

An aerial photograph of a city grid in Dallas, Texas, with several vertical strips of color overlaid on it. From left to right, the strips are: brown, orange, light green, yellow, gold, and dark green. A red rectangular box is positioned in the lower center, containing the text 'DRAFT' and '6.29.2012'. The background is a grayscale aerial view of the city's street layout and buildings.

Leveraging and Improving Neighborhood Connections

LINCing DALLAS

june 2nd charrette notes

DRAFT
6.29.2012

Leveraging and Improving Neighborhood Connections

LINCing DALLAS

*The following pages are intended to document the ideas and work generated by all of the participants throughout the day. The city**design** studio will host conversations around these ideas and refine them into a road map guiding the future of this area.*



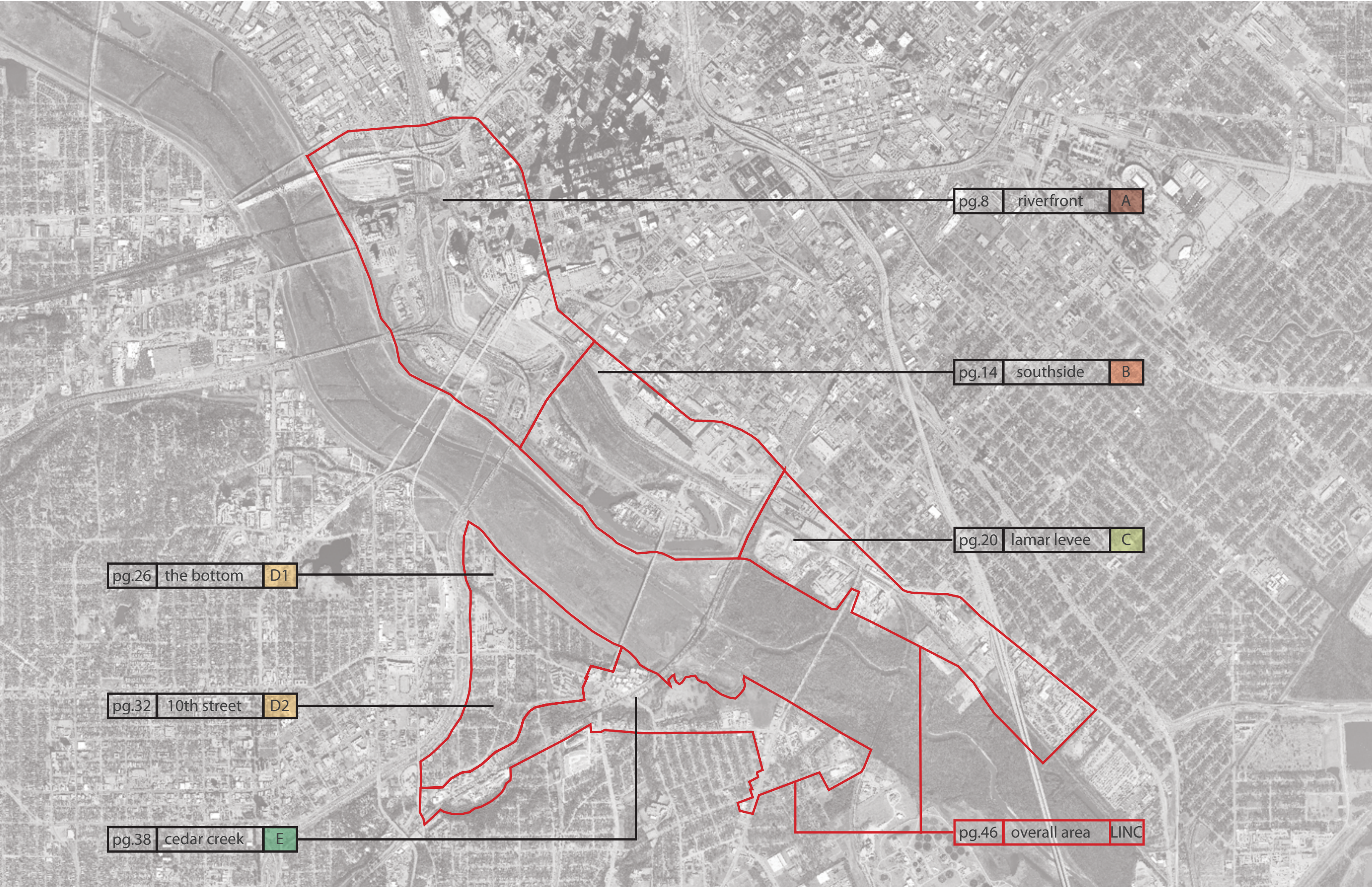
“The magic of what you are going to do here today will be something that can change the city.” Mary Suhm

LINCing Dallas (Leveraging and Improving Neighborhood Connections) is a community-based urban design initiative of the City of Dallas. Covering 1,755 acres, the effort is divided into 6 focus areas. Areas differ greatly ranging from mostly industrial and commercial uses where hundreds of workers are employed and very large vacant land tracts exist to an historic neighborhood with century old homes standing amidst a scattering of vacant lots. Vacancy is a common theme with 1,005 acres of the land area empty, waiting for development. As we re-center our city toward the Trinity River, environmental stewardship and access to public space dominate the program.

What changes will happen? When will changes occur? How will my neighborhood benefit? Will we re-connect our city?

These and many more questions are being asked. The Dallas citydesign studio is engaging with communities along both sides of our river to discover the answers in a collaborative effort to design and steward the future of each community. Quality connections within and between communities are critical to cultivating vital and livable places in our city. With the involvement of hundreds of citizens, LINCing Dallas is discovering the dreams and immediate interests for each area and setting the future development potential for our city.

The Dallas citydesign studio is an office of the City of Dallas established in 2009 in partnership with the Trinity Trust Foundation. We seek to [1] convene the municipal, professional and resident communities in the deliberate public design of Dallas, [2] bring a heightened consciousness of design to the city, and [3] deliver thoughtful design to areas that have been historically neglected in our city. We believe design can improve lives and transform the places where we live, work, and play. In order to do this we employ a collaborative approach bringing together community leaders, designers, and local residents.



pg.8 riverfront A

pg.14 southside B

pg.20 lamar levee C

pg.26 the bottom D1

pg.32 10th street D2

pg.38 cedar creek E

pg.46 overall area LINC

On June 2nd, the City of Dallas welcomed residents, business owner's, investors, developers, local design professionals, community advocates, and city staff to Dallas City Hall where they worked together to advance the interests of their community and shape their city. This charrette followed months of community workshops across LINC Dallas' five areas. The earlier workshops revealed dreams and concerns, planned investment, and the "must happen" priorities for each area. On this Saturday, the Dallas citydesign studio structured a full day of design activities applying the knowledge gathered from the previous months. The objective was to find solutions to the areas challenges, direct potential development, and deliberately re-connect our city to our Trinity River.

ARRIVAL

As participants arrived to a festive environment and were handed a note card with a question to consider. *"Looking at the entire area, identify one or two city shaping ideas crucial to the future of Dallas."* This quick exercise served to focus attention to the importance of thinking beyond a single area and to the way this whole area of our city might fit together into a unique scheme stewarding Dallas' future. People shared their ideas by posting them on the wall and discussing them throughout the day.

APPROACH

The charrette was divided into six sub-areas, Riverfront, Southside, Lamar Levee, The Bottom, 10th Street, and Cedar Creek. Participants and facilitators focused on developing a design program, objectives and concept plans. No idea was prohibited. Each idea was explored with the notion that good ideas would naturally survive and the marginal ideas would fall aside. Everybody was asked and encouraged to participate and facilitators were tasked to make sure ideas were never lost, but instead documented by drawing right on map provided for each area.

WORKSESSIONS

The day long event was divided into three work sessions providing time and energy to set the design program for each area, design a vision for the entire LINC Dallas area, and identify implementation steps for each area's design program.

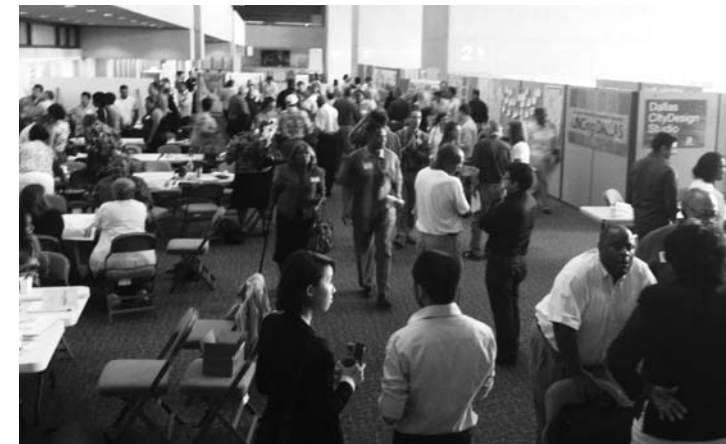
Session one had all six sub-areas individually drawing a design program for their area. Stakeholders of an area gathered together and using the information from community workshops began developing concepts. Multiple drawings were completed and all were hung on the wall for sharing.

Before session two began, participants were asked to switch tables to make new groups comprised of participants from each of the six areas. The ideas created in the previous work session were then translated into multiple visions for the overall concept plan. Ideas developed at each table were shared and expanded into large concepts addressing the central core of our city.

Lunch provided everyone an opportunity to review each group's work and for each participant to rejoin their original morning table for the next workshop assignment. The day's last task was to chart a path forward for LINC Dallas. Key implementation steps were identified which could help achieve the core principles and objectives identified earlier in the day. Short and long term actions, along with identifying potential responsible parties, were explored and documented.

CONCLUDING

As the day came to a close, each area provided presentations of their work to the entire group. An amazing amount of work had been completed in just a few hours. The following pages are intended to document the ideas and work generated by all of the participants throughout the day. The citydesign studio will host conversations around these ideas and refine them into a road map guiding the future of this area.

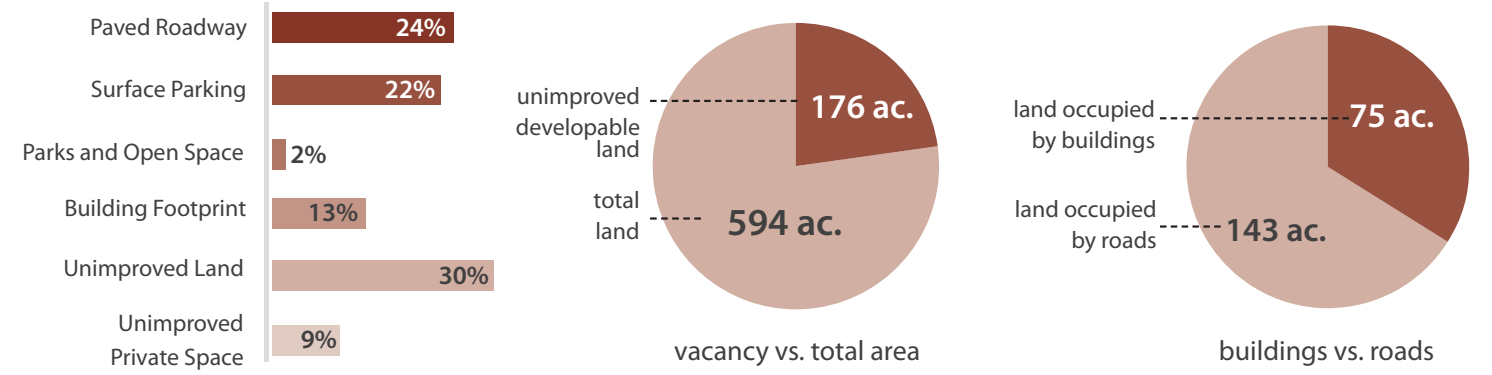


arriving, beginning, drawing, sharing





Riverfront, comprised of 593 acres, may be the hardest urban design challenge in America. Uniquely positioned adjacent to the Trinity River and flanked to the north by the Design District and Victory and to the south by the Cedars and Southside, this is the western edge of Downtown Dallas. Recent years have brought private and public improvements to all adjacent areas. However, safe and inviting ways of connecting these places in our city to one another are challenged by the physical infrastructure that separates them: major highways, freight and passenger rail lines, no consistent walkable street pattern, and the historic model of locating industrial and more commercial uses along the river dominate. How do we connect these areas and extend Downtown to our Trinity?



City staff, designers & area advocates generate designs for area.



1 of 1 Design program drawing.

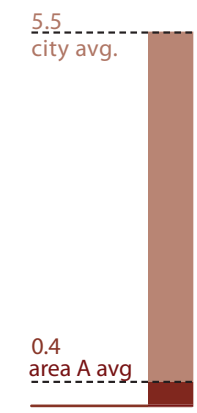


Studio staff & local designers listen to stakeholder ideas.



219 total population

*this number does not include a county and state jail population of 8,606



0.4 persons per acre
93% below avg. city density



Studio staff & local designers capture ideas by drawing on maps.



Riverfront area participants reports out to entire group.



