continued)

Dallas Public Works Department

Real Estate Division of the City of Dallas

Dallas Department of Transportation

Dallas Water Utilities

Dallas Area Rapid Transit

North Central Texas Council of Governments

Dallas County

Texas Department of Transportation

Dallas Housing Authority

Richardson ISD

Duncanville ISD

Dallas ISD

Dallas College

Downtown Dallas Inc.

University of Texas at Dallas

Southern Methodist University

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Toole Design Group

K-Strategies

## PARTNER AGENCIES AND ORGANIZATIONS

Environmental Commission

American Institute of Architects (AIA)

Greater Dallas Planning Council (GDPC)

Dallas Habitat for Humanity

Dallas Housing Coalition

Builders of Hope

RAYO Planning

Downwinders at Risk

## PLANNING & DEVELOPMENT DEPARTMENT

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*Julia Ryan - Former Director

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Chalonda Mangwiro-Johnson - Engagement Manager

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Lindsay Jackson - Senior Planner

Gray Parker - Senior Planner

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*Karen Riley - Engagement Manager

*Sandra Bowie - Engagement Manager

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*Joseph Moss - Senior Planner

*Ashley Mitchell - GIS Analyst

*Megan O'Neal - Planning Manager (Parks)

*Committee members / staff no longer on committee or team at time of adoption

## Land Use Acknowledgment

City of Dallas' Department of Planning and Urban Design acknowledges the traditional territory of North Texas occupied by multiple American Indian groups because of the Trinity River which provided seasonal homes and trading exchanges. Most notably, it was inhabited by the Caddo, Wichita, and nomadic tribes such as the Comanche and Kiowa, and ancestral tribes including the Arkikosa, Atakapa, Karankawa, Tawakoni, and others. We recognize the American Indian peoples as original stewards of this land and all the relatives within it. The acknowledgment is a small gesture to a larger commitment to showing respect through ongoing awareness and action.

ALL AS.ONE.







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Amended - March 2026

# EXECUTIVE SUMMARY

FORWARDALLAS

## HISTORY ENGAGEMENT VISION THEMES

Prior to looking forward, we must recognize that historically, in communities across the nation, land use and zoning has been used to exclude and segregate people of color. This has played a role in the creation and perpetuation of racial, economic and health inequities.

ForwardDallas cannot resolve the historical impact of inequitable land use and zoning issues overnight, or by itself, but the City is committed to applying an equity lens to how we plan and engage today and into the future.

**1500+** IN-PERSON ATTENDEES

**25000+** WEBMAP VISITS

**1600+** MAP COMMENTS

**1000+** SURVEY RESPONSES

**10000+** ONLINE USERS

**200+** IN-PERSON EVENTS

**70+** VIRTUAL EVENTS







## TIMELINE

**2021** PROJECT INITIATION & EXISTING CONDITIONS

**2022** INITIAL COMMUNITY ENGAGEMENT

**2022** LAND-USE VISIONING

Amended - March 2026

**2023** LAND USE THEME DEVELOPMENT

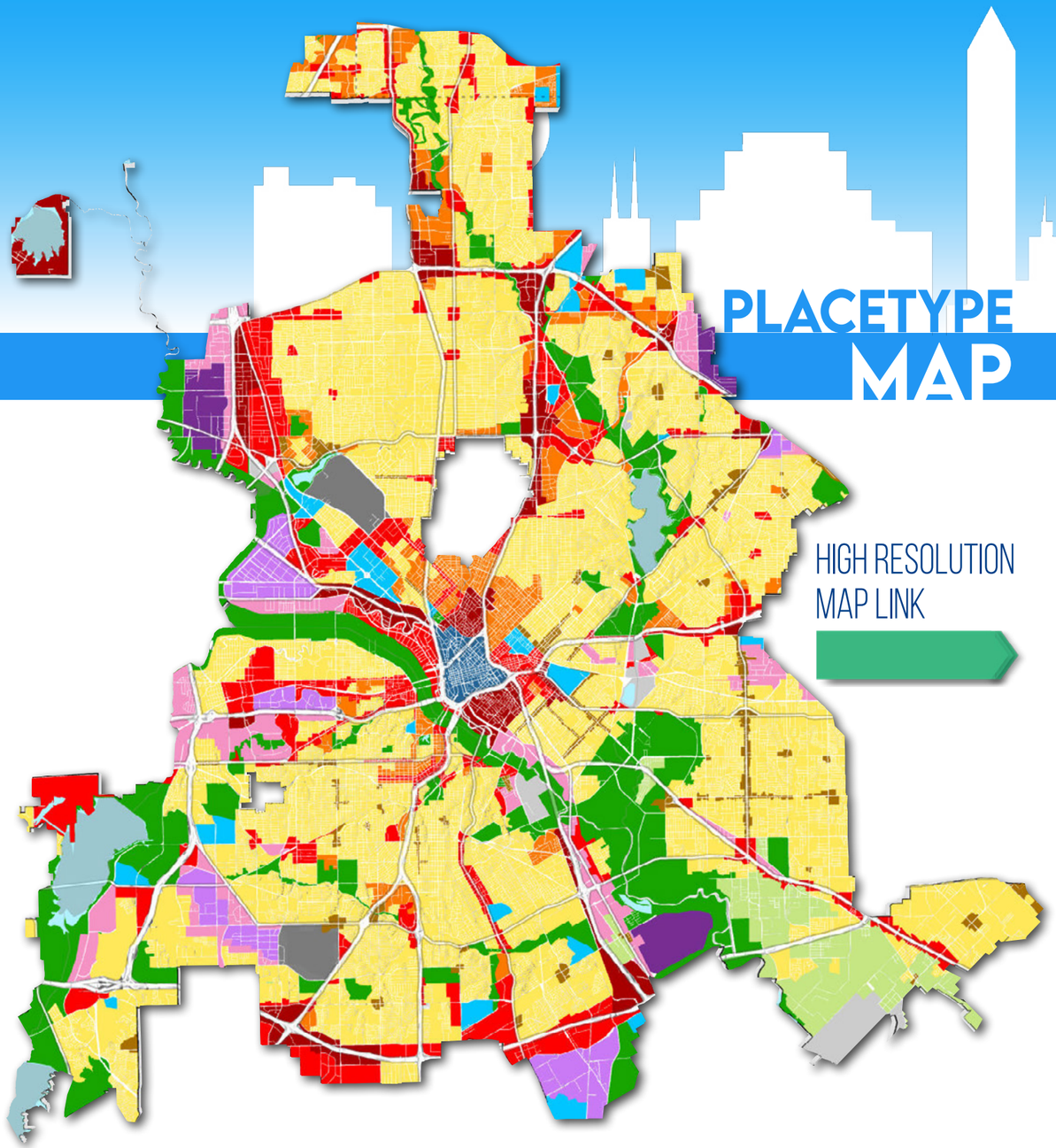
**2023** PLACETYPE DEVELOPMENT

Amended - March 2026

**2024** DRAFT PLAN REVIEW

**2024** PUBLIC BRIEFINGS/ HEARINGS + ADOPTION

# EXECUTIVE SUMMARY



## PLACETYPE MAP

HIGH RESOLUTION MAP LINK

## PLACETYPE CATEGORIES

A placetype represents a holistic, larger scale vision for a community or place that incorporates a desired mix of land uses, design, and density.

- REGIONAL OPEN SPACE
- SMALL TOWN RESIDENTIAL
- COMMUNITY RESIDENTIAL
- CITY RESIDENTIAL
- FLEX COMMERCIAL
- INDUSTRIAL HUB
- AIRPORT
- NEIGHBORHOOD MIXED-USE
- COMMUNITY MIXED-USE
- REGIONAL MIXED-USE
- CITY CENTER
- LOGISTICS/INDUSTRIAL PARK
- INSTITUTIONAL CAMPUS
- UTILITY

# EXECUTIVE SUMMARY

## LAND USE THEMES

### ENVIRONMENTAL JUSTICE + SUSTAINABILITY

**Theme Goal:** Actively and equitably protect communities from the effects of environmental hazards, while enhancing environmental quality through proactive protection, conservation, and sustainable practices in both natural and built environments.

### TRANSIT-ORIENTED DEVELOPMENT (TOD) + CONNECTIVITY

**Theme Goal:** Advance safe, compact, and walkable mixed-use development around DART stations and other transportation nodes to further increase accessible connectivity to housing, job opportunities, and neighborhood amenities for all residents.

### HOUSING CHOICE + ACCESS

**Theme Goal:** Equitably increase attainable housing options throughout the city, particularly near job centers and transit-oriented locations, to meet the diverse housing needs of all people in Dallas.

### ECONOMIC DEVELOPMENT + REVITALIZATION

**Theme Goal:** Promote equitable development of Dallas' diverse communities across the city, through the revitalization of neighborhood centers, commercial corridors, employment centers, and transit areas.

### COMMUNITY + URBAN DESIGN

**Theme Goal:** Adopt and implement context-sensitive design and development guidance to help shape Dallas' streets, sidewalks, buildings, and open spaces, ensuring functional, safe, sustainable, and vibrant spaces that not only reflect but also enhance Dallas' distinct places and diverse communities.

## IMPLEMENTATION PLAN

| | | | |
|---|---|---|---|
| | **Objective A:** Create and support citywide Environmental Justice (EJ) goals | **Objective B:** Mitigate negative environmental impacts from new development | **Objective C:** Support the environmental protection of key natural resources |
| | **Objective A:** Encourage more housing, employment, services and amenities around transit stations | **Objective B:** Align transportation planning, land use planning, and development processes | **Objective C:** Promote a multi-modal transportation network that is highly accessible and well-connected |
| | Objective A: Encourage a mix of housing types and affordabilities to meet diverse needs | **Objective B:** Prioritize housing investments for the most vulnerable populations, especially the unhoused and those at high risk of displacement | **Objective C:** Align land use policy and process with housing strategies, plans, and programs | **Objective D:** Protect and Preserve Existing Neighborhoods |
| | **Objective A:** Implement "transformative placemaking" strategies to revitalize commercial corridors, transit nodes, and employment centers | **Objective B:** Prioritize equitable growth by targeting Investment in underserved communities | **Objective C:** Foster economically resilient communitiesthat are regionally connected and locally supported | **Objective D:** Remove land use and zoning barriers that hinder small business development |
| | **Objective A:** Establish a citywide urban design framework | **Objective B:** Integrate urban design standards and guidance into the development review process and future planning efforts | **Objective C:** Promote quality design principles to foster more inclusive and equitable neighborhoods and spaces throughout Dallas |



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FORWARDALLAS

## CONTENTS

Overview
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History + Background
Process + Timeline
Community Values
How to Use the Plan




# CHAPTER 1
# INTRODUCTION



## OVERVIEW

ForwardDallas 2.0 is the citywide visionary plan that establishes guidelines for how public and private land should be used and what the city should look like. Land use and urban design have significant impacts on most aspects of daily life, such as job opportunities, commute times, air quality, and access to recreation and green space.

This section provides a general summary of what the plan is, what it isn't, and its importance for the city.

# OVERVIEW



## FOREWORD

Many established neighborhoods, ranging from those that consist of exclusively single-family detached residences to those with a diverse array of housing types, have experienced considerable changes since the first ForwardDallas plan was published in 2006, in large part due to market demands for housing significantly outstripping our housing supply. While some of this redevelopment has benefitted neighborhoods, in too many instances, it has led to existing residents being displaced from their longtime homes. On one hand, many Dallas neighborhoods have experienced significant displacement despite being zoned single-family. On the other hand, neighborhoods that allow different housing types have not been immune to displacement, either.

The most important considerations as the City moves forward in the conversation about adding new housing types are (1) meeting the housing needs of Dallas residents in the midst of a housing shortage and in light of projections that housing demand will continue to grow along with the City itself; and (2) ensuring that residents of established neighborhoods are not displaced.

Land use and zoning decisions should proceed from the fundamental tenet that all residents of Dallas are equal and can live and thrive as neighbors in all parts of the City.

## WHY UPDATE THIS NOW?

The previous iteration of the land use plan was approved by the City Council in 2006. During the ensuing 18 years, the city of Dallas has undergone rapid and significant growth. By revising our land use plan, we aim to envision new ways of utilizing and designing spaces in Dallas that offer equitable access to resources, reinforce the strengths of our communities, and foster continued growth as a thriving city accessible to all.

## WHAT IS FORWARDDALLAS?

The ForwardDallas Comprehensive Land Use Plan Update, to be referenced as ForwardDallas 2.0, is a long-range, future land use vision that guides how and where the city grows over the coming decades and describes how to achieve that vision.

The plan is rooted in five overarching themes that serve as the foundation for the plan's goals, objectives, and actions steps.

Those themes are:

1. Environmental Justice and Sustainability
2. Transit-Oriented Development and Connectivity
3. Housing Choice and Access
4. Economic Development and Revitalization
5. Community and Urban Design

## HOW WILL IT BE DONE?

Future land use plans are implemented through various tools and resources. One of the primary implementation tools is zoning. Zoning changes can be initiated by property owners or by the City. Implementation also occurs through the City's Capital Improvements Program, which allocates funding for projects including parks, streets, and utility connections.











## WHAT THIS IS NOT

ForwardDallas 2.0 is not a regulatory document or a silver bullet for all public policy. It informs decisions about zoning and development, but does not constitute zoning nor change zoning. This plan and maps contained therein do not establish zoning district boundaries or regulations, nor do they guarantee that individual properties are suitable for the full range of land uses and design characteristics described within each placetype. Land use decisions on individual properties should consider not only the Future Placetype Map, but other factors such as other city policies, the context of the surrounding area, and other individual site considerations that cannot be evaluated as part of the high-level policy guidance of ForwardDallas 2.0.

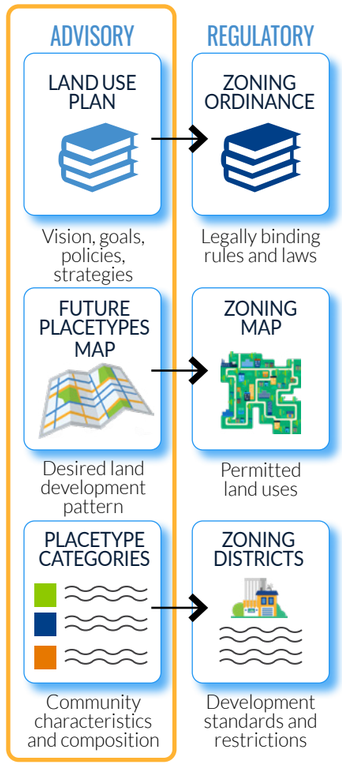
This plan does not recommend a city-initiated re-zoning of single-family neighborhoods. Under existing zoning, change has already come to countless established Dallas neighborhoods. Future policymaking should be sensitive to the fabic of neighborhoods, particularly those where long-term residents are at risk of displacement. Specifically, future discussions about different housing types and zoning considerations post ForwardDallas will require a separate public process that includes community engagement, City Plan Commission review and recommendation, and City Council adoption. Furthermore, tearing down existing housing for replacement and incompatible infill is not encouraged by this plan, particularly in areas at risk of displacement.

## WHY IS THIS IMPORTANT?

A comprehensive land use plan is a planning tool that outlines the vision for how land within a particular area should be used, developed, and managed over time. It can be important for several reasons:

- It can help to ensure that communities are developed to meet their needs and desired in areas, such as housing, parks, and other amenities.
- It can attract new businesses, industries, residential, and mixed-use development, and attract economic growth by providing a framework for development and zoning regulations.
- It can protect the environment and preserve natural resources by identifying areas that are sensitive to development and need protection.
- It can assist in infrastructure planning for transportation, water, and other services to support growth and development.
- It can provide a transparent and public process for planning and decision-making.

## ROLE OF A FUTURE LAND USE PLAN



This section outlines the legal foundation of the plan, details its relationship to other policies, and provides guidance on how to use the plan.

# PURPOSE



## LEGAL BASIS

City of Dallas Charter:

"The council may adopt [...] a comprehensive plan setting forth [...] policies to govern the future physical development of the city. Such plan may cover the entire city and all of its functions and services or may consist of a combination of plans governing specific functions and services or specific geographic areas which together cover the entire city and all of its functions and services."

Chapter 51A Dallas Development Code:

"The purpose of [the] comprehensive plan is to promote sound development of the city and promote the public health, safety, and welfare. The comprehensive plan is a plan for the long-range development of the city. The comprehensive plan sets forth policies to govern the future physical development of the city. The comprehensive plan shall serve as a guide to all future city council action concerning land use and development regulations, urban conservation and rehabilitation programs, and expenditures for capital improvements."

Texas Local Government Code:

The Texas Local Government Code, Section 213.005, states that municipalities may have comprehensive plans. Section 211.004 provides that zoning regulations must be adopted in accordance with the comprehensive plan.

## RELATIONSHIP TO ZONING

"The relationship between the comprehensive plan and development regulations is that the comprehensive plan serves merely as a guide for rezoning requests rather than as a mandatory restriction on the city's authority to regulate land use. The comprehensive plan shall not constitute zoning regulations or establish zoning district boundaries. The comprehensive plan does not limit the ability of the city to prepare other plans, policies, or strategies as required. (Ord. Nos. 26371; 28073)".[1]

## RELATIONSHIP TO HISTORIC DISTRICTS, CONSERVATION DISTRICTS, NEIGHBORHOOD STABILIZATION OVERLAYS, AND PLANNED DEVELOPMENT DISTRICTS

Historic Districts (HDs), Conservation Districts (CDs), Neighborhood Stabilization Overlays (NSOs) and other neighborhood-led efforts, including predominantly residential planned development districts (PDs) and sub-districts, reflect thoughtful collaboration amongst stakeholders that allow neighborhoods to establish a more detailed vision of their community which ForwardDallas 2.0 does not change nor makes a recommendation to change. This plan does not preclude neighborhoods from creating such districts in the future.

In areas with historic and cultural resources, land use decisions guided by this comprehensive plan should consider the guidance, goals, policies, and regulations stipulated in the future Historic Preservation Plan, the Historic & Cultural Preservation Strategy, and historic preservation and conservation ordinances adopted by the City.

1 Chapter 51A Dallas Development Code Sec. 51A-1.108. Comprehensive Plan





CITY OF DALLAS



## RELATIONSHIP TO OTHER PLANS

This plan provides overarching context and guidance for smaller area planning efforts including future neighborhood and corridor plans. While ForwardDallas 2.0 may provide sufficient guidance for the majority of the city, there may be areas where change is occurring at a pace for which a more granular analysis of an area is needed to sort out the property by property issues. For these areas, smaller area, neighborhood, or corridor plans may be most beneficial, both in areas without previous planning efforts and in areas with older area plans in need of an update.

Previously adopted plans with land use components were used to prepare the base draft of the ForwardDallas 2.0 land use map. Refinements were made based on changing conditions since original adoption, community feedback, and changing market conditions, as applicable. Land use plans are generally reviewed for an update every five-ten years, however, this has not occurred for most smaller area plans within the city.

## RELATIONSHIP TO OTHER PLANS (CONT.)

These plans may still provide more detailed background information about the areas than what can be incorporated into a high-level, city-wide policy document; therefore, plans adopted more than a decade prior to the adoption of this plan may still be used as background reference. In areas where the original plan conflicts with ForwardDallas 2.0, FowardDallas 2.0 is the controlling land use policy. Plans adopted since the 2006 forwardDallas! plan are adopted into this Comprehensive Plan as components of the plan; however, policies in this plan supersede any policies in conflict with those in previously adopted plans.

Future area, neighborhood, or corridor plans that are adopted after the adoption of ForwardDallas 2.0 will be incorporated as amendments to and components of ForwardDallas 2.0. They advance the citywide vision, while providing the opportunity to work on more fine-grained issues with the local community. The more localized plans keep ForwardDallas 2.0 current and dynamic over time and hold as much weight as ForwardDallas 2.0.

## HOW TO AMEND THE PLAN?

Plans should be adaptable documents and include an amendment process that provides an opportunity to propose, as part of the public process, changes or updates to the plan to address emergent economic or social trends or reflect new city plans and policies. Changes to the plan may occur through two different processes:

1. Annual tracking by staff to assess and report progress from implementation efforts, newly adopted City policies, or from zoning requests resulting in changes to the future land use vision for an area.
2. Adoption and incorporation of smaller area plans, including neighborhood and corridor plans, into the citywide plan.

## MONITORING PROGRESS

After adoption of this plan, it is required that the comprehensive land use plan be reviewed within five years from the date of adoption and consider revision of the plan within ten years of the date of adoption. The city should also consider completing a mid-cycle report of the plan five years after its adoption date to evaluate progress and maintain relevancy to the community, appointed and elected officials, and City staff. Annual reports and briefings will be provided to Council, the City Plan Commission (CPC), applicable committees and sub-committees.

Prior to looking forward, we must recognize that historically, in communities across the nation, land use and zoning has been used to exclude and segregate people of color.

# HISTORY



## HISTORICAL PLANNING CONTEXT

Zoning is the regulatory tool used by municipalities to enforce land-use policies and decisions that determine the physical development of land based on its usage, purpose, and geological characteristics. In its earliest application, zoning in the United States was intended to protect white single-family neighborhoods from the encroachment of common nuisances and people of color.

The impetus for employing zoning in cities was oftentimes to segregate undesired uses such as polluting industry away from white residential areas. Industrial land uses were intentionally located away from affluent white neighborhoods. As a result, nearly half of the areas in the city designated as "Racially/ Ethnic Concentrated Areas of Poverty" by the Federal Government have industrial uses in close proximity or in their midst.

The current proximity of residential homes to industrial areas reflects the lasting effects of Dallas' historical cumulative zoning, especially noticeable in the southern and western parts of the city.

Addressing these challenges becomes more complex due to discrepancies between adopted land use plans aimed at resolving such issues and subsequent zoning changes that haven't consistently aligned with the envisioned future development, as well as legal nonconforming land uses that continue to operate even after zoning is changed.

Zoning tools also frequently resulted from and into policies whose sole intent was to segregate land uses based on racial and socioeconomic demographics. Our nation has a troubled history of systematic practices and policies that have been used to enforce inequities. When Dallas adopted its first official zoning code in 1929, the zoning practices created exclusionary patterns of land use; and historical records document discriminatory intent in some early policies. Dallas adopted a city law which permitted neighborhoods to be legally closed to certain races.

Neighborhood and business associations who supported the 1926 Kessler Plan, such as the Kessler Plan Association, stated that "whites who have bought homes are entitled to protection from encroachment of Negroes moving into the neighborhood."[1]

Much of post-World War II land use planning for residential areas has involved dedicating large land areas of Dallas solely for single-family, detached housing with pockets for large apartment complexes. This practice, coupled with underinvestment by banks and private developers in certain areas of the city, has contributed to limited housing options--- including types and price points--- and inadequate affordable housing. Zoning options have also not kept pace with evolving lifestyle and development trends, which have created barriers to developing different housing types and new, sensitively scaled, infill housing designs.

1 The Washington Post

LEARN MORE IN THE EXISTING CONDITIONS REPORT **CLICK HERE**











# BACKGROUND

## TRENDS

While emerging trends tell a story of population and economic growth in the city, significant equity challenges persist between certain population groups and geographic areas. Other important trends, such as the evolving economic use of space and shifting age demographics, point towards unique challenges and opportunities for future land use planning.

Dallas has experienced a 9% population increase in the last decade. While this is less than the growth rate of the Dallas-Fort Worth metroplex (43%) and Texas (26%) during this same period, the North Central Texas Council of Governments (NCTCOG) projected that the city's population will continue to grow over the next 20 years to 1.6 million by 2045, an increase of 300,000.

Dallas has seen an overall growth in median household incomes since 2010, a forty-two percent (42%) increase from around $41,000 to $58,249 (2021; ACS 5-Yr). While this is a lower growth rate than other peer cities studied, Dallas' median home values have increased at a greater rate than both the DFW metro and the State, at 37.4%, up to $303,444 (2021; ACS 5-Yr).

This economic growth has led to uneven impacts on different population groups and geographic areas of the city. The rapid growth of home and property values has exacerbated challenges around housing costs, with 44.3% of Dallas renters and 25.1% of homeowners considered cost-burdened. Dallas leads all Texas peer city groups in the total number of persons living in poverty at 18.1%, while the percentage of people making over six-figure incomes has increased by nearly 25%. This income inequality continues to express itself through the concentration of racialized poverty in some areas, with growing wealth in others. A Market Value Analysis has also demonstrated uneven opportunity for investment and development, leading to continued disinvestment in some areas, and growth and displacement pressures in others.

The Dallas economy continues to diversify, with large growth in areas such as management, the arts, real estate, professional and technical services, and education services. The national decline in traditional retail and office occupancy rates presents challenges and opportunities for land use and development throughout the city.

Over the past two decades, age distributions within the city have shown significant change. While persons over 55-64 and over 65 populations have grown 36% between 2010 and 2020, the next largest age group (20 – 34) only grew by 12.5% during the last ten (10) years. As of 2022, the median age in Dallas was 33.1 years, younger than the Dallas-Fort Worth-Arlington Metropolitan Statistical area with a median age of 35.3 years. These growing populations have different needs and lifestyles that will require careful thought about the provision of housing, leisure activities, services, and workforce preferences.

CITY OF DALLAS



This section provides a summary of the steps taken to develop ForwardDallas 2.0.





# PROCESS+ TIMELINE



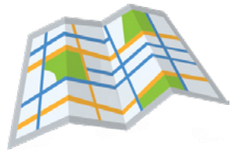














**1**

## PROJECT INITIATION & EXISTING CONDITIONS

Kicking off the planning process and establishing a solid technical and conceptual foundation of Dallas.

SEP 2021 - MAY 2022

**2**

## INITIAL COMMUNITY ENGAGEMENT

Getting the community engagement efforts rolling with a series of workshops and an outline survey to identify priority issues.

SEP 2021 - MAY 2022

**3**

## LAND USE VISIONING

Forming the vision of Dallas' future together with the community and key stakeholders.

JUL 2022 - APR 2023

**4**

## LAND USE THEME DEVELOPMENT

Development of land use themes based on the community's vision.

NOV 2022 - APR 2023

**5**

## PLACETYPE & URBAN DESIGN MAP REVIEW

Meeting with the community to refine the placetypes into a recommended future placetype map.

AUG 2022- MAY 2023

**6**

## DRAFT PLAN REVIEW

Community, staff, and advisory review of future placetype map.

MAR 2023 - FALL 2024

**7**

## PUBLIC BRIEFINGS/ HEARINGS + ADOPTION

Public discussion and review of draft plan and future land use map.

FALL 2023 - FALL 2024





Amended - March 2026

CITY OF DALLAS



This section highlights the engagement process of the plan since its launch.



# COMMUNITY ENGAGEMENT

**1500+** IN-PERSON ATTENDEES

**10000+** ONLINE USERS

**25000+** WEBMAP VISITS

**1600+** MAP COMMENTS

**1000+** SURVEY RESPONSES

**200+** EVENTS

The ForwardDallas engagement process started with an emphasis on consistent messaging and reaching residents "where there are." Relaying the message to diverse audiences served as the basis for developing specific engagement strategies and tools to extend the reach and convenience of the plan's message to under-represented communities.

The plan draws its priorities and action steps from inclusive and extensive community input, vital in shaping the City of Dallas' direction. Since its launch in September 2021, Dallas residents and stakeholders have actively participated through various ways, including in-person workshops, pop-up events, virtual discussions, and online/paper surveys.

Public feedback has been summarized into key land use themes, shaping forthcoming action steps and policies. The word-cloud and topic bubbles in **Figure 1** are scaled to represent the frequency of open-ended responses received for each theme. Each subtopic within the themes is distinctively color-coded for easy reference.

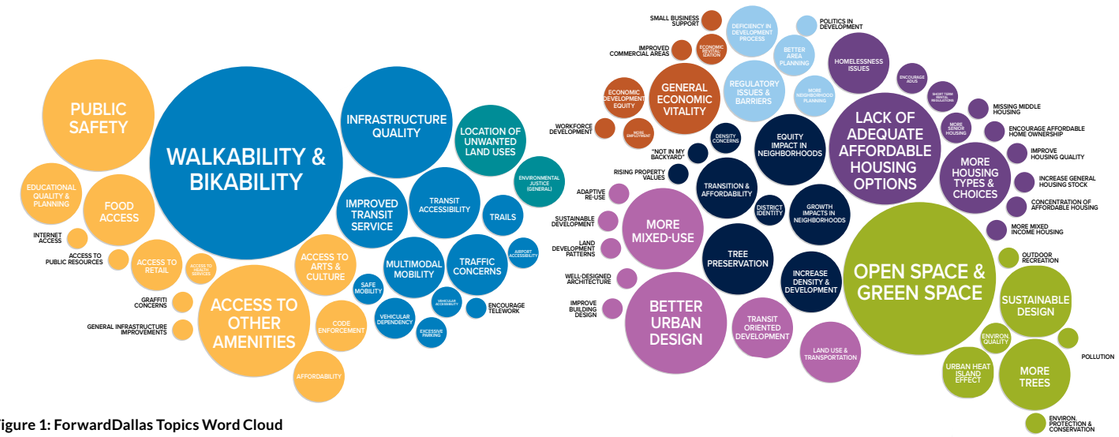



**Figure 1: ForwardDallas Topics Word Cloud**

Mapping participant attendance and demographic data helps ensure that engagement efforts are equitably distributed throughout the city. The map in **Figure 2** depicts event and engagement activity conducted throughout the course of the project.

**Legend**

- Advisory
- Capacity Building
- Listening Session/ Focus Group
- Open house
- Popup/Table
- Workshop

LEARN MORE IN THE ENGAGEMENT REPORT

CLICK HERE

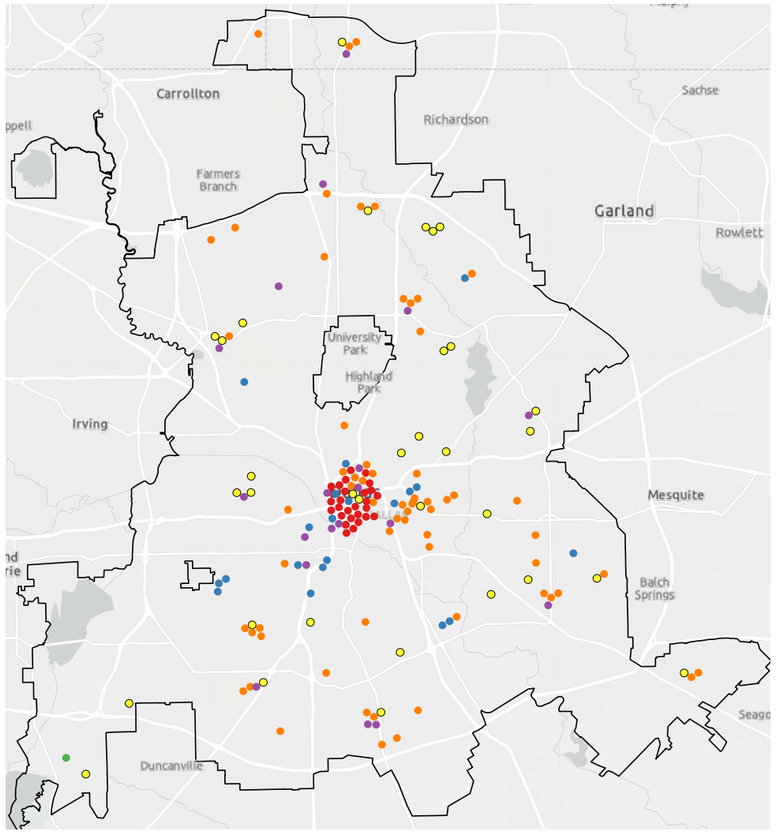



**Figure 2: ForwardDallas Engagement Events Map**





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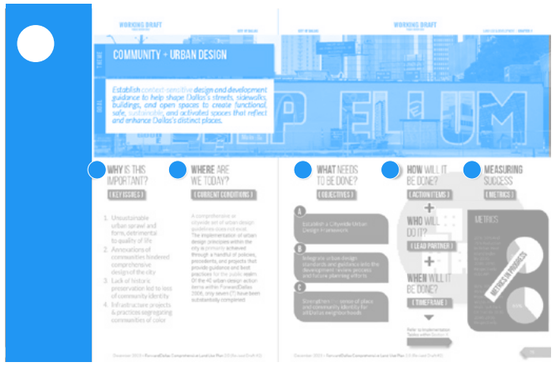
This plan is structured into 4 major sections, each building upon each other. The guide below provides a summary on how to navigate and best utilize this plan.



# HOW TO USE THIS PLAN

## 1 LAND USE THEMES



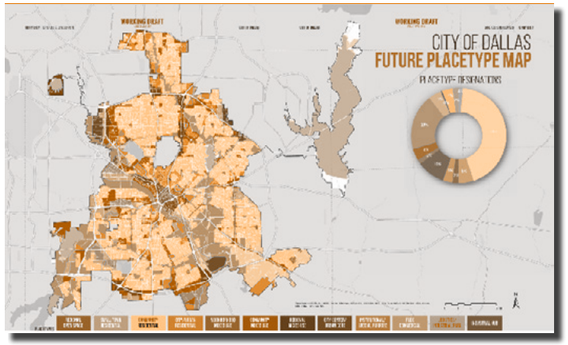

Details the land use themes developed from the community's shared values and vision. Each theme is made up of a primary goal, which provides direction and expectations of what the plan should achieve. Furthermore, each theme goal has a series of objectives that provide strategic recommendations on how to achieve each theme goal.

## 2 PLACETYPE DESCRIPTIONS



Describes the various types of places in the city that represent a vision for the desired mix of uses, development character, urban design features, and density for areas within Dallas. This section provides character descriptions, application methods, and urban design guidance for each placetype.

## 3 FUTURE PLACETYPE MAP




Provides a graphical and geographical representation of where each placetype is located in the city and how they are related to each other.

## 4 IMPLEMENTATION PLAN




Details how each land use theme will be addressed, which agencies and departments will lead the effort, and a timeframe on when related action items will be achieved.





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FORWARDALLAS

## CONTENTS

Environmental Justice
TOD + Connectivity
Housing Choice + Access
Economic Development + Revitalization
Community + Urban Design

# CHAPTER 2
# LAND USE THEMES



## OVERVIEW

This chapter details the land use themes developed from the community's shared values and vision. Each theme is made up of a primary goal that provides direction and expectations of what the plan should achieve. Furthermore, each theme goal has a series of objectives that provide strategic recommendations on how to achieve each theme goal.

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THEME

# ENVIRONMENTAL JUSTICE + SUSTAINABILITY

GOAL

*Actively and equitably protect communities from the effects of environmental hazards, while enhancing environmental quality through proactive protection, conservation, and sustainable practices in both natural and built environments.*

**Decrease the % of industrial zones/ uses near residential zones/uses***

**(Key Performance Indicators to be developed and tracked post plan adoption with annual reporting to either City Plan Commission or Council.)**

## DID YOU KNOW?

Environmental Justice is the fair treatment and meaningful involvement of all people regardless of race, color, national origin, or income, concerning the development, implementation, and enforcement of environmental laws, regulations, and policies.[1]

Environmental Justice ensures equitable access to healthy communities and environmental benefits. It prevents disproportionate burdens from environmental hazards and provides equitable involvement in decision-making processes for all people, regardless of race, ethnicity, income, or national origin[2].

Sustainability is the concept of creating and maintaining conditions under which humans and nature can exist in productive harmony and that permit fulfilling social, economic, and other requirements of present and future generations.[3]

1. United States EPA
2. City of Dallas OEQS
3. NEPA

## 1 WHY IS THIS IMPORTANT? ( KEY ISSUES )

1. Concentration of incompatable land uses in areas with high levels of economic distress, contributing to federally defined areas of concentrated poverty.
2. Communities at risk near floodplains.
3. Negative impacts on community quality of life, health, air quality and water quality due to heavy industrial proximities.
4. Excessive impervious surfaces citywide, increasing urban heat island effect and storm water runoff.

## 2 WHERE ARE WE TODAY? ( CURRENT CONDITIONS )

Land use policy has played a significant role in the disparate distribution of environmental burdens, particularly near communities of color, and outdated land use and zoning tools have reinforced barriers to addressing environmental justice concerns. The City of Dallas has approximately 70,000 acres of residential land, comprising 32% of the city's total land area. Of this, 10,700 acres (5% of the city's land area) are located within 1,000 feet of an industrially zoned district. ForwardDallas 2.0 prioritizes environmental justice concerns and identifies multiple areas on the future placetype map where changes in the future land use mix should occur to encourage healthier environments for people and habitat.

Dallas is the second-most polluted city in Texas regarding heat-generated ozone and the 16th most polluted in the US. Adding to the challenge is Dallas' increasing percentage of impermeable surfaces leading to the city's urban heat-island, which is the second-highest rate in the nation behind Phoenix. Following recommendations in the Comprehensive Environmental and Climate Action Plan (CECAP), this plan explores ways to reduce emissions and impervious land coverage through more sustainable land use practices.

## 3 WHAT NEEDS TO BE DONE? ( OBJECTIVES )

**A** Create and Support Citywide Environmental Justice (EJ) Goals.

**B** Mitigate Negative Environmental and Public Health Impacts from the Built Environment.

**C** Support the Environmental Protection and Expansion of Natural Resources.

## 4 HOW WILL IT BE DONE? ( ACTION ITEMS )

+

## WHO WILL DO IT? ( LEAD PARTNER )

**Refer to Implementation Tables in Chapter 4**

## 5 MEASURING SUCCESS ( METRICS )

## 6 EXPAND CONNECTION

**Implement policies to assess pollution sources and identify incompatible land use decisions near areas experiencing disproportionate environmental or public health impacts.**





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# DID YOU KNOW?

Transit-Oriented Development (TOD) is a pattern of higher-density residential, commercial, office, and civic uses with an urban design and high-quality support for walking, bicycling, transit use, and other forms of non-vehicular transportation, developed near high-performance transit stations. TOD is often encouraged using special development regulations around transit stations that require greater density, a higher-quality public realm, limited parking, and connections to adjoining neighborhoods. It aims to spur economic growth, expand housing opportunities, increase connectivity around a mix of land uses, and promote revitalization around DART stations and transportation nodes.

TOD can be focused around 1/2 mile of major transit nodes, such as DART rails stations and bus transfer centers. However, TOD around bike, bus, and trail infrastructure is generally developed at lower intensities to blend appropriately with the scale of surrounding areas, where the range of walkable access is generally within a 1/4 mile of these connections.

THEME

# TRANSIT-ORIENTED DEVELOPMENT (TOD) + CONNECTIVITY

GOAL

*Advance safe, compact, and walkable mixed-use development around DART stations and other transportation nodes to further increase accessible connectivity to housing, job opportunities, and neighborhood amenities for all residents.*




**Increase % of land use mix within TOD centers***

**(Key Performance Indicators to be developed and tracked post plan adoption with annual reporting to either City Plan Commission or Council.)**

## 1 WHY IS THIS IMPORTANT? ( KEY ISSUES )

1. Overly restrictive zoning requirements limit a mix of uses around potential TOD sites that hinder feasibility.
2. Lack of integration and coordination in the planning of last mile connections.
3. Parking regulations citywide do not incentivize transit-supportive density.
4. Inequitable access to goods and services.

## 2 WHERE ARE WE TODAY? ( CURRENT CONDITIONS )

TOD should incorporate various modes of transportation infrastructure. Dallas contains 249 miles of trails, over 100 DART bus routes, over 100 miles of bike lanes, and there are 65 light-rail stations within DART's system, 46 of which are located within Dallas city limits. The majority of the rail stations with examples of walkable, transit-oriented development are located downtown and to the north along the Orange line around Uptown, City Place and Mockingbird Station. The land within TOD areas (1/2 mile of DART rail stations) comprises roughly 25,800 acres, approximately 11% of the city's land area. Of that land, approximately 2,500 acres, or 10%, is city-owned, half of which is parkland, and approximately 13% of the total acreage is vacant.

Vacant or undeveloped land at the time of this plan presents an opportunity for a mix of new and equitable development including more options for housing, employment, and services.

Some land use and zoning barriers may limit the potential around certain stations. Approximately 33% of the land around rail stations is zoned for low-density residential use. Future land use planning around these stations should be coordinated between the City, DART, and the surrounding neighborhoods to ensure that new development is well-integrated, connected, and appropriately adapted to the context.

## 3 WHAT NEEDS TO BE DONE? ( OBJECTIVES )

- **A** Encourage More Housing, Employment, Services, and Amenities Around Transit Stations.
- **B** Align Transportation Planning, Land Use Planning, and Development Processes.
- **C** Promote a Multi-Modal Transportation Network that is Highly Accessible and Well-Connected.

## 4 HOW WILL IT BE DONE? ( ACTION ITEMS ) + WHO WILL DO IT? ( LEAD PARTNER )

**Refer to Implementation Tables in Chapter 4**

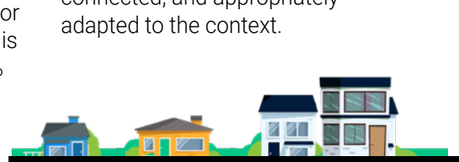
## 5 MEASURING SUCCESS ( METRICS )

## 6 EXPAND CONNECTION

**Evaluate rezoning opportunities in areas with underinvestment or infrastructure gaps.**

## TOD TYPOLOGIES

**TOD typologies groups station areas into several "types" based on context and predominant mode of access.**



NEIGHBORHOOD CENTERS



MIXED USE CENTERS

CITY CENTER



SPECIAL PURPOSE CENTERS





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# TOD TYPOLOGIES

TOD typologies acknowledge that context varies throughout the city and provides broad parameters for the scale and intensity of development, use mix, access, and market potential. Each typology should feature multiple modes of transportation.

These typologies are based on DART's typologies with an emphasis on their connection Dallas' future placetypes (see Chapter 3 for more info on Placetypes).

For details on the application of these typologies within DART station area, refer to DART's "Transit Oriented Development Guidelines".

**Map of DART Rail Stations and TOD Typologies in: Appendix A: Maps**

## 1 NEIGHBORHOOD CENTERS

DART Typology: Community Centers

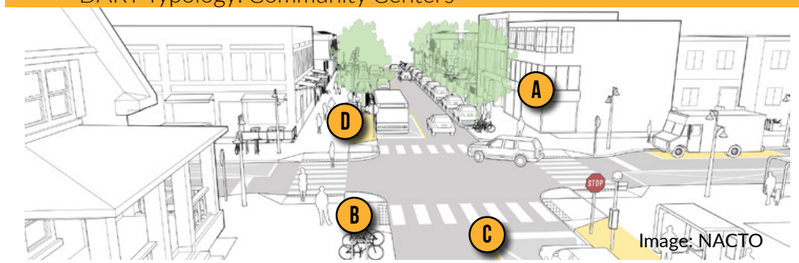
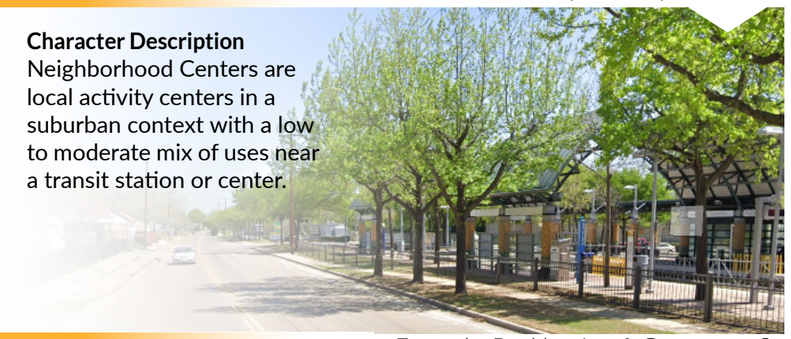



Image: NACTO

Example: Hampton Station



**Character Description**
Neighborhood Centers are local activity centers in a suburban context with a low to moderate mix of uses near a transit station or center.

## 2 MIXED-USE CENTERS

DART Typology: Urban Districts + Town Centers

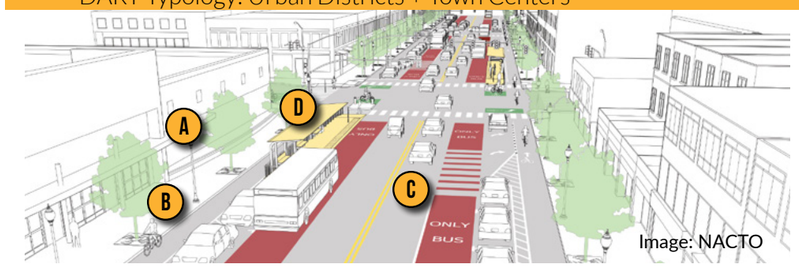



Image: NACTO

Example: Beckley Ave & Commerce St.



**Character Description**
These districts serve as commercial destinations and tend to include a mix of mid-rise uses catering to the daily needs of residents and workers in surrounding communities.

## 3 CITY CENTERS

DART Typology: Urban Districts + Urban Core

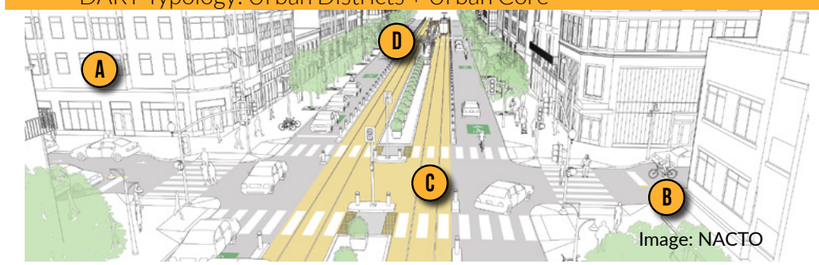
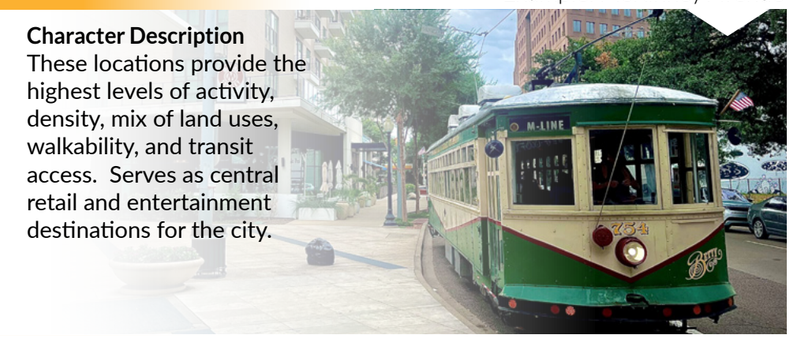



Image: NACTO

Example: McKinney Avenue




**Character Description**
These locations provide the highest levels of activity, density, mix of land uses, walkability, and transit access. Serves as central retail and entertainment destinations for the city.

## 4 SPECIAL PURPOSE CENTER

DART Typology: Destination Districts + Other

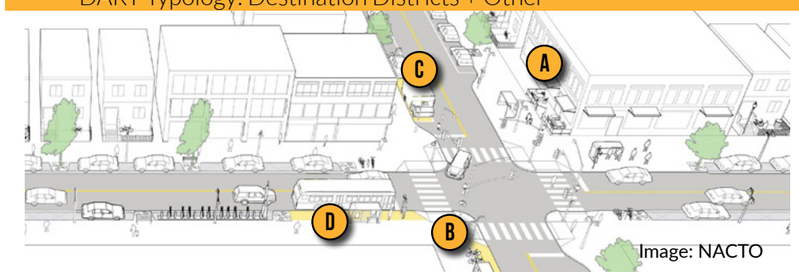



Image: NACTO

Example: Parkland Health



**Character Description**
These districts have an exclusive or predominant use, such as medical, employment, cultural, entertainment, or industrial and are often arranged in a campus setting, requiring more flexibility on block size.

### TOD Typology Key Elements

- **A** Buildings lining pedestrian-friendly streets and public spaces.
- **B** Walking, cycling, & scootering offer multimodal access.
- **C** Pattern and scale of development tends to support the potential for reduced parking, car usage, and/or low-speed vehicular traffic.
- **D** Creating designated space for curbside stops can reduce transit delays and create a safer environment for pedestrians and cyclists.

## MODES OF TRANSPORTATION

WALKING
BICYCLE/SCOOTER
TRAIL
AUTOMOBILE
BUS
STREETCAR/TROLLEY
LIGHT RAIL
COMMUTER RAIL





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# DID YOU KNOW?

As a fundamental right, housing access refers not only to affordable housing for households with the lowest incomes but also ensures opportunities for residents of all incomes, phases of life, abilities, and lifestyles. This includes locating a variety of diverse and sensitively scaled housing types throughout the city, particularly in areas near transit, employment centers, services and amenities, as well as preserving and strengthening naturally occurring affordable and workforce housing in established neighborhoods.

THEME

# HOUSING CHOICE + ACCESS

GOAL

*Expand attainable housing options in underserved areas throughout the city, particularly near job centers and transit-oriented locations, to meet the diverse housing needs of all people in Dallas.*



Increase # of housing units in areas of displacement risk, TOD areas, and commercial corridors (REP) *

**(Key Performance Indicators to be developed and tracked post plan adoption with annual reporting to either City Plan Commission or Council.)**

## 1 WHY IS THIS IMPORTANT? [ KEY ISSUES ]

1. Decreasing stock of naturally occurring affordable housing.
2. A lack of diverse and affordable housing options citywide due in part to zoning and land use barriers.
3. Need for increased coordination between housing, economic development and transportation planning.
4. Disproportionate displacement in low-to-moderate income areas due in part to burdensome development restrictions.

## 2 WHERE ARE WE TODAY? [ CURRENT CONDITIONS ]

Over the past several years, housing costs have risen significantly, and incomes have not kept pace, particularly for Black and Latinx residents. According to the 2021 US Census American Community Survey (ACS) 5-year estimates, there have been significant changes in housing costs between the same survey in 2018. Estimated median home value has risen to $303,444 from $209,700, and Median Gross Rent is estimated at $1,305, up from $1,054. Median Household Income has risen to $58,249**,** up from $52,210, but has not increased proportionally with the increased cost of housing. US Census data further approximates that 44% of Dallas renters (59% of households) and 25% of owner-occupied households (41%) are considered cost-burdened.

Dallas' total cost burdened household percentage is roughly 36%. In 2023, the City of Dallas adopted an updated housing policy, Housing Policy 2033, that included extensive housing-related data, much of which demonstrated continued disparities in housing opportunity and the need for a different approach to housing. Dallasites are increasingly more housing cost burdened, but these impacts fall disproportionately on households with lower median incomes, particularly in areas facing persistent economic challenges.

## 3 WHAT NEEDS TO BE DONE? [ OBJECTIVES ]

**A** Provide a Mix of Housing Types and Affordabilities Citywide to Meet Diverse Needs.

**B** Coordinate Stabilization Efforts in Neighborhoods Experiencing Change, Particularly in Areas Most Vulnerable to Displacement.

**C** Align Land Use Policy & Process with Housing Strategies, Plans, and Programs.

**D** Protect and Preserve Existing Neighborhoods

## 4 HOW WILL IT BE DONE? [ ACTION ITEMS ]

+

## WHO WILL DO IT? [ LEAD PARTNER ]

Refer to Implementation Tables in Chapter 4

## 5 MEASURING SUCCESS [ METRICS ]

## 6 EXPAND CONNECTION

***Support increased homeownership opportunities by aligning zoning with areas of limited access to housing investment.**





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THEME

# ECONOMIC DEVELOPMENT + REVITALIZATION

GOAL

*Promote equitable development of Dallas' diverse communities across the city, through the revitalization of neighborhood centers, commercial corridors, employment centers, and transit areas.*

**Increase percentage of mixed-use zoning along commercial corridors.***

**(Key Performance Indicators to be developed and tracked post plan adoption with annual reporting to either City Plan Commission or Council.)**

## 1 WHY IS THIS IMPORTANT? [ KEY ISSUES ]

1. Barriers to equitable economic development opportunities in areas with a concentration of incompatible land uses.
2. Increased vacancy in single-use commercial shopping centers, corridors, and office parks due, in part, to restrictive use requirements.
3. Private investment and development barriers in Southern Dallas due to aging or non-existent infrastructure and difficulties accessing capital for local investors.

## DID YOU KNOW?

As Dallas experiences shifting market trends for retail and office spaces and geographical shifts in investment, land use policy must proactively respond to these dynamics while laying the foundation for a more balanced and equitable city.

A significant number of aging and underutilized commercial corridors present opportunities for placemaking, revisioning, and revitalization to inject new life into areas and accommodate the current and future demand for mixed use developments.

Additionally, the City's transit stations and high-capacity bus routes offer unique opportunities to drive transit-oriented development, seamlessly connecting people to employment.

## 2 WHERE ARE WE TODAY? [ CURRENT CONDITIONS ]

One of the implementation items of the City of Dallas recently adopted (2022) Economic Development Policy (EDP) is to adopt a future land use map to address land use inequities, guide development and increase opportunities in disinvested areas. ForwardDallas is aligned with the EDP, and the future land use recommendations in this plan support placing focus on aging and underutilized commercial corridors, particularly those adjacent to disinvested and underserved neighborhoods, to inject new life into areas with existing infrastructure.

## 3 WHAT NEEDS TO BE DONE? [ OBJECTIVES ]

**A** Implement Transformative Placemaking Strategies to Revitalize Commercial Corridors, Transit Nodes, and Employment Centers.

**B** Prioritize Equitable Growth by Strategically Targeting Investment in Underserved Communities.

**C** Foster Economically Resilient Communities Though Diverse and Sustainable Development Practices.

**D** Remove Land Use and Zoning Barriers That Hinder Small Business Development.

## 4 HOW WILL IT BE DONE? [ ACTION ITEMS ]

+

## WHO WILL DO IT? [ LEAD PARTNER ]

Refer to Implementation Tables in Chapter 4

## 5 MEASURING SUCCESS [ METRICS ]

## 6 EXPAND CONNECTION

**Encourage reinvestment in neighborhoods with elevated residential vacancy rates and underutilized infrastructure.**





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THEME

# COMMUNITY + URBAN DESIGN

GOAL

*Adopt and implement context-sensitive design and development guidance to help shape Dallas' streets, sidewalks, buildings, and open spaces, ensuring functional, safe, sustainable, and vibrant spaces that not only reflect but also enhance Dallas' distinct places and diverse communities.*

**Metrics to be developed with citywide urban design guidelines**

**(Key Performance Indicators to be developed and tracked post plan adoption with annual reporting to either City Plan Commission or Council.)**

## DID YOU KNOW?

Urban design crucially shapes the public realm to promote a healthy and socially interactive environment, thus contributing to the city's economic success. It gives form, shape, and character to buildings, neighborhoods, and the city, making each more functional and visually appealing.

## 1 WHY IS THIS IMPORTANT? [ KEY ISSUES ]

1. Unsustainable urban sprawl and form, detrimental to quality of life
2. Historical lack of cohesive urban design in the city
3. Lack of historic preservation led to loss of community identity

## 2 WHERE ARE WE TODAY? [ CURRENT CONDITIONS ]

A comprehensive or citywide set of urban design guidelines currently does not exist. The implementation of urban design principles within the city is primarily achieved through a handful of policies, precedents, and projects that provide guidance and best practices for the public realm. To date, of the 40 urban design action items within ForwardDallas 2006, only seven (7) have been substantially completed.

## 3 WHAT NEEDS TO BE DONE? [ OBJECTIVES ]

**A** Establish a Citywide Urban Design Framework.

**B** Integrate Urban Design Standards and Guidance Into the Development Review Process and Future Planning Efforts.

**C** Strengthen the Sense of Place and Community Identity for All Dallas Neighborhoods.

## 4 HOW WILL IT BE DONE? [ ACTION ITEMS ]

+

## WHO WILL DO IT? [ LEAD PARTNER ]

**Refer to Implementation Tables in Chapter 4**

## 5 MEASURING SUCCESS [ METRICS ]

## 6 EXPAND CONNECTION

**Engage residents through arts and cultural programming that strengthens communities and encourages broad civic participation across all neighborhoods.**





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# URBAN DESIGN PRINCIPLES

1. Enhance the physical design of the public realm by harmoniously integrating citywide initiatives with local community values.
2. Build a resilient and sustainable Dallas to improve quality of life, focusing on equity, harmonizing the built and natural environment, and bolstering economic vitality.
3. Develop a balanced multi-modal mobility network that creates a safe and more well-connected city.
4. Maximize the contributions of each public space to more effectively thread together the built environment.
5. New development should celebrate distinct built and natural assets to help further strengthen each community's vitality, health, and identity.
6. Unify the design of buildings, open space, and streetscapes to further enhance the public experience.





CITY OF DALLAS CITY OF DALLAS




THEME

## COMMUNITY + URBAN DESIGN

GOAL

*Adopt and implement context-sensitive design and development guidance to help shape Dallas' streets, sidewalks, buildings, and open spaces, ensuring functional, safe, sustainable, and vibrant spaces that not only reflect but also enhance Dallas' distinct places and diverse communities.*

Community + Urban Design guidance within this document will be provided using two element types: **Urban Framework** & **Urban Form**

## 1. URBAN FRAMEWORK

Illustrates how users experience the arrangement of land uses throughout the city and how those activities relate to each other

APPEARS IN **PLACETYPE MAPS**

### PATHS

Networks or channels of frequent or potential routes of movement through the city. Facilitates efficient and accessible travel through Complete Street typologies.

### DISTRICTS

Areas with a cohesive character, style, and natural features that define individual communities and preservation areas.

### LANDMARKS

Prominent or easily recognizable features that orient users to specific focal points, enhancing navigation within communities.

### NODES

Key concentrations or central hubs of activity within a community. Act as focal points for communal engagement and gathering.

### NATURAL FEATURES

Key ecological landforms crucial for forming, protecting, and maintaining connected open spaces. They also provide essential buffers between developed areas and natural habitats.

## 2. URBAN FORM

Describes the physical characteristics of a place within the city

APPEARS IN **PLACETYPE DESCRIPTIONS**

### MOBILITY + ACCESS

Identifies travel mode. Ensure safety and connectivity are prioritized for all mobility options.

### STREETSCAPE + PARKING

Describes the appropriate parking type, location, and relationship between the street and pedestrian zones. Parking should be accessible, but also designed to minimize visual impacts.

### BUILDING FORM + CHARACTER

Suggests building orientation, density, placement, and number of levels. Development should harmoniously respect the scale of its context.

### GREEN + OPEN SPACE

Recommends shared space design, landscape treatments, and park accessibility. Open spaces should be easily accessible and located to ensure a 10-minute walk for all residents.

## THEME CONNECTIONS

Community + Urban Design is a unifying theme that links all other themes together.



LEGEND

- Environmental Justice + Sustainability
- TOD + Connectivity
- Housing Choice + Access
- Economic Development + Revitalization
- Community + Urban Design



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## CONTENTS

What Are Placetypes?
Land Use/Placetype Matrix
Placetype Descriptions
Citywide Future Placetype Map



# CHAPTER 3
# PLACETYPES

## OVERVIEW

The placetypes in this plan represent the form of future development as envisioned by the Dallas community. These placetypes will in turn provide the macro-level guidance that will help to inform the City's future Development Code Update and possible Citywide Urban Design Guidelines.



This section provides a general summary of what placetypes are and how to use them in this plan.

# WHAT ARE PLACETYPES?



## WHAT ARE PLACETYPES?

Placetypes describe the long-term vision and desired building and preservation characteristics for different places within the city including neighborhoods, mixed-use areas, employment and industry centers, and open spaces.

They provide a high-level guide for the desired mix of land uses, design and the recommended intensity and scale of the different uses. The placetype descriptions are translated into a graphical placetype map that provides the long-range visual view of the different places in Dallas.

## HOW WERE PLACETYPES DEVELOPED?

The unique characteristics included in each of the placetypes are rooted in over two years of community input and thousands of comments from people across the city of Dallas.

## RELATIONSHIP TO DEVELOPMENT CODE

The Development Code is a regulatory (legal) tool used to implement guidance provided by the more generalized placetype descriptions and the actions items found within the implementation chapter. ForwardDallas 2.0 includes several actions steps where updates to the Development Code are recommended. In each placetype, a variety of zoning districts may be found and in order to achieve the vision laid out in the placetypes, certain development code updates may be required. For example, the plan recommends more housing and mixed use development along higher capacity commercial corridors, which may require updates to the commercial and mixed use zoning districts, to achieve the type of design that is envisioned for those areas.





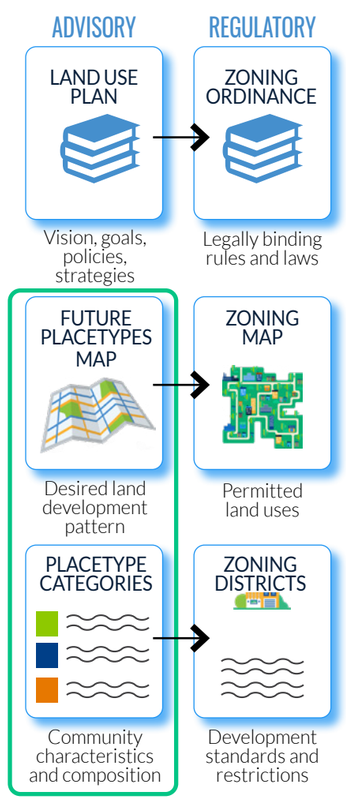
## LIMITATIONS OF PLACETYPES?

Due to the macro scale of the plan, not all uses or design considerations described within the placetypes may be suitable for every individual property. The placetypes are one of several factors that elected and appointed officials take into consideration when making decisions about new development, in addition to the context of the surrounding area, other property-specific considerations, and other citywide adopted policies.

## SUPPORTING POLICY DOCUMENTS

Several recommendations in this plan will also require updates to the City's Development Code and potentially the creation of citywide Urban Design Guidelines to fully implement the vision.

## ROLE OF PLACETYPES IN THIS PLAN



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# PLACETYPE / LAND USE MATRIX

Placetypes are land use categories that represent a vision for the desired mix of uses, development character, urban design features, and density for areas within the city.

- **Primary Use:** A more prevalent and prominent land use that plays a pivotal role in characterizing a placetype
- **Secondary Use:** A less prevalent use that may serve to support or complement the primary land use in a placetype, **but often requires justification, higher scrutiny, and adherence with the locational strategy.**

LEGEND:
● - PRIMARY USE
○ - SECONDARY USE

| | LAND USES | Agricultural | Public Open Space | Private Open Space | Single Family Detached | Single Family Attached | Multiplex | Apartments | Mixed-Use | Lodging | Commercial | Office | Civic / Public Institutional | Utility | Light Industry/ Distribution | Heavy Industrial |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | EXAMPLES | • Animal production<br>• Commercial stable<br>• Crop production<br>• Agritourism | • Nature preserves<br>• Golf courses<br>• Cemetery | • City Park<br>• Nature Preserves<br>• Golf Courses<br>• Cemetery | • All Single Family residential units | • Townhomes<br>• Duplexes | • Multi-family with 8 or fewer attached dwelling units | • Multi-family with 9 or more attached dwelling units | • Combination of residential, retail, lodging, and/or office | • Hotels<br>• Motels<br>• Extended stays | • Retail<br>• Personal services<br>• Restaurants | • Financial institutions<br>• Medical clinic<br>• Other office | • Schools<br>• Religious institutions<br>• Hospitals<br>• Government buildings | • Telecom Tower<br>• Power station [5]<br>• Pump station | • Warehouses[3]<br>• Maint. shops<br>• Office/ Showroom<br>• Light manufacturing<br>• Tool rental | • Warehouses<br>• Batch plant<br>• Salvage<br>• Outdoor storage<br>• Construction materials |
| TOD[1] | PLACETYPES | | | | | | | | | | | | | | | |
| | REGIONAL OPEN SPACE | ○ | ● | ● | | | | | | | | | ● | ○ | | |
| NEIGHBORHOOD CENTERS | SMALL TOWN RESIDENTIAL | ● | ● | ○ | ● | ● | ○ | | ○ | ○ | ○ | ○ | ○ | ○ | | |
| | COMMUNITY RESIDENTIAL | ○ | ○ | ○ | ● | ● | ○ | ○ | ○ | | ○ | ○ | ○ | ○ | | |
| | CITY RESIDENTIAL | ○ | ○ | ○ | ○ | ○ | ● | ● | ● | ○ | ○ | ○ | ○ | ○ | | |
| MIXED-USE CENTERS | NEIGHBORHOOD MIXED-USE | ○ | ○ | ○ | ○ | ○ | ● | ● | ● | ○ | ○ | ○ | ○ | ○ | | |
| | COMMUNITY MIXED USE | ○ | ○ | ○ | ○ | ○ | ● | ● | ● | ○ | ● | ○ | ○ | ○ | ○ | |
| | REGIONAL MIXED-USE | ○ | ○ | ○ | | ○ | ○ | ○ | ● | ○ | ○ | ○ | ○ | ○ | ○ | |
| CITY CTR | CITY CENTER | ○ | ○ | ○ | | | ○ | ● | ● | ○ | ○ | ○ | ● | ○ | ○ | |
| SPECIAL - PURPOSE CENTERS | INSTITUTIONAL CAMPUS | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ● | ○ | ○ | ○ | ● | ○ | | |
| | FLEX COMMERCIAL | ○ | ○ | ○ | | ○ | ○ | ○ | ● | ○ | ○ | ○ | | ○ | ○ | |
| | LOGISTICS/ INDUSTRIAL PARK | | ○ | ○ | | | | | | ○ | ○ | ○ | | ○ | ○ | |
| | INDUSTRIAL HUB | | ○ | ○ | | | | | | | ○ | ○ | | ● | ● | ○ |
| | AIRPORT[2] | ○ | ○ | ○ | | | | ○ | ○ | ○ | ○ | ○ | ● | ○ | ○ | |
| | PUBLIC UTILITY[2] | | ○ | ○ | | | | | | | ○ | ○ | ○ | ● | | |

1. Transit-Oriented Development (TOD) typology; refer to Chapter 2 for more details
2. Airport and Public Utility placetype description spreads not included in plan document
3. In the Flex Commercial placetype, only small warehouses no greater than 20,000 - 25,000 square feet are recommended. Warehouses larger than 25,000 square feet should be directed toward the logistics/industrial park and industrial hub placetypes.
4. The land use matrix is not intended to be a zoning use matrix.
5. In the Regional Open Space placetype, a masterplan review for compatibility with a power station should be undergone in the area adjacent to Mountain Creek Lake.





Amended - March 2026

# REGIONAL OPEN SPACE (RO)

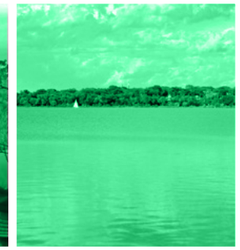
## CHARACTER DESCRIPTION

Lakes, rivers, streams, forests and parks form a vital system of regional open spaces throughout Dallas. Nature preserves such as Cedar Ridge Preserve and green corridors such as the Trinity Greenbelt are examples of this placetype. Regional open spaces are typically open to everyone and can be programmed with a mix of recreational and leisure activities. Regional open spaces preserve important environment and ecological functions in addition to leisure and recreation.

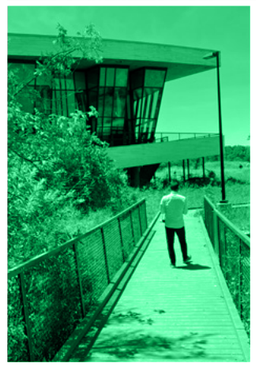
These natural environs give city residents a way to escape from their urban surroundings and opportunities to enjoy Dallas' natural resources. Preserving Regional Open Space areas is vital to the long-term environmental health and quality of life of residents and visitors of Dallas. Parks and open spaces of different sizes and utilities should be integrated throughout Dallas to serve neighborhoods and developments; however, the Regional Open Space place-type is reserved for large, dedicated areas that function as distinct places in their own right. Smaller-scale communities, neighborhood parks, and greenways complement and add to these Regional Open Spaces.











**LOCAL EXAMPLES**

1. TRINITY RIVER
2. LAKE CLIFF PARK
3. WHITE ROCK LAKE
4. BACHMAN LAKE
5. GREAT TRINITY FOREST
6. MOUNTAIN CREEK LAKE

**THEME CONNECTIONS**







## A. PLACETYPE APPLICATION

### RO A-1

The City and partner organizations should continue to invest in the preserving and enhancing of established Regional Open Space areas.

### RO A-2

Many of these areas identified on the Future Placetype Map are environmentally sensitive areas, such as riparian zones adjacent to waterways, floodplains, and flood-prone areas.

### RO A-3

Where appropriate, Regional Open Space amenities can be integrated into new development using conservation design strategies that will preserve green space while enhancing access to natural areas; however, structures are typically limited in number and are intended to support on-site recreational activities and/or civic uses.

### RO A-4

New development and infrastructure should include enhanced connectivity for pedestrians and bikes to access open spaces and parks.

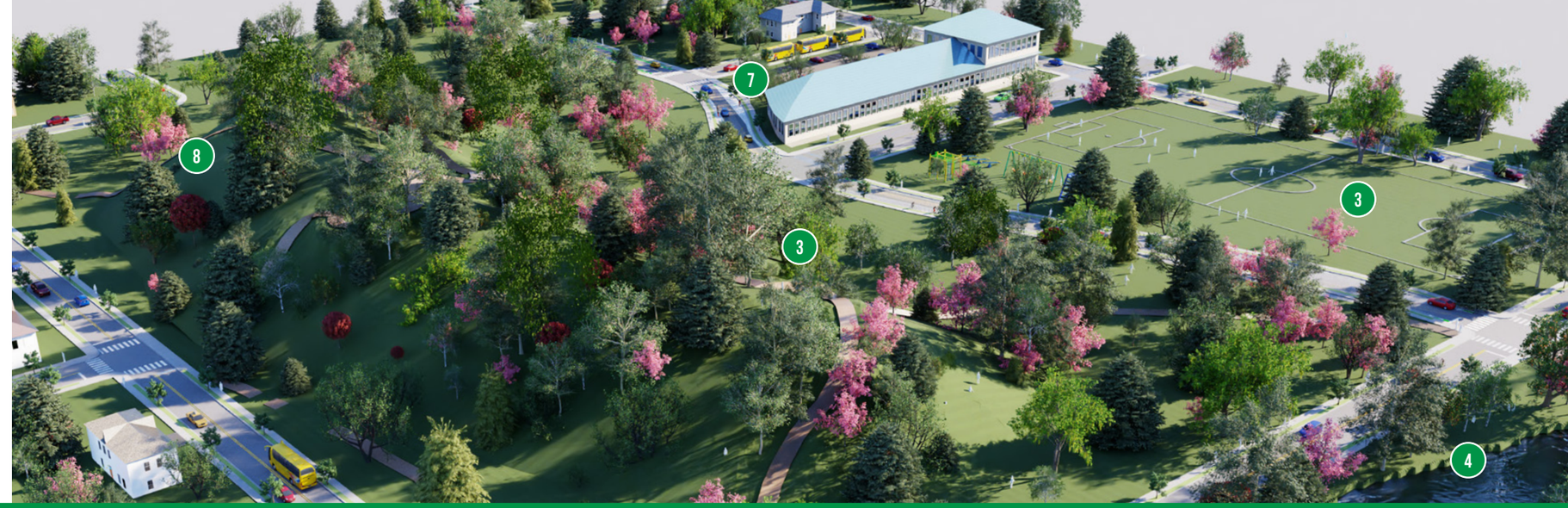
## FUTURE LAND USE MIX

PRIMARY USE
SECONDARY USE

- Agricultural
- Public Open Space
- Private Open Space
- Single Family Detached
- Single Family Attached
- Multiplex
- Apartments
- Mixed-Use
- Lodging
- Commercial
- Office
- Civic/Public Institutional
- Utility
- Light Industrial
- Heavy Industrial

# REGIONAL OPEN SPACE (RO)

As of 2023, Dallas has 381 Parks totaling 18,842 acres and over 14.7 million trees contributing to a tree canopy cover of 32% . The parks, trails, and open space within the Regional Open Space placetype play an important role in connecting people to nature, limiting urban encroachment into natural systems, and enhancing overall environmental quality.




## B. ADJACENCIES

### RO B-1

The predominance of large areas of green space in the Regional Open Space placetype minimizes the need for established transition areas between adjacent development.

### RO B-2

Adjacent development should support environmentally sensitive areas and tree canopy.

### RO B-3

Regional recreation facilities and parking areas should include landscape buffers, appropriate lighting, and sound mitigations when abutting residential areas.

### RO B-4

Neighborhood park amenities integrated within the Regional Open Space areas should be located in well-connected edge zones to maximize access for local residents..

## URBAN DESIGN ELEMENTS + STRATEGIES

### MOBILITY + ACCESS

1. As new development surrounding these areas occurs, install trails, lighting, enhanced sidewalks, traffic calming devices, and raised crosswalks to improve connections leading to the Regional Open Space areas.

### GREEN + OPEN SPACE

2. Utilize conservation design strategies, to be detailed in a future citywide urban design and conservation policy, that integrates connected local green space amenities into new development and increase access to Regional Open Space areas.
3. Integrate new or improved adjacent local-serving public green space such as neighborhood parks, greenways, parklets, and community gardens into the existing Regional Open Space fabric and enhance resident access to such amenities.
4. When possible, prioritize creek and river access as an amenity.

## URBAN DESIGN ELEMENTS + STRATEGIES (CONT.)

### STREETSCAPE + PARKING

5. Parking should be minimized and consolidated when possible, primarily to support civic or recreational uses within this placetype.
6. Permeable and environmentally sensitive materials should be utilized when feasible.

### BUILDING FORM + CHARACTER

7. Structures are limited in number, vary in size depending on the purpose of the building and the setting, and are typically low-rise.
8. Promote environmentally low-impact design (LID) for any supporting structures built within this placetype, including the use of green infrastructure and conservation design to reduce stormwater flows and improve water quality, while reducing the urban heat island effect and increasing tree canopy.
9. Structures should be designed in a way that complements, supplements, and helps define the natural features and open space within the Regional Open Space placetype.

THEME CONNECTIONS

Primary Secondary

LAND USE TYPICAL SECTION







Agricultural | **Public Open** | **Private Open** | ~~SF Detached~~ | ~~SF Attached~~ | ~~Multiplex~~ | ~~Apartment~~ | ~~Mixed-Use~~ | ~~Lodging~~ | ~~Commercial~~ | ~~Office~~ | **Civic** | **Utility** | ~~Lt. Industrial~~ | ~~Hvy. Industrial~~

# SMALL TOWN RESIDENTIAL (ST)

## CHARACTER DESCRIPTION

This placetype is found in portions of southeast and southwest Dallas and represents some of the last areas to be annexed into the City of Dallas in the 1960s and 1970s. Small Town Residential areas include communities such as Kleberg and Rylie that had their own defined identity prior to annexation including a mix of small single-family neighborhoods, rural estate lots, and active agricultural uses. Horse stables, tree farms, and small-scale farming complement the housing found in Small Town Residential areas.

The Neighborhood Mixed-Use and Community Mixed-Use placetypes serve as companions to Small-Town Residential communities, providing needed access to a variety of housing, services, shopping, and other activities essential to a high-quality of life.

However, with limited density to support local shops, Small Town Residential areas have fewer commercial and retail opportunities and both the Neighborhood Mixed-Use placetypes should be clustered and implemented strategically with existing or planned infrastructure to serve the immediate residential areas. Industrial land uses are not compatible in this placetype. Commercial and mixed-use development should be focused around "Town Center" style development, smaller town "main Streets," or Town Squares". As the population of the city increases and communities in this placetype densify, the Community Residential placetype could serve as a future option.











**LOCAL EXAMPLES**

1. WEST KLEBERG
2. EAST KLEBERG
3. RYLIE
4. JOPPA

**THEME CONNECTIONS**







## A. PLACETYPE APPLICATION

**ST A-1**

Roadways have limited improvements given their more rural nature, but where possible, multi-use paths are used to provide biking, riding, and pedestrian connectivity throughout the placetype.

**ST A-2**

When large open spaces or properties with limited development are defined as Small Town Residential, zoning and infrastructure should be planned in a manner that prevents heavy commercial or industrial land uses.

**ST A-3**

Changes within this placetype should be sensitive to the existing context and include inclusive community engagement efforts.

**ST A-4**

Secondary and accessory land uses near existing residential or agricultural land uses, such as farms and ranches, can be located along major corridors or adjacent to the Neighborhood Mixed-Use placetype.

## FUTURE LAND USE MIX

PRIMARY USE
SECONDARY USE

- Agricultural
- Public Open Space
- Private Open Space
- Single Family Detached
- Single Family Attached
- Multiplex
- Apartments
- Mixed-Use
- Lodging
- Commercial
- Office
- Civic/Public Institutional
- Utility
- Light Industrial
- Heavy Industrial

# SMALL TOWN RESIDENTIAL (ST)




## B. ADJACENCIES

**ST** B-1

New residential development in this placetype should align with the established large-lot ranchette style or the compact, small-town neighborhood development pattern.

**ST** B-2

New development should be well-integrated with the natural landscape and consideration should be given a clustered-design approach to preserve quality open space, natural areas, and scenic views.

**ST** B-3

The Industrial Hub Placetype and incompatible industrial and heavy commercial uses should not be adjacent to this placetype.

**ST** B-4

Natural areas should be integrated into development to provide a natural buffer between residential areas and more intense development.

**ST** B-5

Service areas for agricultural uses should be situated and screened to minimize impact on residential development.

**ST** B-6

Any industrial uses adjacent to this placetype should be environmentally low-impact, well buffered with natural vegetation from residential uses, and contained within the property to avoid negative spill over impacts on residential uses or environmentally sensitive areas.

**ST** B-7

Single family attached, compact multifamily, and multiplexes should be context sensitive and located generally along larger roads, Complete Streets, and in close proximity to the Neighborhood Mixed-Use placetype.

## URBAN DESIGN ELEMENTS + STRATEGIES

### MOBILITY + ACCESS

1. Create a well-connected multiuse street network with an emphasis on connecting residential areas to nearby commercial centers and community assets.
2. Adopt Vision Zero principles in rural residential neighborhoods by designing multi-use paths and strategically positioning transit infrastructure.

## URBAN DESIGN ELEMENTS + STRATEGIES (CONT.)

### GREEN + OPEN SPACE

3. Integrate "agrihood" features into neighborhood design including working farms, community gardens, apiaries, orchards, and ranching.

### STREETSCAPE + PARKING

4. Blend parking areas into its surroundings, using landscaping and materials that minimize its visual and environmental impact.
5. Consider shared parking arrangements to reduce overall parking demand especially if the rural development includes various facilities with differing peak usage times (e.g., a community center, library, and sports fields),

### BUILDING FORM + CHARACTER

6. Preserve the small town character in this placetype through the development of deep setbacks on large lots and shorter setbacks on smaller lots within more compact residential areas.
7. Commercial development should be focused at intersections and be organized in a compact manner with a "main street" feel.

## THEME CONNECTIONS

Primary Secondary

## LAND USE TYPICAL SECTION



# COMMUNITY RESIDENTIAL (CR)

## CHARACTER DESCRIPTION

The Community Residential placetype represents a major mainstay of Dallas. The quality of life in Dallas is reflected in the quality of its neighborhoods. Neighborhoods in this placetype are celebrated for the resilience, value, and stability they add to the city. This plan is designed to protect and support the vital foundation of our existing neighborhoods, promote new, walkable neighborhoods, and encourage support for neighborhoods in need of revitalization. It is vital that in stable neighborhoods, the City, developers, and the local community work together on any proposed changes to bring about quality, sustainable and equitable development that complements the existing context.

The Community Residential placetype encompasses the largest percentage of land within Dallas and is primarily made up of single-family homes. Parks, schools, and places of worship are interspersed throughout, providing focal points for community activity. Sensitively integrated housing types, such as duplexes and smaller-scaled multiplexes, can be found in many of these areas. Local commercial and office uses, as well as neighborhood-scaled apartments, may also be found, generally along main streets and at intersections, offering convenient access to goods and services, promoting a greater mix of uses, and supporting active, walkable environments.

Non-residential and apartment uses are generally located within a 1/2 mile of DART transit stations and within a 1/4 mile of established neighborhood-serving commercial nodes and multimodal facilities such as bus, bike, and trail infrastructure. Connections to high-capacity bus nodes, bike infrastructure and trails also provide residents access to destinations within and beyond their immediate neighborhoods. Both the Neighborhood and Community Mixed-Use placetypes complement this placetype, forming a complete community with activities essential to a high-quality of life.

This placetype generally appears in two different forms. The first was primarily developed before 1950 and consists of a gridded layout of interconnected streets and a blend of housing types. The other form was mostly developed after 1950 and has a suburban street pattern, limited interconnectivity, and less-integrated housing types. Improving opportunities for home ownership is also important within this placetype. Dallas has a high percentage of rental housing, especially concentrated in large apartment complexes. Based on public research and community workshops, there is an unmet demand for more homeownership, including traditional single-family homes, townhouses, duplexes, and condominiums.

### Neighborhood Preservation and Stability

- ForwardDallas recognizes that it is imperative to maintain, stabilize and revitalize existing neighborhoods.
- Encouraging the creation of new neighborhoods that are safe, pedestrian friendly, and provide diverse housing opportunities is one of the city's key economic development priorities.
- Dallas has a strong tradition of neighborhood self-determination, which should be promoted to ensure the continued vitality of all neighborhoods.
- Support efforts to improve and stabilize neighborhoods.

### Community Engagement

- Changes to areas within Community Residential neighborhoods must prioritize community engagement. The community engagement should be initiated early in the process that is bringing about the change, and should be given significant weight in the decision making that occurs within this process.









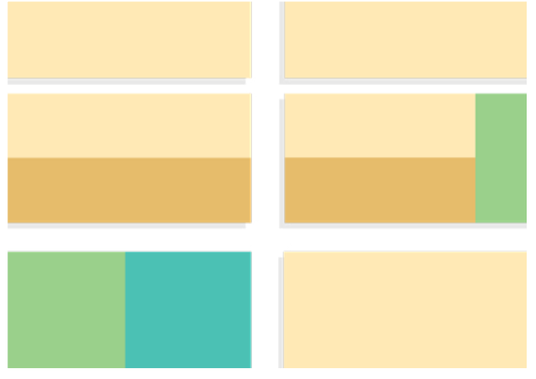




**LOCAL EXAMPLES**

1. LAKEWOOD
2. WINNETKA HEIGHTS
3. BUCKNER TERRACE
4. GLEN OAKS
5. KIDD SPRINGS
6. ARCADIA PARK
7. HILLCREST FOREST

**THEME CONNECTIONS**







## A. PLACETYPE APPLICATION

### CR A-1

Strategic planning is needed in this placetype to help determine the appropriate mix of land uses and infrastructure improvements to promote multi-modal connectivity within the neighborhood and to surrounding neighborhoods, public spaces, commercial, and mixed-use areas.

### CR A-2

Key intersections, local commercial areas, and areas within 1/2 mile of transit stations may represent the most appropriate opportunities for redevelopment with supporting land uses.

### CR A-3

Explore creating incentives available to owners of older, market-rate multiple unit rental properties, such as garden apartments, to maintain and improve their properties while preserving affordability of their existing units and avoiding displacement of residents.

### CR A-4

Changes to areas within Community Residential neighborhoods should look to add housing in a way that is gentle, equitable, incremental, and sensitive to the existing context, while doing so in a manner that strengthens these neighborhoods and incorporates inclusive community engagement efforts. Incompatible multiplex, townhome, duplex, triplex, and apartment development should be located outside of existing single-family neighborhoods.

## FUTURE LAND USE MIX

PRIMARY USE
SECONDARY USE

- Agricultural
- Public Open Space
- Private Open Space
- Single Family Detached
- Single Family Attached
- Multiplex
- Apartments
- Mixed-Use
- Lodging
- Commercial
- Office
- Civic/Public Institutional
- Utility
- Light Industrial
- Heavy Industrial

# COMMUNITY RESIDENTIAL (CR)

## LOCATIONAL STRATEGY

When development of different housing types is proposed, location should be an important consideration, along with community feedback, surrounding context, and existing infrastructure and amenities. Incompatible rezoning of individual single-family lots, especially mid-block, is generally discouraged. Properties near transit stations and along commercial corridors, transition areas between non-residential and existing residential areas, former civic/institutional properties, and underutilized shopping centers should be considered for adding these alternative housing types. Tearing down existing housing for replacement and incompatible infill is not encouraged by this plan.

Existing housing stock should be preserved and retained whenever possible to maintain stable neighborhoods and minimize the displacement of existing residents, particularly in areas identified as high risk for displacement.




SUBURBAN




GRIDDED

## B. ADJACENCIES

**CR** B-1

Commercial areas, including retail mixed-use development, should be located at key intersections and along major roadways

**CR** B-2

Housing such as duplexes, townhomes, and multiplex should be designed to complement the scale and character of the surrounding neighborhood.

**CR** B-3

Industrial uses should not be within nor adjacent to this placetype.

**CR** B-4

Placetypes adjacent to this placetype should match the low-rise scale of this placetype at or along the adjacency before rising to mid or high rise.

## URBAN DESIGN ELEMENTS + STRATEGIES

### MOBILITY + ACCESS

1. Supporting commercial areas should be designed to promote walkability including enhanced sidewalks, street trees and landscaping, minimal curb cuts, and pedestrian-scaled lighting.
2. Establish a comprehensive pedestrian network emphasizing multimodal connections to transit routes, commercial areas, schools, and parks.
3. Local streets ideally have 6-foot sidewalks with planting strips in locations with less intense development and have 8-foot sidewalks with planting strips in locations with more intense development.
4. Arterials ideally have 8-foot sidewalks with either planting strips or amenity zones.
5. Bike lanes or separated bike lanes are provided on arterial streets. Bike boulevards are included on local streets. The bike network is complete, well-marked, safe, and easy to use.

### GREEN + OPEN SPACE

6. Plant parkways and private yards with shade trees to expand the urban forest and improve neighborhood character.
7. Front and rear yards serve as private open spaces. Application can vary, but it should be generally consistent throughout this placetype.
8. Increased side and rear yards can serve as transitions between different housing types and commercial developments.
9. Have street connections to parks, schools, and other destinations, and include well-designed pedestrian connections to trails or greenways.

## URBAN DESIGN ELEMENTS + STRATEGIES (CONT.)

### STREETSCAPE + PARKING

10. Consider shared parking spaces, including the prioritization of street parking, that can serve both residential and business needs.
11. Incorporate green spaces and landscaping within and around parking areas to enhance the aesthetic appeal of the neighborhood
12. When feasible, place surface parking at the rear or interior of the lot to enhance the pedestrian experience.

### BUILDING FORM + CHARACTER

13. Promote alleyway or side-loaded garages to provide a welcoming walking environment.
14. Anchor neighborhoods with local-serving commercial nodes.
15. New development should be context-sensitive, and building scale, height and massing should complement existing buildings.
16. Attention should be given to building height, orientation, architectural style, and setback to ensure new structures fit into existing neighborhood context.
17. All structures should be low rise structures within this placetype. The tallest low rise structures should be oriented to major streets, adjacent to mixed-use placetypes or adjacent to other taller low rise structures.
18. The preferred block length is ideally 400 feet and block lengths ideally do not exceed 800 feet.
19. Front yards are semi-private and may include front stoops and porches that contribute to a neighborhood's character
20. Density in the form of multiplexes should be prioritized along arterials, not neighborhood streets.
21. Front, side, and rear setbacks vary in size across neighborhoods but are generally consistent within an individual neighborhood.
22. Provide visual buffers between single family uses and other more intense adjoining uses.

