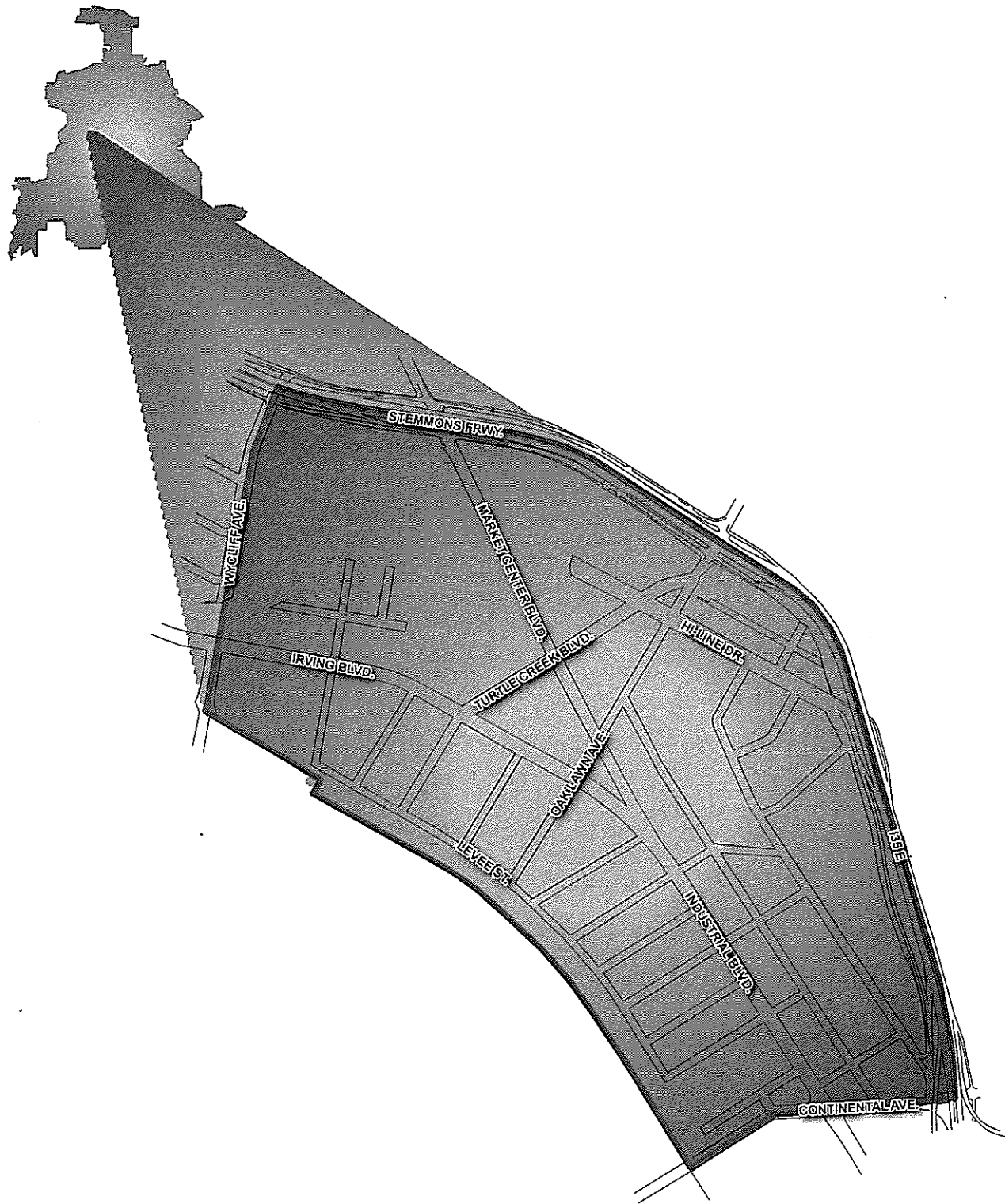
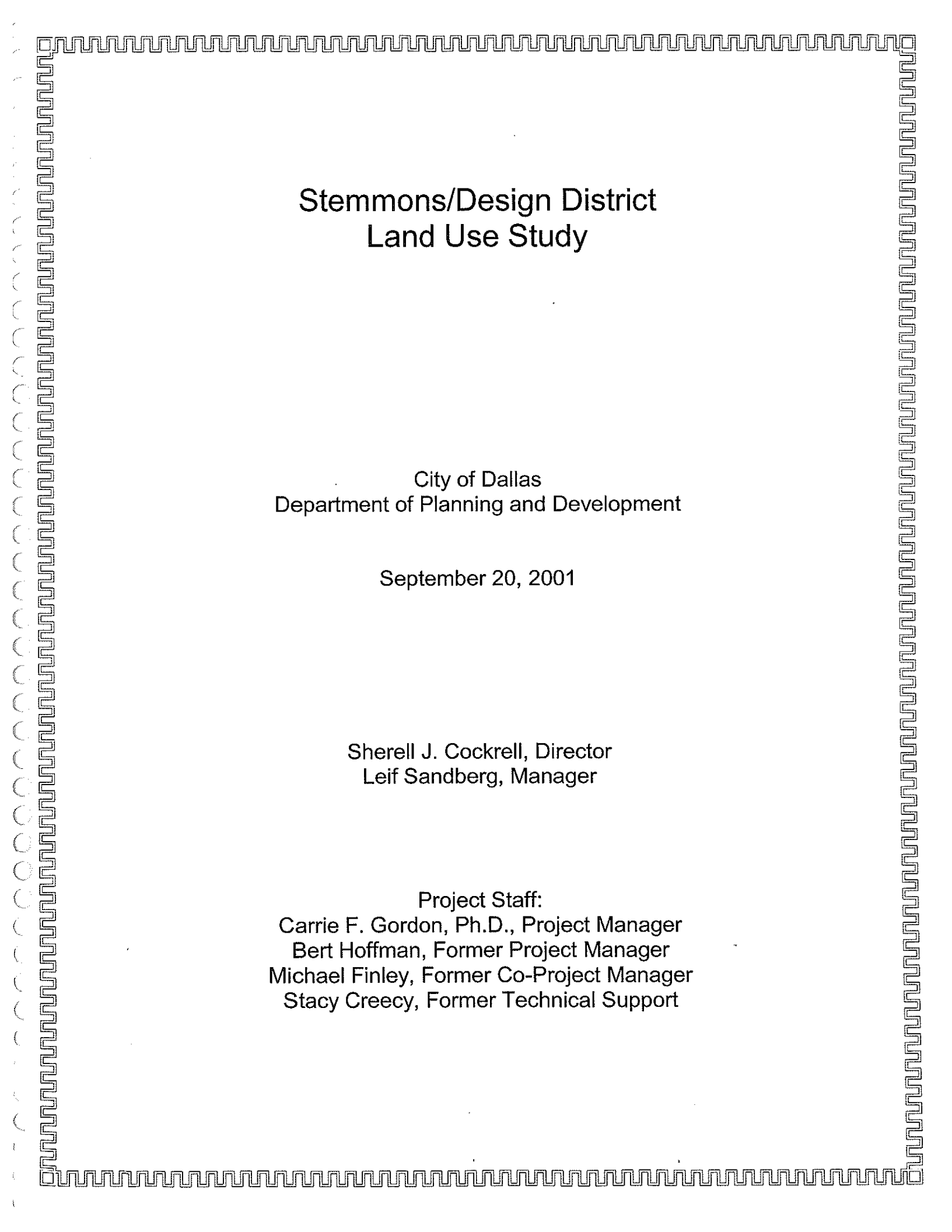