Area A | Riverfront

OBJECTIVES AND DESIGN PROGRAM FOR RIVERFRONT

- 1 Enhance major spine connections providing pedestrian scale amenities;
- 2 Discover new ways to develop along the levee to support the Trinity's grand public space;
- 3 Develop small incremental pedestrian pods as the beginning of new anchors for the area;
- 4 Enhance existing and introduce new spaces dominated by green and water elements to make an enjoyable experience leading to and from the river.

KEY IMPLEMENTATION STEPS FOR RIVERFRONT

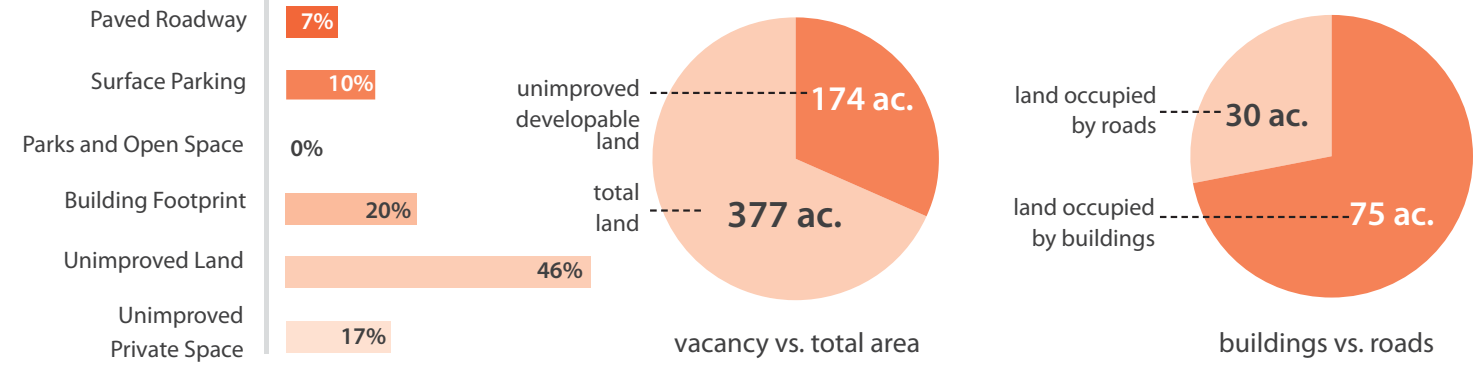
- Activate spaces now with temporary festivals and associated adjacent events;
- Begin physically marking spaces to delineate paths from downtown to the river;
- Prepare infrastructure to leverage new bridges and their pedestrian connections;
- Adopt a clear and complete urban design strategy;
- Create a competition for ideas and exhibition to heighten local interest and expand the discussion where everyone can participate - residents, students, local & international designers, etc;
- Develop physical and digital 3D models to increase awareness and better understand the area's complexities;
- Catalogue proposed ideas and develop mobility strategy employing all forms of transportation to and from the area - tram (sky), transit (wheels & rail), vehicle (streets), bicycles (trails), pedestrian (walks), etc.



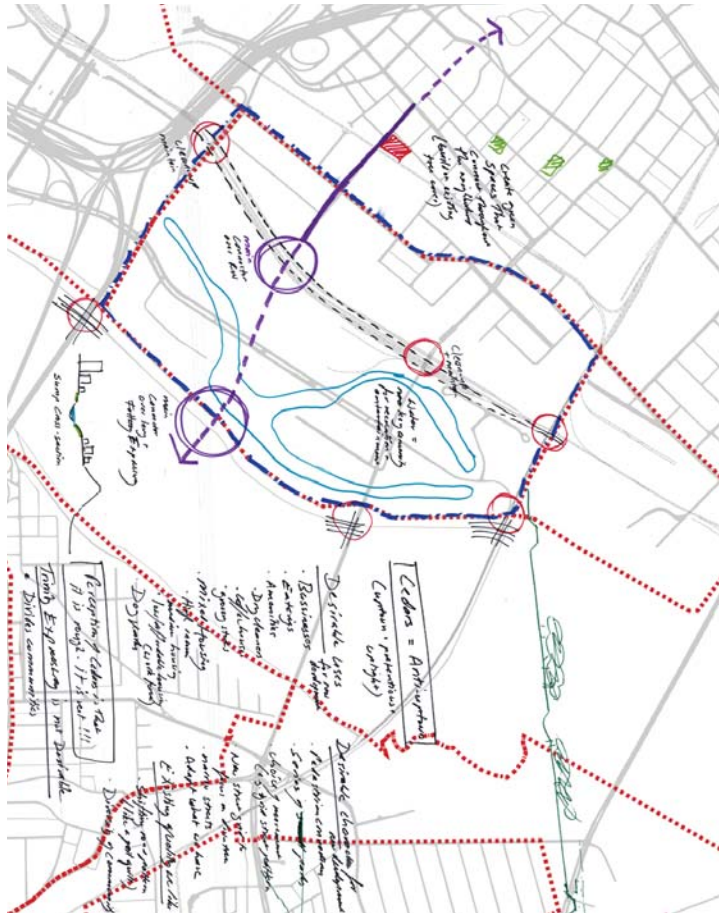


Area B | Southside

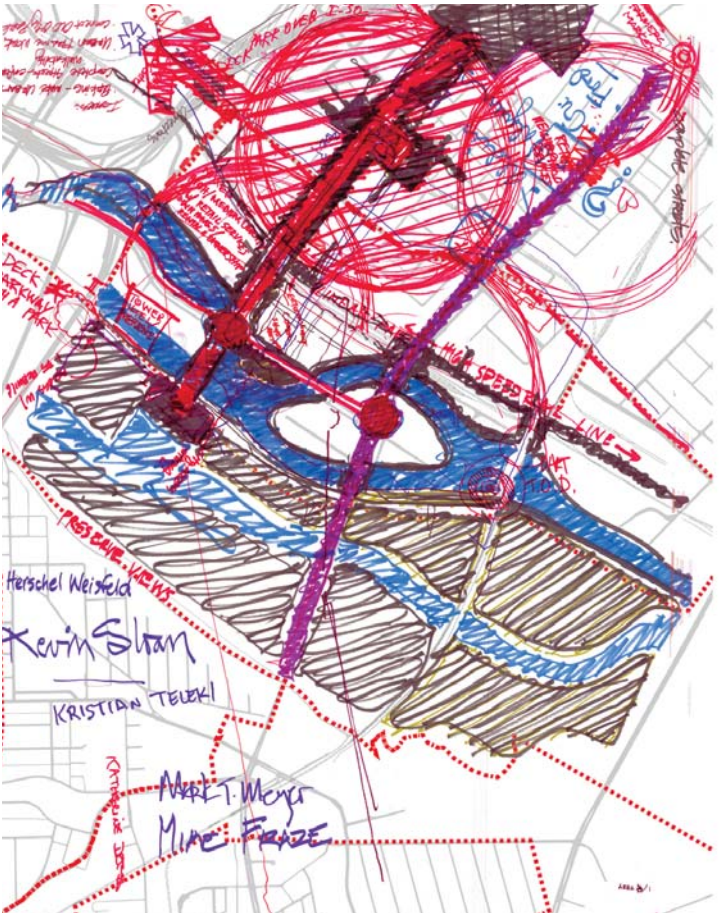
Southside is bordered by the Trinity River to its west and separated into two distinct halves by the Union Pacific rail line. Totalling 377 acres and home to more than 550 residents, it is the south-western edge of the Cedars. The Cedars was developed in the 1870's with large Victorian homes evolving in the 20th century to mostly industrial buildings and uses. Industrial development west of the rail line became possible with levee construction in the early 1930's. In 2000, Southside on Lamar welcomed its first residents spurring new neighborhood development including retail, office, and the Jack Evans Dallas Police Headquarters. Today, remnants of the original Trinity River meander through acres of vacant land, metal recycling facilities, and other industrial businesses. How can we respect our past while developing new communities?



Designers & area stakeholders generate ideas for area.



1 of 2 Design program drawings.



2 of 2 Design program drawings.



572 total population



1.5 persons per acre
73% below avg. city density



Designers & area stakeholders produce ideas for area.



Southside ideas are recorded on map.



Group listens to Southside's design objectives for area.



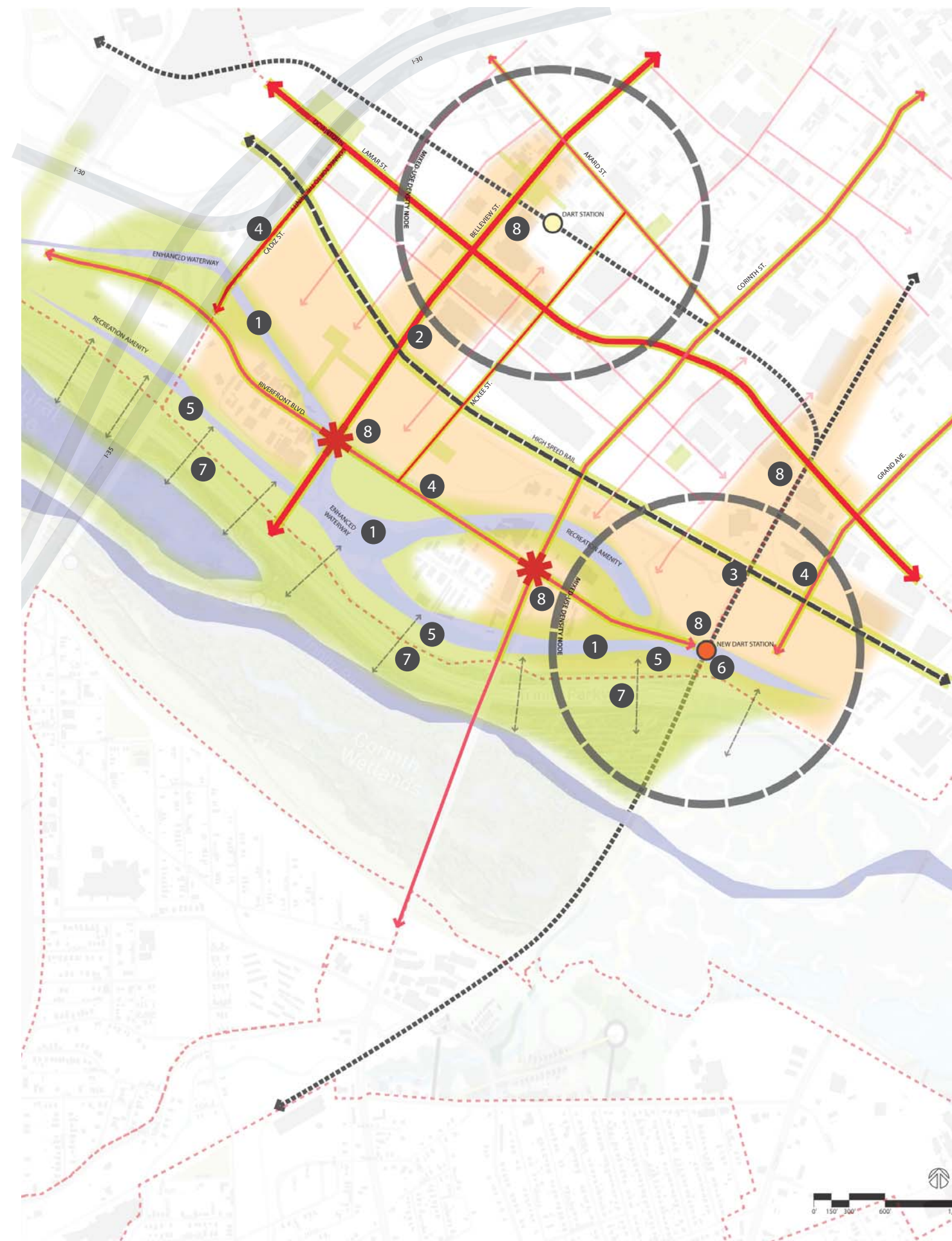
Area B | Southside

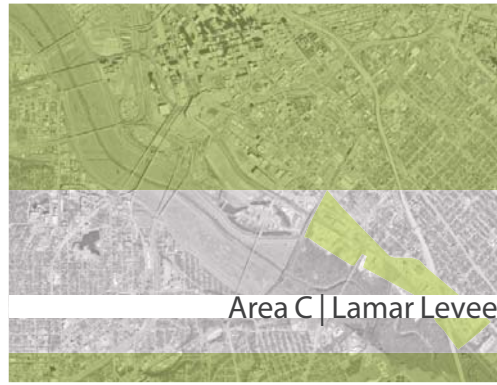
OBJECTIVES AND A DESIGN PROGRAM FOR SOUTHSIDE

- 1 Enhance stormwater management areas as key amenity for recreation and entertainment;
- 2 Develop Belleview Street as a great street from City Park to the Trinity;
- 3 Provide the location for a future regional high speed rail central station;
- 4 Establish Corinth, Lamar and Riverfront as a grand boulevards;
- 5 Discover ways to enhance the levees to blur the visual line between the Trinity Floodway and the adjacent stormwater management areas;
- 6 Establish a new light rail station near the levee;
- 7 Develop “green fingers of prosperity” across the area to bring the value of the Trinity across Southside and to the Cedars, while enhancing and expanding parks, pedestrian and bicycle infrastructure;
- 8 Develop mixed-use high density nodes at key intersections and transit stations.