THEME CONNECTIONS

Primary Secondary



LAND USE TYPICAL SECTION

Agricultural | Public Open | Private Open | **SF Detached** | **SF Attached** | **Multiplex** | Apartment | Mixed-Use | ~~Lodging~~ | Commercial | Office | Civic | Utility | ~~Lt. Industrial~~ | ~~Hvy. Industrial~~

# CITY RESIDENTIAL (CU)

## CHARACTER DESCRIPTION

The City Residential placetype provides the greatest variety of housing types among all of the residential placetypes. City Residential neighborhoods primarily consist of high and mid-rise multifamily development, complemented by townhomes and duplex housing. For City Residential areas surrounding Downtown Dallas, development is concentrated in compact blocks with quality access to transit and a high degree of connectivity to surrounding neighborhoods. Mixed-use buildings in urban areas, generally developed vertically (multiple uses in a single building), also offer retail and commercial amenities along fixed transit/ transportation nodes, hubs, and corridors.

Within more suburban areas of Dallas, these areas consist of multifamily complexes, often of fewer stories but highly dense, that are generally separated from other housing types and commercial areas by large parking areas or open spaces along the perimeter. They often offer a significant supply of more extensive, naturally occurring affordable housing for residents of varying income levels and family sizes. Development can be mixed and of similar densities to areas surrounding downtown; however in the more suburban context, multiple development uses are usually within separate structures on a single property, access is more auto-dependent, and is served mainly by bus transit. Within these areas, the City Residential placetype complements regional employment centers.









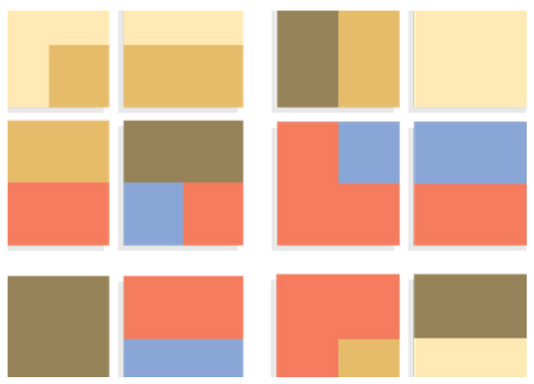





**LOCAL EXAMPLES**

1. VICKERY MEADOWS
2. THE VILLAGE
3. OAK LAWN
4. LOWEST GREENVILLE

**THEME CONNECTIONS**









## A. PLACETYPE APPLICATION

**CU** A-1
In addition to existing City Residential areas, new areas considered for this placetype should be located near existing or proposed DART stations, TOD sites, or along key transportation and commercial corridors to provide additional residential density and to support a mix of commercial activities.

**CU** A-2
Within established City Residential areas, properties without structures on them or without active land uses, including surface parking lots, provide opportunities for multi-family and mixed-use development.

**CU** A-3
A comfortable pedestrian environment should be prioritized to improve walkability between uses to parks and other amenities.

**CU** A-4
Redevelopment in the suburban areas with this placetype should consider consolidating density in some areas of a larger site to provide opportunities for additional open space, a greater mix of uses to provide commercial uses closer to residents, and better connected internal and external circulation, both vehicular and pedestrian.

**CU** A-5
Affordability should be prioritized if redevelopment occurs, and additional housing options should be considered to avoid displacement of existing residents.

Continued...

## FUTURE LAND USE MIX

PRIMARY USE
SECONDARY USE

- Agricultural
- Public Open Space
- Private Open Space
- Single Family Detached
- Single Family Attached
- Multiplex
- Apartments
- Mixed-Use
- Lodging
- Commercial
- Office
- Civic/Public Institutional
- Utility
- Light Industrial
- Heavy Industrial

# CITY RESIDENTIAL (CU)

## A. PLACETYPE APPLICATION (CONT.)

**CU** A-6

Employing anti-displacement tools when aging multifamily housing stock gets redeveloped should be considered to be used to reduce displacement.




SUBURBAN




URBAN

## B. ADJACENCIES

**CU** B-1

New buildings adjacent to existing residential areas should step down building heights and create variations in wall planes to soften the transition between different development types

.

**CU** B-2

Enhanced parks and open spaces should be incorporated into redevelopment proposals to provide transitions between new and existing developments.

**CU** B-3

Multifamily and mixed-use redevelopment should be accomplished in a manner that transitions appropriately to adjoining neighborhoods.

**CU** B-4

The Industrial Hub Placetype should not be adjacent to this placetype

## URBAN DESIGN ELEMENTS + STRATEGIES

### MOBILITY + ACCESS

1. Establish a comprehensive pedestrian and multimodal network with an emphasis on connections to transit routes, commercial areas, schools, and parks. through the integration of complete street guidelines
2. Alleys are also used to improve access and limit the number of driveways and individual access points along local streets.
3. Cross access is provided between adjacent multi-family residential sites and between multi-family residential and commercial sites.
4. Local and arterial streets ideally have 8-foot sidewalks with a planting strip.

### GREEN + OPEN SPACE

5. Utilize climate-appropriate plants to landscape parkways and private yards.
6. Integrate shade trees to expand the urban forest and improve neighborhood character.
7. Where new residential development or redevelopment fronts creeks and rivers, strengthen connection between water edge to utilize as an amenity.
8. Reduce irrigation and increase green infrastructure for drainage and flooding by climate-aware design of buildings, roofs, and open space.

## URBAN DESIGN ELEMENTS + STRATEGIES (CONT.)

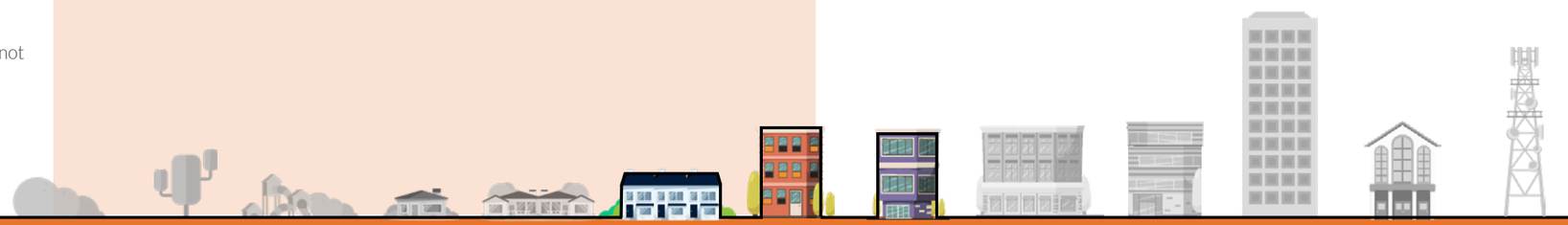
THEME CONNECTIONS

### STREETSCAPE + PARKING

9. Strategically position parking facilities behind buildings or in side yards, minimizing the visual impact of surface parking and optimizing shared parking opportunities
10. Limiting the number of driveways provides a safe and inviting public realm along streets that encourages walking and cycling.
11. Where residential buildings are located near the sidewalk, either a small front yard provides horizontal separation, or the ground floor of the building is raised above the sidewalk to provide vertical separation between the public sidewalk and the interior of residences.

### BUILDING FORM + CHARACTER

12. Compact, pedestrian-friendly blocks should be framed by residential streets with low vehicle speeds, prioritizing pedestrian and bicycle safety.
13. Provide individual, street-facing entrances to ground-floor residential units and storefronts where possible to increase activity on the street and in common outdoor areas.
14. New buildings should taper down in height and scale toward existing single-unit detached homes to establish a compatible relationship between buildings.
15. Buildings are typically located away from the street, with lawns between the building and sidewalk. However, buildings in more urban contexts or with ground floor retail may be located closer to the street to activate sidewalks and enhance the public realm.
16. When located along arterial or Complete Streets, buildings are set back farther from the street to reduce noise or other traffic impacts and to provide privacy.
17. The preferred block length is ideally 400 feet and block lengths ideally do not exceed 650 feet.



Primary Secondary

LAND USE TYPICAL SECTION

Agricultural | Public Open | Private Open | SF Detached | SF Attached | **Multiplex** | **Apartment** | **Mixed-Use** | Lodging | Commercial | Office | Civic | Utility | ~~Lt. Industrial~~ | ~~Hvy. Industrial~~

CITY OF DALLAS

# NEIGHBORHOOD MIXED-USE (NM)

## CHARACTER DESCRIPTION

Areas comprising the Neighborhood Mixed-Use placetype are anchors of commercial and social activity for the surrounding neighborhoods. This placetype incorporates local-serving retail, services and dining options and a mix of low- and medium-density residential. These areas are typically located at key intersections in nodes or alongcorridorswheresmallcommercialshopping centers and corner stores provide access to daily needs for residents. It can include vertical mixed-use development as well as horizontally mixed-use centers that are compatibly scaled with surrounding neighborhoods.

Planning should incorporate infrastructure improvements prioritizing pedestrian connectivity with adjoining neighborhoods, activity centers, or institutional and employment centers. Over time, incompatible uses in neighborhood centers such as light industrial and outdoor storage, should be redeveloped with uses that complement the neighborhood's commercial character.







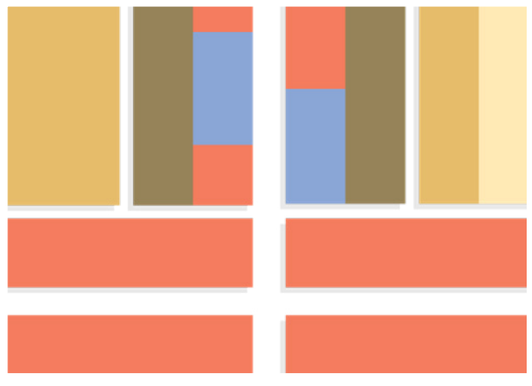





**LOCAL EXAMPLES**

1. SOUTH BUCKNER BLVD
2. HAMPTON ROAD
3. DOWNTOWN ELMWOOD
4. HENDERSON AVENUE

**THEME CONNECTIONS**









## A. PLACETYPE APPLICATION

**NM** A-1

Neighborhood Mixed-Use areas should complement the scale and character of their surrounding residential areas.

**NM** A-2

Where appropriate, multi-family development should be incorporated alongside or above commercial development to strengthen local support for retail and foster long-term viability.

**NM** A-3

As redevelopment occurs, especially within established communities, look for opportunities to incorporate community gathering spaces and amenities such as such as green spaces, parklets, etc.

**NM** A-4

Aging neighborhood shopping areas may also be prime areas to incorporate additional housing units and types at a scale in context with the surrounding area.

**NM** A-5

Neighborhood-scale planning may be needed to re-envision, redevelop, and revitalize vacant properties or areas with inactive land uses.

## FUTURE LAND USE MIX

PRIMARY USE
SECONDARY USE

- Agricultural
- Public Open Space
- Private Open Space
- Single Family Detached
- Single Family Attached
- Multiplex
- Apartments
- Mixed-Use
- Lodging
- Commercial
- Office
- Civic/Public Institutional
- Utility
- Light Industrial
- Heavy Industrial

# NEIGHBORHOOD MIXED-USE (NM)

## LOCATIONAL STRATEGY

When development of different housing types is proposed, location should be an important consideration. Among other things, properties near transit stations and along corridors, transition areas between non-residential and existing residential areas, former civic/institutional properties, and possibly corner lots should be considered for adding these alternative housing types.




## B. ADJACENCIES

### NM B-1

Quality design is paramount to ensuring a beneficial relationship between Neighborhood Mixed-Use areas and surrounding neighborhoods.

### NM B-2

Neighborhood commercial development should be designed to knit into the fabric of the neighborhood with connections to local sidewalks and trails, "360-degree" architecture that is attractive from all sides, and buildings and parking located in a manner that minimizes impacts to adjacent homes.

### NM B-3

Commercial and mixed-use areas should have increased distances from abutting property lines to allow for enhanced landscaping buffers when adjacent to existing residential areas.

## URBAN DESIGN ELEMENTS + STRATEGIES

### MOBILITY + ACCESS

1. Design roadways to emphasize multi-modal access, including the integration of wide sidewalks on routes serving neighborhood nodes.
2. Locate retail development along bus routes and established mobility hubs to maximize transit connectivity..
3. Emphasis should be placed on strengthening mobility connections between Neighborhood Mixed-Use placetypes and adjacent housing, parks, and service providers.

### GREEN + OPEN SPACE

4. Integrate green spaces such as plazas and parklets into commercial districts to serve as an amenity to residents and businesses.
5. Space between the sidewalk and the building front should accommodate seating or active open space areas to activate the streetscape.
6. Incorporate landscaped buffers to minimize impacts on nearby established residential areas and reduce opportunities for interactions between pedestrians and vehicles.

## URBAN DESIGN ELEMENTS + STRATEGIES (CONT.)

### STREETSCAPE + PARKING

7. Promote the use of shared parking facilities between commercial uses.
8. Incorporate onsite landscaping to screen parking and service areas from public rights-of-way.
9. Strategically position parking facilities behind buildings, wrapped by buildings, in side yards, or below grade, minimizing the visual impact of surface parking and optimizing shared parking opportunities.
10. Large surface parking lots should be placed within the interior of blocks, shielded by commercial uses and landscaping and arranged to maximize sharing between multiple uses.
11. On-street parking in commercial areas is encouraged.
12. Integrate placemaking strategies, such as accessible public art, to reflect the community's identity, history, and culture at key gateways and open spaces.

### BUILDING FORM + CHARACTER

13. Anchor neighborhood commercial districts with mixed-use and commercial development at key intersections.
14. Where commercial buildings are adjacent to residential uses, they should relate to one another in scale, proportion and massing.
15. All structures should be low-rise structures within this placetype. The tallest low-rise structures should be oriented to major streets, adjacent to mixed-use placetypes or adjacent to other taller, low-rise structures
16. Buildings are typically located near the back of the sidewalk on local and main streets, and on arterial streets greater separation between the building and street travel lanes is provided with landscape buffers between the streets and the sidewalks to promote pedestrian safety.
17. A majority of the street frontage is occupied by buildings and urban open spaces, particularly on primary frontages.
18. Space between the sidewalk and the face of buildings contains outdoor seating or usable open space that contributes to a lively streetscape and active public realm.
19. Short block lengths allow for more connections and create more (and shorter) route options to and through the placetype, thereby encouraging walking and cycling, while helping disperse vehicular traffic.
20. The preferred block length is 500 feet and block lengths ideally do not exceed 650 feet.

## THEME CONNECTIONS






## LAND USE TYPICAL SECTION

Agricultural | Public Open | Private Open | SF Detached | SF Attached | **Multiplex** | **Apartment** | **Mixed-Use** | **Lodging** | **Commercial** | **Office** | Civic | Utility | ~~Lt. Industrial~~ | ~~Hvy. Industrial~~

# COMMUNITY MIXED-USE (CM)

## CHARACTER DESCRIPTION

Community Mixed-Use areas are located at major intersections and along key corridors, serving multiple surrounding neighborhoods and attracting retailers and services that require a larger market area. A mix of commercial, office, residential, retail, and services are concentrated adjacent to larger nodes of activity. Commercial centers, commercial corridors, and office parks are representative of this placetype. Residential uses are accommodated within mid-rise buildings, and some mixed-use structures are connected by internal and external pedestrian pathways.

These areas are often located along DART bus and rail routes to maximize transit connections to retail and job centers and provide multiple mobility options for residents and employees.

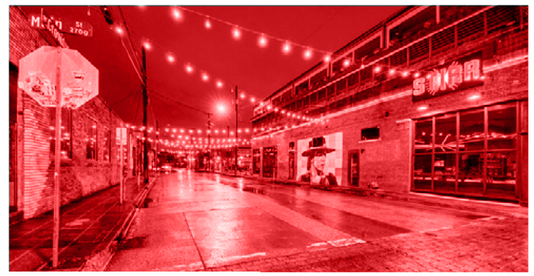
Vehicular access is generally easily accessible given that buildings are often located on separate parcels with their own parking areas.

For Community Mixed-Use areas closer to Downtown Dallas, development is concentrated in compact blocks with quality access to transit and a high degree of connectivity to surrounding neighborhoods. Buildings in these urban areas, are generally developed vertically (multiple uses in a single building), also offer more housing options and are along fixed transit and transportation nodes, hubs, and corridors. Within more suburban areas of Dallas, these areas are consist of larger complexes, often with fewer stories while offering a large amount of retail, restaurant, and personal services that are generally separated by large parking areas or open spaces along the perimeter.







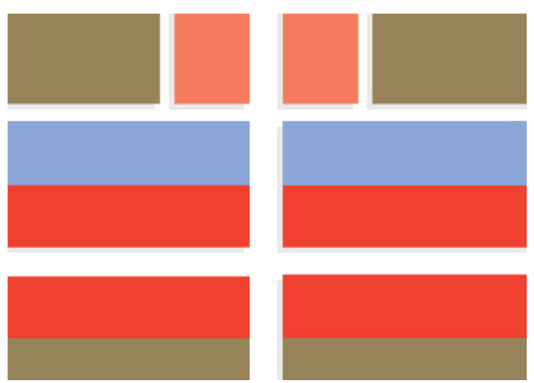






**LOCAL EXAMPLES**

1. KOREATOWN
2. DESIGN DISTRICT
3. WYNNEWOOD VILLAGE
4. CASA LINDA
5. DEEP ELLUM

**THEME CONNECTIONS**









## A. PLACETYPE APPLICATION

**CM** A-1

Established Community Mixed-Use areas should focus on incorporating additional community gathering spaces, pedestrian amenities, and enhanced landscaping as a catalyst for more destination activity around commercial uses.

**CM** A-2

Properties without structures on them or without active land uses, such as parking lots, provide opportunities for redevelopment for mixed-use and residential structures providing housing and housing choice in and around our neighborhoods.

**CM** A-3

New development should be located at the edges of large blocks to create a walkable environment, and parking and service areas should be screened from public view.

**CM** A-4

Housing should be integrated into under-performing, mixed-use corridors and centers to help increase housing access.

**CM** A-5

Legacy industrial, outdoor storage areas and properties with incompatible land uses within close proximity to residential areas, particularly those near DART bus and rail routes, should be prioritized for redevelopment.

**CM** A-6

Areas intended for transition from another development pattern to the Community Mixed-Use placetype generally consist of roadway corridors or industrial areas that are no longer, or never were, compatible with proximate residential areas or the broader surrounding development pattern.

Continued...

## FUTURE LAND USE MIX

PRIMARY USE
SECONDARY USE

- Agricultural
- Public Open Space
- Private Open Space
- Single Family Detached
- Single Family Attached
- Multiplex
- Apartments
- Mixed-Use
- Lodging
- Commercial
- Office
- Civic/Public Institutional
- Utility
- Light Industrial
- Heavy Industrial

# COMMUNITY MIXED-USE (CM)

## A. PLACETYPE APPLICATION (CONT.)

### CM A-7

These areas may need more detailed planning to ensure coordinated incorporation of adequate infrastructure, appropriate redevelopment of adjacent land uses, and a well-connected public realm.

### CM A-8

Certain light Industrial land use is intended as a supportive component, limited in scale (such as small office/warehouse showrooms and maker and artisanal spaces) and designed to fit cohesively within the overall composition of the placetype.




## B. ADJACENCIES

### CM B-1

New development should transition along the edges to nearby residential neighborhoods with landscaping buffering, complete streets, pedestrian pathways, and lower building heights.

### CM B-2

Additional incompatible industrial uses should not be added to areas transitioning away from industrial.

## URBAN DESIGN ELEMENTS + STRATEGIES

### MOBILITY + ACCESS

1. Design ground-floor building facades with a high degree of transparency and locate doorways along primary routes to foster a vibrant pedestrian environment.
2. Screen building service functions and mechanical equipment for commercial developments.
3. Community Mixed-Use has a dense street network to reflect the high emphasis on accessibility by all transportation modes.

### GREEN + OPEN SPACE

4. Integrate green spaces such as plazas and parklets into commercial districts to serve as an amenity to residents and businesses.
5. Incorporate green infrastructure elements such as channels of absorptive landscaping, permeable pavement, and green roofs to mitigate urban flooding and heat-island effects.

## URBAN DESIGN ELEMENTS + STRATEGIES (CONT.)

### STREETSCAPE + PARKING

6. Promote the use of shared parking facilities between commercial uses.
7. Incorporate onsite landscaping to screen parking and service areas from public rights-of-way.
8. When possible, discourage site design that places parking lots along roadway frontage.
9. When possible, encourage below grade or wrapped parking.

### BUILDING FORM + CHARACTER

10. Incorporate landscaped buffers into new development to minimize impacts on nearby established residential areas.
11. Anchor commercial districts with mixed-use and commercial development at key intersections.
12. Taper building height and bulk in edge areas to transition to less intense development in neighboring areas.
13. Front facades of buildings are typically located near the sidewalk on local and main streets, and on arterial streets greater separation between the building and street travel lanes is provided.
14. A majority of the street frontage is occupied by buildings and urban open spaces, particularly on primary frontages.
15. Buildings are located near the side and rear property lines. When abutting neighborhoods, the buildings are further from the property line and there is room for a landscaped buffer.
16. Space between the sidewalk and the face of buildings may contain outdoor seating or usable open space that contributes to a lively streetscape and active public realm.
17. Short block lengths allow for more connections and create more (and shorter) route options to and through the placetype, thereby encouraging walking and cycling, while helping disperse vehicular traffic.
18. The preferred block length is ideally 500 feet and block lengths ideally do not exceed 650 feet.

THEME CONNECTIONS

Primary Secondary

LAND USE TYPICAL SECTION



Agricultural | Public Open | Private Open | SF Detached | SF Attached | **Multiplex** | **Apartment** | **Mixed-Use** | **Lodging** | **Commercial** | **Office** | Civic | Utility | Lt. Industrial | ~~Hvy. Industrial~~

CITY OF DALLAS

# REGIONAL MIXED-USE (RM)

## CHARACTER DESCRIPTION

The Regional Mixed-Use placetype accommodates a wide range of large retail, commercial, office and institutional uses connected by Dallas' major roadways. This placetype provides major employment and shopping destinations outside of the City Center placetype. Additionally, high-rise office towers, multifamily dwelling units, and low- to mid-rise residential buildings for condominiums or apartments are located throughout this placetype.

While these areas are intended to serve the broader Dallas community, they should enhance and not detract from local quality of life.

Typically located at major intersections or along key transportation corridors, including roadways and DART routes, regional commercial areas rely heavily on automobiles and transit to bring in employees and visitors from throughout the region daily. Despite the efficient movement of automobile traffic, bicycle and pedestrian infrastructure improvements will help ensure quality multi-modal access.

Within more urbanized areas, regional commercial development includes a mix of uses organized in a compact, walkable environment. Within suburban areas of Dallas, regional commercial development is typically more segregated, with parking lots and roadways separating different uses.









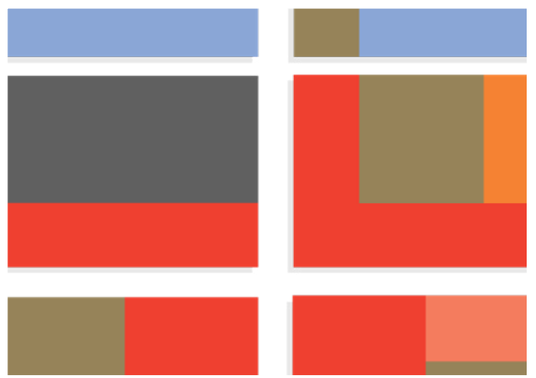




**LOCAL EXAMPLES**

1. THE CEDARS
2. INTERNATIONAL DISTRICT (GALLERIA)
3. NORTH PARK MALL
4. REDBIRD MALL
5. ENERGY SQUARE

**THEME CONNECTIONS**







Amended - March 2026



## A. PLACETYPE APPLICATION

**RM A-1**

Areas newly designated as Regional Mixed-Use primarily consist of undeveloped roadway corridors or underdeveloped commercial areas envisioned as regional commercial districts.

**RM A-2**

Key intersections should serve as the focus of regional commercial hubs, concentrating more intense uses along major roadways.

**RM A-3**

New development should tie into regional transit service where possible, and plan for multiple mobility options within the newly developed center.

**RM A-4**

Public transit has the potential to anchor these areas as transit-oriented development nodes in the more urbanized areas and provide greater options to "park once" and utilize other mobility options in the more suburban contexts.

**RM A-5**

Sensitive natural features within undeveloped areas should be preserved, or where possible, integrated into the development to serve as an amenity.

**RM A-6**

A framework of streets, sidewalks, and connecting pathways that support ground-floor retail and make movement within and around the site more efficient should be established.

**RM A-7**

The placement of lower intensity development, landscaped buffers, and greenspaces should be utilized to create gathering spaces and focal points.

Continued...

## FUTURE LAND USE MIX

PRIMARY USE
SECONDARY USE

- Agricultural
- Public Open Space
- Private Open Space
- Single Family Detached
- Single Family Attached
- Multiplex
- Apartments
- Mixed-Use
- Lodging
- Commercial
- Office
- Civic/Public Institutional
- Utility
- Light Industrial
- Heavy Industrial

# REGIONAL MIXED-USE (RM)

## A. PLACETYPE APPLICATION (CONT.)

### RM A-8

New development should include community-oriented services to support the density and activity on site and within the surrounding areas.

### RM A-9

Multifamily development, including mixed-income housing options, should be integrated into regional commercial areas to reduce the need to commute long distances between where people live, work and shop.




## B. ADJACENCIES

### RM B-1

Lower-intensity commercial and office uses should be located within edge zones to provide a gradual transition away from intense regional commercial and mixed-use areas.

## URBAN DESIGN ELEMENTS + STRATEGIES

### MOBILITY + ACCESS

1. Locate regional retail development along bus routes and established mobility hubs to maximize transit connectivity.
2. Prioritize pedestrian, bicycle, and transit safety at intersections, while prioritizing pedestrian needs over traffic flow.
3. Regional Mixed-Use has a dense street network to reflect the high emphasis on accessibility by all transportation modes.

### GREEN + OPEN SPACE

4. Integrate green spaces such as plazas and parklets into commercial districts to serve as an amenity to residents and businesses.
5. Integrate green infrastructure such as bioswales, permeable pavement, and green roofs to reduce urban flooding and heat island effects.
6. Incorporate more "transit-aware" landscaping and materials at bus stops such as the increased utilization of permeable pavement pads and pedestrian-friendly materials.

## URBAN DESIGN ELEMENTS + STRATEGIES (CONT.)

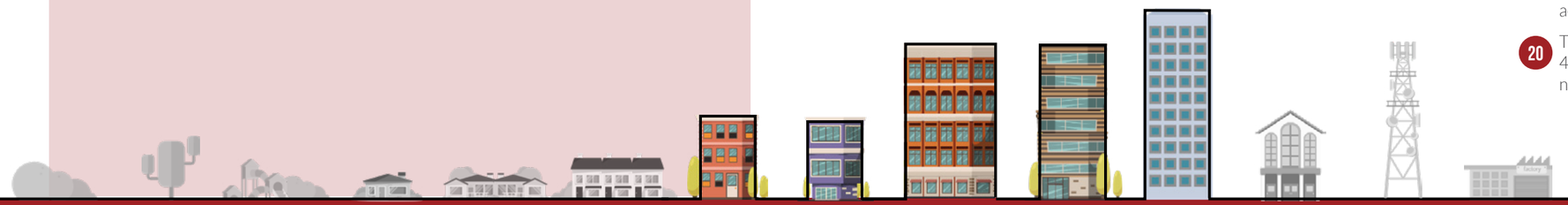
### STREETSCAPE + PARKING

7. Promote the use of shared parking facilities between commercial uses.
8. Incorporate on-site landscaping to screen parking and service areas from public rights-of-way.
9. Structured parking should be wrapped and screened to minimize visual impact at the ground level.
10. Surface parking should be located at the side or rear of buildings.
11. Loading and service areas should be located toward the rear of the building and screened from public view.

### BUILDING FORM + CHARACTER

12. Design ground floor building facades with a high degree of transparency and locate doorways along primary routes to foster a vibrant pedestrian environment.
13. Taper building height and bulk in edge areas to transition to less intense development near neighboring residential areas.
14. Lower or step back building heights along edges abutting neighborhoods.
15. Use scale-appropriate intersections to serve as placemaking opportunities.
16. Buildings are typically located near the sidewalk on local and main streets, and on arterial streets greater separation between the building and street travel lanes is provided.
17. A majority of the street frontage is occupied by buildings and urban open spaces, particularly on primary frontages.
18. Buildings are located near the side and rear property lines. When abutting neighborhoods, the buildings are further from the property line and there is room for a landscaped buffer.
19. Space between the sidewalk and the face of buildings contains outdoor seating or usable open space that contributes to a lively streetscape and active public realm.
20. The preferred block length is ideally 400 feet and block lengths ideally do not exceed 600 feet.

THEME CONNECTIONS



Primary Secondary

LAND USE TYPICAL SECTION

Agricultural | Public Open | Private Open | SF Detached | SF Attached | Multiplex | **Apartment** | **Mixed-Use** | **Lodging** | **Commercial** | **Office** | Civic | Utility | Lt. Industrial | ~~Hvy. Industrial~~

# CITY CENTER (CC)

## CHARACTER DESCRIPTION

The City Center is a complete and connected neighborhood made up of the centrally located Downtown district and its adjoining communities. It "offers an inclusive, robust, and unique combination of residential options, job opportunities, schools, open spaces, street activity, business, and retail connected by an accessible, balanced, multi-modal transportation network with a variety of options to move from one destination to the next".[1] This placetype, only found in Downtown and Uptown, encompasses the historic downtown, central business district, the financial district, and civic center which is home to major employers and corporate headquarters.

This centrally located hub serves as the most concentrated regional, commercial, tourism, and activity center, supported by high-density housing and ringed by a vibrant collection of historic landmarks and cultural neighborhoods.

Ground floor windows of the numerous tall buildings in the City Center provide for visual interest and views into active storefronts. The streetscape incorporates trees for shade, wide sidewalks, easy-to-use signage, and wayfinding for locating the City Center's numerous destinations and points of interest. Civic and open spaces are featured throughout the City Center and provide an inviting atmosphere for pedestrians and a diversity of uses, generating activity throughout the day and evening.

1 The 360 Plan: A Complete and Connected City Center





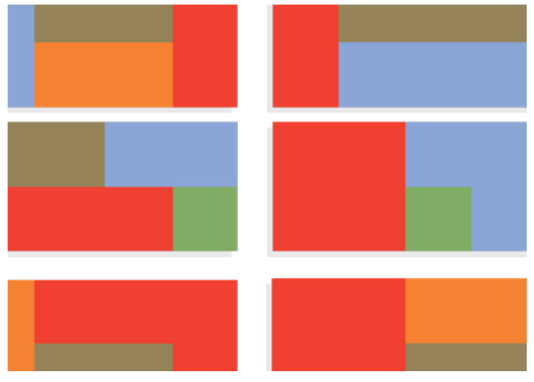







LOCAL EXAMPLES
1. DOWNTOWN
2. UPTOWN

THEME CONNECTIONS





## A. PLACETYPE APPLICATION

### CC A-1

Properties without structures on them or without active land uses, such as parking lots, provide opportunities for redevelopment and should be utilized to achieve the City Center's needs and functions.

### CC A-2

While certain lower intensity development should be redeveloped for more intense mixed use multi-story development, careful attention must also be paid to historic preservation and incorporation of a diversity of uses to create and maintain a vibrant downtown.

### CC A-3

Multifamily development, including mixed-income housing, should be integrated into City Center areas as redevelopment occurs, including the adaptive reuse of outmoded office development to housing, broadening support for retail and dining in the City Center and contributing non-workday activity.

## FUTURE LAND USE MIX

PRIMARY USE
SECONDARY USE

- Agricultural
- Public Open Space
- Private Open Space
- Single Family Detached
- Single Family Attached
- Multiplex
- Apartments
- Mixed-Use
- Lodging
- Commercial
- Office
- Civic/Public Institutional
- Utility
- Light Industrial
- Heavy Industrial

# CITY CENTER (CC)




## B. ADJACENCIES

**CC** B-1

While a mix of uses should continue to be encouraged, development intensity should taper in areas adjacent to lower-scale, non-City Center placetypes by reducing height and building bulk to better complement the scale of surrounding placetypes.

**CC** B-2

In addition, greenways and regional parks should be enhanced or developed to help buffer the City Center area from surrounding districts, while providing valuable amenities to area employers and residents.

## URBAN DESIGN ELEMENTS + STRATEGIES

### MOBILITY + ACCESS

1. Prioritize pedestrian, bicycle, and transit safety at intersections, while balancing pedestrian needs with traffic flow.
2. Redesign and prioritize streets for multimodal use.
3. New skybridges and tunnels should be discouraged as part of any new development or redevelopment to promote street-level pedestrian activity.
4. City Center has a dense street network to reflect the high emphasis on accessibility by all modes.
5. Incorporate and loop in the city's trail system for access to the city center and to serve as part of the city's multimodal transportation network.
6. Auto-centric amenities, such as drive-through access, are not appropriate in the city center.

### GREEN + OPEN SPACE

7. Integrate green spaces such as plazas and parklets into commercial districts to serve as an amenity to communities while also buffering from adjacent noise pollution.
8. Incorporate green infrastructure elements such as channels of absorptive landscaping, permeable pavement, and green roofs to mitigate urban flooding and heat island effects.
9. Increase street tree plantings and landscape buffers along sidewalks and within street medians, when applicable, to improve tree canopy and pedestrian safety within the city center.

## URBAN DESIGN ELEMENTS + STRATEGIES (CONT.)

### STREETSCAPE + PARKING

10. Promote the use of shared parking facilities between commercial uses.
11. Incorporate onsite landscaping to screen parking and service areas from public rights-of-way.
12. Structured parking should be underground and located in a manner that does not interfere with the pedestrian environment.
13. Prioritize underground or structured parking. Surface parking lots should be considered for redevelopment.
14. Implement scale regulations at building ground-levels to humanize streetscape and scale.

### BUILDING FORM + CHARACTER

15. Integrate placemaking strategies, such as accessible public art, to reflect the community's identity, strengthen historic preservation, and culture at key gateways and open spaces.
16. Design ground-floor building facades with a high degree of transparency and locate doorways along primary routes to foster a vibrant pedestrian environment.
17. Integrate multifamily housing within the city center to provide housing choice close to retail and employment.
18. Taper building height and bulk in edge areas to transition to less intense development in neighboring areas
19. Design future garages with floor-to-floor heights that would allow for future conversions.
20. Incorporate adaptive reuse strategies as a tool for building preservation, when possible.
21. Buildings are typically located near the back of the sidewalk on local and main streets, and on arterial streets greater separation between the building and street travel lanes is provided.
22. A majority of the street frontage is occupied by buildings and urban open spaces, particularly on primary frontages.
23. Space between the sidewalk and the face of buildings contains outdoor seating or usable open space that contributes to a lively streetscape and active public realm.
24. The preferred block length is ideally 400 feet; and block lengths ideally do not exceed 600 feet.

THEME CONNECTIONS



Primary Secondary

**LAND USE TYPICAL SECTION**

Agricultural | Public Open | Private Open | ~~SF Detached~~ | ~~SF Attached~~ | Multiplex | **Apartment** | **Mixed-Use** | **Lodging** | **Commercial** | **Office** | **Civic** | Utility | Lt. Industrial | ~~Hvy. Industrial~~

CITY OF DALLAS

# INSTITUTIONAL CAMPUS (IC)

## CHARACTER DESCRIPTION

The Institutional Campus placetype is home to various areas throughout Dallas where large master-planned educational, institutional, and business facilities primarily exist. Development in this placetype is typically more intense than surrounding areas with land uses focused in critical areas that support the area's anchor institution.

The Institutional Campus placetype hosts numerous epicenters of employment, providing jobs for the greater Dallas-Fort Worth region.

Multimodal connectivity and public transit access are vital to the success of this placetype. As an anchor for regional economic activity, public edges of master-planned campuses within this placetype should provide an inviting public realm and gateway features that invite visitors into the campus. Major roadways in these areas should also feature streetscaping and wayfinding that help visually unify the district's many users and support a unique sense of place.














**LOCAL EXAMPLES**

1. UNT DALLAS
2. SOUTHWESTERN MEDICAL / PARKLAND DISTRICT
3. BAYLOR MEDICAL

**THEME CONNECTIONS**







Amended - March 2026



## A. PLACETYPE APPLICATION

**IC** A-1

The Institutional Campus placetype's success is built on its strong association with regional-serving institutions and their integration into the broader community.

**IC** A-2

These institutional growth areas should be supported with needed infrastructure and corridor improvements to facilitate traffic flow, multimodal connectivity, and quality streetscaping.

**IC** A-3

Where possible, development should be designed to maximize the use of existing and planned DART station locations with transit-oriented development complementing anchor institutions. Institutional anchors are typically established first with complementary uses following.

**IC** A-4

New or revitalized campus areas should be walkable and context-sensitive at the street level to surrounding neighborhoods.

**IC** A-5

In established districts, reinvestment will require thoughtful and targeted planning and community engagement to ensure that anchor institutions have the space to prosper while also respecting the health of the businesses and residents that have grown around them.

**IC** A-6

Where possible, new development within the same district should utilize facades with similar or complementary architectural styles to provide a cohesive sense of identity.

## FUTURE LAND USE MIX

PRIMARY USE
SECONDARY USE

- Agricultural
- Public Open Space
- Private Open Space
- Single Family Detached
- Single Family Attached
- Multiplex
- Apartments
- Mixed-Use
- Lodging
- Commercial
- Office
- Civic/Public Institutional
- Utility
- Light Industrial
- Heavy Industrial

# INSTITUTIONAL CAMPUS (IC)




## B. ADJACENCIES

**IC** B-1

In growth areas, institutional campuses should be designed to include context-specific landscaped buffers or recreation fields to serve as transition areas to adjacent neighborhoods.

**IC** B-2

Intense office and institutional development should be focused in nodes, with less intense housing and complementary uses along the edge areas.

**IC** B-3

Different site-planning strategies should mitigate visual and operational impacts from institutional uses in neighborhoods.

**IC** B-4

Provide enhanced open spaces along the edges of the campus and neighborhood-scaled buildings adjacent to residential areas.

## URBAN DESIGN ELEMENTS + STRATEGIES

### MOBILITY + ACCESS

1. Locate institutional anchors development along bus routes and established mobility hubs to maximize transit connectivity.
2. Prioritize pedestrian, bicycle, and transit safety at intersections, while balancing pedestrian needs with traffic flow.
3. Incorporate street trees and landscaped areas, planting strip between the curb and sidewalk, and enhanced sidewalks.
4. Implement gateway features, including district branding elements, at key entry points to enhance the district's sense of place.
5. Prioritize pedestrian and bicycle amenities along the surrounding streets.

### GREEN + OPEN SPACE

6. Plant parkways on institutional campus grounds with shade trees and vegetation to expand the urban forest, mitigate heat, reduce noise pollution, and improve neighborhood character.
7. Invest in open space and park improvements to buffer more intense institutional uses from neighboring residential areas.
8. Integrate green space such as plazas and parklets to serve as an amenity to residents and employees.

## URBAN DESIGN ELEMENTS + STRATEGIES (CONT.)

### STREETSCAPE + PARKING

9. Utilize on-site landscaping and parking lot design to screen parking and service areas to create an inviting pedestrian environment.
10. Locate parking areas and associated driveways away from nearby neighborhoods and discourage site design that places parking areas along roadway frontages.
11. Parking facilities should minimize curb cuts, particularly in pedestrian-oriented areas.
12. Surface parking between buildings and the sidewalk or street should be limited. Safe and complete pedestrian paths should be provided from the parking areas to building entrances when it occurs.

### BUILDING FORM + CHARACTER

13. Establish mixed-use and commercial development at key intersections to serve institutional users and local residents.
14. Building heights are lower in locations abutting residential areas.
15. Buildings on less intensely developed Campuses are typically located away from the sidewalk, and lawns; and open spaces may be found between buildings and streets.
16. More intensely developed institutional Campuses have buildings and open spaces that line street frontages, providing an urban edge, while lawns and open spaces typically line the streets of less intensely developed Campuses and side and rear setback are typically larger, reflecting the dispersed nature of the development.
17. Outdoor seating or usable open spaces are located between the face of buildings and the sidewalks of more intensely developed institutional Campuses, and positively contribute to a lively streetscape and attractive public realm.
18. The preferred block length is ideally 500 feet and block lengths ideally do not exceed 650 feet.

THEME CONNECTIONS

Primary Secondary

LAND USE TYPICAL SECTION



CITY OF DALLAS

# FLEX COMMERCIAL (FC)

## CHARACTER DESCRIPTION

The Flex Commercial placetype plays a role in signaling and initiating the transition from heavier industrial uses to more compatible and less impactful land uses surrounding residential communities and environmental resources. This placetype is a mixture of general commercial, employment centers, and supporting smaller-scaled, light industrial uses. Limited residential and retail areas may complement the employment focus of the area. Further incompatible industrial proximities to residential should not occur within this placetype, and as new development occurs, residential proximity should be given priority and new development should address existing incompatibilities.

Buildings within the Flex Commercial placetype should be designed intentionally and built to be versatile to accommodate a mix of uses at one time or as uses transition from another, including office, research, athletic spaces, small warehouses, and light production.

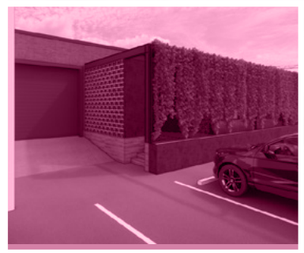
A limited number of live/work units may also be accommodated within this placetype to meet the rise in the need for affordable, flexible spaces for artists, artisans and creative manufacturing. New buildings and enhancements to existing buildings should have an increased emphasis on how buildings interact with public right-of-way, incorporating a more pedestrian-friendly environment that includes quality landscaping, connected sidewalks and amenities such as benches, shade structures, and street trees. Reinvestment is encouraged to repurpose existing buildings and maximize the use of existing infrastructure.

Future smaller-scaled community planning efforts in this placetype should look to develop a clear vision for what their communities aspire to be as some areas transition away from legacy uses.









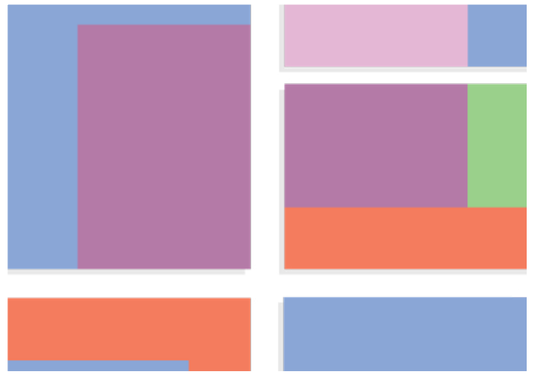




LOCAL EXAMPLES

1. PLANO ROAD CORRIDOR
2. REINHARDT
3. I-45 CORRIDOR

THEME CONNECTIONS



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## A. PLACETYPE APPLICATION

**FC** A-1

Redevelopment and building retrofits should be used to mitigate the negative environmental and public health impacts of legacy industrial development and provide high-quality jobs in a healthy environment.

**FC** A-2

Reinvestment should include enhancements to parking areas and streetscape, such as added landscaping, street trees, and connections to sidewalks and internal site pathways.

**FC** A-3

Changes to areas within Flex Commercial districts should be incremental and sensitive to the existing context, and include inclusive community engagement efforts.

**FC** A-4

This placetype is characterized by adaptively reusing single-use structures that are transitioning to vertically integrated uses in a pedestrian-oriented environment.

## FUTURE LAND USE MIX

PRIMARY USE
SECONDARY USE

- Agricultural
- Public Open Space
- Private Open Space
- Single Family Detached
- Single Family Attached
- Multiplex
- Apartments
- Mixed-Use
- Lodging
- Commercial
- Office
- Civic/Public Institutional
- Utility
- Light Industrial
- Heavy Industrial

# FLEX COMMERCIAL (FC)

The City of Dallas has nearly 70,000 acres of residential land (32% of city land) of which almost 10,700 acres (4%) are within 1000 feet of an industrial zoned district. The Flex Commercial placetype plays a role in signaling the transition away from these incompatibilities.




## B. ADJACENCIES

### FC B-1

New uses should be buffered from surrounding development by landscaped areas, screened parking areas, and open spaces that shield the view of structures, loading docks, or existing outdoor storage from nearby residential uses.

### FC B-2

This placetype may function as a transition between heavier industrial operations and residential areas, however, the transition should not include residential, to avoid placing more people closer to industry. Particular attention should be paid to the treatment of edge areas and adjacent areas.

### FC B-3

Commercial and smaller office uses should be integrated into edge areas to transition into and provide a buffer for surrounding neighborhoods.

### FC B-4

Sites with existing, negative external impacts on the surrounding area, such as environmental and noise pollution, should be redeveloped with cleaner employment-generating uses more compatible with adjacent and nearby uses.

### FC B-5

When Flex Commercial exists between residential and heavier industrial uses, any new land uses in the Flex Commercial area should provide a less intense and compatible transitional buffer between the residential and industrial uses.

### FC B-6

New light industrial uses considered within this placetype should be low impact, small-scaled, incorporate clean emissions, and self-contained to the interior of the building if adjacent to residential uses.

### FC B-7

Where Flex Commercial areas are adjacent to residential communities, proposed rezonings or development to smaller warehouses or other less intense light industrial uses should include performance measures to ensure uses are not incompatible with surroundings.

Primary Secondary

## URBAN DESIGN ELEMENTS + STRATEGIES

### MOBILITY + ACCESS

1. Locate industrial uses along truck routes designed for anticipated capacity and divert traffic away from residential neighborhoods.
2. Provide direct paths for pedestrians from parking areas to primary building entrances within large development as well as to and from available transit stops.

## URBAN DESIGN ELEMENTS + STRATEGIES (CONT.)

### GREEN + OPEN SPACE

3. Integrate green infrastructure such as tree boxes, permeable pavement, and green roofs to reduce urban flooding and heat island effects.
4. Integrate paths and outdoor recreation areas that are used as amenities by employees.

### STREETSCAPE + PARKING

5. Utilize on-site landscaping and parking lot design to screen parking and service areas to create an inviting pedestrian environment.
6. Parking for large commercial trucks should be located toward the rear or side of buildings when possible and should not abut residential areas.
7. Future decisions regarding parking and drive-aisle paving materials should take into consideration both storm water and air-quality considerations.

### BUILDING FORM + CHARACTER

8. When located on arterials or edge areas, buildings may be set back further to accommodate enhanced landscaped and open spaces to provide greater separation between street traffic and/or less intense uses.
9. Orient new, commercially-focused buildings toward the street with street fronting entrances that connect to sidewalks.
10. When an industrial facility includes a structure that requires increased height, the structure is located so that it does not significantly visually or physically impact nearby residential areas.
11. Loading, trash service, and other back-of-building functions should not be visible from the front of the building to ensure an attractive and inviting face to the community.

### THEME CONNECTIONS



**LAND USE TYPICAL SECTION** Agricultural | Public Open | Private Open | SF Detached | SF Attached | Multiplex | Apartment | **Mixed-Use** | Lodging | **Commercial** | **Office** | ~~Civic~~ | Utility | Lt. Industrial | ~~Hvy. Industrial~~

CITY OF DALLAS

# LOGISTICS / INDUSTRIAL PARK (LP)

## CHARACTER DESCRIPTION

The Logistics/Industrial Park placetype consists of areas identified for wholesale, large distribution areas, and storage uses focused on production and employment. Logistics/Industrial Park areas represent significant employment assets providing space for innovation, employment, and the potential for upward mobility for Dallas' skilled workers. Clean and more sustainable practices that reduce adverse environmental impacts on human health and wildlife will ensure the viability of the Logistics/Industrial Park placetype and augment its beneficial economic role.

The efficient movement of freight through Dallas to the rest of the country is crucial to the success of the Logistics/Industrial Park placetype.

These areas generally comprise large, contiguous parcels that are often self-contained. Access to major roadways, freeways, freight rail, and airports should be prioritized. To accommodate freight traffic and parking for employees, buildings within the Logistics/Industrial Park placetype have large surface parking areas for cars and trucks as well as wider streets and intersections. Roadway and access planning is critical to the future of this land use given the increased truck traffic that results from these uses. Public transportation, sidewalks, and trail connections focus on connecting employees to employee and customer entrances and parking and drop-off areas.







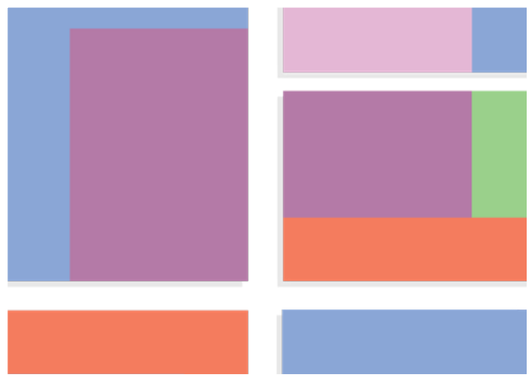





**LOCAL EXAMPLES**

1. SOUTHPORT (SOUTH DALLAS INLAND PORT)
2. AGILE PORT
3. WEST DALLAS INDUSTRIAL PARK
4. ZACHA JUNCTION

**THEME CONNECTIONS**









## A. PLACETYPE APPLICATION

**LP** A-1

The Logistics/Industrial Park placetype should accommodate Dallas' innovative and cutting-edge sustainable economic models that promote a green economy.

**LP** A-2

These developments will focus on light industrial uses, including clean manufacturing centers, technology centers, and biotech facilities.

## FUTURE LAND USE MIX

PRIMARY USE
SECONDARY USE

- Agricultural
- Public Open Space
- Private Open Space
- Single Family Detached
- Single Family Attached
- Multiplex
- Apartments
- Mixed-Use
- Lodging
- Commercial
- Office
- Civic/Public Institutional
- Utility
- Light Industrial
- Heavy Industrial

# LOGISTICS/ INDUSTRIAL PARK (LP)

Heavy transportation and infrastructure systems are critical to the movement of goods which power the economy.[1] Properly aligning logistics-oriented land uses to these transportation networks, while also preventing encroachment into residential communities, is key to locating Logistics/Industrial Parks throughout the city.

1. ForwardDallas Existing Conditions Report




LOGISTICS




INDUSTRIAL PARK

## B. ADJACENCIES

### LP B-1

When an industrial facility includes a structure that requires increased height, the structure is located so that it does not significantly visually or physically impact nearby residential areas.

### LP B-2

As reinvestment occurs in Logistics/ Industrial Park areas, addressing adverse environmental effects generated by sources of pollution, particularly those impacting disadvantaged communities, should be prioritized and no new incompatible proximities should occur.

### LP B-3

If any new, light industrial uses in this placetype are considered adjacent to residential areas, at minimum, they should be low impact, small-scaled, self contained to the interior of the buildings, and not create any additional incompatabilities.

## URBAN DESIGN ELEMENTS + STRATEGIES

### MOBILITY + ACCESS

1. Locate logistics and industrial park uses along truck routes designed for anticipated capacity and divert traffic away from residential neighborhoods.
2. Loading areas and loading docks should be located away from primary street facades and pedestrian routes.
3. Public transportation and sidewalks and trail connections are focused on connecting employees to employee and customer entrances and parking and drop-off areas.

### GREEN + OPEN SPACE

4. Integrate paths and outdoor recreation areas that are used as amenities by employees
5. Integrate green infrastructure, for example, tree boxes, permeable pavement, and green roofs to reduce urban flooding and heat island effects

## URBAN DESIGN ELEMENTS + STRATEGIES (CONT.)

### STREETSCAPE + PARKING

6. Use landscaped buffers to screen loading and service areas from view and limit impacts on adjacent development and uses.
7. Permeable and environmentally sensitive materials that do not contribute to stormwater or air quality issues should be utilized when feasible.
8. Large vehicle parking should be located to the side and rear of buildings, when possible and not abutting residential neighborhoods.
9. Parking lots in front of buildings provide a clear pedestrian path between the public sidewalk and building entrances.
10. Loading docks and vehicle storage are located to the side or rear of buildings and screened from streets.
11. Site design should incorporate adequate parking and queuing space on-site.

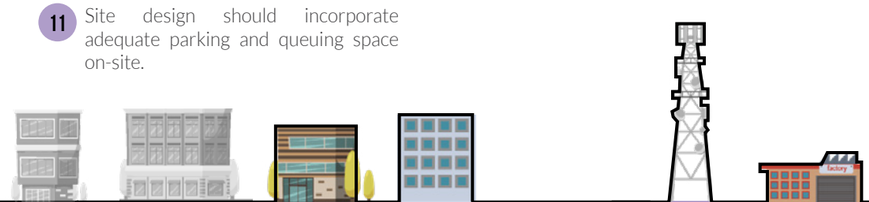
### BUILDING FORM + CHARACTER

12. Encourage commercial development within industrial areas to provide supportive services to local employees and residents.
13. Implement gateway features, including district-branding elements, at key points of entry to enhance the district's sense of place.
14. Orient buildings with more intense industrial uses internal to the site, away from less intense uses and placetypes.
15. Outdoor storage areas should be appropriately screened, particularly at the edges of the placetype.
16. The preferred block length is ideally 800 feet and block lengths ideally do not exceed 1,500 feet. The longer block lengths help accommodate larger industrial buildings as necessary.
17. In some cases, blocks might be longer because specific site conditions make new streets and street connections infeasible. These conditions include topography, natural barriers such as creeks and streams, and other barriers such as freeways and railroad lines.

THEME CONNECTIONS



Primary Secondary



LAND USE TYPICAL SECTION

~~Agricultural~~ Public Open Private Open ~~F Detached~~ ~~SF Attached~~ ~~Multiplex~~ ~~Apartment~~ Mixed-Use Lodging **Commercial** **Office** ~~Civic~~ **Utility** **Lt. Industrial** ~~Hvy. Industrial~~

# INDUSTRIAL HUB (IH)

## CHARACTER DESCRIPTION

The Industrial Hub placetype comprises areas identified for heavy industrial production, salvage, and storage operations. These areas, and the uses they include, should not be located in or near residential areas. Industrial uses such as asphalt batch plants, bulk processing, waste collection, and salvage facilities are contained in this placetype. The strategic and equitable location of this placetype within the city, away from proximity to neighborhoods, aims to address historic residential adjacencies while providing critical infrastructure support.

Structures and buildings within Industrial Hubs often have large footprints with significant land needs for equipment and material storage. Large surface parking areas for cars and trucks, as well as wider streets and intersections, should be thoughtfully designed to minimally impact the environment. With the common conveyance of heavy machinery and freight traffic in this placetype, appropriately designed roadway networks, sufficient infrastructure, and access to major transportation hubs and corridors should be prioritized.

CITY OF DALLAS







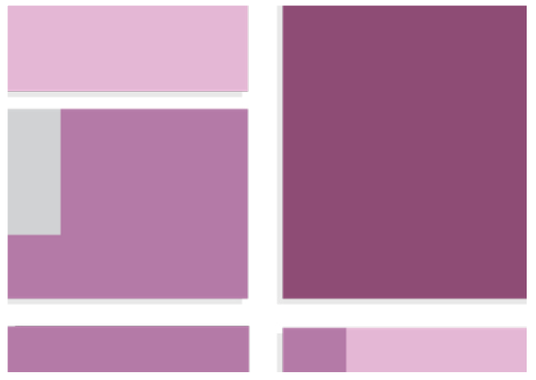





**LOCAL EXAMPLES**

1. MCCOMMAS LANDFILL
2. CALIFORNIA CROSSING

**THEME CONNECTIONS**









## A. PLACETYPE APPLICATION

### IH A-1

Cleaning up contaminated sites such as Superfund and Brownfield sites is a priority implementation action to be followed up by local community-led redevelopment and capital project prioritization.

### IH A-2

Despite existing challenges and current conditions, the Industrial Hub placetype has the potential to accommodate Dallas' innovative and cutting-edge sustainable economic models that promote a green economy.

### IH A-3

Enhance areas designated as Industrial Hubs, ensuring they evolve into healthy environments with quality job opportunities while safeguarding communities from adverse environmental hazards.

## FUTURE LAND USE MIX

PRIMARY USE
SECONDARY USE

- Agricultural
- Public Open Space
- Private Open Space
- Single Family Detached
- Single Family Attached
- Multiplex
- Apartments
- Mixed-Use
- Lodging
- Commercial
- Office
- Civic/Public Institutional
- Utility
- Light Industrial
- Heavy Industrial

# INDUSTRIAL HUB (IH)

The equitable, geographic location of this placetype aims to address the historic inequitable placement of industrial land uses and their adjacency to residential communities, especially communities of color. It is limited to areas not co-located with residential communities, while providing critical infrastructure support.




## B. ADJACENCIES

### IH B-1

Redevelopment and building retrofits, in combination with enhancements to parking areas and open space, should be used to mitigate the negative environmental impacts of legacy industrial development.

### IH B-2

Industrial Hub areas should address adverse environmental effects, particularly those impacting disadvantaged communities.

### IH B-3

This placetype is not compatible with neighborhood - scaled placetypes, residential placetypes, or those that permit residential zoning.

### IH B-4

Heavy industrial uses should be concentrated at arterials, expressways, and railroad lines.

## URBAN DESIGN ELEMENTS + STRATEGIES

### MOBILITY + ACCESS

1. Locate industrial uses along truck routes designed for anticipated capacity and divert traffic away from residential neighborhoods.
2. An internally connected network should provide direct and efficient truck access to arterials from local and collector streets
3. Enlarged landscape buffers should provide a transition to adjacent uses.
4. Site design should incorporate adequate parking and queuing space on-site.
5. The City should invest capital improvements to the public roadways in these areas, especially those that are contributors to dust propagation.

### GREEN + OPEN SPACE

6. Integrate paths and outdoor recreation areas that are used as amenities by employees.
7. Perimeter site design should incorporate more greenspace to counter the heat-island effect of increased paving needed for operations.

## URBAN DESIGN ELEMENTS + STRATEGIES (CONTINUED)

### STREETSCAPE + PARKING

8. Use landscaped buffers to screen loading and service areas from view and limit impacts on adjacent development.
9. Permeable and environmentally sensitive materials that do not contribute to stormwater or air quality issues should be utilized when feasible.
10. Parking is typically provided on surface lots.
11. Large-vehicle parking, loading docks, and vehicle storage should be located to the side and rear of buildings when possible, not abut residential neighborhoods, and be screened from the streets.
12. Parking lots in front of buildings provide a clear pedestrian path between the public sidewalk and building entrances.

### BUILDING FORM + CHARACTER

13. Encourage commercial development within industrial areas to provide supportive services to local employees.
14. Orient buildings with more intense industrial uses internal to the site, away from less intense uses and placetypes.
15. Outdoor storage areas should be appropriately screened, particularly at the edges of the placetype.
16. When an industrial facility includes a structure that requires increased height, the structure is located so that it does not significantly visually or physically impact nearby residential areas.
17. The preferred block length is ideally 800 feet, and block lengths ideally do not exceed 1,500 feet. The longer block lengths help accommodate larger industrial buildings as necessary.
18. In some cases, blocks might be longer because specific site conditions make new streets and street connections infeasible. These conditions include topography, natural barriers such as creeks and streams, and other barriers such as freeways and railroad lines.

## THEME CONNECTIONS








## LAND USE TYPICAL SECTION

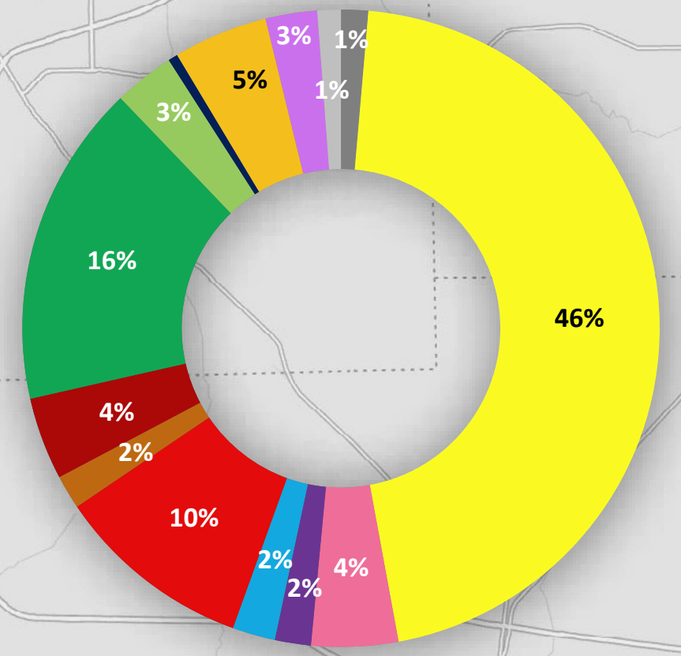
~~Agricultural~~ | Public Open | Private Open | ~~SF Detached~~ | ~~SF Attached~~ | ~~Multiplex~~ | ~~Apartment~~ | Mixed-Use | Lodging | Commercial | Office | ~~Civic~~ | **Utility** | **Lt. Industrial** | **Hvy. Industrial**

CITY OF DALLAS



# CITY OF DALLAS
# FUTURE PLACETYPE MAP

Interactive High-Resolution Map Link
CLICK HERE




PLACETYPES

REGIONAL OPEN SPACE | SMALL TOWN RESIDENTIAL | COMMUNITY RESIDENTIAL | CITY RESIDENTIAL | NEIGHBORHOOD MIXE- USE | COMMUNITY MIXED-USE | REGIONAL MIXED-USE | CITY CENTER | INSTITUTIONAL CAMPUS | FLEX COMMERCIAL | LOGISTICS/ INDUSTRIAL PARK | INDUSTRIAL HUB | AIRPORT | UTILITY

Airbus,USGS,NGA,NASA,CGIAR,NCEAS,NLS,OS,NMA,Geodatastyrelsen,GSA,GSI and the GIS User Community, Texas Parks & Wildlife, Esri, TomTom, Garmin, SafeGraph, METI/NASA, USGS, EPA, NPS, USDA, USFWS, Texas Parks & Wildlife, Esri, TomTom, Garmin, FAO, NOAA, USGS, EPA, NPS, USFWS

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**Figure 1: Future Placetype Map**

**Figure 2: Future Placetype Chart**

1. A comprehensive plan shall not constitute zoning regulations or establish zoning district boundaries. (Texas Local Government Code, Section 219.005.)
2. The land use map provides general graphic intent; the text provides more detail. The land use map is intended to be used in concert with the written text.
3. Land Use Maps are guidance documents and should be utilized in conjunction with recommendations contained within Chapters 1-4 of the ForwardDallas 2.0 Comprehensive Plan.





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FORWARDALLAS

## CONTENTS

Short-Term Action Matrix





# CHAPTER 4
# IMPLEMENTATION



## OVERVIEW

Comprehensive Plans are future-oriented guidance documents that lay out short, medium and long-range recommendations to incrementally advance plan goals and objectives.

The planning process does not end upon adoption of this plan. The implementation matrices in this section provide action steps by plan theme that can be accomplished during the plan horizon. The action items vary and include regulatory changes, process updates, infrastructure improvements, future studies and plans, and policy changes.

The key to achieving the majority of the recommendations within this section is continued collaboration between various internal and external partners and annual monitoring to ensure accountability and relevancy.

CITY OF DALLAS





# SHORT TERM ACTION MATRIX

The following tables identify short-term action items needed to implement the Plan's land use themes within the next one to five years. The table includes recommendations organized by goal, objective, suggested action steps, designated lead, key partner(s), and related cross-theme connections, if applicable.

## GENERAL + DEVELOPMENT PROCESS

**General + Development Process Table**

| | Objective | # | Action Step | Lead | Key Partners** | Related Themes |
|---|---|---|---|---|---|---|
| - | Provide updates on plan progress. | 1 | Develop key performance indicators six (6) months after plan adoption for all theme metrics identified in plan document, with an anticipated mid-year check-in or report to CPC and Council. | PDD | All key partners from subsequent themes. | |
| | Improve notification and engagement in zoning cases. | 2 | Develop a comprehensive city-wide community engagement strategy to ensure that all impacted residents including renters are appropriately notified and engaged in neighborhood planning and development projects. | PDD | HOU, OED | |

## METRICS + MONITORING

THEME CONNECTIONS: Environmental Justice + Sustainability | TOD + Connectivity | Housing Choice + Access | Economic Development + Revitalization | Community + Urban Design





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# ENVIRONMENTAL JUSTICE + SUSTAINABILITY

**Theme Goal:** Actively and equitably protect communities from the effects of environmental hazards, while enhancing environmental quality through proactive protection, conservation, and sustainable practices in both natural and built environments.

## Environmental Justice + Sustainability Implementation Table

| | Objective | # | Action Step | Lead | Key Partners** | Related Themes |
|---|---|---|---|---|---|---|
| A | Create and Support Citywide Environmental Justice (EJ) Goals. | 1 | Develop a comprehensive land use strategy that addresses EJ issues and goals identified in the city's Comprehensive Environmental and Climate Action Plan (CECAP) and prioritize authorized hearings in areas with EJ concerns. | PDD | OEQS, Env Commission, EJ Cmte, OEI | 5 5 |
| | | 2 | Coordinate with city departments, local agencies, communities impacted by environmental justice issues, environmental justice organizations, and other appropriate experts to identify issues and help gather and track data to address EJ issues. | OEQS | OEQS, Env Commission, EJ Cmte, OEI, DART | 10 8 |
| | | 3 | Utilize the ForwardDallas Environmental Justice Areas of Focus* analysis to tailor zoning implementation, neighborhood-planning efforts, and other investments for identified EJ areas. | PDD | OEQS, OEI | 1 3 5 |
| | | 4 | Consider the development of additional tools to address incompatible industrial uses in light of recent state law modifications to the city's amortization ordinance. | PDD | | 10 |
| B | Mitigate Negative Environmental Impacts from New Development. | 5 | Prioritize environmental reviews in the development-review process, for projects within EJ and EPA focus areas that are also contributors of urban-heat-island effect, excessive storm-water runoff, and poor air and water quality. | OEQS, DWU | PDD | 1 6 5 6 |
| | | 6 | Create an EJ review tool in collaboration with community partners to consider EJ impacts in zoning cases heard at CPC | PDD | OEQS, Env Commission, EJ Cmte, OEI. | 3 |
| | | 7 | Update the development code to review and increase the distance requirements between industrial land uses from sensitive land uses such as schools, homes, churches. | PDD | OEQS, Env Commission, EJ Cmte, OEI | 3 1 2 |
| | | 8 | Update the Development Code to reduce the percentage of impervious surface areas, where appropriate. | PDD | OEQS, PDD, TPW | 3 |
| | | 9 | Coordinate with TPW and DWU as updates to the existing Street Design Manual and Drainage Design Manual occur to support the alignment with CECAP Air Quality and Water Management / Quality Target Goals. | TPW, DWU | PDD | 8 5 |
| | | 10 | Update Development Code and Article X, to incorporate green-infrastructure practices into land use planning and development, such as rain gardens, native planting, green roofs, permeable pavements, bioswales, and vegetated swales, providing incentives where possible. | TPW | PDD, OEQS, PKR, DWU | 3 2 3 |







**General Notes:**

* = Definition of ForwardDallas "Areas of Focus" can be found in the Glossary
** = Key Partners also include applicable community partners, including neighborhood based groups, non profit organizations, and advocacy groups, not shown on this list.

## Environmental Justice + Sustainability Implementation Table

| | Objective | # | Action Step | Lead | Key Partners** | Related Themes |
|---|---|---|---|---|---|---|
| B | Mitigate Negative Environmental Impacts from New Development. (Continued) | 11 | Update Development Code to incorporate Sustainable Low Impact Development Strategies that encourage compact, mixed-land-use patterns that minimize negative environmental impacts, such as requiring more tree plantings and greenspace on large-yard industrial and heavy commercial sites to lessen heat-island effect in these areas. | TPW | PDD, DWU, OEQS | 3 1 2 14 3 9 |
| | | 12 | Coordinate with partner agencies and departments to incentivize the design and development of Brownfield sites. | OEQS | PDD | 5 5 |
| | | 13 | Monitor commercial activities emitting air pollution throughout the city and conduct inspections to advance EJ Goals | OEQS | PDD | |
| | | 14 | Update the Industrial Zoning classifications in the Development Code where applicable to differentiate between warehouse types and sizes and explore options for incorporating performance standards into the zones. | PDD | OEQS | 5 1 10 |
| C | Support the Environmental Protection of Key Natural Resources | 15 | Update Development Code & Article X to prioritize the protection of mature trees, the city's tree-canopy coverage, provisions for canopy removal, reduced mitigation costs, and when replanting to encourage native planting of drought-tolerant tree and plant species, reducing artificial-irrigation dependencies. | PDD | Texas Trees Foundation; DWU, PBW, PKR | 5 1 12 |
| | | 16 | Explore the creation of a Watershed District Overlay to help mitigate existing and projected stormwater impacts from new development. | DWU | PDD, NCTCOG | |
| | | 17 | Support the development of an Environmental Justice Areas of Focus* to protect Environmentally Sensitive Areas, including the 100-year floodplain, creeks, areas with mature tree canopies, the Escarpment, and other water bodies. | TPW, DWU, OEQS, | PDD, NCTCOG, | 1 |
| | | 18 | Inventory underutilized, city-owned land, surplus rights-of-way, and vacant properties for opportunities of repurposing into environmentally protective land uses such as programmed green spaces, urban agriculture, and opportunities for urban-wildlife protection. | PKR, TPW Real Estate | PDD, HOU, DWU, OEQS | 11 |

**METRICS + MONITORING** | Decrease % of industrial uses/zones near residential uses/zones.

THEME CONNECTIONS: Environmental Justice + Sustainability; TOD + Connectivity; Housing Choice + Access; Economic Development + Revitalization; Community + Urban Design

## TRANSIT ORIENTED DEVELOPMENT (TOD) + CONNECTIVITY

**Theme Goal:** Advance safe, compact, and walkable mixed-use development around DART stations and other transportation nodes to further increase accessible connectivity to housing, job opportunities, and neighborhood amenities for all residents.

**General Notes:**

* = Definition of ForwardDallas "Areas of Focus" can be found in the Glossary
** = Key Partners also include applicable community partners, including neighborhood based groups, non profit organizations, and advocacy groups, not shown on this list.

### Transit-Oriented Development + Connectivity Implementation Table

| | Objective | # | Action Step | Lead | Key Partners** | Related Themes |
|---|---|---|---|---|---|---|
| A | Encourage more Housing, Employment, Services and Amenities around Transit Stations. | 1 | Prioritize appropriate increased density and zoning around DART stations, high-frequency transit nodes, commercial and mixed-use complete streets corridors, trails, neighborhood centers, and potential ForwardDallas TOD Areas of Focus. | PDD | DART, HOU, OED, TPW | 8 4 9 |
| | | 2 | Right-size and reduce parking regulations within parking-code amendments to allow increased development opportunity for TOD projects and investigate integrating such reductions in exchange for additional affordable housing units and increased green space within these projects. | PDD | TPW, DART | 5 1 4 8 |
| | | 3 | Explore potential development-code amendments that would further incentivize equitable development at transit stations including allowing density bonuses if affordable housing is provided, minimizing business displacement by including existing businesses in redevelopment opportunities, designing future spaces to minimize impact on, for example, lower density areas, and providing enhanced public and green spaces to support both internal and surrounding development. | PDD | TPW, DART | 8 10 11 14 15 4 4 2 |
| | | 4 | Explore creating a TOD-overlay zone with development regulations that support transit ridership, equitable mixed-use development, mixed housing options, and a vibrant pedestrian environment within 1/2 mile around the station. | PDD | TPW, DART | 4 4 8 |
| B | Align Transportation Planning, Land Use Planning, and Development Processes. | 5 | Incorporate comprehensive TOD Design guidance within the future citywide urban design framework to emphasize safe access, site-design excellence, enhanced connectivity, and high-quality public spaces. | PDD | DART, TPW, OED, HOU | 1 2 11 4 4 8 |
| | | 6 | Utilize an accessibility analysis to equitably develop corridor and station area plans that prioritize areas with poor access to essential services. | PDD | DART, TPW, NCTCOG, TXDOT | 3 7 8 8 |
| | | 7 | Support assessments of existing transit infrastructure, exploring multi-modal options for last-mile connections to essential land uses and community services. | PDD | DART, TPW | 9 4 8 |
| | | 8 | Initiate a Thoroughfare and Freight Master Plan Update that aligns future placetypes, Dallas' Complete Street typologies, and urban design guidelines. | TPW | PDD | 1 |
| | | 9 | Coordinate with DART on future ROW changes that support or affect transit service, including but not limited to creating a dedicated process for requesting the removal of parking meters. | TPW | DART, NCTCOG, TXDOT, PDD | 4 8 |
| C | Promote a Multi-modal Transportation Network that is Highly Accessible and Well-connected. | 10 | As neighborhood, corridor, and station area plans are developed, prioritize assessments of the land use mix and available infrastructure in TOD areas of focus to improve linkages to employment, education, parks, food, and health services. | PDD | TPW, OED | 3 7 8 8 4 9 11 |
| | | 11 | Establish place-specific criteria for "Complete Communities" to provide safe, convenient, and equitable proximity to daily goods and services. | PDD | HOU, OED, DART, TPW | 1 11 4 8 |
| | | 12 | Coordinate and build out city's bike and trail networks. | PKR, TPW | PKR | 11 4 8 |
| | | 13 | Provide last-mile transit options like scooters and e-bikes in all areas of the city during times that residents need them. | TPW | DART, PDD | 4 |

**METRICS + MONITORING** | Increase % of land use mix within TOD centers

THEME CONNECTIONS: Environmental Justice + Sustainability | TOD + Connectivity | Housing Choice + Access | Economic Development + Revitalization | Community + Urban Design

## HOUSING CHOICE + ACCESS

**Theme Goal:** Equitably increase attainable housing options throughout the city, particularly near job centers and transit-oriented locations, to meet the diverse housing needs of all people in Dallas

### Housing Choice + Access Implementation Table

| | Objective | # | Action Step | Lead | Key Partners** | Related Themes |
|---|---|---|---|---|---|---|
| A | Provide a Mix of Housing Types and Affordabilities to Meet Diverse Needs. | 1 | Consider implementing design standards into the Development Code and strengthening the Neighborhood Stabilization Overlay ordinance, to address, among other things including: height, roof design, garage/ parking placement, impervious surfaces, lot coverage and maximum lot size, location of front door(s), and setbacks. *(Note: In some instances, design standards for different housing types may need to be more stringent than those imposed on the established housing type(s) in a neighborhood. For example, consider requiring parking at duplexes in the rear of the lot, while continuing to allow (but not encourage) front-loaded parking for single-family homes.)* | PDD | HOU, OED, DCC, DFP, SAN | 3 11 2 |
| | | 2 | Explore updating development code to create new districts for tiny homes and cottage courts, incorporating design standards. | PDD | ZOAC, CPC | 3 2 |
| | | 3 | Explore the creation of a new residential zoning district that includes built-in design standards such as setbacks, garage placement, roof types, etc to allow appropriately scaled urban housing. | PDD | HOU | 4 |
| | | 4 | Promote diverse and affordable mix of housing types along TOD sites, to provide housing choices for all stages of life. | PDD | HOU, OED | 1 4 4 8 |
| | | 5 | Pilot targeted incentives, such as expedited rezoning and permitting applications, when developing alternative owner-occupied housing, such as co-ops, condos, and Tenancy in Common (TIC) agreements | PDD | HOU, OED | |
| | | 6 | Increase partnerships with Community Development Corporations (CDC) and Community Land Trusts (CLT) to provide affordable housing by removing land cost from housing prices. | HOU | OED, PDD | |
| | | 7 | Explore updating the standards for Manufactured Housing as part of the Development Code Update. | PDD | HOU | 3 |
| | | 8 | Prioritize the development of a displacement-mitigation overlay for use in areas facing significant risk of residential displacement, as identified through appropriate metrics. In contrast to the Neighborhood Stabilization Overlay, which often takes significant time to implement because it is highly customizable, the potential displacement-mitigation overlay should be "turnkey" and may have design standards applicable to new construction that draw from existing residential development in the area. (E.g., square footage of new development in overlay limited to 150% of avg square footage of existing residences on block) | PDD | OEI | 1 9 1 2 3 8 |
| | | 9 | Consider implementing criteria that facilitate the development of different housing types, such as single-family detached and multiplexes, in locations well suited for such development, such as near transit stations and along corridors, in transition areas between non-residential and existing residential areas, and on former civic/ institutional properties. | PDD | TPW, DART | 4 8 14 |





**General Notes:**

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### Housing Choice + Access Implementation Table

| | Objective | # | Action Step | Lead | Key Partners** | Related Themes |
|---|---|---|---|---|---|---|
| B | Prioritize Housing Investments for the Most Vulnerable Populations, Especially the Unhoused and those at High Risk of Displacement | 10 | Work with city departments to identify and plan for areas in which surplus city and other public agency-owned land is purchased for the development of affordable housing to address gentrification, homelessness, and displacement. | Real Estate | HOU, OHS, OED, PDD | 1 18 |
| | | 11 | Encourage the addition of diverse housing types within land controlled or owned by the city or other public agencies. | HOU | PDD, Real Estate | 11 18 |
| | | 12 | Incorporate displacement-risk assessments and community discussions as part of future smaller area planning efforts. | PDD | HOU | 11 |
| | | 13 | Prioritize the preservation and planning of neighborhoods identified most at risk of displacement through city-initiated rezoning efforts including conservation districts, neighborhood stabilization overlays, historic districts, and other yet-to-be established tools. | PDD | HOU | 3 9 |
| | | 14 | Partner with housing agencies and advocates to create a more expansive anti-displacement toolkit. | HOU | PDD | 9 |
| | | 15 | Explore creating incentives available to owners of older, market-rate multiple unit rental properties, such as garden apartments, to maintain and improve their properties while preserving affordability of their existing units and avoiding displacement of residents. | HOU | PDD, OED | 9 |
| | | 16 | Prioritize the development of a housing density bonus program to ensure that new "missing middle" housing units (including townhomes, duplexes and triplexes, etc.) are appropriately priced to low and moderate income families. | PDD, HOU | OED | 14 |
| C | Align Land Use Policy & Process with Housing Strategies, Plans, and Programs | 17 | Streamline the development review and rezoning process for affordable housing projects. | PDD | HOU | 1 |
| | | 18 | Develop an expedited rezoning and permitting process, housing pattern books for different housing types, and pre-vetted and approved housing plans. | PDD | HOU | 11 2 |
| | | 19 | Establish urban design guidelines for the city's Notice of Funding Availability (NOFA) procurement, selection, and review process for multifamily, single family, and other residential projects. | PDD | HOU | 1 |
| D | Protect and Preserve Neighborhoods | 20 | Identify stable areas and put strategies in place that direct incompatible growth away from these areas of stability and into areas where development can be a force for healthy change. | PDD | | |

## METRICS + MONITORING | Increase # of housing units in areas of displacement risk, TOD areas, and commercial corridors

THEME CONNECTIONS: Environmental Justice + Sustainability; TOD + Connectivity; Housing Choice + Access; Economic Development + Revitalization; Community + Urban Design



## ECONOMIC DEVELOPMENT + REVITALIZATION

**Theme Goal:** Promote equitable development of Dallas' diverse communities across the city, through the revitalization of neighborhood centers, commercial corridors, employment centers, and transit areas.

CITY OF DALLAS

IMPLEMENTATION | CHAPTER 4

**General Notes:**

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### Economic Development & Revitalization Implementation Table

| | Objective | # | Action Step | Lead | Key Partners** | Related Themes |
|---|---|---|---|---|---|---|
| A | Implement "Transformative Placemaking" Strategies to Revitalize Commercial Corridors, Transit Nodes, and Employment Centers | 1 | In coordination with DART's strategic plan, identify surplus or vacant land in key areas, particularly in TOD areas of focus, to transform into vibrant spaces that support greater economic outcomes for those areas. | PDD | OED, DDI, OAC, TPW, COD EDC | 12 11 |
| | | 2 | Facilitate collaborative-placemaking initiatives to reimagine the adaptive reuse of historically and culturally significant structures and places. | PDD | OED, OAC, Historic Preservation | 10 11 |
| | | 3 | Initiate detailed land use and zoning planning assessments of commercial corridors and centers identified through ForwardDallas to outline specific opportunities and strategies for revitalization. | PDD | OED, TPW, DART, HOU | 5 8 |
| | | 4 | Incentivize projects near TOD sites to conform to urban design standards specified within the Complete Streets Manual | OED | TPW | 1 5 8 4 9 8 |
| B | Prioritize Equitable Growth by Targeting Investment in Underserved Communities. | 5 | Prioritize neighborhood and corridor planning efforts and/or zoning reviews in areas transitioning away from industrial uses or for former brownfield areas, utilizing updated infill zoning categories that preserve compatible industrial and commercial uses. | PDD | TPW, OEQS, OGA | 1 12 8 |
| | | 6 | Coordinate future land use with infrastructure investment in Southern Dallas to ensure adequate public facilities, housing, and mobility options (such as sidewalks) for existing and future businesses and their employees. | PDD | OED, TPW | 9 |
| | | 7 | Coordinate with OED to direct economic-development resources to areas through ForwardDallas and other neighborhood planning and corridor efforts. | PDD | OED | 5 8 8 |
| | | 8 | Work with city departments to support investment and development in "Economic Development + Revitalization" focus areas including new TOD areas, existing commercial nodes, and Economic Development Policy Target Areas to provide a sustainable mix of employment, mixed-income housing, and services to the community. | OED | PDD, HOU, TPW | 1 2 5 4 |
| C | Foster Economically Resilient Communities That Are Regionally Connected and Locally Supported | 9 | Coordinate with city departments to create and implement anti-displacement policies for small business owners and homeowners. | OED | PDD, HOU | 10 8 12 13 |
| | | 10 | Ensure appropriate land use and zoning in designated areas throughout the city to support emerging creative and technology industries to supplement the expansion of logistics-related jobs and targeted industry clusters. | PDD | OED | 14 |
| | | 11 | Coordinate planning and economic-development initiatives with surrounding jurisdictions to ensure mutually beneficial development, equitable cost-sharing. and integrated infrastructure investment. | PDD | OED, TPW, HOU | 9 |
| | | 12 | Streamline and simplify incentives for reuse and reinvestment in historic properties, both existing and those designated in the future, to encourage property owners and developers to preserve historic structures and places. | PDD | OED, HOU | 12 13 17 |
| D | Remove Land Use and Zoning Barriers That Hinder Small Business Development | 13 | Investigate the reduction or removal of restrictive parking requirements that can serve as a barrier to small business project or development feasibility, while ensuring that such reductions do not adversely impact surrounding residential areas. | PDD | OED | 2 |
| | | 14 | Encourage increased development of mixed-use live/work spaces in commercial centers and corridors. | PDD | OED, HOU | 1 3 4 4 |

**METRICS + MONITORING** | **Increase % of land use mix along strategic commercial corridors**

THEME CONNECTIONS: Environmental Justice + Sustainability | TOD + Connectivity | Housing Choice + Access | Economic Development + Revitalization | Community + Urban Design

## COMMUNITY + URBAN DESIGN

**Theme Goal:** Adopt and implement context-sensitive design and development guidance to help shape Dallas' streets, sidewalks, buildings, and open spaces, ensuring functional, safe, sustainable, and vibrant spaces that not only reflect but also enhance Dallas' distinct places and diverse communities.



**General Notes:**

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** = Key Partners also include applicable community partners, including neighborhood based groups, non profit organizations, and advocacy groups, not shown on this list.

### Community and Urban Design Implementation Table

| | Objective | # | Action Step | Lead | Key Partners** | Related Themes |
|---|---|---|---|---|---|---|
| A | Establish a Citywide Urban Design Framework | 1 | Develop citywide urban design guidelines that build upon ForwardDallas principles and illustrate how different communities and places will grow or be preserved in the future | PDD | PKR, HOU, ECO, TPW, DART | 4 7 13 |
| B | Integrate Urban Design Standards and Guidance into the Development Review Process and Future Planning Efforts. | 2 | Utilize the ForwardDallas urban design principles and elements as the foundation for integrating urban design standards into the development-code update. | PDD | | 3 5 2 3 14 |
| | | 3 | Incorporate the future citywide urban design guidelines as a component of the development-review process including for all rezoning projects. | PDD | | 5 2 |
| | | 4 | Expand the purview of the Urban Design Peer Review Panel (UDPRP) to include the review of urban design criteria for bond projects. | PDD | | 7 |
| | | 5 | Provide urban design support to CECAP's recommendation to implement green-infrastructure programs that treat the Right of way (ROW) as both a mobility and green-infrastructure asset. | PDD | TPW | 13 |
| | | 6 | Work with Park and Recreation planning staff to increase public access from new development to parks, trails and open space including potential for accessibility standards in the development code. | PKR | PDD, TPW | 1 3 |
| | | 7 | Coordinate with Park and Recreation planning staff on future updates to Dallas Park and Recreation Master Plan. Include policy that increases public access to existing and future parks as it relates to land use and urban design changes over time. | PKR | PDD | 2 |
| | | 8 | Incorporate place-specific, urban design guidelines within neighborhood and corridor plans. | PDD | TPW | 5 8 11 3 4 |
| | | 9 | Work with DWU and Public Works to re-evaluate design standards for retention and detention ponds. | PDD | TPW, DWU | 9 17 |
| | | 10 | Explore updating the development code to require below grade parking within the City Center. | PDD | | 3 |
| C | Promote Quality Design Principles to Foster More Inclusive and Equitable Neighborhoods and Spaces Throughout Dallas. | 11 | Establish a neighborhood-planning program through which community stakeholders envision, evaluate, and establish the desired vision and form of their community. | PDD | | 11 |
| | | 12 | Incorporate a community's people, history, culture, and identity into neighborhood planning and urban design processes to sensitively shape the relationship between new and existing buildings, parks, streets, and other open spaces. | PDD | OAC, TPW, PKR | 2 |
| | | 13 | Expand the suite of context-sensitive design and preservation tools including historic and conservation districts, design standards, and neighborhood stabilization overlay programs and update applicable ordinances to better respond to rapidly changing conditions in established neighborhoods. | PDD | HOU | 8 9 2 |

### METRICS + MONITORING | Metrics to be developed in a future citywide urban design guidelines



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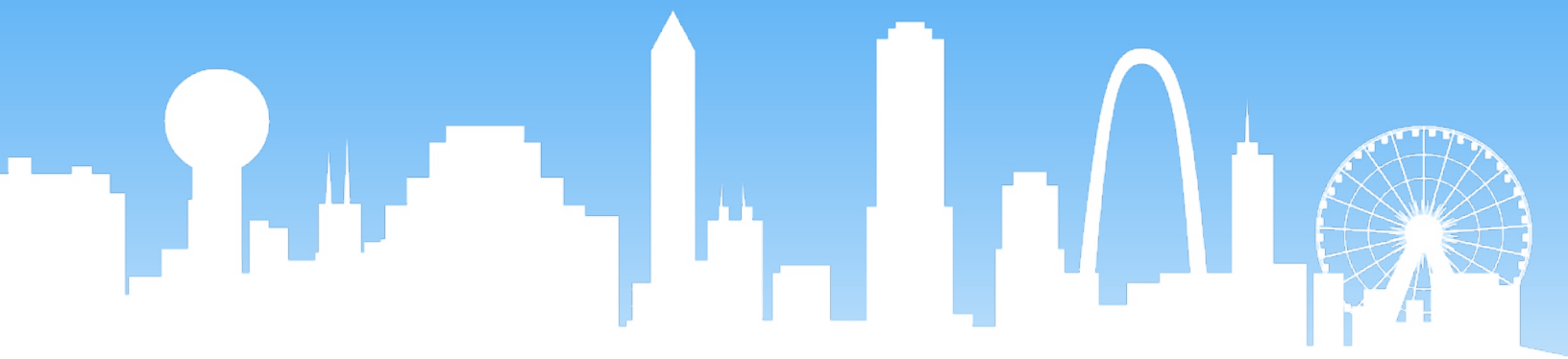
FORWARDALLAS



FORWARDALLAS

## CONTENTS

Citywide Placetype Map
Planning District Placetype Maps
Urban Design Framework Map
Complete Street Map
Historic Districts Conservation Districts + Neighborhood Stabilization Overlays Map
Parkland Dedication Map



# APPENDIX A: MAPS

## OVERVIEW

Reference maps that should be utilized in conjunction with the recommendations contained within Chapters 1-4 of the ForwardDallas 2.0 Comprehensive Plan.