STEMMONS/ DESIGN DISTRICT LAND USE PLAN



FALL 2001



Stemmons/Design District Land Use Study

City of Dallas
Department of Planning and Development

September 20, 2001

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EXECUTIVE SUMMARY

PURPOSE AND NEED

The *Stemmons/Design District Land Use Plan* area is located south of the Dallas Apparel District, American Airlines Center (home to the Dallas Mavericks basketball and Dallas Stars hockey teams), and future site of the "Victory" development. The study area is comprised of approximately 194 acres and generally bounded by Stemmons Freeway to the north and east, Continental Avenue to the south, the Trinity River levee to the southwest and Wycliff Avenue to the west. Major zoning districts within the study area boundaries include *IR* Industrial Research; *MU-3* Mixed Use; *IM* Industrial Manufacturing; *CS* Commercial Service; and *Planned Development District* (PDD) Nos. 339, 355 and 442.

With the changes the area is experiencing from the new arena, "Victory" development and Dallas Design District expansion, the Dallas City Council requested that the City's Planning and Development Department conduct a study of the area to: 1) analyze current zoning and development needs; 2) assess the impact of recommendations from several major studies that impact the area; and 3) determine the potential for a Special Purpose District to address zoning issues that might otherwise impede future economic growth and development.

PUBLIC INVOLVEMENT AND AGENCY COORDINATION

After the appointment of an 11-member steering committee by former Councilmember Barbara Mallory Caraway, the study was initiated in April, 1999. Nine (9) steering committee meetings were held between April 1999 and May 2001. On May 22, 2001, a community meeting was held to consider study findings and gather additional input on recommended goals, objectives, policy statements and the proposed implementation schedule.

Key City departments involved in the process included Planning and Development (lead), Public Works and Transportation, Code Compliance and Economic Development. In addition to the Department of Planning and Development and other City departments (Dallas Water Utilities and Code Compliance), input was also received from the Texas Department of Transportation (TxDOT), Dallas Area Rapid Transit (DART), North Texas Tollway Authority (NTTA) and North Central Texas Council of Governments (NCTCOG).