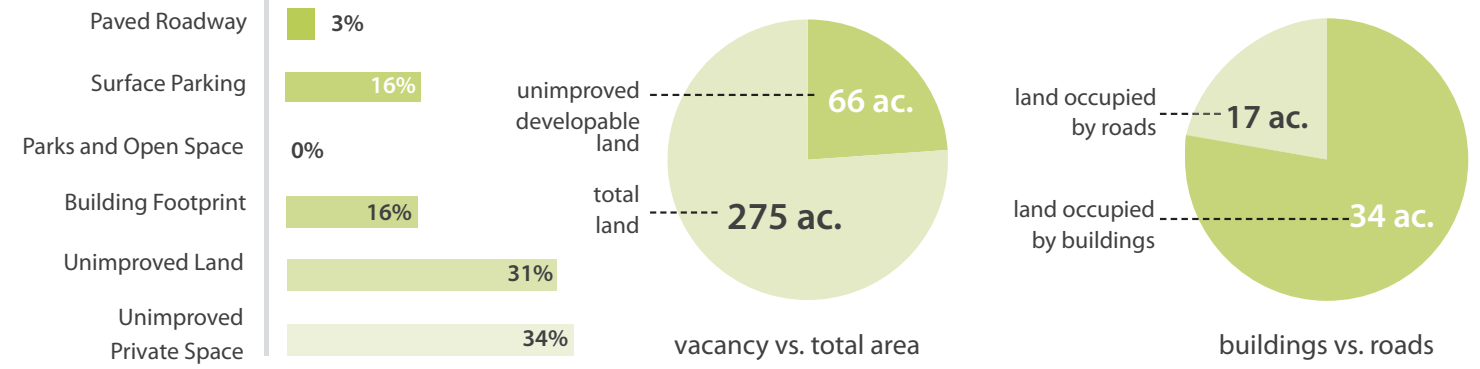
KEY IMPLEMENTATION STEPS FOR SOUTHSIDE

- Review, understand and determine with DART and other agencies the opportunity for a new rail station at Riverfront;
- Design Belleview Street from Dallas Heritage Village to the Trinity, establishing pedestrian focused street standards, define improved rail line crossing, enhance Riverfront intersections, and provide a path across levee into the Trinity River;
- Create community open space standards for Southside and the Cedars to pull the value of the Trinity into the neighborhood;
- Immediately encourage the establishment of interim uses on vacant land in advance of establishing long term development patterns;
- Develop a strong urban development policy for new development patterns that support local interests and clearly articulate the desired urban building, parking, utility and transportation forms;
- Establish a path along the existing meanders connecting the area across IH30 to reunion and downtown;
- Schedule a monthly stakeholder meeting to stay informed of happenings and communicate progress.

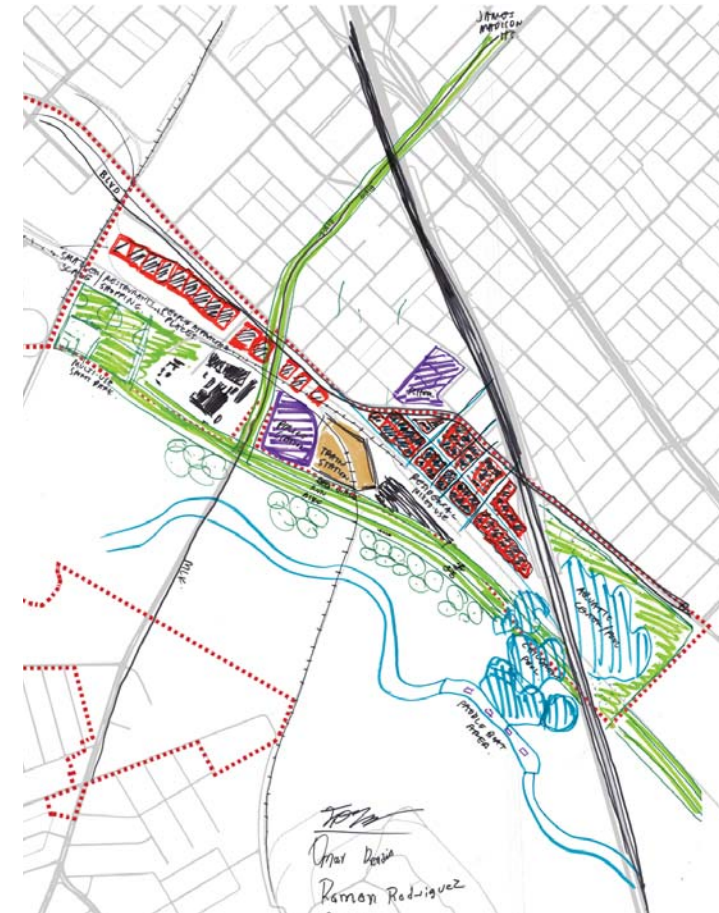




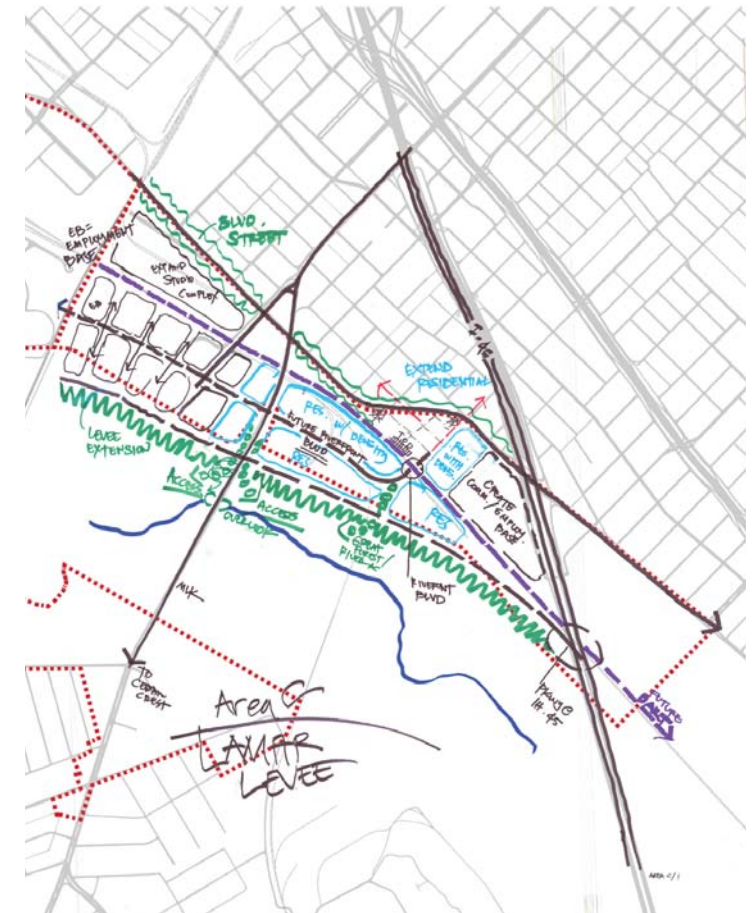
The Lamar Levee area has the potential to connect single family neighborhoods and the river. With an area of 274 acres and a population of less than 50, current policy calls to extend levees through this area providing future flood control. It is shaped by commercial and industrial uses and is framed by a DART rail corridor, IH45, the Great Trinity Forest, and single family neighborhoods across Lamar. Only one street, Forest Avenue, extends across the large industrial parcels, making it very difficult for residents in Forest Heights and Colonial Hill to gain safe access and enjoy the recreational opportunities the Great Trinity Forest offers. How can we strengthen existing neighborhoods and build strong linkages to the Trinity River?



City staff, designers & area stakeholders generate ideas for area.



1 of 4 Design program drawings.



2 of 4 Design program drawings.



45 total population

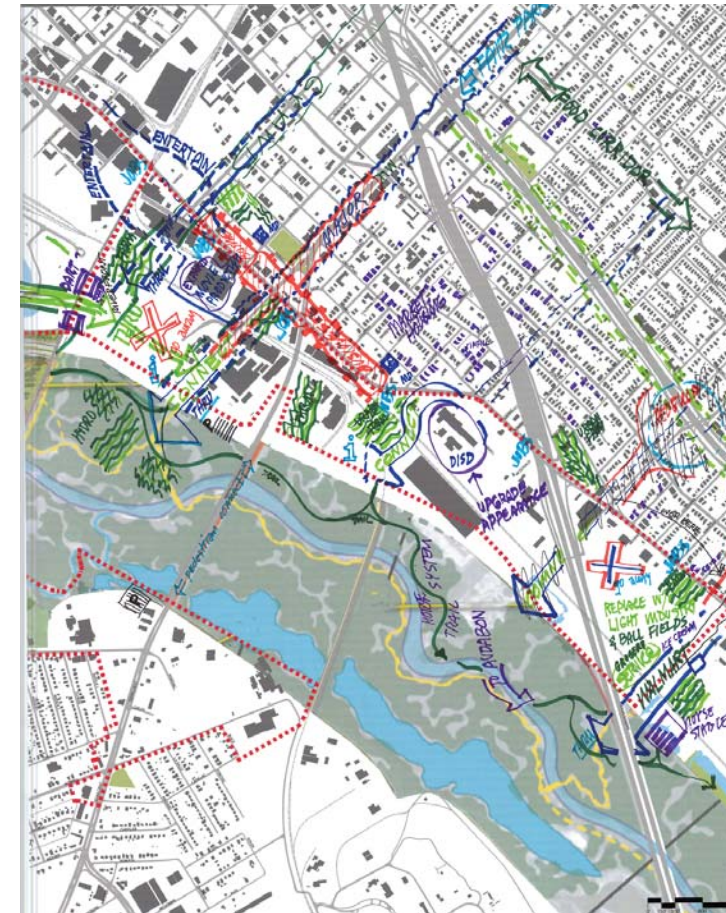
5.5 city avg.

.16 area C avg.

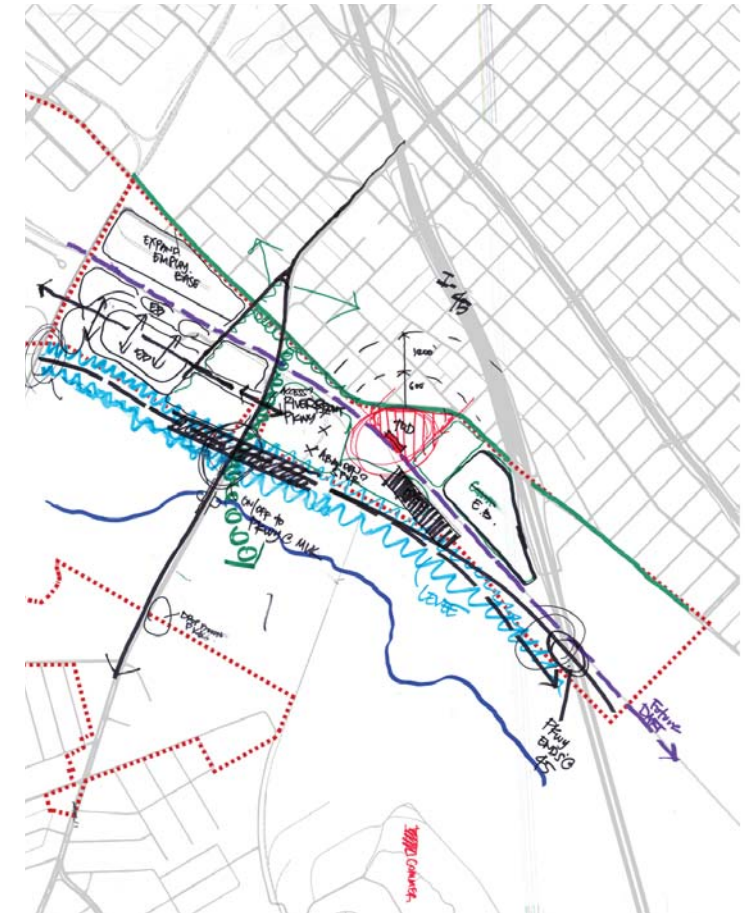
.16 persons per acre
93% below avg. city density



Designers & area stakeholders generate and document ideas for area on map.



3 of 4 Design program drawings.



4 of 4 Design program drawings.