# CITY OF DALLAS
# FUTURE PLACETYPE MAP

CITY OF DALLAS

CITY OF DALLAS

Interactive High-Resolution Map Link
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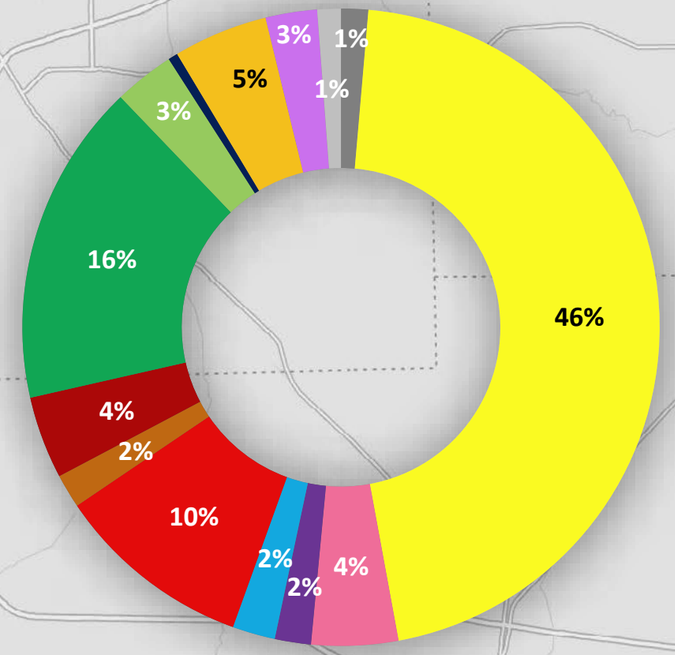


Airbus,USGS,NGA,NASA,CGIAR,NCEAS,NLS,OS,NMA,Geodatastyrelsen,GSA,GSI and the GIS User Community, Texas Parks & Wildlife, Esri, TomTom, Garmin, SafeGraph, METI/NASA, USGS, EPA, NPS, USDA, USFWS, Texas Parks & Wildlife, Esri, TomTom, Garmin, FAO, NOAA, USGS, EPA, NPS, USFWS

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PLACETYPES

- REGIONAL OPEN SPACE
- SMALL TOWN RESIDENTIAL
- COMMUNITY RESIDENTIAL
- CITY RESIDENTIAL
- NEIGHBORHOOD MIXED USE
- COMMUNITY MIXED USE
- REGIONAL MIXED-USE
- CITY CENTER
- INSTITUTIONAL CAMPUS
- FLEX COMMERCIAL
- LOGISTICS/ INDUSTRIAL PARK
- INDUSTRIAL HUB
- AIRPORT
- UTILITY

1. A comprehensive plan shall not constitute zoning regulations or establish zoning district boundaries. (Texas Local Government Code, Section 219.005.)
2. The land use map provides general graphic intent; the text provides more detail. The land use map is intended to be used in concert with the written text.
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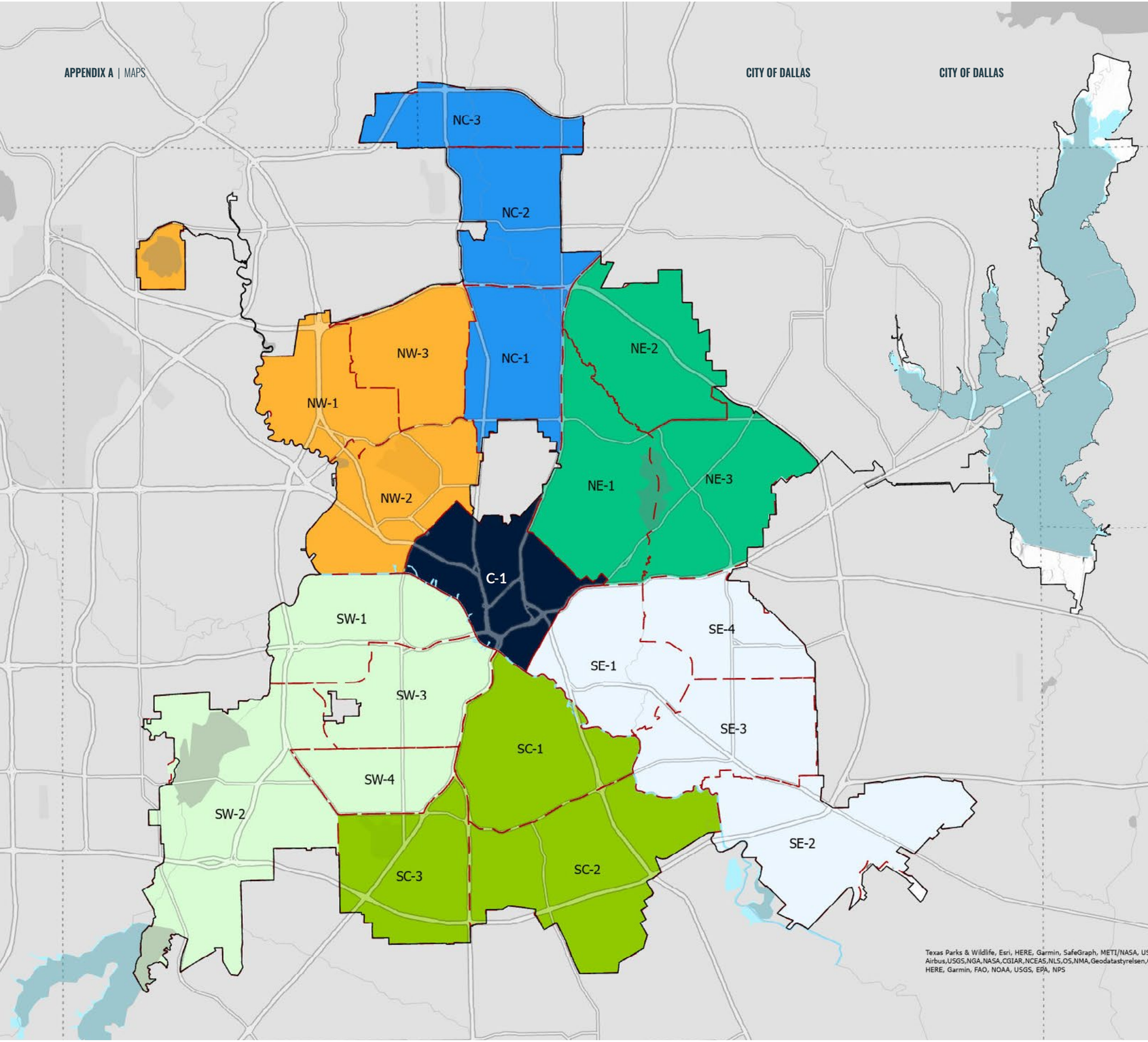
# CITY OF DALLAS
# PLANNING DISTRICT MAP




| Planning Districts | | |
|---|---|---|
| # | Planning District Name | Council Districts* |
| NC-1 | North Dallas | D13, D11 |
| NC-2 | Far North Dallas (above LBJ Corridor) | D12, D11 |
| NC-3 | Far North Dallas (below PGBT Corridor) | D12 |
| NE-1 | Northeast Dallas | D13, D9, D10, D14 |
| NE-2 | Lake Highlands / Far Northeast Dallas | D10 |
| NE-3 | White Rock/ Far East Dallas | D9, D2, D7 |
| NW-1 | Northwest Dallas/ Cypress Waters | D6 |
| NW-2 | Stemmons/ Love Field | D13, D2, D6 |
| NW-3 | Northwest Dallas | D13, D6 |
| C-1 | Central | D14, D2 |
| SW-1 | West Dallas | D1, D6 |
| SW-2 | Southwest Dallas/ Mountain Creek | D3 |
| SW-3 | West Oak Cliff | D1 |
| SW-4 | Kiest | D3, D1, D4 |
| SC-1 | East Oak Cliff | D4, D7 |
| SC-2 | Southeast Oak Cliff | D3, D8 |
| SC-3 | Redbird / South Oak Cliff | D4, D3, D8 |
| SE-1 | South Dallas/ Fair Park | D7, D2, D5 |
| SE-2 | Kleberg / Rylie | D8 |
| SE-3 | Pleasant Grove | D5, D7, D8 |
| SE-4 | Southeast Dallas | D7, D5 |

Texas Parks & Wildlife, Esri, HERE, Garmin, SafeGraph, METI/NASA, USGS, EPA, NPS, USDA, Airbus,USGS,NGA,NASA,CGIAR,NCEAS,NLS,OS,NMA,Geodatastyrelsen,GSA,GSI and the GIS User Community, Texas Parks & Wildlife, Esri, HERE, Garmin, FAO, NOAA, USGS, EPA, NPS

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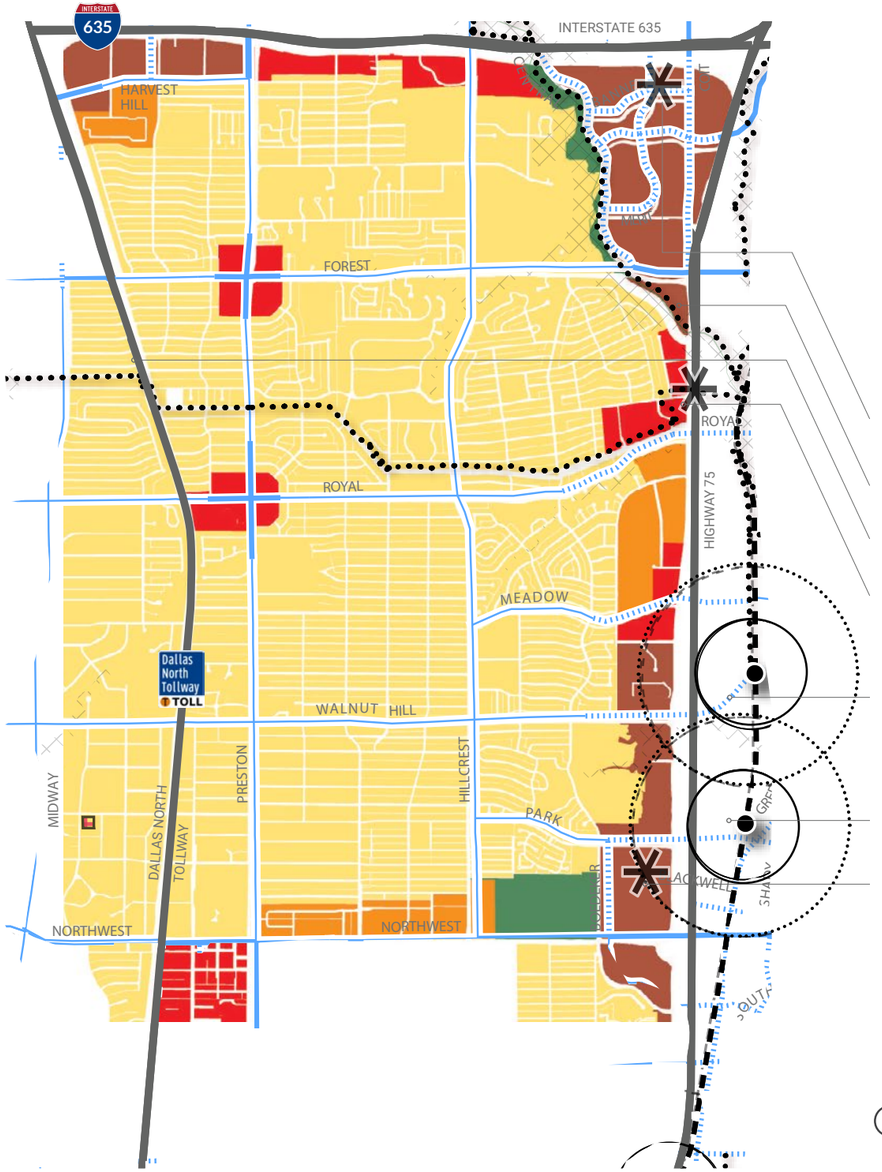
* = Council District Boundaries accurate as of August 2024.

# NC-1 NORTH DALLAS

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"A comprehensive plan shall not constitute zoning regulations or establish zoning district boundaries."

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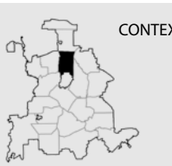


CONTEXT MAP

**RESIDENTIAL**
- SMALL TOWN RESIDENTIAL
- COMMUNITY RESIDENTIAL
- CITY RESIDENTIAL

**MIXED USE**
- NEIGHBORHOOD MIXED-USE
- COMMUNITY MIXED-USE
- REGIONAL MIXED-USE
- CITY CENTER

**INDUSTRY**
- FLEX COMMERCIAL
- LOGISTICS HUB / INDUSTRIAL PARK
- INDUSTRIAL HUB

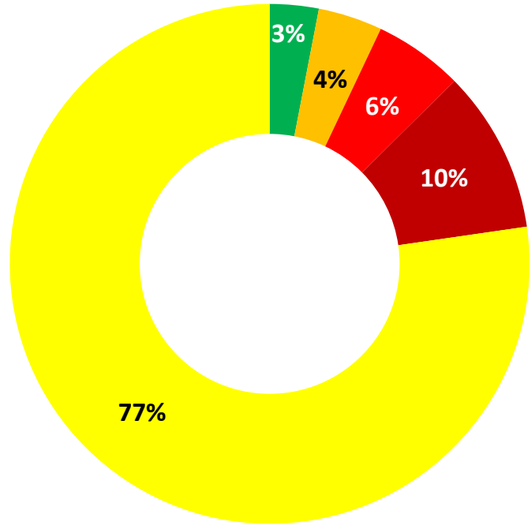
**SPECIAL PURPOSE**
- REGIONAL OPEN SPACE
- INSTITUTIONAL CAMPUS
- AIRPORT
- UTILITY





# PLACETYPE OVERVIEW

## Planning District Area Coverage




## Planning District Description

North Dallas (NC-1) has experienced heightened development along three main corridors: NW Highway, LBJ, and Central Expressway. These corridors are characterized by commercial land uses, while the district's green spaces are primarily confined to smaller neighborhood parks, offering limited recreational areas.

This planning district is situated within a half-mile radius of two light rail stations, Walnut Hill Lane and Park Lane. Despite their close proximity, pedestrian connectivity and access face challenges due to the presence of the Central Expressway, impeding convenient movement between the stations and the surrounding area.

# URBAN DESIGN

## Paths

The major arterial transportation routes are efficiently linked in a grid pattern, complemented by minor arterial roads that extend into residential neighborhoods, facilitating vehicular access. However, an estimated 60% of the district faces a shortage of sidewalks and pathways, predominantly concentrated within the residential areas bordered by DNT, Walnut Hill Lane, Hillcrest Road, and I-635. According to the comprehensive streets manual, this planning district primarily consists of residential streets, reflecting the prevalent single-family housing. Additionally, there are industrial streets within the regional mixed-use areas located closer to the I-75 highway.

## Districts

The North Dallas is located in Council Districts 11 and 13. Most of the residential areas are covered by a neighborhood organization or a homeowner's association. The district also has Jackson Heights, Prestonshire Addition and Woodland Drive neighborhood stabilization overlays.

## Landmarks

Some of the notable landmarks of this district are the North Park shopping mall and the Towers at Park Central. These commercial landmarks are located at the intersection of highways and act as regional magnets.

## Nodes

The established nodes in North Dallas are the intersections of Royal Lane and Preston Road, and Preston Road and Forest Lane These hubs offer essential community services, encompassing healthcare facilities, diverse dining options, and retail services. Additionally, nodes along the three highway corridors (DNT, I-635, Highway 75) present a blend of land-uses, incorporating retail spaces, office facilities, and multi-family housing units.

## Natural Features

This planning district consists of small neighborhood parks such as Preston Hollow Park, Pagewood Park, Churchill Park, Anderson Bonner Park, and Jamestown Park. The Northaven trail runs east-west through the district catering to needs of the residents and enhances the area's recreational opportunities.

**PATHS**
- PEDESTRIAN /BIKE TRAILS
- DART TRANSIT
- INTERSTATE
- RAILWAY

**COMPLETE STREETS**
- COMMERCIAL
- MIXED USE
- INDUSTRIAL
- PARKWAY
- RESIDENTIAL

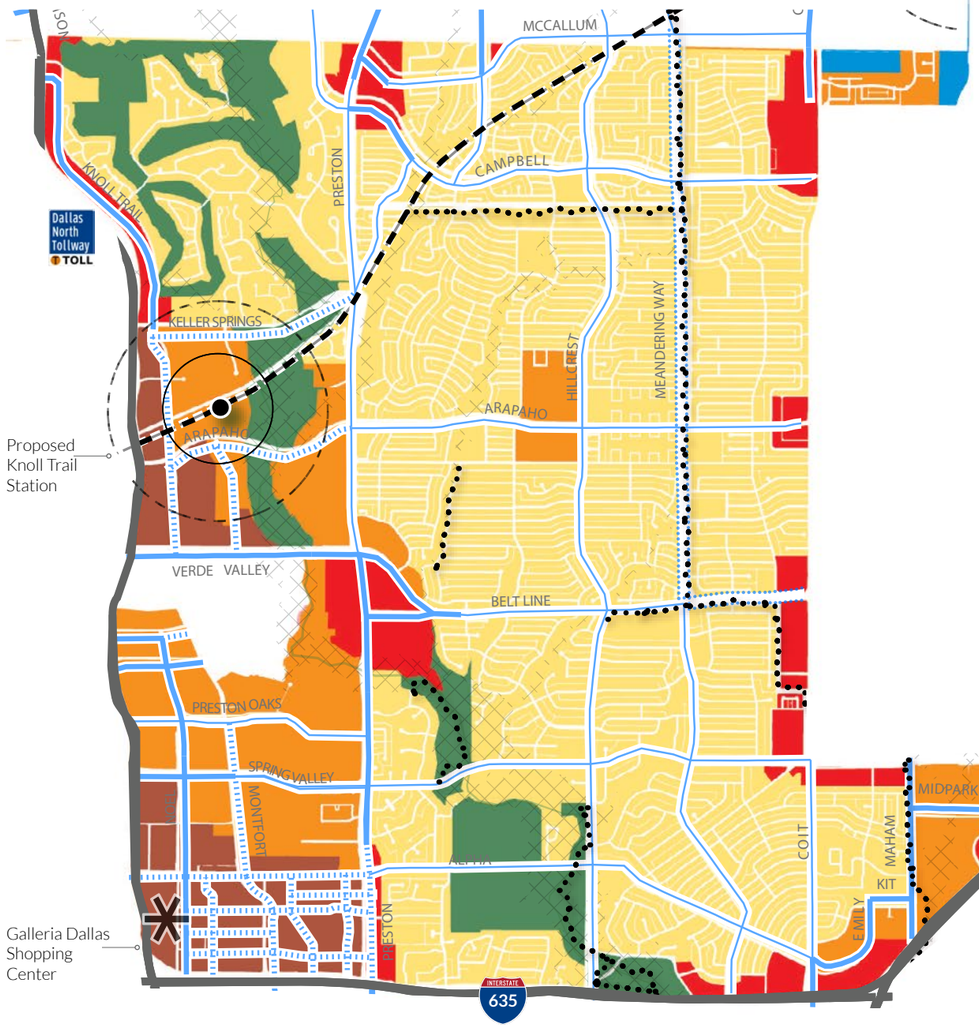
**DISTRICTS**
- HISTORIC AND CONSERVATION DISTRICTS

**LANDMARKS**
- FEATURE (REGIONAL)
- GATEWAY (REGIONAL)

**NODES**
- LIGHT RAIL STATION

**NATURAL FEATURES**
- FLOODPLAIN
- PARK (ALL PARKS 5 ACRES OR LESS)
- ESCARPMENT
- WATER

# NC-2 FAR NORTH DALLAS (ABOVE LBJ CORRIDOR)

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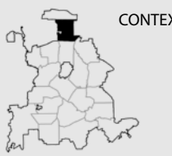


CONTEXT MAP

RESIDENTIAL
- SMALL TOWN RESIDENTIAL
- COMMUNITY RESIDENTIAL
- CITY RESIDENTIAL

MIXED USE
- NEIGHBORHOOD MIXED-USE
- COMMUNITY MIXED-USE
- REGIONAL MIXED-USE
- CITY CENTER

INDUSTRY
- FLEX COMMERCIAL
- LOGISTICS HUB / INDUSTRIAL PARK
- INDUSTRIAL HUB

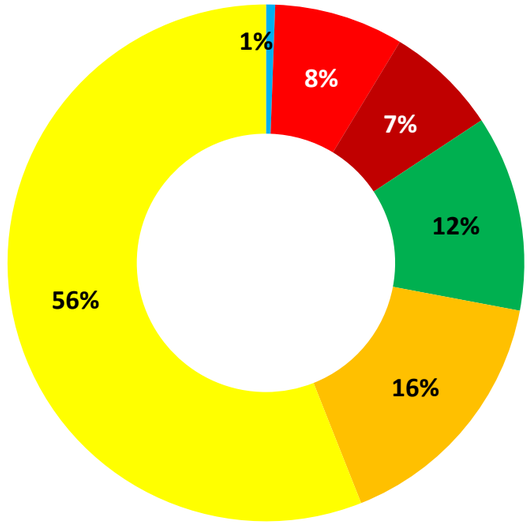
SPECIAL PURPOSE
- REGIONAL OPEN SPACE
- INSTITUTIONAL CAMPUS
- AIRPORT
- UTILITY





# PLACETYPE OVERVIEW

## Planning District Area Coverage




## Planning District Description

Far North Dallas (above LBJ Corridor)(NC-2) has primarily residential uses with a mix of higher-density uses. The White Rock Creek provides the district with regional open spaces and trail connections.

This planning district includes the future DART Silver rail line. Areas around the station are proposed to be urban residential and regional commercial to help spur transit-oriented development (TOD). Neighborhood commercial and community residential are located at major arterial intersections to provide retail and services to the neighborhoods. Most of the regional commercial is proposed along the DNT.

# URBAN DESIGN

## Paths

The major arterial transportation routes are efficiently linked in a grid and curvilinear pattern due to topography, complemented by minor arterial roads that extend into residential neighborhoods, facilitating vehicular access. The district has good pedestrian access with about 70% sidewalk coverage. The planning district has a mix of different complete streets ranging from commercial and industrial in regional mixed-use areas to residential streets and pathways in the single-family zones.

## Districts

This portion of Far North Dallas is located in Council Districts 11 and 12. Most of the residential areas are covered by a neighborhood organization or a homeowner's association.

## Landmarks

The Dallas Galleria Shopping Center and office buildings serve as a regional landmark in the southwestern corner of this planning district.

## Nodes

The established nodes in the district are the intersections of I-635 and DNT, and DNT and Belt Line Road. These nodes serve as regional hubs, offering essential services and amenities to the northern part of the city. Other key intersections along Preston Road and Coit Road provide vital community services.

## Natural Features

The district encompasses the northern portion of White Rock Creek with several public parks, pedestrian trails, and golf courses. This area includes several long pedestrian trails including Campbell Green Trail, Meandering Way corridor trail, Kiowa Parkway, and Hillcrest/Valley View Trail. Local parks include Valley View Park, Bert Fields Park, Winnwood Park and Campbell Green Park.

PATHS
- PEDESTRIAN /BIKE TRAILS
- INTERSTATE
- DART TRANSIT
- RAILWAY

*COMPLETE STREETS*
- COMMERCIAL
- INDUSTRIAL
- MIXED USE
- PARKWAY
- RESIDENTIAL

DISTRICTS
- HISTORIC AND CONSERVATION DISTRICTS

LANDMARKS
- FEATURE (REGIONAL)
- GATEWAY (REGIONAL)

NODES
- LIGHT RAIL STATION

NATURAL FEATURES
- FLOODPLAIN
- ESCARPMENT
- PARK (ALL PARKS 5 ACRES OR LESS)
- WATER

# NC-3 FAR NORTH DALLAS (BELOW PGBT CORRIDOR)

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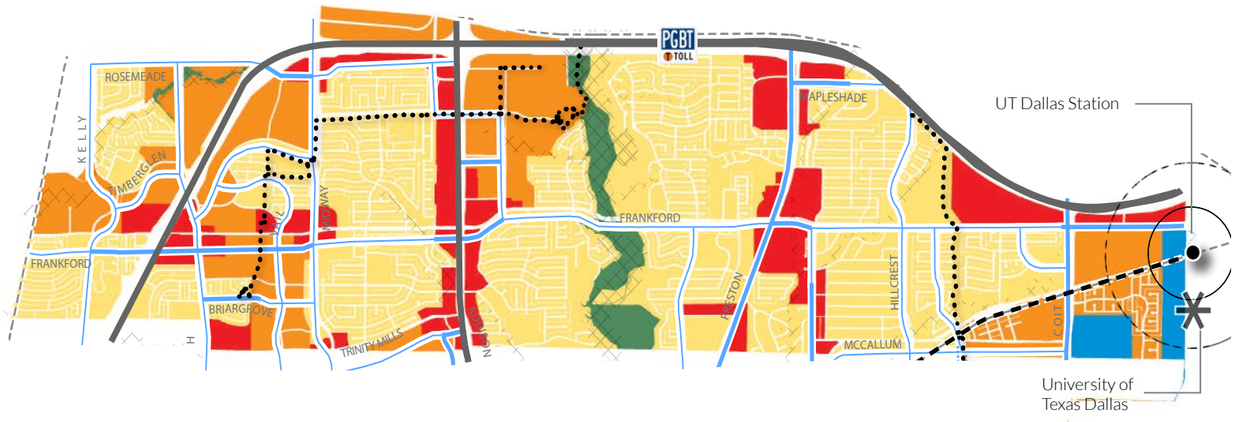
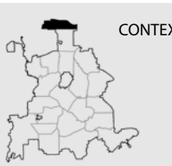








CONTEXT MAP

RESIDENTIAL
- SMALL TOWN RESIDENTIAL
- COMMUNITY RESIDENTIAL
- CITY RESIDENTIAL

MIXED USE
- NEIGHBORHOOD MIXED-USE
- COMMUNITY MIXED-USE
- REGIONAL MIXED-USE
- CITY CENTER

INDUSTRY
- FLEX COMMERCIAL
- LOGISTICS HUB / INDUSTRIAL PARK
- INDUSTRIAL HUB

SPECIAL PURPOSE
- REGIONAL OPEN SPACE
- INSTITUTIONAL CAMPUS
- AIRPORT
- UTILITY



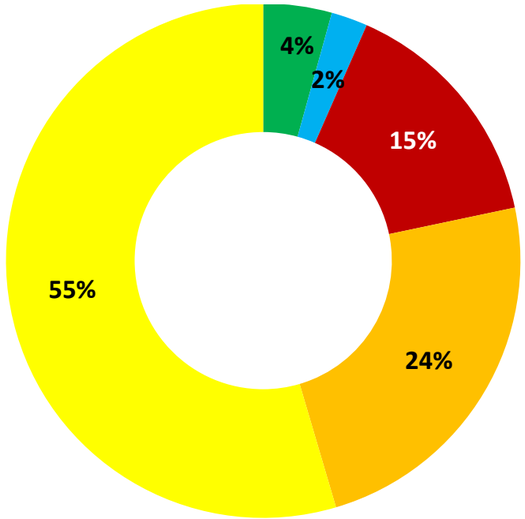






## PLACETYPE OVERVIEW

### Planning District Area Coverage




### Planning District Description

Far North Dallas (below PGBT Corridor) (NC-3) shares its city boundary with neighboring cities to the north of Dallas and primarily comprises community residential areas, featuring higher densities in zones with established multifamily developments. Predominantly suburban, the district features mixed-use nodes, that are mostly community mixed-use allowing for housing and services.

## URBAN DESIGN

### Paths

The major transportation routes are PGBT (President George Bush Turnpike) and the DNT (Dallas North Tollway) with Frankford Road running east-west and extending into residential neighborhoods through minor arterial roads, The planning district has good pedestrian access with about 90% sidewalk coverage. The commercial complete streets serve the mixed-use areas, with pedestrian trails and residential streets along residential areas.

### Districts

This portion of Far North Dallas is located in Council District 12. Most of the residential areas are covered by a neighborhood organization or a homeowner's association.

### Landmarks

Some notable landmarks in this planning district include the University of Texas at Dallas (UTD) campus and the future UT Dallas DART light rail station, located just east of this district boundary.

### Nodes

This planning district features mixed-use nodes, notably along Frankford Road, intersecting at key points such as the Dallas North Tollway (DNT) Midway Road and Preston Road. These nodes primarily cater to the surrounding neighborhoods by providing essential community services and amenities.

### Natural Features

Pedestrian trails significantly contribute to ambiance of this district. The area boasts two primary extensive trails, the Katie Jackson Trail connecting NorthBark, the expansive far north Dallas dog park to Katie Jackson Park, and the other is the trail connecting the Timberglen Park to Barry H Barker Park. Additionally, the Preston Ridge Trail offers another essential pedestrian route spanning from north to south. Local parks include Bentwood Park, Moss Glen Park, Katie Jackson Park, Frankford Park and Timberglen Park.

PATHS
- PEDESTRIAN /BIKE TRAILS
- INTERSTATE
- DART TRANSIT
- RAILWAY

*COMPLETE STREETS*
- COMMERCIAL
- INDUSTRIAL
- MIXED USE
- PARKWAY
- RESIDENTIAL

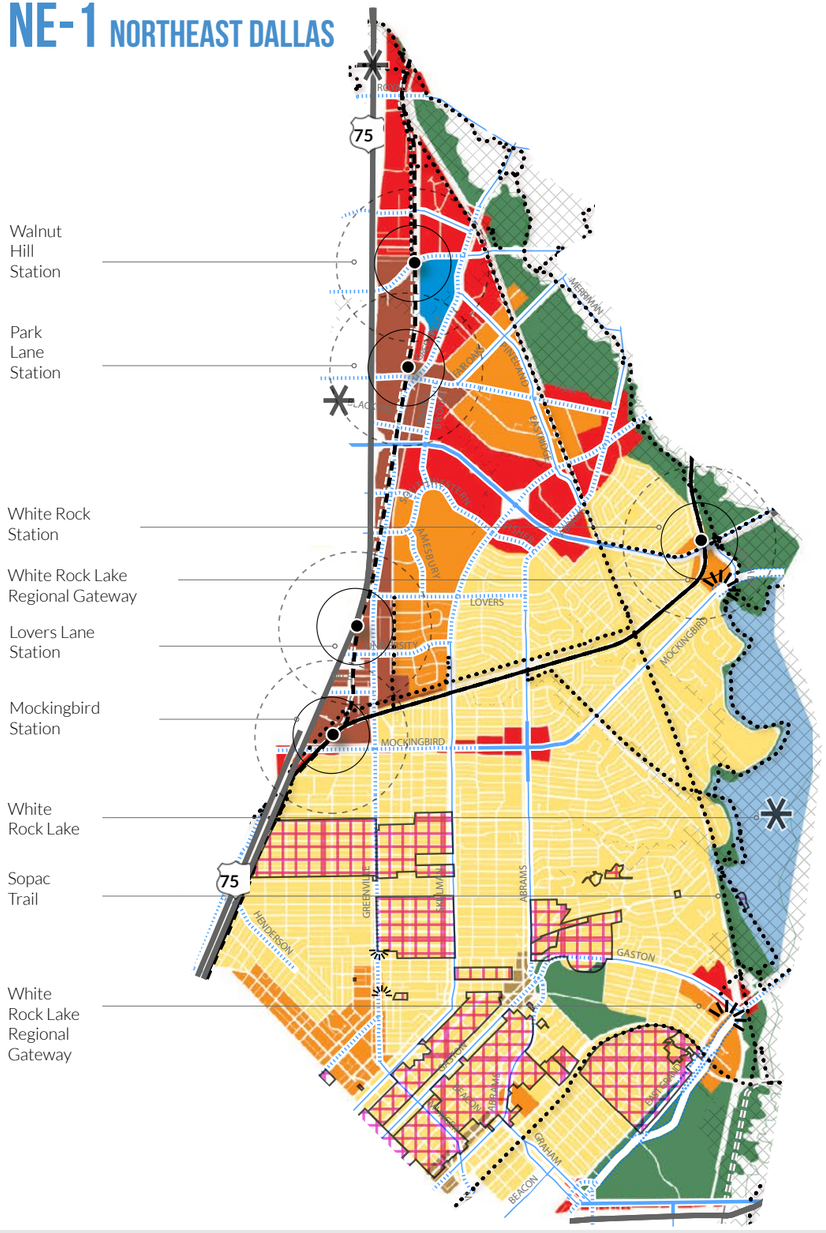
DISTRICTS
- HISTORIC AND CONSERVATION DISTRICTS

LANDMARKS
- FEATURE (REGIONAL)
- GATEWAY (REGIONAL)

NODES
- LIGHT RAIL STATION

NATURAL FEATURES
- FLOODPLAIN
- PARK (ALL PARKS 5 ACRES OR LESS)
- ESCARPMENT
- WATER

# NE-1 NORTHEAST DALLAS

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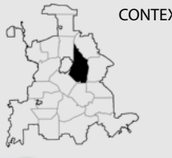


CONTEXT MAP

**RESIDENTIAL**
- SMALL TOWN RESIDENTIAL
- COMMUNITY RESIDENTIAL
- CITY RESIDENTIAL

**MIXED USE**
- NEIGHBORHOOD MIXED-USE
- COMMUNITY MIXED-USE
- REGIONAL MIXED-USE
- CITY CENTER

**INDUSTRY**
- FLEX COMMERCIAL
- LOGISTICS HUB / INDUSTRIAL PARK
- INDUSTRIAL HUB

**SPECIAL PURPOSE**
- REGIONAL OPEN SPACE
- INSTITUTIONAL CAMPUS
- AIRPORT
- UTILITY

1,400'



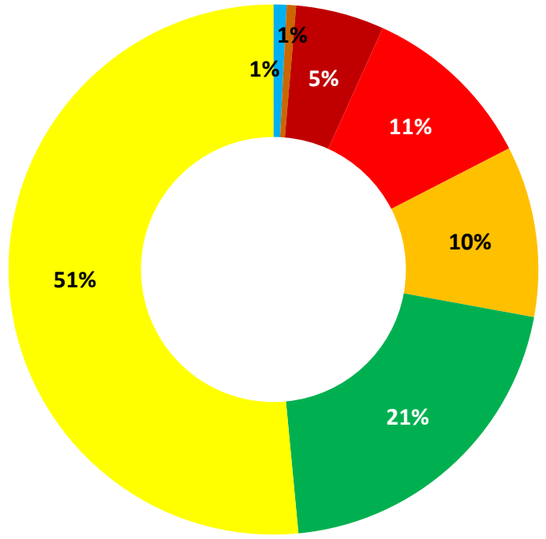






# PLACETYPE OVERVIEW

## Planning District Area Coverage




## Planning District Description

Northeast Dallas (NE-1) offers a diverse range of residential and mixed-use areas, complemented by ample regional open spaces. Predominantly designated for community residential purposes, it provides a blend of housing options and retail opportunities, contributing to its varied and dynamic character. This area includes the DART light rail transit (LRT) stations that run north-south along the western edge. These LRT stations provide transportation linkage which helps to spur the transit-oriented development (TOD). This TOD development pattern supports a dense mixed-use set of placetypes such as community mixed-use and regional mixed-use.

This planning district includes large areas of multi-family housing, medical facilities, regional and neighborhood retail, and employment uses north of Mockingbird Lane.

# URBAN DESIGN

## Paths

Greenville Avenue stands as a prime example of walkability, boasting bustling mixed-use nodes. Notably, the district demonstrates excellent pedestrian access, with sidewalks covering around 80% of the region. Complemented by the presence of five light rail stations, this zone offers an expansive pedestrian-friendly environment, stretching outward approximately a quarter to half a mile. As per the complete streets manual, the district is connected through pedestrian trails due to close proximity to the lake.

## Districts

Northeast Dallas is located in Council Districts 9, 10, 13 and 14. Most of the single-family residential areas are covered by a neighborhood organization or a homeowner's association, whereas there is little- to-no coverage in the multi-family areas south of Mockingbird Lane Additionally, specific zones within the district are designated as conservation districts, emphasizing the preservation and upkeep of their unique characteristics. These are M-Streets, Vickery Place, Belmont Addition, Lakewood, Hollywood/ Santa Monica and Edgemont Park Conservation districts. The district has University Terrace, Vanderbilt Marquita, Lakewood, Northridge Estates, Dalewood, Cochran Heights, and Greenland Hills neighborhood stabilization overlays. Historic districts are also located in NE-1, which include Swiss Avenue, Junius Heights, and Munger Place.

## Landmarks

White Rock Lake is a tremendous regional landmark with major roadways leading into White Road Lake that serve as regional gateways into this important amenity. It also contains the historic Lakewood Theater.

## Nodes

There are several mixed-use nodes in this planning district, with major nodes being East Mockingbird and Abrams Road, Lovers Lane and Greenville Avenue, Abrams and Skillman, and Skillman and Loop 12.

## Natural Features

This planning district is supported with ample pedestrian and bike trails allowing access to the White Rock natural ecosystem along with communities in all directions. Generally, smaller creeks and surface waterways flow to the east into White Rock Lake. These creeks with their mature trees are important to protect as they serve to supply routes for flood water, shade for city cooling, and urban environments for wildlife and pollinators.

**PATHS**
- PEDESTRIAN /BIKE TRAILS
- DART TRANSIT
- INTERSTATE
- RAILWAY

**COMPLETE STREETS**
- COMMERCIAL
- MIXED USE
- INDUSTRIAL
- PARKWAY
- RESIDENTIAL

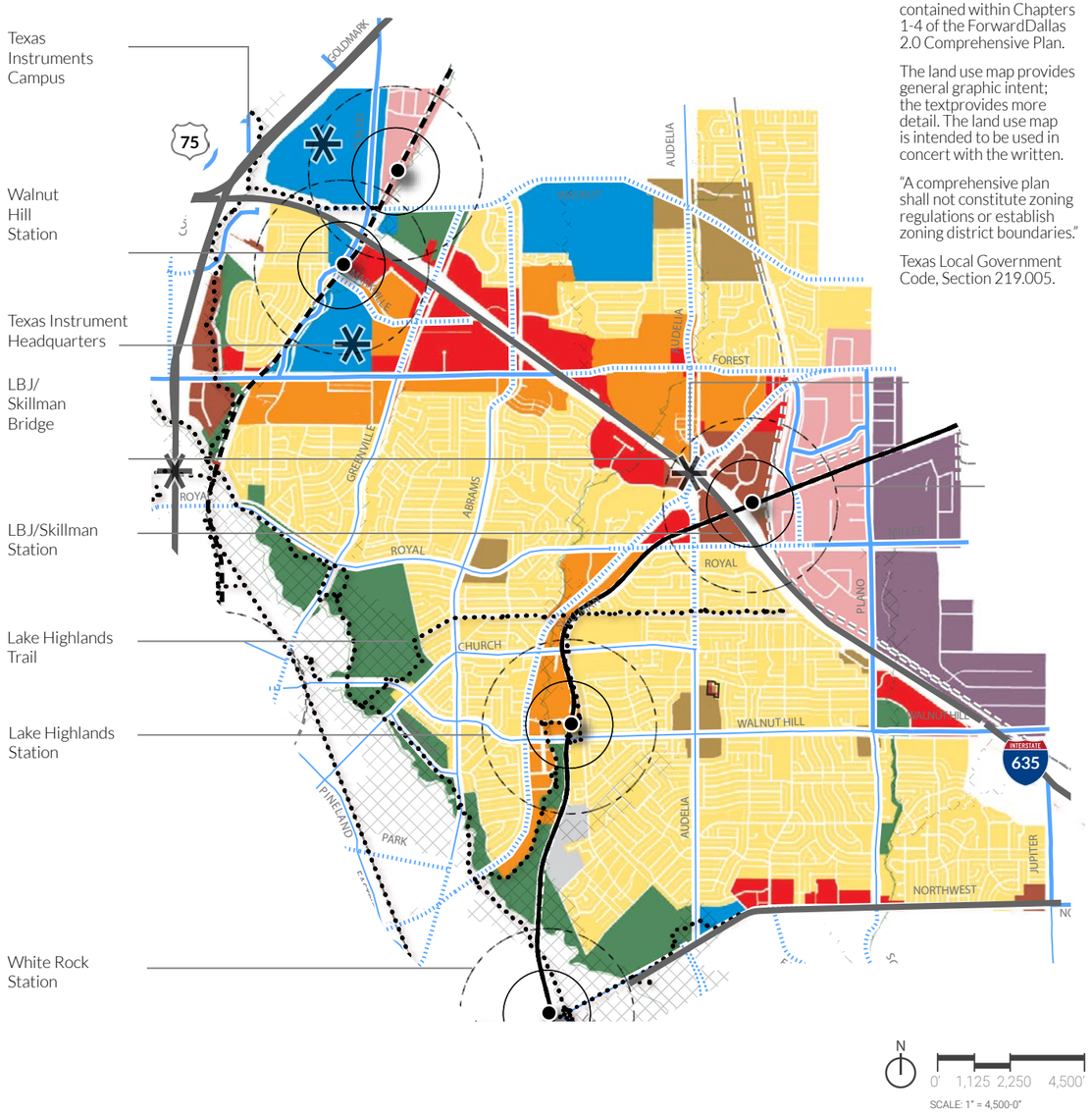
**DISTRICTS**
- HISTORIC AND CONSERVATION DISTRICTS

**LANDMARKS**
- FEATURE (REGIONAL)
- GATEWAY (REGIONAL)

**NODES**
- LIGHT RAIL STATION

**NATURAL FEATURES**
- FLOODPLAIN
- PARK (ALL PARKS 5 ACRES OR LESS)
- ESCARPMENT
- WATER

# NE-2 LAKE HIGHLANDS / FAR NORTHEAST DALLAS

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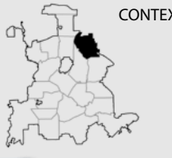


CONTEXT MAP

**RESIDENTIAL**
- SMALL TOWN RESIDENTIAL
- COMMUNITY RESIDENTIAL
- CITY RESIDENTIAL

**MIXED USE**
- NEIGHBORHOOD MIXED-USE
- COMMUNITY MIXED-USE
- REGIONAL MIXED-USE
- CITY CENTER

**INDUSTRY**
- FLEX COMMERCIAL
- LOGISTICS HUB / INDUSTRIAL PARK
- INDUSTRIAL HUB

**SPECIAL PURPOSE**
- REGIONAL OPEN SPACE
- INSTITUTIONAL CAMPUS
- AIRPORT
- UTILITY



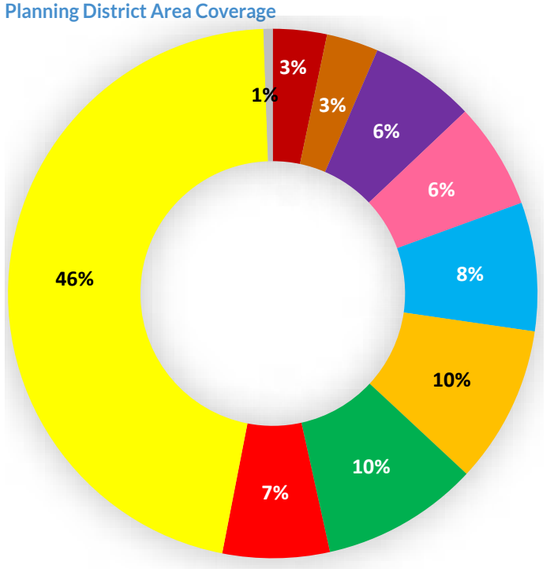






# PLACETYPE OVERVIEW

## Planning District Area Coverage




## Planning District Description

Half of this planning district comprises residential areas, while the remaining portion showcases a diverse mix of uses. The industrial hub accommodates various industrial activities, and flex commercial uses are prominent on the eastern border, adjacent to the City of Garland. Notably, the I-635 corridor houses the majority of mixed-use developments within the district.

# URBAN DESIGN

## Paths

Regional connectivity is supplied by I-635 (LBJ) heading east/west and US 75 heading north/south. Notably, the district demonstrates excellent pedestrian access, with sidewalks covering approximately 80% of the region. The placetypes are compatible with the street types designated in the complete streets manual.

## Districts

Lake Highlands / Far NE Dallas (NE-2) is located in Council District 10. Nearly all of the residential areas are covered by a neighborhood organization or a homeowner's association.

## Landmarks

This planning district also includes a full set of neighborhood and regional landmarks including the campuses for Texas Instruments, Dallas College – Richland Campus, and the LBJ/Skillman signature bridge, currently under construction.

## Nodes

The established nodes in the district are the intersections along Abrams Road, Greenville Avenue and Forest Lane, Audelia Road, and Walnut Hill Lane

## Natural Features

The creek corridors provide shade and a more natural environment plus an excellent path for pedestrian trails. The Lake Highlands Trail runs east-west connecting the White Rock Creek greenbelt catering to the needs of the residents.

**PATHS**
- PEDESTRIAN /BIKE TRAILS
- INTERSTATE
- DART TRANSIT
- RAILWAY

**COMPLETE STREETS**
- COMMERCIAL
- INDUSTRIAL
- MIXED USE
- PARKWAY
- RESIDENTIAL

**DISTRICTS**
- HISTORIC AND CONSERVATION DISTRICTS

**LANDMARKS**
- FEATURE (REGIONAL)
- GATEWAY (REGIONAL)

**NODES**
- LIGHT RAIL STATION

**NATURAL FEATURES**
- FLOODPLAIN
- ESCARPMENT
- PARK (ALL PARKS 5 ACRES OR LESS)
- WATER

# NE-3 WHITE ROCK / FAR EAST DALLAS

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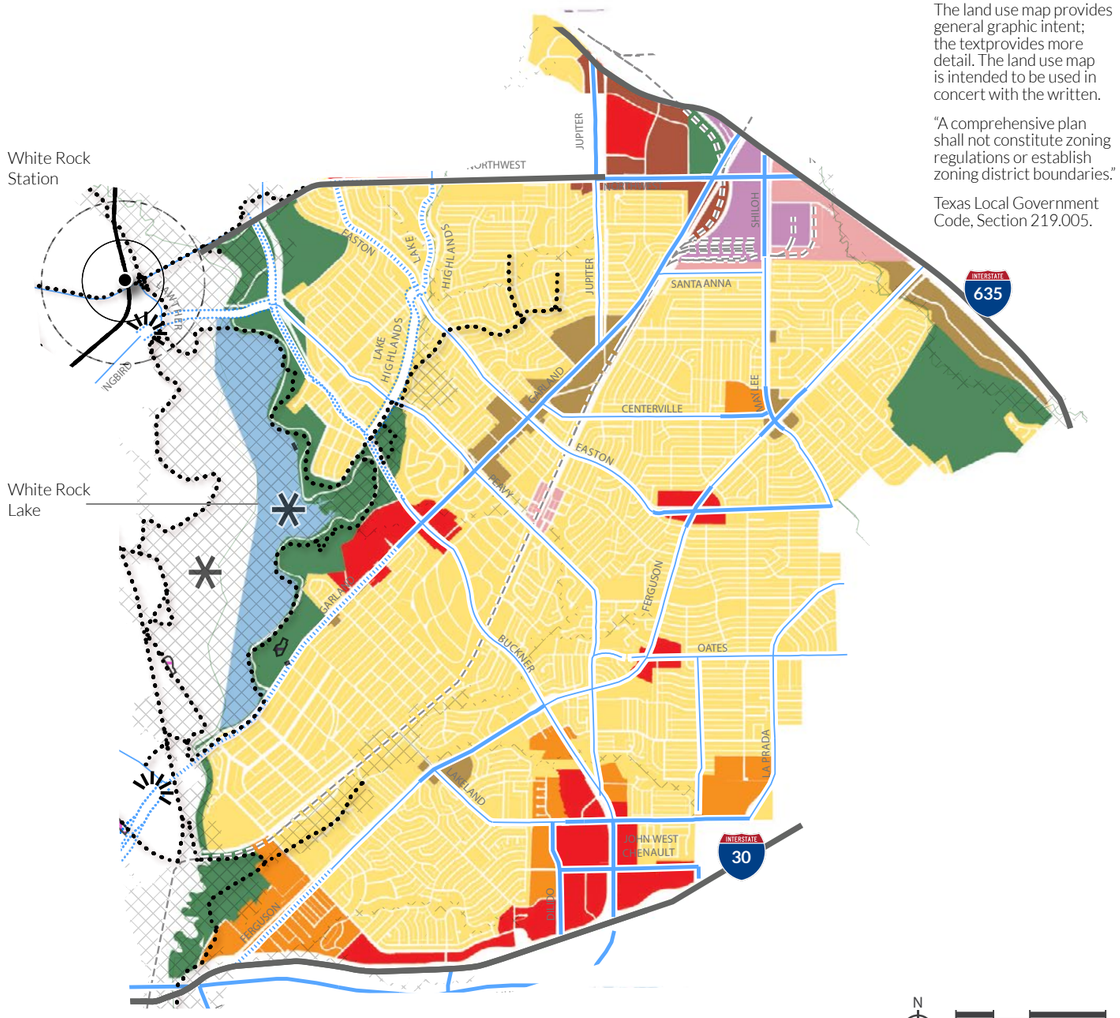



CONTEXT MAP

RESIDENTIAL
- SMALL TOWN RESIDENTIAL
- COMMUNITY RESIDENTIAL
- CITY RESIDENTIAL

MIXED USE
- NEIGHBORHOOD MIXED-USE
- COMMUNITY MIXED-USE
- REGIONAL MIXED-USE
- CITY CENTER

INDUSTRY
- FLEX COMMERCIAL
- LOGISTICS HUB / INDUSTRIAL PARK
- INDUSTRIAL HUB

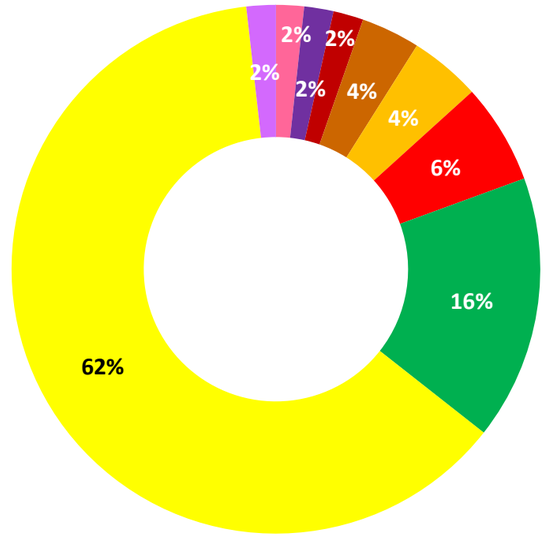
SPECIAL PURPOSE
- REGIONAL OPEN SPACE
- INSTITUTIONAL CAMPUS
- AIRPORT
- UTILITY





# PLACETYPE OVERVIEW

## Planning District Area Coverage




## Planning District Description

White Rock / Far East Dallas (NE-3) stands as a predominantly residential area in close proximity to White Rock lake, offering recreational opportunities for its inhabitants. Along Garland Road and I-30, the district features a blend of mixed-use developments and convenient access to various amenities. Garland Road, and to a lesser extent Ferguson Road, offer opportunities for commercial development that can enhance walkability in specific areas.

# URBAN DESIGN

## Paths

Regional connectivity is supplied by I-635 (LBJ) heading generally east/west and I-30 along the southern edge also heading east/west Approximately 75% of the area has well-maintained sidewalks, facilitating convenient and safe pedestrian access throughout the district. Garland Road is the main commercial street in the district as per the complete streets manual connecting to the district's industrial areas.

## Districts

White Rock / Far East Dallas is located in Council Districts 9, 7 and 2. This planning district has the Casa Linda Estates neighborhood stabilization overlay.

## Landmarks

Community elements for this planning district are primarily focused around a residential scale of development with White Rock Lake (WRL) being a regional natural amenity and landmark along the western edge. This district also includes a full set of neighborhood and regional landmarks including the WRL, the Dallas Arboretum and the historic Casa Linda Plaza.

## Nodes

The established nodes in this planning district are the major intersections along Garland Road and Loop 12, Gus Thomasson Road and Ferguson Road, Garland Road and Jupiter Road, and John West Road and North Buckner Boulevard. These nodes serve the community by offering essential services such as retail shops, grocery stores, and other shopping amenities. They play a vital role in meeting local needs and enhancing the neighborhood's convenience and accessibility.

## Natural Features

The creek corridors heading toward White Rock Lake provide shade and a more natural environment plus an excellent path for pedestrian trails. This district has the potential for future pedestrian trails that will connect residential areas with White Rock Lake, including the popular WRL pedestrian trail encircling the lake. Other neighborhood parks are Casa View Park, Harry Stone Park, and Lochwood Park.

PATHS
- PEDESTRIAN /BIKE TRAILS
- INTERSTATE
- DART TRANSIT
- RAILWAY

*COMPLETE STREETS*
- COMMERCIAL
- INDUSTRIAL
- MIXED USE
- PARKWAY
- RESIDENTIAL

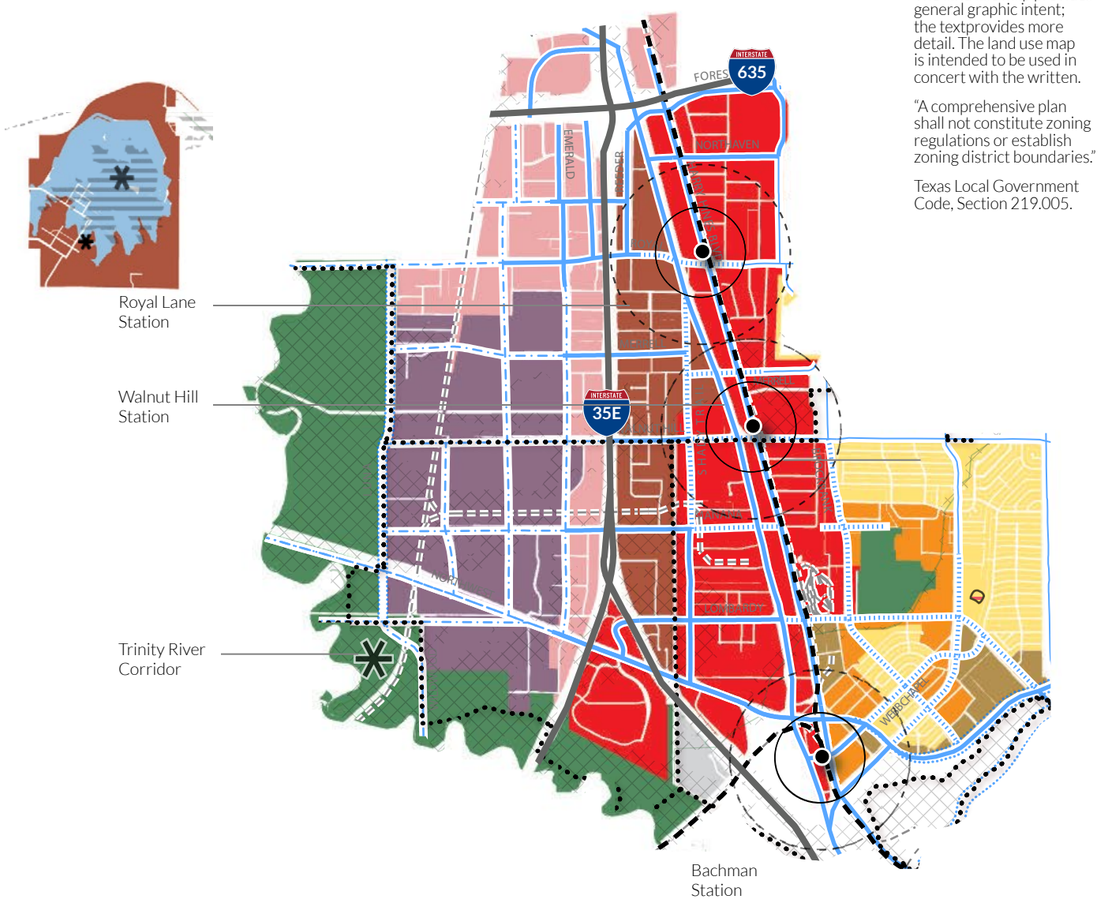
DISTRICTS
- HISTORIC AND CONSERVATION DISTRICTS

LANDMARKS
- FEATURE (REGIONAL)
- GATEWAY (REGIONAL)

NODES
- 1/2 MI
- 1/4 MI
- LIGHT RAIL STATION

NATURAL FEATURES
- FLOODPLAIN
- ESCARPMENT
- PARK (ALL PARKS 5 ACRES OR LESS)
- WATER

# NW-1 NORTHWEST DALLAS /CYPRESS WATERS

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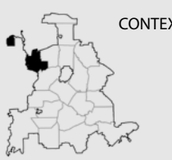


CONTEXT MAP

**RESIDENTIAL**
- SMALL TOWN RESIDENTIAL
- COMMUNITY RESIDENTIAL
- CITY RESIDENTIAL

**MIXED USE**
- NEIGHBORHOOD MIXED-USE
- COMMUNITY MIXED-USE
- REGIONAL MIXED-USE
- CITY CENTER

**INDUSTRY**
- FLEX COMMERCIAL
- LOGISTICS HUB / INDUSTRIAL PARK
- INDUSTRIAL HUB

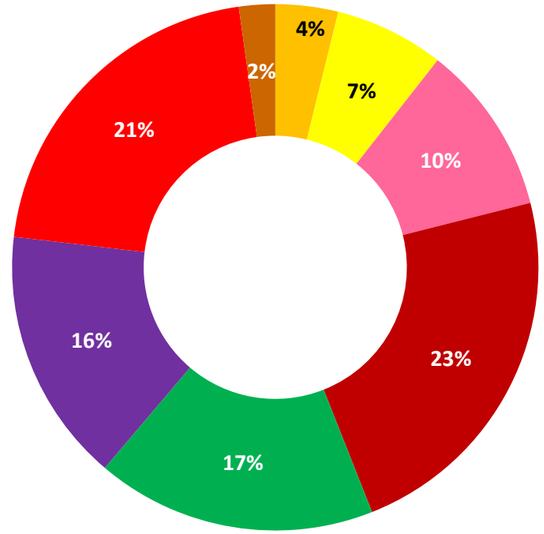
**SPECIAL PURPOSE**
- REGIONAL OPEN SPACE
- INSTITUTIONAL CAMPUS
- AIRPORT
- UTILITY





# PLACETYPE OVERVIEW

## Planning District Area Coverage




## Planning District Description

Northwest Dallas/Cypress Waters (NW-1) is currently undergoing a dynamic transformation, evolving into diversified land uses, encompassing retail, personal services, and residential spaces. This planning district is undergoing piecemeal revitalization, shifting from light industrial and warehouse spaces to repurposed areas for retail and housing, facilitated by updated rezoning efforts. The gradual shift in land usage can cater to the evolving needs of the district's population. This diverse district has a blend of different placetypes with industrial hub and flex commercial predominantly situated on the western side of the I-35. The northwest corridor has long been a hub for diverse industries, playing a pivotal role in the area's historical significance and economic growth. The district encompasses Cypress Waters development around North Lake, which has experienced significant economic expansion over the years, transforming into a mixed-use hub that draws population from surrounding cities.

# URBAN DESIGN

## Paths

Regional connectivity is centrally supplied by I-35 (Stemmons Freeway) and Loop 12 merging together heading north/south and I-635 running east/west. Due to the industrial and warehouse character of the district, an estimated 60% of the district faces a shortage of sidewalks and pathways. The district has well-connected pedestrian trails with street types compatible with the future placetypes.

## Districts

Northwest Dallas/Cypress Waters is located in Council District 6. Most of the residential areas are covered by a neighborhood organization or a homeowner's association.

## Landmarks

Majors landmarks include Bachman Lake, Elm Fork Athletic Complex, Elm Fork Gun Club, Koreatown, and Asian Trade District. The Asian Trade District (ATD) is a neighborhood in Northwest area located at the crossroads of Harry Hines Boulevard and Royal Lane. This planning district has been home to numerous Asian-owned businesses, wholesale retailers, and restaurants since the 1980s. Royal Lane Station has made it more accessible and can facilitate the development of a transit-oriented development (TOD). In 2023, a 1.5 mile stretch of Royal Lane between Luna and Harry Hines was officially designated as Koreatown.

## Nodes

The established nodes in the district are the intersections along Harry Hines with Walnut Hill Lane and Royal Lane Both nodes in close proximity to the two DART LRT stations (Royal Lane and Walnut Hill) can encourage a mix of land uses and promote a walkable environment.

## Natural Features

The original Trinity River floodplain and tree canopy provide shade and level topography for some large-scale recreation developments including Luna Vista Golf Course, L. B. Houston Nature Area, and Bachman Lake Park. Local parks include Crown Park, California Crossing Park, Overlake Park and Brownwood Park.

**PATHS**
- PEDESTRIAN /BIKE TRAILS
- INTERSTATE
- DART TRANSIT
- RAILWAY

**COMPLETE STREETS**
- COMMERCIAL
- INDUSTRIAL
- MIXED USE
- PARKWAY
- RESIDENTIAL

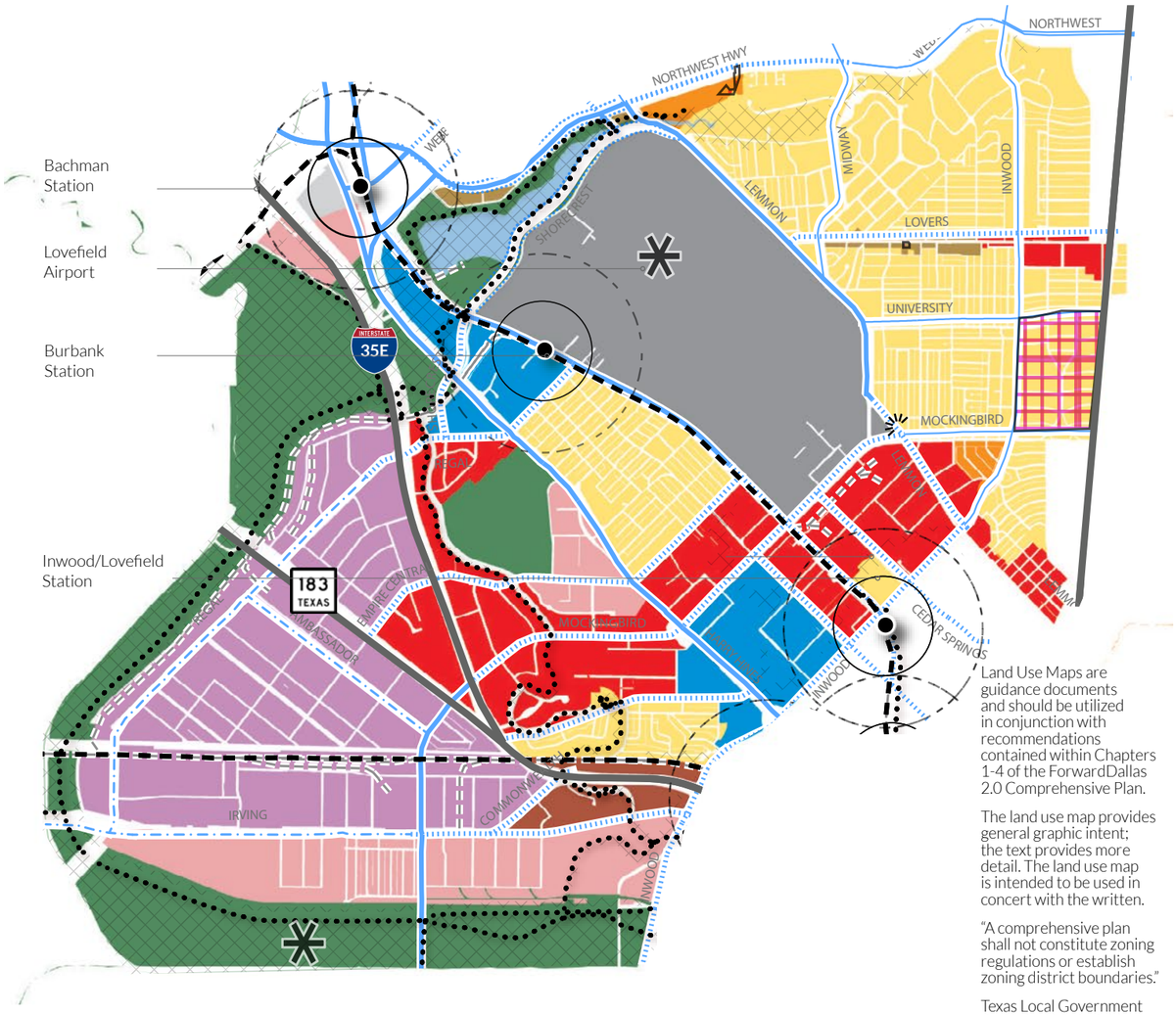
**DISTRICTS**
- HISTORIC AND CONSERVATION DISTRICTS

**LANDMARKS**
- FEATURE (REGIONAL)
- GATEWAY (REGIONAL)

**NODES**
- LIGHT RAIL STATION

**NATURAL FEATURES**
- FLOODPLAIN
- PARK (ALL PARKS 5 ACRES OR LESS)
- ESCARPMENT
- WATER

# NW-2 STEMMONS / LOVE FIELD

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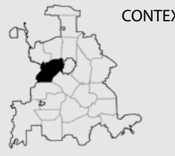
N

0' 1,000 2,000' 4,000'

SCALE: 1" = 4,000'-0"



CONTEXT MAP

**RESIDENTIAL**
- SMALL TOWN RESIDENTIAL
- COMMUNITY RESIDENTIAL
- CITY RESIDENTIAL

**MIXED USE**
- NEIGHBORHOOD MIXED-USE
- COMMUNITY MIXED-USE
- REGIONAL MIXED-USE
- CITY CENTER

**INDUSTRY**
- FLEX COMMERCIAL
- LOGISTICS HUB / INDUSTRIAL PARK
- INDUSTRIAL HUB

**SPECIAL PURPOSE**
- REGIONAL OPEN SPACE
- INSTITUTIONAL CAMPUS
- AIRPORT
- UTILITY

**PATHS**
- PEDESTRIAN /BIKE TRAILS
- INTERSTATE
- DART TRANSIT
- RAILWAY

*COMPLETE STREETS*
- COMMERCIAL
- INDUSTRIAL
- MIXED USE
- PARKWAY
- RESIDENTIAL

**DISTRICTS**
- HISTORIC AND CONSERVATION DISTRICTS

**LANDMARKS**
- FEATURE (REGIONAL)
- GATEWAY (REGIONAL)

**NODES**
- LIGHT RAIL STATION

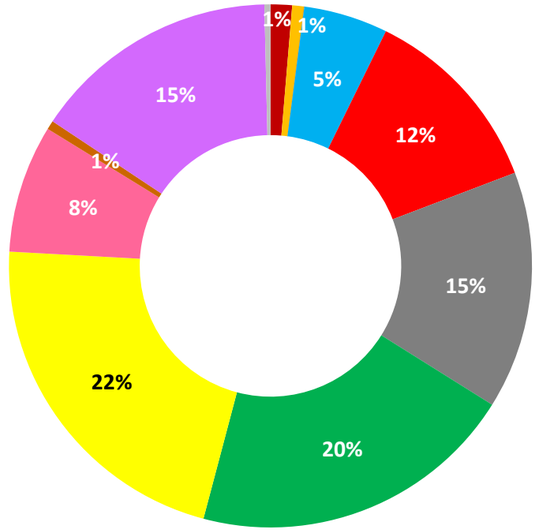
**NATURAL FEATURES**
- FLOODPLAIN
- PARK (ALL PARKS 5 ACRES OR LESS)
- ESCARPMENT
- WATER





## PLACETYPE OVERVIEW

### Planning District Area Coverage




### Planning District Description

The Stemmons/Love Field planning district (NW-2) encompasses Love Field Airport and Bachman Lake. It has a unique blend of residential and mixed-use placetypes. The eastern section of the planning district is predominantly characterized by single-family residential land-uses.

The areas encompassing the Bachman and Burbank stations feature a diverse type of mixed-use placetypes, well-suited to facilitate Transit-Oriented Development (TOD).

## URBAN DESIGN

### Paths

Regional connectivity is supplied by I-35 (Stemmons Freeway) heading north/south and US 114/183 heading primarily east/west, Notably, the planning district demonstrates good pedestrian access, with sidewalks covering approximately 60% of the region. As per the complete streets manual, the placetypes are compatible with the streets types.

### Districts

Stemmons/Love Field is located in Council Districts 6, 2, and 13. Nearly all of the residential areas at the east of the planning district are covered by a neighborhood organization or homeowner's association. The Greenway Parks historic district was added to the National Register of Historic Places in 2008.

### Landmarks

This planning district also includes a full set of primarily regional landmarks including Dallas Love Field, Dallas Medical District, Bachman Lake, and the Trinity River.

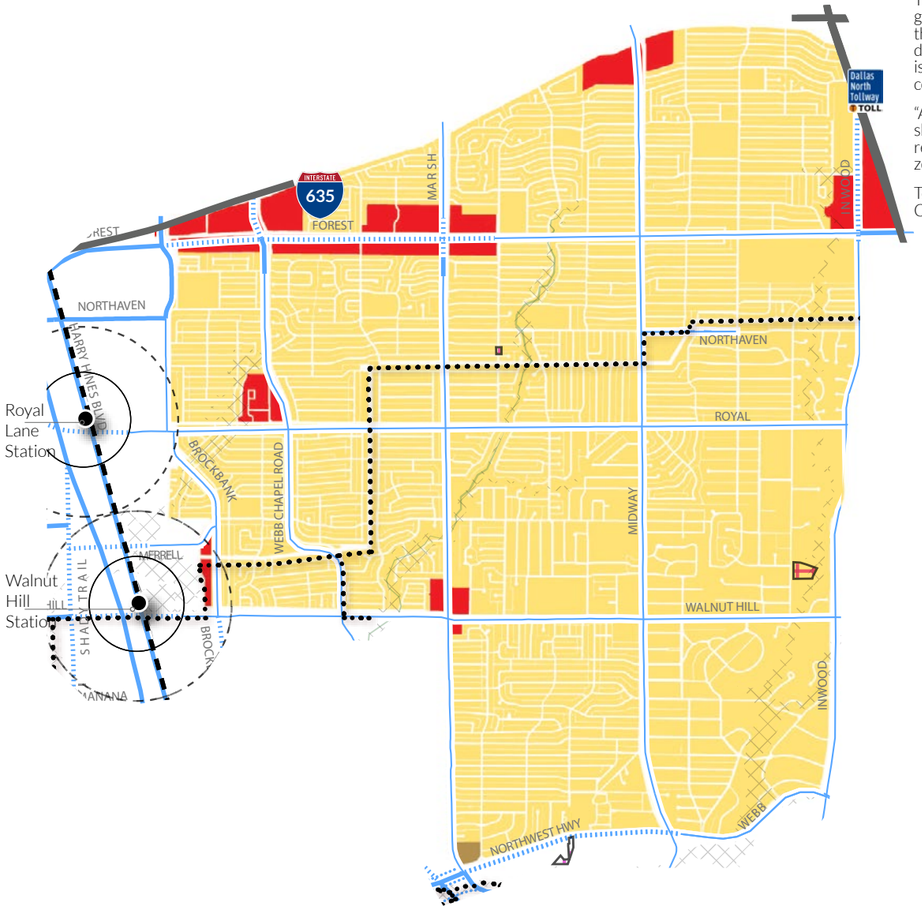
### Nodes

The established nodes in the planning district are the intersections along Harry Hines Boulevard and Inwood Road, Inwood Road and Lovers Lane, Irving Boulevard and West Mockingbird Lane The Harry Hines and Inwood Road intersection will be further developed as a focal point for the Southwestern Medical District.

### Natural Features

The Trinity River levee network and the Trinity River meanders provide an excellent trail system for local and regional connections into the Trinity River corridor. There are several trails taking advantage of this linkage. Local parks include Grauwyler Park, Weichsel Park, Field-Frazier Park, Midway Manor Park, Bluffview Park, K.B. Polk Park and Bachman Lake Park.

# NW-3 NORTHWEST DALLAS

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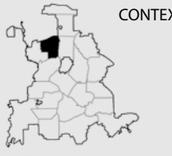
Texas Local Government Code, Section 219.005.

N

0' 1,000 2,000' 4,000'

SCALE: 1" = 4,000'-0"



CONTEXT MAP

**RESIDENTIAL**
- SMALL TOWN RESIDENTIAL
- COMMUNITY RESIDENTIAL
- CITY RESIDENTIAL

**MIXED USE**
- NEIGHBORHOOD MIXED-USE
- COMMUNITY MIXED-USE
- REGIONAL MIXED-USE
- CITY CENTER

**INDUSTRY**
- FLEX COMMERCIAL
- LOGISTICS HUB / INDUSTRIAL PARK
- INDUSTRIAL HUB

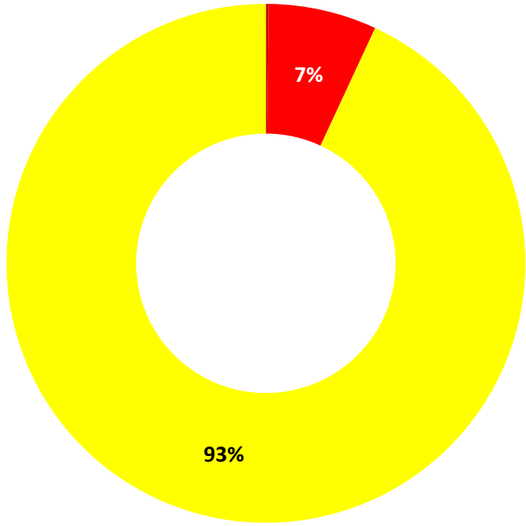
**SPECIAL PURPOSE**
- REGIONAL OPEN SPACE
- INSTITUTIONAL CAMPUS
- AIRPORT
- UTILITY





# PLACETYPE OVERVIEW

## Planning District Area Coverage




## Planning District Description

Northwest Dallas (NW-3) is predominantly residential, featuring a blend of commercial and community mixed-use areas situated along I-635 (LBJ) and Forest Lane

# URBAN DESIGN

## Paths

Regional connectivity is supplied by I-635 (LBJ) heading east/west and Dallas North Tollway (DNT) heading north/south The major arterial transportation routes are efficiently linked in a grid pattern, complemented by minor arterial roads that extend into residential neighborhoods, facilitating vehicular access. An estimated 60% of the district has sidewalks and pathways. Most of the district consists of residential streets, including those incorporating bike lanes and enhanced landscape buffers along sidewalks.

## Districts

Northwest Dallas is located in Council District 13 and 6. Nearly all of the residential areas are covered by a neighborhood organization or a homeowner's association. This planning district has the Northaven Estates neighborhood stabilization overlay.

## Landmarks

This planning district features the Ursuline Academy, designated as a historical marker by the Texas Historical Commission. It also includes local schools and several religious facilities that act as neighborhood landmarks.

## Nodes

The established nodes in the district are the intersections of Forest Lane and Marsh Lane, Forest Lane and Webb Chapel Road, and Walnut Hill Lane and Marsh Lane These hubs offer essential community services, encompassing healthcare facilities, diverse dining options, and retail services.

## Natural Features

Northaven Trail links residential areas with the many neighborhood parks and schools. Other neighborhood parks include Northaven Park and Greenbelt, Glen Meadow Park, Marcus Park, Webb Chapel Park, Royal Park, Cox Lane Park, and Peter Pan Park.

**PATHS**
- PEDESTRIAN /BIKE TRAILS
- INTERSTATE
- DART TRANSIT
- RAILWAY

**COMPLETE STREETS**
- COMMERCIAL
- INDUSTRIAL
- MIXED USE
- PARKWAY
- RESIDENTIAL

**DISTRICTS**
- HISTORIC AND CONSERVATION DISTRICTS

**LANDMARKS**
- FEATURE (REGIONAL)
- GATEWAY (REGIONAL)

**NODES**
- LIGHT RAIL STATION

**NATURAL FEATURES**
- FLOODPLAIN
- ESCARPMENT
- PARK (ALL PARKS 5 ACRES OR LESS)
- WATER

# C-1 CENTRAL

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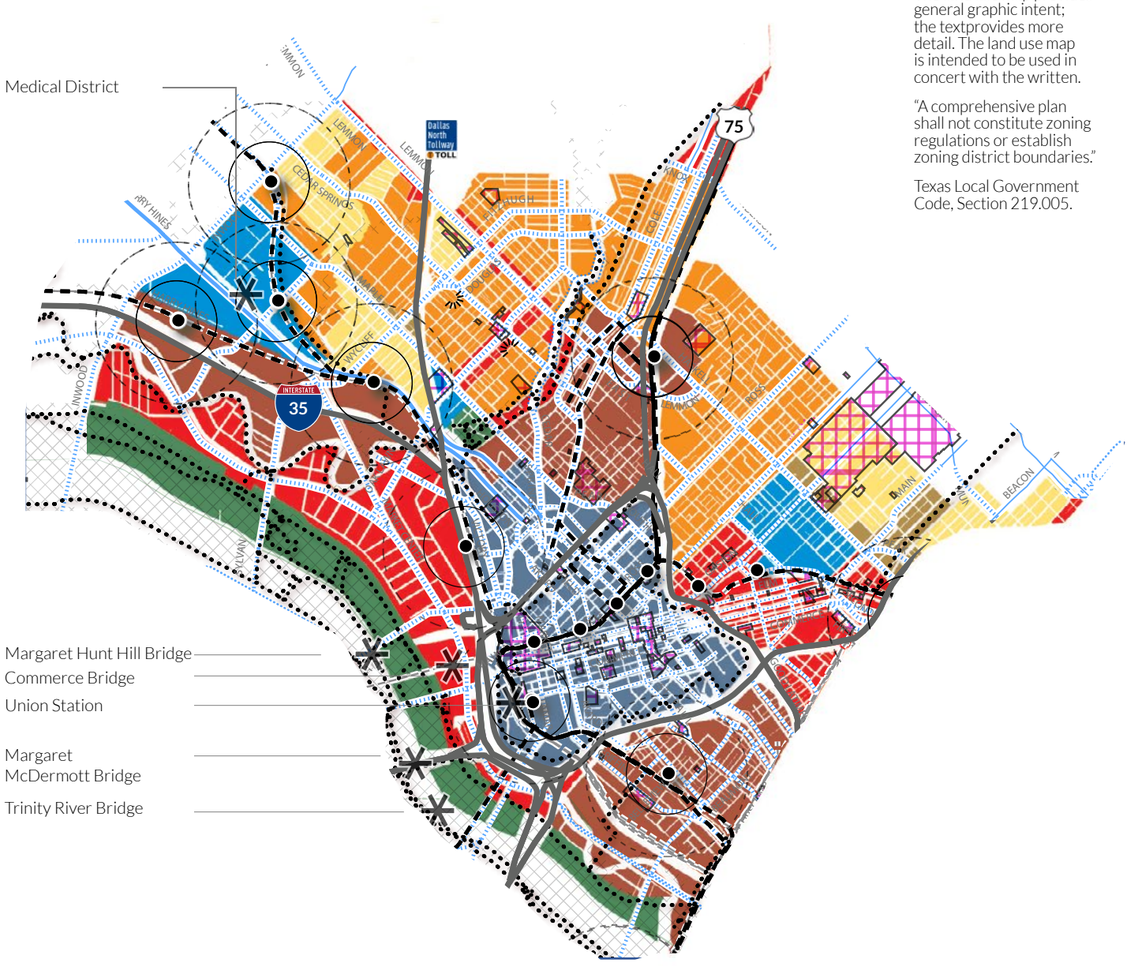
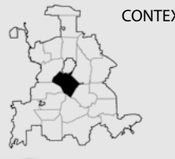


CONTEXT MAP

**RESIDENTIAL**
- SMALL TOWN RESIDENTIAL
- COMMUNITY RESIDENTIAL
- CITY RESIDENTIAL

**MIXED USE**
- NEIGHBORHOOD MIXED-USE
- COMMUNITY MIXED-USE
- REGIONAL MIXED-USE
- CITY CENTER

**INDUSTRY**
- FLEX COMMERCIAL
- LOGISTICS HUB / INDUSTRIAL PARK
- INDUSTRIAL HUB

**SPECIAL PURPOSE**
- REGIONAL OPEN SPACE
- INSTITUTIONAL CAMPUS
- AIRPORT
- UTILITY



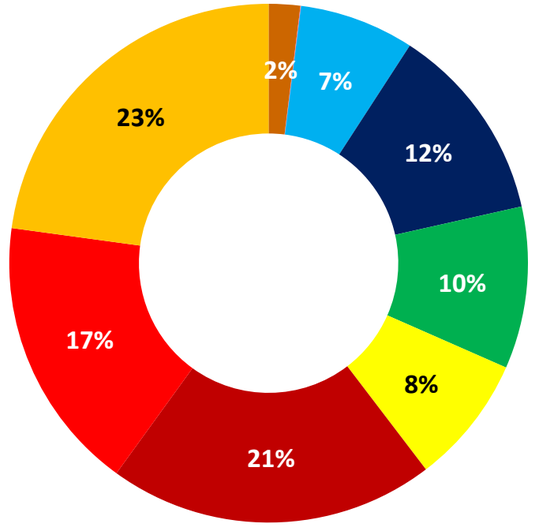






## PLACETYPE OVERVIEW

### Planning District Area Coverage




### Planning District Description

The Central planning district (C-1), which encompass Downtown and Uptown, revolve around four key regional elements that shape its identity: the Central Business District, the DART LRT transit system, the Trinity River corridor, and Turtle Creek parkway. These last two elements stand out as vital natural resources that have profoundly influenced the district's dense urban development patterns.

The Central planning district features a diverse mix of placetypes, with its downtown core serving as the bustling urban epicenter. This vibrant hub hosts a dynamic mix of high-rise hotels, offices, iconic landmarks, mixed-use housing, and various personal services, contributing to its high-density and lively atmosphere.

Spanning segments of five DART LRT lines, the area boasts no fewer than fifteen distinct transit nodes, fostering a walkable and connected environment. These nodes act as catalysts for transit-oriented development, improving accessibility and walkability.

## URBAN DESIGN

### Paths

Regional connectivity and access are the best in Dallas supplied by I-30 heading east/west, US 75 (Central Expressway) heading north/south, I-35 (Stemmons Freeway) heading north/south, and I-45 also heading north/south. The central district benefits from extensive sidewalk and pathway coverage. Approximately 80% of the area has well-maintained sidewalks, facilitating convenient and safe pedestrian access throughout the district.

### Districts

The Central planning district is located in Council Districts 2 and 14. This planning district also includes a vast number of historic districts and buildings.

### Landmarks

Regional landmarks include Reunion Tower, Margaret Hunt Hill Bridge, Klyde Warren Deck Park, New Parkland Health Center, Dallas City Hall, DART Transit Mall, Dealey Plaza and JFK Memorial, Reunion Arena, Farmers Market, McKinney Avenue corridor, Baylor University Medical Center, and Trinity River.

### Nodes

Within the urban core, multiple nodes intersect with both highways and DART light rail stops, forming key connectivity points within the bustling heart of the city.

### Natural Features

This planning district includes seven (7) key pedestrian trails linking residential areas with the many neighborhoods, employment centers, and regional parks. The urban creek corridors provide shade and a more natural environment plus an excellent path for pedestrian trails.