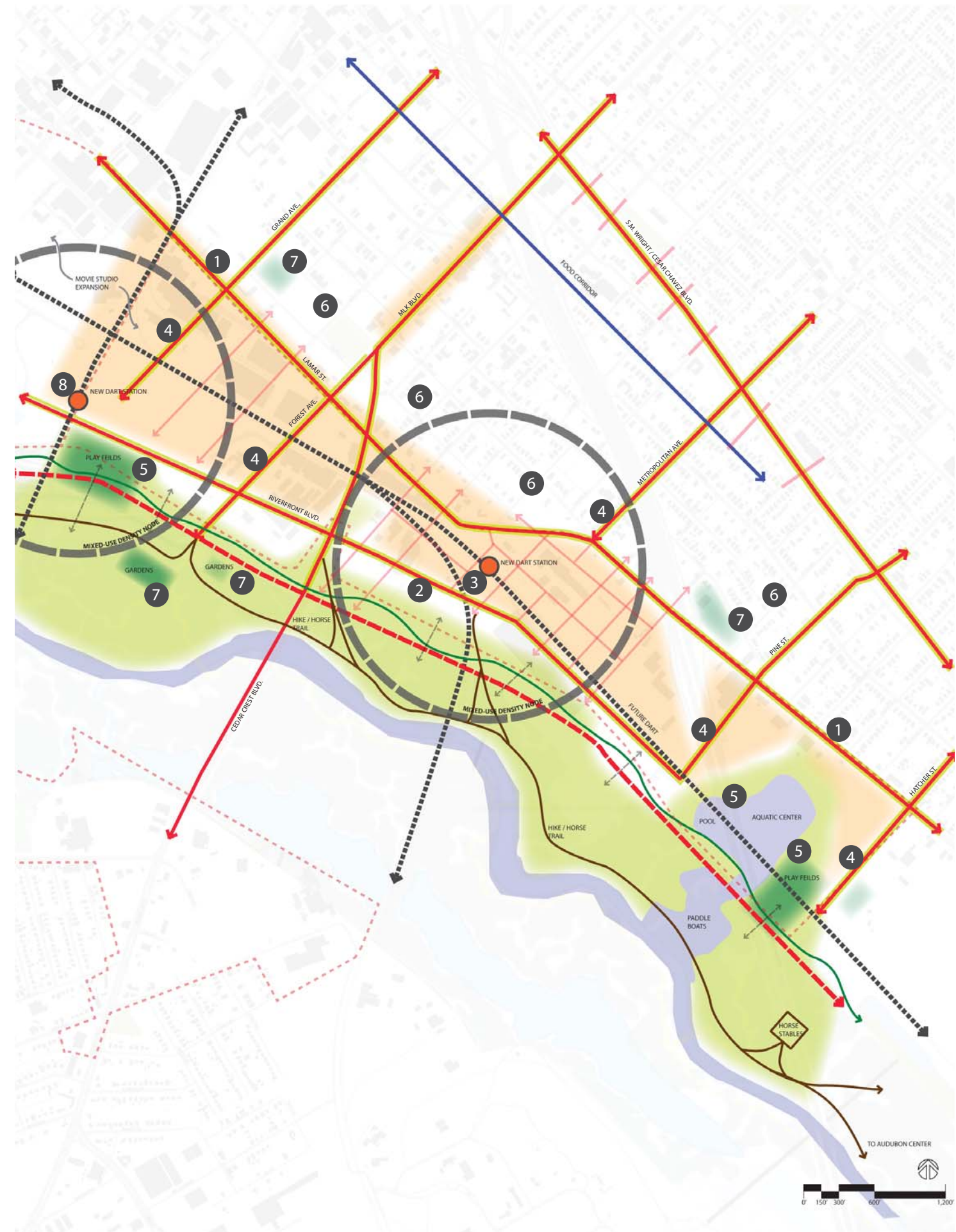


OBJECTIVES AND A DESIGN PROGRAM FOR LAMAR LEVEE

- 1 Make Lamar a grand boulevard lined with high density uses;
- 2 Extend Riverfront south completing the grid between Lamar and the levee and provide access to higher density mixed-uses south of Lamar;
- 3 Establish a new DART station south of Lamar near Cedar Crest;
- 4 Extend Grand, Forest, Metropolitan, Pine & Hatcher to Riverfront and beyond to the new Levee;
- 5 Develop new playfields, a waterpark, trails, and horse riding stables within the river basin;
- 6 Build market and affordable infill housing north of Lamar;
- 7 Enhance existing parks and create new urban farms and open spaces sprinkled throughout the area, creating a patchwork of green;
- 8 Establish a new DART station along the Red/Blue Line near the existing levee to add public transportation and spur TOD development.

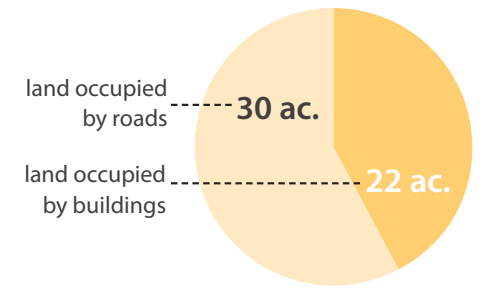
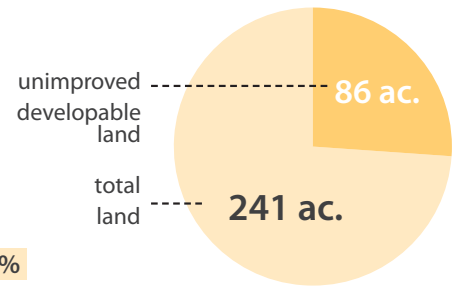
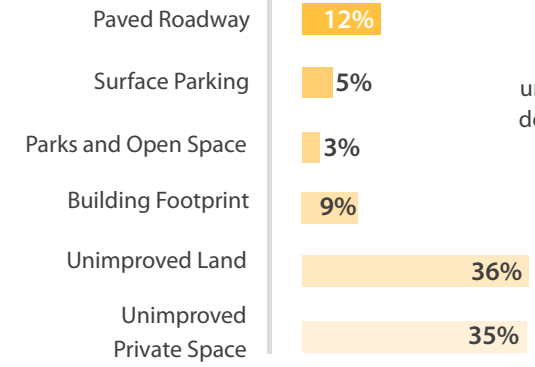
KEY IMPLEMENTATION STEPS FOR AREA LAMAR LEVEE

- Update DART plan to include two new DART stations in this area;
- Develop plans to extend Riverfront Boulevard from north of the DART line to Hatcher;
- Update current community development plans via existing Community Development Corporations;
- Identify business interests and start a local business association;
- Secure funding to rebuild Lamar Street with pedestrian amenities and adequate lighting;
- Encourage mixed-use development outside existing neighborhoods, urban infill farming and control heavy industrial activity;
- Develop quarterly community clean up & property maintenance effort, assigning designated areas to clean teams;
- Create a collaboration between local businesses & neighborhood associations to visually enhance the area;
- Engage artists and develop public art;
- Start neighborhood association to get neighbors to know and look after each other;
- Enhance sense of security by immediately organizing crime watches, and identify unsafe locations and develop plans to repair and improve.





Located on a low lying stretch of land adjacent to the Trinity River Levee, The Bottom includes 140 acres and a population of 607. Established in the mid-nineteenth century, today it includes modest single family homes built in the 1930's-1950's, community churches, a city park and recreation center, vacant parcels and the nationally ranked Townview Magnet Center. The Bottom is connected to Downtown Dallas by IH35 and to The Cedars by Corinth Ave and shares 8th Avenue to the south with the 10th Street Historic District. The Corinth DART station is nearby with red and blue line train service. Although immediately adjacent to the Trinity, no formal entry points exist to the Trinity making it difficult for residents to fully take advantage of downtown views and recreational opportunities along the river.



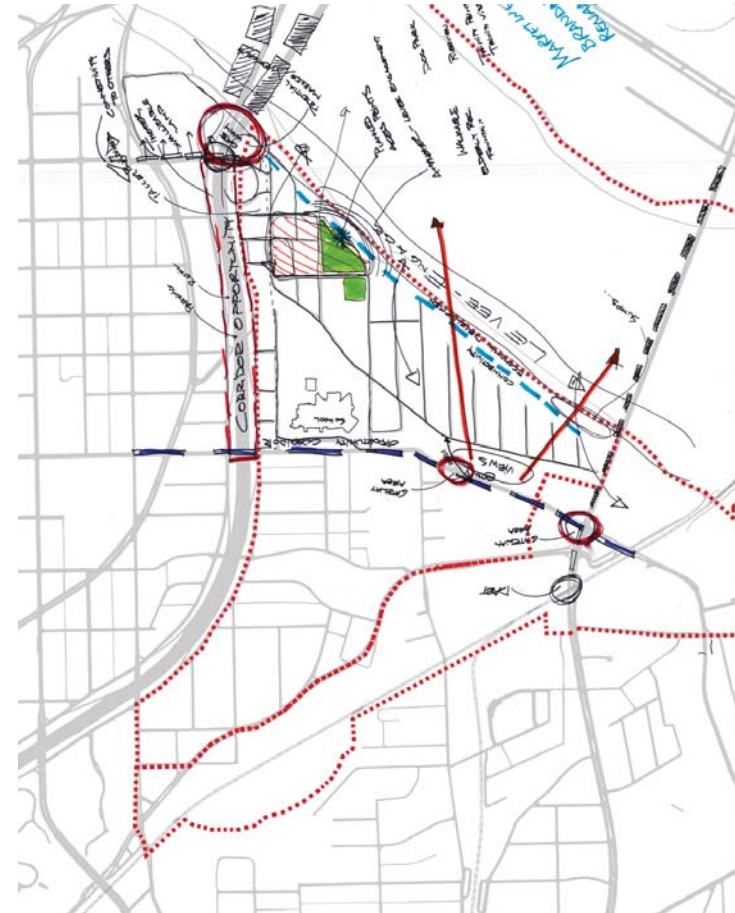
*above data represents combined values for area D



Designers & area stakeholders develop design objectives for area.



1 of 3 Design program drawings.

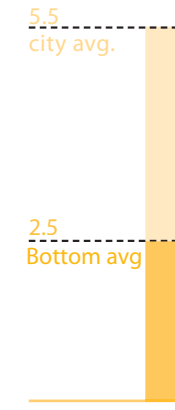


2 of 3 Design program drawings.



In 2009, local residents and area stakeholders with GFF began working to develop a Community-wide Master Plan. A draft was developed but not completed. Goals, recommendations, and implementation strategies developed from that effort helped inform this effort. How can we re-develop this area stewarding the sitting community while also bringing new residents to the area?

607 total population



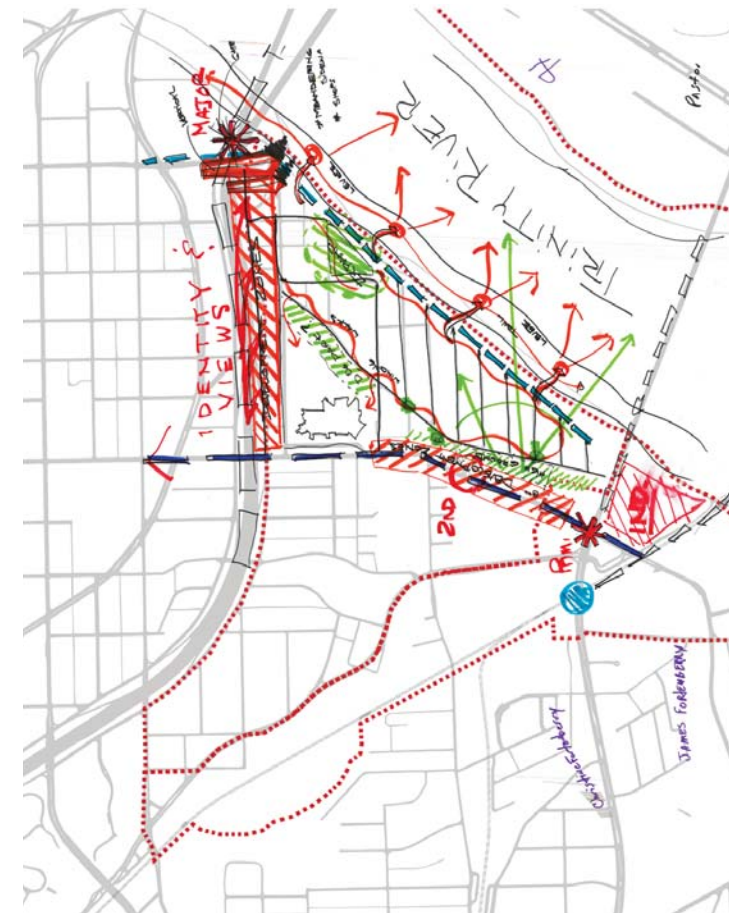
2.5 persons per acre
55% below avg. city density



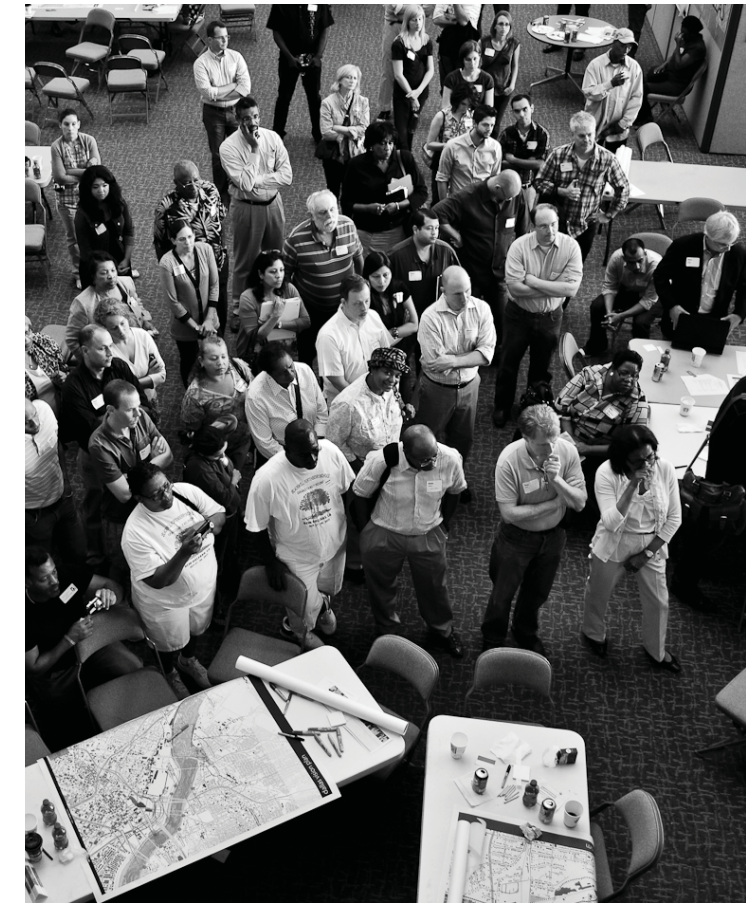
Area stakeholders voice their ideas for area.