**PATHS**
- PEDESTRIAN /BIKE TRAILS
- INTERSTATE
- DART TRANSIT
- RAILWAY

*COMPLETE STREETS*
- COMMERCIAL
- INDUSTRIAL
- MIXED USE
- PARKWAY
- RESIDENTIAL

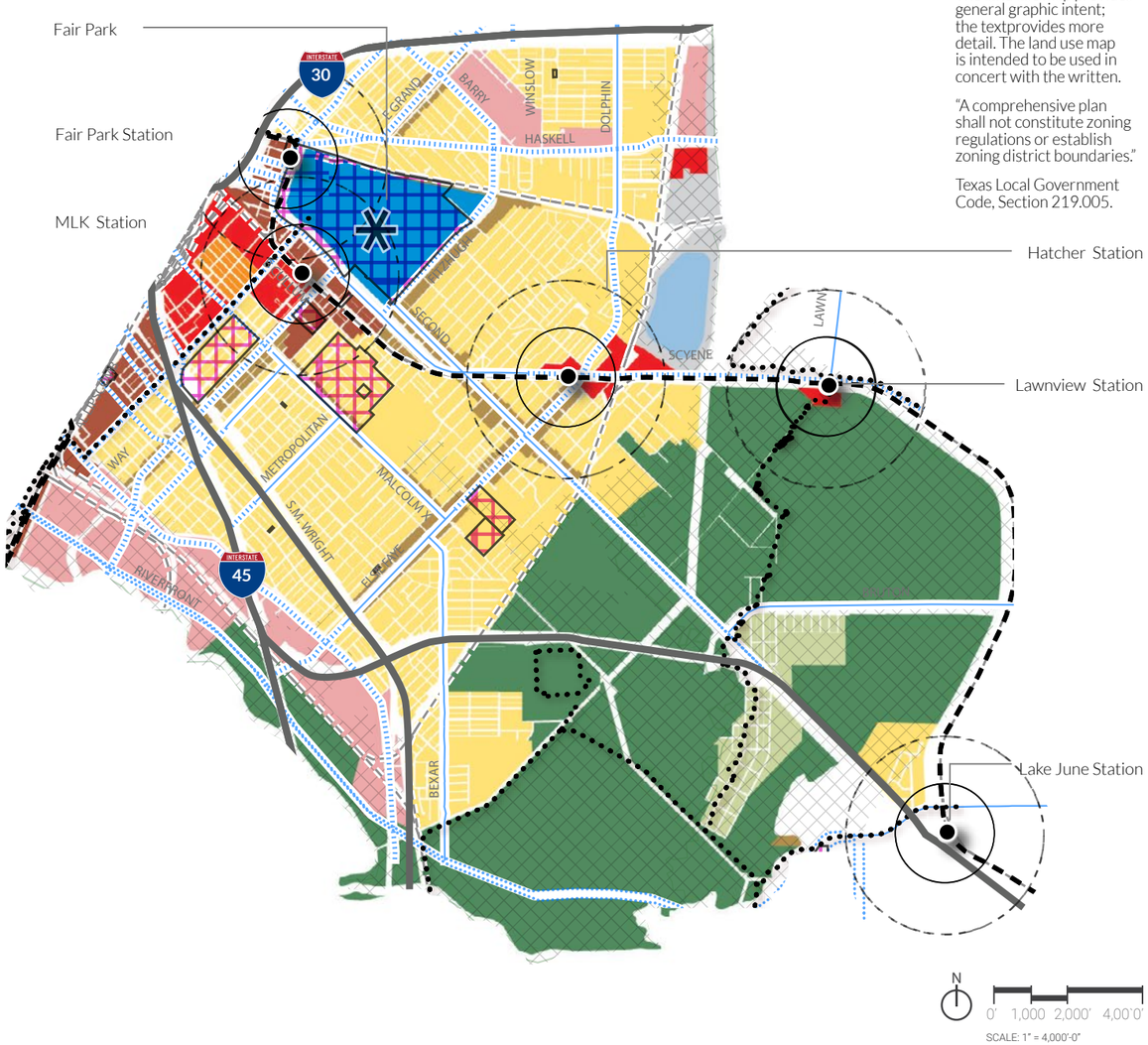
**DISTRICTS**
- HISTORIC AND CONSERVATION DISTRICTS

**LANDMARKS**
- FEATURE (REGIONAL)
- GATEWAY (REGIONAL)

**NODES**
- LIGHT RAIL STATION

**NATURAL FEATURES**
- FLOODPLAIN
- ESCARPMENT
- PARK (ALL PARKS 5 ACRES OR LESS)
- WATER

# SE-1 SOUTH DALLAS / FAIR PARK

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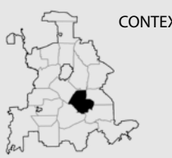


CONTEXT MAP

**RESIDENTIAL**
- SMALL TOWN RESIDENTIAL
- COMMUNITY RESIDENTIAL
- CITY RESIDENTIAL

**MIXED USE**
- NEIGHBORHOOD MIXED-USE
- COMMUNITY MIXED-USE
- REGIONAL MIXED-USE
- CITY CENTER

**INDUSTRY**
- FLEX COMMERCIAL
- LOGISTICS HUB / INDUSTRIAL PARK
- INDUSTRIAL HUB

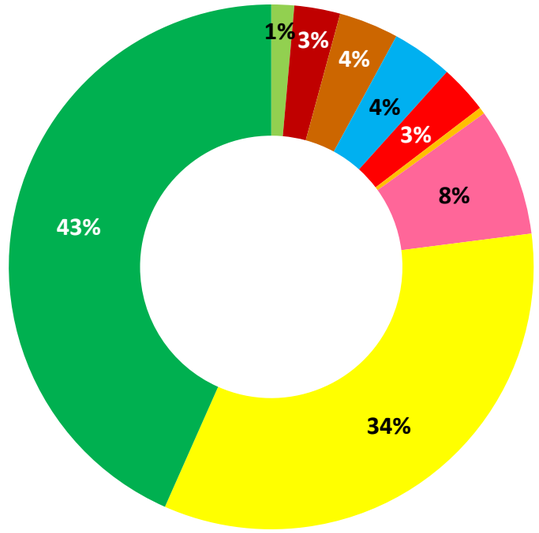
**SPECIAL PURPOSE**
- REGIONAL OPEN SPACE
- INSTITUTIONAL CAMPUS
- AIRPORT
- UTILITY





# PLACETYPE OVERVIEW

## Planning District Area Coverage




## Planning District Description

South Dallas / Fair Park encompasses a mix of different placetypes featuring a blend of residential neighborhoods, commercial establishments, educational institutions, and recreational spaces. Additionally, there are pockets of flex and commercial zones, offering a diverse range of amenities and services to residents and visitors alike. The land use around Fair Park caters to a mix of cultural, residential, commercial, and community-oriented purposes, contributing to the vibrancy of the area. Roughly, half of the district is encompassed by the Great Trinity Forest, which serves as a significant asset and focal point for recreational activities. The area is primarily served by a single DART LRT line, featuring four distinct transit nodes that promote walkable development and provide connectivity to Fair Park.

# URBAN DESIGN

## Paths

Regional access is maintained by I-30 and I-45, with major arterial transportation routes efficiently linked in a grid pattern, complemented by minor arterial roads that extend into residential neighborhoods, facilitating vehicular access. Approximately 80% of the area has well-maintained sidewalks, facilitating convenient and safe pedestrian access throughout the planning district. The district has a majority of mixed-use streets with greater focus on higher pedestrian activity and reduced motor vehicle speeds.

## Districts

South Dallas/Fair Park is located in Council Districts 2, 7 and 5. Nearly 90% of the residential areas are covered by a neighborhood organization /coalition or a homeowner's association. The district has several historic districts such as South Boulevard Park Row, Wheatley Place, Queen City, Colonial Hill, and Romine Avenue.

## Landmarks

Fair Park is a historic 277-acre complex known for its cultural and entertainment venues, including museums, performance spaces, and event facilities. This district also includes a full set of neighborhood and regional landmarks including historic Forest Theater, Bonton Farms, Fair Park and its many assets, the Grover Keeton Golf Course, the Texas Horse Park, the Trinity River corridor, and the Great Trinity Forest.

## Nodes

The established nodes in this planning district include the intersections of Malcolm X and MLK Jr Boulevard, Elsie Faye Higgins and 2nd Avenue, 2nd Avenue and Scyene Road, Malcolm X and Elsie Faye Higgins. MLK Jr. Boulevard, Robert B Cullum and Al Lipscomb act as important corridors that offer diverse dining options, and retail services.

## Natural Features

The Great Trinity Forest is one of our significant environmental resources known for its vastness and ecological importance. As one of the largest urban hardwood forests in the United States, it spans over 6,000 acres along the Trinity River. The Trinity River corridor provides shade and a natural environment plus an excellent path for pedestrian trails.

**PATHS**
- PEDESTRIAN /BIKE TRAILS
- INTERSTATE
- DART TRANSIT
- RAILWAY

**COMPLETE STREETS**
- COMMERCIAL
- INDUSTRIAL
- MIXED USE
- PARKWAY
- RESIDENTIAL

**DISTRICTS**
- HISTORIC AND CONSERVATION DISTRICTS

**LANDMARKS**
- FEATURE (REGIONAL)
- GATEWAY (REGIONAL)

**NODES**
- LIGHT RAIL STATION

**NATURAL FEATURES**
- FLOODPLAIN
- ESCARPMENT
- PARK (ALL PARKS 5 ACRES OR LESS)
- WATER

# SE-2 KLEBERG-RYLIE

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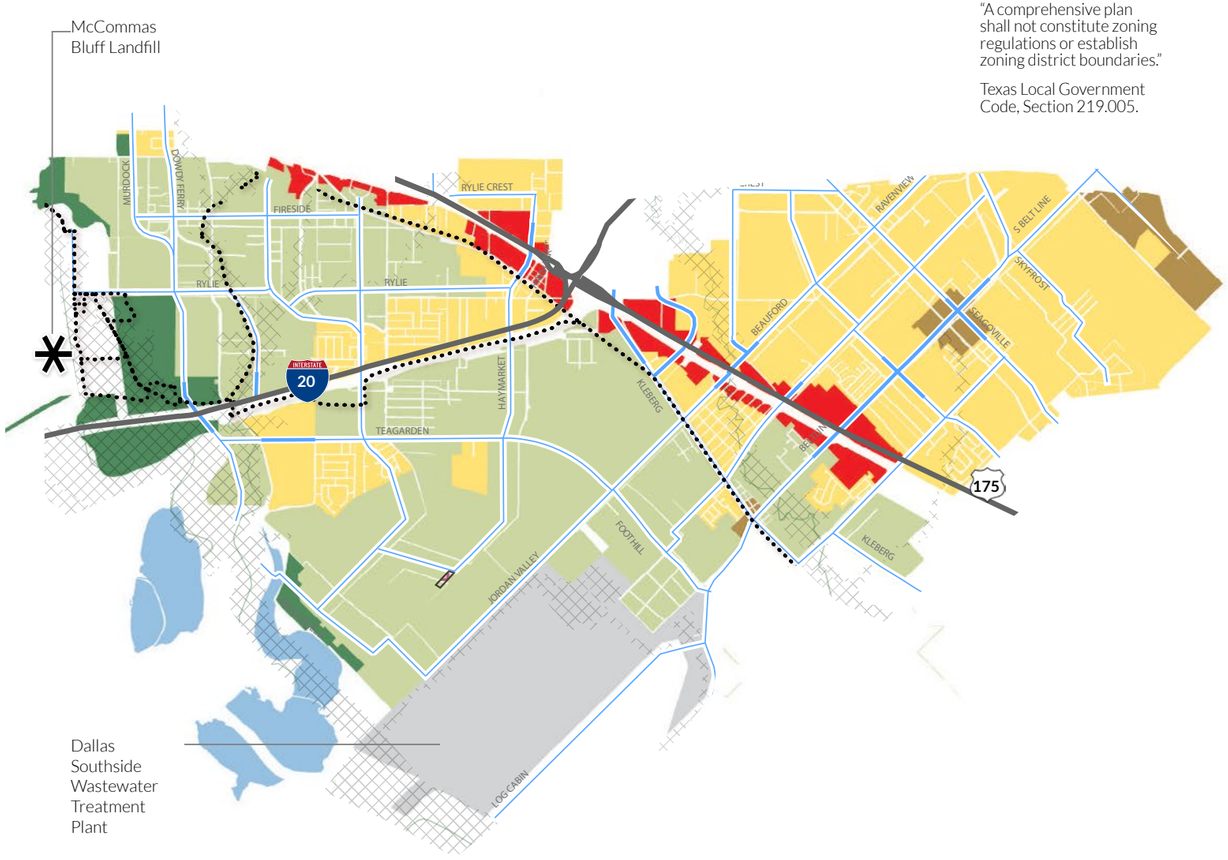



CONTEXT MAP

RESIDENTIAL
- SMALL TOWN RESIDENTIAL
- COMMUNITY RESIDENTIAL
- CITY RESIDENTIAL

MIXED USE
- NEIGHBORHOOD MIXED-USE
- COMMUNITY MIXED-USE
- REGIONAL MIXED-USE
- CITY CENTER

INDUSTRY
- FLEX COMMERCIAL
- LOGISTICS HUB / INDUSTRIAL PARK
- INDUSTRIAL HUB

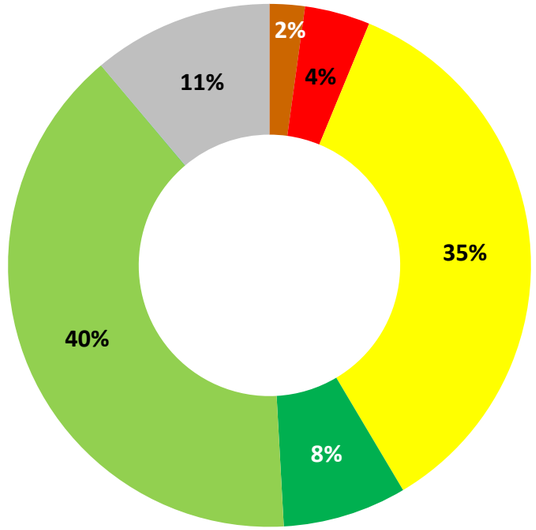
SPECIAL PURPOSE
- REGIONAL OPEN SPACE
- INSTITUTIONAL CAMPUS
- AIRPORT
- UTILITY





# PLACETYPE OVERVIEW

## Planning District Area Coverage




## Planning District Description

The small town residential placetype actively preserves the district's rural essence of Kleberg/Rylie (SE-2). The Highway 175 corridor is designated primarily as the community mixed-use placetype. The community residential areas feature single-family homes and multiple mobile home parks. Meanwhile, the stretch of retail and commercial development along I-20, nestled between Belt Line and Lasater Road, presents promising opportunities for expansion, that can flourish as a vibrant business corridor catering to the community's needs.

# URBAN DESIGN

## Paths

The major arterial transportation routes are efficiently linked in a grid pattern, on the east of the sub-district complemented by minor arterial roads that extend into residential neighborhoods, The rural character of the district and the natural green spaces contribute to limited connectivity south of I-20. An estimated 70% of the district faces a shortage of sidewalks and pathways. The majority of the streets are residential and are compatible with the small town residential placetype.

## Districts

Kleberg/Rylie is located in Council District 8. Most of the residential areas are covered by a neighborhood organization or a homeowner's association.

## Landmarks

Some of the landmarks of this district are the Trinity Forest Adventure Park, Trinity River Audubon Center, Dallas Southside Wastewater Treatment plant and McCommas Bluff Landfill, and many local religious facilities.

## Nodes

The established nodes in the district are 175 County Highway and South. Beltline Road., and Seagoville Road. and South Beltline Road. Along the highway, there are other large businesses with retail services. There is a lack of established nodes in this area that can provide essential community and retail services.

## Natural Features

This district includes the Trinity Forest Trail, Gateway Park and Horse Trail, with smaller neighborhood parks in the community residential areas. The small-town-residential essence of the region is supported by the Goff Branch, Prairie Creek, and Hickory Creek. These waterways play a pivotal role in supporting agricultural activities within these residential areas.

PATHS
- PEDESTRIAN /BIKE TRAILS
- INTERSTATE
- DART TRANSIT
- RAILWAY

*COMPLETE STREETS*
- COMMERCIAL
- INDUSTRIAL
- MIXED USE
- PARKWAY
- RESIDENTIAL

DISTRICTS
- HISTORIC AND CONSERVATION DISTRICTS

LANDMARKS
- FEATURE (REGIONAL)
- GATEWAY (REGIONAL)

NODES
- 1/2 MI
- 1/4 MI
- LIGHT RAIL STATION

NATURAL FEATURES
- FLOODPLAIN
- ESCARPMENT
- PARK (ALL PARKS 5 ACRES OR LESS)
- WATER

# SE-3 PLEASANT GROVE

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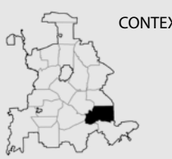


CONTEXT MAP

RESIDENTIAL
- SMALL TOWN RESIDENTIAL
- COMMUNITY RESIDENTIAL
- CITY RESIDENTIAL

MIXED USE
- NEIGHBORHOOD MIXED-USE
- COMMUNITY MIXED-USE
- REGIONAL MIXED-USE
- CITY CENTER

INDUSTRY
- FLEX COMMERCIAL
- LOGISTICS HUB / INDUSTRIAL PARK
- INDUSTRIAL HUB

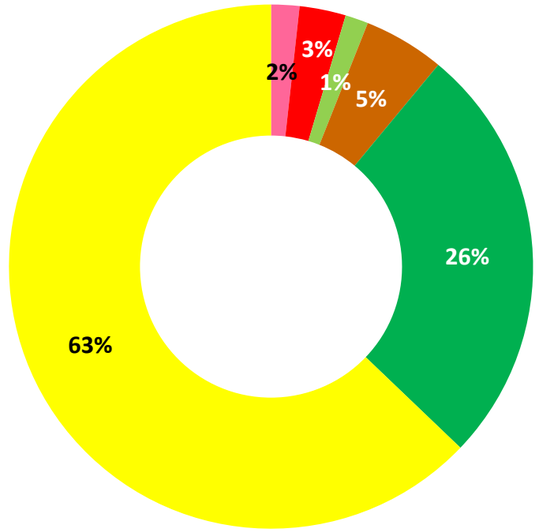
SPECIAL PURPOSE
- REGIONAL OPEN SPACE
- INSTITUTIONAL CAMPUS
- AIRPORT
- UTILITY





# PLACETYPE OVERVIEW

## Planning District Area Coverage




## Planning District Description

Pleasant Grove (SE-3) is mostly community residential with some commercial uses along the major arterials. The commercial mixed use areas are focused around the transit nodes, with Lake June Station and Buckner Station encouraging walkable development. The expansive regional open space, largely stemming from the Great Trinity Forest, provides a serene backdrop to the district. The Texas Horse Park, spanning 302 acres, stands as a premier equestrian facility, drawing regional attention and captivating enthusiasts seeking unforgettable equine adventures.

# URBAN DESIGN

## Paths

Regional connectivity is supplied by US-175 (C.F. Hawn Freeway) heading generally north/south and lesser by Loop 12 (Buckner Boulevard) heading multiple directions in this district. Approximately 70% of the area has well-maintained sidewalks, facilitating convenient and safe pedestrian access throughout the district. The streets are compatible with the placetypes, with more focused mixed-use and commercial streets on Buckner Boulevard

## Districts

Pleasant Grove is located in Council Districts 7, 8 and 5. Nearly 40% of the residential areas are covered by a neighborhood organization or a homeowner's association.

## Landmarks

This district also includes a full set of neighborhood and regional landmarks including the Crawford Memorial Park, Trinity River Audubon Center, Trinity Forest Golf Club, Trinity River, and many local religious facilities.

## Nodes

The established nodes are along Loop 12 with intersections at Lake June Road and Elam Road. Other notable nodes are Lake June Road and North. Masters Drive., Lake June Road and Highway 175.

## Natural Features

The district features Crawford Memorial Park and other small neighborhood parks such as Fireside Park, Woodland Spring Park, Holcomb Park and Pemberton Hill Park. The Crawford Memorial Park Loop trail, the AT&T Trail, and smaller park trails provide opportunities to explore nature amid the urban landscape.

PATHS
- PEDESTRIAN /BIKE TRAILS
- INTERSTATE
- DART TRANSIT
- RAILWAY

*COMPLETE STREETS*
- COMMERCIAL
- INDUSTRIAL
- MIXED USE
- PARKWAY
- RESIDENTIAL

DISTRICTS
- HISTORIC AND CONSERVATION DISTRICTS

LANDMARKS
- FEATURE (REGIONAL)
- GATEWAY (REGIONAL)

NODES
- LIGHT RAIL STATION

NATURAL FEATURES
- FLOODPLAIN
- ESCARPMENT
- PARK (ALL PARKS 5 ACRES OR LESS)
- WATER

# SE-4 SOUTHEAST DALLAS

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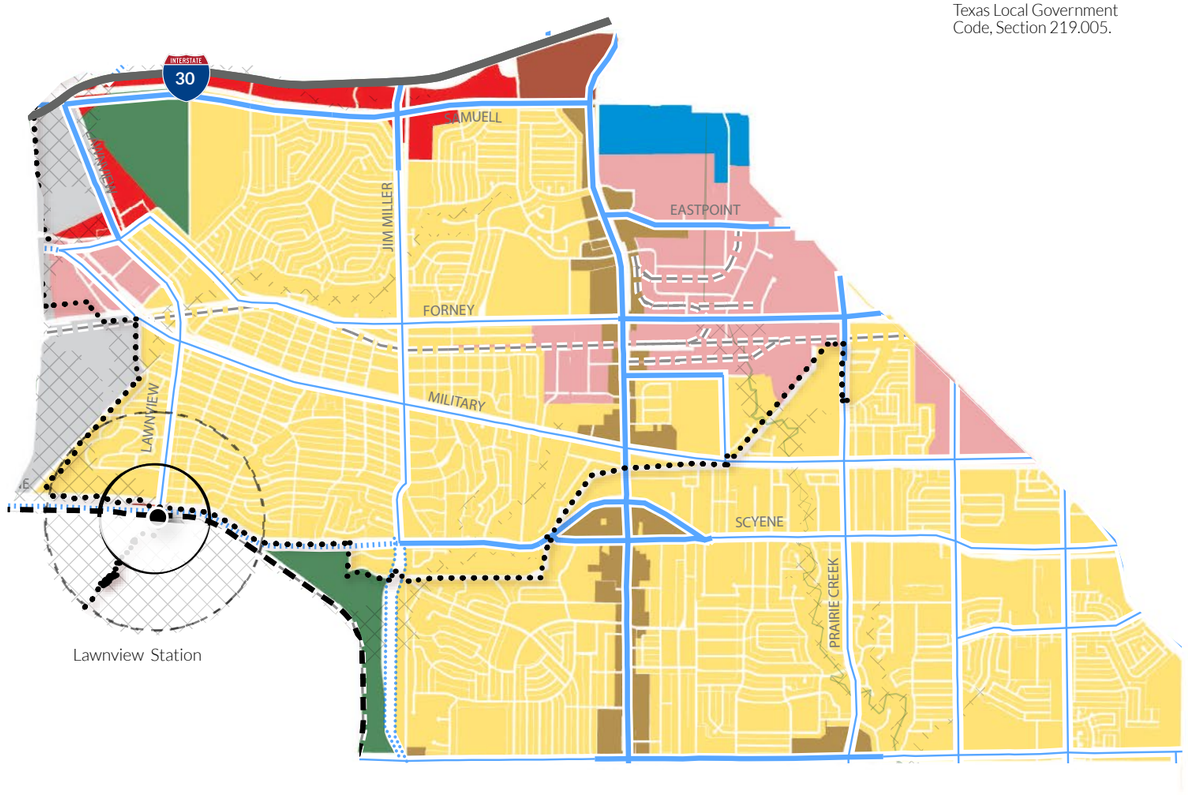



CONTEXT MAP

RESIDENTIAL
- SMALL TOWN RESIDENTIAL
- COMMUNITY RESIDENTIAL
- CITY RESIDENTIAL

MIXED USE
- NEIGHBORHOOD MIXED-USE
- COMMUNITY MIXED-USE
- REGIONAL MIXED-USE
- CITY CENTER

INDUSTRY
- FLEX COMMERCIAL
- LOGISTICS HUB / INDUSTRIAL PARK
- INDUSTRIAL HUB

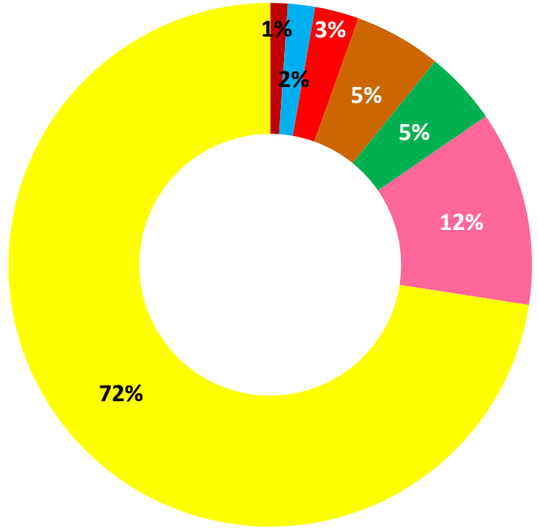
SPECIAL PURPOSE
- REGIONAL OPEN SPACE
- INSTITUTIONAL CAMPUS
- AIRPORT
- UTILITY





# PLACETYPE OVERVIEW

## Planning District Area Coverage




## Planning District Description

The Southeast Dallas planning district (SE-4) is predominantly community residential, with commercial pockets lining Loop 12. The areas near Lawnview station show a community residential character, providing opportunities to develop and facilitate a future transit-oriented development (TOD), which can aim to foster a walkable and interconnected community. Additionally, the district features flex commercial placetype anchored by the High Point Industrial Park and Samuell Boulevard Business Park. In some areas these logistical centers are buffered by smaller businesses, creating a transitional zone that mitigates their impact on nearby residential areas.

# URBAN DESIGN

## Paths

The district is interwoven with a grid of arterial streets which adds to a range of mobility types. Regional connectivity is supplied by I-30 and US 80 heading east/west and lesser by Loop 12 (Buckner Boulevard) heading north/south. Approximately 60% of the area has well-maintained sidewalks, facilitating convenient and safe pedestrian access throughout the district. The commercial streets align with the mixed-use and flex commercial placetypes. Pedestrian trails connect the Lawnview station to the surrounding neighborhoods.

## Districts

Southeast Dallas is located in Council Districts 5 and 7. Nearly 90% of the residential areas are covered by a neighborhood organization or a homeowner's association.

## Landmarks

The district features Grove Hill Memorial Park and is home to several local religious institutions that serve as prominent landmarks in the neighborhood.

## Nodes

The established nodes in the district are along Buckner Boulevard at the intersections of Scyene Road, Samuell Boulevard, and I-30, and at Jim Miller Road and Samuell Boulevard These nodes provide vital community services and retail options.

## Natural Features

The planning district features small neighborhood parks like Gateway Park, Glover Park, Bisbee Parkway, Urbandale Park, Parkdale Park, Lawnview Park, Pleasant Oaks Park, and Everglade Park. The Scyene Overlook trail, the White Rock Creek, and Gateway trails cater to needs of the residents and enhances the area's recreational opportunities and enhances the area's character.

PATHS
- PEDESTRIAN /BIKE TRAILS
- INTERSTATE
- DART TRANSIT
- RAILWAY

COMPLETE STREETS
- COMMERCIAL
- INDUSTRIAL
- MIXED USE
- PARKWAY
- RESIDENTIAL

DISTRICTS
- HISTORIC AND CONSERVATION DISTRICTS

LANDMARKS
- FEATURE (REGIONAL)
- GATEWAY (REGIONAL)

NODES
- LIGHT RAIL STATION

NATURAL FEATURES
- FLOODPLAIN
- ESCARPMENT
- PARK (ALL PARKS 5 ACRES OR LESS)
- WATER

# SC-1 EAST OAK CLIFF

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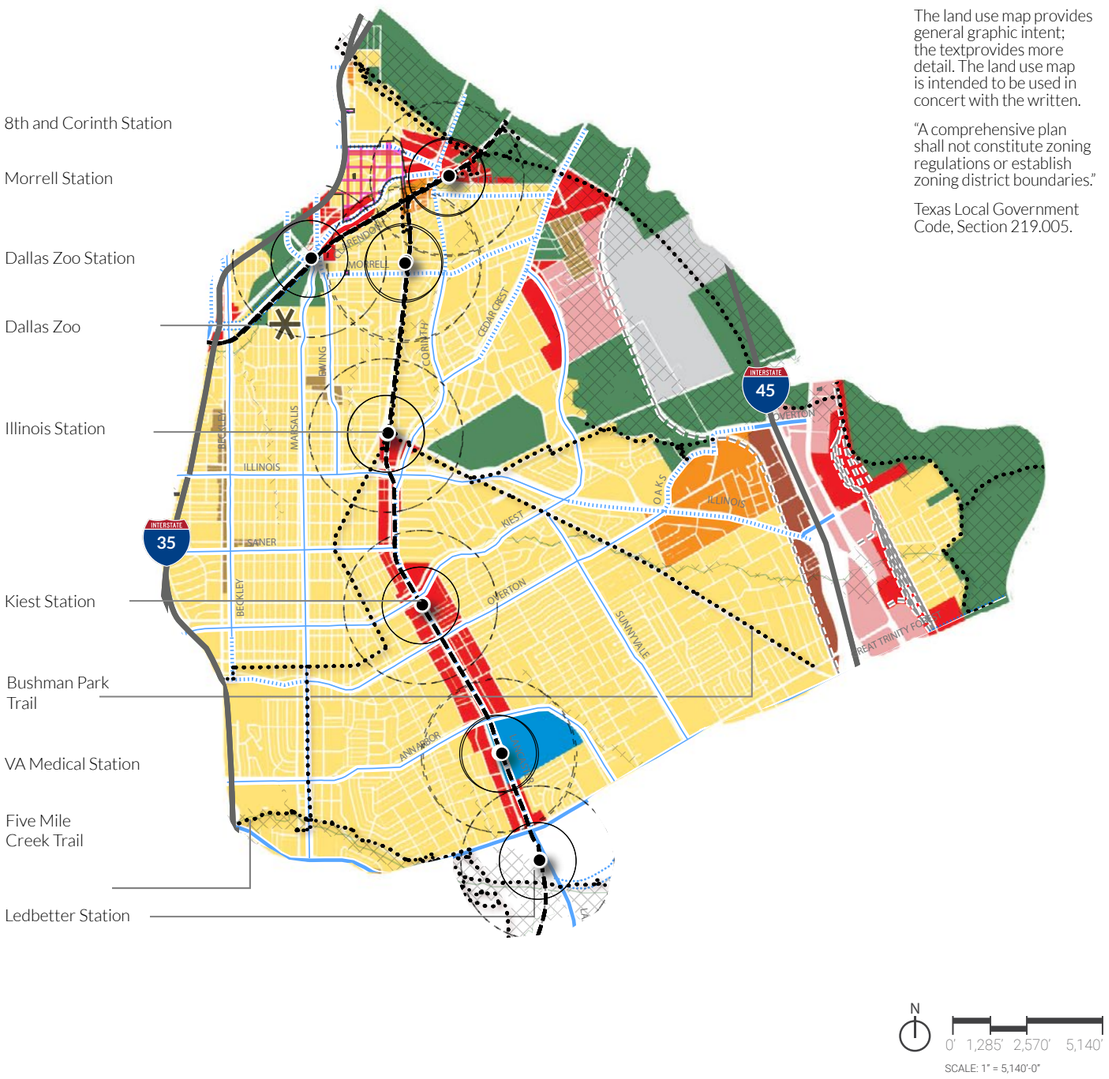
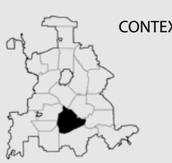


CONTEXT MAP

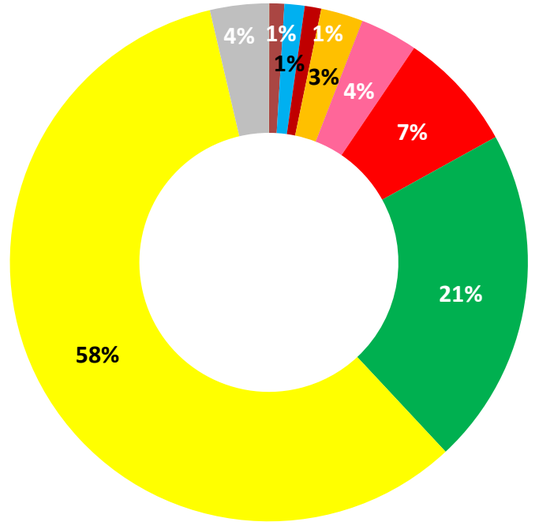
| RESIDENTIAL | MIXED USE | INDUSTRY | SPECIAL PURPOSE |
|---|---|---|---|
| SMALL TOWN RESIDENTIAL | NEIGHBORHOOD MIXED-USE | FLEX COMMERCIAL | REGIONAL OPEN SPACE |
| COMMUNITY RESIDENTIAL | COMMUNITY MIXED-USE | LOGISTICS HUB / INDUSTRIAL PARK | INSTITUTIONAL CAMPUS |
| CITY RESIDENTIAL | REGIONAL MIXED-USE | INDUSTRIAL HUB | AIRPORT |
| | CITY CENTER | | UTILITY |





# PLACETYPE OVERVIEW

## Planning District Area Coverage




## Planning District Description

East Oak Cliff (SC-1) predominantly consists of residential neighborhoods, with its primary commercial hub located along the Lancaster Corridor, aligned with the DART light rail line. The eastern section of the district is covered by expansive regional open spaces provided by the Trinity River Corridor. Surrounding the DART light rail stations, the commercial mixed-use areas stand as mixed-use zones supporting a blend of supportive uses for a successful Transit-Oriented Development (TOD) in the future.

# URBAN DESIGN

## Paths

Most regional connectivity is supplied by I-35 and I-45 both heading north/south. The major arterial transportation routes are efficiently linked in a grid pattern, complemented by minor arterial roads that extend into residential neighborhoods, facilitating vehicular access. Approximately 70% of the area has well-maintained sidewalks, facilitating convenient and safe pedestrian access throughout the district. The district has several mixed-use and residential streets connecting the DART stations.

## Districts

East Oak Cliff is located mostly in Council District 4 with the remaining within Council District 7. Most of the residential areas are covered by a neighborhood organization or homeowner's association. The Tenth Street Historic District, located on the southeastern edge of Oak Cliff, was developed around an established African-American community dating back to the post-Civil War era. The district also contains the Cedar Oaks neighborhood stabilization overlay.

## Landmarks

Notable landmarks of this district are the Dallas Zoo, Trinity River, Tenth Street Historic District, Veterans Administration Hospital (VA) and Health Campus, and numerous local religious facilities.

## Nodes

The established nodes in the district are along Lancaster Road intersecting at East. Kiest Boulevard and East. Ledbetter Drive., offering essential community services.

## Natural Features

The district consists of small neighborhood parks such as Robert Oren Park, Herndon Park and the West Trinity Heights Park. The Trinity River corridor provides shade and a natural environment plus an excellent path for pedestrian trails. The Trinity Skyline trail will connect the proposed Cedar Crest trail and Interurban trail all along the Trinity River allowing residents to explore recreational opportunities.

PATHS: PEDESTRIAN /BIKE TRAILS; DART TRANSIT; INTERSTATE; RAILWAY

COMPLETE STREETS: COMMERCIAL; MIXED USE; PARKWAY; INDUSTRIAL; RESIDENTIAL

DISTRICTS: HISTORIC AND CONSERVATION DISTRICTS

LANDMARKS: FEATURE (REGIONAL); GATEWAY (REGIONAL)

NODES: LIGHT RAIL STATION

NATURAL FEATURES: FLOODPLAIN; PARK (ALL PARKS 5 ACRES OR LESS); ESCARPMENT; WATER

# SC-2 SOUTHEAST OAK CLIFF

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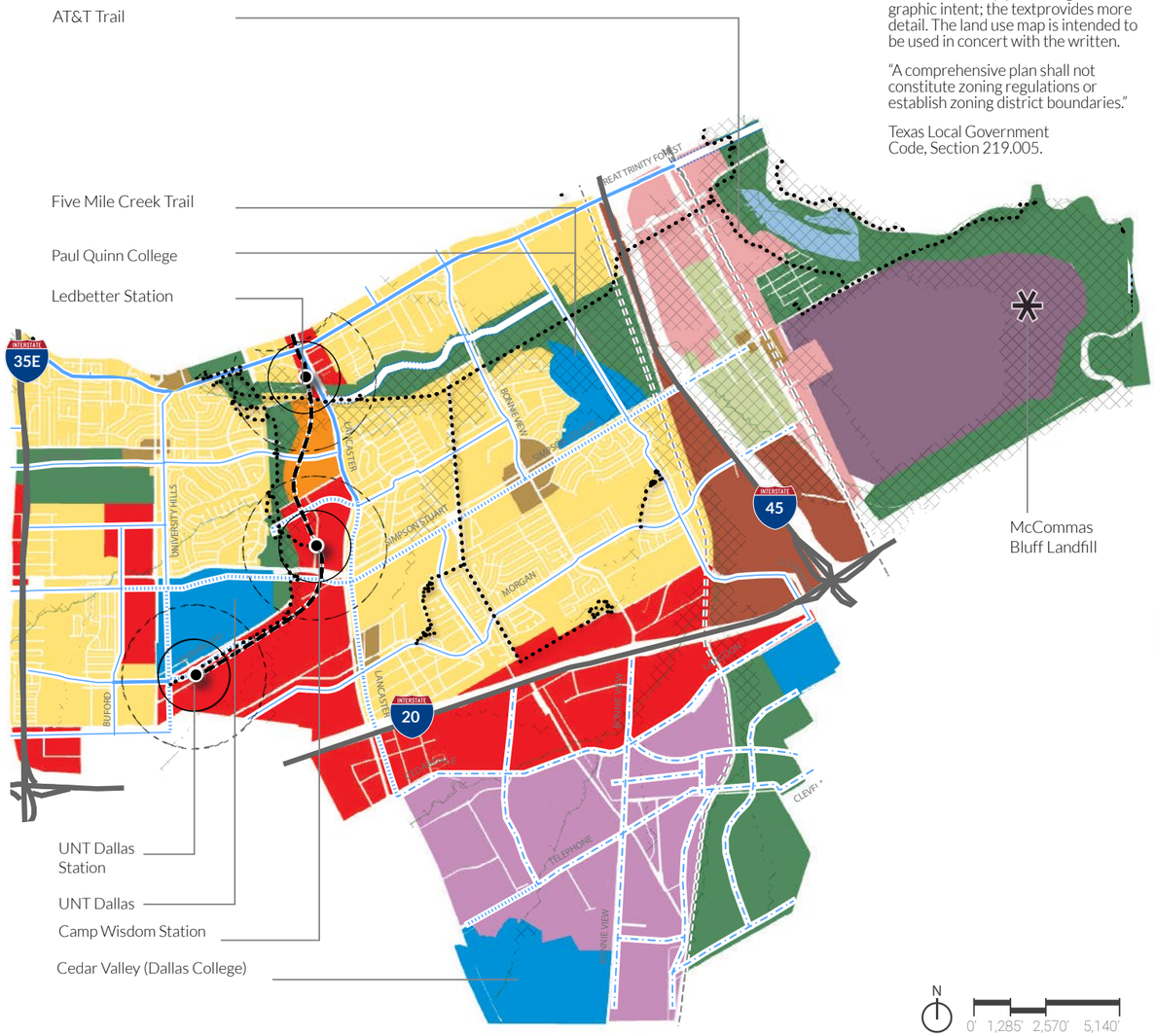
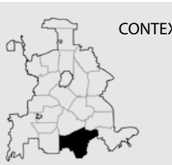


CONTEXT MAP

**RESIDENTIAL**
- SMALL TOWN RESIDENTIAL
- COMMUNITY RESIDENTIAL
- CITY RESIDENTIAL

**MIXED USE**
- NEIGHBORHOOD MIXED-USE
- COMMUNITY MIXED-USE
- REGIONAL MIXED-USE
- CITY CENTER

**INDUSTRY**
- FLEX COMMERCIAL
- LOGISTICS HUB / INDUSTRIAL PARK
- INDUSTRIAL HUB

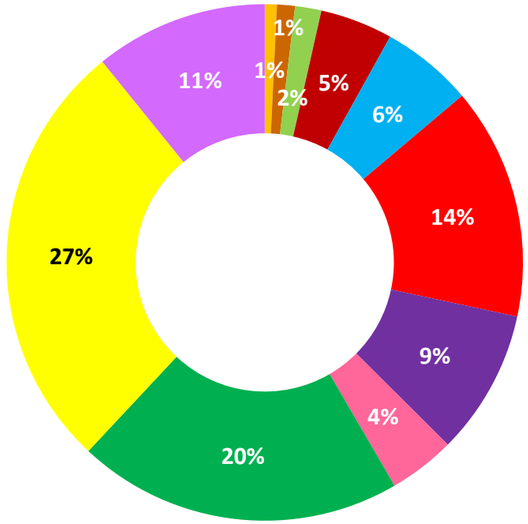
**SPECIAL PURPOSE**
- REGIONAL OPEN SPACE
- INSTITUTIONAL CAMPUS
- AIRPORT
- UTILITY





# PLACETYPE OVERVIEW

## Planning District Area Coverage




## Planning District Description

The Southeast Oak Cliff (SC-2) features a diverse mix of land uses, with residential areas concentrated north of I-20 and flex commercial and institutional uses to the south. Regional commercial mixed-use areas are assigned along the I-45 corridor to provide accessibility and draw regional businesses in the area. The area includes one DART LRT lines with three transit nodes promoting and fostering a walkable and interconnected development. The commercial mixed-use zones around the DART light-rail stations create a flexible environment accommodating various uses, encouraging the potential for a thriving Transit-Oriented Development (TOD) in the future. The McCommas Bluff Landfill will continue to operate for many decades. It is bordered by the Trinity Corridor to the east and flex commercial uses to the north and west.

# URBAN DESIGN

## Paths

Regional connectivity is supplied by I-35 heading north/south, I-20 heading east/west, and I-45 heading north/south. The major arterials are well-connected in a grid pattern, and smaller ones branch into neighborhoods, making it easier to access residential areas. Approximately 65% of the area has well-maintained sidewalks, facilitating convenient and safe pedestrian access throughout the district. The majority of industrial streets are situated south of I-20, catering to the logistics and mixed-use areas.

## Districts

The SC-2 is located in Council District 3 and 8. Most of the residential areas are covered by a neighborhood organization or a homeowner's association.

## Landmarks

Notable landmarks of this district include Paul Quinn College, University of North Texas at Dallas campus, Joppa Preserve and Singing Hills Recreation Center.

## Nodes

The nodes in the district are the intersections of University Hills Boulevard and East Redbird Lane, South Lancaster Road and East Ledbetter Drive., and Simpson Stuart and Bonnie View Road These nodes provide limited food services but offer a range of other essential community amenities.

## Natural Features

The district consists of small neighborhood parks such as Arden Terrace Park, Glendale Park, Singing Hills Park, and JJ Lemmon Park. The Five Mile Creek trail runs east-west through the north of the district with potential to connect with a future Highland Hills trail.

**PATHS**
- PEDESTRIAN /BIKE TRAILS
- INTERSTATE
- DART TRANSIT
- RAILWAY

*COMPLETE STREETS*
- COMMERCIAL
- INDUSTRIAL
- MIXED USE
- PARKWAY
- RESIDENTIAL

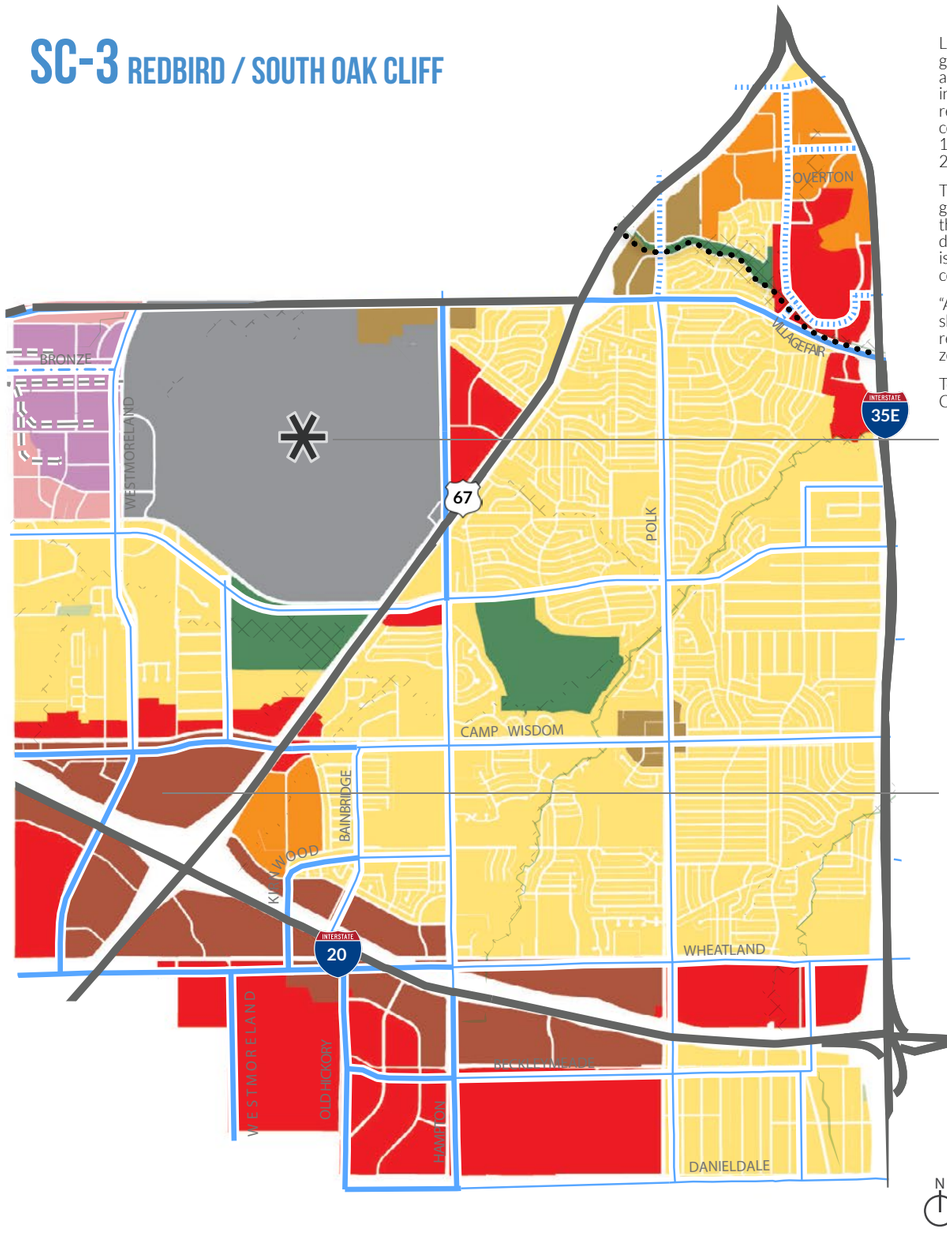
**DISTRICTS**
- HISTORIC AND CONSERVATION DISTRICTS

**LANDMARKS**
- FEATURE (REGIONAL)
- GATEWAY (REGIONAL)

**NODES**
- LIGHT RAIL STATION

**NATURAL FEATURES**
- FLOODPLAIN
- ESCARPMENT
- PARK (ALL PARKS 5 ACRES OR LESS)
- WATER

# SC-3 REDBIRD / SOUTH OAK CLIFF

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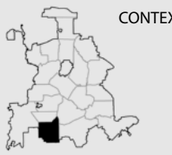


CONTEXT MAP

**RESIDENTIAL**
- SMALL TOWN RESIDENTIAL
- COMMUNITY RESIDENTIAL
- CITY RESIDENTIAL

**MIXED USE**
- NEIGHBORHOOD MIXED-USE
- COMMUNITY MIXED-USE
- REGIONAL MIXED-USE
- CITY CENTER

**INDUSTRY**
- FLEX COMMERCIAL
- LOGISTICS HUB / INDUSTRIAL PARK
- INDUSTRIAL HUB

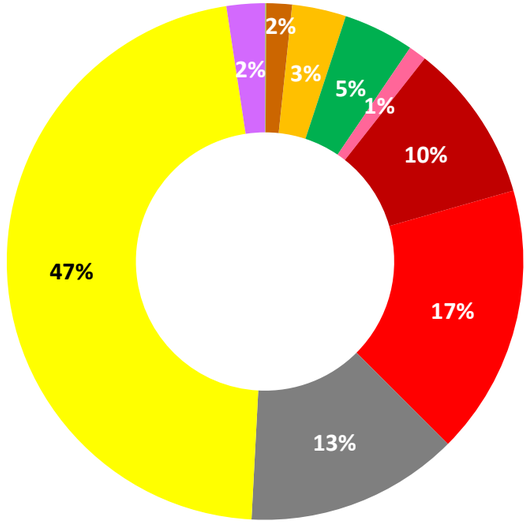
**SPECIAL PURPOSE**
- REGIONAL OPEN SPACE
- INSTITUTIONAL CAMPUS
- AIRPORT
- UTILITY





# PLACETYPE OVERVIEW

## Planning District Area Coverage




## Planning District Description

Redbird/South Oak Cliff (SC-3) has witnessed a transformation in land-uses with the significant step in the revitalization of the former Southwest Center Mall, now called The Shops at Redbird. Within this area of Southern Dallas, the regional mixed-use placetypes around I-30 and Highway 67 intersection are suitable for accommodating future growth.. This planning district has a diverse mix of uses with the majority of the residential areas nestled between Highway 67 and I-35

# URBAN DESIGN

## Paths

Regional connectivity is supplied by I-20 heading east/west, I-35 heading north/south, and US 67 mainly heading north/south. The major arterial transportation routes are efficiently linked in a grid pattern, complemented by minor arterial roads that extend into residential neighborhoods, facilitating vehicular access. Approximately 70% of the area has well-maintained sidewalks, facilitating convenient and safe pedestrian access throughout the district. As per the complete street manual, all complete streets are compatible with the future placetypes.

## Districts

Redbird/South Oak Cliff is located in Council Districts 4, 3 and 8. Most of the residential areas are covered by a neighborhood organization or a homeowner's association.

## Landmarks

Notable landmarks of this planning district include the Dallas Executive (Redbird) Airport, Dallas Entrepreneur Center at Redbird, Golf Club of Dallas, and The Shops at Redbird..

## Nodes

The established nodes in the district are located at the intersections of West. Camp Wisdom Road and I-35E, Highway 67 and I-20, and West. Ledbetter Drive. and I-35E. These hubs provide vital community services, meeting local needs while also acting as a regional hub offering regional services.

## Natural Features

The district features a network of well-connected trails, including Five Mile Creek, Peacock Branch, Adams Branch, Boulder Park Trail, and Woody Branch, which cater to residents' needs and enhance the area's recreational opportunities. Additionally, local parks such as Twin Falls Park, Thurgood Marshall Park, Meadow Stone Park, Beckley Heights Park, and Danieldale Park contribute to the district's recreational amenities.

**PATHS**
- PEDESTRIAN /BIKE TRAILS
- INTERSTATE
- DART TRANSIT
- RAILWAY

*COMPLETE STREETS*
- COMMERCIAL
- INDUSTRIAL
- MIXED USE
- PARKWAY
- RESIDENTIAL

**DISTRICTS**
- HISTORIC AND CONSERVATION DISTRICTS

**LANDMARKS**
- FEATURE (REGIONAL)
- GATEWAY (REGIONAL)

**NODES**
- 1/2 MI
- 1/2 MI
- LIGHT RAIL STATION

**NATURAL FEATURES**
- FLOODPLAIN
- ESCARPMENT
- PARK (ALL PARKS 5 ACRES OR LESS)
- WATER

# SW-1 WEST DALLAS

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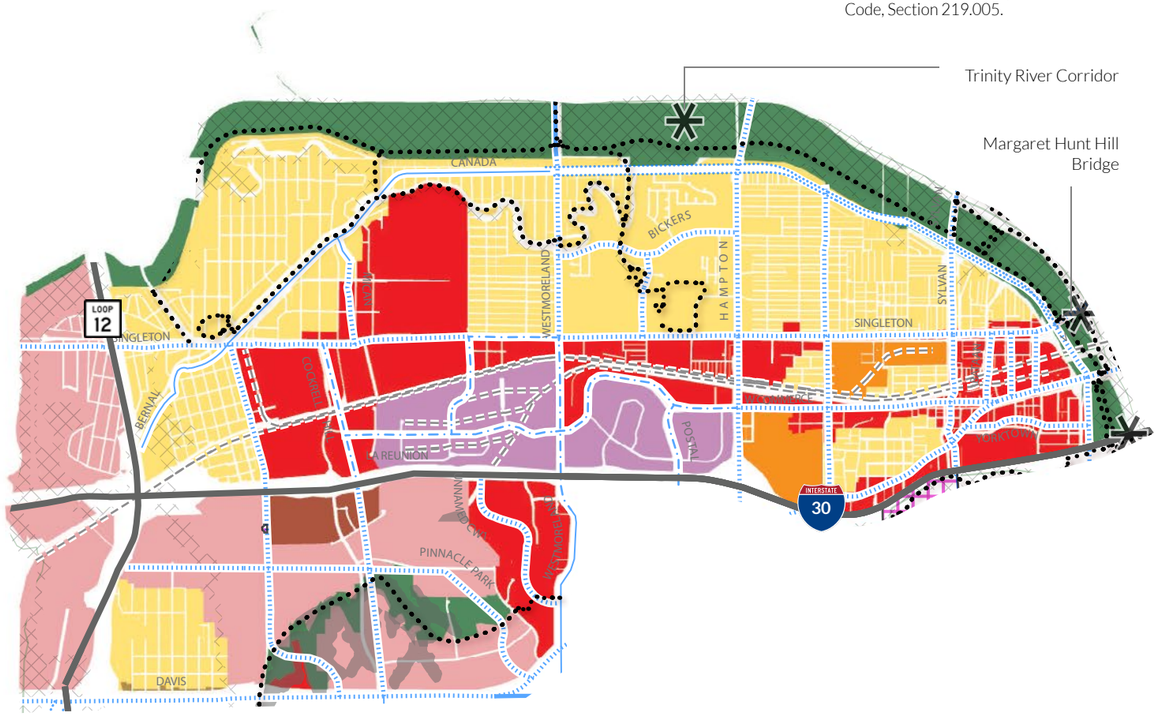
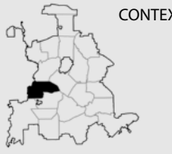


CONTEXT MAP

RESIDENTIAL
- SMALL TOWN RESIDENTIAL
- COMMUNITY RESIDENTIAL
- CITY RESIDENTIAL

MIXED USE
- NEIGHBORHOOD MIXED-USE
- COMMUNITY MIXED-USE
- REGIONAL MIXED-USE
- CITY CENTER

INDUSTRY
- FLEX COMMERCIAL
- LOGISTICS HUB / INDUSTRIAL PARK
- INDUSTRIAL HUB

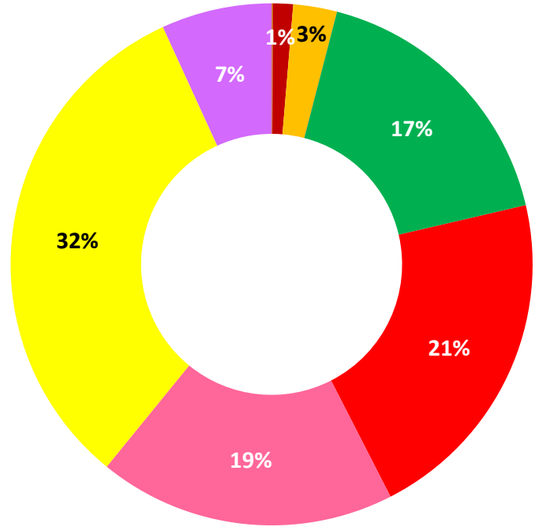
SPECIAL PURPOSE
- REGIONAL OPEN SPACE
- INSTITUTIONAL CAMPUS
- AIRPORT
- UTILITY





# PLACETYPE OVERVIEW

## Planning District Area Coverage




## Planning District Description

West Dallas (SW-1) has historically been the hub for industrial activity with half the district being predominantly residential. Over time, the district has witnessed a notable shift from heavy industrial sites to a diverse mix of commercial and mixed-use spaces. Notably, the district boasts the expansive regional Trinity River Corridor, a significant asset that enhances its appeal by providing ample opportunities for recreation and access to vast open spaces.

# URBAN DESIGN

## Paths

The major arterial transportation routes are efficiently linked in a grid pattern, complemented by minor arterial roads that extend into residential neighborhoods, facilitating vehicular access. Regional connectivity is supplied by I-30 (Tom Landry Freeway) heading east/west and Loop 12 (Walton Walker Freeway) heading north/south. Roughly 60% of the planning district has sidewalks, ensuring convenient and secure pedestrian pathways across the area. However, the absence of sidewalks is prevalent in the southern residential areas, situated south of Singleton Boulevard. The majority of the streets in this planning district are mixed-use with some industrial streets serving the industrial areas.

## Districts

West Dallas is located in Council District 6 and 1. This planning district includes the La Bajada neighborhood stabilization overlay.

## Landmarks

Notable landmarks of this planning district include the Margaret Hunt Hill Bridge, Margaret McDermott Bridge, Trinity River, Sylvan Thirty, Ronald Kirk Pedestrian Bridge and Trinity Groves. Trinity Groves has become a Dallas landmark offering a diverse array of restaurants, and events, making it a primary entertainment destination.

## Nodes

The established nodes in this planning district are along Singleton and along the West Commerce/Fort Worth Avenue corridor between North. Beckley and I-30. These corridors offer essential community services, with food and retail services. Additionally, the node at I-30 and North. Cockrell Hill Road presents a regional attractor, Pinnacle Park, with big-box stores and retail spaces, office facilities, and lodging.

## Natural Features

This planning district consists of small neighborhood parks such as Tipton Park, Kingsbridge Park, Fish Trap Lake park, Mattie Nash-Myrtle Davis Park, Bickers Park, Benito Juarez Park, Pueblo Park, Jaycee Zaragoza Park, Bernal Greenbelt and Hattie Rankin Moore Park. The Trinity Skyline trail runs along the Trinity Corridor. Connecting the Trinity View Park to the north, this trail caters to the needs of the residents and enhances the area's recreational opportunities.

PATHS
- PEDESTRIAN /BIKE TRAILS
- INTERSTATE
- DART TRANSIT
- RAILWAY

COMPLETE STREETS
- COMMERCIAL
- INDUSTRIAL
- MIXED USE
- PARKWAY
- RESIDENTIAL

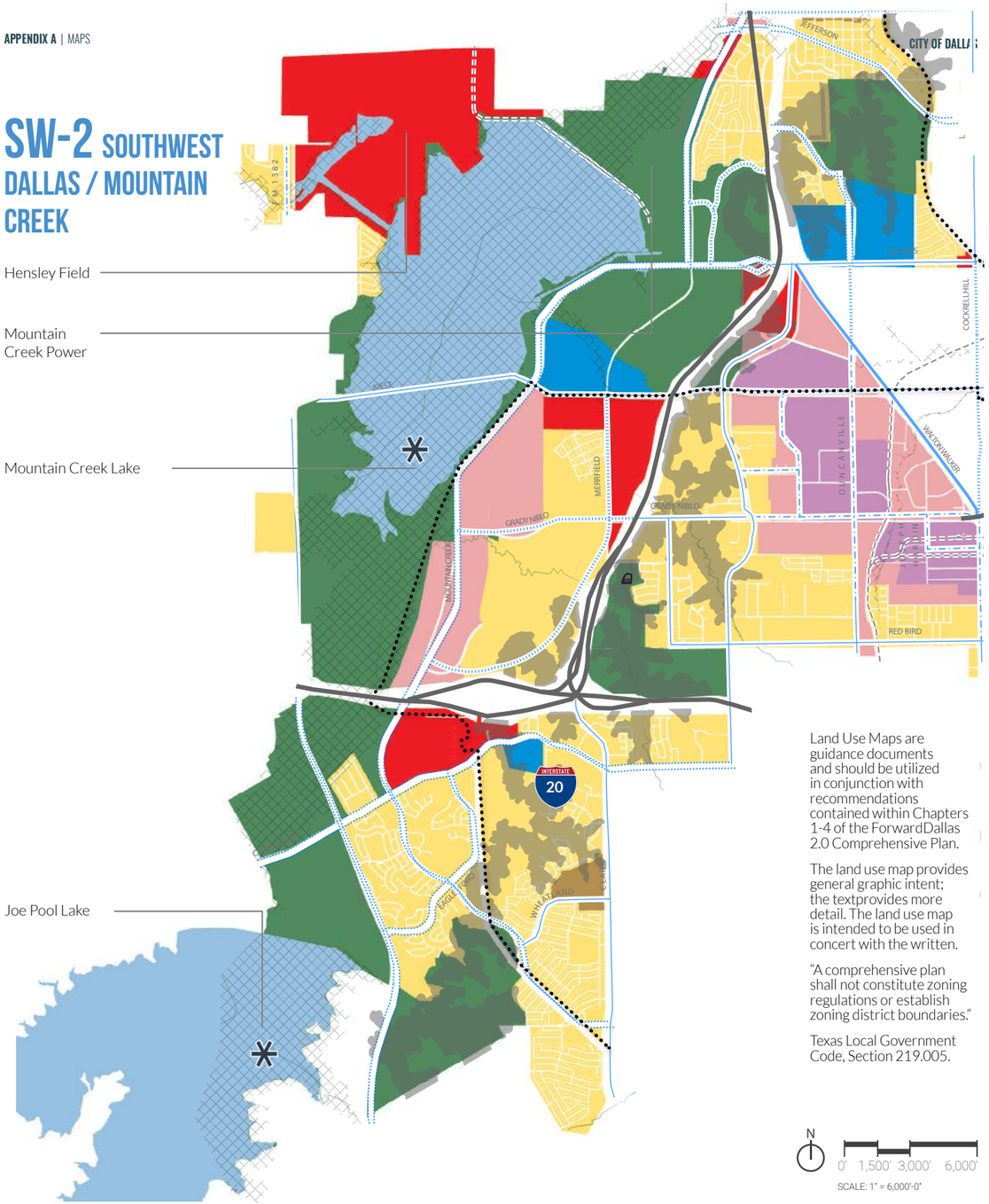
DISTRICTS
- HISTORIC AND CONSERVATION DISTRICTS

LANDMARKS
- FEATURE (REGIONAL)
- GATEWAY (REGIONAL)

NODES
- LIGHT RAIL STATION

NATURAL FEATURES
- FLOODPLAIN
- ESCARPMENT
- PARK (ALL PARKS 5 ACRES OR LESS)
- WATER

# SW-2 SOUTHWEST DALLAS / MOUNTAIN CREEK

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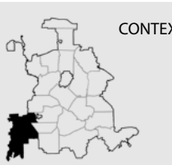


CONTEXT MAP

RESIDENTIAL
- SMALL TOWN RESIDENTIAL
- COMMUNITY RESIDENTIAL
- CITY RESIDENTIAL

MIXED USE
- NEIGHBORHOOD MIXED-USE
- COMMUNITY MIXED-USE
- REGIONAL MIXED-USE
- CITY CENTER

INDUSTRY
- FLEX COMMERCIAL
- LOGISTICS HUB / INDUSTRIAL PARK
- INDUSTRIAL HUB

SPECIAL PURPOSE
- REGIONAL OPEN SPACE
- INSTITUTIONAL CAMPUS
- AIRPORT
- UTILITY



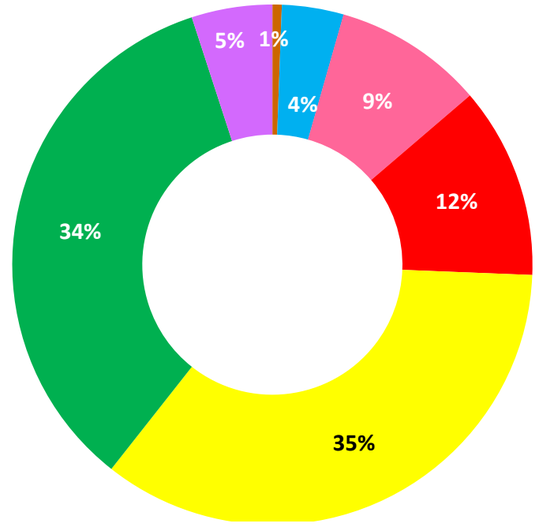






## PLACETYPE OVERVIEW

### Planning District Area Coverage




### Planning District Description

The Southwest Dallas/Mountain Creek planning district (SW-2) is predominantly characterized by the expansive Mountain Creek Lake, originally designed as a cooling reservoir for the adjacent power plant, and the surrounding open spaces, accentuated by prominent escarpments. While certain parts of the district have established logistics hubs and extensive storage yards, these zones are undergoing a transition. They are gradually evolving into flexible commercial spaces, witnessing a transformation into vibrant housing and retail sectors. Hensley Field situated in the northwest of the district, has a master plan geared toward transforming the area into a dynamic mixed-use community, emphasizing walkability. This will aim to provide a blend of employment opportunities and residential spaces, catering to the needs of local residents.

## URBAN DESIGN

### Paths

Regional connectivity is supplied by I-20 heading east/west and Texas Spur 408 heading north/south. Roughly 60% of the district has well-maintained sidewalks, ensuring convenient and secure pedestrian pathways across the area. The pedestrian trails link residential areas with the Dallas Escarpment and the Mountain Creek Lake.

### Districts

Southwest Dallas / Mountain Creek is located in Council District 3. Only a few of the residential areas are covered by a neighborhood organization or a homeowner's association.

### Landmarks

This planning district is rich in natural amenities creating neighborhood and regional landmarks including the escarpment, Mountain Creek Lake, Joe Pool Lake, Dallas Baptist University, Dallas College Mountain View campus, Dallas Fort Worth National Cemetery, Dallas National Golf Club. and Camp Wisdom Boy Scout camp.

### Nodes

The established node in the district is the intersection of Keeneland Parkway and South Walton Walker Boulevard, There is a lack of sufficient established nodes in this area that can provide essential community and retail services.

### Natural Features

This planning district has some of the steepest topographies and natural vistas due to the escarpment. This geologic formation runs from about I-30 southwest along Texas Spur 408 and down south of Dallas. It creates a natural environment rich in topography and landscape flora that supports native species. Local parks are Arcadia Park and Mountain View Park.

PATHS
- PEDESTRIAN /BIKE TRAILS
- INTERSTATE
- DART TRANSIT
- RAILWAY

COMPLETE STREETS
- COMMERCIAL
- INDUSTRIAL
- MIXED USE
- PARKWAY
- RESIDENTIAL

DISTRICTS
- HISTORIC AND CONSERVATION DISTRICTS

LANDMARKS
- FEATURE (REGIONAL)
- GATEWAY (REGIONAL)

NODES
- LIGHT RAIL STATION

NATURAL FEATURES
- FLOODPLAIN
- ESCARPMENT
- PARK (ALL PARKS 5 ACRES OR LESS)
- WATER

# SW-3 WEST OAK CLIFF

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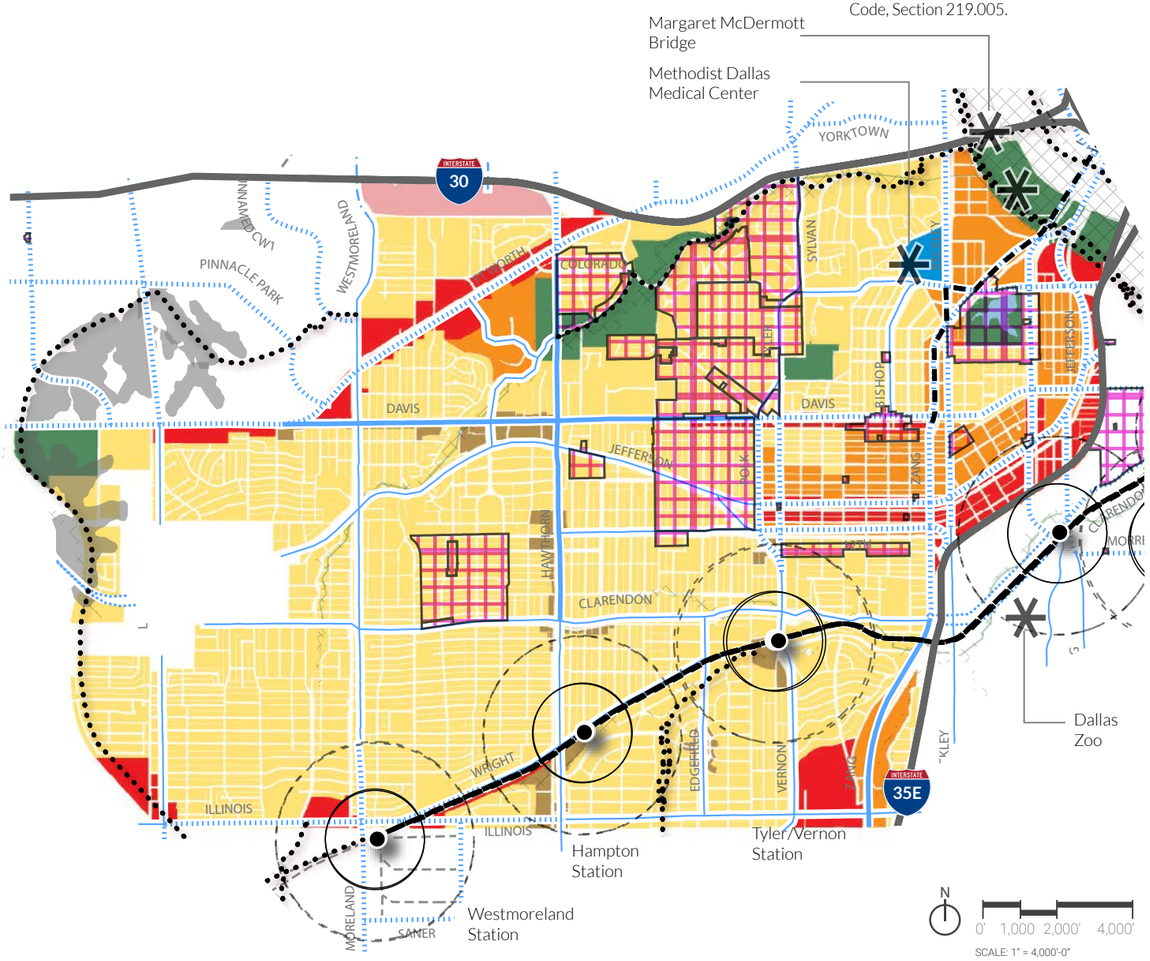
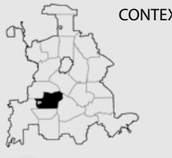


CONTEXT MAP

RESIDENTIAL
- SMALL TOWN RESIDENTIAL
- COMMUNITY RESIDENTIAL
- CITY RESIDENTIAL

MIXED USE
- NEIGHBORHOOD MIXED-USE
- COMMUNITY MIXED-USE
- REGIONAL MIXED-USE
- CITY CENTER

INDUSTRY
- FLEX COMMERCIAL
- LOGISTICS HUB / INDUSTRIAL PARK
- INDUSTRIAL HUB

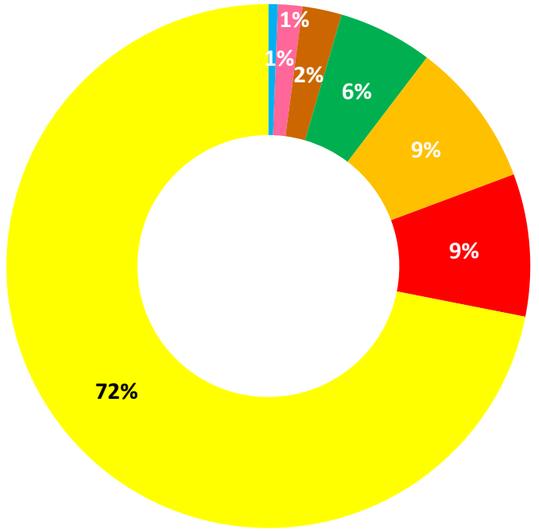
SPECIAL PURPOSE
- REGIONAL OPEN SPACE
- INSTITUTIONAL CAMPUS
- AIRPORT
- UTILITY





# PLACETYPE OVERVIEW

## Planning District Area Coverage




## Planning District Description

West Oak Cliff (SW-3) is predominantly residential with some mixed-use and urban residential in areas in the north-east of the district. The mixed-use commercial strip between Jefferson Boulevard and I-35 and along Fort Worth Avenue offer the district retail and community services. The West Oak Cliff planning district houses several of the city's conservation districts, emphasizing its commitment to preserving and nurturing the area's historical significance, and architectural heritage. These conservation areas will maintain the community residential placetype, ensuring the preservation of the district's character. The district has a DART LRT line featuring two distinct transit nodes nestled within well-established single-family neighborhoods, offering convenient park and ride options for local residents.

# URBAN DESIGN

## Paths

The major arterial transportation routes are efficiently linked in a grid pattern, complemented by minor arterial roads that extend into residential neighborhoods, facilitating vehicular access. Regional connectivity is supplied by I-30 (Tom Landry Freeway) heading east/west and I-35 heading north/south. The community is also served by the DART streetcar line linking this district with downtown Dallas. About 75% of the district has well-maintained sidewalks, ensuring convenient and secure pedestrian pathways across the area. The district contains mixed-use and residential streets serving the various historic and conservation districts in the area.

## Districts

West Oak Cliff is located in Council District 1. Most of the residential areas are covered by a neighborhood organization or a homeowner's association. The historic districts include Lake Cliff and Winnetka Heights. The conservation districts include North Cliff, Stevens Park, Kessler Park, King's Highway, Page Avenue, South Winnetka, Greiner and Bishop Eighth.

## Landmarks

Notable landmarks of this district are Texas Theatre, Bishop Arts District, Stevens Park Golf Course, Methodist Medical District, and Margaret McDermott Bridge The Bishop Arts District is home to over 60 independent boutiques, restaurants, bars, coffee shops, and art galleries, making it one of Dallas' most unique neighborhoods.

## Nodes

The established nodes in this planning district are several intersections along West Davis Street, Jefferson Boulevard, and West Illinois Avenue These nodes offer essential community services, including food and retail services.

## Natural Features

This planning district features neighborhood parks such as Kidd Springs Park. Lake Cliff Park, and Kessler Parkway Park. The Coombs Creek Trail runs east-west through the northern part of the district along the Coombs Creek connecting the Trinity River to Annie Stevens Park. The trail benefits the local residents and connects them to the Trinity River, offering access to its scenic beauty and recreational opportunities.

PATHS
- PEDESTRIAN /BIKE TRAILS
- DART TRANSIT
- INTERSTATE
- RAILWAY

*COMPLETE STREETS*
- COMMERCIAL
- INDUSTRIAL
- MIXED USE
- PARKWAY
- RESIDENTIAL

DISTRICTS
- HISTORIC AND CONSERVATION DISTRICTS

LANDMARKS
- FEATURE (REGIONAL)
- GATEWAY (REGIONAL)

NODES
- LIGHT RAIL STATION

NATURAL FEATURES
- FLOODPLAIN
- PARK (ALL PARKS 5 ACRES OR LESS)
- ESCARPMENT
- WATER

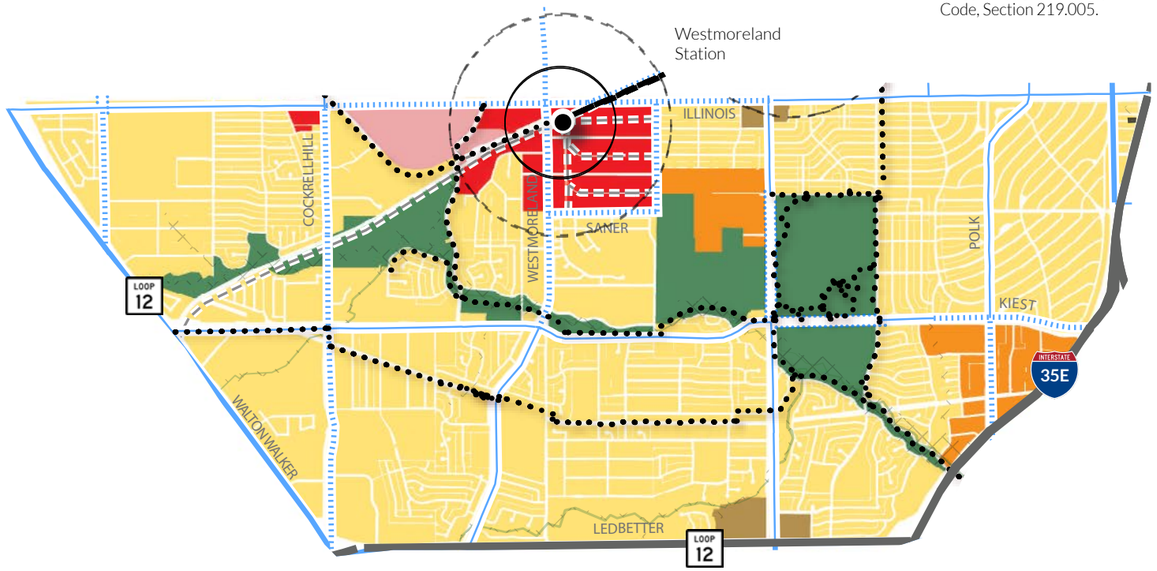
# SW-4 KIEST

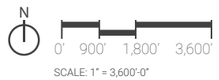
Land Use Maps are guidance documents and should be utilized in conjunction with recommendations contained within Chapters 1-4 of the ForwardDallas 2.0 Comprehensive Plan.

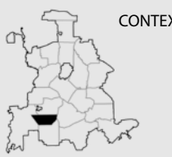
The land use map provides general graphic intent; the textprovides more detail. The land use map is intended to be used in concert with the written.

"A comprehensive plan shall not constitute zoning regulations or establish zoning district boundaries."

Texas Local Government Code, Section 219.005.



CONTEXT MAP

RESIDENTIAL
- SMALL TOWN RESIDENTIAL
- COMMUNITY RESIDENTIAL
- CITY RESIDENTIAL

MIXED USE
- NEIGHBORHOOD MIXED-USE
- COMMUNITY MIXED-USE
- REGIONAL MIXED-USE
- CITY CENTER

INDUSTRY
- FLEX COMMERCIAL
- LOGISTICS HUB / INDUSTRIAL PARK
- INDUSTRIAL HUB

SPECIAL PURPOSE
- REGIONAL OPEN SPACE
- INSTITUTIONAL CAMPUS
- AIRPORT
- UTILITY

PATHS
- PEDESTRIAN /BIKE TRAILS
- INTERSTATE
- DART TRANSIT
- RAILWAY

COMPLETE STREETS
- COMMERCIAL
- INDUSTRIAL
- MIXED USE
- PARKWAY
- RESIDENTIAL

DISTRICTS
- HISTORIC AND CONSERVATION DISTRICTS

LANDMARKS
- FEATURE (REGIONAL)
- GATEWAY (REGIONAL)

NODES
- LIGHT RAIL STATION

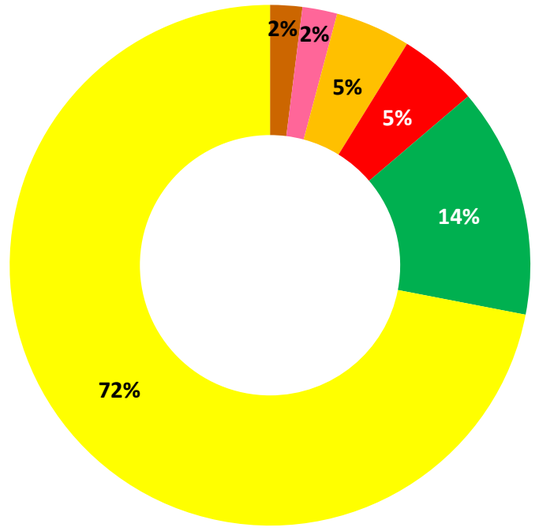
NATURAL FEATURES
- FLOODPLAIN
- ESCARPMENT
- PARK (ALL PARKS 5 ACRES OR LESS)
- WATER





## PLACETYPE OVERVIEW

### Planning District Area Coverage




### Planning District Description

The Kiest planning district (SW-4) is predominantly community residential with a regional open spaces that stretch from east to west across the district. In close proximity to the Westmoreland DART Station, the surrounding area presents a mixed-use placetype that can foster a thriving Transit-Oriented Development (TOD) in the future. This node sustains a vibrant mix of commercial establishments, dining venues, and retail services.

## URBAN DESIGN

### Paths

Regional connectivity is supplied by I-35 (LBJ) heading primarily north/south and Loop 12 (Walton Walker Freeway) heading north/south. The major arterial transportation routes are efficiently linked in a grid pattern, complemented by minor arterial roads that extend into residential neighborhoods, facilitating vehicular access. About 75% of the district has well-maintained sidewalks, ensuring convenient and secure pedestrian pathways across the area. The pedestrian trails connect Kiest Park to the surrounding residential areas.

### Districts

Kiest is located in Council Districts 4, 3, and 1. Most of the residential areas are covered by a neighborhood organization or a homeowner's association.

### Landmarks

Notable landmarks of this district include Kiest Park, Oak Cliff Nature Preserve and many local religious facilities.

### Nodes

Established nodes in the planning district are the intersections of West Kiest Boulevard and South Polk Street, West. Kiest Boulevard and South Cockrell Hill Road, and nodes along West Illinois Avenue. These nodes offer essential community services.

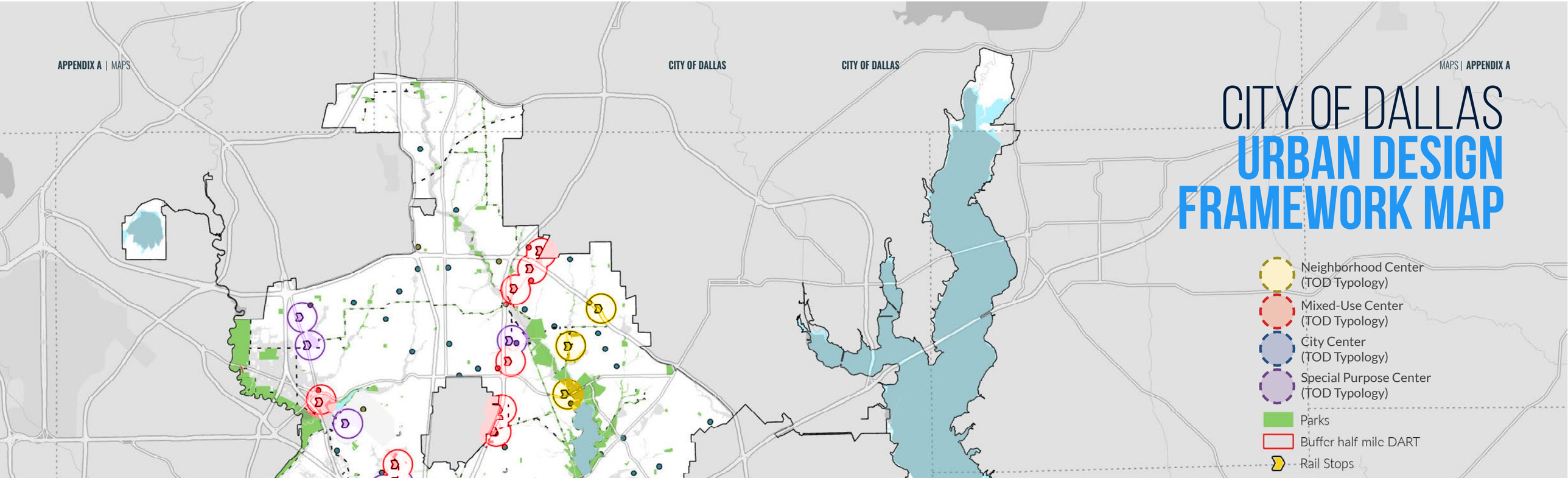
### Natural Features

This planning district consists of small neighborhood parks such as West Haven Park, Kiest Park, Pecan Grove Park, and Briar Gate Park. The Kiest Park Loop Trail runs east-west through the district catering to needs of the residents and enhances the area's recreational opportunities.