Designers & area stakeholders generate design objectives for area.



3 of 3 Design program drawings.



The Bottom shares ideas to entire group.



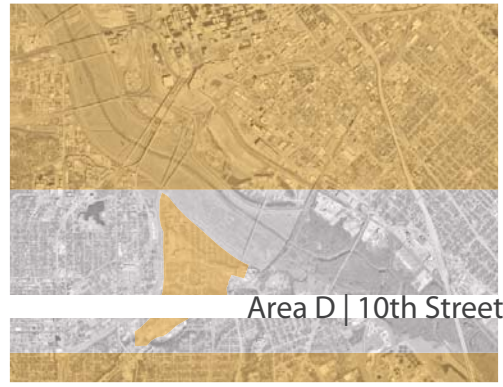
OBJECTIVES AND A DESIGN PROGRAM FOR THE BOTTOM

- 1 Create vehicular and pedestrian connections linking existing streets, especially those that dead end into the levee;
- 2 Enhance and preserve existing single family neighborhood;
- 3 Develop quality market and affordable infill single family housing;
- 4 Introduce housing choices west of Denley Drive, including townhomes, live-work and multi family increasing the density as development moves toward IH35;
- 5 Mixed-use development along 8th Street from R.L.Thornton Fwy to Brackins Village and along R.L. Thorton from 8th to the Trinity River;
- 6 Enhance existing and add new pedestrian infrastructure with amenities linking community to future nearby services;
- 7 Make 8th Street a great street;
- 8 Convert existing open area along 8th Street at Townview into a community plaza;
- 9 Develop access paths into the river and invest in public spaces, such an amphitheater and major entry features, to mark community connections.

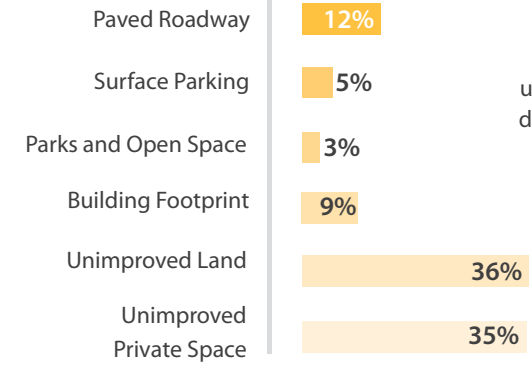
KEY IMPLEMENTATION STEPS FOR THE BOTTOM

- Develop a timeline to review, refine and complete the vision document and phase 1 implementation drafted in 2009; Complete an existing housing survey and identify improvement needs;
- Design and construct a model infill single family home;
- Create opportunities for every resident to become involved and benefit from new development;
- Evaluate and consider "Re-branding" the area including a new name;
- Identify and mark a pedestrian path from the neighborhood to the Corinth DART Station;
- Identify local resident skills and develop programs to match skills with potential employment as development begins;
- Develop a market strategy for new development.

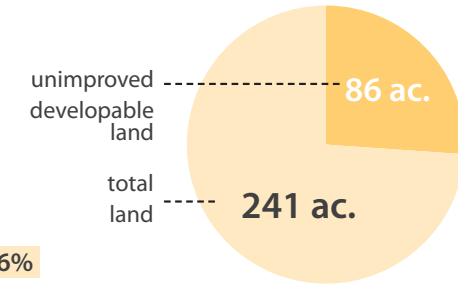




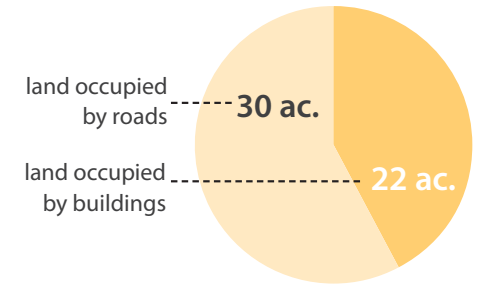
The 10th Street Historic District, is a historic African-American “Freedman’s Town” neighborhood on hilly terrain overlooking the Trinity River. The area’s oldest cemetery, Oak Cliff Cemetery established in 1846, and Harlee Elementary School, built in 1934 and recently closed in 2012, are also part of this historic district. Adjacent to the 10th Street Historic District is the Dallas Housing Authority’s Brackins Village, an inward looking public housing project built in 1952.



*above data represents combined values for area D



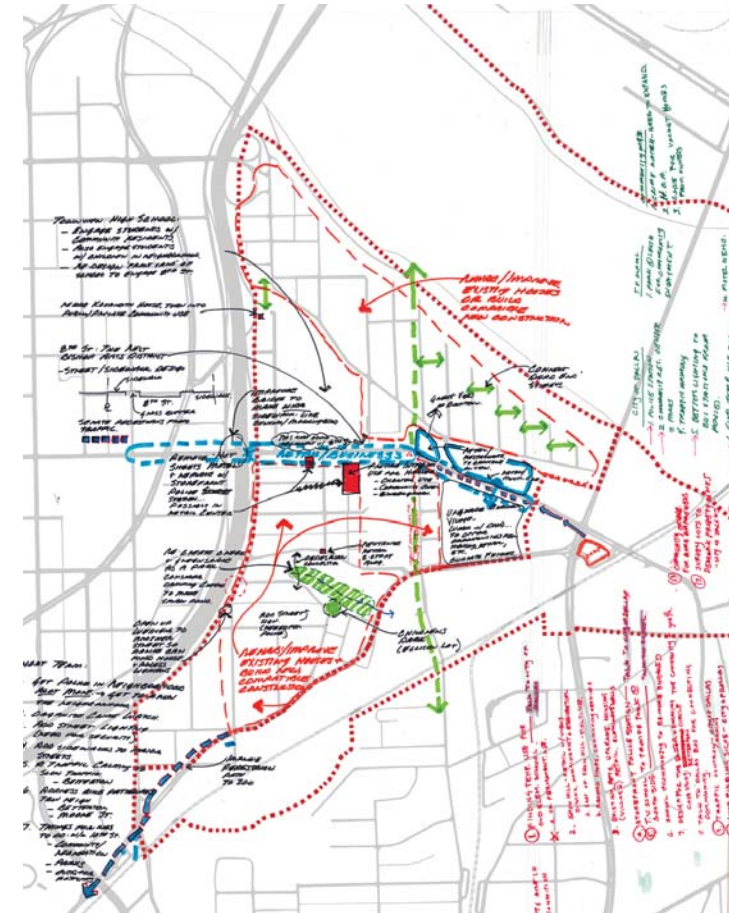
vacancy vs. total area



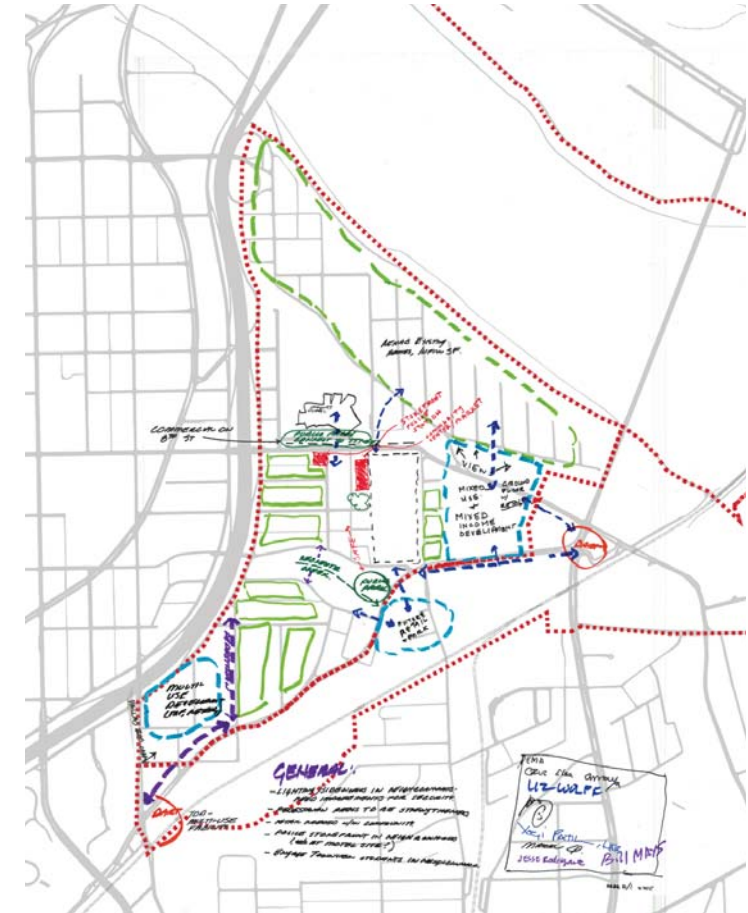
buildings vs. roads



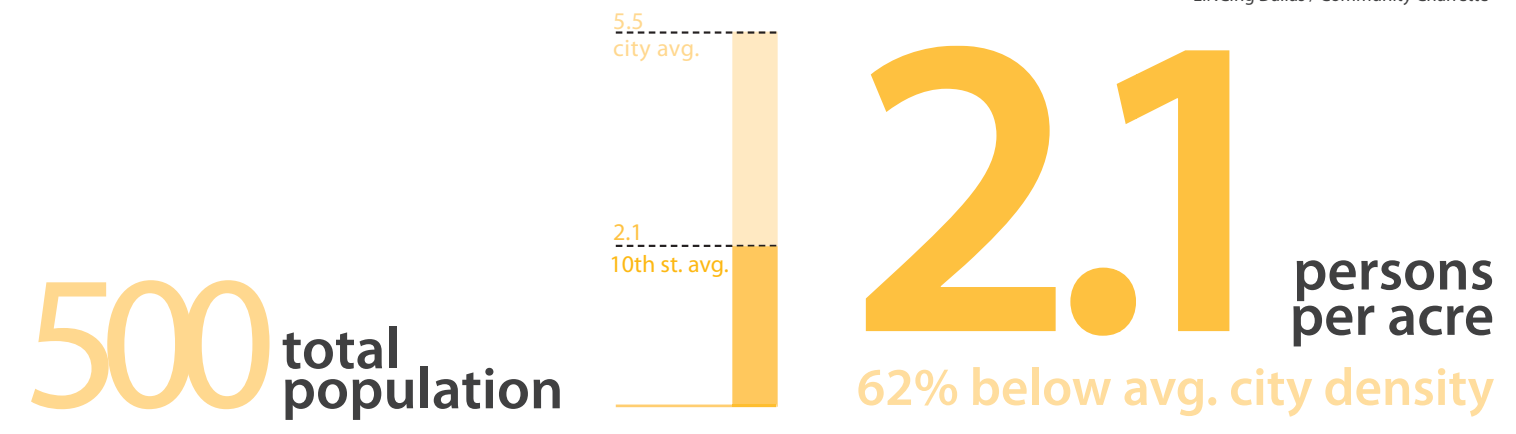
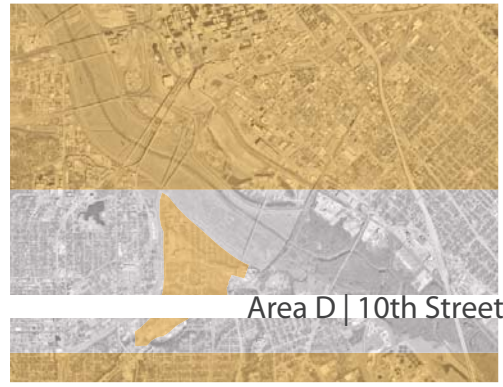
Two 10th Street tables begin to draw their vision for the community



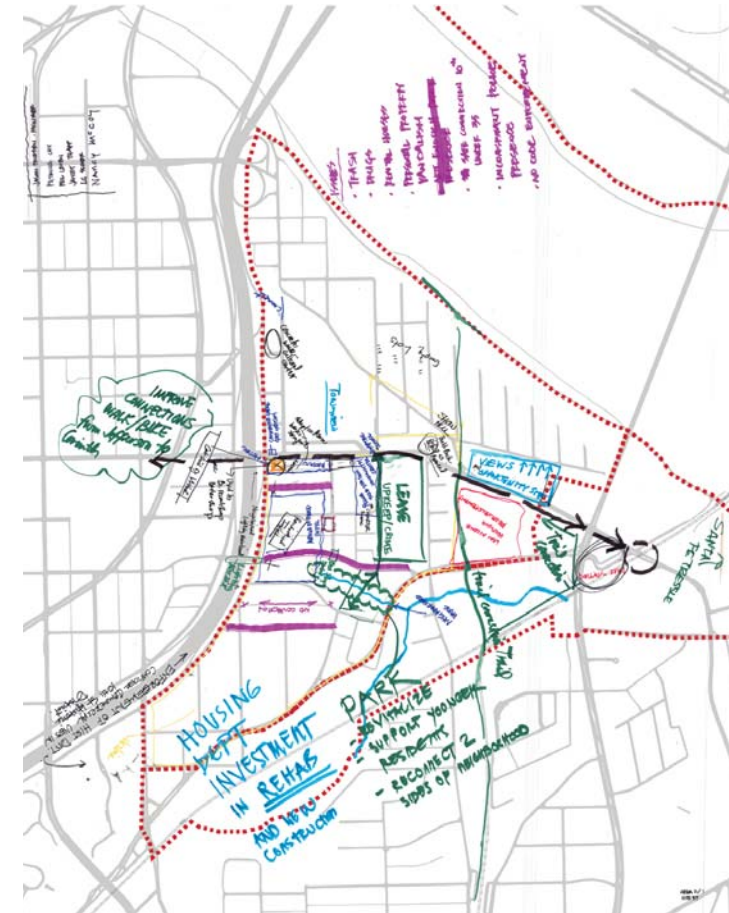
1 of 3 Design program drawings.



2 of 3 Design program drawings.



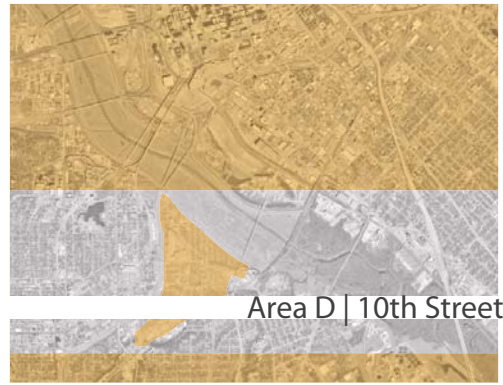
Designers, city staff, & area advocates generate ideas during the morning worksession.



3 of 3 Design program drawings.



Ideas are captured on a map and then shared with the entire group.

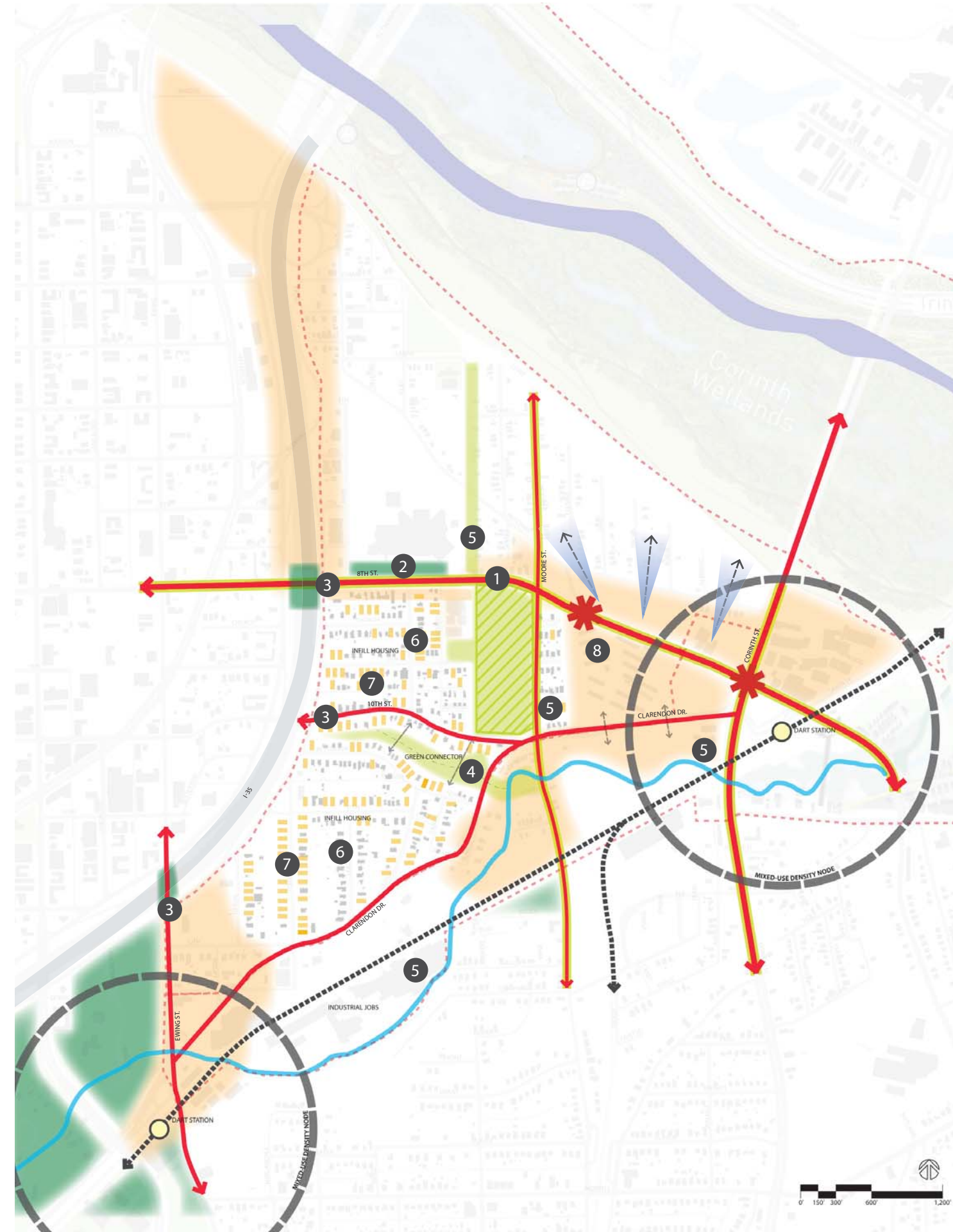


OBJECTIVES AND A DESIGN PROGRAM FOR 10TH STREET

- 1 Improve 8th Street as a vibrant retail/commercial complete street that is safe and comfortable for pedestrians with wider sidewalks, enhanced landscaping and other amenities;
- 2 Redevelop the 'front yard' of Townview to engage 8th Street and the neighborhood;
- 3 Improve connections, especially pedestrian, across R.L. Thorton connecting the neighborhood and Jefferson Boulevard;
- 4 Connect 10th Street and Betterton by way of a community green space using vacant lots and re-using the old creek bed as a recreational amenity;
- 5 Establish pedestrian paths between the neighborhood and the Trinity River, Dallas Zoo and the Corinth DART Station;
- 6 Rehabilitate/improve existing housing consistent with the Historic District recommendations;
- 7 Develop new infill market and affordable housing in keeping with the Historic District character;
- 8 Re-develop Brankins Village with a mixture of new housing and small retail designed to re-connect the site to the surrounding area.

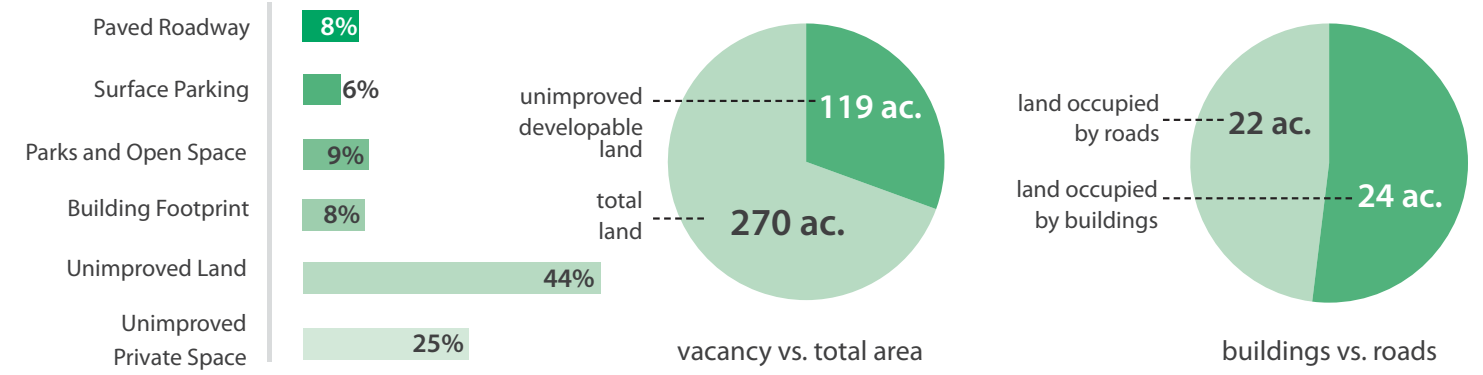
KEY IMPLEMENTATION STEPS FOR 10TH STREET

- Re-open Harlee Elementary or re-purpose the building into a community asset;
- Identify vacant lots along old creek bed and develop plan to establish green space;
- Update catalogue of historic structures and prioritize buildings for preservation;
- Housing reinvestment rehab and infill;
- Continue crime watch efforts and establish police storefront on 8th Street;
- Evaluate and improve street lighting;
- Identify and mark temporary pedestrian/bicycle paths from 10th Street to the Trinity, Dallas Zoo and Corinth DART Station;
- Preserve and improve an existing historic house;
- Design and construct a new model infill house.

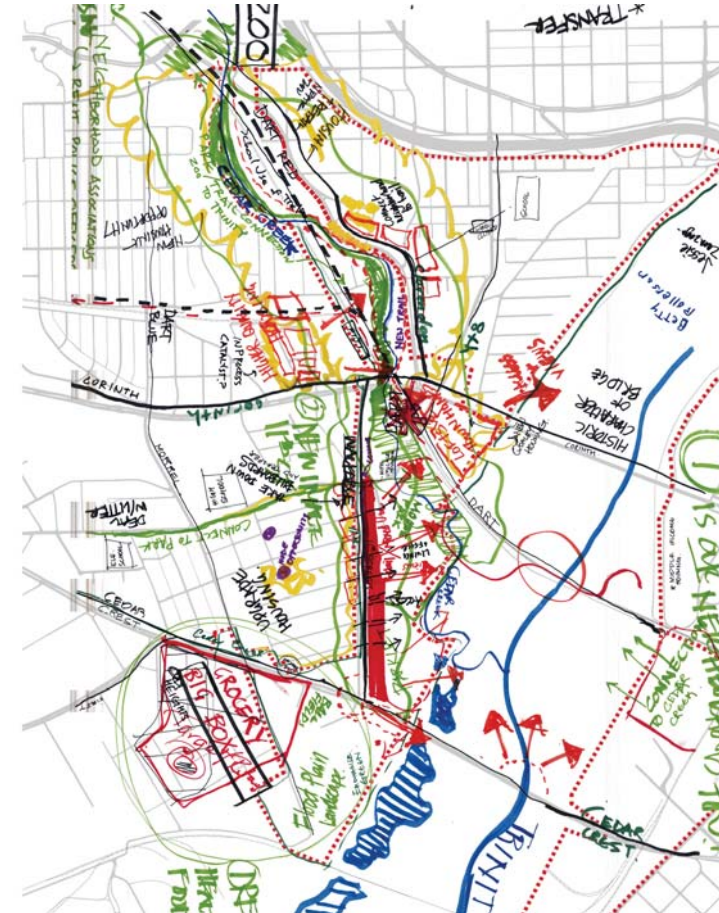




Cedar Creek gets its name from the creek that winds its way from the south through Oak Cliff and the Dallas Zoo revealing white rock outcroppings and flowing into the Trinity River. With no levee south beyond Corinth Street, this is one of the few areas where both an elevated view across the Trinity and at-grade frontage with access exists to the River and the Great Trinity Forest (current policy call for extending levee through this area, providing enhanced flood control). Moore Park anchors the creek's entry to the river and a loose assortment of commercial & industrial uses exist along 8th and 11th Streets. The Skyline Heights neighborhood is directly to the south and the streets are all that remain in Cadillac Heights, now under City of Dallas ownership. How can we revitalize 11th Street, create community supportive development in Cadillac Heights and take advantage of the geographic access to the Trinity River?