CITY OF DALLAS



# CITY OF DALLAS
# URBAN DESIGN FRAMEWORK MAP





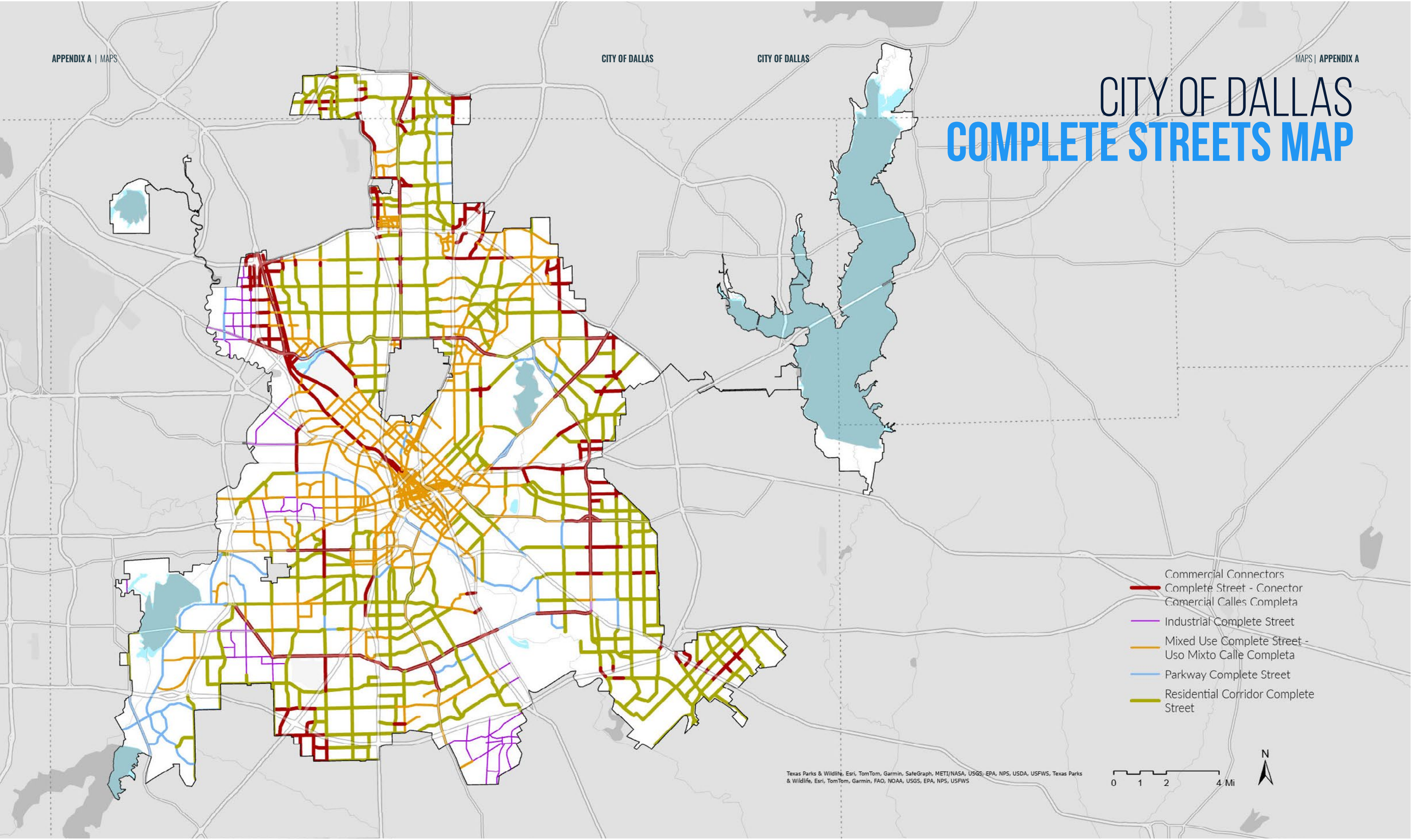



Amended - March 2026

CITY OF DALLAS



# CITY OF DALLAS
# COMPLETE STREETS MAP

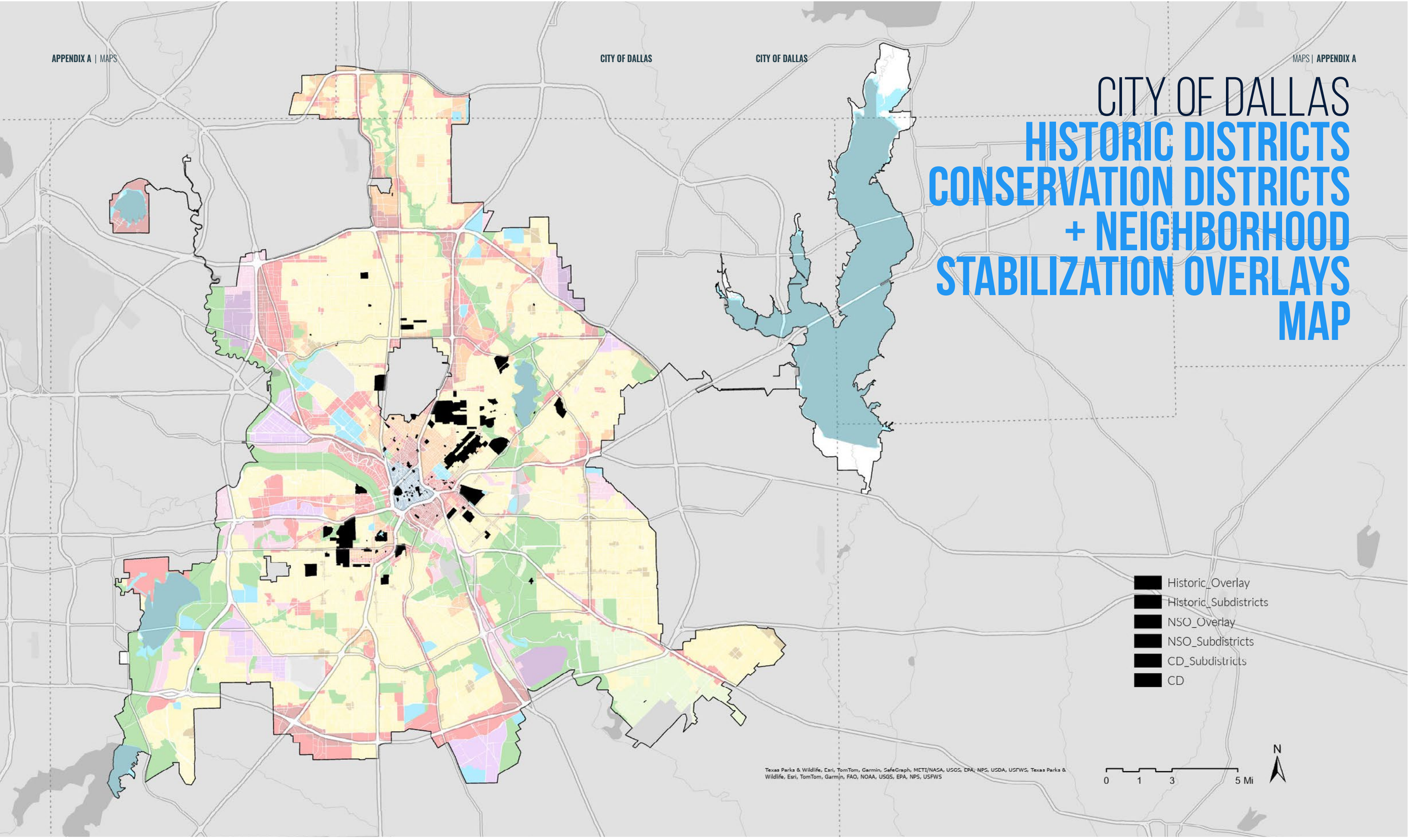




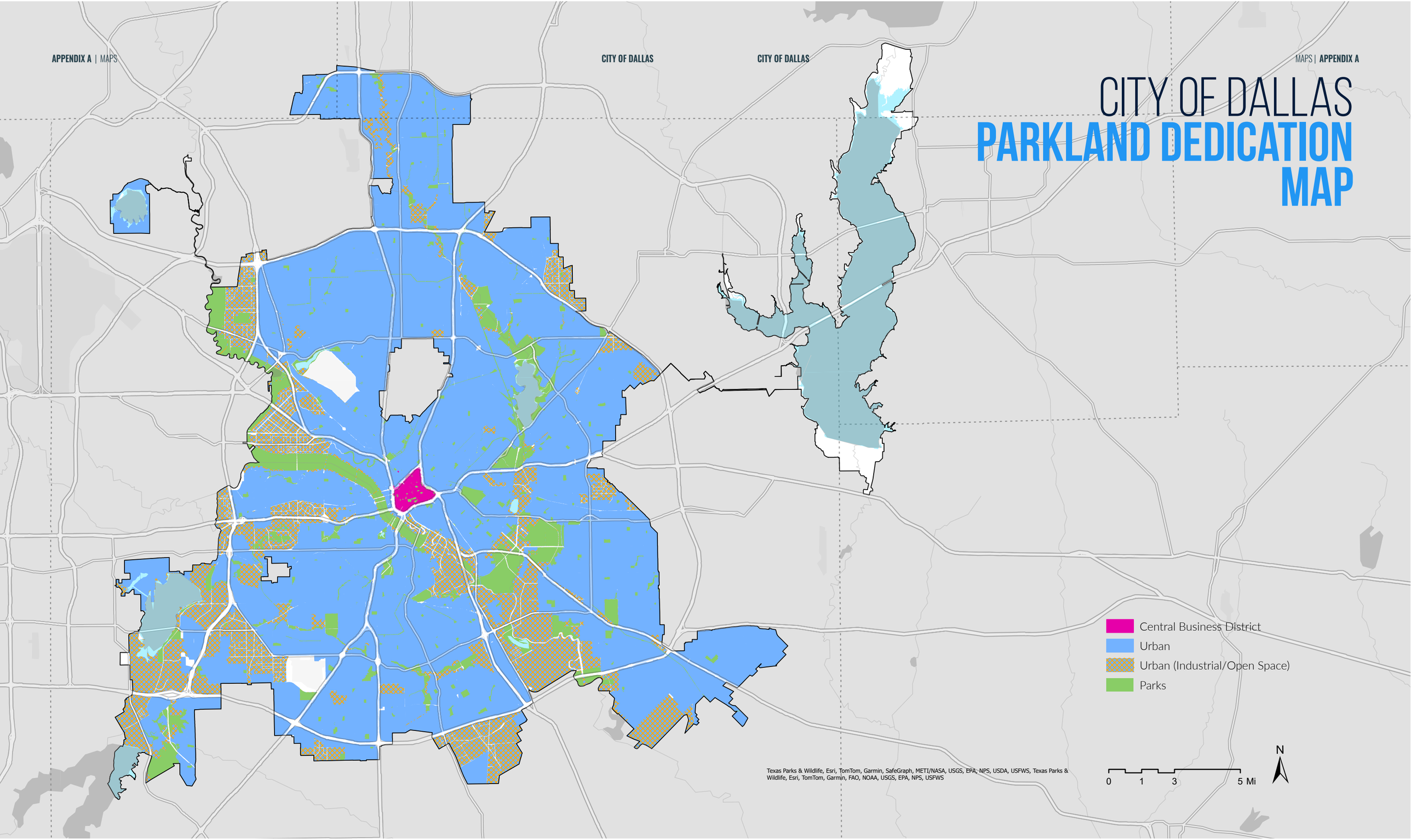



Amended - March 2026

# CITY OF DALLAS
# HISTORIC DISTRICTS CONSERVATION DISTRICTS + NEIGHBORHOOD STABILIZATION OVERLAYS MAP



# CITY OF DALLAS
# PARKLAND DEDICATION MAP





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FORWARDALLAS

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# APPENDIX B: EXISTING CONDITIONS REPORT

## OVERVIEW

This analysis provides a foundation to support the recommendations that will be developed throughout the comprehensive planning and community engagement process.



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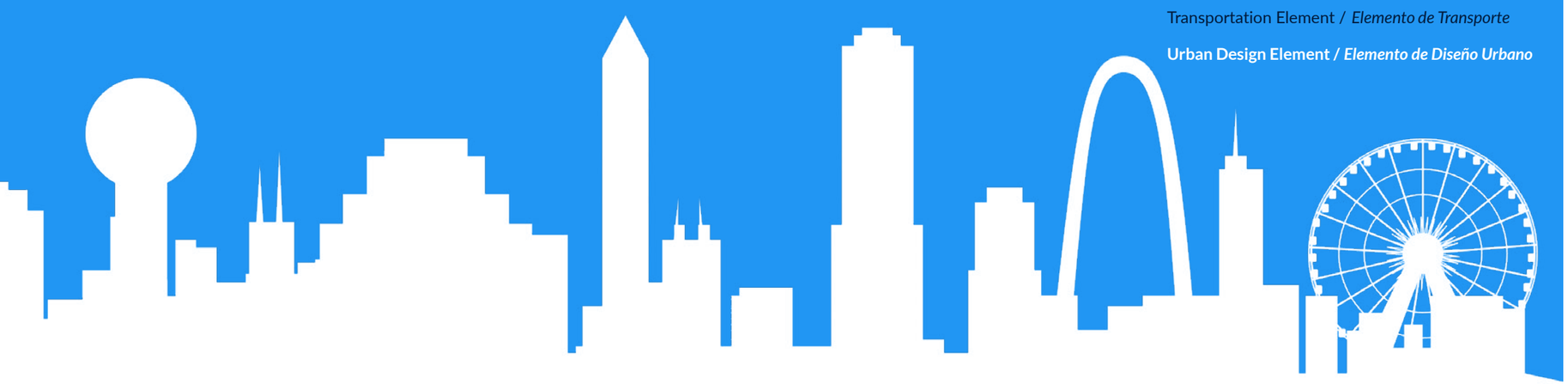
# 1

# INTRODUCTION

This Existing Conditions Report presents a snapshot of the City of Dallas' current characteristics, trends, and policies across several areas of analysis, including economic and demographic characteristics, existing land use, connectivity & mobility, current zoning, urban design, and natural open space resources.









## FORWARDDALLAS! COMPREHENSIVE PLAN (2006)

The City of Dallas adopted its first comprehensive plan, forwardDallas!, in 2006. The stated goal of the plan was to guide future development in the City by outlining recommendations connected to land use, economic development, housing, transportation, urban design, environment, and neighborhood policies.

These seven (7) policies sections, referred to as "elements", have been stewarded by various departments within the City. Since the plan's adoption, most of these individual elements have been updated through stand-alone policy documents from corresponding City departments **(see Figure 1)**. Only the Land Use and Urban Design elements have not received full updates since 2006.

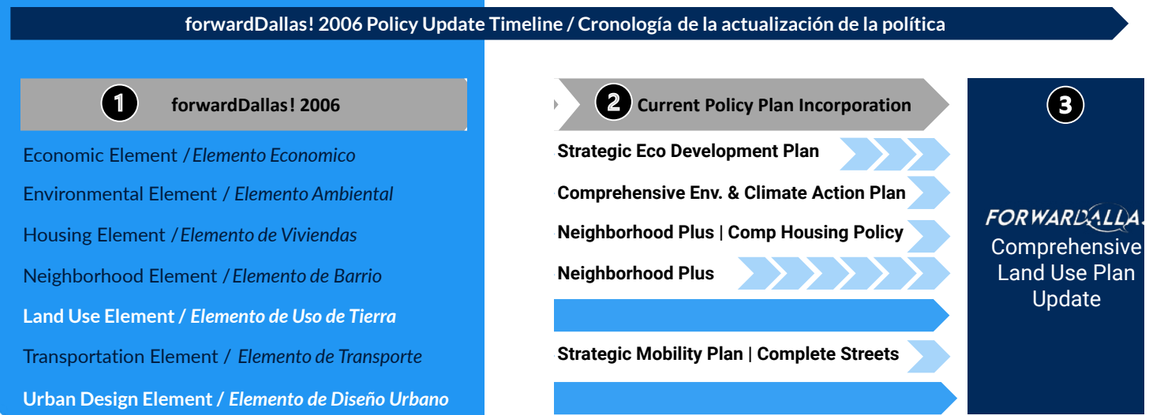



**Figure 1: forwardDallas! 2006 Policy Update Timeline**



**The principal task for the ForwardDallas Comprehensive Land Use Plan Update (ForwardDallas Update) is to establish an equitable and sustainable land use and urban design framework for the city.**

This update will build upon community input, past planning efforts, other recently adopted citywide plans, and planning best practices, while aligning with both state and city guidelines regulating comprehensive plans.

**City of Dallas:**
"The purpose of this comprehensive plan is to promote sound development of the city and promote the public health, safety, and welfare. The comprehensive plan…sets forth policies to govern the future physical development of the city [and]… serve[s] as a guide to all future city council action concerning land use and development regulations, urban conservation and rehabilitation programs, and expenditures for capital improvements."[1]

**State of Texas:**
"The governing body of a municipality may adopt a comprehensive plan for the long-range development of the municipality…"[2]

The following sections of this report summarize Dallas' current conditions and identify key factors that impact future land use and urban-design considerations. This report provides a snapshot of seven (7) chapters of analysis, including:

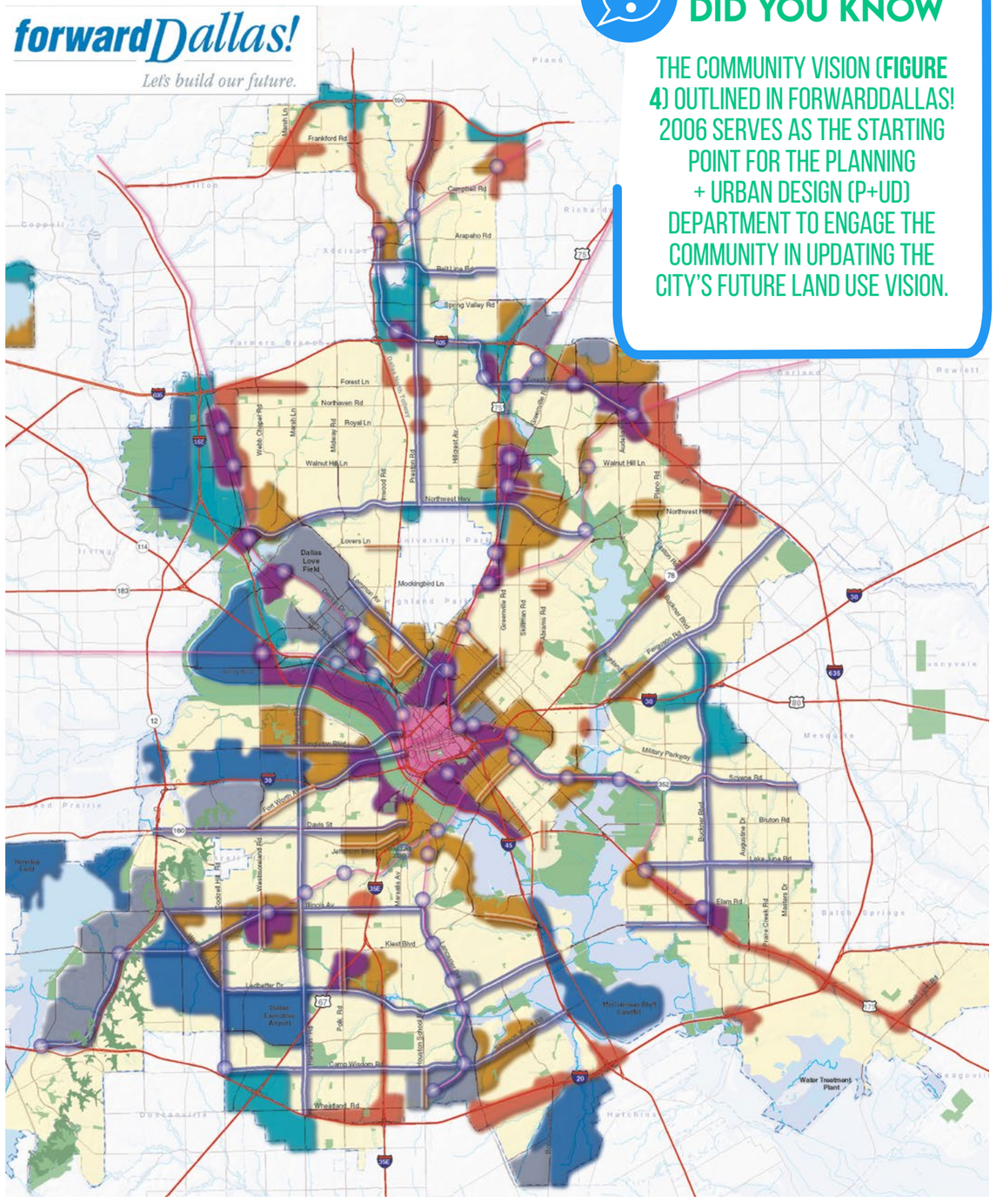
- Socio-Demographic & Economic Snapshot
- Land Use
- Urban Design & Built Form
- Development Equity & Policies
- Connectivity & Mobility Patterns
- Parks, Open Spaces & Natural Systems
- Past Plans, Studies & Reports

This report will inform ongoing conversations with the community, public agency partners, city-appointed leaders, and elected decision-makers around key land use issues and priorities. Ultimately, this analysis will guide and support the final plan's citywide recommendations, in conjunction with a holistic community engagement program.

1 City of Dallas. Dallas Development Code: Chapter 51(1). August, 7, 2022. https://codelibrary.amlegal.com/codes/dallas/latest/dallas_tx/0-0-0-27687]

2 State of Texas. Texas Local Government Code: Title 7, Chapter 213: Municipal Comprehensive Plans. August 8, 2022. https://statutes.capitol.texas.gov/Docs/LG/htm/LG.213.htm






**DID YOU KNOW**

THE COMMUNITY VISION (**FIGURE 4**) OUTLINED IN FORWARDDALLAS! 2006 SERVES AS THE STARTING POINT FOR THE PLANNING + URBAN DESIGN (P+UD) DEPARTMENT TO ENGAGE THE COMMUNITY IN UPDATING THE CITY'S FUTURE LAND USE VISION.

**Figure 2: forwardDallas! 2006 Vision Illustration**

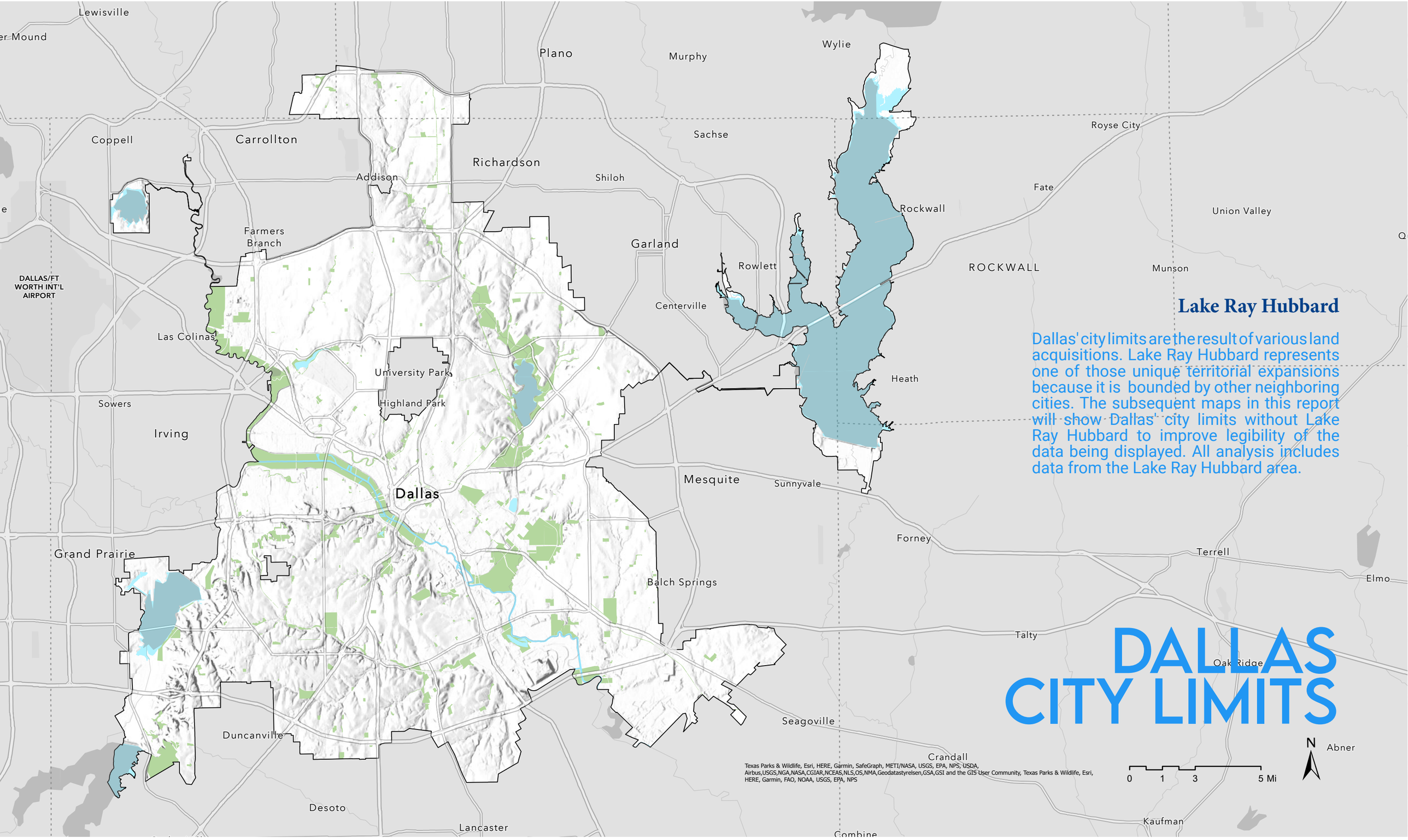



**Figure 3: Dallas City Limits**

# 02

The Socio-Demographic and Economic Snapshot provides existing characteristics and future trends of Dallas' current population. Understanding the city's demographics allows City staff and appointed and elected officials to better respond to an area's needs, provide necessary services, and predict future demands more adequately. The following snapshot lays a foundation for future policy recommendations by providing an understanding of the base conditions that impact land use in Dallas.

# SOCIO-DEMOGRAPHIC & ECONOMIC SNAPSHOT





## REGIONAL CONTEXT

The City of Dallas is part of the Dallas-Fort Worth-Arlington Metropolitan Statistical Area (MSA), better known as the Dallas-Fort Worth (DFW) Metroplex, which sits within the North Central Texas Council of Governments boundary **(see Figure 4)** Most of Dallas' city limits reside within Dallas County (of which Dallas is the county seat), but portions of the city extend into Collin, Denton, Kaufman, and Rockwall Counties.

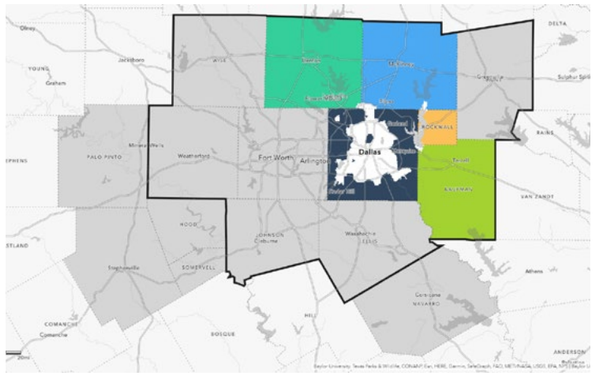



**Figure 4: NCTCOG Region with MSA**

## Selection of Peer Cities

Throughout this chapter, Dallas' socio-demographic and economic analysis will be compared to select peer cities throughout the country. Over thirty (30) peer cities were reviewed and analyzed by staff, and the following four (4) were identified for inclusion in this report based on key factors: San Antonio, Minneapolis, Chicago, and Denver. These peer cities were selected based on relevant regions in the state and nation with similar or aspirational growth trends, demographics, geographic areas, and/or comprehensive planning goals.

- **San Antonio**
  Similarly-sized Texas city with a relatively recent comprehensive plan (2016) and a majority Hispanic/Latino(a)/Latinx population.
- **Minneapolis**
  Recently completed comprehensive plan (2019) that addressed similar focus topics and issues confronting Dallas.
- **Chicago**
  Similar demographic make-up to Dallas and part of the nation's largest three (3) metro areas, which the DFW Metro Area is projected to surpass within the next 20 years.[1,2,3]
- **Denver**
  Recently completed comprehensive plan (2019), has a similar population density to Dallas, and has developed a Transit Oriented Development (TOD) Strategic Plan as part of its implementation program.

## Demographics

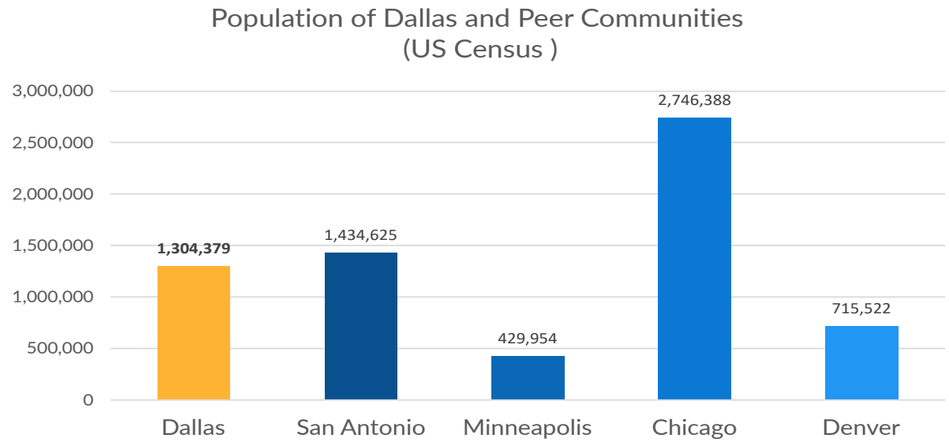
### Population Overview

According to the US Census Bureau, Dallas' population of 1.3 million is the ninth (9th) largest in the nation and makes up approximately one-fifth (18%) of the DFW Metro's total population of 7.8 million[4,5]. When compared to the four (4) peer cities used for comparison purposes in this report, Dallas' population represents the median or middle value of the data set (the value separating the higher half and lower half) in addition to representing the approximate average (mean) of the population values, which is 1,326,173 **(see Figure 5)**.

### Density

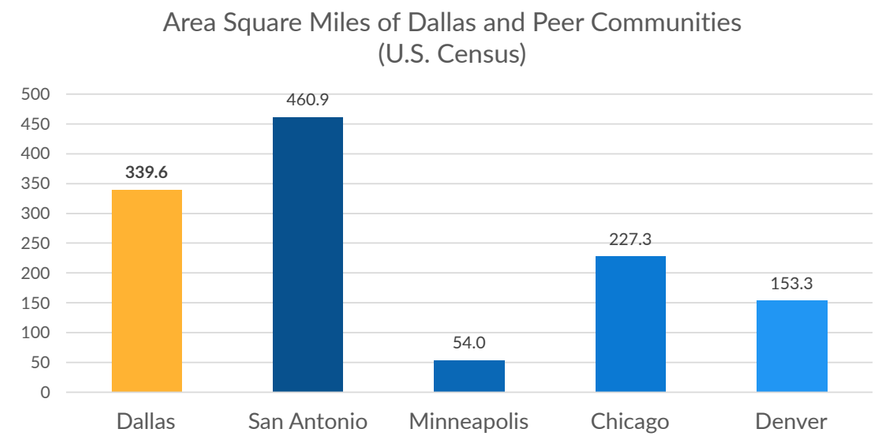
Population density is generally measured by the number of people in a certain area. See **Figure 6** for a comparison of Dallas' land area in comparison to the peer communities. Density is also often measured by number of dwelling units per acre. A city's land use patterns, and the intensity of those patterns, influence an array of topics including access to jobs and services, walkability, cost of goods and services, housing affordability, and public health.

When compared to the peer cities, Dallas is the second-least-dense city at just under 4,000 people per square mile (**see Figure 7)**, only to be trailed by San Antonio with a population density of 3,112 people per square mile.




*Source: 2016-2020 American Community Survey 5-Year Estimates*

**Figure 5: Population of Dallas and Peer Communities Chart**




*Source: 2016-2020 American Community Survey 5-Year Estimates*

**Figure 6: Area (Square Miles) of Dallas and Peer Communities Chart**

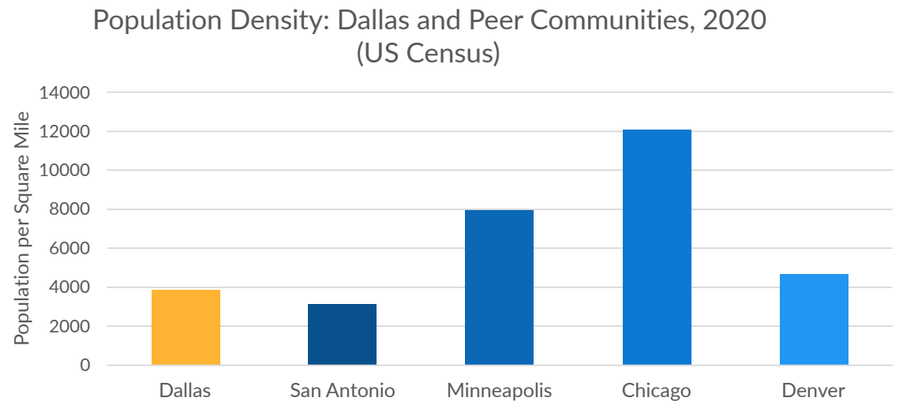



**Figure 7: Population Density of Dallas and Peer Communities Chart**

1 Dallas Morning News. March 22, 2018. When will D-FW overtake Chicago to become the nation's 3rd largest metro area? https://www.dallasnews.com/business/2018/03/22/when-will-d-fw-overtake-chicago-to-become-the-nation-s-3rd-largest-metro-area/; 2018

2 Chicago Metropolitan Agency for Planning. Chicago Region Socioeconomic Forecast. November 2016. https://datahub.cmap.illinois.gov/dataset/89f66569-5f51-4c14-8b02-5ecc1ca00909/resource/a812de2f-d465-47f2-87df-0427e81da2cf/download/CMAPSocioeconomicForecastFinal-Report04Nov2016.pdf

3 North Central Texas Council of Governments (NCTCOG). Draft 2045 Demographic Forecast. Dec 2021. https://rdc.dfwmaps.com/pdfs/Draft%20Place%20Summaries.pdf

4 U.S. Census Bureau, Population Division, Annual Estimates of the Resident Population for Incorporated Places of 50,000 or More, Ranked by July 1, 2021 Population: April 1, 2020 to July 1, 2021 (May 2022)

5 US Census Bureau, Population Division, Annual Estimates of the Resident Population for Metropolitan Statistical Areas in the United States and Puerto Rico: April 1, 2020 to July 1, 2021 (CBSA-MET-EST2021-POP)

# Population Density

The areas of the city with the densest populations are primarily located north of Interstate Highway 30 (I-30), with less dense areas located south of I-30 (see Figure 13).

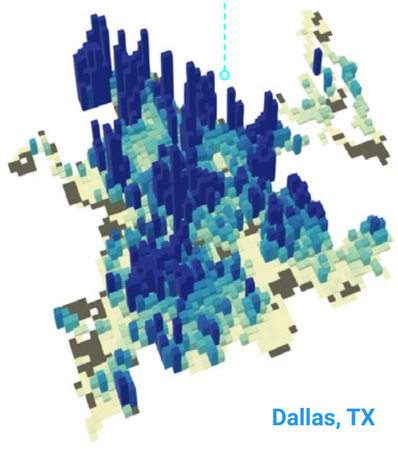
Figures 10 through 15 provides a comparative 3D representation of how residents of each peer city are geographically distributed[1].

Of the peer cities, Dallas has a higher percentage of clusters of density above 3000 people per square mile with denser clusters around Downtown, the Southwest, and Northern regions of the city.

As future planning efforts prepare for this increased population, it'll be important to apply best practices from cities with similar densities in addition to providing contextual examples to the public when presenting land use scenarios.




Figure 8: NCTCOG Region with MSA



Dallas, TX

Figure 9: 3D Population Density Map - Dallas

Population Density (People/ Acre)

- Less than 5
- 5 - 10
- 10 - 20
- 20 - 30
- Greater than 30

Texas Parks & Wildlife, Esri, HERE, Garmin, SafeGraph, FAO, METI/NASA, USGS, EPA, NPS, Texas Parks & Wildlife
Esri, HERE, Garmin, USGS, EPA, NP

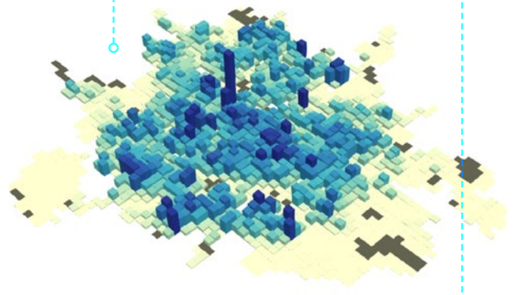
3,840 POP/SQ MI

3,112 POP/SQ MI

7,962 POP/SQ MI

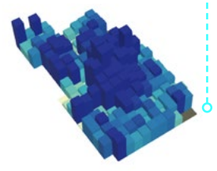
12,082 POP/SQ MI

4,667 POP/SQ MI



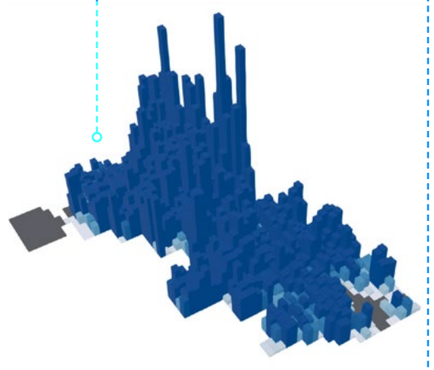
San Antonio, TX

Figure 10: 3D Population Density Map - San Antonio



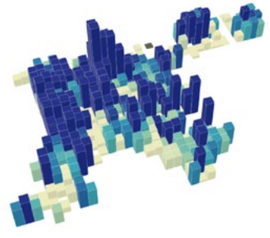
Minneapolis, MN

Figure 11: 3D Population Density Map - Minneapolis



Chicago, IL

Figure 12: 3D Population Density Map - Chicago



Denver, CO

Figure 13: 3D Population Density Map - Denver

# Growth and Change

Dallas' population has grown by 9% during the last 10 years (**see Figure 14 & 15**). However, this is significantly less than the growth rate of both the DFW Metro (43%) and the State of Texas (26%) during this same period.

Understanding where and how much growth is expected within the City helps predict future land use patterns and corresponding infrastructure needs that may be required to support new development.

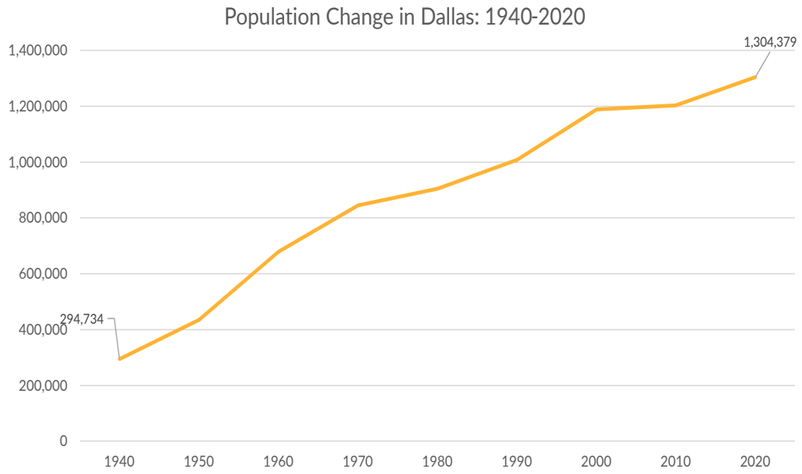
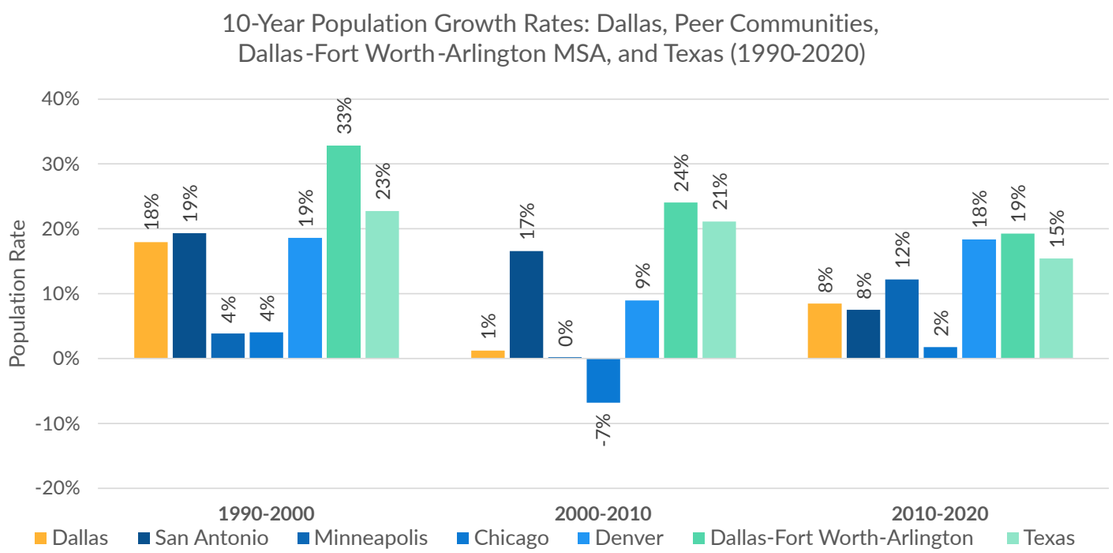



**Figure 14: Population Change in Dallas: 1940 - 2020**




*Source: 1990 Censusof Population, 2000 Decennial Census, and2010-2020 American Community Survey 1-Year Estimates*

**Figure 15: 10-Year Population Growth Rates Peer Communities (1990 - 2020)**

In the most recent metropolitan transportation plan, Mobility 2045 Update, NCTCOG projected that the city's population will continue to grow over the next 20 years to 1.6 million by 2045, an increase of 300,000 additional people when accounting for births and deaths.[1] (**see Figure 16**). For context, 300,000 is the approximate population of the entire city of Plano, TX.

1 North Central Texas Council of Governments (NCTCOG). 2045 Demographic Forecast.

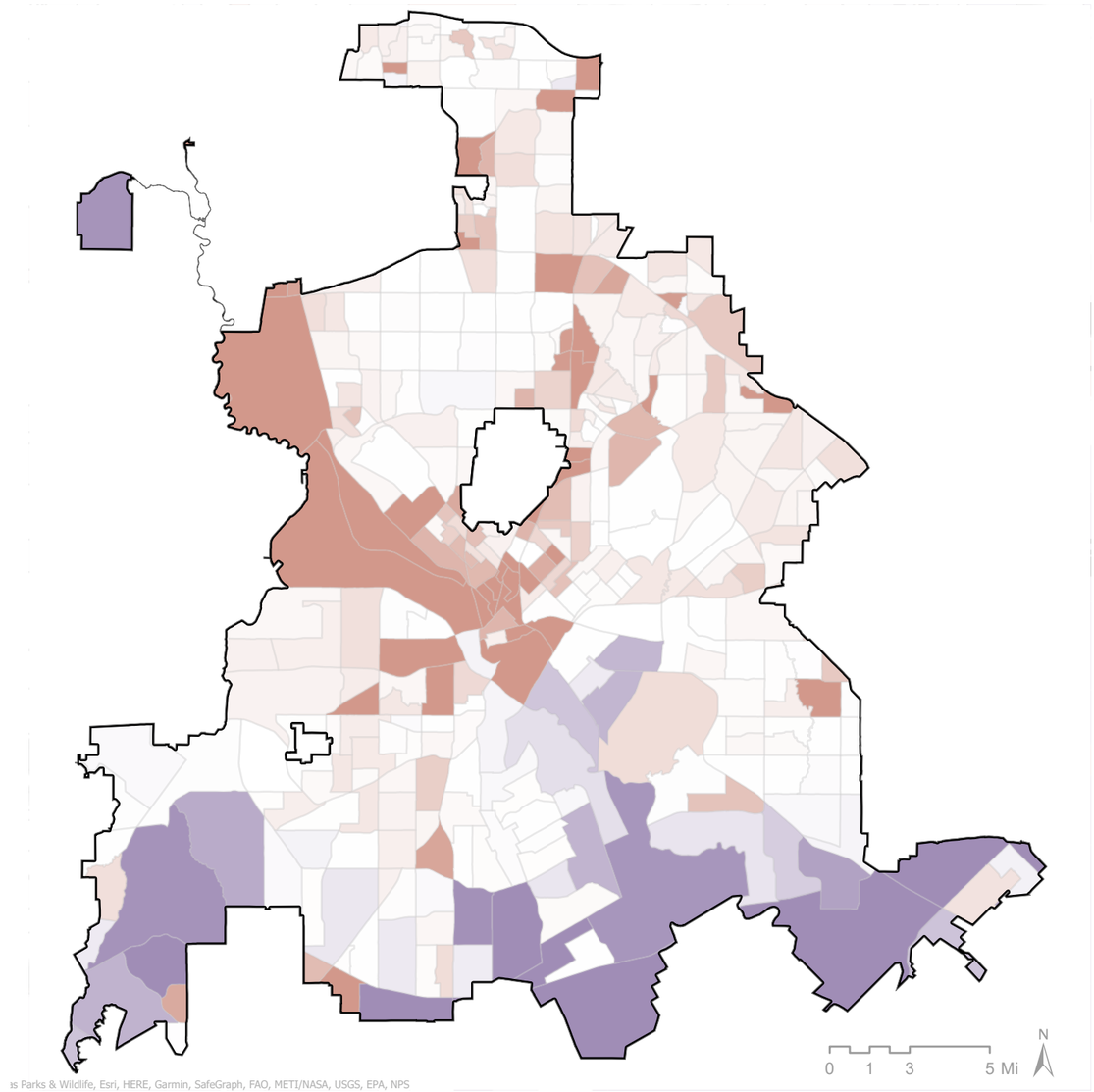



**Figure 16: NCTCOG Draft Population Projections**

# Race and Ethnicity

Dallas currently has one of the largest Black, Indigenous, and Persons of Color (BIPOC) populations amongst the peer cities at just over seventy-one percent (71%), including a Hispanic population of 42% (**see Figure 17**). The City's racial and ethnic composition has remained relatively unchanged over the last decade with no group growing or shrinking by more than a percentage point (**see Figure 18**). When observing the geographic distribution of races and ethnicities throughout the city, several observations can be made (**see Figure 19**). For one, the Hispanic population has concentrated in West Oak Cliff, East Dallas, and portions of Northwest Dallas. The Black population is concentrated in Southern Dallas, and the White population is concentrated in Central, Northeast, and Far North Dallas. These geographic patterns are a result of numerous factors, including but not limited to, historic and ongoing segregation, redlining, and the annexations of neighboring communities. These factors will be further analyzed in subsequent chapters of this report.

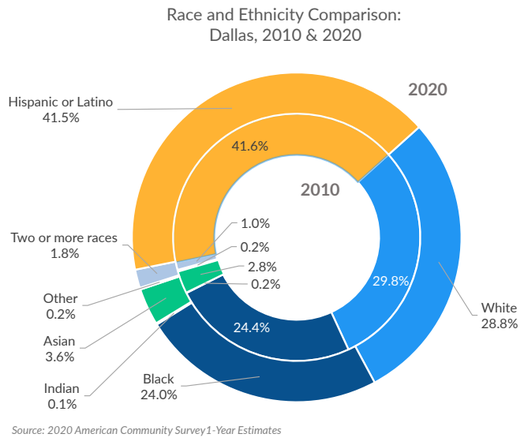



**Figure 17: Race and Ethnicity Comparison: Dallas 2010 & 2020**

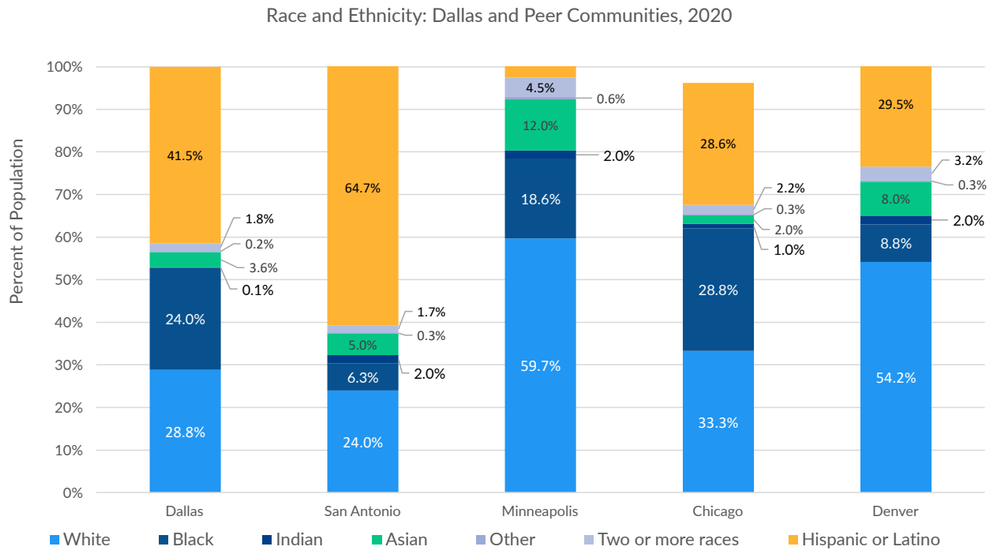



**Figure 18: Race and Ethnicity: Dallas and Peer Communities**

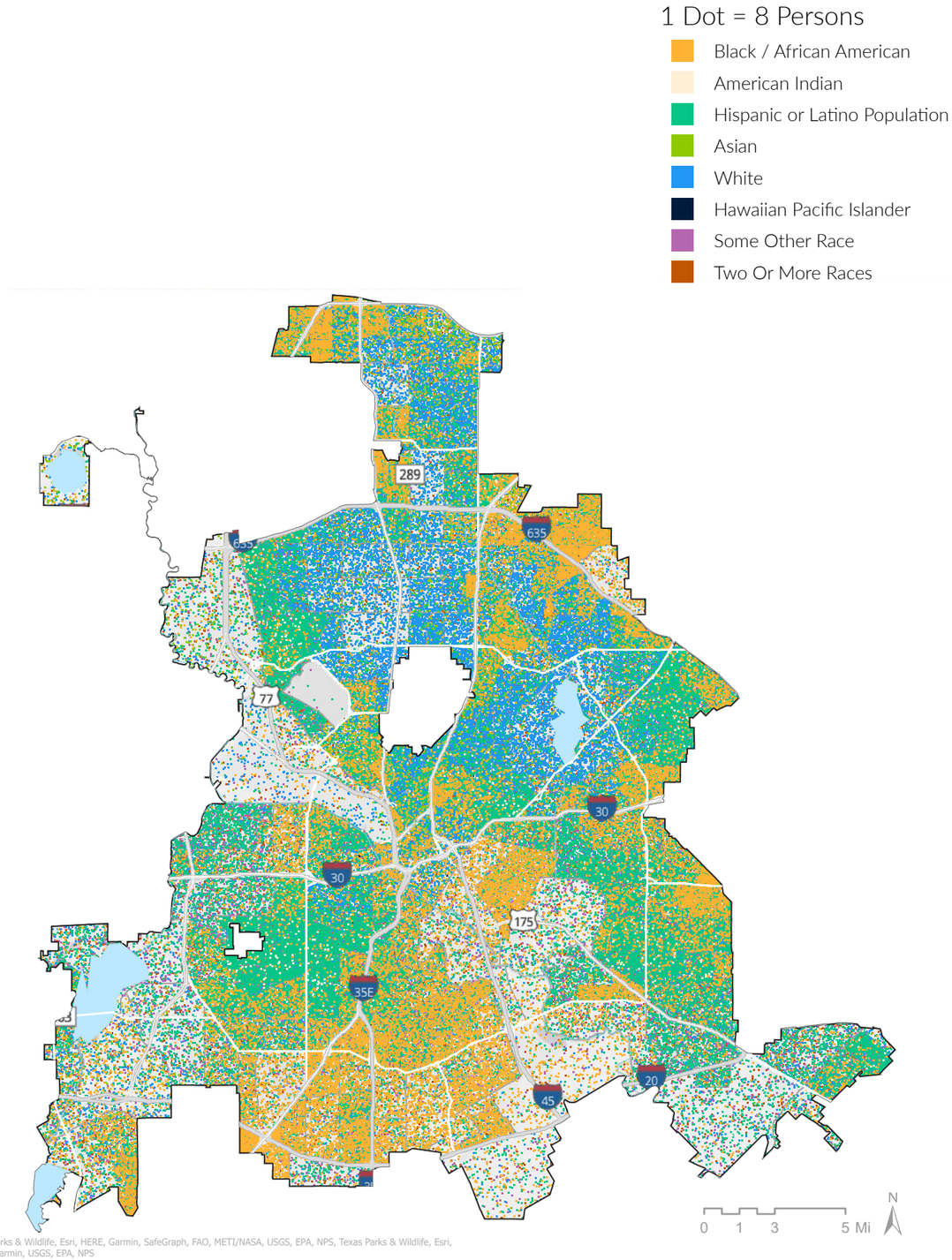
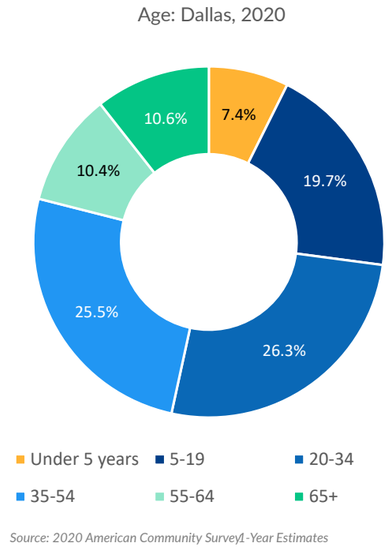



**Figure 19: Race Dot Map**

# Age Distribution

The 20-34 and 35-54 age groups make up more than half of Dallas' population (**see Figure 20**). Over the past two decades, age distributions with the City have shown significant change, primarily amongst persons over the age of 55 (**see Figure 21**). Both the 55-64 and over 65 populations have grown 36% between 2010 and 2020. In comparison, the next largest age group (20 – 34) only grew by 12.5% during the last ten (10) years. When coupled with the fact that the only age group that shrunk during the last ten year was the under-5 population, future land development will need to accommodate an increasing aging population.




*Source: 2020 American Community Survey1-Year Estimates*

**Figure 20: Dallas Age 2020**

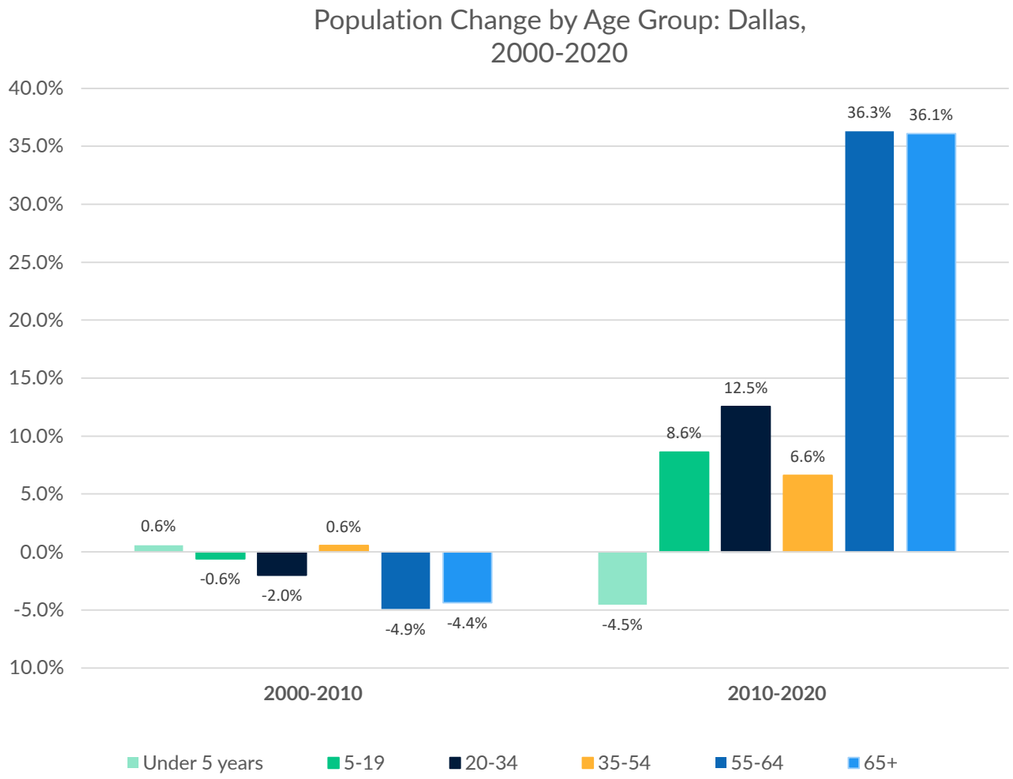



**Figure 21: Population Change by Age Group 2020**

# Income

Dallas has seen an overall growth in median household incomes since 2010, a thirty-four percent (34.1%) increase from around $41,000 to just under $55,000 (**see Figures 22 & 23**) Although there has been a steady rise in incomes, all peer cities and regions outperformed Dallas' household income growth (**see Figure 24**). With home prices continuing to rise, incomes for a majority of the population have not kept pace.

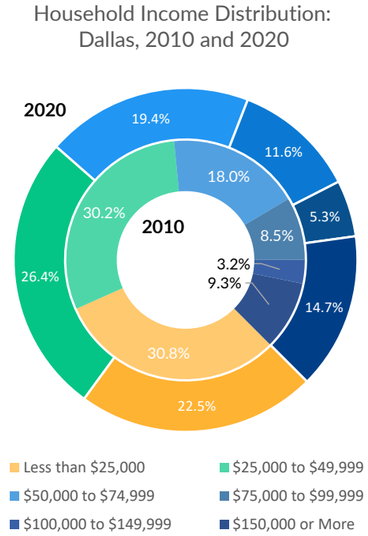
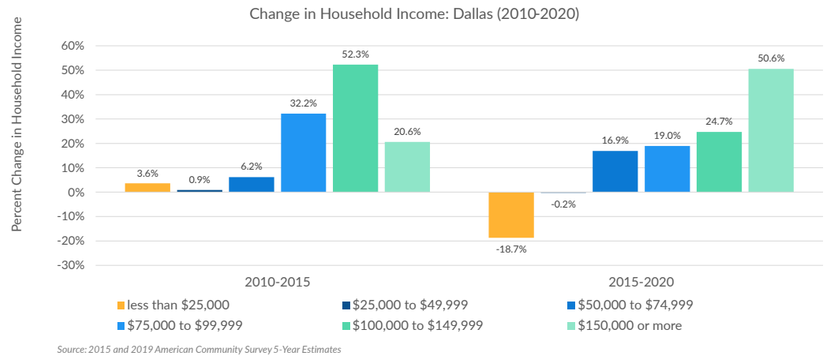
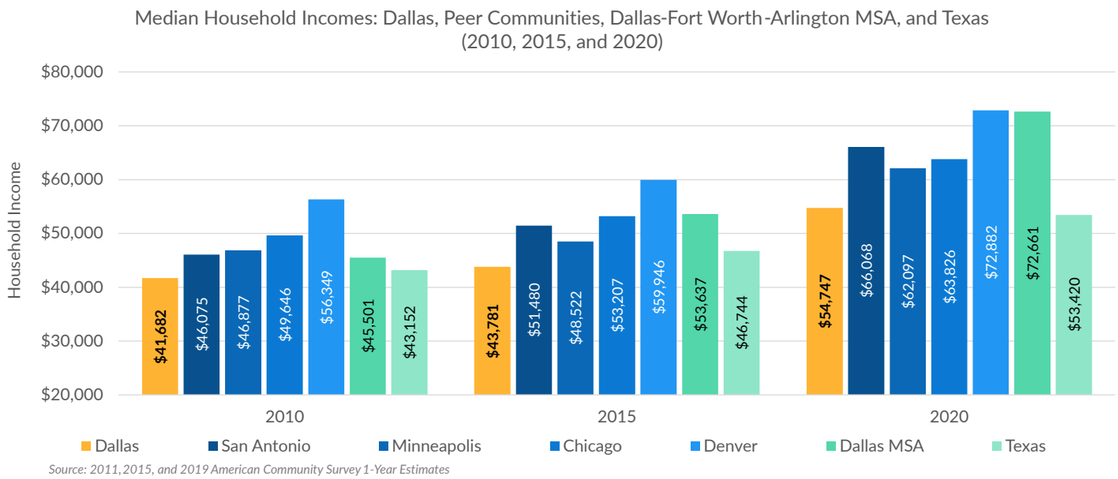



**Figure 22: Household Income Distribution**




*Source: 2015 and 2019 American Community Survey 5-Year Estimates*

**Figure 23: Dallas Change in Household Income - 5 year**




*Source: 2011, 2015, and 2019 American Community Survey 1-Year Estimates*

**Figure 24: Peer City Median Household Income**

## Income

Low-to-Moderate Income (LMI) means any census tract (or equivalent geographic area defined by the Bureau of the Census) in which at least 50% of households have an income less than 60 percent of the Area Median Gross Income (AMGI), or which has a poverty rate of at least 25% (**see Figure 25**).

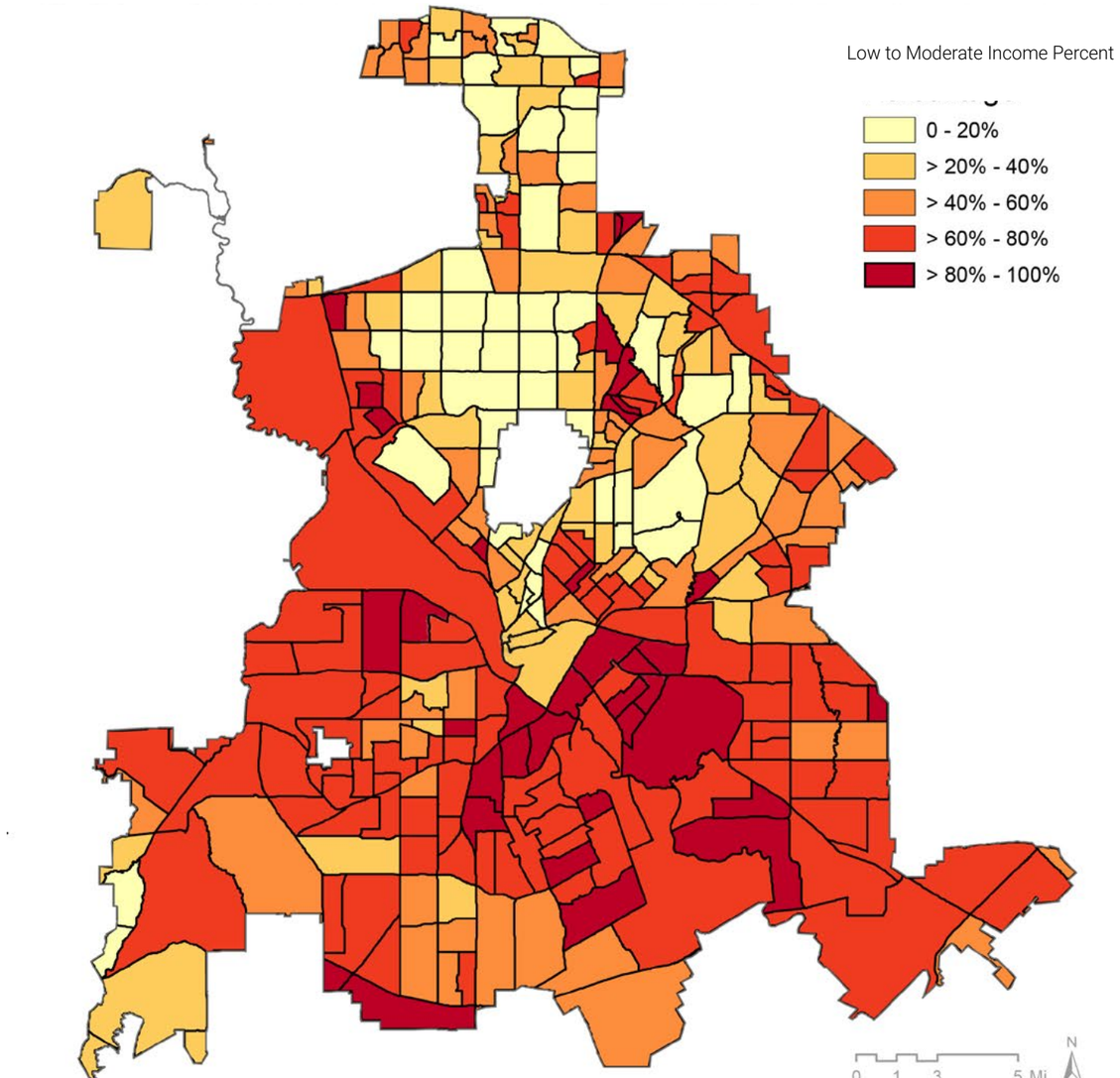



**Figure 25: Low to Moderate Income Map**

## Poverty

Dallas leads all Texas peer city groups in the total number of persons living in poverty at 18.1%, while the percentage of people making over six figure incomes has increased by nearly 25%. When analyzing the spatial patterns of Dallas' population living in poverty and whose income would be considered low-to-moderate, the two populations are similarly located within the city which is primarily south of I-30, Northwest Dallas, and portions of Northeast Dallas (**see Figure 26**).

Concentrated poverty has significant implications for land use issues, as explored in Chapter 4: Development Equity. Some of those issues include industrial proximity to residential use (environmental justice), historic redlining, and access to key amenities and services that often disproportionately impact persons living in poverty.

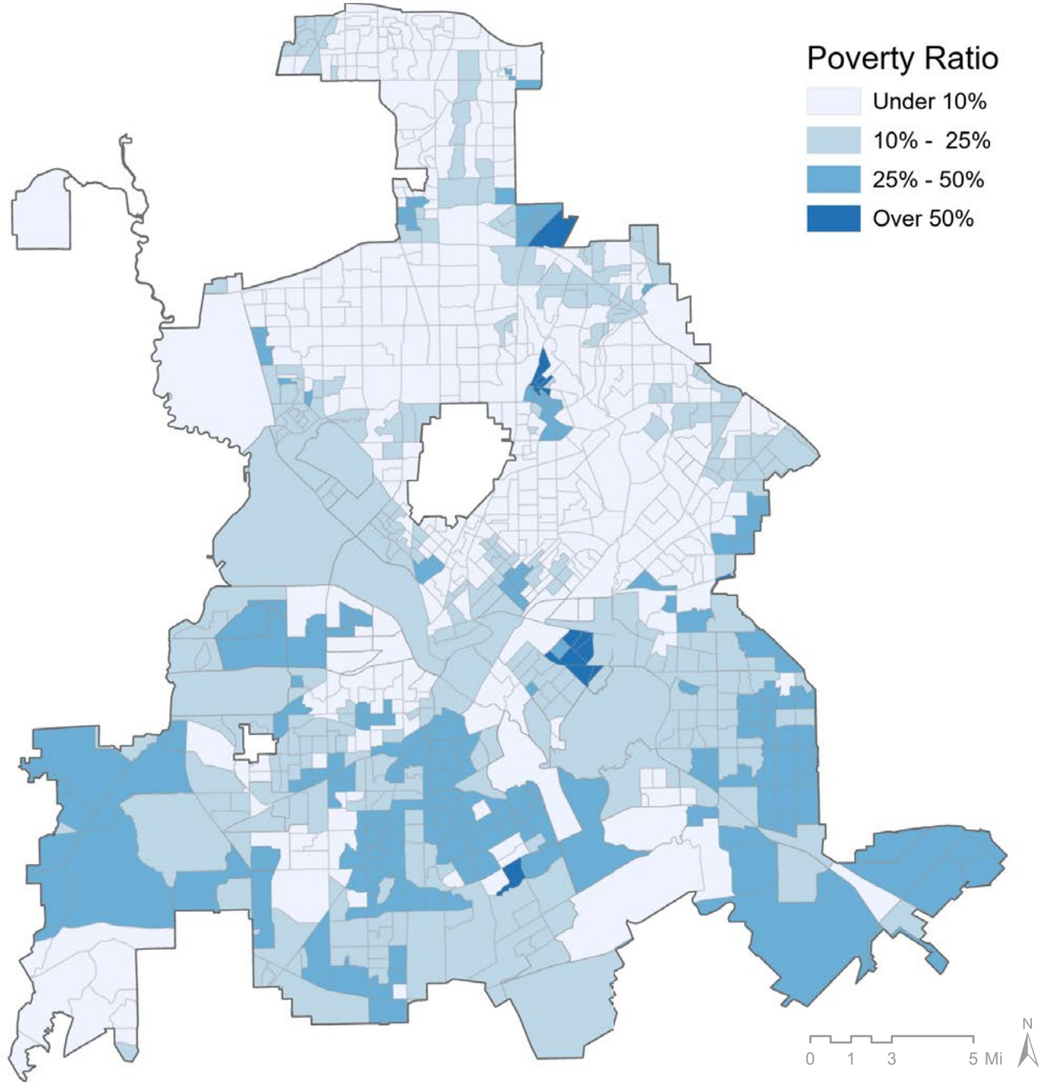
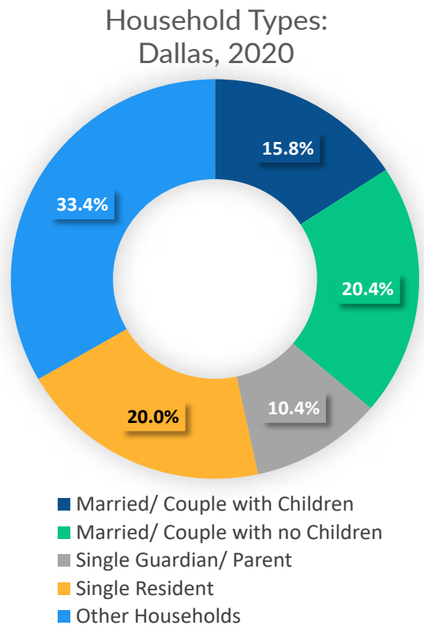



**Figure 26: Poverty Rate Map**

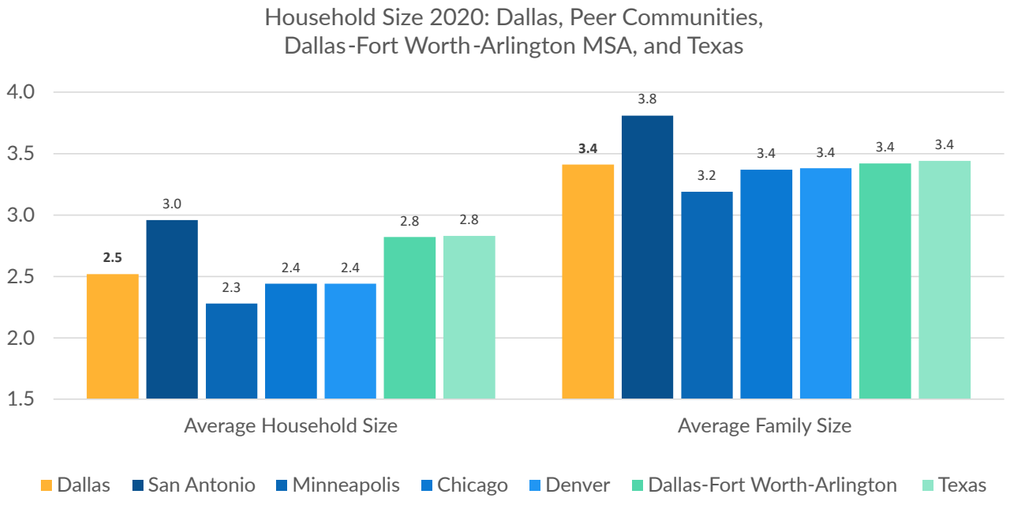
# Household

Family size across all peer cities and regions were similar at around 3.4 people per household (**see Figure 27**). but when compared to the rest of the DFW region, the state, and the peer city of San Antonio, Dallas has a lower household size at 2.5 people. Conversely, Dallas' household size is higher than all peer cities outside the state of Texas. Dallas' household type percentage breakdown can be viewed in **Figure 28.** As household sizes are higher compared to most other peer regions, this factor impacts future housing need in relation to the other trends described in this section, namely the rising price of housing. These issues must be considered in concert for future land use planning around housing type, location, and production goals.




*Source: 2016-2020 American Community Survey 5-Year Estimates*

**Figure 27: Household Type**




*Source: 2016-2020 American Community Survey 5-Year Estimates*

**Figure 28: Household and Family size: Dallas, Peer Communities, Dallas-Fort Worth-Arlington MSA, and Texas**





# Housing

According to US Census American Community Survey, 44.3% of Dallas renters and 25.1% of owners-households are considered cost-burdened (**see Figure 29**). The Bureau defines a "cost-burdened household" as one where the household's total income spent on housing cost exceeds thirty-five percent (35%) of their monthly income . Dallas' total cost-burdened household percentage is the second highest among the peer cities at 36.4%, trailing only Chicago with a percentage of 37.9%..

While Dallas' housing occupancy statistic is higher than the other peer cities (**see Figure 30**) home size and value are generally lower than all the comparable peer cities. In the last five years, Dallas' median home values have increased past both the DFW Metro and the state by more than thirty-seven (37.4%) up to $252,300 (**see Figure 31**). Only Denver saw a similar level of home appreciation over any of the five-year periods studied (36.4%).

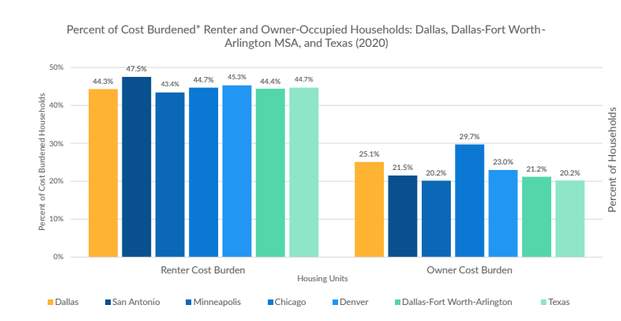



**Figure 29: Peer City Cost Burdened Households**

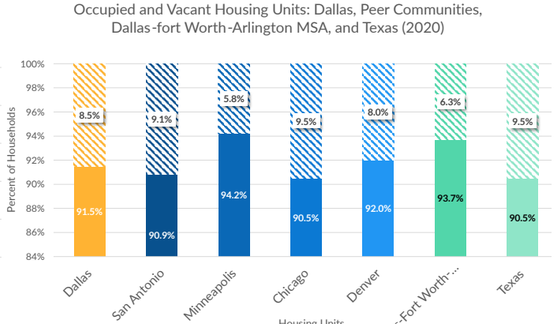
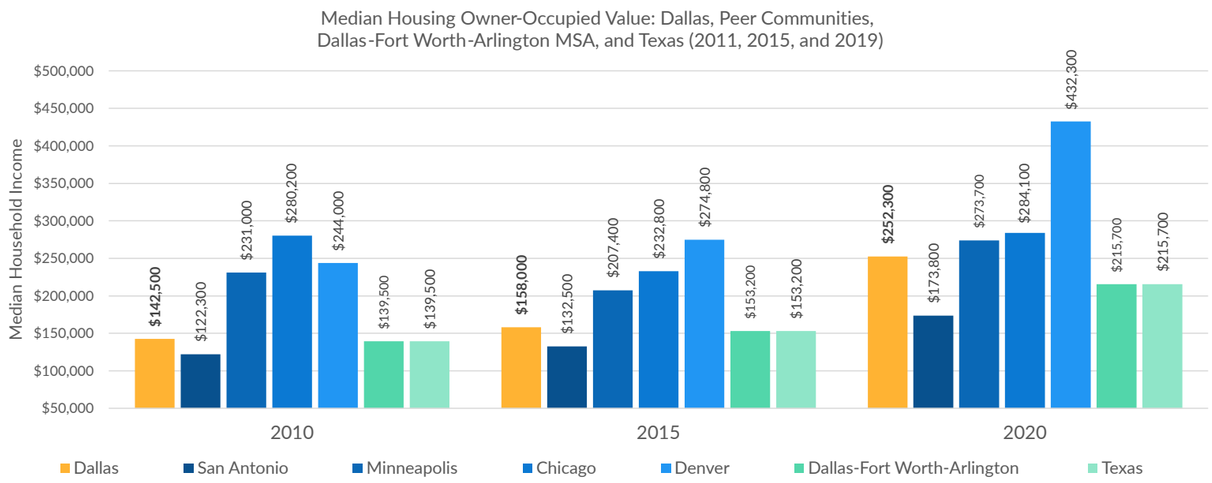



**Figure 30: Peer City Housing Tenure (Occupied/Vacant)**




*Source: 2011, 2015, and 2019 American Community Survey 1-Year Estimates*

**Figure 31: Peer City Median Housing Owner Occupier Value**

# Economy

US Census Bureau generally uses three major statistical figures to track economic changes: 1) Industry Sectors, 2) Employment, and 3) Unemployment. The following section explores these economic influences, in addition to an analysis of the city's real-estate market, to provide insights for future land use and urban-design considerations.

**Employment by Industry**

According to the US Census Bureau, Dallas had over eight hundred and fifty thousand (850,000) jobs available in the city in 2019. The top five (5) job sectors were 1) Health Care, 2) Professional & Technical Services, 3) Retail, 4) Administration & Waste Management, and 5) Food Services (**see Figure 32**).Most of these sectors have remained at the top of the list for the past decade. The top five (5) fastest growing sectors within Dallas were 1) Management & Enterprise Companies, 2) Arts, Recreation, & Entertainment, 3) Real Estate, 4) Professional & Technical Services, and 5) Education Services (**see Figure 33**).

**Employment Access**

According to 2019 Census Longitudinal Employer Household Data (LEHD), about 600,000 Dallas residents commute to jobs elsewhere in the region. At the same time, nearly 300,000 non-residents commute into the city for work, and about 245,000 people both live and work within Dallas.

The Jobs Proximity Index quantifies the accessibility of a given residential neighborhood as a function of its distance to all job locations within a core-based statistical area (CBSA), with larger employment centers weighted more heavily. The higher the index value (closer to 100), the better the access to employment opportunities for residents in a neighborhood. The South Central and southeastern sectors of the city have some of the lowest job proximities, in part due to the residential nature of the area's land use as well as the role of historic disinvestment in southern portions of the City (**see Figure 34**).

**Unemployment**

Recent unemployment trends have been heavily skewed by the 2020 global COVID-19 pandemic. During this time, unemployment skyrocketed from a Dallas low of three percent (3%) to reaching a height of 12.7%. At the point of publishing this report, Dallas has mostly recovered or replaced the workforce that elected to stay in the working sector.




*Source: Texas Labor Market Information Local Area Unemployment Statistics*

**Figure 32: Dallas Job by Industry Top 5**

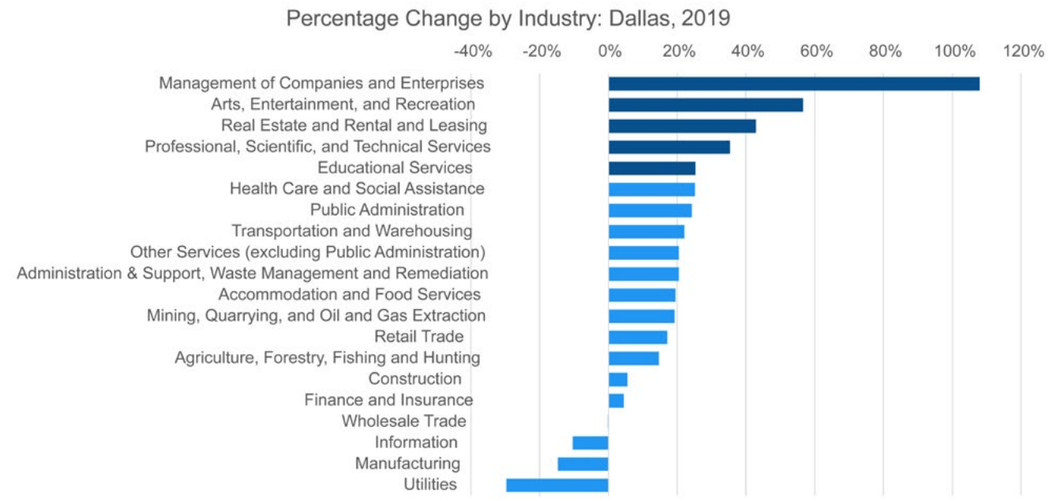



**Figure 33: Dallas Industry Change Top 5**

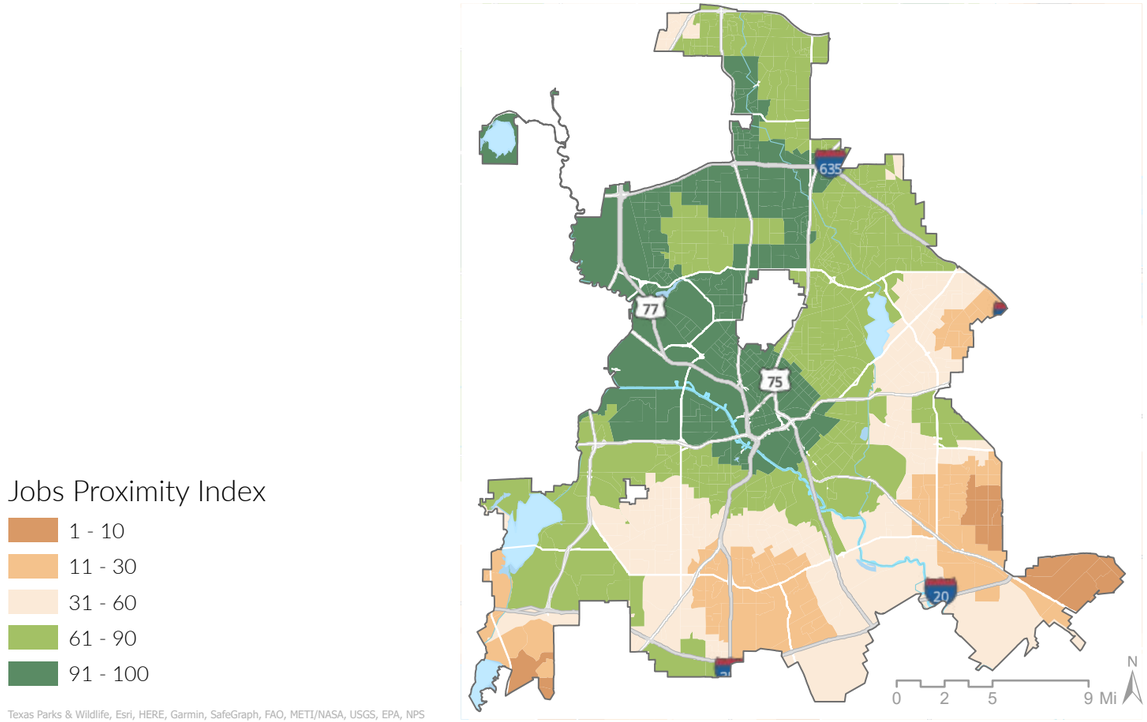



**Figure 34: Job Proximity Index Map**

# Real-Estate Market

**Market Value Analysis**

The Market Value Analysis (MVA) helps residents and policymakers understand local real-estate markets using objective, data-driven insights. It supports targeted intervention strategies in weak markets and sustainable growth in stronger markets (**see Figure 35**).

In 2023, Reinvestment Fund updated Dallas' MVA, initially conducted in 2018, to reflect current housing conditions.

**Key Indicators:**

- Median Home Sales Price: Includes price to rent ratios.
- Variation Sales Prices: Coefficient of variance in home sales prices.
- Percent Owner-Occupied: Owner-occupied units as a percent of total occupied housing units.
- Percent New Construction: New units as a percent of total housing.
- Percent Rehabilitation: Improved units as a percent of total housing.
- Percent Public Subsidy: Subsidized units as a percent of total housing.
- Percent Code Violations: Units with code violations as a percent of total housing.
- Percent Vacant Homes: Vacant units as a percent of total housing.
- Percent Foreclosure Filings: Units with foreclosure filings as a percent of total housing.
- Household Density: Units per acre of residential land (reference only).

**2023 MVA Key Insights:**

- Market Changes: West Dallas and Cedar Crest improved; declines were scattered citywide.
- Affordability: Rising home prices reduced affordability, especially for Hispanic and Black households.
- Investor Activity: Concentrated in southern Dallas, with over 7% of sales to investors in some areas.
- Displacement Pressure: Increased in West Dallas, South Dallas, and Deep Ellum.
- Mortgage Access: More challenging for Hispanic and Black households, with significant loan-approval disparities.

**Improvement Ratio**

The Improvement Ratio, also known as the Improvement to Land Value Ratio, is another real-estate analytical tool that shows a property's value compared to the land it's on, then quantifies the likelihood of the property redeveloping.

Parcels in areas experiencing new development have a lower Improvemtnt Ratio because the land value has gradually or suddenly appreciated.

An Improvement Ratio trending closer to 0.0 indicate regions of the city that are possibly facing disinvestment or where land is more valuable than the improvements on that property.

For instance, a vacant lot might have an Improvement Ratio of 0.0, whereas a new residential development could have a value greater than 1.0.

Portions of Southern Dallas, including areas south of Mountain Creek Lake, the Inland Port, and Kleburg have lower Improvement Ratios and have potential for future reinvestment, (**see Figure 36**).

## Market Value Analysis (MVA) Map

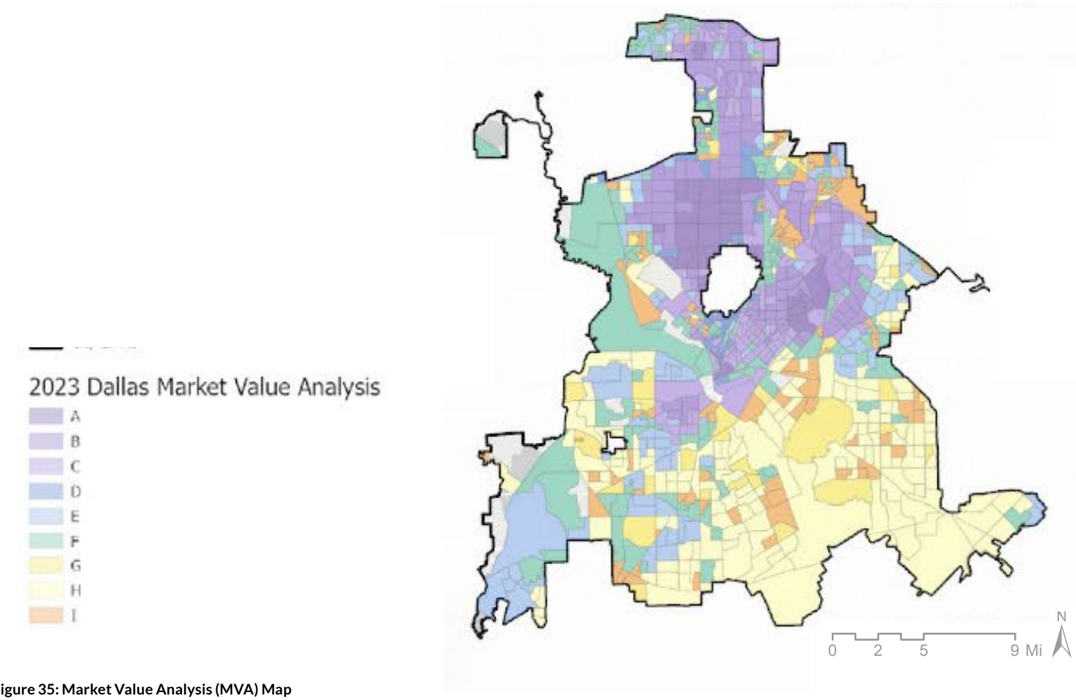



**Figure 35: Market Value Analysis (MVA) Map**

## Improvement Ratio (IL Ratio) Map

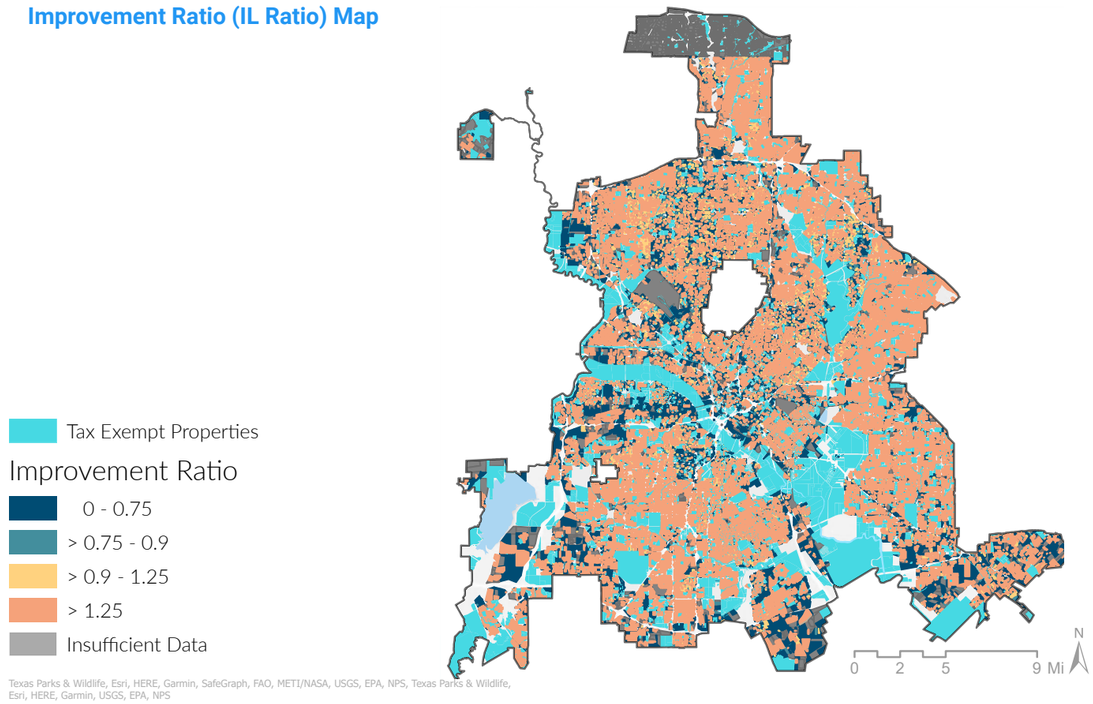



**Figure 36: Improvement Ratio Map**

## STRENGTHS

1. **Diverse Population:** Dallas boasts a significant BIPOC population, with a particularly large Hispanic community, indicative of a vibrant, diverse cultural landscape.
2. **Economic Activity:** The city is home to over 850,000 jobs across various sectors, with health care, professional & technical services, and retail leading the way, showcasing a robust and diverse economy.
3. **Population Growth:** As the ninth-largest city in the nation, Dallas continues to grow, with 18% of the DFW Metro's total population, indicating its importance within the metroplex.
4. **Comparative Median Income Growth:** Dallas has seen a 34.1% increase in median household incomes since 2010. Although lower than its peer cities, the increase indicates an upward economic trajectory.

## CHALLENGES

1. **Housing Affordability:** With 44.3% of renters and 25.1% of homeowners considered cost-burdened, Dallas faces significant challenges in housing affordability.
2. **Population Density and Growth Rates:** Despite being a major city, Dallas is the second-least-dense among its peers and has experienced slower population growth compared to the broader DFW Metro and Texas.
3. **Poverty Rates:** Dallas leads its Texas peer cities in the total number of persons living in poverty at 18.1%, a critical issue that necessitates targeted interventions.
4. **Aging Population:** With significant growth in the 55-64 and over-65 populations, Dallas must prepare for the demands of an aging demographic, including healthcare and housing.