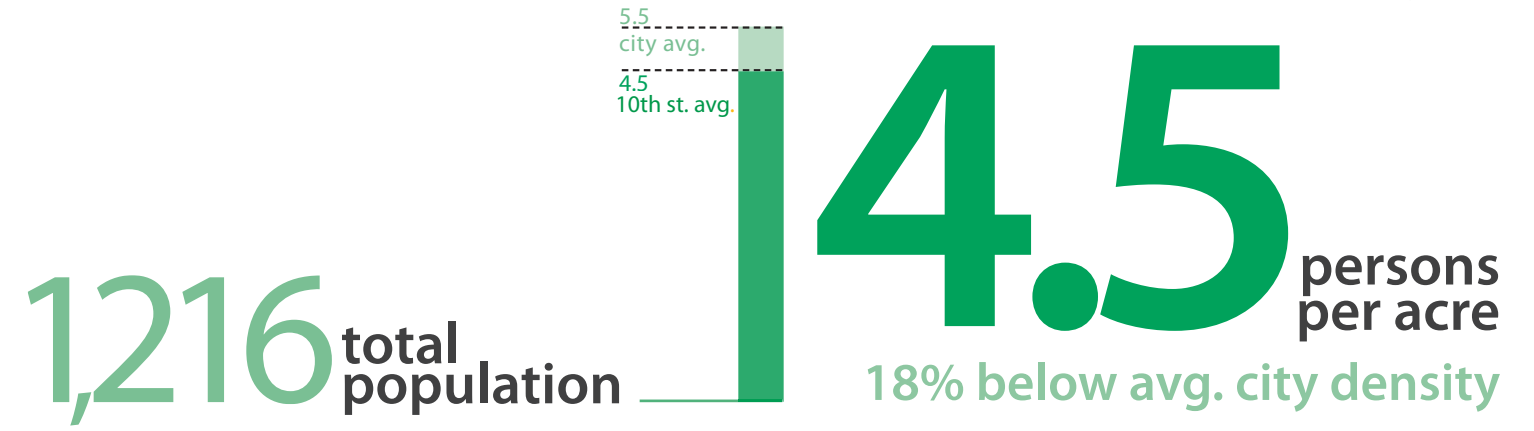
Cedar Creek advocates, designers, and city staff developing design objectives.



1 of 1 Design program drawing



Ideas are recorded and shared with the group.



Cedar Creek table work at generating ideas for area.



Designers & area stakeholders collaborate on design objectives.



Cedar Creek shares their ideas for the area.



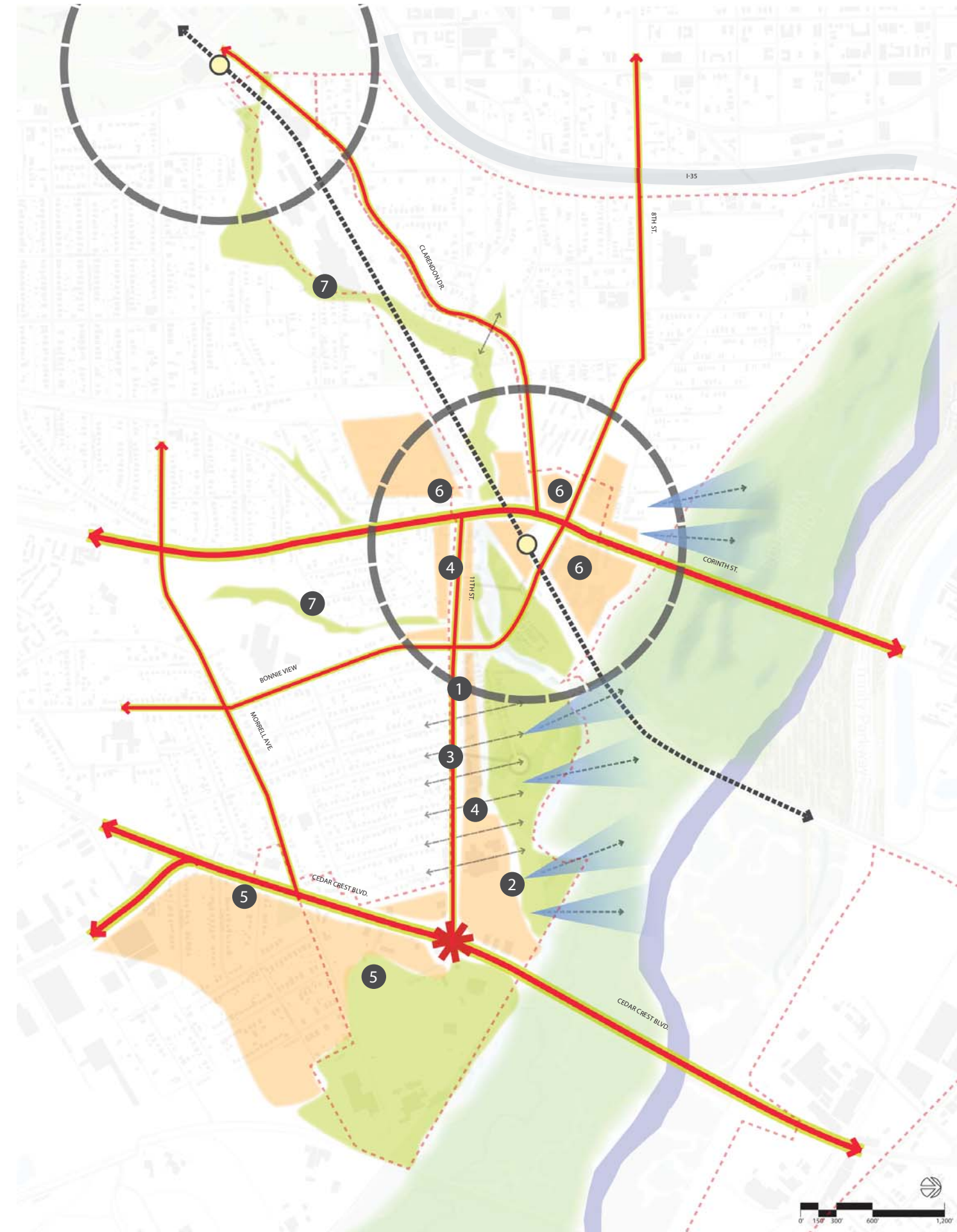
Area E | Cedar Creek

OBJECTIVES AND A DESIGN PROGRAM FOR CEDAR CREEK

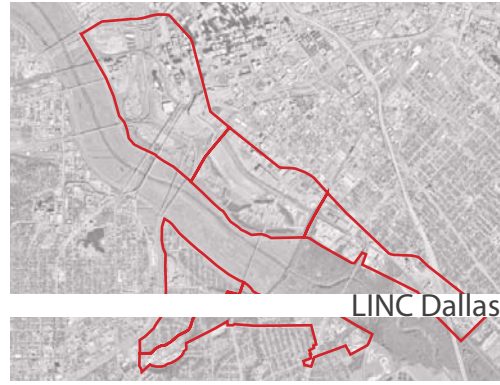
- 1 Recreate 11th Street as a walkable mixed-use retail and residential street;
- 2 Capitalize on views from Cedar Crest and 11th Street with new mixed use development;
- 3 Provide walkable green connections from Skyline Heights across 11th Street to Moore Park and the Great Trinity Forest;
- 4 Develop retail spaces to attract quality retailers, including healthy grocers;
- 5 Create new play fields and enhanced open space in the Cadillac Heights floodplain with town center development along Cedar Crest Boulevard;
- 6 Develop middle income housing along Clarendon adjacent to Cedar Creek with higher density linked to the FIJI Development, the Corinth DART station and views toward downtown;
- 7 Create safe trail connections to area schools, the Trinity, and the Dallas Zoo from neighborhoods along Cedar Creek and along the creek running between Skyline Heights.

KEY IMPLEMENTATION STEPS FOR CEDAR CREEK

- Neighborhood Clean-up throughout area, particularly along 11th Street;
- Complete concept plan for mixed-use redevelopment with emphasis fronting 11th Street and the Trinity focusing connection with development across river. Explore City efforts on Bexar Street as development model;
- Implement complete street improvements along 11th Street, including wide sidewalks and pedestrian amenities;
- Explore property issues for re-development of city owned land in Cadillac Heights and develop plan for public uses as well as private development where possible;
- Establish a police storefront and strengthen crime watch activity to address security concerns;
- Develop partnership with Chamber of Commerce, development advocates, and neighborhood associations to identify and recruit developers to attract retail development to area, including grocer/fresh food, box retail, and small scale neighborhood stores;
- Develop high quality housing stock for mixed-income using topography to enhance values along Cedar Creek;
- Develop marketing strategy to differentiate development and generate creative sales of new housing in the area.







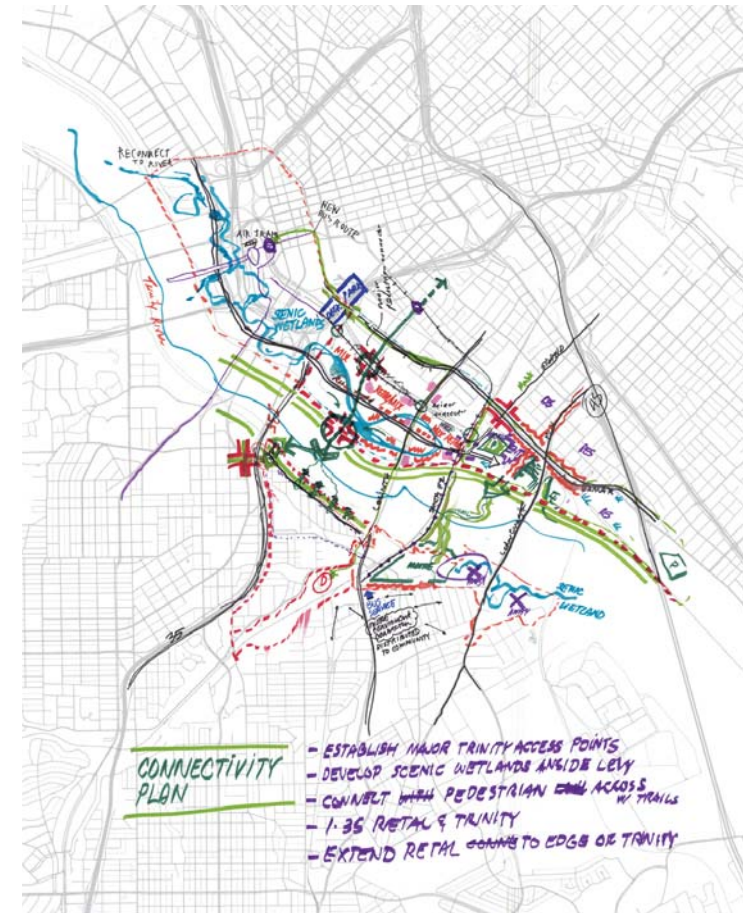
Worksession 2 scrambled the tables mixing participants from all of the areas and asking each to expand their focus to the entire area, while maintaining their community's interests. Each table intensely thought about, discussed, and collaboratively drew the future of the entire LINC Dallas area, illustrated in the concept drawings over the next few pages.



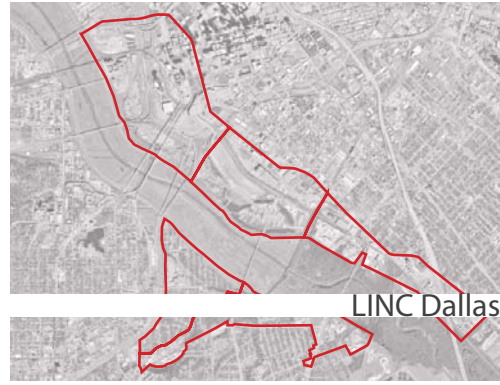
LINCing Dallas Charrette participants discuss vision for entire area.



1 of 6 Design entire LINC area drawings.



2 of 6 Design entire LINC area drawings.