## TRENDS

1. **Evolving Job Market:** The city's economy shows a trend towards diversification with sectors such as arts, recreation, entertainment, real estate, and education services growing rapidly.
2. **Real Estate Market Dynamics:** Dallas' real estate market is experiencing varied levels of market strength across different areas, with northern and eastern areas showing higher residential market levels.
3. **Increasing Median Home Values:** Median home values in Dallas have increased by 37.4%, indicating a rising cost of living.
4. **Shifts in Age Distribution:** There's a notable shift towards an older demographic, with the 55-64 and over 65 age groups growing significantly, while the under 5 population has shrunk.

## OPPORTUNITIES

1. **Transit-Oriented Development (TOD):** With a strategic plan already developed, Dallas has the opportunity to further leverage TOD to improve accessibility, reduce congestion, and spur economic growth.
2. **Addressing Housing Affordability:** By focusing on innovative housing policies and development, Dallas can address the critical issue of housing affordability and improve living conditions for its residents.
3. **Capitalizing on Economic Diversification:** The growth in various job sectors presents an opportunity for Dallas to bolster its economic resilience and provide diverse employment opportunities.
4. **Planning for an Aging Population:** With the aging population trend, Dallas has the opportunity to become a leader in senior living, healthcare, and age-friendly infrastructure developments.



# KEY TAKEAWAYS

# SOCIO DEMOGRAPHIC & ECONOMIC SNAPSHOT

# 03

Land use planning and zoning are two interlinked tools the City of Dallas utilizes to guide land development within the city. Future land use planning describes a big-picture vision for how land is or should be developed and provides guidance for zoning. Zoning regulates what can be developed on specific properties and outlines the development requirements such as building height, setbacks (building distance from the street, side, and rear properties), and lot coverage (how much of the property buildings can cover) for what gets built. Ideally, an area's future land use and zoning should be consistent.

# LAND USE









## LAND USE

### Land Use Definition

In its simplest terms, land use describes how people use land. It refers to the activities people designate to land for various economic or cultural purposes. Land use can be described in two (2) different forms: 1) future land use and 2) existing land use.

### Future Land Use

Future land use represents a planned mix of land uses that embody a desired development pattern within the city. An adopted future land use map reflects where the city anticipates growth; what areas it wants to protect; where the main employment centers, entertainment areas, institutional anchors, and residential areas are located; and which areas are appropriate for a mix of uses and at what intensities. It also serves as a roadmap for future public investment including for new streets, transit, additional parks and open spaces, and schools to support the land use vision.

forwardDallas! 2006 established a generalized future land use vision through policy recommendations, guiding principles, and an illustrative graphic; however, a formal future land use map was never adopted. Without a future land use map, predicting land use patterns and providing guidance through the zoning change process has proven challenging for staff, city leadership, developers, residents, and other property owners. A future land use map, when adopted as part of this comprehensive update process, will help inform land use and zoning decisions and provide predictability and more transparency to the review and approval process.

**DID YOU KNOW**

SINCE THE 1ST ADOPTED ZONING ORDINANCE IN 1929, DALLAS HAS YET TO ADOPT A COMPREHENSIVE FUTURE LAND USE MAP OF THE CITY.

## Existing Land Use

Existing land use refers to how a property is currently used. Dallas' existing land use map **(see Figure 37)** is a visual lesson in historic land use and zoning policy outcomes. It provides a spatial look at how different uses are spread throughout the city. Analyzing existing land use can unveil, for example, underdeveloped areas, activity centers with capacity for a greater mix of uses, gaps in infrastructure, and areas with clusters of incompatible land uses. As indicated in **Figure 38**, single-family housing, open space, and supplemental uses such as infrastructure or public facilities, hold the largest share of land use in nearly every service district of the city. Service districts in this report refer to the city's seven areas of service, used commonly by Police, Parks, Code, and other City departments to oversee City programs.

**DID YOU KNOW**

87% OF ALL HEAVY INDUSTRIAL USE AND 89% OF ALL VACANT LAND IS IN THE SOUTHERN SERVICE AREAS (SC, SE, SW)

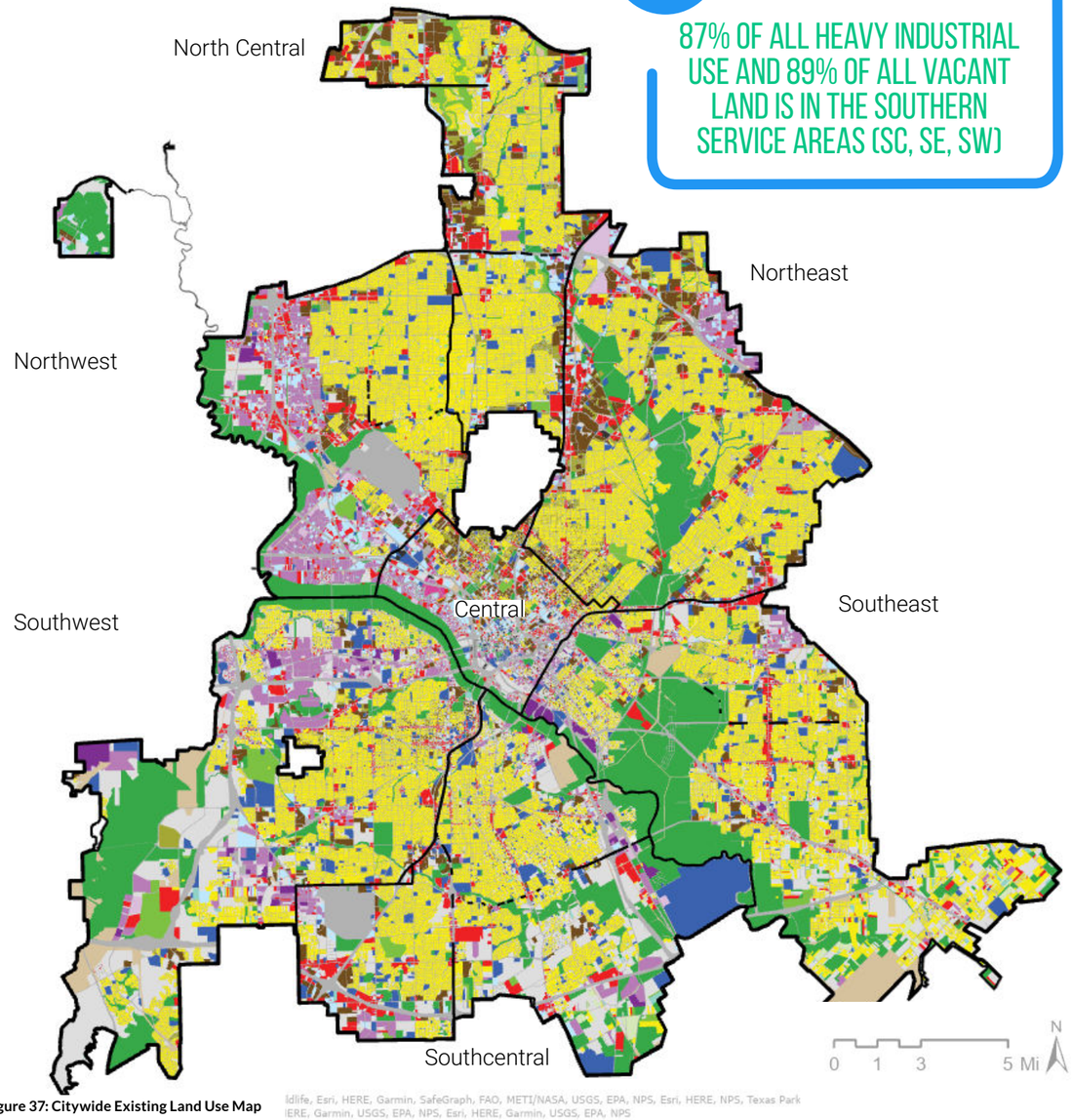



Figure 37: Citywide Existing Land Use Map

Idlife, Esri, HERE, Garmin, SafeGraph, FAO, METI/NASA, USGS, EPA, NPS, Esri, HERE, NPS, Texas Park
ERE, Garmin, USGS, EPA, NPS, Esri, HERE, Garmin, USGS, EPA, NPS

### Dallas Land Use Distribution, Citywide and Service Districts



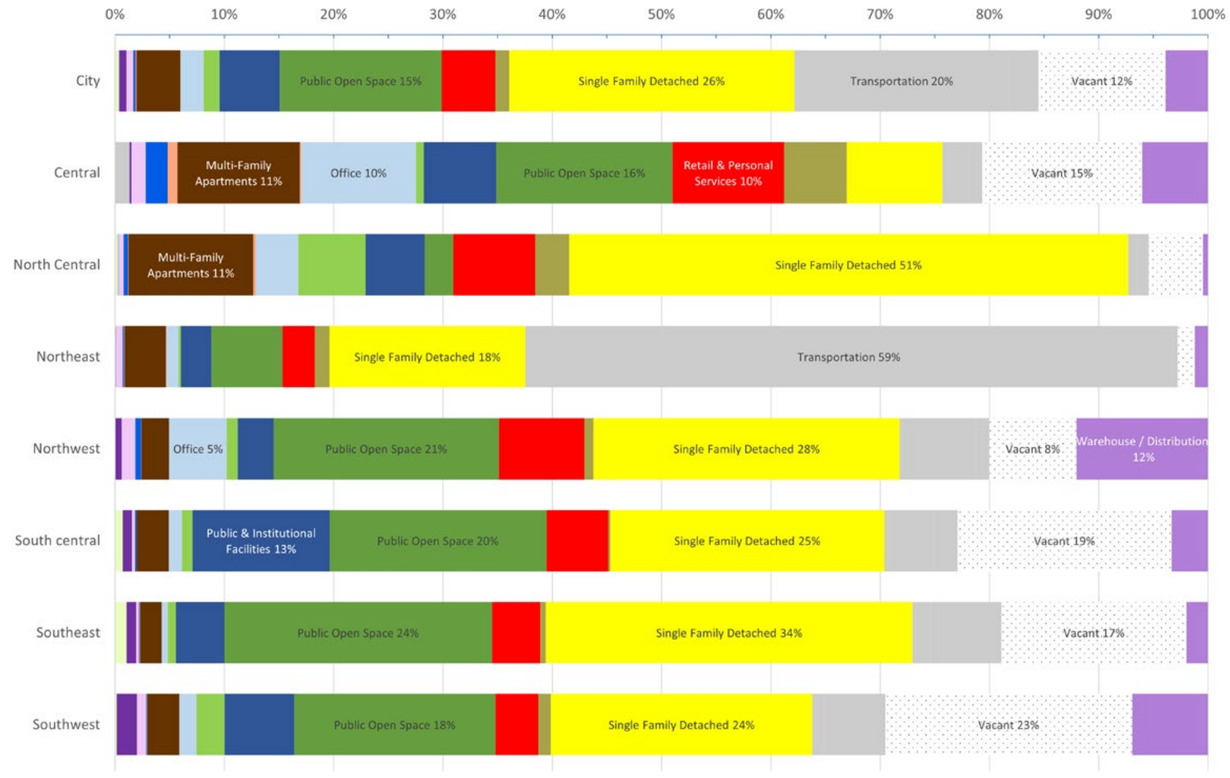




Figure 38: Citywide Existing Land Use Chart

# Vacant Land

Vacant land is described as a parcel of property with no buildings on it (US Environmental Protection Agency) (**see Figure 39**). Designated open space such as public and private parks are not included in this definition of vacant land.

Vacant land uses represent opportunities for new commercial and residential development, amenities, and services in Dallas neighborhoods. However, disinvestment and neglect of these properties can undermine equity, environmental sustainability, and economic vitality, particularly in parts of the city with high concentrations of vacant land.

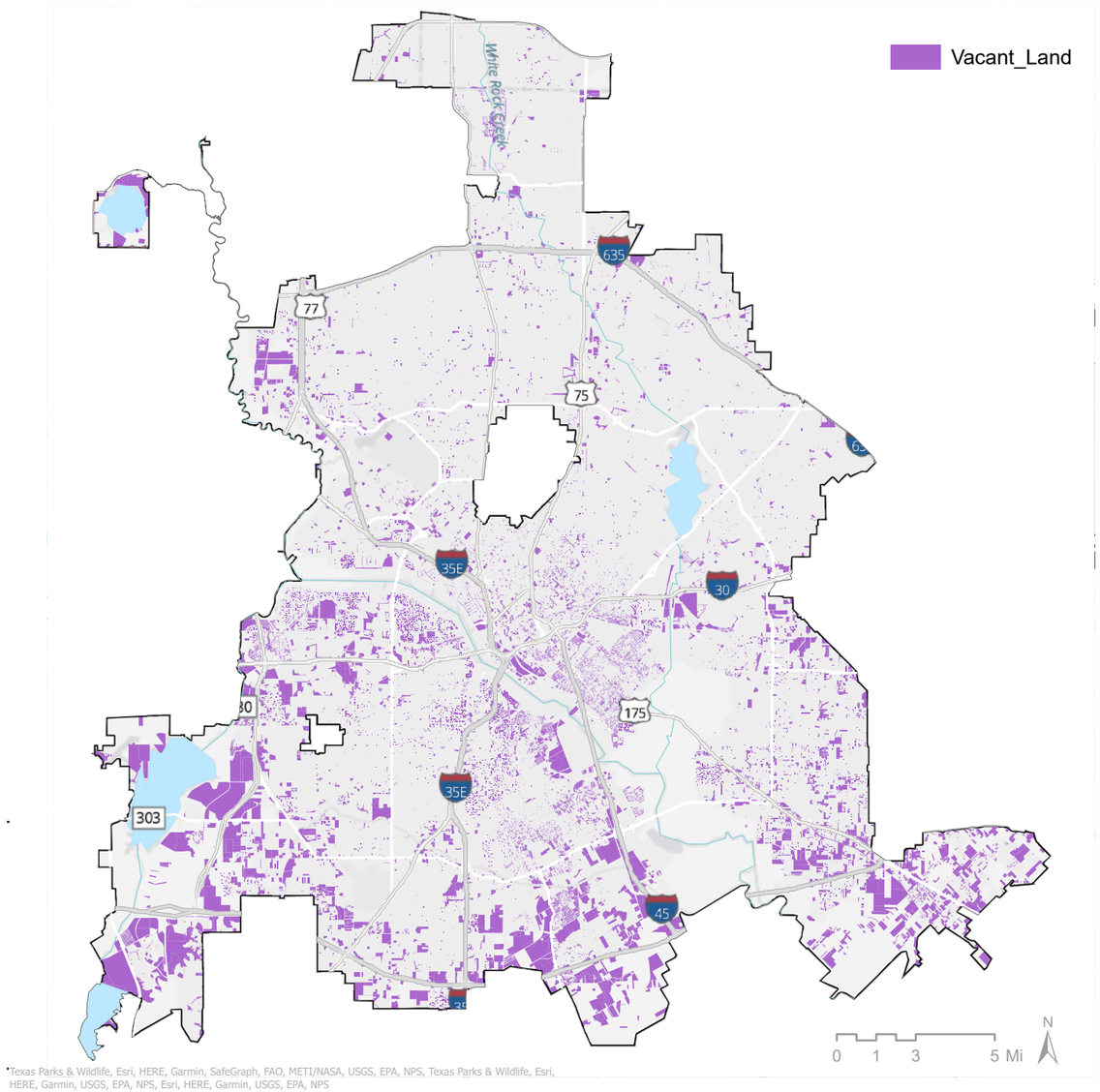
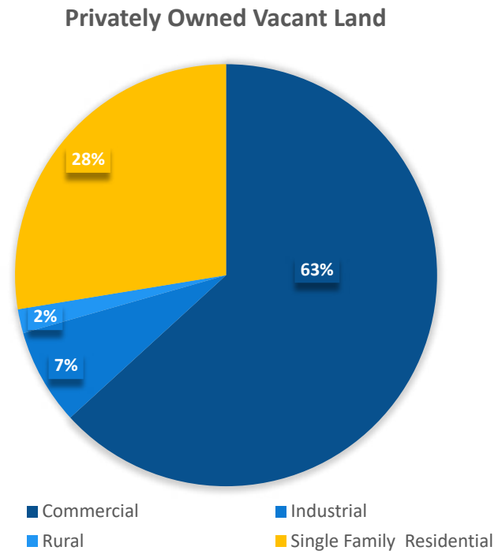



**Figure 39: Vacant Land-use Map**

## Vacant Land Distribution

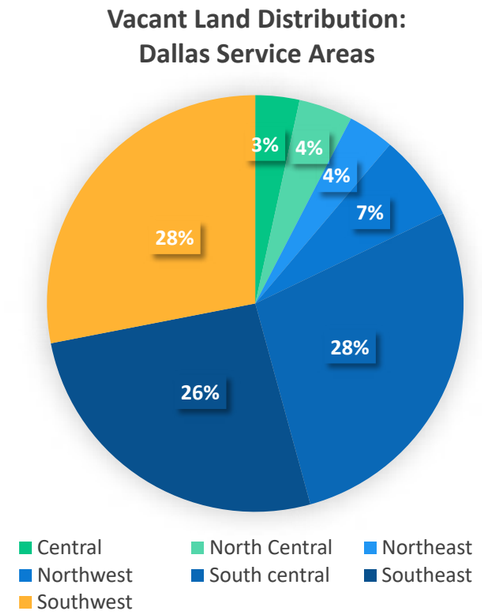
The City has 21,264 acres of vacant land; 14% publicly owned land (land owned by City of Dallas and other public entities) and 86% privately owned land (**see Figure 40**). About 32% of all vacant land comprises of floodplains and escarpment.

The southern service districts, located south of IH-30, contain over 80% of all vacant land in the city of Dallas. (**see Figure 41**).




*Source: 2020 Dallas Appraisal District (DCAD)*

**Figure 40: Privately Owned Vacant Land Use Distribution Chart**




*Source: 2020 Dallas Appraisal District (DCAD)*

**Figure 41: Vacant Land Use Distribution by Service Areas**

# Zoning

Zoning is a tool that cities use to regulate specific activities on properties and outline the development standards for those activities.  A comprehensive land use plan guides zoning, but does not constitute, nor is it a replacement for, zoning.  According to both City of Dallas' Development Code and the Texas Local Government Code, a comprehensive plan serves merely as a guide for rezoning requests rather than as a mandatory restriction on the city's authority to regulate land use. A comprehensive plan shall not constitute zoning regulations or establish zoning district boundaries.[1,2] While Comprehensive plans serve only as a guide for zoning, the plans are developed with extensive public input and are intended to let staff and elected officials know what the broader community desires when they are reviewing zoning and development applications.

In Texas, only cities have the authority to adopt zoning ordinances.[3] Counties do not have zoning authority, but they may enact certain development regulations to properties to receive approval for a building permit. Dallas' development regulations are housed within its City Code, as adopted and amended in, Chapter 51, Dallas Development Code: Ordinance No. 10962, Chapter 51(A) Dallas Development Code: Ordinance No. 19455, and Chapter 51P, Dallas Development Code: Planned Development District Regulations.[4] These chapters govern fundamental land development criteria, such as the use of land, allowable size & scale of development, legal partitioning of land, and property signage, among other various development factors. The Development Code also determines where certain zoning districts may be applied to within the city.

Since the first Zoning Ordinance was adopted within Dallas in 1929, there have only been two (2) major updates to the city's zoning code (1965 and 1987). Dallas has experienced a tremendous amount of a change since 1987, and development preferences and market trends have shifted significantly since the last update.

The way zoning is applied has also fundamentally changed. Historically, Dallas was regulated by permissive cumulative zoning policies.  Cumulative zoning is a hierarchical approach to zoning that allows any use permitted in a particular zone, plus any other use that is considered less harmful or of lower impact. This system ranked uses based on a range of suitability, with single family getting the highest ranking to heavy industrial ranking the lowest. For example, this meant that a residential home could be built in an industrial zone, but residential zones did not permit industrial uses.

**DID YOU KNOW**

DALLAS' LAST MAJOR ZONING ORDINANCE CHANGE WAS OVER 35 YEARS AGO IN 1987.

1 City of Dallas. Dallas Development Code: Chapter 51(A). August 7, 2022. https://codelibrary.amlegal.com/codes/dallas/latest/dallas_tx/0-0-0-27687]

2 State of Texas. Texas Local Government Code: Title 7, Chapter 213

3 State of Texas. Texas Local Government Code: Title 7, Chapter 211, Regulation of Land Use, Structures, Businesses, and Related Activities

4 City of Dallas, "Dallas City Code: Volume III". American Legal. August 7, 2022. https://codelibrary.amlegal.com/codes/dallas/latest/dallas_tx/0-0-0-73673.




**forwardDallas! 2006 identified a subsequent zoning ordinance update as one of its implementation steps, but this has yet to happen.**

## Dallas Citywide Zoning Map

The number of residential homes near industrial uses today is reflective of the ongoing impacts of Dallas' historic cumulative zoning **(see Figures 42 and 43).** This is particularly prominent in the southern and western portions of the City, where a history of racial segregation and unequal zoning practices have contributed to these environmental justice concerns (see Chapter 4: Development Equity). Further adding to that challenge is that after land use plans have been adopted to address some of these issues and provide more proactive guidance for future development, follow-up zoning changes have not always occurred to bring zoning into consistency with the future land use vision.

**DID YOU KNOW**

42% OF INDUSTRIAL RESEARCH ZONING IS IN THE NW AND 94% OF MH (MANUFACTURED HOMES) ZONING IS IN THE SE.

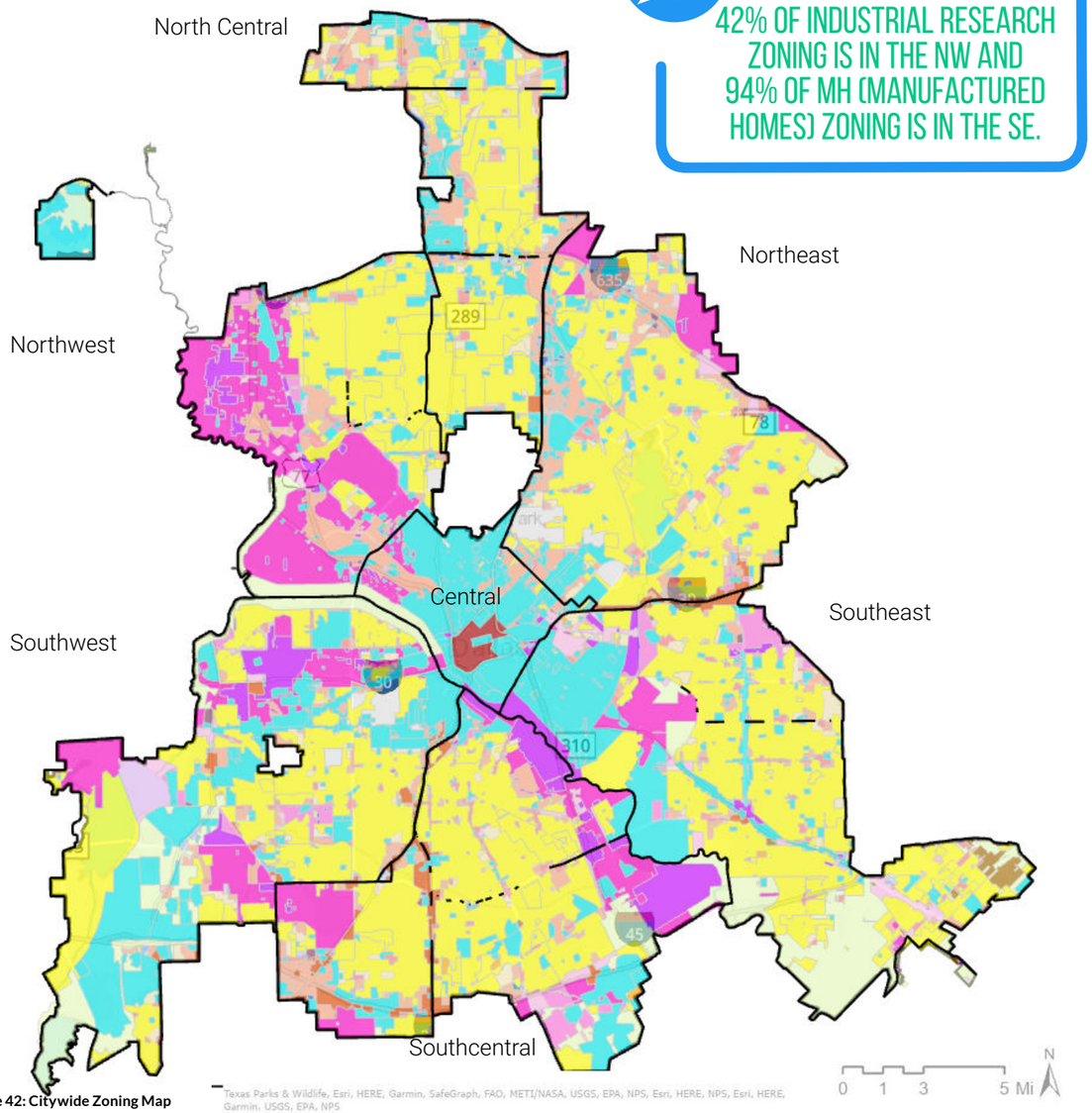



**Figure 42: Citywide Zoning Map**

## Dallas Zoning Distribution, Citywide and Service Areas



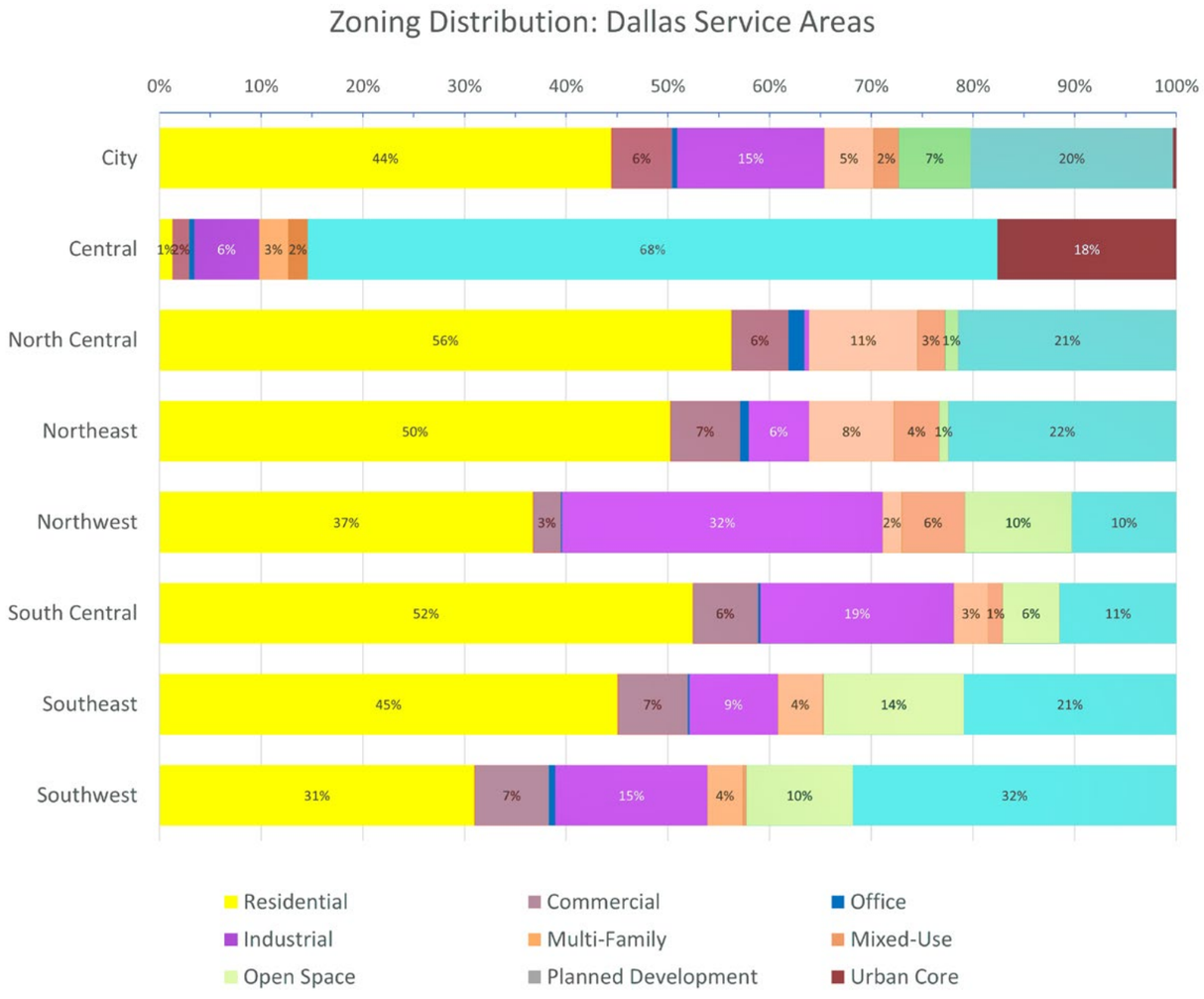




**Figure 43: Citywide Zoning Chart**

## Planned Development (PD) Districts

The purpose of Planned Development (PD) Districts is to provide flexibility in the planning and construction of development projects[1]. In Dallas, PDs can be created for a single lot or for many acres and are custom designed to permit or not permit various uses and unique design and development standards. In general, PDs allow developers to plan and develop a large area as a single entity, with the design flexibility to mix land uses, housing types, and densities, and to phase large developments over a number of years. PDs (and sub-PDs) cover over nineteen percent (19%) of Dallas' land area and account for more than 1,600 different properties **(see Figure 44)**. This level of nuance for so many different properties has led to a very complex review process, which has increased project review times, delays in projects, and poses challenges to establishing predictable development expectations for both developers and their neighbors. An added issue of this current practice is that the complexity of PDs often leads to applicants needing a land use attorney or professional consulting services to navigate the rezoning process. This has created equity concerns for development, especially in under-resourced areas and for small business owners.

The proliferation of customized Planned Development (PD) Districts is a result of the outdated zoning code not keeping pace with change. As a result, developers have adapted the code provisions to meet their needs, which has led to development via reactionary zoning changes.

**DID YOU KNOW**

DALLAS HAS OVER 1,000 UNIQUE PLANNED DEVELOPMENTS WITH CUSTOM ZONING REGULATIONS. THEY COVER MORE THAN 19% OF THE CITY.

1 City of Dallas, "Dallas City Code: Volume III"

## Special Development Districts

Beyond the base criteria within zoning, Dallas has multiple other tools at its disposal to address the unique needs or characteristics of certain types of development. **Figure 45** highlights the areas where the city has dedicated special resources to conserve, preserve, or spur growth. These include the following:

- Tax Increment Financing Districts (TIFs)
- Public Improvement Districts (PIDs)
- Empowerment Zones
- Opportunity Zones
- Neighborhood Stabilization Districts
- Conservation Districts
- Local Historic Districts and Structures
- National Register of Historic Places

## Planned Development Districts Map

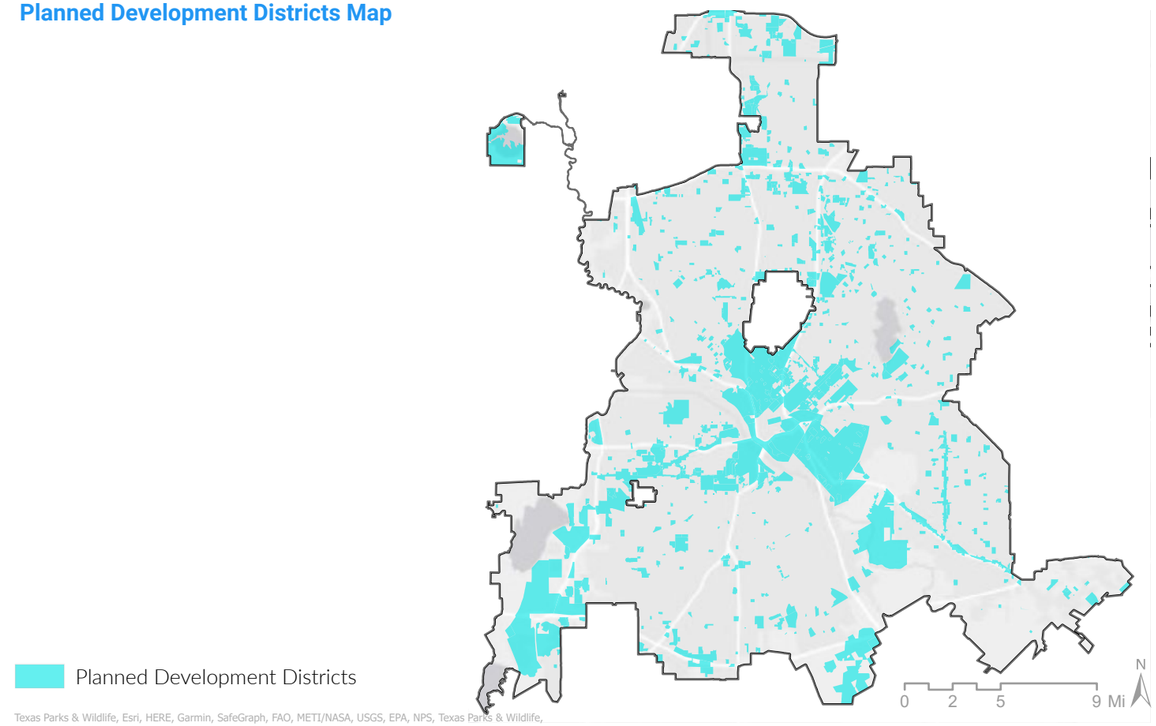



**Figure 44: Planned Development Districts**

## Special Development Districts Map

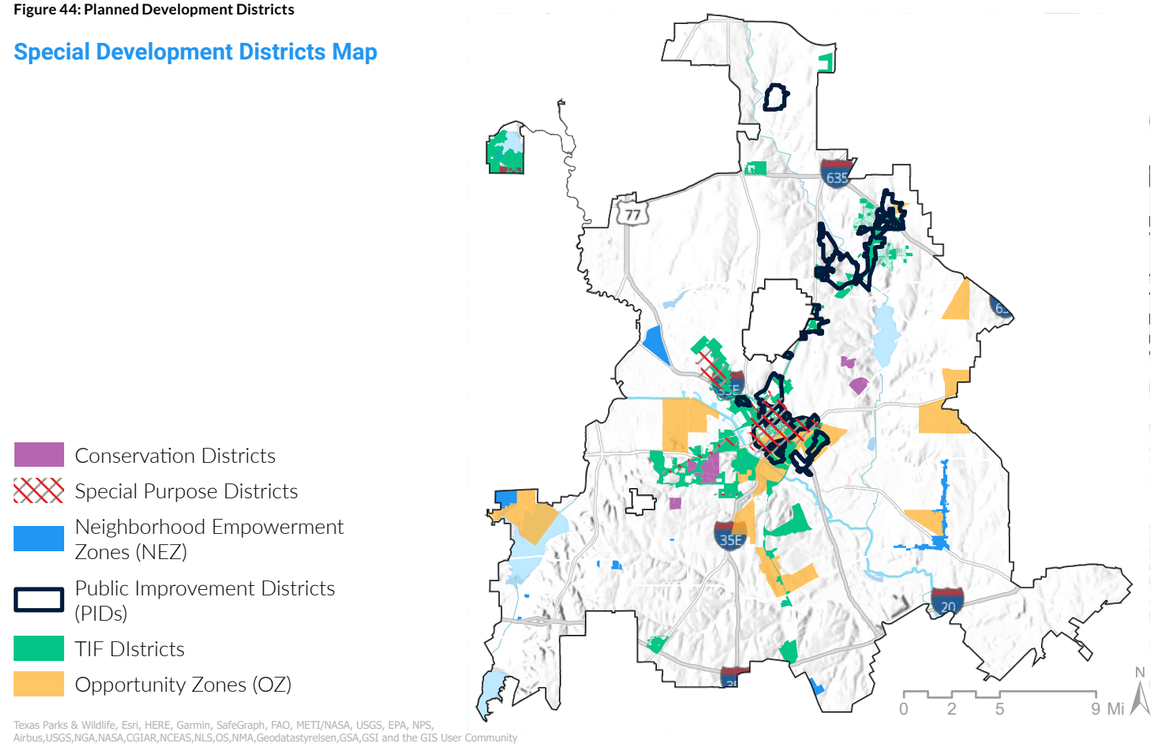



**Figure 45: Special Development Districts Map**

## STRENGTHS

1. **Planned Growth Vision:** Dallas has a clear vision for future land use that guides public investment in infrastructure, supporting a roadmap for sustainable growth.
2. **Diverse Land Use:** The city's existing land use is a testament to its historical growth and diversity, offering a wide range of residential, industrial, and recreational spaces.
3. **Public Engagement in Planning:** Comprehensive plans with extensive public input reflect community desires, ensuring that land use decisions align with the broader public interest.
4. **Innovative Use of Special Districts:** The implementation of various special development districts like TIFs and Opportunity Zones facilitates targeted economic growth and conservation.

## CHALLENGES

1. **Lack of a Formal Future Land Use Map:** Absence of an adopted future land use map complicates zoning consistency and land use predictability, hindering systematic development.
2. **Outdated Zoning Code:** Since the last major zoning code update in 1987, current policies may not fully reflect modern development preferences and market trends.
3. **Complexity of PDs:** Overuse of Planned Development districts has led to a complex rezoning process, creating equity concerns and hindering predictable and consistent development.
4. **Legacy of Racial Inequity in Zoning:** Dallas' land development reflects a history of racially motivated policies like redlining, leading to persistent segregation and unequal development across the city. There's a pressing need for policy reform to correct these historical injustices and ensure equitable land use.

## TRENDS

1. **Growth of Special Development Districts:** Special Development Districts like TIFs and PIDs show a trend towards focused development efforts to meet unique local needs.

## OPPORTUNITIES

1. **Strategic Development of Vacant Land:** The city's significant vacant land holdings offer opportunities for strategic commercial and residential development to boost economic vitality.
2. **Modernizing Zoning Regulations:** The update process presents an opportunity to modernize zoning codes to better reflect contemporary land use trends and simplify the development process.
3. **Enhanced Development Equity:** There's an opportunity to address equity concerns by simplifying the development process, especially for small business owners and under-resourced areas.



# KEY TAKEAWAYS LAND USE

# 04

Urban design shapes how places function, look, and feel in addition to how people use those places. It addresses how buildings and the spaces surrounding them work together to create an environment that is safe, beautiful, functional, and accessible for all. Developing a comprehensive set of urban design principles to inform future urban design guidelines will be part of the ForwardDallas Update process. To better understand the city's current built environment and frame future discussions about urban design, this chapter outlines some of the most influential events and precedents behind Dallas' built form.

# URBAN DESIGN & BUILT FORM







## HOUSING/BUILDING AGE

### Housing/ Building Age Map

Dallas' history of land development, acquisitions, and urban design policies has greatly molded the City's built form during the last century **(see Figure 46).**

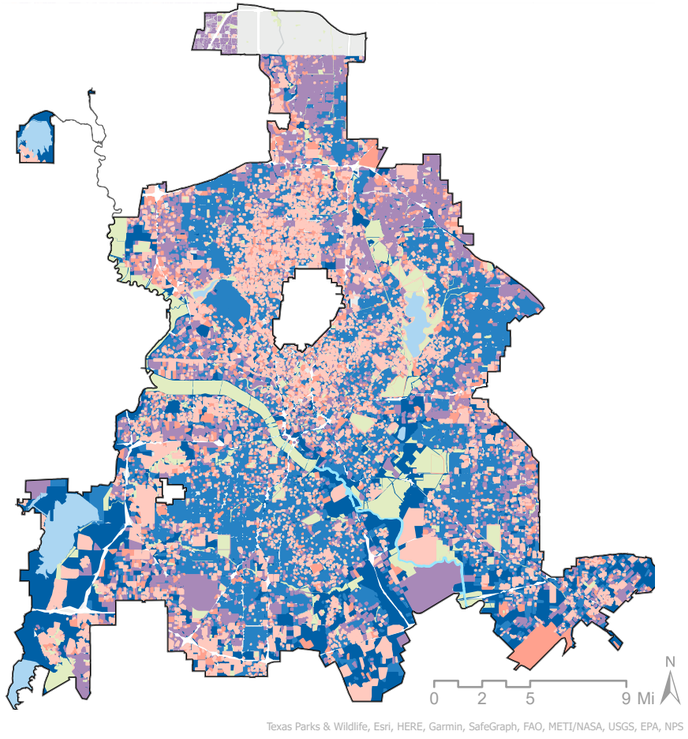



**Figure 46: Housing/ Building Age Map**

# DALLAS' DEVELOPMENT HISTORY

## TIMELINE

### PRE 1855
Prior to European settlement

The city area of today was historically a flat limestone landscape, with a mixture of Blackland Prairie and bottomland forests. It was also home to the Caddo, Comanche, & Wichita tribes.

### 1855 - 1875
Early colonization

Dallas was established as a Southern Plains trading post. In the early years, multiple small communities were established in the area including Hord's Ridge and Cedar Springs.

### 1875 - 1900
The railroad expansion

The Houston and Texas Central rail line arrived in **1872** and served as the first link between Dallas and other parts of the state. These regional networks would allow Dallas to rapidly grow as a major commercial hub centered around today's West End and Farmer's Market.

### 1900 - 1920
Establishing a vision

The Kessler Plan (**1911**) became the first city planning document and provided a vision for many of today's major infrastructure projects, including Central Expressway and the Trinity River levees.

### 1920 - 1940
The segregated city

After the Civil War's conclusion, numerous "Freedman Towns" arose on the city's periphery, including Joppa, Elm-Thicket, 10th Street, and Uptown. Starting in the **late 1930s**, Dallas leveraged redlining and freeway construction to divide, remove, and withhold investment from many of these thriving communities of color.

### 1940 - 1960
Guiding growth

Harland Bartholomew developed Dallas' first masterplan report (**1946**), which detailed citywide character and a vision for land use. This led to the civic center of downtown, city hall, and the convention center.

### 1960 - 1980
Protecting the past

Weiming Lu was hired in **1971** as the first ever Director of Urban Design. Under his leadership, a historic preservation commission was formed. His leadership helped to save places such as the Texas School Book Depository and Old East Dallas.

### 1980 - 2000
Establishing the megacity

City's population reaches the 1 million-mark between **1980 – 1990**. During this time, major land development projects such as the construction of Reunion Area, the Dallas Arboretum, opening of Samuell Farm, and the opening of the Morton Meyerson Symphony Hall occur.

### 2000 - 2020
Designing the future

The CityDesign Studio was established in **2009** to to enhance livability through good urban design. This group has since merged with Planning to become the Planning + Urban Design Department (P+UD).

### 2020 - TODAY
ForwardDallas Update

Updating the city's land use vision that incorporates a comprehensive set of urban design principles that guide land development for the future.

Urban Design Peer Review Panel created in **2013**.

**Figure 47: Dallas' Urban Design Development Timeline**

## Dallas' Geographic Expansion

Dallas' geographic growth was not only a result of land development, but also through the acquisition and integration of municipalities and communities into the city. Although over six hundred (600+) land acquisitions have occurred during the city's history, this section looks at a select list of major of annexations, consolidations, and absorptions that amount to what we understand as Dallas' current city limits **(see Table 1)**. These three (3) land acquisition methods are defined below:

- **Annexation:** is a method of expanding and adding to the boundary of a jurisdiction's territory. In Dallas, annexation was achieved through two main methods: 1.) wholesale annexation of an incorporated area and 2.) "Strip" or piecemeal annexation. Until more recently, Texas annexation laws gave Dallas and other "home rule" municipalities the ability to annex land against the desires of residents within those communities.

- **Consolidation**: occurs when two (2) cities agree to merge through an election.
- **Absorption**: is simply the integration of a community into the City of Dallas due to the community being unincorporated and not needing a formal annexation process.[1]

1 Dallas Historical Society. Legacies: A History Journal for Dallas and North Central Texas, Volume 14, Number 2, Fall, 2002, periodical, 2002; (https://texashistory.unt.edu/ark:/67531/metapth35097/. Accessed August 14, 2022. University of North Texas Libraries, The Portal to Texas History.

**City of Dallas Select Major Land Acquisitions**

| # | Community / Area | Year | Land Acquisition Method |
|---|---|---|---|
| 1 | East Dallas | 1889 | Annexation |
| 2 | Hale | 1890* | Absorption |
| 3 | Marsh | 1900* | Absorption |
| 4 | Oak Cliff | 1903 | Annexation |
| 5 | Bachman | 1903* | Absorption |
| 6 | Cedar Springs | 1929 | Annexation |
| 7 | Lisbon | 1929 (June) | Annexation |
| 8 | Calhoun (Fisher) | 1930s | Absorption |
| 9 | Vickery | 1945 (March) | Annexation |
| 10 | Preston Hollow | 1945 (April) | Consolidation |
| 11 | Reinhardt | 1945 (May) | Annexation |
| 12 | Honey Springs | 1946 (December) | Annexation |
| 13 | Bonton | 1950s* | Absorption |
| 14 | Cement City | 1951 | Absorption |
| 15 | Lake June | 1952 (January) | Annexation |
| 16 | Pleasant Grove | 1954 | Annexation |
| 17 | Joppa | 1955 | Absorption |
| 18 | Hamilton Park | 1954* | Annexation |
| 19 | Eagle Ford | 1956 | Annexation |
| 20 | Wheatland | 1956* | Absorption |
| 21 | Little Egypt | 1960s | Absorption |
| 22 | Letot | 1960s* | Absorption |
| 23 | Lake Ray Hubbard | 1963 | Annexation |
| 24 | Fruitdale [Acres] | 1964 (October) | Annexation |
| 25 | Kleberg | 1978 (April) | Consolidation |
| 26 | Rylie | 1978* | Absorption |
| 27 | Renner | 1977 | Consolidation |
| 28 | Audelia | 1980s | Absorption |
| 29 | Alpha | 1980s* | Absorption |
| 30 | Scyene | 1980s* | Absorption |

** Pending Verification*

**Table 1: Dallas Select Major Land Acquisitions**



Dallas' greatest period of land growth occurred immediately after World War II (post 1945). From 1945 to 1960, the city grew from 50.6 to 283.3 square miles. For comparison, during the war years (1939 – 1945), the city grew an estimated 40 square miles. **Figure 48** show the major communities that were acquired and added into Dallas city boundaries.

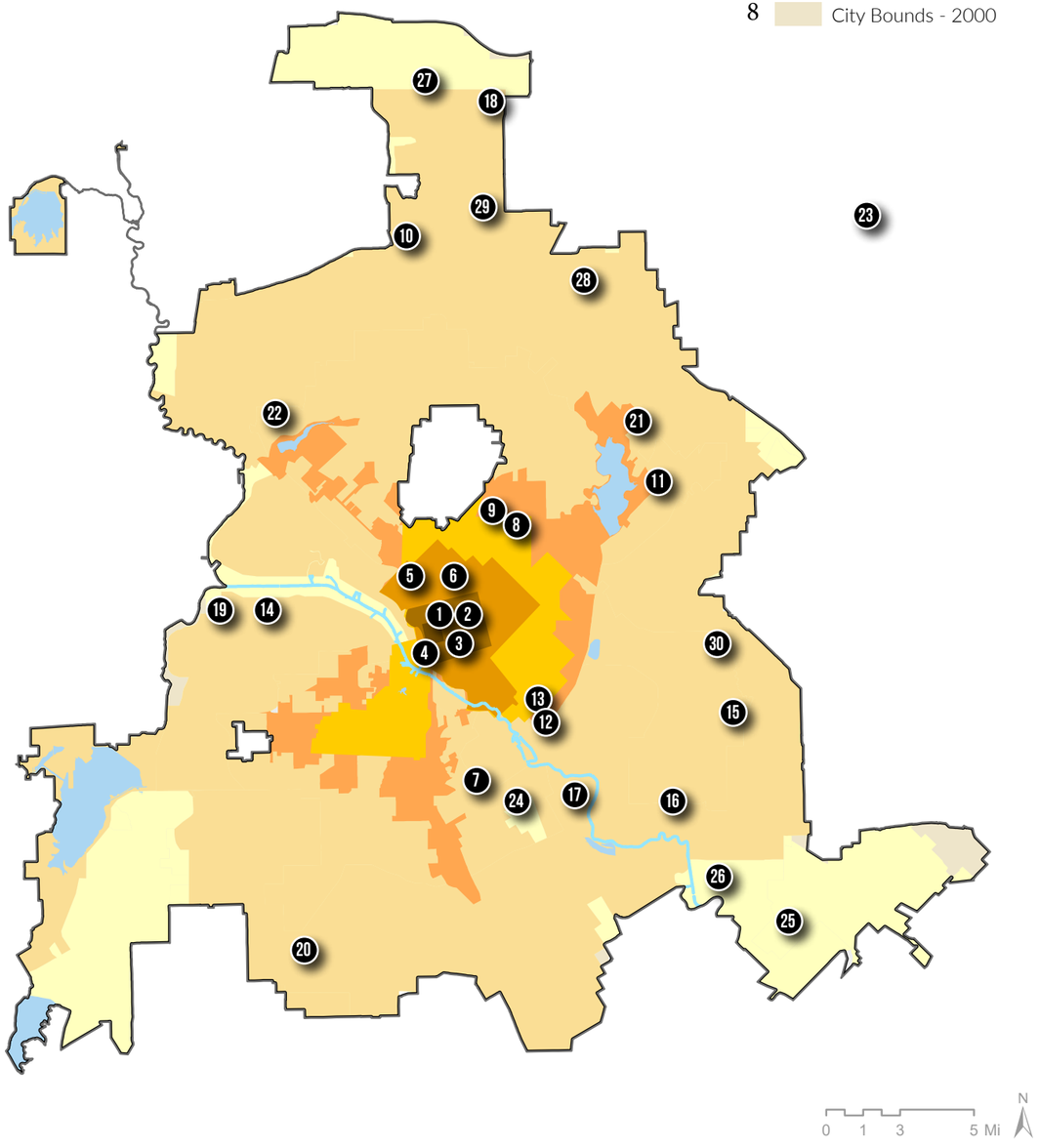



**Figure 48: City Limits Growth Map**



## Urban Design Principles

The ForwardDallas Update will incorporate urban design guidance into its land use policies to provide another layer of direction for decision makers. The implementation of urban design principles within the city is largely achieved through a handful of policies, precedents, and projects that provide guidance and best practices for practitioners and stewards of the urban realm, but a comprehensive or citywide set of guidelines does not exist. This section elaborates on the city's current mechanisms in attempt to understand the breadth of policies that currently exist and what opportunities exist to strengthen urban design policies during this planning process.

### Urban Design Element (forwardDallas! 2006)

The Urban Design Element of forwardDallas! 2006 serves as the overarching policy guidance, providing a comprehensive definition and understanding of urban design throughout the city. The element identifies three (3) main goals for urban design in Dallas, each of which identified a series of policy items and subsequent implementation measures.

- Promote a Sense of Place, Safety, and Walkability
- Strengthen Neighborhood and Community Identity
- Establish Walk-to Convenience

Although the Urban Design Element has worked to serve as a guide for urban design action and implementation through Dallas during the last sixteen years, the Element failed to provide a set of guiding urban design principles for Dallas. Additionally, of the forty (40) action items outlined in the Element, only seven (7) have been substantially completed, with only twelve (12) being partially completed. While the the three (3) main goals and additional policy recommendations and action items should serve as a starting point for urban design in the ForwardDallas Update, a more refined approach will be needed to be successful over time.



## Urban Design Tools

In addition to the guidance provided in forwardDallas!2006, the City also has several design tools at its disposal that help shape Dallas' built and natural environments.

### Urban Form-based Districts

Urban Form-based Districts, found in Article XIII within Chapter 51(A) of the City's development code, are a set of form-based zoning categories that serve as an implementation tool for forwardDallas! 2006. Form-based zoning differs from the typical Euclidean zoning common within the city and the country in that rather than relying on separating uses or activities from each other, the organizing principle for the code uses physical form to foster predictable built results. Form-based code addresses the relationship between building facades and the public realm, the form and mass of buildings in relation to one another, and the scale and types of streets and blocks. The purpose of these urban form districts is to create walkable urban neighborhoods where higher density mixed uses and mixed-housing types promote less dependence on the automobile. They are also intended to help transition successfully to existing neighborhoods[1].

1 City of Dallas. Chapter 51 (A) Article XIII: Form Districts. https://dallascityhall.com/departments/sustainabledevelopment/planning/DCH%20Documents/form%20districts/ArticleXIII-FormDistricts.original.pdf

### Urban Design Peer Review Panel

The Urban Design Peer Review Panel (UDPRP) formed in 2013, is comprised of local design, planning, and engineering professionals who provide urban design advice to city staff, Tax Increment Financing District (TIF) Boards, City Plan Commission, and City Council for upcoming new development projects. The panel's role is to provide ongoing urban design review at key stages through project development and engineering to facilitate a desirable urban design outcome. The role of UDPRP also includes the following:

- Ensure the goals of forwardDallas 2006!, TIF Design Guidelines, and other policies are met within in the context of urban design
- Ensure that new buildings and public spaces demonstrate a high level of design, fit well within their context, contribute to Dallas' economic success, and contribute to Dallas' competitive advantage and the quality of life for its citizens
- Support creative design responses in new development
- Foster an effective working relationship with the development community
- Broaden public discussion about design

### Urban Transit Design Guidelines

The Urban Transit Design Guidelines, adopted in 2017, are intended to provide policy level design guidance for the development of at-grade and below-grade, DART-operated transit corridors and stations in and around Downtown Dallas. Though non-prescriptive in nature, the guidelines establish expectations for the quality of the urban environment in the vicinity of the transit corridors, based on best practices. The review process associated with the Urban Transit Design Guidelines is integrated into DART's project development process by introducing a series of reviews by the City of Dallas' UDPRP.

### TIF Design Guidelines

As part of the City of Dallas' Tax Increment Finance Districts (TIF) Program, all projects located in TIF districts are held to a higher standard of urban design critique. These reviews can be public or private projects and are managed by the UDPRP. The guidelines that drive their decision making were developed and based off urban design best practices. These programs reflect the City's effort to promote added property value through development that contributes to a pedestrian-friendly, human-scaled environment, that utilizes high quality materials and creates unique urban places.

### Complete Street Design Manual

The Complete Streets Manual was adopted by the Dallas City Council in January of 2016. Through the Department of Transportation, the City has established this manual to improve how streets are designed and built, and aims to ensure safety and comfort for everyone. This includes travelers of any age, ability, or ridership. Complete Streets considers the entire space between the building facades on each side of the road. This initiative aims for a phased transformation of Dallas' street network through a combination of public street improvements and incremental private developments. Any roadway improvements related to adjacent development are subject to these design criteria. Many of the recommendations in this manual were incorporated in the 2019 update of the City of Dallas Street Design Manual, which is listed in Sec. 51A-8.601 of the City's Development Code.



## STRENGTHS

1. **Historic Urban Planning:** The city's rich history of urban design, marked by significant plans such as the Kessler Plan and Bartholomew's master plan, has shaped the city's infrastructure and cultural landmarks.
2. **Commitment to Preservation:** Efforts led by individuals such as Weiming Lu and initiatives such as the Urban Design Peer Review Panel reflect a strong commitment to preserving and enhancing Dallas's unique urban character.
3. **Design-Conscious Growth:** The establishment of the CityDesign Studio and the Planning & Urban Design Department shows Dallas's dedication to promoting livability and thoughtful city design.
4. **Transit-Oriented Development:** Adoption of Urban Transit Design Guidelines reflects an emphasis on transit-oriented development, positioning Dallas as forward-thinking in urban mobility.

## CHALLENGES

1. **Incomplete Urban Design Goals:** Of the forty action items outlined in the Urban Design Element of forwardDallas! 2006, only a minority has been completed, indicating a gap between policy goals and implementation.
2. **Inequitable Urban Evolution:** The city's practices, particularly the use of redlining, freeway construction dividing communities, and zoning categories that co-located industry and communities of color, calls for intentional zoning and urban design that rectifies past injustices
3. **Complex Zoning Processes:** The reliance on Planned Development Districts indicates a complex zoning landscape that could benefit from simplification to foster more equitable development.
4. **Lag in Policy Adaptation:** Urban design policies have not always kept pace with the rapid changes in societal needs and technological advancements, necessitating periodic updates.

## TRENDS

1. **Shift Toward Mixed-Use Development:** Form-based zoning and urban form districts aim to create walkable, mixed-use neighborhoods, reflecting a trend towards less car dependency and more sustainable urban living.
2. **Increased Design Review and Quality Expectations:** The Urban Design Peer Review Panel and TIF Design Guidelines represent a trend toward higher urban design standards and public space quality.
3. **Focus on Transit-Oriented Design:** The Urban Transit Design Guidelines suggest a move towards integrating transportation infrastructure with urban design to improve overall city connectivity and accessibility.
4. **Design for Walkability and Safety:** There is an ongoing trend to prioritize walkability and safety in urban design, aiming to create spaces that are accessible and enjoyable for all residents.

## OPPORTUNITIES

1. **Urban Design Policy Enhancement:** The ForwardDallas Update presents an opportunity to refine urban design policies, ensuring they are comprehensive and effectively guide future developments.
2. **Comprehensive Street Improvement:** The Complete Streets Manual and related initiatives offer a chance to transform Dallas' streets into safer, more inclusive, and versatile public spaces.
3. **Community-Centric Design Approaches:** There is an opportunity to employ urban design as a tool to strengthen community identity and promote inclusivity, addressing historical design inequities.
4. **Integration of Green Infrastructure:** Urban design principles can be applied to integrate green infrastructure, enhancing environmental sustainability and resilience against climate change impacts.



# KEY TAKEAWAYS

# URBAN DESIGN & BUILT FORM

# 5

Prior to looking forward, we must recognize that historically, in communities across the nation, land use and zoning has been used to exclude and segregate people of color. This has played a role in the creation and perpetuation of racial, economic, and health inequities.

ForwardDallas cannot resolve the historical impact of inequitable land use and zoning issues overnight, or by itself, but the City is committed to applying an equity lens to how we plan and engage today and into the future.

# DEVELOPMENT EQUITY & POLICIES









## Defining Equity in Land Use

Land use impacts many aspects of social, economic, and environmental matters impacting our day-to-day lives. Understanding how the City defines land use and equity will be critical in providing a baseline comprehension for how land use equity can and should be achieved through the development of this plan.

**Equity Definition**
"Equity means that each person has the resources and services necessary to thrive in each person's own unique identities, circumstances, and histories...[and] focuses on eliminating disparities while improving outcomes for all. Racial equity is a situation that is achieved when people are thriving and neither race nor ethnicity statistically dictates, determines, or predicts one's social outcome or ability to thrive..."

- The City of Dallas' Office of Equity and Inclusion[1]

"...[P]eople are still marginalized, including based on gender, sexual orientation, ability and age, to name but a few. Focusing on racial equity provides the opportunity to introduce a framework, tools and resources that can also be applied to other areas of marginalization."

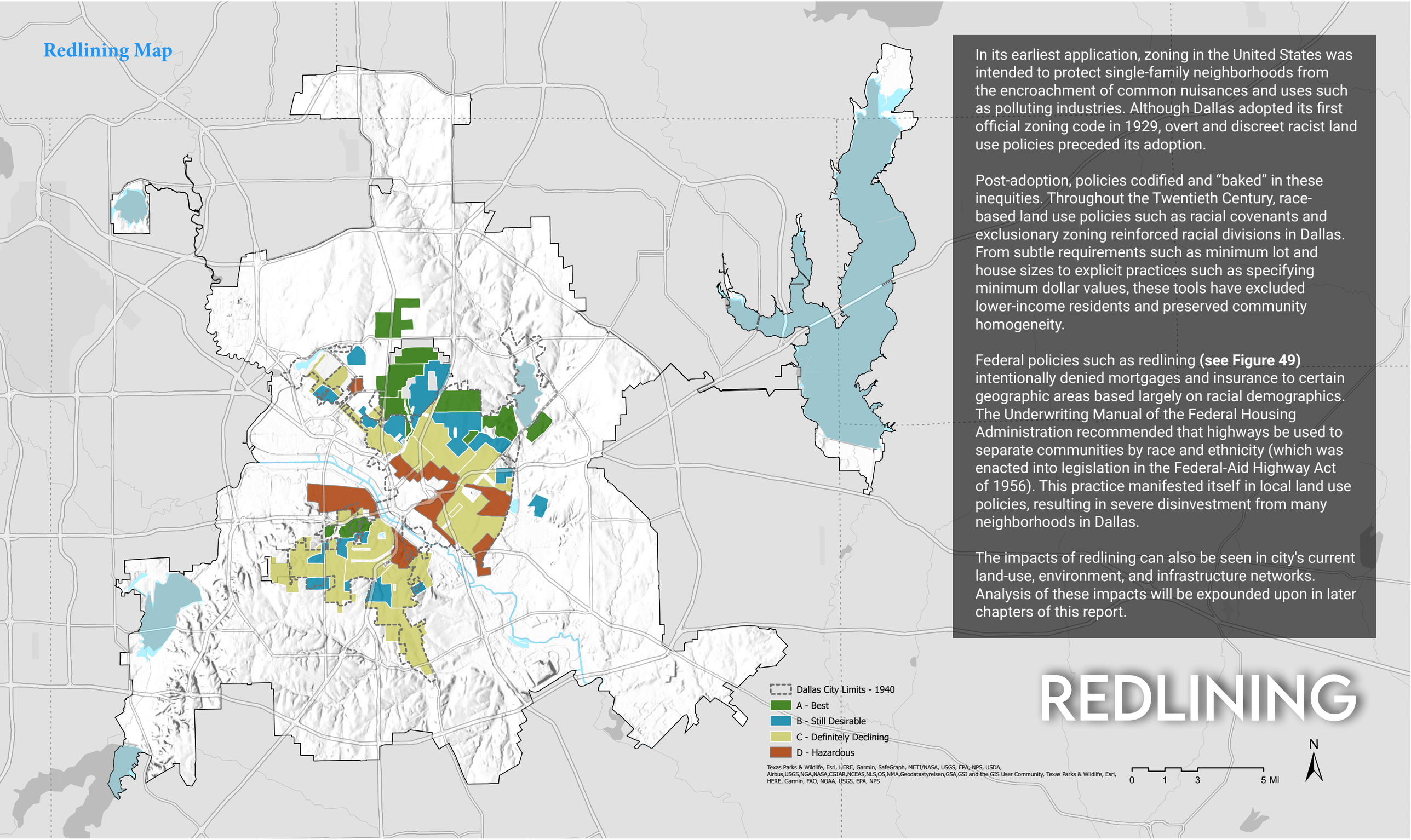
The ForwardDallas Update aims to avoid the failures of the past as it moves toward advancing equitable land use policies related to environmental justice, sustainability, investments in disinvested areas, addressing displacement, and encouraging complete and healthy neighborhoods.

- Government Alliance on Race & Equity[2]

1 City of Dallas Office of Equity and Inclusion. "Equity Division". August 2022. https://dallascityhall.com/departments/office-of-equity-and-inclusion/Equity/Pages/default.aspx

2 Government Alliance on Race & Equity. "Why Lead With Race". August 2022. https://www.racialequityalliance.org/about/our-approach/race/

## Redlining Map




In its earliest application, zoning in the United States was intended to protect single-family neighborhoods from the encroachment of common nuisances and uses such as polluting industries. Although Dallas adopted its first official zoning code in 1929, overt and discreet racist land use policies preceded its adoption.

Post-adoption, policies codified and "baked" in these inequities. Throughout the Twentieth Century, race-based land use policies such as racial covenants and exclusionary zoning reinforced racial divisions in Dallas. From subtle requirements such as minimum lot and house sizes to explicit practices such as specifying minimum dollar values, these tools have excluded lower-income residents and preserved community homogeneity.

Federal policies such as redlining **(see Figure 49)** intentionally denied mortgages and insurance to certain geographic areas based largely on racial demographics. The Underwriting Manual of the Federal Housing Administration recommended that highways be used to separate communities by race and ethnicity (which was enacted into legislation in the Federal-Aid Highway Act of 1956). This practice manifested itself in local land use policies, resulting in severe disinvestment from many neighborhoods in Dallas.

The impacts of redlining can also be seen in city's current land-use, environment, and infrastructure networks. Analysis of these impacts will be expounded upon in later chapters of this report.

**Figure 49: Redlining Map of Dallas**


Amended - March 2026

# LAND-USE EQUITY

This section outlines some of the key historical milestones of how land use equity in Dallas was either curtailed or advanced by certain policies, tools, or events within the city or throughout the country **(see Figure 50 and 51)**. A number of these events directly led to the segregation of people based on racial, ethnic, and socioeconomic demographics. Other events had an indirect effect but were supported by other discriminatory incidents that magnified or cemented land use inequities for certain communities.

## TIMELINE

### 1839-1855
**Early Settlement and Removal of Native Americans**

Between the time John Neely Bryan first surveyed the Dallas area in 1839 looking for a good trading post to serve Native Americans and settlers and the time he returned from visiting his Arkansas home in 1941, a treaty was signed removing all Native Americans from Northern Texas. This removal was likely the genocide of the tribes in the area by state and federal leadership such as President Lamar of the Republic of Texas who declared an "exterminating war" on Native Americans.

### 1907
**City Charter**

The segregation of races section existed and operated in the City of Dallas charter from 1907 to 1968. The section explicitly targeted "all persons of African descent".

### 1909
**Kessler Plan**

Dallas' managed-growth plan from 1910 through the 1930s was authored by St. Louis planner George E. Kessler. The Kessler Plan Association (originally known as the City Plan and Improvement League) was established by Dallas Chamber of Commerce to help implement the plan.

### 1921
**Dallas Passes One-Race Neighborhoods Law**

City leaders passed the 1921 segregation law after the Texas Supreme Court struck down a similar city law, passed by referendum in 1916, which allowed for residential segregation by officially designating Dallas neighborhoods as white, black, or open. In turn, "neighborhoods already occupied by one race would be closed to others."

### 1926
**Kessler Plan Association upholds segregation**

The Kessler Plan Association, which guided an effort known as City Beautiful to develop Dallas, said in 1926 that "whites who have bought homes are entitled to protection from encroachment of Negroes moving into the neighborhood."

### 1926
**Ambler Realty Co v. Village of Euclid**

Federal case that provided legal support for the segregation of land, usages, and people in neighborhoods and cities. This case set the precedent for states to use zoning ordinances as policing powers to enforce land use.

### 1927
**The Ulrickson Plan**

An ambitious nine-year capital budget program calling for the issuance of $23,900,000 in bonds to finance a variety of public works projects in the City of Dallas. In addition to the levee and Trinity re-channeling program, the Committee's greatest achievements were a system of viaducts or bridges across the Trinity and a "Central Boulevard" which materialized 20 years later as Central Expressway.

### 1929
**Dallas 1st Zoning Ordinance**

New ordinance for the City of Dallas, outlining the zoning plans for areas of the city as part of the Kessler Plan. It includes a map that notes tentative zones for residential, business, and industry areas throughout the city.

### 1937
**HOLC Redlining Maps: Dallas**

The Federal Agency named the Home Owners' Loan Corporation (HOLC) created "Residential Security" maps of major American cities that documented how loan officers, appraisers, and real-estate professionals evaluated mortgage lending risk during the era immediately before the surge of suburbanization in the 1950s. Neighborhoods considered high risk or "hazardous" were often "redlined" by lending institutions, denying them access to capital investment which could improve the housing and economic opportunity of residents.

**Figure 50: Development Equity Land Use Timeline**



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TIMELINE CONTINUES -->

# LAND-USE EQUITY

## TIMELINE

**1944 — The Bartholomew Plan (aka Your Dallas of Tomorrow: A Master Plan for Dallas)**

The plan proposed the expansion of Love Field, which would eventually displace many African Americans in the Elm Thicket neighborhood using eminent domain.

Initiated the construction of Central Expressway, where the southern end of the thoroughfare was routed through a historic African-American neighborhood, displacing 1,500 black residents, in addition to paving over 1-acre of the Freedman's Cemetery.

**1954 — Annexation of Hamilton Park Subdivision**

As a result of the housing shortages for Black families due to events such as the expansion of Love Field and the bombings of Black homes in predominantly White suburban Dallas neighborhoods, this master-planned community would give preference to Blacks residents displaced by Dallas Love Field expansion. It was seen as an effort to end the violence that was spurred from the bombings and to ultimately halt desegregation.

**1956 — Federal-Aid Highway Act of 1956**

The Underwriting Manual of the Federal Housing Administration recommended that highways be used to separate communities by race and ethnicity. This was enacted into legislation in the Federal-Aid Highway Act of 1956.

**1961 — Racial Integration of Dallas Facilities**

Racial integration of public and private facilities begins, the work of a biracial committee appointed by the Dallas and Negro Chambers of Commerce.

**1965 — Zoning Ordinance Update**

Introduced and codified the concept of Planned Development (PD) Districts, which provided flexibility in the planning and development of projects with combinations of uses and of specific physical designs.

Allowed room for negotiation during review process that traditional zoning does not allow.

**1984 — City of Dallas Planning Policies**

In July of 1984, the City of Dallas adopted a set of planning policies that called for writing a new zoning code for the entire City. The purposes for the change included the stabilization of neighborhoods and the improvement of the quality of life in Dallas.

**1985 — Walker Consent Decree**

On June 25, 1985, Debra Walker, a resident in Dallas public housing, filed a class-action lawsuit against the Dallas Housing Authority (DHA) and the U.S. Department of Housing and Urban Development (HUD) for a "separate and unequal housing system" that racially segregated public housing projects.

**1987 — Zoning Ordinance Update**

Largely created to remove cumulative zoning practices that allowed for many incompatible land use that are seen today.

**1992 — 1st, 14-1 single-member district City Council elections**

Amendment expanded the council to fourteen single-member districts, with the mayor elected at-large after a series of Black-led lawsuits that secured the City Council's current configuration.

Previously, every city council candidate had to be elected city-wide ("at-large") which made it difficult for BIPOC or minority representatives to gather enough money or enough votes to gain office.

**1992 — Dallas VIsions for the community**

The Dallas Plan – In 1992, Mayor Steve Bartlett championed the "Dallas Plan," a vision for the following 25 years, which included a growth and economic development master plan and the origins of the present Trinity River Corridor Project. This $246 million plan called for construction of a network of parks and highways in the flood plain of the Trinity River. In 1994, the Dallas City Council adopted The Dallas Plan. The plan was not initiated but endorsed by the City of Dallas.

**Figure 51: Development Equity Land Use Timeline (continued)**

## Land Use Equity in Dallas Today

The negative effects of past land use planning and zoning policies can be observed in Dallas today, especially for low-income and neighborhoods of color. This section provides a snapshot of how these decisions and actions continue to impact residents today, from issues such as land use incompatibilities to poor accessibility to services and amenities. The purpose of this section is to understand how and where the ForwardDallas Update should focus future land use recommendations to help alleviate the inequities caused by prior policies and how to prevent similar policies from manifesting in the future.

## Racially Ethnic Concentrated Areas of Poverty (R/ECAP) Analysis

Most US cities have developed pockets of poverty concentrated in marginalized and BIPOC communities. In Dallas, land use has played a significant role in establishing these concentrations. According to U.S. Department of Housing and Urban Development (HUD), a Racially / Ethnic Concentrated Areas of Poverty (R/ECAP) is a census tract in which more than 40 percent of the residents have incomes less than the Federal poverty level and more than 50 percent of the residents of the census tract are people of color . Dallas' R/ECAPs can be shown in (**see Figure 52**).

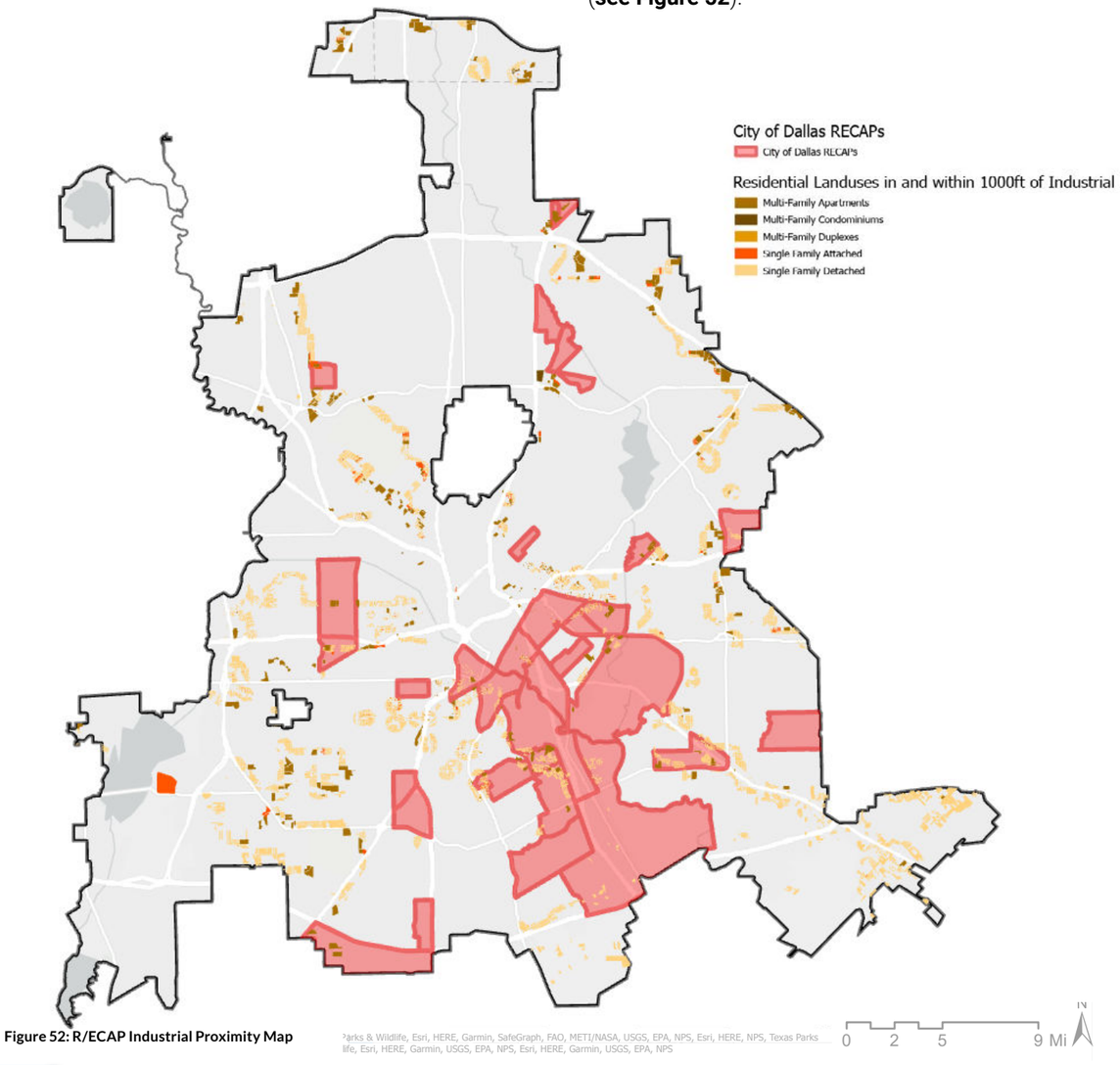


**Figure 52: R/ECAP Industrial Proximity Map**

## Environmental Justice

### Residential Proximity to Industrial Analysis

Inequitable land use controls have long precipitated the concentration of environmental hazards such as hazardous waste facilities, heavy industrial uses, and other polluting facilities in communities of color and low-income communities. To understand heavy industrial and residential proximity, an investigation of residential land uses and zoning around heavy industrial zoning (CS, IR, IM) and R/ECAP zones was conducted (**see Figure 53**).

The determination of safe distance from industries depends on various factors such as type of industry, amount of toxins produced, wind direction and other safety hazards. For this study, any residential land-use within 1000 ft buffer of heavy industrial zoning was researched.

The City of Dallas has nearly 70,000 acres of residential land (32% of city land) of which almost 10,700 acres (5%) is within 1000 ft buffer of an industrial zoned district. Almost half of the R/ECAP areas is within the buffer indicating that communities of color were disproportionately impacted.

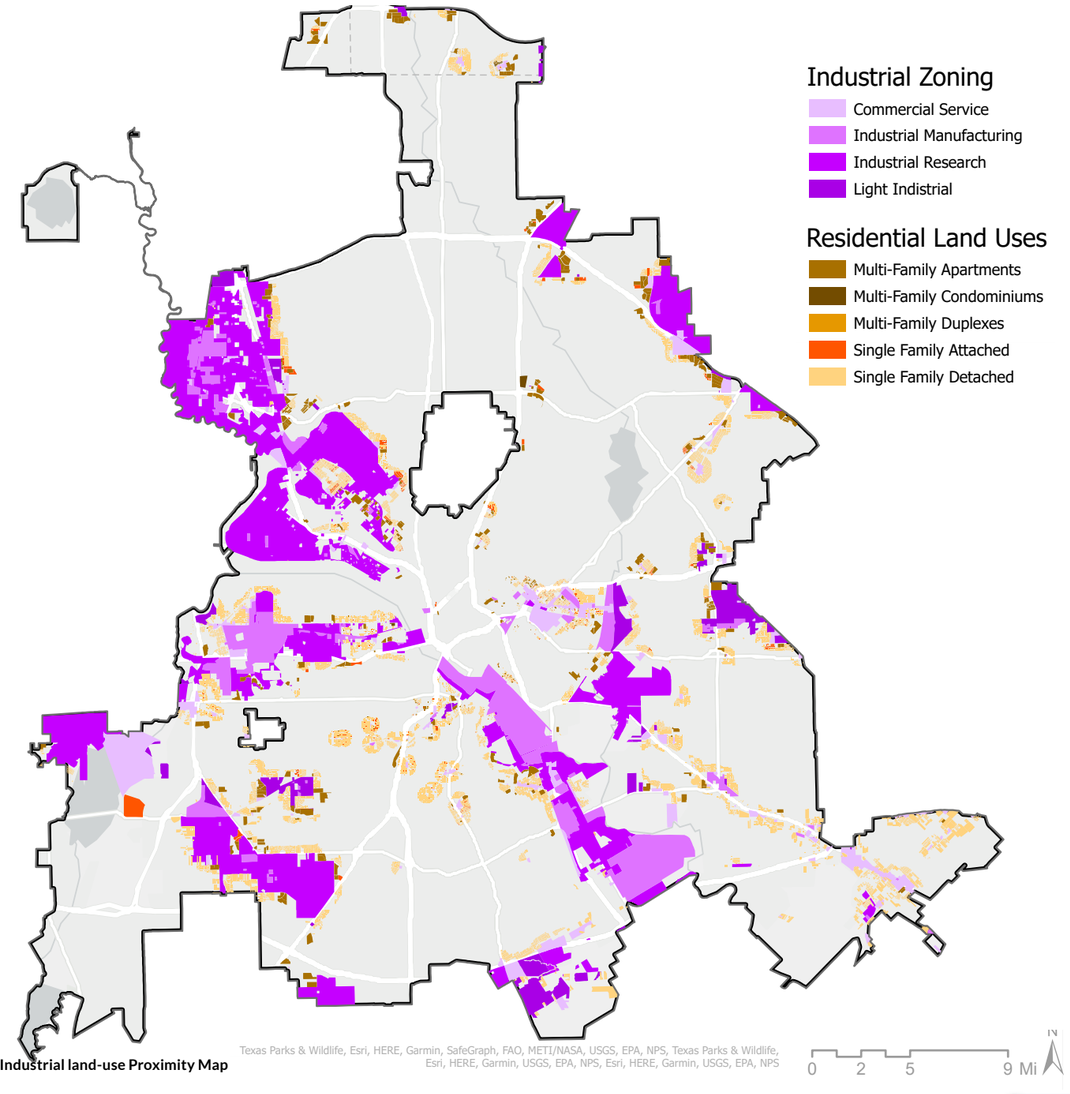


**Figure 53: Industrial land-use Proximity Map**

## Social Vulnerability Index

Social vulnerability refers to the potential negative effects on communities caused by external stresses on human health. Such stresses include natural or human-caused disasters or disease outbreaks. Very often, a poorly developed urban planning process leads to the changing of more natural land surfaces into artificial ones planned for human activities, therefore increasing social vulnerability.

The evaluation of the land use change process is important in order to ensure a sustainable development of urban areas and to increase the resilience of territories and communities.

The Center for Disease Control (CDC) analyzes 15 social factors, including employment status, minority status, disability, education, poverty, and housing conditions and identifies communities that will need the support in case of a hazardous event. The vulnerability is measure on a census tract level and given a score between 0 and 1, with 1 indicating the highest vulnerability (**see Figure 54**).

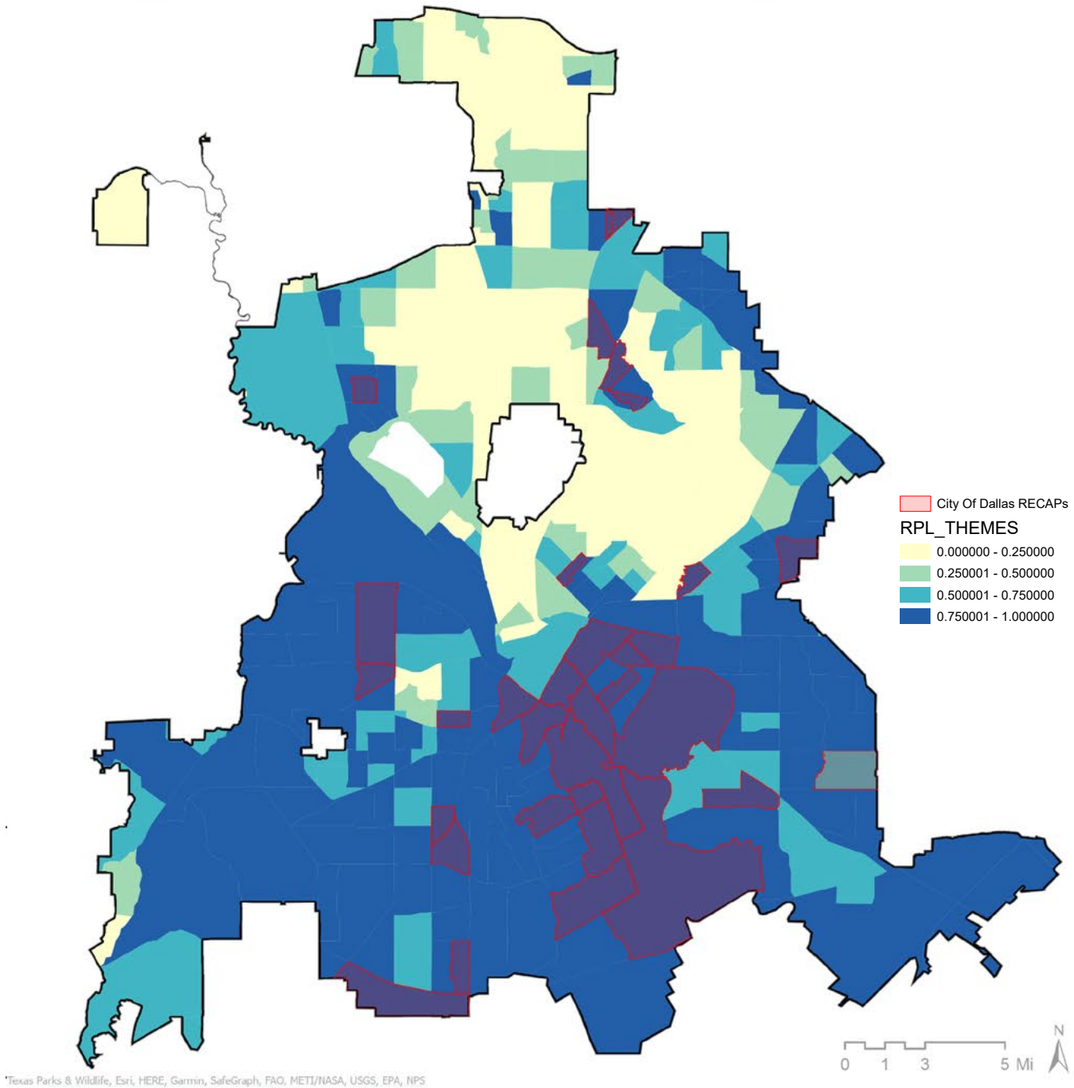


**Figure 54: Social Vulnerability Index Map**

## Stacked Priorities

The Trust for Public Land (TPL) mapped spatial inequities ranging from, but not limited to, health, environmental justice, and accessibility through its Smart Growth for Dallas initiative, which seeks to "improve the social, economic, and environmental resilience of Dallas through the strategic use of parks, trails, trees, and greenspaces."

This stacking of equity priorities created a heat map, weighting areas in the city based on priority levels of needed interventions on a scale from a "Very High Priority" to "Not a Priority" rating (**see Figure 55**).

Orange and red represent areas of moderate, high, and very high priority. Development of green infrastructure in these areas will increase outdoor and recreational opportunities for those with the least access and greatest need of enriching public spaces.

**DID YOU KNOW**

CITY'S SOUTHERN SECTOR AND NEIGHBORHOODS WITHIN THE WESTERN AND FAR EASTERN AREAS DEMONSTRATE CONCENTRATIONS OF LAND USE INEQUITIES.

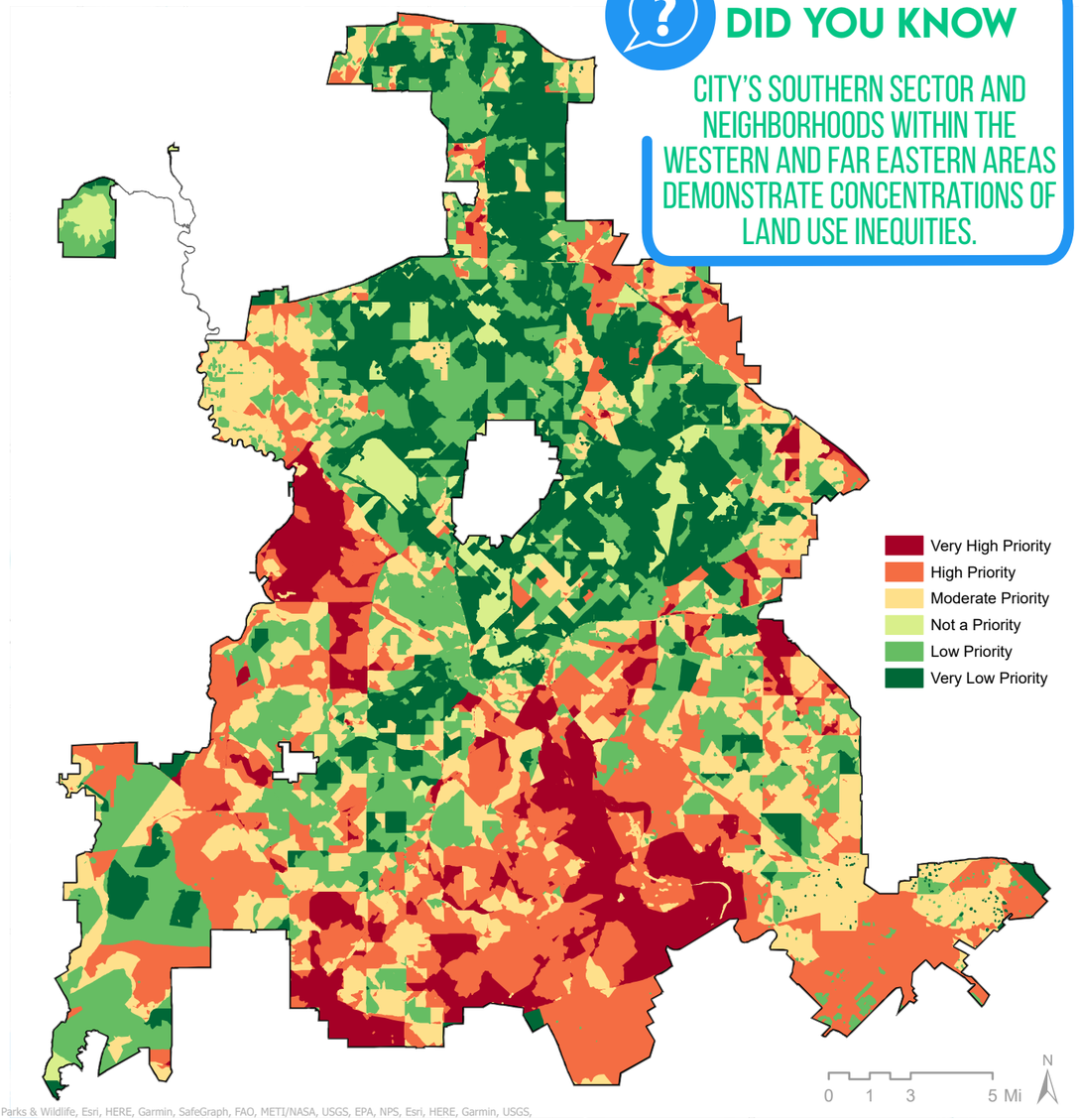


**Figure 55: Equity Indicators Map**

# Accessibility Analysis

A key component to land use equity is ensuring all residents and communities have access to services in the city such as transportation, housing, jobs, and other important amenities. The following maps (**Figures 56 through 58**) depict the level of accessibility throughout the city.

## Park Access

- Smart Growth Dallas found that only 71% of all Dallas residents are within a ten-minute walk to any public green space compared to peer cities such as Chicago (97%) and Denver at 84%. In Dallas, 29% or roughly 400,000 residents are without walkable access to parks.
- Over 50% of the City (125,000 acres) is within a 10-minute walk to a park in R/ECAP zones.
- 75% percent of city can get to a Park in 15-minutes on a bike.

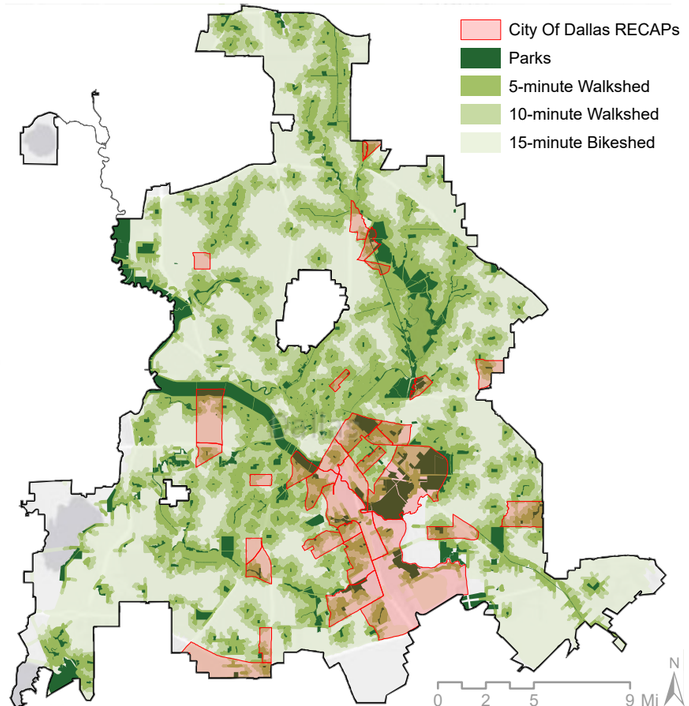


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**Figure 56: Parks Access Map**

## Food Access

- R/ECAP areas, especially those in the southern sector, have a particular lack of access to grocery stores.
- The south-central service district appears to have lower access to grocery stores than other service districts
- Over 85% of the Dallas residents are outside a 10-minute walk to a grocery store. The lack of good transit services further increases the dependence on personal vehicles for such basic needs.

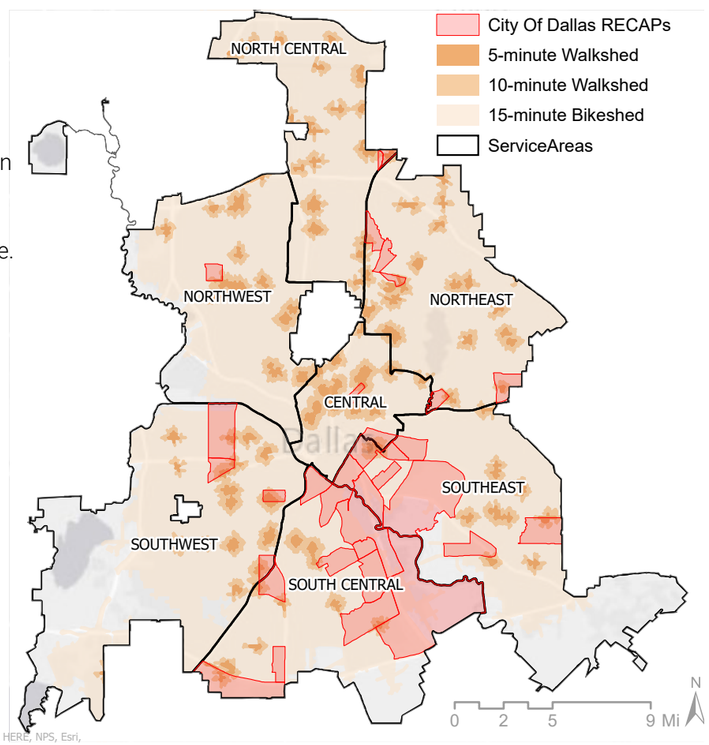


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**Figure 57: Food Access Map**





## Transit Access

- Only 22% of the City is within a 10-minute walk to a transit stop.
- R/ECAP areas in the City tend to lack access to transit, particularly in the South-Central service district.

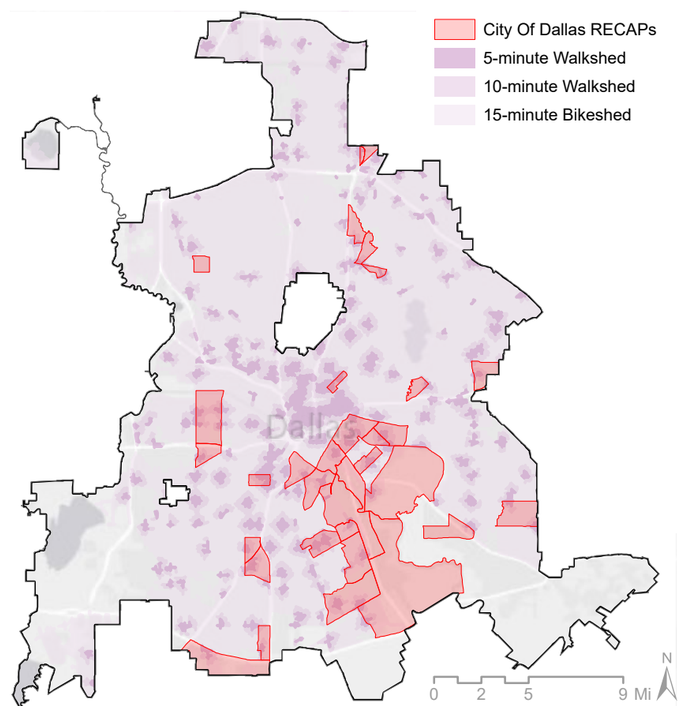


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**Figure 58: Transit Access Map**

## Complete Neighborhood Index

This analysis presents a summary analysis of the accessibility factors that were previously mentioned, in addition to a few others including proximity to grocery stores, parks, healthcare facilities, and transit **(see Figure 59)** Complete Neighborhood Index). Areas with greater access appear as darker colored clusters .

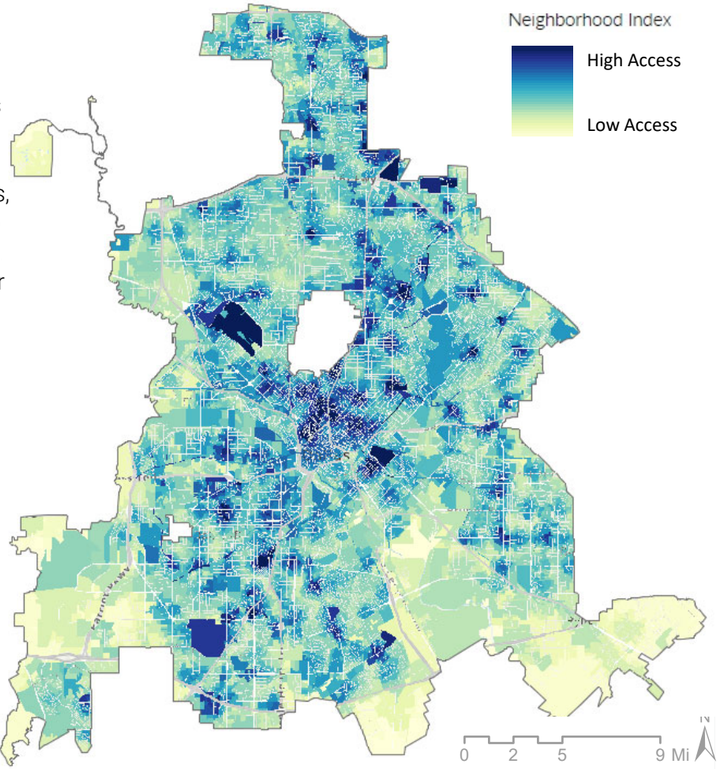



**Figure 59: Complete Neighborhood Index Map**

## STRENGTHS

1. **Comprehensive Equity Definitions:** Dallas has a robust definition of equity, focusing on providing necessary resources for all to thrive, emphasizing the need to eliminate disparities.
2. **Smart Growth Initiatives:** The Trust for Public Land's Smart Growth for Dallas initiative illustrates a commitment to using green spaces for social, economic, and environmental resilience, targeting areas with the greatest need.
3. **Leveraging Data for Targeted Equity Interventions:** Dallas uses data analysis and mapping technologies to pinpoint inequities and direct resources to the communities most in need, showcasing a strategic and innovative approach to urban equity.

## CHALLENGES

1. **Historical Inequities:** A long history of racial segregation, discriminatory land use practices, and unjust development policies have led to deep-seated inequities in housing, transit access, exposure to environmental hazards, and local business proximity.
2. **Environmental Justice Concerns:** Residential proximity to industrial zones disproportionately affects communities of color, underscoring environmental justice issues that require urgent attention.
3. **Access to Essential Services:** Significant portions of Dallas, especially in R/ECAP zones, lack access to parks, grocery stores, and transit, hindering the creation of complete and healthy neighborhoods.

## TRENDS

1. **Addressing Past Inequities:** There is a clear recognition of the inequities of past policies and a concerted effort towards rectifying these through equitable land use policies in the ForwardDallas Update.
2. **Increased Focus on Social Vulnerability:** The use of CDC's social vulnerability index and other tools to identify and prioritize areas for intervention shows a trend towards more nuanced and targeted urban planning strategies.
3. **Prioritization of Environmental and Social Resilience:** Efforts like the Smart Growth for Dallas initiative indicate a trend towards prioritizing environmental justice and social resilience in urban planning, aiming to create more sustainable and equitable urban environments.

## OPPORTUNITIES

1. **Advancing Equity Through Urban Design:** The ForwardDallas Update presents a significant opportunity to integrate equity-focused urban design principles, increasing accessible, inclusive, and sustainable development.
2. **Enhancing Green Infrastructure:** Prioritizing development in areas identified as needing intervention can improve access to recreational opportunities, contributing to health, environmental justice, and quality of life improvements.
3. **Improving Accessibility and Connectivity:** There is a critical opportunity to enhance access to essential services through strategic urban planning and investment, particularly in transportation and food access.



# KEY TAKEAWAYS

# DEVELOPMENT EQUITY & POLICIES

# 6

# CONNECTIVITY & MOBILITY PATTERNS

Mobility and land use are interrelated. Connectivity and mobility deal with how people and communities access goods, services, and critical resources within the city. Transportation planning decisions have many direct and indirect land use impacts including the identification and location of transportation facilities, the cost of infrastructure development, and the level of accessibility and transportation options that are afforded to those who navigate the city. This chapter explores how people have historically navigated the city, and how people move around today, and how these mobility patterns shape and affect the city's land use.







## TRANSPORTATION MODES AND USES

Integrating land use and transportation planning is essential to implementing goals for the built environment, increasing access to and availability of different modes of transportation, proactively identifying needed infrastructure, and generally understanding how roadways can shape the distribution of land use patterns.

### Streets

Dallas has a large, complex network of streets, including nearly 12,000 miles of roadways (**see Figure 60**). Many of the major streets in the network are regulated by the City's Thoroughfare Plan and Central Business District Streets and Vehicular Circulation Plan (CBD Plan) which identifies downtown, collector, and arterial street's roadway functional classification and assigns dimensions to each, including the required width of right-of-way and total number of lanes.

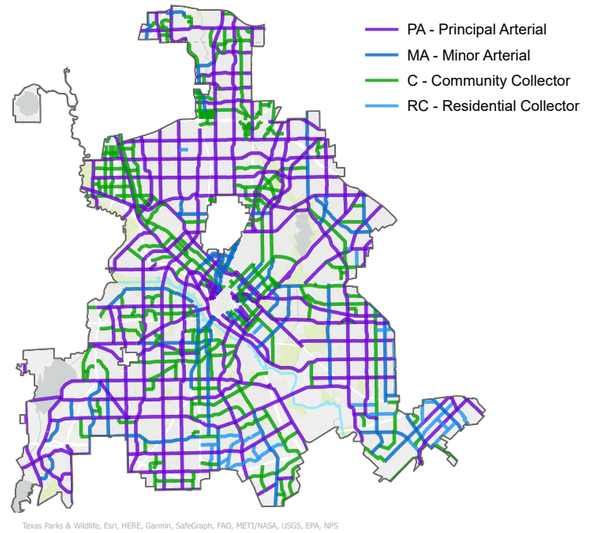



**Figure 60: Thoroughfare Map**

The city also has numerous regional travel corridors. In addition to federal and state highways, the North Texas Tollway Authority (NTTA) also manages nearly a dozen miles of tollway. Texas Department of Transportation (TxDOT) also has managed toll lanes along I-30 and I-635. These primary corridors form the backbone of the City's vehicular transportation system.

# CITY MOBILITY

Like many cities, Dallas has land use outcomes that have been heavily impacted by transportation decisions and by the predominant mode of transportation at given periods of time. The expansion of City boundaries and the built environment generally follow the eras as described below **(see Figure 61).**

## MOBILITY TIMELINE

### LATE 1800S

- 1872- The streetcar was introduced to Dallas which ran until 1956 and connected Dallas to Houston.
- Over time, Dallas was connected to the rest of Texas and the nation by its heavy rail network.
- Rail was one of the first major transportation modes that influenced land use patterns throughout the city, leading to significant urban growth.

### EARLY 1900S

- 1910- over 20 lines traveled throughout Dallas, including neighborhoods such as the Cedars, Uptown, and East Dallas, in addition to the established Downtown and Oak Cliff routes.
- 1936- Dallas was home to 300 streetcars total.
- This new mobility option allowed for new, undeveloped areas to be more easily reached, allowing the city to grow outwards into the surrounding countryside. These streetcar suburbs are now some of Dallas' densest, oldest neighborhoods. In addition to streetcar, Dallas was also serviced by the Interurban Rail Network, which linked Downtown Dallas to outlying smaller towns. This network stretched as far as Denison and Waco at its peak.

### MID 1900S

- By the 1920s and 1930s, the automobile became a more common mode of transportation in the area. The first major automobile investment was the Bankhead Highway, a transcontinental roadway which linked Washington DC to San Diego. In Dallas, it ran along what is now Garland Road, Grand Avenue, Commerce Street, and Jefferson Boulevard, linking Dallas to Arlington and Fort Worth. Over time, this roadway helped to shape land uses along it.
- Businesses sprang up along the highway, including ones that catered to motorists — such as restaurants, gas stations, repair shops, and tourist courts. Much of Dallas' early commercial development occurred along the Bankhead Highway.

### LATE 1900S - PRESENT

- In recent decades, many of the old Interurban and heavy rail lines have been decommissioned, oftentimes replaced by the current DART rail system or by multipurpose trails. Others are now roadways (such as the Dallas North Tollway) or utility corridors.
- The impact of these old rail lines can be seen on existing land uses, as industrial uses often formed along these corridors.
- 1989 - The McKinney Avenue Transit Authority (MATA) opened a retro streetcar running along McKinney Avenue in Uptown.
- 2015 - A modern streetcar was constructed linking Downtown Dallas to Oak Cliff and the Bishop Arts District. The line is operated by Dallas Area Rapid Transit (DART) and riders can easily connect to the DART train lines via the stop at Union Station.

**Figure 61: Dallas' Urban Design Development Timeline**

## Bike and Trail Facilities

Dallas' extensive off-street trail network runs through city parks and along former railroad corridors. This off-street network is beginning to be better integrated with an extensive and growing on-street bike facility network. **(see Figure 62)** It highlights on-street bike facilities, including projects that are planned but not yet funded or complete. The off-street trail network includes The LOOP Trail, which will link existing trail segments, including the Katy Trail, the Santa Fe Trail, and others into one contiguous 50-mile loop around the core of Dallas.

The entire city trail network is intended to provide recreational and mobility opportunities to many disparate neighborhoods, linking people to amenities. The goal is to ensure cyclists and pedestrians can access trails from their beginning and end points.

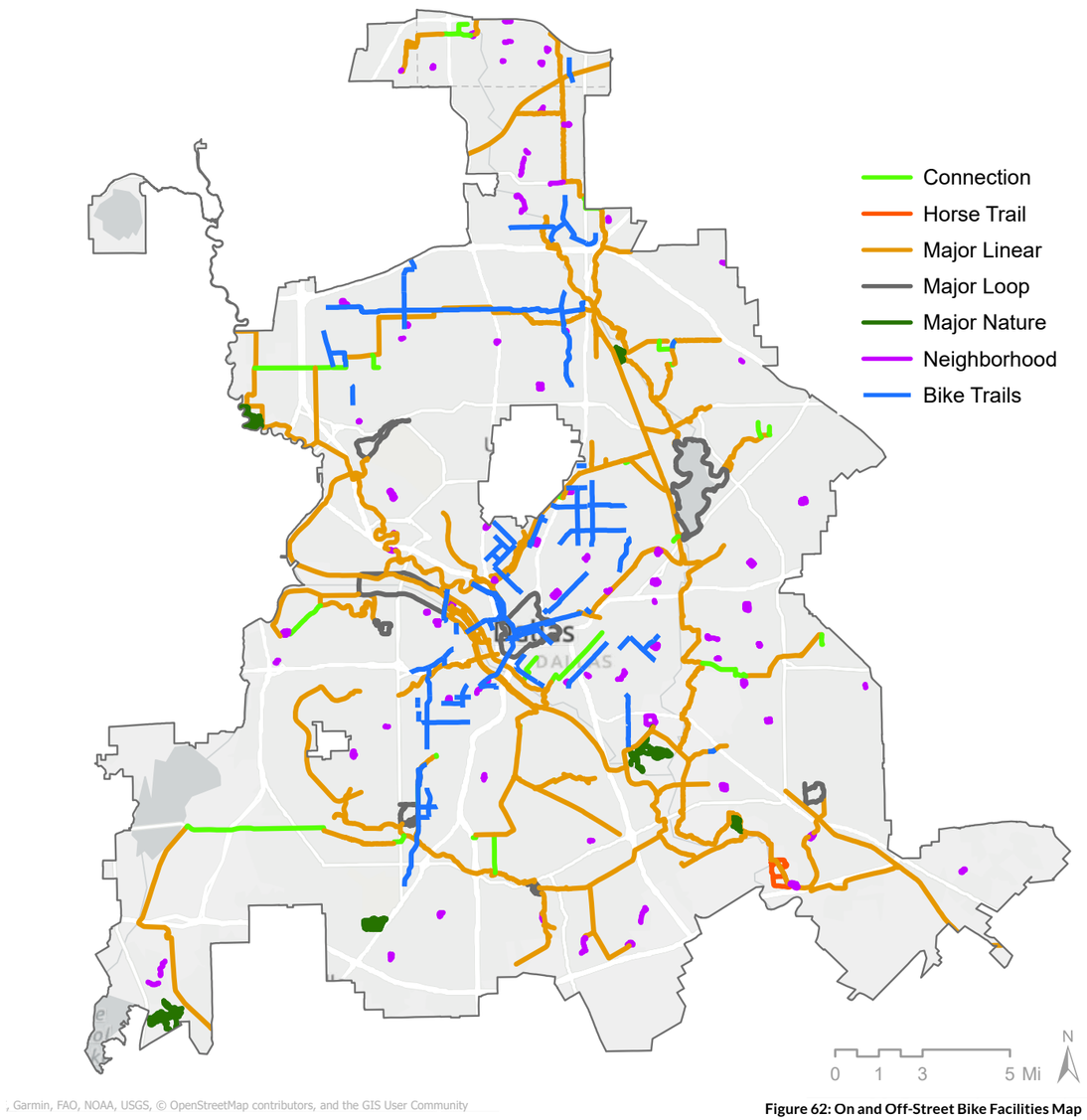



**Figure 62: On and Off-Street Bike Facilities Map**

## Walkability

Walkability can be understood and measured by analyzing several factors including street patterns and layouts, street form (curvilinear vs rectilinear), and the quality and quantity of sidewalks in different parts of the city. Intersection density is an objective method of assessing one aspect of a community's built environment and can be linked to land uses

The density of walkable intersections relays information about street design and connectivity, both of which impact walkability **(see Figure 63)**. High intersection density may correspond to a more walkable and therefore health-promoting environment. This generally aligns with older neighborhoods that were design to be accessible by foot.

Higher intersection density exists in the core of the city and in many of the older neighborhoods outside of downtown, corresponding generally with where the city developed along streetcar routes. This is in large part because intersection density corresponds closely to block size - the greater the intersection density, the smaller the blocks and smaller blocks contribute to walkable neighborhoods.

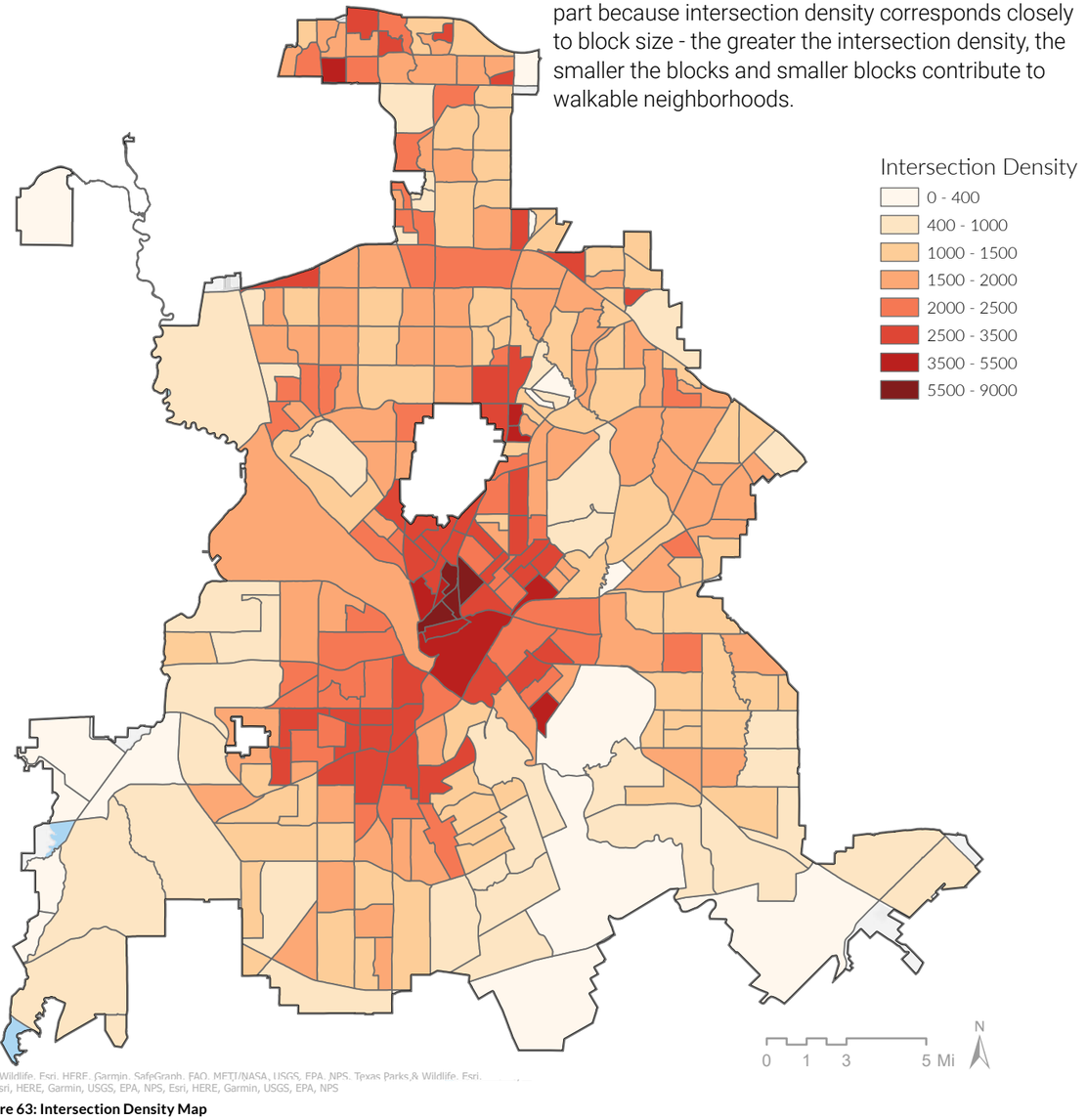



**Figure 63: Intersection Density Map**

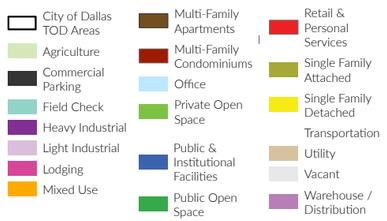
# Transit Oriented Development (TOD)

## Public Transit

Dallas is serviced by two public transit agencies, Dallas Area Rapid Transit (DART) and Trinity Railway Express (TRE). These two agencies have an annual combined average ridership of over 38 million passengers (before COVID).

## TOD Land Use

The land within TOD areas comprises 25,835 acres (**see Figure 64**). Of that land, 2,543 total acres (1,091 parcels) is city-owned land, of which half is parkland.



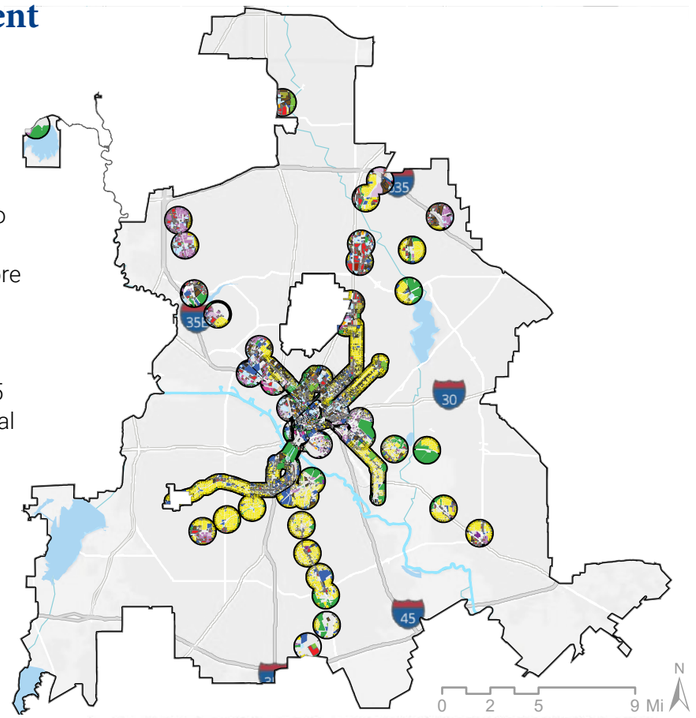
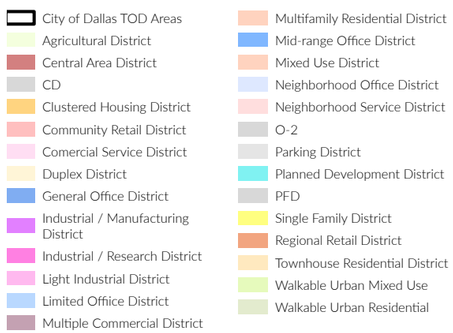




**Figure 64: Transit Oriented Development (TOD) and Land Use Map**

## TOD Zoning

The TOD areas having residential (33%) and PD (39%) zoning show the highest percent of transit service compared to other zoning categories that include parking, industrial, commercial, and mixed use **(see Figure 65)**.



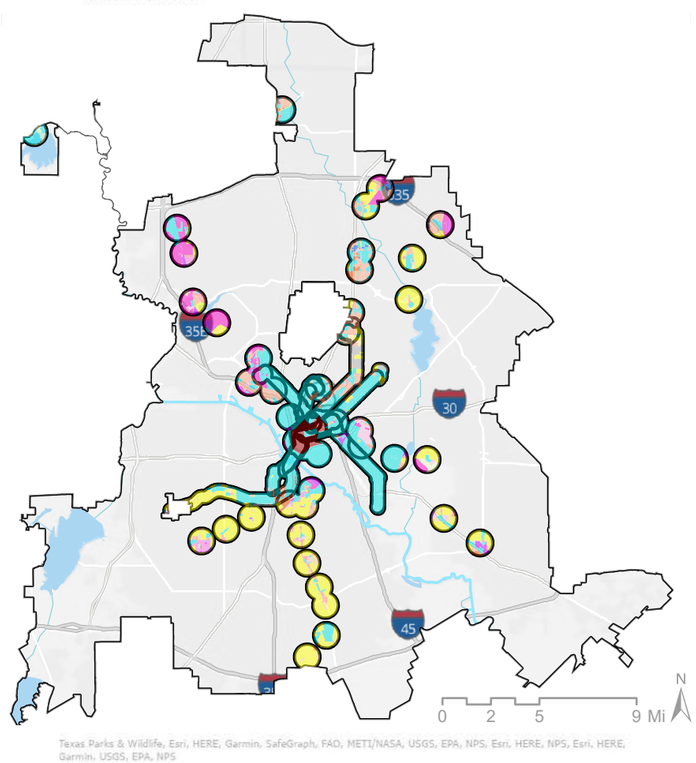



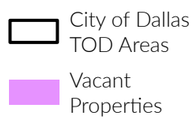

**Figure 65: Transit Oriented Development (TOD) and Zoning**





## TOD Vacant Land

3,420 acres of vacant land exists within Dallas' TOD areas (161 acres are not developable due to floodplain) **(See Figure 66)**. Vacant land presents an opportunity for new development including more options for housing and other uses. For instance, if one were to build out all developable vacant land at 20 units per acre, that could provide 65,000 new residential units for roughly 160,000 residents.



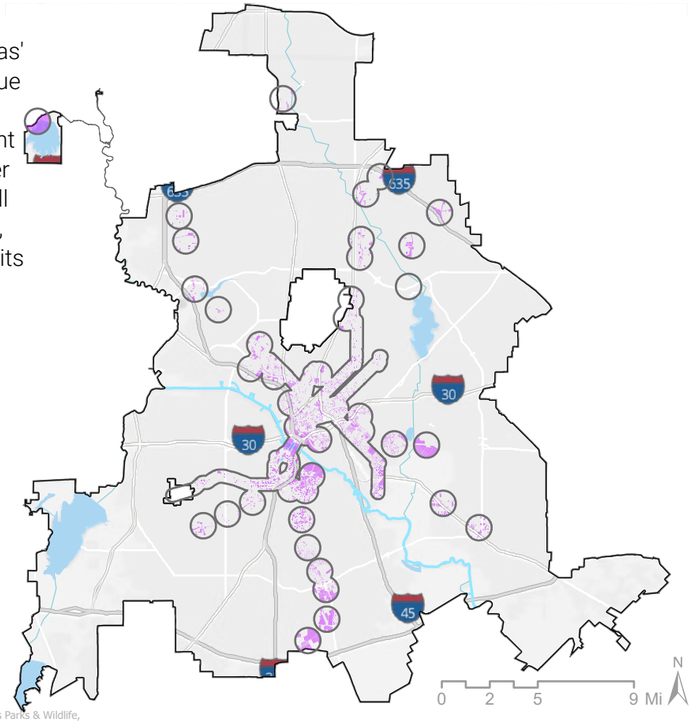
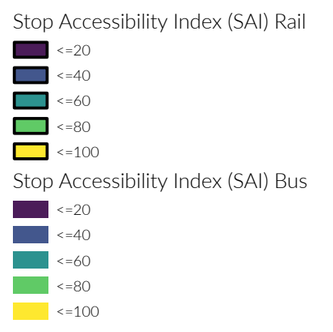




**Figure 66: Transit Oriented Development (TOD) and Vacant Land Map**

## Public Transit Accessibility

Stop-Accessibility Index (SAI) is an analysis used to measure the walking and biking accessibility to transit facilities (bus and rail stations).

**Figure 67** indicates that higher accessibility is generally located around the downtown core and denser portions of the city. Consideration of land uses that allow for denser development and increased transit access will be important when planning for TODs throughout the city.



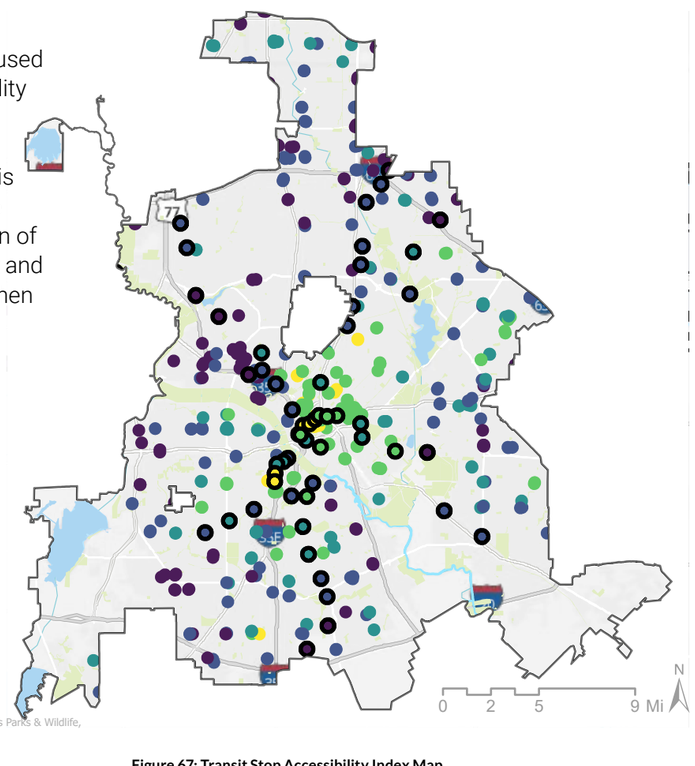




**Figure 67: Transit Stop Accessibility Index Map**

## Heavy Transportation and Infrastructure

Although often overlooked in considering future development and land use planning compared to public transportation, heavy transportation and infrastructure systems are critical to the movement of goods which power the economy. These systems, including our airports, freight rail, and truck routes (**see Figure 68**), have a large impact on adjacent uses due to their noise, pollution, and sheer scale. Due to their intensities and the nature of their purpose, the surrounding land uses are often industrial. It is important to understand existing and potential impacts in these areas, particularly with less compatible uses such as residential.

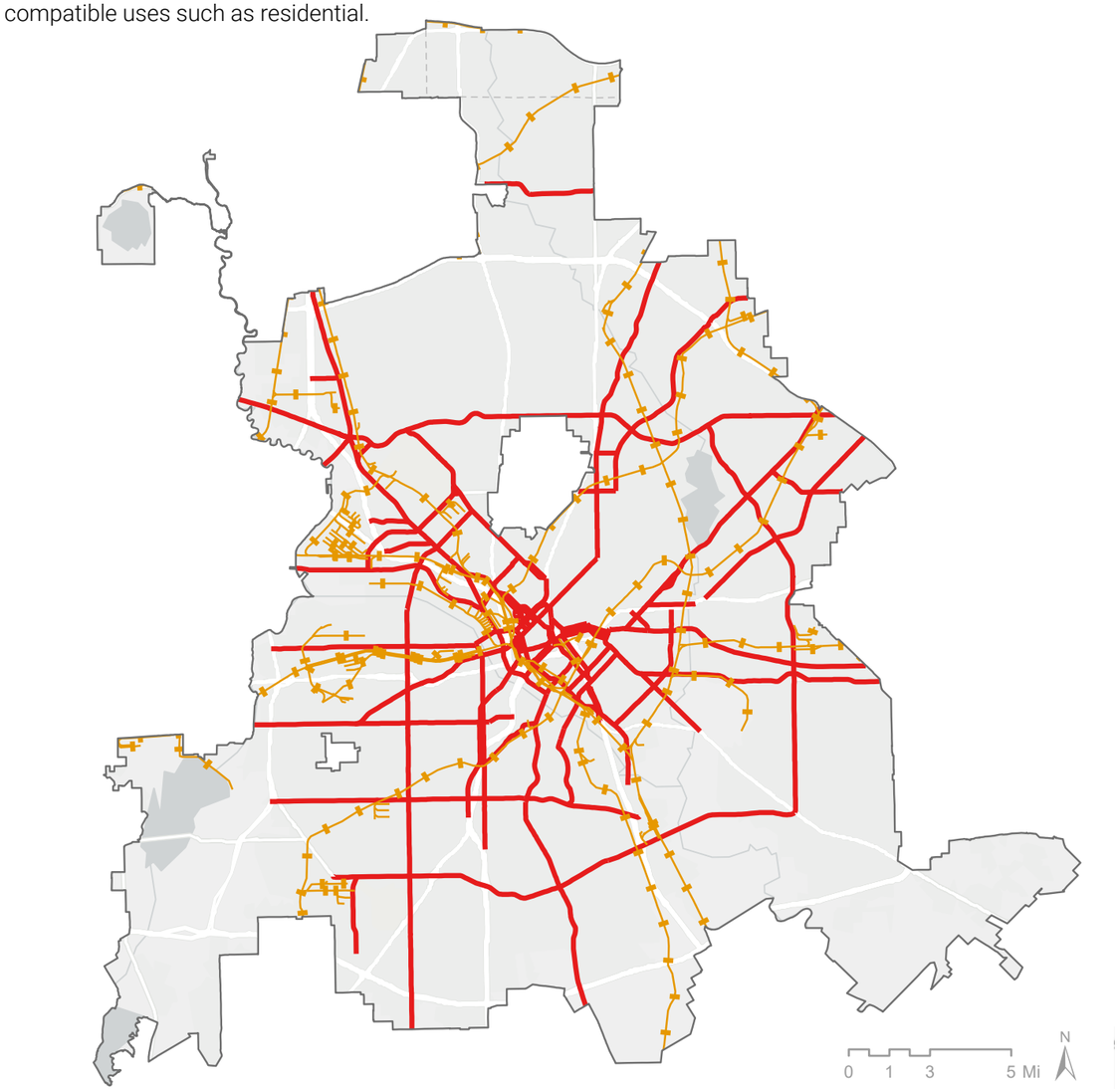



**Figure 68: Freight Rails and Truck Route Map**

Amended - March 2026



## Airport Overlays

The airport overlay helps with regulation of land uses in the vicinity of the city's airports and airfields (**see Figure 69**). The map indicates the approximate maximum building height, shown as height above sea level, for all areas of Dallas within a FAA designated flight path and noise contours from Dallas area airports.

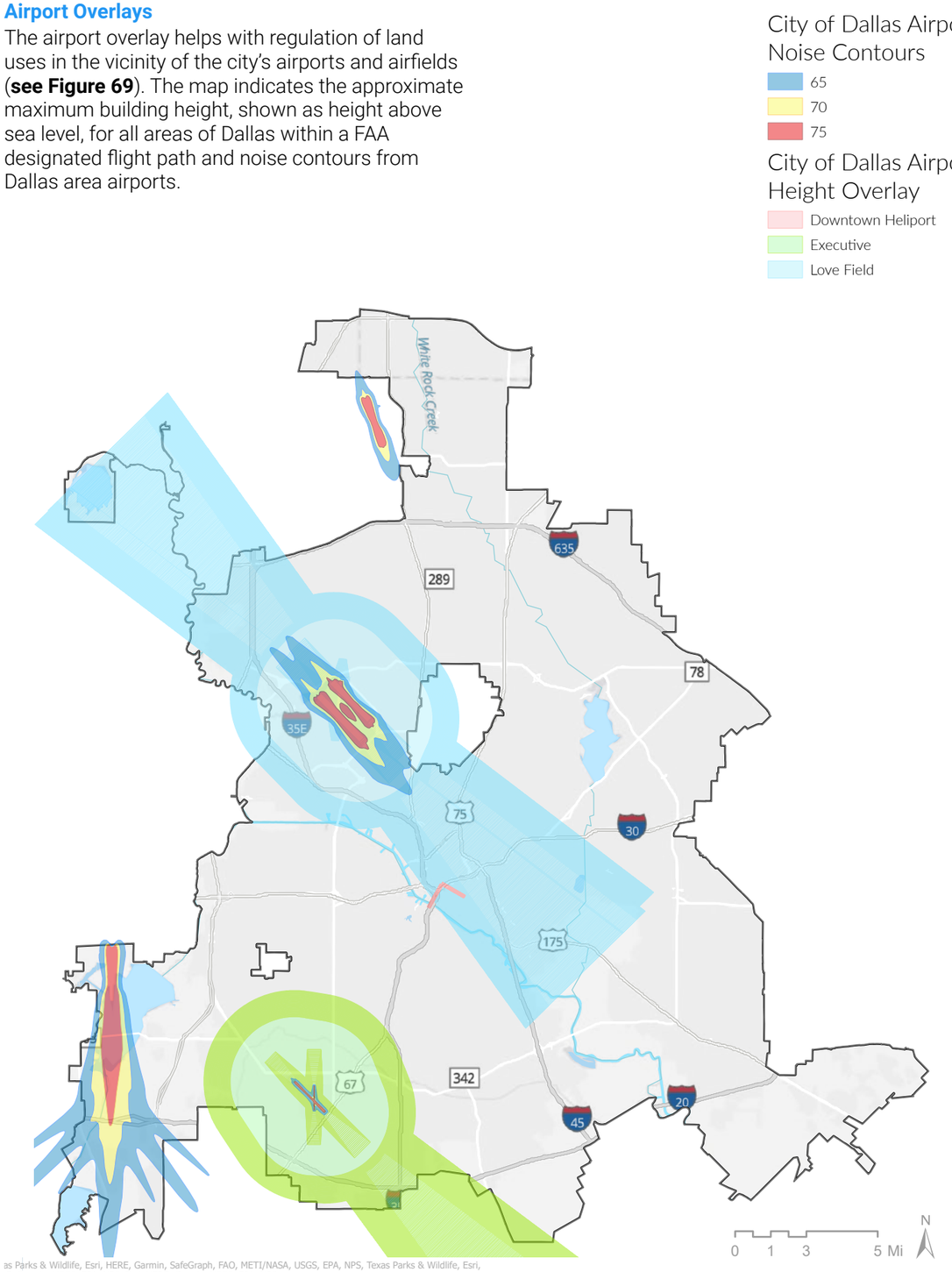



**Figure 69: Airport Contours and Overlays Map**

Amended - March 2026

## STRENGTHS

1. **Extensive Street Network:** Dallas boasts a vast network of nearly 12,000 miles of roadways, including major streets and regional travel corridors, forming the backbone of its vehicular transportation system.
2. **Historical Mobility Influences:** The city's land use and urban growth have been significantly shaped by transportation modes over time, from streetcars and railroads to automobiles, reflecting a rich history of evolving mobility patterns.
3. **Innovative Public Transit Solutions:** The development of modern streetcars and the DART rail system illustrates Dallas's commitment to enhancing public transit connectivity and accessibility.

## CHALLENGES

1. **Integration of Land Use and Transportation:** Despite the extensive network, challenges remain in fully integrating land use with transportation planning to optimize accessibility and reduce dependency on automobiles.
2. **Walkability and Intersection Density:** While some areas boast high intersection density conducive to walkability, others, especially newer neighborhoods, lack this structural advantage, highlighting inconsistencies in urban design.
3. **Industrial Impact on Adjacent Uses:** Heavy transportation systems and industrial activities near residential areas pose challenges due to noise, pollution, and land use compatibility.

## TRENDS

1. **Shift Toward Multimodal Transportation:** There's a growing emphasis on providing diverse transportation options, including the expansion of the off-street trail network and on-street bike facilities, aiming for a more multimodal city.
2. **Focus on TODs for Urban Growth:** Transit-Oriented Developments (TODs) are emerging as a key strategy for promoting denser development and enhanced transit access, reflecting a trend towards sustainable urban expansion.
3. **Increasing Accessibility to Public Transit:** Efforts to improve the Stop-Accessibility Index (SAI) and create more transit-accessible environments indicate a move towards a more connected and accessible urban landscape.

## OPPORTUNITIES

1. **Development of Vacant Land within TOD Areas:** The presence of vacant land within TOD zones presents an opportunity for new developments that can support increased housing and mixed-use projects, contributing to denser, more vibrant communities.
2. **Enhancement of Walkability and Bike-ability:** Investing in the expansion and integration of the city's trail network with other modes of transportation can enhance walkability and bike-ability, promoting healthier and more sustainable urban living.
3. **Strategic Planning for Compatibility of Land Uses:** Addressing the impacts of industrial and heavy transportation infrastructures on residential areas through strategic land use planning can mitigate negative effects and enhance livability.



# KEY TAKEAWAYS

# CONNECTIVITY & MOBILITY PATTERNS

# 07

Parks, trails, and open spaces are all part of natural systems in varying degrees of active use. Parks and trails have an important role in environmental protection and conservation, but so are the less developed natural spaces residing between our built environments. Dallas has a strong need for more walkable access to parks, trails, and open spaces, but we also have a need to protect and conserve our few remaining natural systems.

# PARKS, OPEN SPACES, AND NATURAL SYSTEMS









## HISTORY OF THE TRINITY RIVER

The Trinity River is a 710-mile-long river that bisects Dallas northwest to southeast. It flows southeast from Dallas and empties into Trinity Bay in the Gulf of Mexico. Dallas had a history of significant flooding, most notably, the Flood of 1908, where the Trinity River crested 23 feet above its banks causing one of the worst natural disasters Dallas' history. The Trinity Levee system was created in 1930 and improved again in 1968.

With improved flood protection, land use growth has occurred closer to the Trinity River, but in areas without flood protection, land use development remains limited. The Trinity floodplain, however, is where the highest concentration of tree canopy and natural systems reside. The Trinity River Forest comprises the largest urban forest in the United States.

## GEOLOGY

The City of Dallas resides in an endangered native prairie ecosystem called the Black Land Prairie, composed primarily of grasslands with woodlands that populate around streams, creeks, and rivers. Dallas also resides over the Austin Chalk Geological formation which is a soft limestone layer comprising shells and bones from an ancient ocean. The Escarpment is an outcropping of this geological layer in Southwestern Dallas. It is an environmentally sensitive area that is prone to erosion if deforested and disturbed by development.

Land use will play an important role in limiting our encroachment into these systems, as well as buffer Dallas' residents from heavy and noxious uses.

## Open Space Management and Access

According to the 2016 Dallas Parks Comprehensive Plan, Dallas has 381 Parks for a total of 18,842 acres according to the National Recreation and Park Association (NRPA). Dallas has 8 Park 'types' that range in size, scale and maintenance needs listed in the Open Space Inventory: (**see Figure 70 and Table 2**)

**City of Dallas Park Types**

| Park Type | Number of Parks | Area (Acre) |
|---|---|---|
| Mini Parks | 27 | 15 |
| Neighborhood Parks | 126 | 785 |
| Community Parks | 91 | 2,506 |
| Metropolitan Parks | 12 | 2,903 |
| Regional Parks | 4 | 2,787 |
| Special Use Areas | 75 | 3,681 |
| Linear Park/Linkage | 33 | 1 |
| Conservancy | 13 | 5,077 |
| **Total** | **381** | **18,842** |

**Table 2: City of Dallas Park Types**

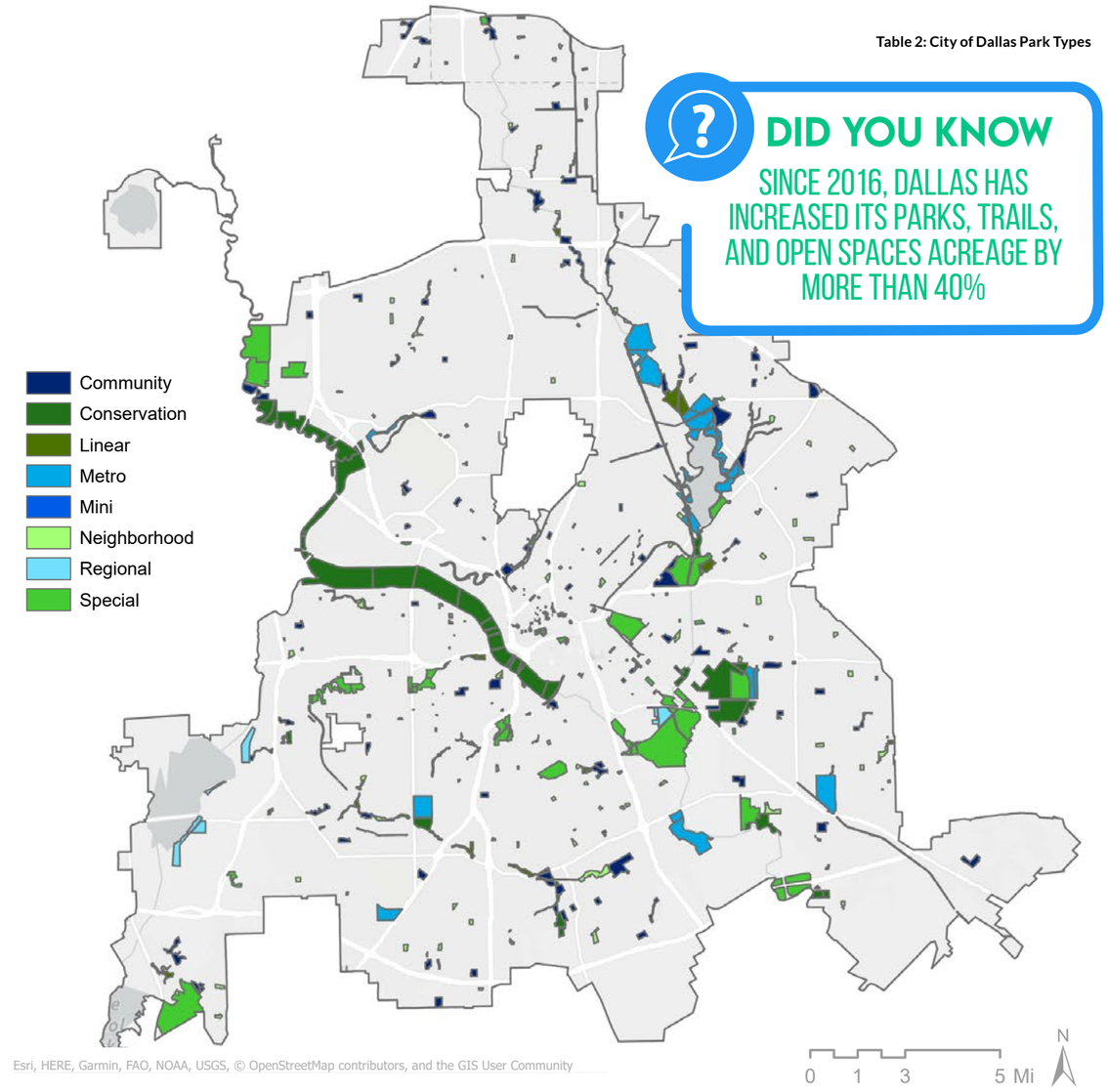



**Figure 70: Parks, Recreation and Protected Lands Map**

## Tree Canopy

Studies conducted by the Texas Trees Foundation estimate that Dallas has over 14.7 million trees and a tree canopy cover of 32%. An abundant and healthy urban forest has been shown to reduce city temperatures, improve air quality, manage stormwater, positively impact human health, and mitigate the effects of climate change; serving as an important tool in helping to address many of the challenges facing Dallas today.

According to the Texas Trees Foundation Urban Tree Canopy Assessment, south Dallas has a high amount of tree canopy with over 30% canopy overage per Council District. It also contains most of the undeveloped land in the City (**see Figure 71**).

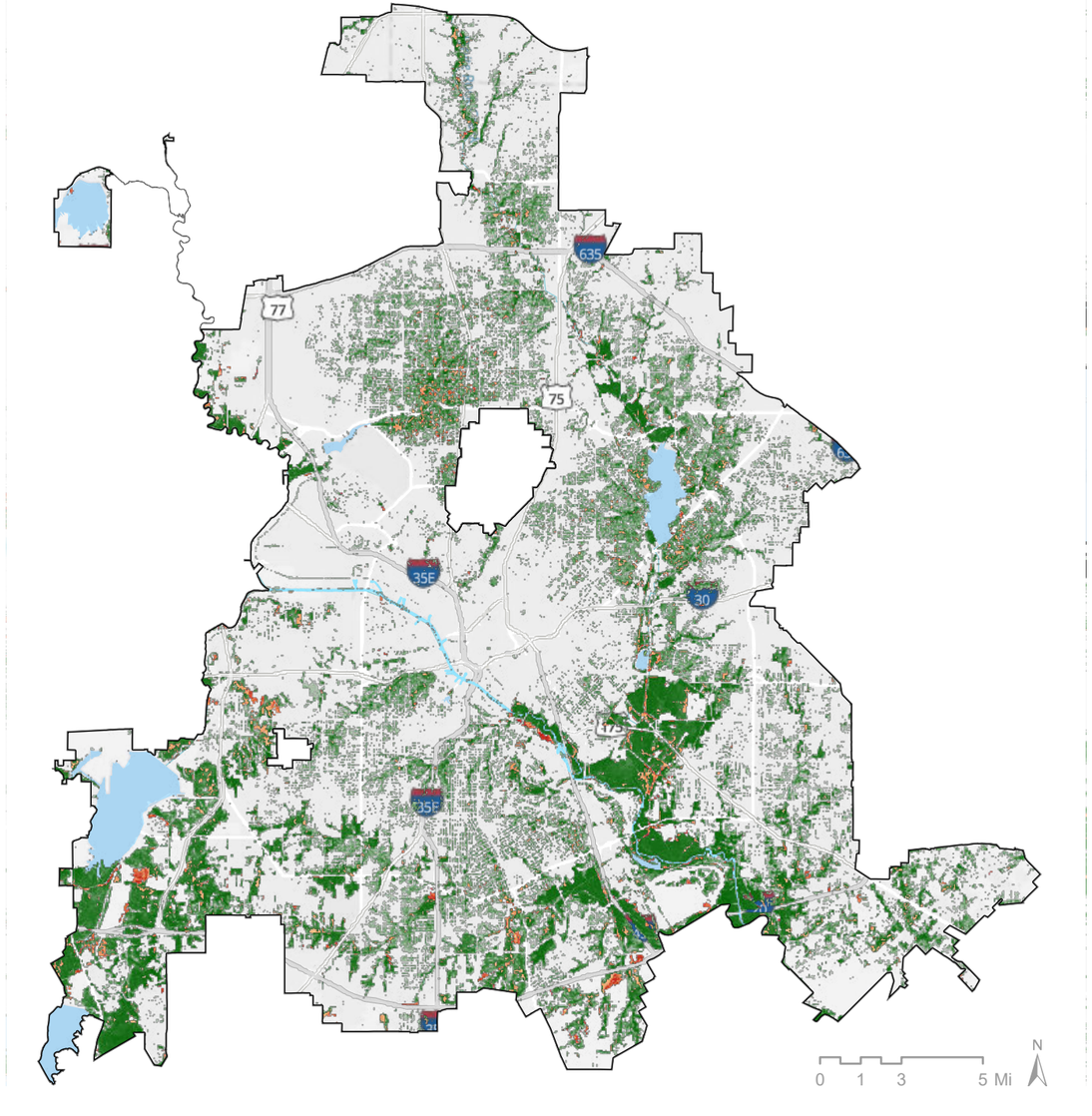



**Figure 71: Dallas Urban Tree Canopy Index Map**

# Urban Heat Island Effect

According to CECAP, Dallas' urban heat island effect is increasing at the second highest rate in the nation (second to Phoenix). The heat island effect reflects heat from surfaces into the air, which in turn generates ozone that then produces green house gases which is the factor that creates even more high heat exposure. Land use planning can play an active role in reducing the heat island index, namely by advocating square foot percentage reductions of impermeable surfaces.

CECAP has established citywide target goals to reduce the urban heat island index over the next 28 years as follows:

- 20% reduction by 2030
- 50% reduction by 2040
- 75% reduction by 2050

While the heat island effect affects all Dallas residents, higher heat concentrations are found in West Dallas, Northwest Dallas and far Northeast Dallas in areas where impermeable surfaces are concentrated (**see Figure 72**).

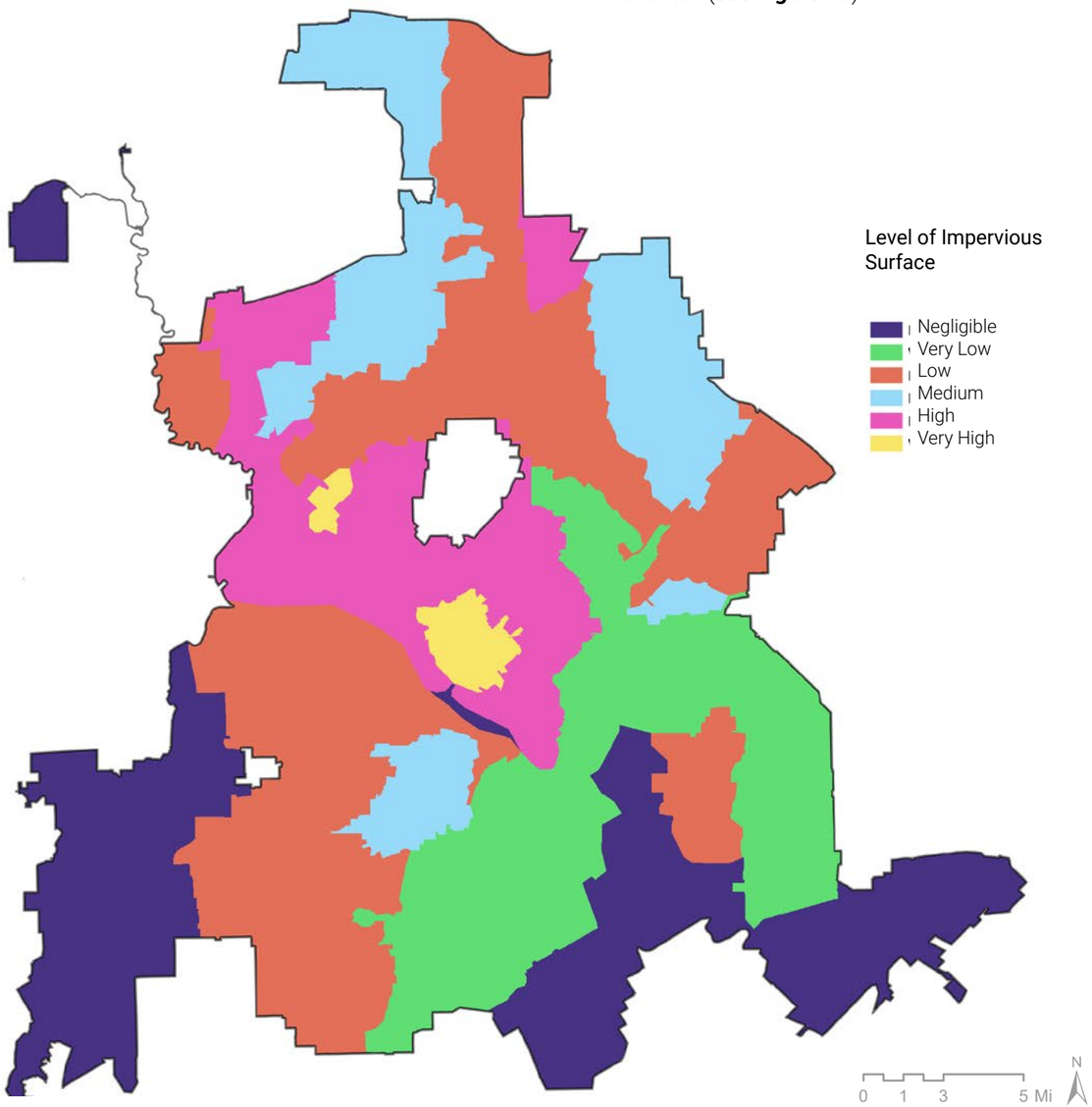



**Figure 72: Heat Island Effect Map**

# Water Management and Quality

## Waterways and Watersheds

A watershed is an area or ridge of land that separates waters flowing to different rivers and basins. Dallas is wholly contained within the Trinity River watershed. Land uses that generally have a significant amount of impermeable surfaces directly impact watersheds by reducing the amount of water that can be absorbed into the ground. Since this water cannot be absorbed into the ground, it becomes stormwater runoff that pollutes our lakes and streams while also increasing incidents of flooding and erosion.

Each watershed has an upper limit of impermeable surfaces that can be added before water bodies start to become negatively impacted. The organization of land uses within the city should consider how the impermeability of land surfaces can be developed to minimize adverse environmental impacts (**see Figure 73**).

CECAP has established set targets for reducing the impacts to impaired waterways and water bodies:

- 30% reduction by 2030
- 60% reduction by 2040
- 100% reduction by 2050

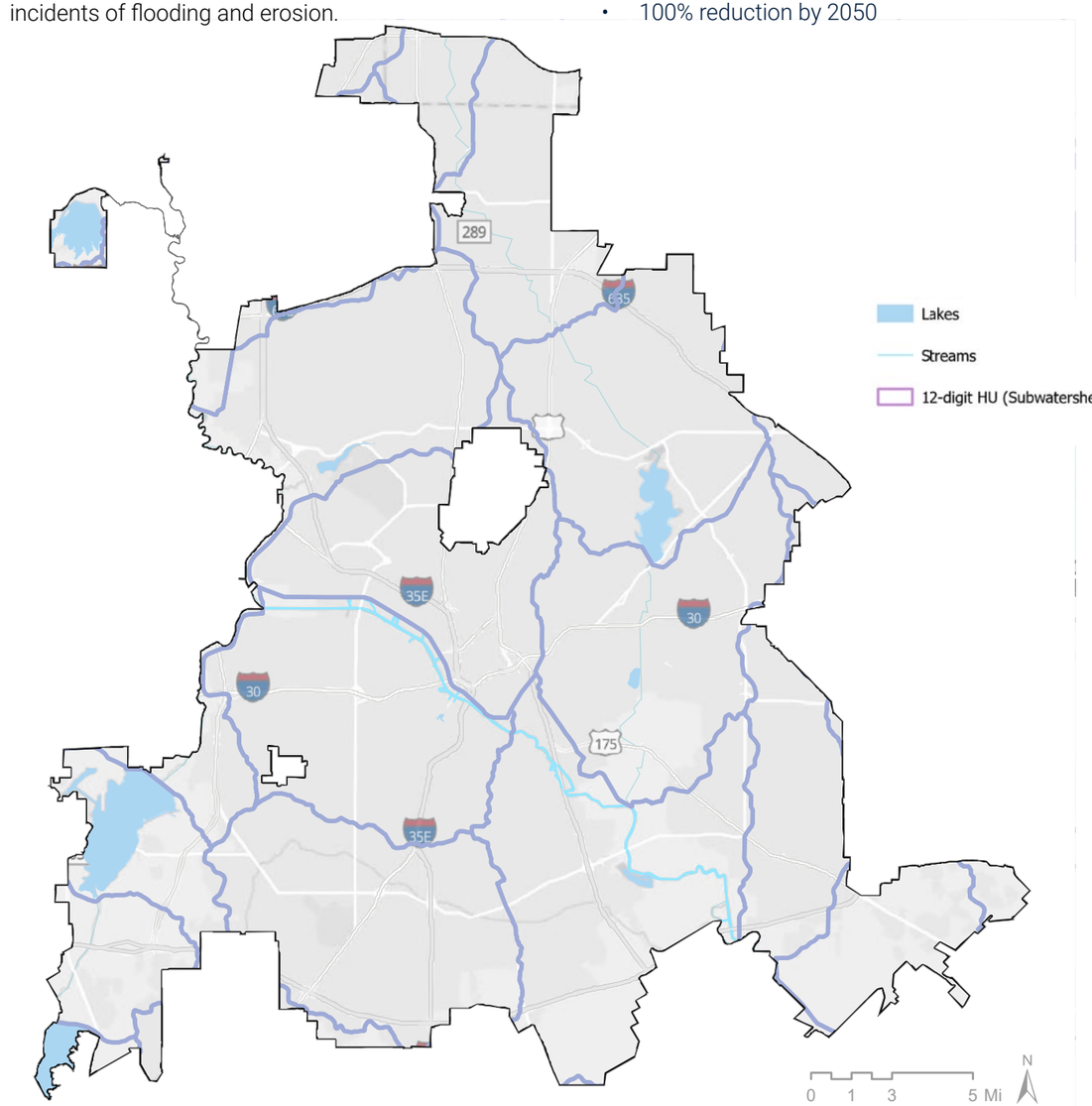



**Figure 73: Waterways, Waterbodies and Waterways Map**

### Stormwater Management

Developed land uses leave a 'footprint' measured in the total percentage of impermeable surfaces that cover a site that affect both stormwater management and water quality. Limiting these impermeable surfaces near the river and in floodplains will have a marked effect in reducing toxic runoff and furthering the goals of TCEQ in improving the river quality.  Additionally, the CECAP has a mandate to establish urban greening factor requirements for new developments to further this end.

### Water Consumption

According to CECAP, Dallas' water reserves are expected to decrease over the next 50 years as a result of rising temperatures causing a greater amount of evaporation of its reservoirs. Fortunately, since 2001 Dallas' broad-based water efficiency measures have saved approximately 62 million gallons per day and reduced per-capita daily use by 26%. More work must be done as more than 50% of all treated potable water is still used for landscape irrigation alone.

### Floodplain Management

The land use(s) and improvements permitted in a floodplain are regulated to ensure appropriate development of land. Residential and commercial development, including earthwork, existing or new structures within the regulatory 1% Annual Chance (100-year) floodplain are reviewed and evaluated by the City of Dallas to ensure that the floodplain criteria are met before permitting construction (**see Figure 74**).

### Public Health

Many health impacts can be felt by the public as our living and working environment is impacted by climate change and new development. As per the CECAP, extreme heat can cause or aggravate negative health impacts, including heart disease, respiratory function and even mental health. Dallas has made strides in reducing the heat island effect through programs such as Branch Out Dallas and Texas Smart Scape as well as bringing old developments up to landscaping code by growing the amount of landscaped area and increasing the minimum number of trees required.

Land use will have an important effect on the public's health by increasing and improving access to green spaces, particularly within vulnerable communities. Limiting parking lots and increasing the number of street trees for new development will bring us closer to the goals set out by the Urban Forest Master Plan, such as bringing Dallas' total tree canopy to over 37% by 2040.

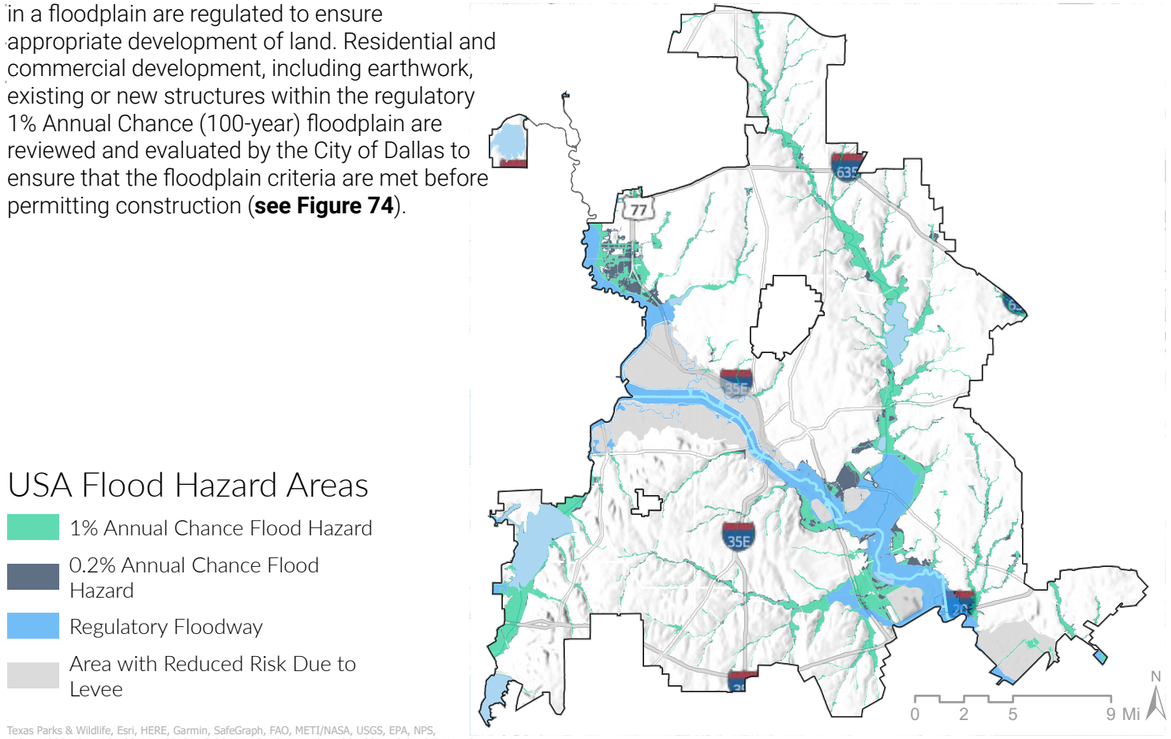



**Figure 74: Flood Hazard Areas Map**





# Air Management and Quality

In North Texas, ten counties including Dallas County consistently do not meet the 2008 Federal air quality criteria for ground-level ozone. Dallas is the second most polluted City in Texas in terms of heat generated ozone, and #16 most polluted nationwide according to the American Lung Association. The 'State of the Air' report completed in 2022 stated more than 137 million Americans – more than 40% of the country – live in places with failing grades for unhealthy levels of particle pollution or ozone. South Dallas and especially low-income communities within South Dallas have higher incidences of asthma, cardiovascular and other heat related illnesses than their northern counterparts. Both physical and mental health consequences have been tied to high heat exposure and lack of access to shaded, cooler green environments.

Ozone is produced when nitrogen oxides (NOx) and volatile organic compounds (VOCs) combine with sunlight. This is a direct result of internal combustion engines, especially gasoline and diesel burning engines. Air quality will therefore worsen as temperature rises if overall vehicle miles continue to increase. CECAP outlines a detailed vision of meeting the Ground Level Ozone Attainment Standard as designated by the EPA by 2030 and holding it through 2050.

### Greenhouse Gases and Ozone

According to the Office of Environmental Quality's 2015 Greenhouse Gas Emissions Inventory, 64% of greenhouse gases originate from buildings and energy, 35% originate from transportation, and the waste sector (including wastewater) is responsible for the remaining <1% of emissions. The emissions of the City government are 2% of the Dallas community as a whole.

Higher levels of Greenhouse Gas and Ozone emissions closely mirror the heat island effect map where concentrations of impermeable surfaces increase air temperatures.

Based on the current inventory, it appears the City government's emissions have seen significant decreases since this original commitment was made. The City's 2015 emissions reduced the 1990 levels by 40%.

The Dallas community as a whole has reduced emissions by 20% from 2005 to 2015. The current emission reduction trends suggest Dallas is well on its way to meeting this goal for its contribution to greenhouse gases.

For greenhouse gas emissions from Treatment Facilities CECAP has established citywide target goals as follows:

- 45% reduction by 2035
- 100% reduction by 2050

## STRENGTHS

1. **Extensive Parks System:** Dallas has a comprehensive network of 381 parks, totaling 18,842 acres, offering diverse recreational opportunities and contributing to the city's green space.
2. **Robust Urban Tree Canopy:** With over 14.7 million trees and a 32% canopy coverage, Dallas benefits from reduced city temperatures, improved air quality, and enhanced stormwater management.
3. **Proactive Urban Heat Island Mitigation:** The city has ambitious targets to reduce the urban heat island effect significantly by 2050, aiming for a 75% reduction.
4. **Progressive Water Efficiency Measures:** Dallas's initiatives since 2001 have significantly reduced water consumption, showcasing effective water resource management crucial for the city's sustainability.

## CHALLENGES

1. **Vulnerability to Urban Heat Island Effect:** Dallas is experiencing the second-highest rate of urban heat island growth in the nation, exacerbating environmental and public health issues.
2. **Water Management and Quality Concerns:** Impermeable surfaces from urban development are impacting watersheds, leading to pollution, flooding, and erosion challenges.
3. **Public Health Impacted by Climate Change:** The rise in temperatures and the urban heat island effect are exacerbating health issues, including respiratory and heart diseases.
4. **Tree Reduction:** Loss of tree canopy due to increased development in the southern sector where most of the tree canopy exists.
5. **Air Quality Issues:** Dallas is ranked as the second-most ozone-polluted city in Texas, leading to heightened asthma and cardiovascular issues, particularly in South Dallas and lower-income areas, highlighting the critical need for effective air quality improvement measures.

## TRENDS

1. **Integration of Green Infrastructure:** Dallas is integrating more green spaces and tree canopies into urban areas to combat heat, improve air quality, and support biodiversity.
2. **Advancements in Water Efficiency:** The city's water efficiency measures have significantly reduced per-capita water use, saving 62 million gallons per day.
3. **Focus on Air Quality Improvement:** Efforts to meet ground-level ozone standards and reduce greenhouse gas emissions reflect a trend towards improving air quality and public health.

## OPPORTUNITIES

1. **Development of Vacant Land for Green Spaces:** Exploiting the city's vacant land for park development and green infrastructure can enhance community access to natural areas.
2. **Floodplain and Waterway Protection:** Adopting sustainable land use practices in floodplains and along waterways can mitigate flooding risks and improve water quality.
3. **Enhancement of Public Transit and Walkability:** Expanding access to public transit and improving walkability can reduce reliance on automobiles, thereby decreasing air pollution and heat generation.
4. **Leveraging Green Infrastructure for Healthier Communities:** Developing more green infrastructure, particularly in underserved communities, can improve air quality, public health, and contribute to achieving a 37% tree canopy goal by 2040.



# KEY TAKEAWAYS

# PARKS, OPEN SPACES & NATURAL SYSTEMS

# 8

This section of the Existing Conditions Report evaluates and summarizes past citywide plans and studies that have been adopted by the City. The ForwardDallas  update process will build on the city's past planning efforts and integrate adopted plan policies and goals, where applicable.  A number of recently adopted plans have updated components of the 2006 forwardDallas! Elements. These adopted plans have particular relevance to ForwardDallas 2.0, as they address issues critical to land use in the City of Dallas.

# PAST PLANS, STUDIES, AND REPORTS









## RELEVANT ADOPTED PLANS

### Economic Development Policy (2023)

The Economic Development Policy (EDP) provides the City of Dallas with a roadmap to leverage its considerable assets and help the city achieve its economic growth and diversification goals. It offers a competitive assessment of our community and identifies target sectors of the economy with the greatest potential for strong economic growth in the future. The strategic plan is built upon the Market Value Analysis (MVA), the Comprehensive Dallas Housing Policy, and other relevant planning documents adopted by the Dallas City Council.

**Relevance to ForwardDallas Update**
The Comprehensive Plan will support and collaborate on the EDP to address inequities in southern Dallas, better allocate and deploy resources, and eliminate discriminatory land use policies to enhance economic growth across Dallas.

**Policy: Invest in Infrastructure**:

- Action: Identify priority infrastructure investments through the Comprehensive Plan update and commit to including these priorities in the next bond program or other appropriate resources to improve the attractiveness of Southern Dallas to businesses and increase connectivity between jobs and housing.

**Policy: Eliminate Discriminatory Zoning and Land Use Policies**:

- Action: Through the Comprehensive Plan update, collaborate with community stakeholders, staff, and advisory committees to identify and recommend policies for adjustment to the City Council to remove discriminatory zoning and land use policies that have historically limited economic mobility and growth in Dallas.

**Policy: Enhance Economic Growth through Inclusive Policies**

- Action: Utilize the Comprehensive Plan update to incorporate recommendations from community stakeholders, staff, and advisory committees, and propose policy adjustments to the City Council to foster inclusive economic growth.

## CECAP, Comprehensive Environmental and Climate Action Plan (2020)

In January 2019, the Dallas City Council adopted the Dallas Climate Resolution directing staff to develop an effective, actionable climate plan. The Comprehensive Environmental and Climate Action Plan (CECAP) was initiated to build upon existing planning efforts, benchmark against other U.S. city climate planning efforts, and designed to be consistent with national and international climate planning protocols. The plan included a robust community engagement effort and outlines a series of actions to reduce greenhouse gas emissions. The goal is to help the community adapt to a climatically different future and comprehensively enhance environmental quality across Dallas.

**Relevance to ForwardDallas Update**
CECAP will have a significant impact on the development of the ForwardDallas plan, as land use development and zoning affect air and water quality, the urban heat island effect, and tree canopy cover. One of the goals of CECAP is to provide access to sustainable and affordable transportation options.

In addition, the goals set out for CECAP can be implemented into our Comprehensive Plan to minimize impacts from industrial uses, incompatible land uses, and significant swaths of impermeable surfaces.

## Dallas Housing Policy 2033 (DHP33)

The "Dallas Housing Policy 2033" (DHP33) is a comprehensive framework aimed at addressing housing disparities and promoting equitable, affordable housing across Dallas. Developed through extensive community engagement and data analysis, the policy targets historically disadvantaged communities and aims to reduce disparities in housing opportunities, homeownership, and infrastructure.

**Relevance to ForwardDallas Update**

- Residential Land Use and Zoning Goals:
  DHP33 informs residential land use and zoning strategies, aligning them with the Comprehensive Plan's vision. The housing production goals are essential for developing the Comprehensive Plan's scenarios.

- Infrastructure Investments:
  Prioritizing infrastructure in equity strategy target areas to support affordable housing development and preservation. This includes addressing internet access, transportation, floodplain mitigation, and stormwater drainage systems.

- Collaboration and Coordination:
  DHP33 promotes collaboration between city departments, external partners, and stakeholders to align resources and maximize the impact of housing initiatives.

The goals outlined in the Housing Policy that will tie to some of the of the bigger housing and land-use concerns in the Comprehensive Plan update are:

- Create and maintain available and affordable housing throughout Dallas
- Promote greater fair housing choices
- Overcome patterns of segregation and concentration of poverty through incentives and requirements

## Neighborhood Plus Plan (2015)

As Dallas is experiencing a time of unprecedented growth and prosperity, it is also facing a number of critical issues that dramatically impact its neighborhoods issues;  increasing levels of poverty; a declining number of middle income families; deteriorating neighborhood conditions in concentrated areas; an increase in childhood asthma, obesity and diabetes; a lack of quality affordable housing; and a mismatch between where jobs are located and where quality, affordable workforce housing exists.

The plan delineated six strategic goals, policies and actions to achieve greater equity and prosperity for all Dallas residents.

- Create a collective impact framework
- Alleviate poverty
- Fight blight
- Attract and retain the middle class
- Expand homeownership
- Enhance rental options

**Relevance to ForwardDallas Update**
The target areas identified in Neighborhood Plus can help inform the focus areas and areas of change that will be investigated throughout the ForwardDallas planning process.

## Connect Dallas, Dallas Strategic Mobility (2021)

The City's first-ever 5-year Strategic Mobility Plan was adopted by City Council on April 28, 2021, with a focus on integrating the City's economic development, equity, and sustainability goals. The plan considers all forms of multi-modal transportation and creates a framework for investing and responding to 21st-century problems in a way that best achieves the City's broader overall goals and a preferred vision for transportation in Dallas. The plan is intended to guide the modernization of the City's transportation project selection process, programs, and policies over the next 5 years.

**Relevance to ForwardDallas Update**
Potentially aligns with greater synergy between transit, land use, and CECAP.  Close coordination with the Department of Transportation and DART is critical to incorporate mobility infrastructure investment priorities and service recommendations generated from Connect Dallas and the DARTZoom effort.

The strategic mobility plan (SMP) relies on a land-use regulatory framework that encourages higher density in appropriate locations, which promotes higher level of transit use, bicycling, and walking. The goals and metrics of this plan can be used to envision different land-use scenarios. The following goal is outlined in this plan;

**Recommendation**: Align Land Use Goals with the Driving Principles
**Action**: Incorporate mobility metrics as key indicators of land use scenarios to be explored in the upcoming revision of the Forward Dallas comprehensive plan (pg no. 56, SMP)

# Other Plans Relevant to Land Use

Other recently adopted plans, while not specifically tied to updates to the forwardDallas! 2006 Plan, still carry important recommendations that directly relate to land use in Dallas. This section briefly describes these plans and their links to the ForwardDallas update.

## Dallas Urban Forest Master Plan (2021)

In 2019, the Texas Trees Foundation and the City of Dallas embarked on a project to develop the City's first Urban Forest Master Plan (UFMP). The goal of the Plan is to provide a unified vision and framework to manage Dallas's urban forest as a sustainable community asset.

**Relevance to ForwardDallas Update**
Building on decades of high-quality local and national urban forest research, this Urban Forest Master Plan sets a strategic and cohesive agenda to improve urban forest management across the City of Dallas. A clear and actionable UFMP is critical to ensure these critical resources are protected, maintained, and expanded. This master plan can help our comprehensive plan focus on critical areas that need protection as well as more equitably distribute City resources. In addition, this plan will help positively influence landscaping ordinances and the development process to improve the overall health of Dallas' residents.

All plans in Dallas support tree preservation and management but do not have tools to implement policies. Similar to these planning efforts, the forwardDallas! 2006 goal and action to "preserve and increase canopy cover" was never implemented. Consistent coordination, collaboration, and engagement between departments can avoid unnecessary tree damage and removals. The Comprehensive Plan update can use the direction provided in the plan to preserve the ecologically sensitive areas and increase tree canopy coverage.

## Dallas Parks & Recreation Comprehensive Plan (2016)

The Parks Masterplan established thirteen strategic directions for the Parks and Recreation Department to focus on  and provides a set of actions the Department can take to move each strategic direction forward. As of 2022, the 2016 Dallas Parks Masterplan has accomplished over 80% of the action item goals, expanding programs and improving existing facilities, adding more downtown parks, trail systems, etc.

The Dallas parks and recreation system has a proud legacy dating back to 1876, with the establishment of the city's first park, City Park. Through acquisition and generous donations, the parks and recreation system has grown as the city has grown—now encompassing over 400 park properties totaling more than 21,000 acres. The Park and Recreation Comprehensive Plan adopted in 2016, was the result of a two-year process to reassess the Department's mission and vision for the future and set a course for achieving that vision.

**Relevance to ForwardDallas Update**
The plan considers the citywide goals from forwardDallas! 2006 plan as well as changes in the park system over the past decade, recent trends, changes in demographics, and input from the community. The plan establishes thirteen strategic directions for the Park and Recreation Department to focus on and lays out a strategic plan for accomplishing these goals, which builds upon the principles and policies of forwardDallas! 2006.

## Comprehensive Urban Agriculture Plan (CUAP) (2023)

The Comprehensive Urban Agriculture Plan (CUAP) aims to enhance food security, economic opportunities, and social equity through urban agriculture. It addresses local food access, reduces regulatory barriers, and promotes land access for urban farming.

**Relevance to ForwardDallas Update**
Integrating CUAP with ForwardDallas will support sustainable land use and policies that incorporate urban agriculture, improving food access and resilience across the city.

## Smart Growth Dallas (2018)

Smart Growth Dallas followed the Dallas Parks Master Plan but served as an additional and aggressive strategic plan moving forward. Sponsored by the Park and Recreation Department and the Trust for Public Land (TPL), Smart Growth Dallas engaged multiple City Departments as stakeholders to assure that multiple perspectives were included. Working with local medical institutions, Smart Growth Dallas / TPL developed a database of where specific health-related concentrations are located so that informed decisions can be made regarding land use development and proximities to concentrated areas of concerns, such as cardiovascular disease, lung disease, asthma, stroke, anxiety, heat stress and many other health-related issues in Dallas.

## Dallas Bike Plan (2011 [Update In Progress – Estimated 2024])

This Plan update provides a master plan and an implementation strategy for a new bicycle network, the Dallas Bikeway System, which will be made from designated on-street and off-street facilities. This document also provides recommendations for supporting policies and for the identification of bicycle-related programs to be recognized, sponsored, or supported under the Plan.

**Relevance to ForwardDallas Update**
The Dallas Bike Plan advocates for denser land uses near multimodal facilities to help with mode shift (improve air quality and reducing congestion). The Plan also encourages parking reductions through multimodal movements and first-last mile connections to transit. The Dallas Bike Plan is currently in the early stages of being updated.

## Resilient Dallas Plan (2018)

Resilient Dallas includes seven goals, 20 initiatives, and 49 actions for residents, neighborhoods, the City, and our partners to implement. These actions build on existing efforts or address program and policy gaps to further resilience in Dallas.

**Relevance to ForwardDallas Update**
The Comprehensive plan update can support the following goals of the Resilient Plan;

- Ensure Dallas provides residents with reasonable, reliable, and equitable access

## Equity Indicators Report (2019)

All communities are affected by disparity, but certain populations are impacted more than others. This report focuses mainly on racial and ethnic disparities in Dallas. The Equity Indicators report is intended to be used as a framework for residents, businesses, nonprofit leaders, City administrators, and elected officials to understand where to focus public policy and institutional power to improve outcomes for all residents. The Equity Indicators are designed to measure the fairness and justice in outcomes for and treatment of groups of people across five thematic areas:  Economic Opportunity, Education, Neighborhoods and Infrastructure, Justice and Government, and Public Health. Each of the five themes is broken down into four topics, and each topic is then subdivided into three indicators, for a total of 60 indicators.

**Relevance to ForwardDallas Update**
The Neighborhood and Infrastructure theme scores show increasing disparity in housing affordability and housing access. The Comprehensive Plan update can impact future scores by providing effective land-use policies and necessary zoning/code amendments.