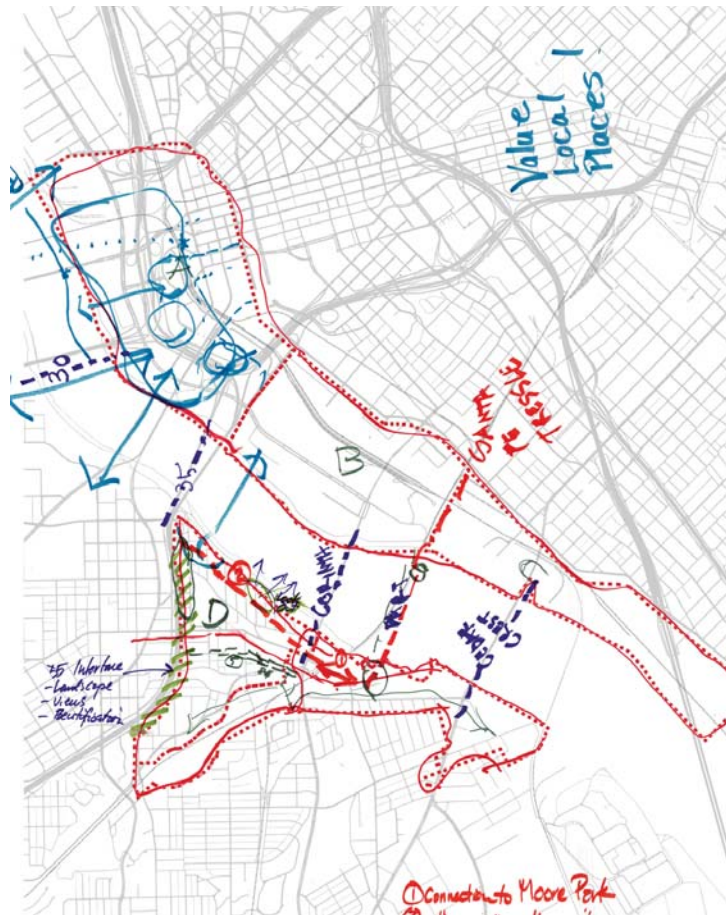


A common and strong theme began to emerge from the work generated: **extend the quality of the Trinity into the surrounding neighborhoods visually breaking the separation created by the levees.**

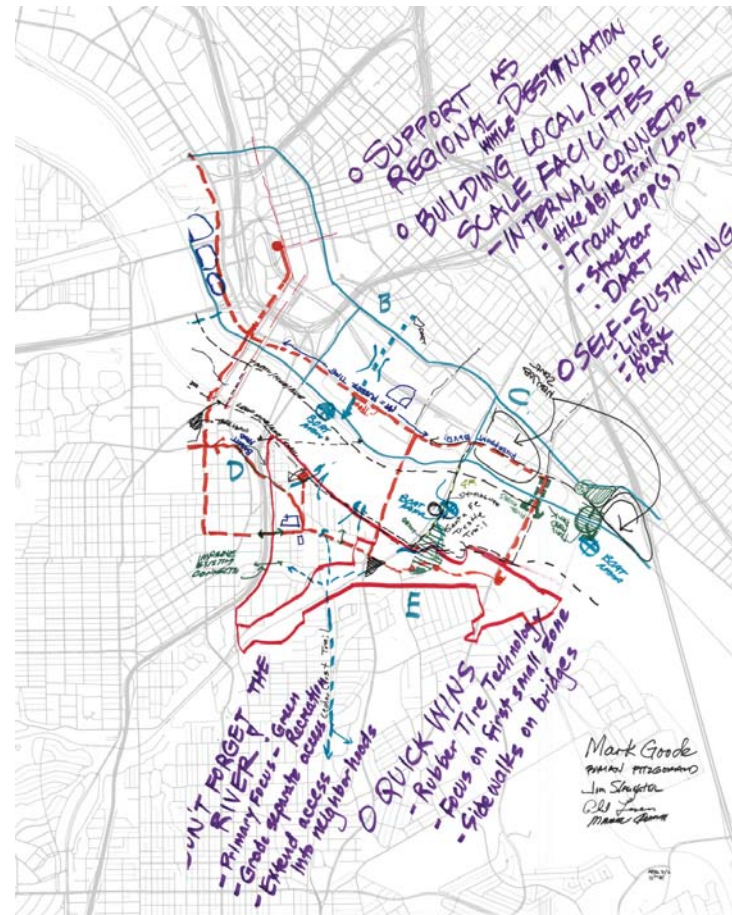
This design approach makes possible the physical connections from and to key assets within the core of our city (both existing and emerging) with the Trinity River becoming the organizing spine. Recreational opportunities available and planned for the Trinity would be more easily and safely accessed through green streets, formal trail heads, trail networks, natural drainage ways, and extension of park facilities. This system of connections provides access for each area to the Trinity. It has the potential to link areas directly or across the Trinity in a way that

enhances the value of the corridor and its adjacent areas.

Groups marked sitting neighborhoods and declared the need for their protection, enhancement and preservation. New mixed-use development was placed between the neighborhoods bringing needed jobs, retail, and housing. Density was specifically focused at existing DART stations plus two proposed stations (Riverfront at the Santa Fe Trail and Lamar at Pennsylvania). A high speed rail line was envisioned along the existing Union Pacific line with a possible station at Corinth. This new station becomes a multi-modal node combining all forms of transit, including trail connections and an immediate access path to the Trinity.



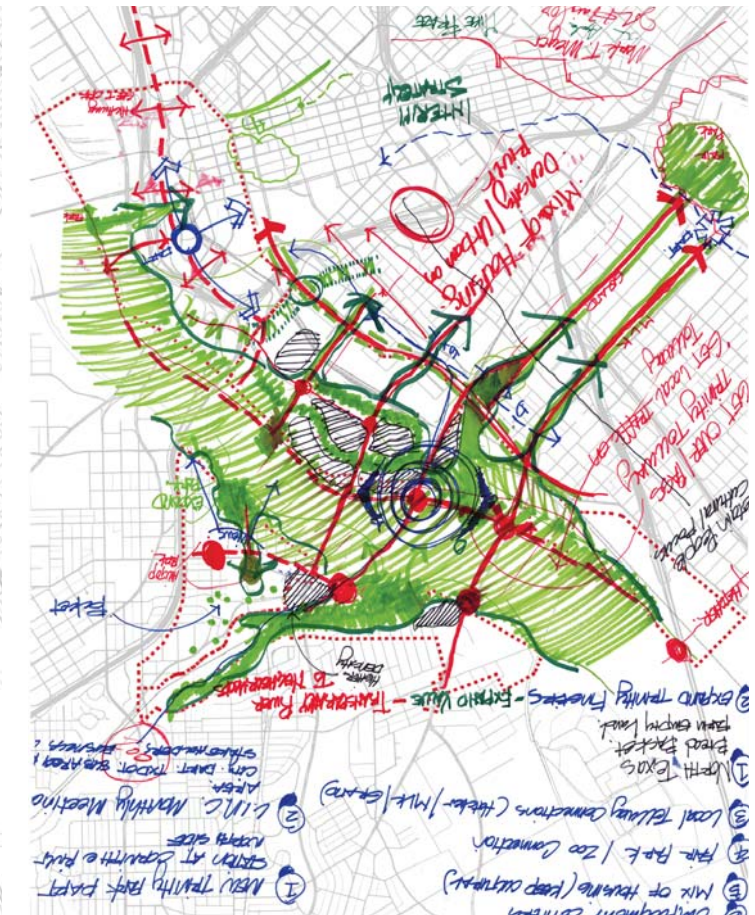
3 of 6 Design entire LINC area drawings.



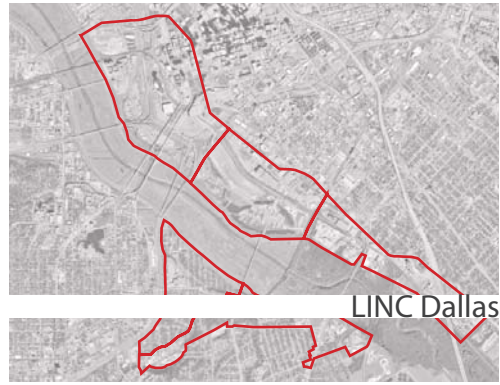
4 of 6 Design entire LINC area drawings.



5 of 6 Design entire LINC area drawings.



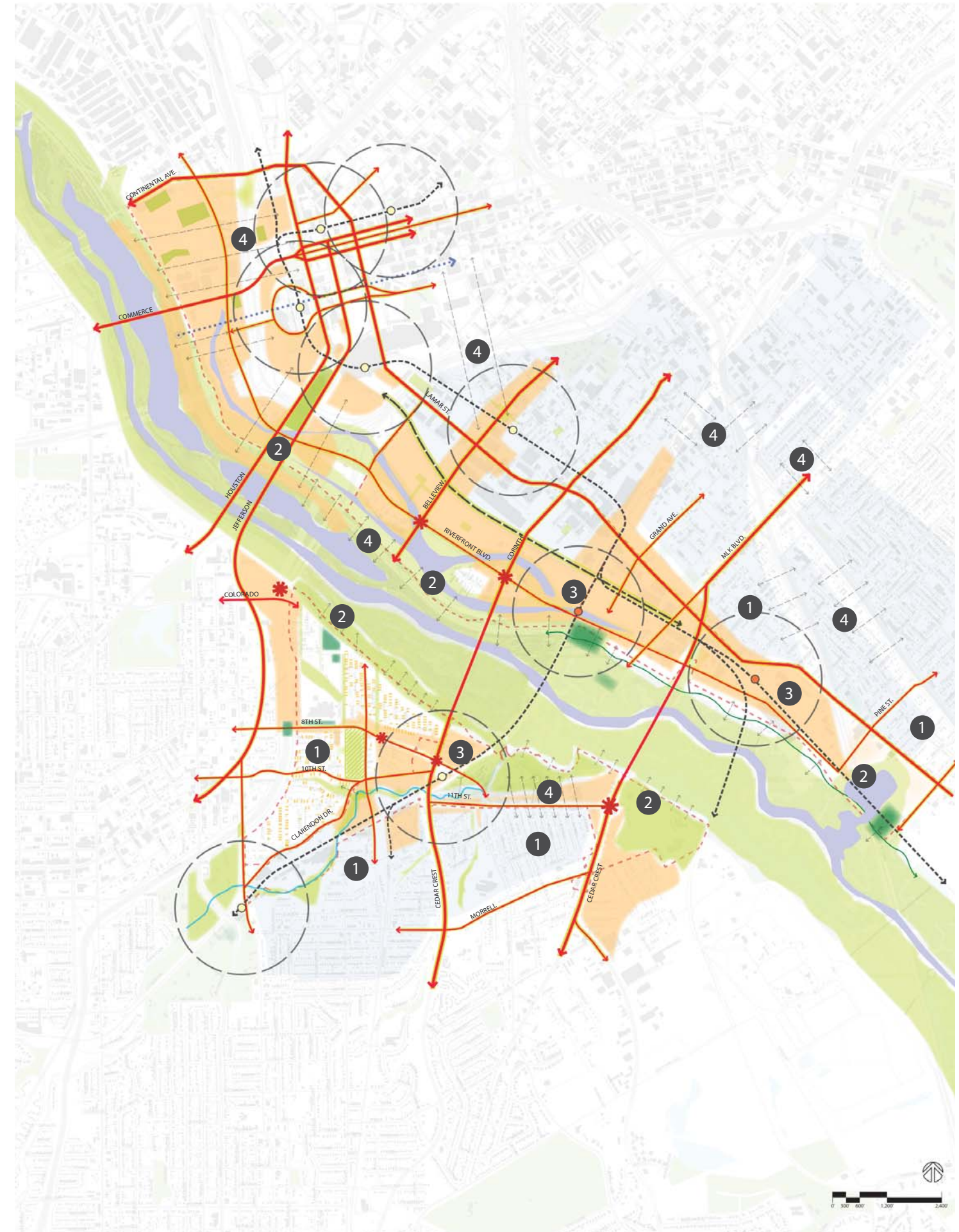
6 of 6 Design entire LINC area drawings.



LINC Dallas

LINC DALLAS CONCEPT PLAN

- 1 Protect, enhance and preserve existing single family neighborhoods;
- 2 Extend green space and connections from the Trinity into neighborhoods as safe, walkable, and formal connectors with direct access to recreation opportunities;
- 3 Create nodes of mixed-use higher density development at key areas currently under-developed and around existing and future DART stations;
- 4 Facilitate the re-connection of neighborhoods to one another, to the Trinity, and to area assets through various means of new and improved infrastructure.





NEXT STEPS

The ideas illustrated in this document represent the first draft of a vision for this area. The studio will continue to collaborate and refine the possibilities for the area's future with all of these communities. Stay Tuned for more. To get involved please contact Chalonda Jackson-Mangwiro at 214.670.3565 or chalonda.jackson@dallascityhall.com.

ACKNOWLEDGEMENTS

Multiple parties contributed resources to ensure the success of "LINCing Dallas Charrette"; such as research and background information, accommodations for community workshops, coordination, event accommodation and set-up, morning refreshments and afternoon lunch.

The Trinity Trust

For their continued support and commitment to our work in the city.

Facilitators

Great leadership and design talent.

City of Dallas

Technical expertise, sponsorship, comfortable accommodations, coordination and logistics.

All of the Participants

For their dedication, enthusiasm and great ideas!

citydesignstudio
City of Dallas
1500 Marilla St 2BN
Dallas, TX 75201
dallascityhall.com/citydesign_studio



City of Dallas