# Area Plans

## South Dallas Fair Park Area Plan (2024)

The South Dallas Fair Park (SDFP) Area Plan is a comprehensive initiative by the City of Dallas's Planning & Urban Design Department to revitalize the South Dallas Fair Park area. The plan includes a detailed analysis of the area's history, existing land uses, public engagement efforts, and specific focus areas for development and improvement.

**Key Components:**

- Background and History: Builds on prior plans such as the SDFP Economic Development Corridor Plan (2001), DART Stations Plan (2013), and Fair Park Master Plan (2020). The process started in 2020, involving workshops and community engagement.
- Task Force: Composed of 23 members from various sectors, meeting regularly over three years.
- Guiding Principles: Focus on implementation, balanced development, integrating with the citywide vision, community engagement, and resource identification.
- Public Engagement: Included open houses, community meetings, presentations, pop-ups, tours, and educational workshops.
- Focus Areas: Key areas such as 2nd Ave, Elsie Faye Higgins/2nd Ave, Malcolm X Blvd, MLK Jr. DART Station, and Queen City with specific development visions.
- Implementation: Ongoing collaboration with city departments and neighborhood coalitions to address infrastructure and development challenges.
- Recommendations: Covers community capacity, economic development, housing, infrastructure, and land use.

**Relevance to ForwardDallas Update:**
The SDFP Area Plan supports ForwardDallas by integrating its vision and strategic direction into the city's comprehensive planning efforts. It emphasizes preserving neighborhood character, supporting local businesses, and enhancing infrastructure, aligning with ForwardDallas' goals for unified city growth and development.

## West Oak Cliff Area Plan (2022)

The West Oak Cliff Area Plan (WOCAP) is a guiding planning document for neighborhoods in central and western Oak Cliff, adopted by the Dallas City Council on October 26, 2022. The plan covers Elmwood, Polk-Vernon, Hampton Hills, East Hampton Hills, South Edgefield, North Cliff, The Dells, Beverly Hills, Sunset Hill, and Jimtown, providing a long-range vision for land use, urban design, transportation, infrastructure, and community concerns around gentrification and displacement.

**Key Components:**

- Background and History: Established to address authorized hearings for rezoning and to create a community vision for transit-oriented development around DART light-rail stations. The planning process started in early 2020.
- Task Force: Comprised of representatives from each neighborhood association and other local stakeholders, meeting regularly throughout the planning process.
- Guiding Principles: Focus on implementation, balanced development, integrating with the citywide vision, community engagement, and resource identification.
- Public Engagement: Extensive outreach through virtual and in-person meetings, surveys, and workshops.
- Focus Areas: Identified seven areas for detailed land use vision due to upcoming authorized hearings and proximity to transit.
- Implementation: A matrix of objectives and action items for each framework, specifying timelines, lead parties, and potential funding sources.

**Relevance to ForwardDallas Update:**

The key land use recommendations from WOCAP were the basis for the ForwardDallas Placetype Map development in the West Oak Cliff area.

## Hensley Field Master Plan (2022)

The Hensley Field Master Plan outlines the redevelopment strategy for the 738-acre site of the former Dallas Naval Air Station, located in Dallas' southwestern quadrant adjacent to the City of Grand Prairie. The plan aims to transform Hensley Field into an authentic, climate-smart, mixed-use, mixed-income, and walkable community, leveraging the property to achieve multiple community objectives related to economic recovery, social equity, and environmental sustainability.

**Key Components:**

- Vision and Goals: Develop a vibrant district balancing jobs, housing, amenities, and services, tied to the history and character of the place.
- Guiding Principles: Environmental health, economic opportunity, affordability, healthy communities, mobility, and history and culture.
- Public Engagement: Extensive community involvement through virtual and in-person meetings, surveys, and workshops over an 18-month planning process.
- Redevelopment Focus: A walkable, mixed-use community with commercial, institutional, and residential uses, interconnected open spaces, waterfront trails, historic preservation, multimodal transportation, net-zero construction, and diverse housing options.

**Relevance to ForwardDallas Update:**

The Hensley Field Master Plan aligns with the ForwardDallas goals by incorporating sustainable development, economic revitalization, and community-driven growth. It supports the Comprehensive Plan's emphasis on creating resilient, inclusive, and vibrant communities through strategic land use, housing diversity, environmental stewardship, and equitable access to amenities and services. The plan's focus on integrating historical and cultural preservation further enriches the City's vision for balanced and thoughtful urban development.

# Other Area Plans

## Adopted Between 2006 and 2024

The Bottom Urban Structure & Guidelines (2015)

Buckner Station Area Plan (2013)

Garland Road Vision Study (2010)

Greater Casa View Area Plan (2016)

Hatcher Station Area Plan (2013)

Lancaster Corridor Station Area Plan (2013)

LBJ Skillman Urban Planning Initiative Study (2014)

MLK Station Area Plan (2013)

Northwest Highway and Preston Center Area Plan (2017)

Stemmons Corridor - Southwest Medical District Area Plan (2010)

The 360 Plan (2017)

UNT-Dallas Area Plan (2009)

Vickery Meadow Station Area Plan (2013)

Valley View Galleria Area Plan (2013)

West Dallas Urban Structure & Guidelines (2011)

West Kleberg Community Plan (2007)

West Oak Cliff Area Plan (2022)

Fort Worth Avenue Corridor Land Use and Urban Design Plan (2005)



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FORWARDALLAS

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**Ch.2** Land Use Theme Development - **p. C-16**
**Ch.3** Placetype Map Development - **p. C-24**
**Ch.4** Advisory Body Engagement - **p. C-34**

# APPENDIX C: ENGAGEMENT REPORT

## OVERVIEW



This report summarizes the public engagement process for ForwardDallas 2.0. A summary of key findings from public input and reflections from lessons learned in the ForwardDallas process will be discussed in this report.

# 1

# INTRODUCTION

## ENGAGEMENT IN FORWARDDALLAS

Since the launch of the plan in April of 2021, Dallas residents and other stakeholders have been engaged in various ways, including in-person workshops, pop-up events, virtual discussions, and on-line and paper surveys.





# Guiding Principles for Meaningful Engagement

### Reaching Residents "Where They Are"

Throughout the process, the ForwardDallas project team placed  an emphasis on clear messaging and reaching residents "where they are," continually evolving a variety of in-person and virtual strategies to ensure maximum reach and representation. The project team also prioritized participation with existing community meetings and events, ensuring broader opportunities to inform and engage residents.

### Approachable Messaging

While land use can be technical in nature, it was important that the messaging around ForwardDallas 2.0 be as clear and relatable as possible for residents and other stakeholder groups, given that land use issues affect everyone's day-to-day lives. Throughout the process, the ForwardDallas team aimed to use consistent branding, provide historic context for systemic barriers, describe how the land use plan connects to other facets of city policy and process, and present land use issues in a contextual and understandable manner.

### Prioritizing Inclusion and Representation Throughout the Process

In each engagement phase (as shown on the timeline on page 8-9), the project team closely monitored participation of workshops, presentations, and pop-up events to ensure as fair a representation as possible of the many areas of the city and its diverse residential population. Participant data was collected, events were mapped, and stakeholder and leadership engagement was utilized. In tracking this information, each engagement phase was extended as needed to prioritize areas of the city that experienced lower turnout in each event series. See summary statistics for the engagement process on page 10.





### Grassroots and "Grasstops" Engagement

In addition to a focus on "grassroots" engagement of organizations that operate at the neighborhood level, the ForwardDallas team also met with groups that operate in the "grassroots" organizations that provide a leadership role on a citywide scale. Team members attended neighborhood association meetings and community events throughout the process to reach residents in their own neighborhoods. There were also a series of presentations, one-on-one meetings, and educational workshop series designed to facilitate discussions with professional audiences, elected and appointed officials, and organizational leadership. From grassroots to "grasstops," the project team collected important insights from the community at different scales to create the final plan document.

### Transparency of Engagement Process

As part of each engagement phase, regular updates and summaries on input received were presented throughout the process so participants could be confident their feedback was heard and to understand how it is being used. These summaries were presented as text summaries, survey results, map-based feedback, and through other visual representations. Brief summaries of each phase of input collection are also presented in subsequent sections of this report.



**Project Engagement Timeline**
The timeline below shows the engagement process, events, and descriptions of the topics and materials that were discussed at each stage.



# PROCESS+ TIMELINE



















| 1 | 2 | 3 | 4 | 5 | 6 | 7 |
|---|---|---|---|---|---|---|
| **PROJECT INITIATION & EXISTING CONDITIONS** | **INITIAL COMMUNITY ENGAGEMENT** | **LAND USE VISIONING** | **LAND USE THEME DEVELOPMENT** | **PLACETYPE & URBAN DESIGN MAP REVIEW** | **DRAFT PLAN REVIEW** | **PUBLIC BRIEFINGS/ HEARINGS + ADOPTION** |
| Kicking off the planning process and establishing a solid technical and conceptual foundation of Dallas. | Kicking off community engagement efforts with a series of workshops and an outline questionnaire to identify priority issues. | Forming the foundation of the future land use map and introducing the “placetype” concept through a series of workshops and community meetings. | Development of land use “themes” based on the community’s priorities collected through workshops and an online questionnaire. | Meeting with the community to refine the placetypes into a single, recommended future placetype map.Workshops and an online mapping tool were utilized to collect feedback. | Community, staff, and advisory review of future placetype map. Open houses were conducted as well as further public and committee engagement. | Public discussion and review of draft plan and future land use map. |
| SEP 2021 - MAY 2022 | SEP 2021 - MAY 2022 | JUL 2022 - APR 2023 | NOV 2022 - APR 2023 | AUG 2022- MAY 2023 | MAR 2023 - FALL 2024 | FALL 2023 - FALL 2024 |




## Meeting People Where They Are

The ForwardDallas 2.0 planning process spanned nearly three years, with a significant number of community members and stakeholders reached through a variety of in-person and virtual engagement strategies.

**25,000+**
Interactive Webmap Visits

**1,500+**
In-Person Participants

**10,000+**
Unique Online Users

**1,600+**
Map Comments

**70+**
Virtual Events

**200+**
In-Person Events

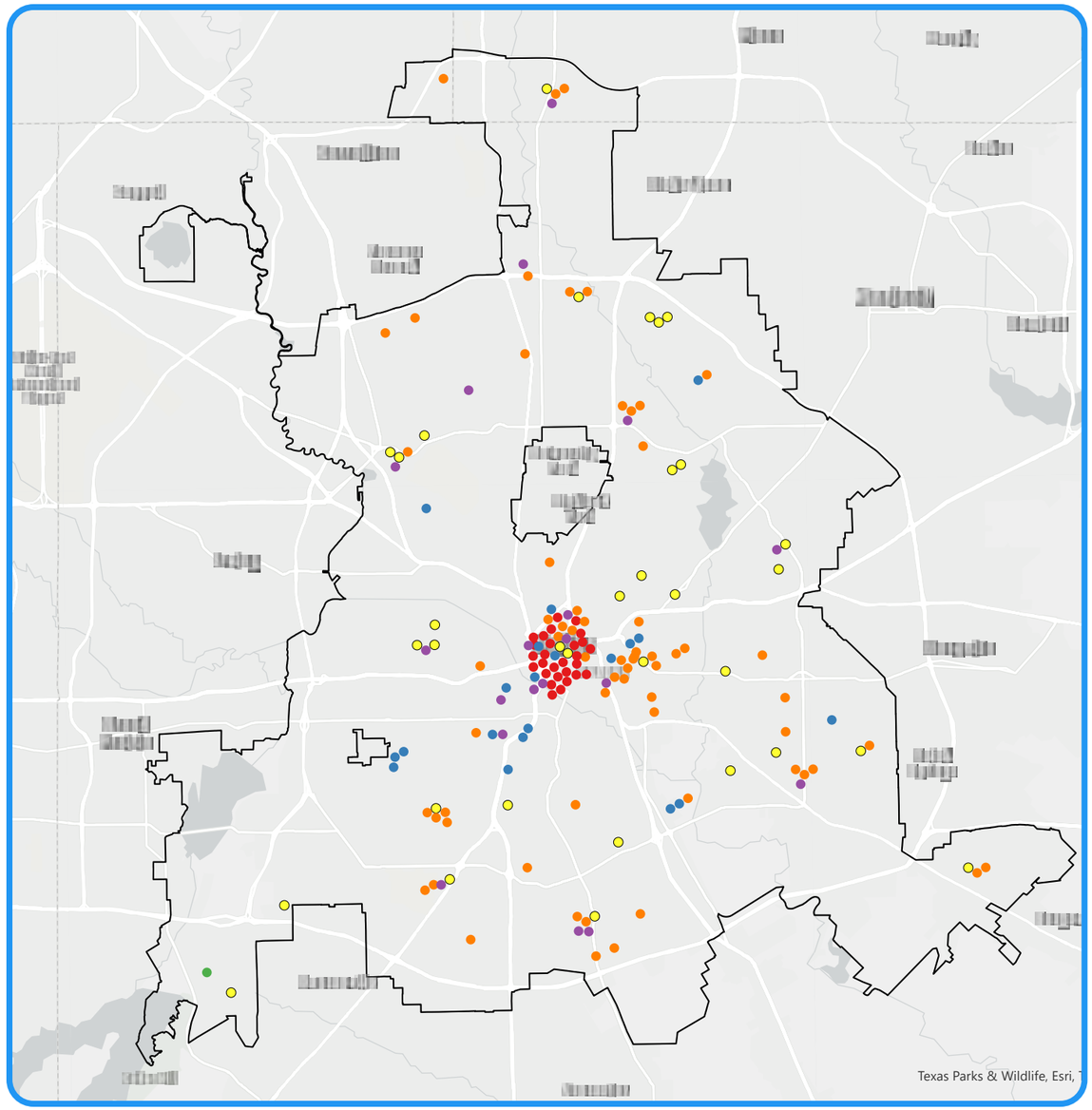



Figure _: In-Person Engagement Events Map

**Legend**

- Advisory
- Capacity Building
- Listening Session / Focus Group
- Open house
- Popup/Table
- Workshop

**DID YOU KNOW**

ENGAGEMENT EVENTS WERE HELD THROUGHOUT THE CITY TO REACH THE MOST NUMBER OF RESIDENTS

# Engagement Approaches and Tools

The following tools represent the key approaches and tools used by the ForwardDallas project team to collect feedback and provide updates to the greater Dallas community throughout the project.

### Workshops
Facilitated discussions and activities, both in-person and online to educate and collect resident and stakeholder feedback on specific land use issues in Dallas.

### Surveys
Web-based and physical questionnaires to collect resident and stakeholder feedback on land use issues in Dallas, used especially in early phases to determine key land use values for ForwardDallas.

### Social Pinpoint
Social Pinpoint is an online engagement tool that allows individuals to comment on maps of the issues and opportunities facing Dallas. Social Pinpoint allows points of interest to be created and mapped, allowing residents, stakeholders, and other participants to provide feedback for a point or area. Social Pinpoint was utilized during most major engagement phases of the project to determine key land use issues and evaluate future land use maps.

### Pop-Ups
Opportunities for the ForwardDallas team to present materials and updates to residents at existing community events.

### Community Meetings
Opportunities for the ForwardDallas team to present materials and updates at existing community meetings, such as neighborhood association meetings.

### Lunch-n-Learns
Opportunities to discuss specific land use issues, such as housing or environmental justice, in an interactive, web-based setting during lunch time.



**WORKSHOP**
Renner Frankford Library




**POP-UP**
Earth X Conference 2022



**WORKSHOP**
Bachman Recreation Center




**POP-UP**
Downtown Dallas Stocking Stroll







**PUD ON THE MOVE!**
Kleberg Recreation Center



**POP-UP**
Dallas Museum of Arts

### Neighborhood Summits
Opportunities to bring together residents and community organizations to learn about programs and initiatives available at the City of Dallas, and discuss updates and engagement opportunities for ForwardDallas.

### Professional Presentations
Opportunities to present ForwardDallas 2.0 updates and issues to professional, technically-minded audiences, such as the Greater Dallas Planning Council, and the American Institute of Architects.

### PUD on the Move!
A mobile workshop and pop-up vehicle, covered in ForwardDallas decals, equipped to take engagement materials to a variety of community engagement events and opportunities.

### Open Houses
Opportunities to showcase maps and summarized community-feedback at the end of a particular project phase, to showcase draft materials for further feedback collection.

### ForwardDallas Email List
An email list of anyone interested in staying up-to-date with the ForwardDallas 2.0 process, providing reminders for upcoming community meetings, engagement opportunities, and key decision points for the project.



**WORKSHOP**
South Dallas Cultural Center

# ENGAGEMENT EVENT PHOTOS



West Dallas Multipurpose Center



Thurgood Marshall Recreation Center



South Dallas Fair Park



Thurgood Marshall Recreation Center



White Rock Hills Branch Library







White Rock Hills Branch Library



South Dallas Cultural Center



Oak Cliff Cultural Center



Singing Hills Recreation Center

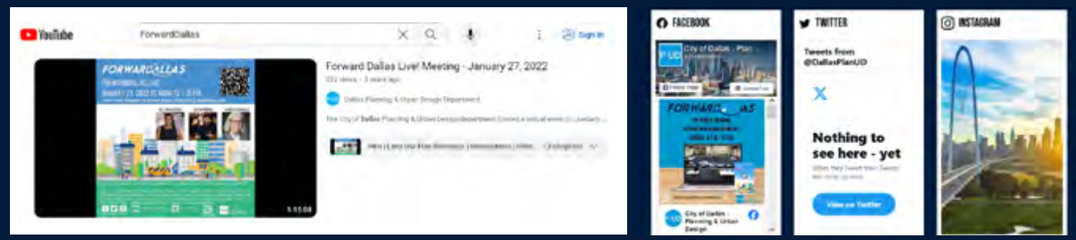
Final - September 2024

## Traditional + Social Media

To effectively communicate and engage with the community throughout the ForwardDallas 2.0 planning process, the ForwardDallas team implemented a multi-faceted digital and traditional media strategy aimed at maximizing outreach and participation. Recognizing the diverse media consumption habits of our community, the project had a consistent presence in major local media outlets. The project team also maintained digital communication through a robust web presence, which included an informative and interactive website designed to provide comprehensive information on the planning process, gather feedback at various points in the process through online tools, and answer queries.

To stay connected with our audiences, the ForwardDallas team leveraged the reach of social media by maintaining active profiles on multiple platforms. This approach allowed the project to reach a broad audience, engage with community members in real-time, and foster a two-way conversation about the future of land use in our area. Through these combined efforts, the project team worked hard to ensure the community was well-informed and involved in the planning process with the goal of cultivating a sense of ownership and participation among residents.

## SOCIAL MEDIA




## TRADITIONAL MEDIA





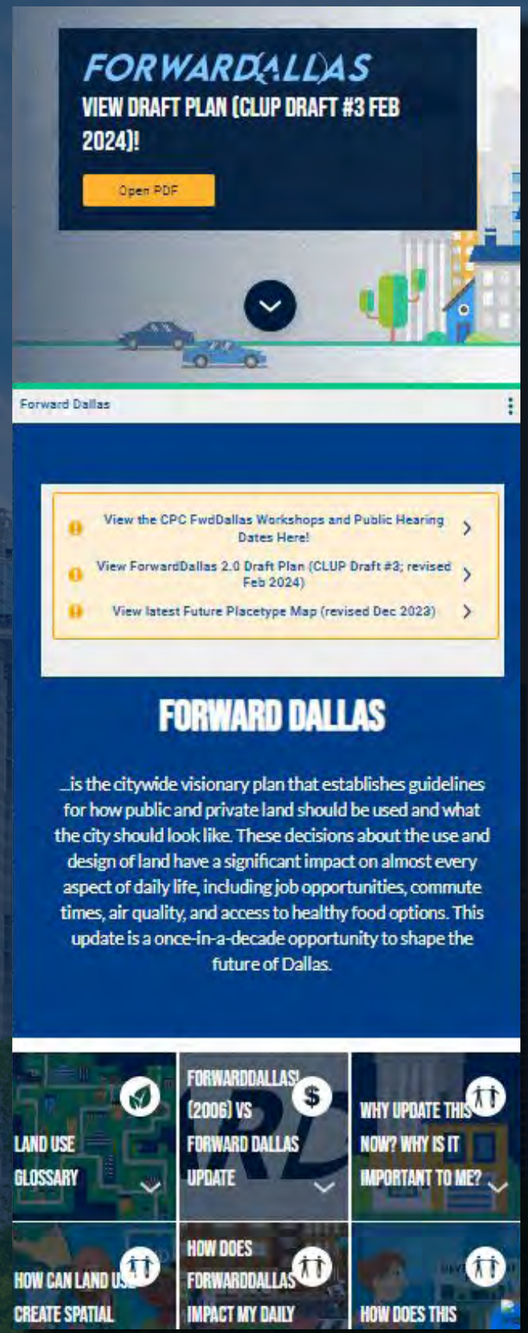

# WEB PRESENCE









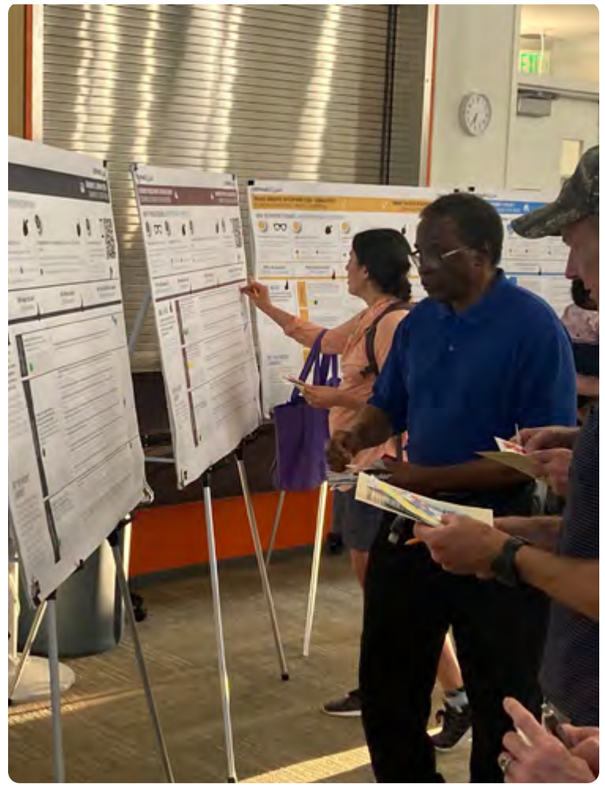


# 2

# LAND USE THEME DEVELOPMENT

## LAND USE THEME DEVELOPMENT

In order to establish an informed, community-based vision for ForwardDallas 2.0, the project was kicked off with a series of workshops and surveys to establish a value framework to guide and shape the development of the overall plan. This process allowed for a broad discussion of the major land use issues facing Dallas over dozens of forums. The project team collected and distilled all of this feedback into five land use themes that served as guiding principles for later stages of the project. This section summarizes the approaches used during this phase as well as the feedback received from the community.



# WEB BASED PLATFORM ENGAGEMENT









## A PROJECT KICK-OFF IN PANDEMIC-ERA ENGAGEMENT

In August of 2021, ForwardDallas 2.0 was officially launched at the ForwardDallas Neighborhood Summit. This event took place entirely on Zoom, a web-based service that provides video and messaging services for group meetings and events. In 2021 the COVID-19 pandemic was ongoing, impacting the project team's ability to host in-person meetings. While there were some workshops and pop-up events that took place in person in the fall of 2021, the kickoff event as well as several community workshops were conducted largely on web-based platforms, revealing pros and cons for different community groups and posing challenges to reaching traditionally under-resourced areas.

During this phase, hundreds of residents provided a significant amount of input into the important land use issues facing Dallas today, providing valuable insight into the community's concerns and priorities. With the ability once again to engage in person in 2022, the ForwardDallas project team was able to begin expanding its reach and unveiled a full schedule of engagement activities for subsequent phases of the project.



## Initial Community Workshops

In the fall of 2021, dozens of workshops were facilitated, both online and in person, to ask Dallas residents and stakeholders about their major concerns and priorities, both for their neighborhood as well as the city at large. These conversations served as lively and productive opportunities for residents to share their lived experiences of Dallas and help build the initial foundation of key priority topics for the plan. This feedback was then summarized by staff into a smaller number of broad topical categories which were then used to develop a follow-up survey for additional community feedback.

### Open Ended Workshop Discussion

The workshops during this phase were designed to be as open-ended as possible, allowing residents to provide input in their own words. Breakout groups of around 10-12 were set up to allow for maximum opportunity for each person to speak. As seen lin the table below, residents saw their key issues listed on a common screen for the group. After a list of about 10-20 topics were generated, the group then voted on their top issues among the list, allowing the project team to begin to get a sense of importance as well as the breadth of issues impacting the community.

This is an example "board" used during the virtual break-out discussions. Each issue on the left side was directly collected from community and stakeholder participants. Each person was then requested to provide their top three issues from the full list. These issues and vote counts were then compiled from all of the workshops.

# MOST VOTED ON TOPICS FROM RESIDENTS




FORWARDALLAS

| QUESTION | |
|---|---|
| Lack of green spaces | 2 |
| Not enough housing options | 1 |
| More residential density | 2 |
| More mixed-use development in Vickery area | 1 |

# Social Pinpoint Survey

In follow-up to the 2021 land use topic workshops, a survey was conducted to further explore the main land use themes and topics important to residents and stakeholders. This survey, collected both online and from paper copies, expanded the discussion by asking more specific questions about the issues raised in the workshops and by allowing users to place their issues on a map through a new tool called “Social Pinpoint” (see page 34). Social Pinpoint allows points of interest to be created and mapped, allowing residents, stakeholders, and other participants to provide feedback for a point or area.

Eight (8) topic types were developed for participants to provide a range of land use and mobility comments. Over four-hundred and fifty (450) comments were received between February 2022 and April 2022. This page includes “mapped” comments recieved from residents while the next page provides a summary of all comments recieved.

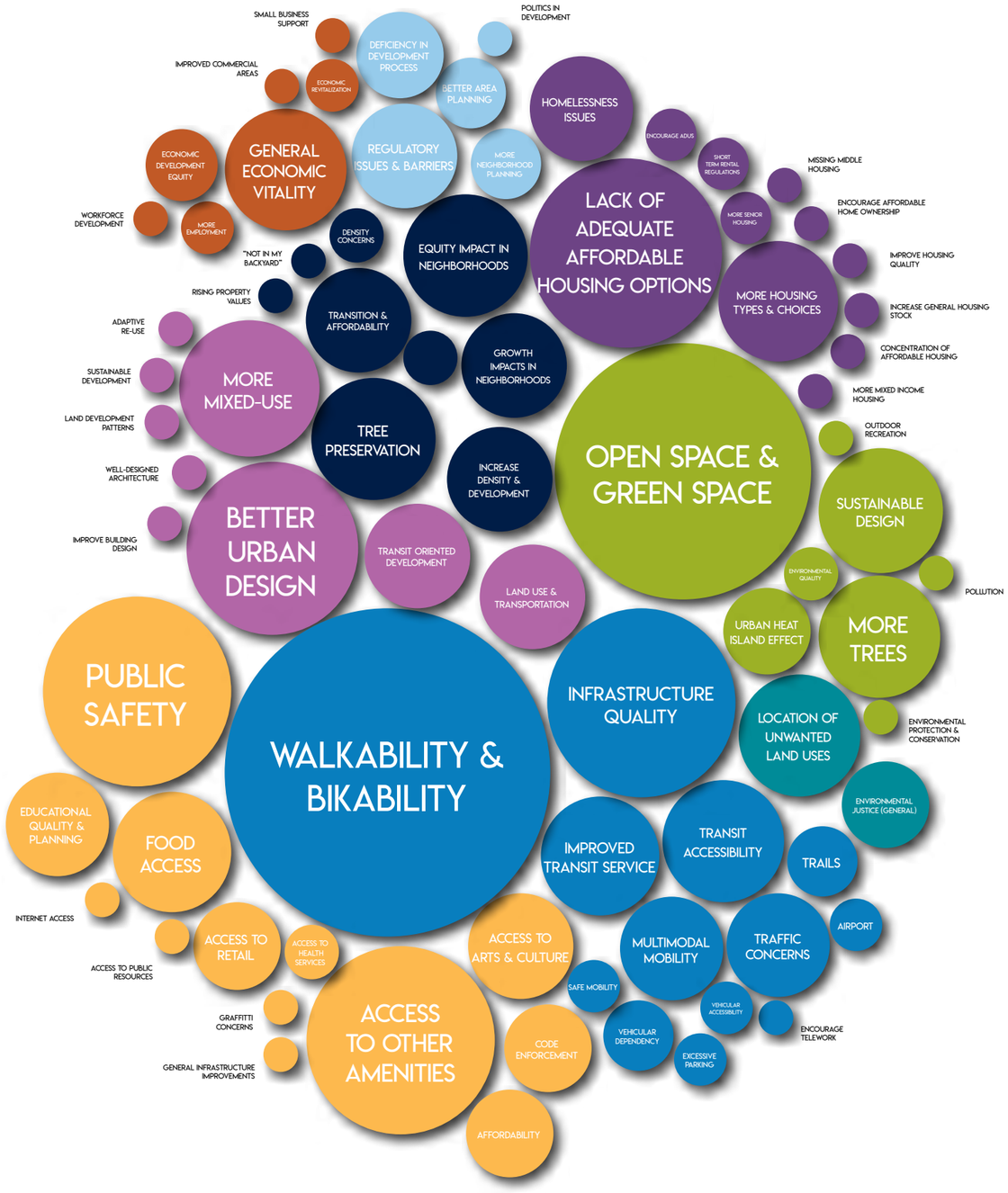
## Mapped Results

These maps show the topics that residents placed on a map during the survey process. The desired uses and development topic, for example, had some of the most varied discussion topics, with Parks and Open Space being the main desired use. This priority is reflected by the number of point comments near Mountain Creek Lake and Park.

Safety was the most discussed topic of the eight provided. Two-thirds (66%) of the conversation focused on either road safety in relation to travel speeds and visibility issues on complex intersections or identifying places where better bike and pedestrian infrastructure is needed. The more urbanized sections of Dallas received most of these comments.

## Survey Results

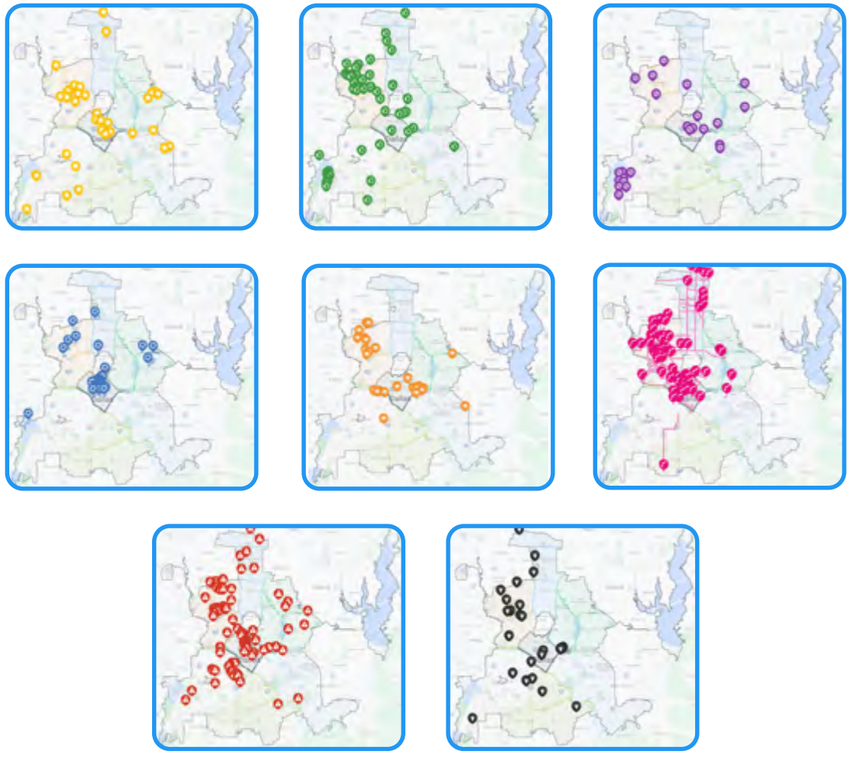
The word bubble below reflects the main topics and sub topics heard from the community from the survey process.




# SOCIAL PINPOINT DEVELOPMENT TOPIC SURVEYS

## TOPICS

- Community Asset / Destination
- Desired Use / Development
- Undesirable Use
- Development Priority Site
- Poor Appearance
- Desired Connectivity Route
- Public Safety Concern
- Other Land Use Ideas / Suggestions



## Summarizing Key Priority Land Use Topics

During and after hearing from the community in the early phases of ForwardDallas, the project team compiled feedback from the workshops, surveys, and public meetings and shared their findings both with the Comprehensive Land Use Plan Committee and Technical Review Committee (see chapter 4). The outcome of this work was a rich and productive discussion around the appropriate organization of feedback into a smaller number of topical categories.



### SUMMARIZED PRIORITY LAND USE TOPICS

An earlier summary of key themes heard from the community (2022), reflected in a word bubble for public presentation.








## Final Land Use Themes

Below reflects the final selection of land use themes for ForwardDallas. In addition to reflecting the broad input received during the earlier engagement phases, these themes would proceed to guide the development of ForwardDallas 2.0, including the future land use map and the implementation plan.

These topics were also used to organize community conversations with residents and stakeholders through lunch-n-learns and expert panel discussions. These values will also be used as the primary framework to evaluate progress and success after the plan is adopted.

### ENVIRONMENTAL JUSTICE + SUSTAINABILITY

**Theme Goal:** Actively and equitably protect communities from the effects of environmental hazards, while enhancing environmental quality through proactive protection, conservation, and sustainable practices in both natural and built environments.

### TRANSIT ORIENTED DEVELOPMENT (TOD) + CONNECTIVITY

**Theme Goal:** Advance safe, compact, and walkable mixed-use development around DART stations and other transportation nodes to further increase accessible connectivity to housing, job opportunities, and neighborhood amenities for all residents.

### HOUSING CHOICE + ACCESS

**Theme Goal:** Equitably increase attainable housing options throughout the city, particularly near job centers and transit-oriented locations, to meet the diverse housing needs of all people in Dallas.

### ECONOMIC DEVELOPMENT + REVITALIZATION

**Theme Goal:** Promote equitable development of Dallas' diverse communities across the city, through the revitalization of neighborhood centers, commercial corridors, employment centers, and transit areas.

### COMMUNITY + URBAN DESIGN

**Theme Goal:** Adopt and implement context-sensitive design and development guidance to help shape Dallas's streets, sidewalks, buildings, and open spaces, ensuring functional, safe, sustainable, and vibrant spaces that not only reflect but also enhance Dallas' distinct places and diverse communities.

# 3

# PLACETYPE MAP DEVELOPMENT

## PLACETYPE MAP DEVELOPMENT

Placetypes represent an innovative approach to future land use planning that have been successfully developed in cities around the country. This new approach allows the community to explore and define qualities of place that should be encouraged in future land use development. This section overviews the two-part process the ForwardDallas project team used to (1) explain and define these placetype categories for the Dallas context, and (2) develop the future placetype map that places these categories around the city to shape future land use policies, decisions, and investments. While the topic can be technical in nature, the project team found creative ways to make placetypes accessible to residents and stakeholders, empowering them to have a critical voice in defining the future land use vision of Dallas.



# EXPLAINING AND EXPLORING PLACETYPES

**Explaining Placetypes**

While land use topics can be highly technical, the issues addressed by land use plans and zoning policy affect everyone's day-to-day lives in many compelling ways. It is the responsibility of planners to communicate these concepts in ways that are accessible to a variety of audiences, empowering residents and stakeholder groups to meaningfully engage in the conversation. The concept of placetypes is designed to bring attention to the broader qualities of place, and can be a powerful tool for engaging the public around the kinds of spaces they want to see in their communities. Shown here are some ways the ForwardDallas project team used to break down the concept of placetypes in a variety of public presentations.

**Defining Placetypes**

A placetype represents a holistic, bigger-picture vision for a community or place that incorporates a desired mix of land uses, design, function, and intensity. Some other features of placetypes include:

- Focusing on "place" rather than parcel-specific land use
- Defining the collective mix of uses and block patterns
- Placetypes have specific boundaries developed through an extensive process of public engagement
- Providing a flexible, yet directed, framework for land use decision-making

## COMMUNITY RESIDENTIAL PLACETYPE EXAMPLE

This page shows the types of images that were used to demonstrate a placetype and its land uses.



Single Family Detached



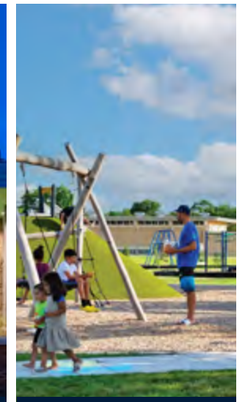
Single Family Attached




Commercial




Institutional



Public Open Space

# USING ANALOGIES

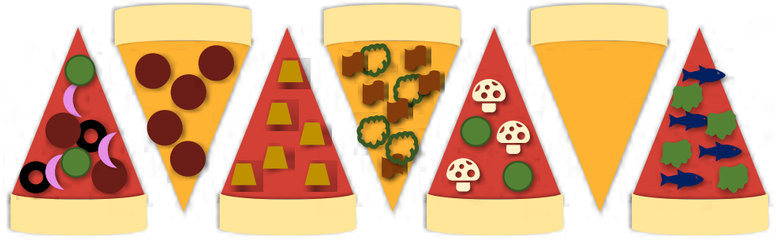
Analogies were used to help the public understand the placetype concept. One particular analogy used compares placetypes to pizzas. This example explains that as different ingredients may be used to create different types of pizzas, different land uses create different placetypes.



Land is like the base of a pizza



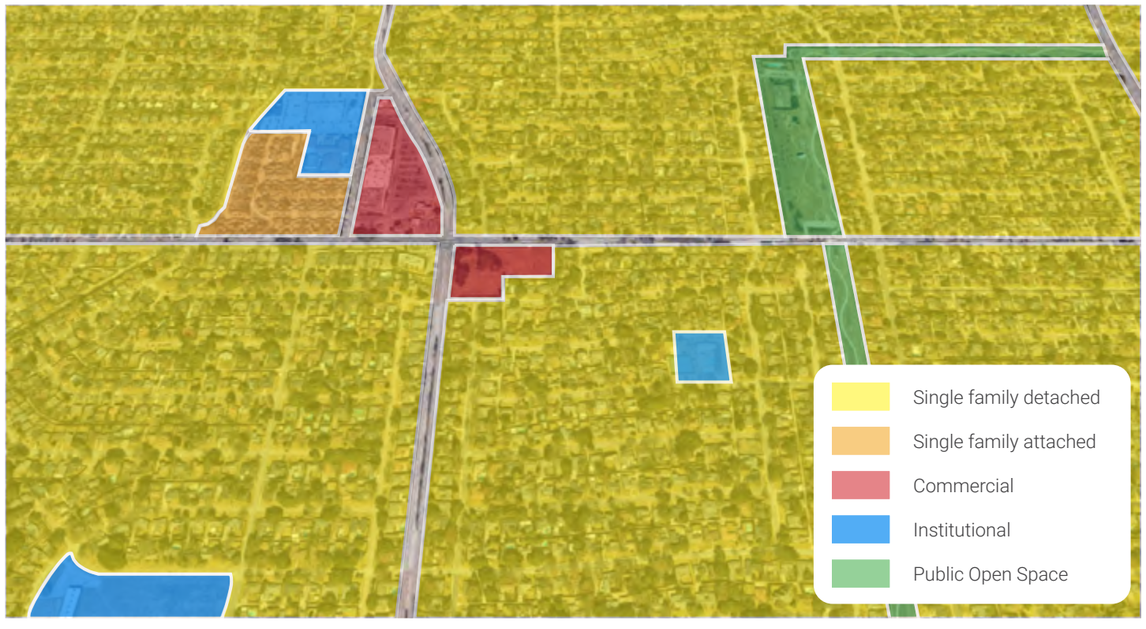
Land uses are like the ingredients of a pizza



Different combinations of land uses create different placetypes like how different ingredients of a pizza make different types of pizzas

# DEMONSTRATING EXAMPLES

Local examples of different areas and neighborhoods of Dallas were shown to provide familiar references for residents. These examples demonstrated the different placetypes along with corresponding types and proportions of land uses within each placetype.



## Development of Placetype Categories

To create the future placetype map, the project team needed to develop the placetype categories themselves. While these categories may look similar from city to city, each setting benefits from a customized "suite" of placetypes that can be used to shape future development. In developing this list, each placetype requires specific attention to developing the recommended list of allowable land uses, design characteristics, natural features, compatible adjacencies, and other characteristics.

During this process, the number of placetypes, their names, and characteristics shifted as feedback from the community, stakeholders, and committee review was collected and taken into consideration. These categories would then be used as building blocks for the future land use vision map. The categories themselves would continue to shift late into the adoption process, as decision-maker input brought the plan closer to adoption.



## PLACETYPE CATEGORIES ACTIVITY BOARDS

Activity boards during these workshops focused on engaging participants around the draft placetype categories. Different boards showcased information about each placetype, including example images, potential recommended land uses, and character descriptions. Residents were encouraged to leave stickers and notes to provide preferences and feedback for the project team.









### 1 INITIAL PLACETYPE "SUITE DEVELOPMENT

To begin, Planning and Urban Design staff worked closely with the project consulting team to create a draft list of placetypes to then present to the community. This involved pulling placetype concepts that have worked in other settings and calibrating them to the Dallas context using the team's professional assessment and experience.



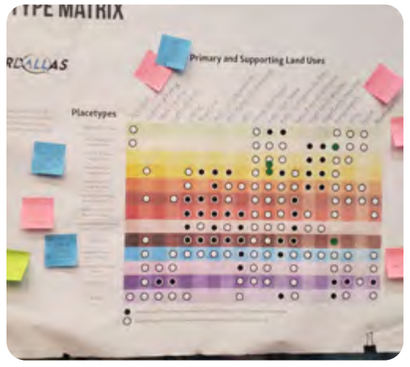
### 2 COMMUNITY WORKSHOPS

From 2002 to 2003, multiple workshops were held in every planning district of the city to present the concept of placetypes as well as to receive feedback on the types of places most important to residents, community groups, and other stakeholders. These workshops were designed to engage residents both about their own neighborhoods as well as the city as a whole, keeping in mind the "aspirational," or future-oriented nature of a future land use map. See page 28-29 to learn more about some of the ways placetypes were explained to residents and stakeholders.



### 3 COMMITTEE REVIEW

After extensive public engagement, the project team presented a refined suite of placetypes for review by the Comprehensive Land Use Plan Committee (CLUP), a group comprised of a diverse array of members with extensive professional and community experience in Dallas (see chapter 4). The CLUP worked with staff to further develop these categories, specifically their recommended land uses and other language used to provide context-appropriate guidance for future development and investment.






## Developing the Future Placetype Map

After the placetype categories had been developed and refined, it was time to apply these placetypes to the map of the entire city. This process represented several months of extensive workshops, online feedback, refinement, community meetings, and committee review to prepare the map for final review and adoption.



## FUTURE PLACETYPE MAP ACTIVITY BOARD

Activity boards during these workshops focused specifically on the future placetype map, with each workshop showcasing maps for the specific areas in which the workshop took place. The project team facilitated discussions around these maps, collecting invaluable insight and feedback regarding appropriate future placetypes and placetype boundaries in every area of the city.





### 1 DEVELOPING THE INITIAL PLACETYPE MAP

To begin, a "baseline," or draft map, was developed using the current adopted land use vision as a starting point, with extensive staff refinement and edits made based on staff expertise and experience working in all areas of the City. The purpose of the baseline map was to provide a clear visual for residents and stakeholders to review and respond to.



### 2 COMMUNITY WORKSHOPS AND MEETINGS

Throughout 2023, workshops were held throughout the city to present the baseline future placetype map to residents. The project team provided multiple maps of each planning service area and each sub-district, facilitating specific conversations around the appropriate arrangement of placetypes and their boundaries. City staff also attended and spoke at individual community meetings to solicit as much specific feedback as possible, sometimes meeting with groups more than once as needed. These conversations provided critical feedback for the project team in calibrating the future placetype map to represent an accurate and fair vision for the future of these neighborhoods.



### 3 SOCIAL PINPOINT

In addition to the community workshops, an online map was also developed, using the Social Pinpoint tool. This allowed residents and stakeholders to view various versions of the draft future placetype map, and place comments on specific points on the map. Hundreds of unique users provided thousands of comments during the entirety of this process, all of which were closely reviewed by project staff and factored into the evolving nature of the future placetype map during the process.



### 4 DECISION-MAKER REVIEW

As the future placetype map continued to evolve, the project team presented the map to multiple decision-makers, through the Comprehensive Land Use Plan Committee as well as with individual City Council and City Plan Commission members. These decision-makers provided essential insight and feedback during this process, with their knowledge of all areas of the city, their history, and impression of community opinions, having worked closely with community groups in their areas of focus.



## COMMUNITY MEETINGS

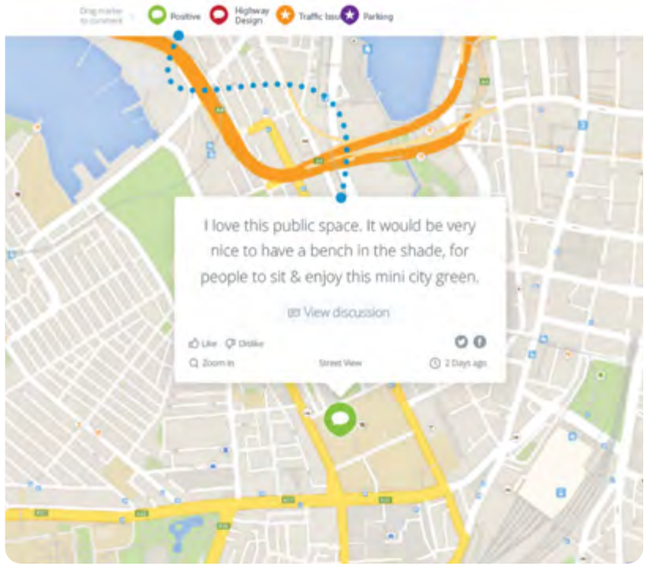
As part of the broader effort to meet residents where they are, staff members from Planning and Urban Design attended and spoke at individual community meetings throughout the process. Staff members attended dozens of these meetings, usually regularly scheduled neighborhood association meetings or other forums focused on area and neighborhood-specific interests. These meetings were particularly useful during the development of the future placetype map, where staff brought maps of specific neighborhoods and areas of the city and received essential and lively feedback from residents who strongly care for their neighborhoods.





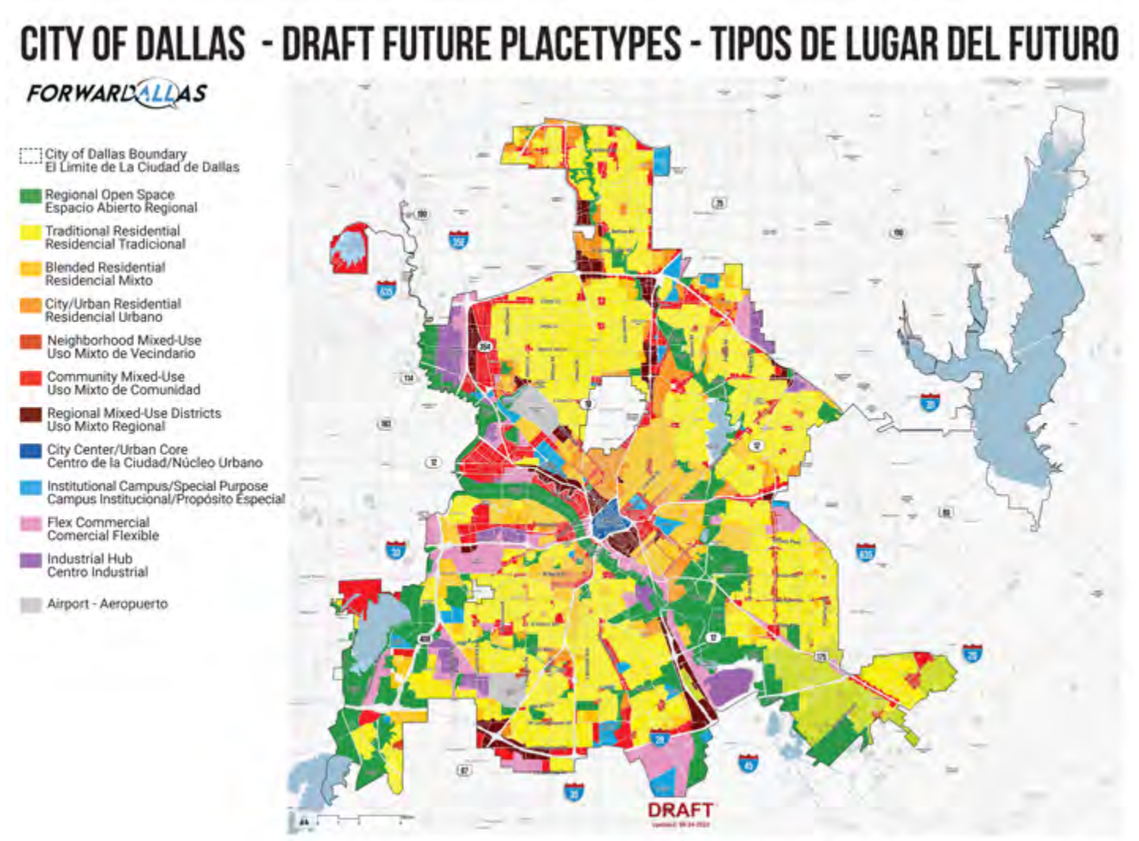

## SOCIAL PINPOINT

Social Pinpoint is an online engagement tool that allows individuals to comment on maps of the issues and opportunities facing Dallas. Social Pinpoint allows points of interest to be created and mapped, allowing residents, stakeholders, and other participants to provide feedback for a point or area. Social Pinpoint was utilized during most major engagement phases of the project to determine key land use issues and evaluate future land use maps. The map to the right is an example of a community member's comment placed on a particular lot in their neighborhood. Over 1,500 such comments were collected throughout the planning and public engagement process.




## Outcomes

Below represent the final placetype categories as well as the future placetype map, developed through extensive project team development, community engagement, and decision-maker input.






# 4

# ADVISORY BODY ENGAGEMENT

## ADVISORY BODY ENGAGEMENT

Throughout the ForwardDallas 2.0 process, two committees provided essential feedback and oversight to the project team. The Comprehensive Land Use Plan Committee (CLUP) of the City Plan Commission is appointed by the Chair of the City Plan Commission and provided oversight and guidance through the planning process. The Technical Review Committee (TRC) is an ad-hoc, informal committee and is intended to provide more explicit technical feedback and guidance on deliverables. Together, these committees assisted in reviewing community feedback and project deliverables and helped shape key recommendations in the final planning document.



## COMPREHENSIVE LAND USE PLAN COMMITTEE (CLUP)

The Comprehensive Land Use Plan Committee (CLUP) is a standing committee of the City Plan Commission (CPC) that provided oversight during the ForwardDallas 2.0 process. The Committee monitors implementation of the comprehensive plan through review and recommendations for land use-specific initiatives at various scales of community planning.

### CLUP MEMBERSHIP

- Brent Rubin, Chair (CPC)
- Deborah Carpenter, Vice Chair (CPC)
- Peter Goldstein
- Roy Lopez
- Jennifer Scripps
- Nathaniel Barrett
- Joe Cannon
- Jerry Hawkins
- Krista Nightengale
- Linda McMahon
- Matt Houston
- Collin Yarbrough
- Maureen Milligan
- Jasmond Anderson (CPC)*
- Dustin Bullard*
- Jennifer Rangel*
- Lynette Aguilar*
- Robert Kent*
- Maggie Parker*
- Maria Gomez*

**Members who participated before date of CLUP recommendation to move ForwardDallas to CPC*

### TRC MEMBERSHIP: EXTERNAL ORGANIZATIONS AND AGENCIES

- Dallas Area Rapid Transit
- North Central Texas Council of Governments
- Dallas County
- Texas Department of Transportation
- Dallas Housing Authority
- Richardson ISD
- Duncanville ISD
- Dallas ISD
- Dallas College
- Downtown Dallas Inc
- University of Texas at Dallas
- Southern Methodist University

## TECHNICAL REVIEW COMMITTEE (TRC)

The Technical Committee is an ad-hoc, informal committee and is intended to provide more explicit technical feedback and guidance on deliverables. The Technical Committee is comprised of stakeholders identified by City staff and representing relevant City departments, school districts, economic and housing development organizations, and governmental and other regional partners. This committee is a time-specific, project-specific group charged with providing a technical perspective and insight on the recommendations of the draft Forward Dallas plan.

### TRC MEMBERSHIP: CITY OF DALLAS DEPARTMENTS

- Office of Cultural Affairs
- Dallas Department of Aviation
- City Attorney's Office
- City of Dallas Bond Program Administration
- Dallas Code Compliance Services
- City of Dallas Office of Budget
- Dallas Building Services Department
- Dallas Convention & Visitors Bureau
- Department of Data Analytics and Business Intelligence
- Dallas Office of Economic Development.
- Office of Environmental Quality & Sustainability
- Office of Equity and Human Rights
- Dallas Fire-Rescue Department
- GIS Services of the City of Dallas
- Dallas Historic Preservation Office
- Dallas Department of Housing and Neighborhood Revitalization
- Dallas Public Library
- Dallas Parks and Recreation Department
- Dallas Police Department
- Dallas Public Works Department
- Real Estate Division of the City of Dallas
- Dallas Sustainable Development and Construction Department
- Dallas Department of Transportation
- Dallas Water Utilities

## DEVELOPING THE IMPLEMENTATION PLAN

The planning process does not end at the adoption of ForwardDallas 2.0. The implementation plan section of the ForwardDallas document is designed to provide short, medium, and long-term guidance in realizing the future land use vision of the City. The implementation section is organized by the five land use themes outlined in Chapter 2, each involving specific action steps and a list of responsible partners. The implementation plan was created through multiple phases of staff development, committee coordination, and public engagement.

### 1 STAFF DEVELOPMENT

The project team began by compiling a preliminary list of draft implementation steps to present to residents and stakeholders. This was compiled by reviewing other adopted citywide policies for key action steps related to land use and other best practices in similar cities around the country.

### 2 COMMITTEE REVIEW

The project team then workshopped these items with the Technical Review Committee, holding full group meetings and small-group breakouts based on the land use themes outlined in Chapter 2. These meetings yielded invaluable insight from internal and external partners into the ways land use policy and practice can advance the goals of the plan as well as productive points of future collaboration. The implementation plan was further developed with review and input from the Comprehensive Land Use Plan Committee.

### 3 PUBLIC REVIEW

The implementation plan was showcased during the open house events in 2023, with activity boards designed to collect resident feedback on priority items.

### IMPLEMENTATION PLAN ACTIVITY BOARDS

The implementation plan was showcased during an open house series in 2023, encouraging participants to comment on their priority action items for the plan.





# ADVISORY BODY ENGAGEMENT TIMELINE



**ADVISORY BODY ENGAGEMENT MEETINGS**

- Comprehensive Land Use Committee (CLUP)
- Technical Review Committee
- City Plan Commission
- City Council
- # Multiple Times Met in Month

## 2021

| JANUARY | FEBRUARY | MARCH |
|---|---|---|
| APRIL | MAY | JUNE |
| JULY | AUGUST | SEPTEMBER |
| OCTOBER | NOVEMBER | DECEMBER |

## 2022

| JANUARY | FEBRUARY | MARCH |
|---|---|---|
| | | 2 |
| APRIL | MAY | JUNE |
| | | 2 |
| JULY | AUGUST | SEPTEMBER |
| 2 | 2 | 2 |
| OCTOBER | NOVEMBER | DECEMBER |
| | | |

## 2023

| JANUARY | FEBRUARY | MARCH |
|---|---|---|
| | | |
| APRIL | MAY | JUNE |
| | 2 | 2 |
| JULY | AUGUST | SEPTEMBER |
| | 2 | 2 |
| OCTOBER | NOVEMBER | DECEMBER |
| 2 | 2 | |

## 2024

| JANUARY | FEBRUARY | MARCH |
|---|---|---|
| 3 | 2<br>3 | 3 |
| APRIL | MAY | JUNE |
| 3 | 3 | 3 |
| JULY | AUGUST | SEPTEMBER |
| 2 | 2 | 2 |
| OCTOBER | NOVEMBER | DECEMBER |
| | | |



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FORWARDDALLAS

## CONTENTS

Key Acronyms
Glossary of Terms



# GLOSSARY + ACRONYMS

## OVERVIEW

Descriptions of key terms used throughout the document and their meaning in relation to the recommendations and content contained within the ForwardDallas 2.0 Comprehensive Plan.

# Key Acronyms

**ADU:** Accessory dwelling unit
**ACS:** American Community Survey
**AMGI:** Area median gross income
**BIPOC:** Black, Indigenous, and People of Color
**CBD:** Central business district
**CBSA:** Core-based statistical area
**CDC:** Community Development Corporation
**CECAP:** Comprehensive Environmental and Climate Action Plan
**COD:** City of Dallas
**CLT:** Community Land Trust
**CPC:** City Plan Commission
**DART:** Dallas Area Rapid Transit
**DCC:** Department of Code Compliance (COD)
**DCHP:** Dallas Comprehensive Housing Policy
**DDI:** Downtown Dallas, Inc
**DEV:** Development Services (COD)
**DFP:** Dallas Fire Department (COD)
**DWU:** Dallas Water Utilities Department (COD)
**ECR:** Existing Conditions Report
**EDC:** Economic Development Corporation (COD)
**EJ:** Environmental Justice
**EPA:** Environmental Protection Agency
**GHG:** Greenhouse gases
**HUD:** U.S. Department of Housing and Urban Development
**LID:** Low impact development
**LMI:** Low-to-moderate income
**LRT:** Light Rail Transit
**MATA:** McKinney Avenue Transit Authority
**MMH:** Missing middle housing
**MSA:** Metropolitan statistical area
**MVA:** Market Value Analysis
**NCTCOG:** North Central Texas Council of Governments
**NEPA:** National Environmental Policy Act
**NEZ:** Neighborhood empowerment zones
**NOFA:** Notice of funding availability
**NSO:** Neighborhood Stabilization Overlay
**OAC:** Office of Arts and Culture (COD)
**OED:** Office of Economic Development (COD)
**OEQS:** Office of Environmental Quality & Sustainability (COD)
**OGA:** Office of Governmental Affairs (COD)
**OHS:** Office of Homeless Solutions (COD)
**OZ:** Opportunity zones
**PD:** Planned development districts
**PID:** Public improvement districts
**PKR:** Park and Recreation Department (COD)
**PUD:** Department of Planning & Urban Design (COD)
**R/ECAP:** Racially Ethnic Concentrated Areas of Poverty
**ROW:** Right-of-way
**SAN:** Department of Sanitation Services (COD)
**SEDP:** Strategic Economic Development Plan
**SMP:** Strategic Mobility Plan
**TCEQ:** The Texas Commission on Environmental Quality
**TIA:** Tenancy in Agreement
**TIF:** Tax Increment Financing
**TMDL:** Total maximum daily load
**TOD:** Transit-oriented development
**TPL:** Trust for Public Land
**TPW:** Transportation and Public Works Department (COD
**TRE:** Trinity Railway Express
**TxDOT:** Texas Department of Transportation
**UDPRP:** Urban Design Peer Review Panel (COD)
**UTD:** University of Texas at Dallas
**UTD:** University of Texas at Dallas
**WRL:** White Rock Lake
**ZOAC:** Zoning Ordinance Advisory Committee (COD)





# Glossary of Terms

123

A

**Accessory Dwelling Unit (ADU):** A structure contained within or separate from the main structure on a single-family or two-family lot that has separate living quarters, including cooking, sleeping, and bathroom facilities. An ADU can be a separate structure or attached as in a garage or garden apartment including a separate entrance.
**Active Use:** Uses and structures that activate public spaces (typically at the ground level) including but not limited to retail store, restaurant, market, gallery, library and community center, common areas, and associated public art, outdoor seating, shelter structures, and placemaking infrastructure. Residential use can also serve as an active use, with focus on entries, stoops, porches, patios, and windows. These uses encourage an active, street-level pedestrian experience, especially when a structure's use is inwardly focused, such as office or parking.
**Adaptive Reuse:** Remodeling an existing building to accommodate a new use or purpose other than what it was initially designed for.
**Adjacent Land Use:** Refers to the land uses in immediate proximity to a given area, focusing on the transitional qualities that encourage appropriate blending from one land use to another. For example, transitioning from residential to commercial uses or from mixed-use to green space.
**Affordable Housing:** Refers to dwelling units priced in a way that households earning a median income can comfortably afford, while still having money left over for other necessities such as food, transportation, and health care. The U.S. Department of Housing and Urban Development (HUD) defines affordable housing for which the occupant pays no more than 30% of their gross income on housing costs, including utilities.
**Agriculture:** A land use category referring to farms, ranches, and larger-scale agriculture.
**Agrihood:** A residential neighborhood centered around community farming.
**Apartments:** A land use category referring to properties with 9 or more dwelling units.
**Areas of Focus:** Areas identified (through the use of existing conditions measures) as needing land use interventions, such as zoning changes or neighborhood plans. These areas are specific to 4 of the 5 land use themes, including Environmental Justice, Transit-Oriented Development, Housing, and Economic Development. Future development and utilization of these areas will occur post-plan adoption.
**Future Land Use Map:** A planning tool and aspirational policy that represents a community's vision for the city's growth and development, generally 10-20+ years into the future (see placetype for more description). While not serving as zoning or regulation, a future land use map provides guidance for future development and zoning cases, as well as other major City investments.
**Area Plans:** A planning process and policy that operates beneath the citywide, long-range vision, but above the scale of individual lot's land use or zoning categories, designed to provide greater specificity and future vision for a neighborhood or collection of neighborhoods. Area plans involve extensive community engagement, visioning, land use analysis, and other forms of analysis and community and public decision-making to reach a consensus around future development and public investment.

B

**Bioswale:** A bioswale is an earthen drainage depression designed to filter and slow stormwater runoff, allowing for natural infiltration and runoff pollutant mitigation. Bioswales not only manage water flow, but also enhance local ecosystems and water quality by using plants and soil to capture and break down harmful runoff pollutants from streets and buildings before they reach streams, creeks, rivers, and other waterways.
**Brownfield Sites:** Previously developed land, often industrial or commercial, which may be complicated by the presence or potential presence of a hazardous substance, making it expensive to repurpose or redevelop.

**Buffer:** An architectural feature, landscape element, or increased physical space utilized to create a separation between or minimize land use nuisances on adjacent or nearby properties.
**Building Orientation:** Refers to the positioning of a building in relation to its surroundings and environment.

C

**Carbon Sequestration:** A natural or artificial process that captures and stores atmospheric carbon dioxide, as a means of reducing global climate change.
**Clustered Housing:** Clustered housing refers to a range of multi-unit housing types that are designed to fit within the scale and form of detached single-family homes. These housing types, which include options such as duplexes, fourplexes, cottage courts, and courtyard buildings, are integrated into walkable neighborhoods to support diverse housing needs and promote walkability.
**Commercial:** A land use category referring to sales of consumer goods, food and beverages, or sales of personal services.
**Community Development Corporation (CDC):** A non-profit organization that is created to support and revitalize communities, especially those that are impoverished or struggling.
**Community Land Trust (CLT):** A non-profit or private corporation that holds land on behalf of a community, while serving as the long-term steward for affordable housing, homeownership, and shared equity opportunities for communities.
**Compact Blocks:** Refers to a development pattern characterized by relatively small block sizes, promoting walkability, connectivity, and efficient land use within urban settings.
**Complete Community (or Neighborhood):** An urban planning concept in which most daily necessities and services, such as work, shopping, groceries, education, healthcare, leisure, and recreation can be easily accessed by multiple modes of transportation and within a 30-minute walk, 15-minute bike ride, or 10-minute public transit ride / vehicular ride from any point within the community.
**Complete Street:** A roadway planned, designed, and operated to enable safe access for all users, including pedestrians, bicyclists, motorists, and transit riders of all ages and abilities.
**Conservation Design Strategies:** Refers to land use and design techniques that prioritize preserving environmentally sensitive features, habitats, and open spaces, often by clustering development and minimizing impervious cover to ensure both sustainable development and preservation of vital ecological assets.
**Conservation District:** A Conservation District is a zoning tool used to designate an area(s) within a neighborhood with a distinct physical character. While similar to historic districts in that they are both forms of preservation, Historic Districts try to preserve historic integrity and materials from a particular time – often referred to as a period of significance, whereas CDs are intended to provide a means of conserving an area's distinctive character by protecting or enhancing its physical attributes.
**Context Sensitive Design:** An approach to urban planning and design that emphasizes harmony with the surrounding environment and community, considering local culture, history, and physical characteristics.
**Corridor:** Linear pathways that connect places and allow for the movement of people, goods, or wildlife. They often center around transportation infrastructure such as streets, highways, and public transit, but can also center around historic sites, habitats, rivers, or other natural features. They may be regional in scale, as in a heavy rail corridor, or extremely local, as in a retail corridor along a city thoroughfare.
**Corridor Plan:** A strategic framework that guides development, land use, transportation, and infrastructure improvements along a specific corridor.
**Cost-Burdened:** According the U.S. Census Bureau, this scenario is when a household spends more than 30% of its income on rent, mortgage, and other housing-related expenses.





**Cottage Courts:** A group of small detached or attached structures arranged around a shared court visible from the street. The shared court is an important community-enhancing element and unit entrances should be from the shared court. The overall development should be oriented toward the street.
**Cultural Resource:** Aspects of cultural systems containing significant cultural information. These resources include, but are not limited to, districts, sites, buildings, structures, and objects associated with people, cultures, and human activities in the present or past.
**Curb Cuts:** Refers to ramps or sloped transitions between the sidewalk and the street level, designed to facilitate pedestrian movement, particularly for individuals using wheelchairs, strollers, or carts, and to improve accessibility across urban environments.

D

**Development Code:** A component of the City Code (Chapter 51(A)) that encompasses the set of regulations and standards adopted by the City to guide land use, building design, infrastructure, and other elements of urban development, ensuring that growth aligns with the City's vision, goals, and community values.
**Displacement:** Refers to involuntary relocation of individuals or communities from their residences or businesses, often due to economic pressures, urban development, or changing neighborhood conditions, potentially leading to a loss of social and cultural ties in their original communities.

E

**Edge Areas:** Refers to transitional zones between distinct land uses or placetypes, such as where urban developments meet rural landscapes, or low-intensity residential meets commercial, often characterized by a mix of characteristics from both adjoining areas and requiring special planning and design characteristics to ensure compatibility and cohesiveness.
**Environmental Justice:** Refers to the fair treatment and meaningful involvement of all people regardless of race, color, national origin, or income, concerning the development, implementation, and enforcement of environmental laws, regulations, and policies. Environmental Justice ensures equitable access to healthy communities and environmental benefits and addresses and rectifies patterns of incompatible industrial zoning co-located in low-income communities of color. It prevents disproportionate burdens from environmental hazards and provides equitable involvement in decision-making processes for all people, regardless of race, ethnicity, income, or national origin
**Environmental Sustainability:** Focuses on the concept of creating and maintaining conditions under which humans and nature can exist in productive harmony and that permit fulfilling social, economic, and other requirements of present and future generations
**Equity:** According to the City of Dallas Office of Equity and Inclusion, equity means that each person has the resources and services necessary to thrive in each person's own unique identities, circumstances, and histories. Equity focuses on eliminating disparities while improving outcomes for all. Racial equity is a situation that is achieved when people are thriving, and neither race or ethnicity statistically dictates, determines, or predicts one's social outcome or ability to thrive.
**Escarpment:** A geological bedrock layer outcropping (Austin Chalk) that protrudes into an elevated ridge. The Escarpment, located in Southwest Dallas, is a steep, wooded, environmentally sensitive area that is susceptible to erosion from deforestation and other man-made impacts. It is the projected contact line between two geological formations - the Austin Chalk and the Eagle Ford Shale. The Austin Chalk refers to a geological formation roughly 60 to 80 million years old (Late Cretaceous) and predominantly comprised of fossil remains from an ancient inland sea.

**External Impacts:** Refers to the effects (often negative) that a development project has on surrounding areas or communities, including changes in traffic patterns, environmental conditions, property values, and social dynamics, which are not borne by the developer or primary beneficiaries of the project.

F

**Flood Plain:** Generally referring to an area of low-lying ground adjacent to a river, formed mainly of river sediments and subject to flooding. From a planning and land use perspective, recognizing and respecting the flood plain is crucial to ensure public safety, protect property, and maintain ecological balance while avoiding costly damages from flood events. From an environmental perspective, flood plains are natural systems with concentrated carbon sequestration capabilities that help to mitigate air and water quality pollutants.
**Future Land Use Map:** A planning tool that represents a community's vision for the city's growth and development, generally 10-20+ years into the future (see 'placetype' definition for more description). While not serving as zoning or regulation, a future land use map provides guidance for future development and zoning cases, as well as other major City investments.

G

**Gateway Features:** Distinctive architectural or landscape elements and/or public art located at major entrances or access points to a neighborhood or specific area, designed to create a sense of arrival, enhance aesthetic appeal, and reflect the unique character or identity and branding of the place they introduce.
**Gentrification:** Generally, refers to the transformation of a neighborhood through the influx of more affluent residents and businesses, often resulting in increased property values, rent prices, and displacement of long-standing, typically lower-income community members, while altering the area's cultural and economic fabric.
**Green Infrastructure:** Refers to a network of natural and semi-natural systems, including parks, green roofs, wetlands, and urban forests, that provides ecosystem services, enhances urban biodiversity, manages stormwater, all the while offering recreational and aesthetic benefits to urban communities. Green infrastructure can be promoted through a city's development code, infrastructure and right of way planning, as well as in water/ wastewater management strategies.
**Green Space:** Refers to natural areas of vegetated land within urban environments, such as parks, gardens, and landscaped plazas, that provide recreational, aesthetic, and ecological benefits, enhancing the quality of life for residents and contributing to environmental health. (See 'Open Space' definition).

**Greenways:** Linear parks or corridors of protected open space designed for recreational, transportation, and conservation purposes, enhancing connectivity, urban ecology, and quality of life in urban settings.

H

**Heavy Industrial**: A land use category referring to large, noxious land uses.
**High-Rise Building**: Structures that are generally equal to or greater than ten (10) stories in height.
**Historic (Landmark) Districts:** The City of Dallas Landmark Districts are defined areas with a significant concentration of structures unified by their architectural style or related historical events. They are protected by historic district ordinances with preservation criteria specific to each district, administered by the Dallas Landmark Commission.
**Historic Preservation:** Refers to the proactive efforts to preserve, conserve, and restore historic buildings and districts, ensuring they retain their integrity and continue to convey their historical context for future generations.





**Horizontal Mixed-Use:** A form of mixed-use development, denoting different uses spread out side-by-side in the same site or development, such as separate buildings in a complex, each dedicated to a different function. (Refer to 'Mixed-Use' definition).
**Housing Access/Choice:** Refers to the practice of providing housing to all incomes, phases of life, and abilities.

I

**Impervious Surfaces:** Referring to ground coverings or structures that prevent water infiltration into the soil, including roads, rooftops, sidewalks, and parking lots, responsible for increased surface runoff and altered natural hydrology in urban environments.
**Incompatible Land Uses:** Refers to adjacent or nearby land uses that can result in conflicts, disturbances, or negative impacts on one or both uses due to differences in activities, operations, or scale, necessitating careful planning and zoning measures to mitigate potential issues. In the context of this plan, incompatible land uses generally refer to the protection of residential uses from industrial operations and development that may be considered out of scale for a particular context. (Refer to 'Land Use' definition).
**Infill Housing:** Refers to the development of new residential units on vacant or parcels of land.

J-K

L

**Landmarks:** Prominent or easily recognizable features that orient users to specific focal points, enhancing navigation within communities.
**Land Use:** Refers to the purpose for which land is utilized, encompassing categories such as residential, commercial, agricultural, recreational, and industrial.
**Land Use Theme:** An overarching value and set of key objectives designed to guide the development and evaluation of the future land use vision and implementation steps.
**Land Use Vision:** A plan document that guides how and where a city should grow into the future, providing concrete maps and implementation steps to achieve the said vision.
**Last Mile Connections:** Refers to the final segment of the transportation network that links main transit hubs or stations to individual destinations, ensuring seamless accessibility for passengers and goods, and often focused on solutions such as sidewalks, bike lanes, shuttles, or micro-mobility options to bridge this critical gap.
**Light Industrial:** A land use category referring to inside, small, not noxious land uses, that can co-exist in a mixed-use environment.
**Loading and Service Areas:** Refers to designated zones or spaces specifically designed for the receiving, dispatching, or temporary storage of goods, materials, or waste, often including facilities for vehicles to load or unload.
**Lodging:** A land use category referring to a hotel or motel.
**Low Impact Design (LID):** Refers to an innovative land planning, urban design, and engineering approach that aims to manage stormwater runoff at its source using ecologically friendly design strategies to mimic natural hydrological patterns, reducing the impacts of built areas and promoting the natural movement of water within an ecosystem.
**Low-Rise Building:** Structures that are generally one (1) to four (4) stories in height.

M

**Massing:** Refers to the arrangement, volume, and shape of a building or group of buildings, emphasizing the three-dimensional aspects of its form and how it contributes to, or impacts, the overall spatial composition and skyline of an urban or architectural context.

**Micromobility:** Refers to small, lightweight vehicles, such as e-scooters, e-bikes, and shared bicycles, designed for short-distance travel, providing an alternative to traditional transportation modes, and offering increased urban mobility and reduced congestion in densely populated areas. Local transportation regulation help manage the access, storage, and use of these modes of transportation to ensure a safe, clear pedestrian realm.
**Mid-Rise Building:** Structures that are generally under ten (10) stories in height.
**Missing Middle Housing (MMH):** Missing middle housing includes a range of housing types that are missing in most neighborhoods constructed in the last 70 years because they were prohibited by many zoning ordinances and disfavored by the housing development and financing market. Types of housing that may be described as the missing middle include two-family housing (duplexes), three-family housing (triplexes), four-family-housing (fourplexes), townhouses, cottage homes, smaller two- and three-story apartment buildings, and live-work buildings. This type of housing often supports various sizes and price points.
**Mixed-Use:** A land use category referring to some combination of residential, retail, lodging, or office (see vertical-mixed use and horizontal mixed-use).
**Mixed-Use Development:** Refers to development that blends a range of complementary uses such as residential, commercial, cultural, institutional, or recreational uses within the same building, site, or development parcel. Mixed-use development promotes walkability, reducing the need for vehicular travel, and fostering vibrant, diverse, and sustainable communities.
**Mixed-Use Job Centers:** Refers to areas of development that combine employment opportunities with other land uses, such as residential, commercial, and recreational spaces, facilitating a balanced live-work-play environment, reducing commute times, and fostering dynamic, multi-functional urban hubs. This plan refers to these centers as places of focus for enhanced transit, affordable housing development, general housing access, and revitalization opportunities.
**Mobility Hubs:** A centralized transportation node that integrates various modes of transportation, such as buses, trains, bicycles, and micro-mobility options, with supportive amenities and land uses, facilitating seamless transfers, improving access, and promoting sustainable and efficient travel options for urban residents and commuters.
**Multi-Modal:** Refers to various modes of transportation (walking, bicycling, bus transit, rail transit, e-scooters and micro-mobility devices, shared mobility services, personal automobile, etc.) and emphasizes the importance of providing transportation choices beyond single-occupant vehicles.
**Multiplex:** Multifamily with 8 or less attached dwelling units

N

**Natural Features:** Key ecological landforms crucial for forming, protecting, and maintaining connected open spaces. They also provide essential buffers between developed areas and natural habitats.
**Neighborhood:** A geographically localized community within the larger district and city, characterized by distinctive features, land uses, or demographics, and often bound together by shared social ties, institutions, and daily interactions among its residents.
**Neighborhood Centers:** Focal points or areas within a residential community that offer essential services, amenities, and gathering spaces.





**Neighborhood Stabilization Overlay (NSO):** A zoning overlay that operates in concert with existing base zoning, adding additional zoning requirements to the area within its boundaries, including front and side yard setback, height, and garage location and placement. NSOs are designed to protect a particular scale of neighborhood character in areas experiencing growth and displacement.
**Nodes:** Key concentrations or central hubs of activity within a community. Act as focal points for communal engagement and gathering.

O

**Office:** A land use category designated for buildings or spaces primarily used for business activities and professional services, including workplaces for administrative, managerial, and clerical tasks, as well as services provided by financial institutions, medical and dental clinics, legal and consulting firms, and other professional practices.

**Open Space:** Areas within developed environments, such as parks, conservation easements, escarpments, floodplains, creek and wildlife corridors, wooded areas, and other natural habitats. These spaces are preserved or created to provide recreational opportunities and serve as vital natural assets that enhance quality of life and public health through their environmental benefits. Open spaces are encouraged in both developed and undeveloped areas to promote overall community well-being. (See 'Green Space' definition).

P

**Parklet:** A small green space or repurposed public space that is usually created for the purposes of small gatherings, passive social interaction and protecting natural assets. Parklets are often associated with an on-street temporary or permanent community space, often featuring seating, planters, and artwork, aiming to enhance and activate the urban streetscape.
**Paths:** Networks or channels of frequent or potential routes of movement through the city. Facilitates efficient and accessible travel through Complete Street typologies. (See 'Corridor' definition).
**Permeable Pavement:** Refers to a type of ground cover designed to allow rainwater and other liquids to pass through its surface and percolate into the underlying soil, reducing surface runoff, replenishing groundwater, and mitigating the effects of urban stormwater, all while providing a durable surface for vehicular or pedestrian traffic.
**Placemaking:** A collaborative process that involves designing and adapting public spaces to promote community engagement, enhance local identity, and create vibrant, welcoming environments, rooted in the preferences of the needs of the people who live, work, and play in those spaces. Placemaking can include urban art installations, parklets, pedestrian plazas, interactive public events, and community gardens.
**Placetype:** Land use categories that represent a vision for the desired mix of uses, development character, urban design features, and density for areas within the city.
**Planned Development District (PD):** A zoning classification that provides flexibility in the planning and construction of development projects by allowing a combination of land uses developed under a uniform plan that protects contiguous land uses and preserves significant natural features. A PD may contain any use or combination of uses listed in the city's development code The uses permitted in a PD must be listed in the ordinance establishing the district. They may be neighborhood-driven or requested by an individual property owner.
**Plaza:** A public open space cthat serves as a gathering spot for community interaction, events, and relaxation, typically characterized by its hardscaped surface, seating amenities, landscaping, and proximity to commercial or civic buildings, fostering vibrant street life and pedestrian activity. (Refer to the definitions of 'Open Space' and 'Green Space').
**Primary Use:** A more prevalent and prominent land use that plays a pivotal role in characterizing a placetype.

**Private Open Space:** A land use category referring to areas reserved for private recreational or leisure activities, which may include private parks, gardens, courtyards, and other landscaped spaces. (See 'Open Space' definition).
**Public Access:** Refers generally to the ability of all individuals to freely use, and have physical access to, public spaces. As a land use development issue, public access can refer to the need for new development to provide direct access to adjacent public spaces, such as parks or trails.
**Public Open Space:** A land use category referring to public parks and preservation areas. (See 'Open Space' definition).
**Public or Institutional:** A land use category referring to schools, faith-based gathering facilities, hospitals, and government buildings.
**Public Realm:** The system of publicly accessible spaces that is made up of parks and other open spaces, streets, sidewalks, trails, public or civic buildings as well as publicly accessible spaces in private buildings (such as lobbies or courtyards).
**Public Right-of-Way (ROW):** Refers to the publicly controlled land, typically owned by a government entity, that is reserved for transportation purposes such as roads, sidewalks, and utilities. This space's management, maintenance, and development decisions are critical for land use planning, as they influence pedestrian and vehicular movement, accessibility, infrastructure provisioning, and the overall interaction between private properties and public spaces.

Q

R

**Racially Ethnic Concentrated Areas of Poverty (R/ECAP):** A U.S. Department of Housing and Urban Development defined neighborhood (census tract) with (1) 50% or greater percentage of non-white residents and (2) a poverty rate that exceeds 40% or is three or more times the average tract poverty rate for the metropolitan/micropolitan area, whichever threshold is lower.

**Resilience:** According to the Resilient Dallas plan, resilience is the capacity of individuals, communities, institutions, businesses, and systems within a city to adapt, grow, and thrive in the face of both shocks (sudden traumatic events such as earthquakes and floods) and more long-term, chronic stresses, such as poverty and housing shortages.
**Right-Size Parking Regulations:** Refers to the need for parking regulations to balance between parking supply and demand, recognizing that many parts of the city can become overparked. The consequences of overparking include increased automobile dependency, negative impacts on walkability, and significantly increased development costs.
**Riparian Zone:** The land area adjacent to waterways characterized by distinct vegetation and soil types.. If left protected, native plant species provide mitigative, natural processing capabilities to help improve water quality and root systems that provide optimal erosion control. Riparian Zones are also considered important wildlife habitat corridors.

S

**Secondary Use:** A less prevalent use that may serve to support or complement the primary land use in a placetype.
**Setback:** Refers to the minimum distance a building may be erected from a street, alley, or lot line.
**Shared Parking:** A land use strategy where multiple users or establishments utilize the same parking spaces, capitalizing on varied peak parking needs to optimize space usage. This approach can reduce the overall number of parking spaces required in urban areas. For example, an office building and a theater might share a parking lot because the office requires parking during business hours and the theater during evenings and weekends.
**Single Family Attached:** A land use category describing a residential dwelling that shares one or more walls with a neighboring unit. This may be a vertical or horizontal arrangement.
**Single Family Detached:** A land use category describing a single residential dwelling unit on a lot with accessory uses as allowed by the zoning code.





**Stormwater Runoff:** Water from precipitation that flows over the ground surface, often increasing in velocity and high volumes in urban areas due to impervious surfaces such as roads, buildings, and parking lots, and can carry runoff pollutants into natural waterways undermining water quality

**Streetscape:** Refers to the visual elements of a street, including its design, character, and physical elements such as sidewalks, trees, lighting, and furniture, that collectively form the street's character and experience for pedestrians and motorists.

T

**Taper:** Refers to the gradual stepping-back or reduction in the height of a building as it ascends, ensuring that it blends smoothly with its surroundings or allows for increased light and air at the street level.
**Tenancy in Agreement (TIA):** Enables two or more parties to own property together. Each co-owner can have a separate interest and separate title to the property, but each has equal rights of use and possession.
**Tiny Homes:** A single-family residential dwelling that typically has a floor area of 400 square feet or less, excluding lofts. (Future definition to be investigated during Development Code Update)
**Transit-Oriented Development (TOD):** A pattern of higher-density residential, commercial, office, and civic uses with an urban design and high-quality support for walking, bicycling, transit use, and other forms of non-vehicular transportation, developed near high-performance transit stations. TOD is often encouraged using special development regulations around transit stations that require greater density, a higher-quality public realm, limited parking, and connections to adjoining neighborhoods.
It aims to spur economic growth, expand housing opportunities, increase connectivity around a mix of land uses, and promote revitalization around DART stations and transportation nodes.
TOD can be focused around 1/2 mile of major transit nodes, such as DART rails stations and bus transfer centers. However, TOD around bike infrastructure and trails are generally developed at lower intensities to blend appropriately with the scale of surrounding areas, where the range of walkable access is generally within a 1/4 mile of these connections.

**Transparency:** Refers to the degree to which people can see or perceive what lies beyond a building's façade. High transparency, often achieved with large windows or open designs, encourages visual connections between public and private spaces, enhancing pedestrian engagement, street activity, and public safety.
**Transportation:** A land use category referring to bus stops, roads, train stations, helicopter pads, and airports.
**Tree Canopy:** Refers to a layer of trees providing various benefits including shade, transpiration, carbon sequestration capabilities, improving air quality, reducing heat island effects, and adding aesthetic value.

U

**Underutilized Properties:** Refers to an entire property or portion, with or without improvements, which is used only at irregular periods or intermittently by the property owner. In Dallas, this can refer to vacant lots, commercial properties with only partial occupancy and activation, or underutilized City-owned property and vacant brownfield sites.
**Urban Agriculture:** Refers to the practice of cultivating, processing, and distributing food in or around urban areas, encompassing activities ranging from backyard gardens to community farms and vertical gardening. It aims to promote food security, promote sustainability, and foster community involvement within the city. Urban agriculture is also part of a broader strategy of providing greater food security, particularly in areas defined as food deserts, aiming to increase access to healthy food options for all residents.

**Urban Design:** Shapes the public realm to accommodate healthy and socially interactive environments that contribute to the economic success of the city. It gives form, shape, and character to buildings, neighborhoods, spaces, and landscapes making spaces between buildings more functional, sustainable, and attractive.
**Urban Design Framework:** Used in this plan's placetype descriptions, illustrating how users experience the arrangement of land uses throughout the city and how those activities relate to each other, focusing on paths, districts, landmarks, nodes, and natural features.
**Urban Forest:** Refers to all trees and woody vegetation within the city, including street trees, park trees, backyard trees, and other wooded areas, playing a key role in improving air quality, reducing the urban heat island effect, enhancing biodiversity, and providing aesthetic and recreational benefits for residents. The City of Dallas has both a natural urban forest (The Trinity River Forest) and a man-made forest of trees throughout the city.
**Urban Form:** Utilized in this plan's placetype descriptions, describing the physical characteristics of a place within the city, including the streetscape, parking, buildings, and open space.
**Urban Heat Island Effect:** Describes the phenomenon where urban areas experience higher temperatures than their rural surroundings due to human activities and changes in land cover. Factors contributing to the uban head island effect include the concentration of buildings, roads, parking lots, and other heat-absorbing surfaces, coupled with reduced vegetation, leading to elevated temperatures in densely developed areas.
**Utility:** A land use category referring to properties designated for the infrastructure and facilities that provide essential public or private services, such as water, electricity, gas, telecommunications, and sewage systems.

V

**Vacant Land:** Refers to parcels of property that are undeveloped, lacking structures or any active use.

**Vertical Mixed-Use:** Refers to a single building incorporating multiple uses stacked vertically, such as ground-floor retail with residential units above. (Refer to 'Mixed-Use' definition.)

**Vision Zero:** A street safety policy that strives for the elimination of traffic fatalities for all transportation modes.

W

**Walkability:** Describes the ease and safety with which individuals can walk in an area, often influenced by factors such as sidewalk quality, street design, land use patterns, traffic volume, and the proximity of amenities. Highly walkable areas are safe, comfortable, interesting, and useful, encouraging pedestrian activity, reducing dependency on vehicles, and enhancing community health and engagement.
**Watersheds:** Land areas located between ridge lines that collect and channel rain, snow melt, and stormwater internally, which is then either absorbed through soil infiltration or channel as runoff into streams, creeks, rivers, or other bodies of water.

X-Y

Z

**Zoning Regulations:** Rules and codes established by local government to dictate the use, development, and characteristics of parcels of land within specific areas or zones. These regulations are designed to help shape the physical structure of communities and ensure land uses are compatible and sustainable.





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