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STUDY AREA BACKGROUND

Historically, development of the area began after the Stemmons family and other interested parties acquired farmland along the Trinity River. The area was platted with lots typically 45 feet wide and backed with rail spurs. This platting and rail spur design allowed rail access for shipping and receiving. As a result, the district became the largest single industrial/warehouse/office area in the north Texas region.

Over the years, a growing number of specialty designer businesses located along either side of Oak Lawn Avenue from Irving Boulevard to Stemmons Freeway. This created an entirely new up-scale shopping area that complemented land use on the northside of Stemmons Freeway (e.g., Dallas Apparel Mart and Dallas Market Center). As of 2000, the area south of the Stemmons Freeway corridor (between Wycliff Avenue and Continental Avenue) is essentially built-out with primarily one-story warehouse and office/warehouse/showroom type structures.

NEEDS ASSESSMENT ISSUES

Needs Assessment issues identified during the course of the study targeted land use and zoning, economic development, transportation, code compliance and water utilities. Of utmost concern to the business community is the location of the proposed Trinity tollway and its potential impact on existing businesses. Of the five (5) alignment alternatives currently under consideration, two (2) would directly impact the study area. One option proposes an elevated road along the current Irving/Industrial alignment, while the other proposes a primarily "at grade" road following the same alignment. Each of these options will seriously impact the study area and likely reduce the desirability of the Irving/Industrial Boulevard corridor for redevelopment and business retention. Strong business and property owner input is encouraged to ensure that the goals and objectives identified in this study (particularly Trinity River improvements, proposed DART transit-oriented connection, and final tollway selection) are acknowledged and strongly considered.

SUMMARY

There are no zoning changes associated with approval of this Plan. However, a City Plan Commission authorized hearing is recommended to determine proper zoning of properties generally located east of Wycliff Avenue; south and east of Market Center and Turtle Creek Boulevards; east of Inspiration Drive; south of Stemmons Freeway; west of Continental Avenue and north of the Trinity River levee. The purpose of the zoning change would be to encourage adaptive reuse

of existing structures (e.g., warehouse loft apartments), while encouraging new ones to locate to the area. As the area transitions from warehouse and industrial/commercial uses to office, retail and leisure/dining/entertainment uses, most will be unable to meet the increased parking requirements. Hence, the use of buildings solely for parking (or building demolition to make way for parking) may become a development necessity within the district unless parking issues are addressed through the development of a Special Purpose District.

With its adjacency to the Trinity River and the proposed flood and recreational improvements, a unique opportunity exists for the area to redevelop into a mixed-use district that supports residential uses as well as many of the existing uses. Furthermore, with its location between the Trinity River Corridor, the "Victory" development site and downtown, it is in the city's interest to ensure that this area continues to be a viable asset that contributes rather than takes away from the major public investments that are occurring all around it.

The Stemmons/Design District Land Use Plan provides recommendations that relate to issues the City of Dallas can support. Adoption of the study and the commitment of property and business owners, community stakeholders and other interested parties is the key to make this a "workable" planning document. Since conditions within the community could change and alter the premise for the recommended actions, Planning staff and other identified City departments should periodically assess the progress in implementing this Plan.

SECTION I

STEMMONS/DESIGN DISTRICT

1 SCOPE OF STUDY AND PROCESS

The study area is generally bounded by Stemmons Freeway to the north and east, Continental Avenue to the south, the Trinity River levee to the southwest and Wycliff Avenue to the west.

Due to the land use changes the area is experiencing caused by development pressures from the new arena, design district expansion and warehouse businesses, the Dallas City Council authorized this study as a part of the Planning and Development Department's Work Plan in the spring of 1999. The Scope of the Study is to:

- 1) Analyze current zoning and development needs, including code limitations, building reuse potential, retail needs, parking and access;
- 2) Assess the impact of recommendations from major studies conducted in the area: Trinity Parkway Corridor Major Transportation Investment Study, March 1998 (conducted for the Texas Department of Transportation (TxDOT), Trinity River Corridor Comprehensive Land Use Plan (presently being conducted by the HNTB Companies for the City of Dallas and Trinity River Corridor team), and those being conducted by Dallas Area Rapid Transit (DART) and the North Texas Tollway Authority (NTTA);
- 3) Determine the potential for a Special Purpose District to address zoning issues that might otherwise impede future economic growth in the area; and
- 4) Work with area business and property owners and other stakeholders to finalize recommendations for City Plan Commission and City Council consideration.

Former Councilmember Barbara Mallory Caraway appointed an 11-member committee, comprised of area business and property owners, to serve on the Stemmons/Design District Land Use Study Steering Committee. The steering committee diligently worked with City staff (Interdepartmental Review Team composed of representatives from Planning and Development, Economic Development and Public Works and Transportation departments) and other agencies (Dallas Area Rapid Transit and Texas Department of Transportation) to seek solutions to issues that have and will impact future growth and development activity in the study area.

Steering committee meetings were held between April 12, 1999 and May 1, 2001 to identify issues and create a preliminary list of findings for presentation to

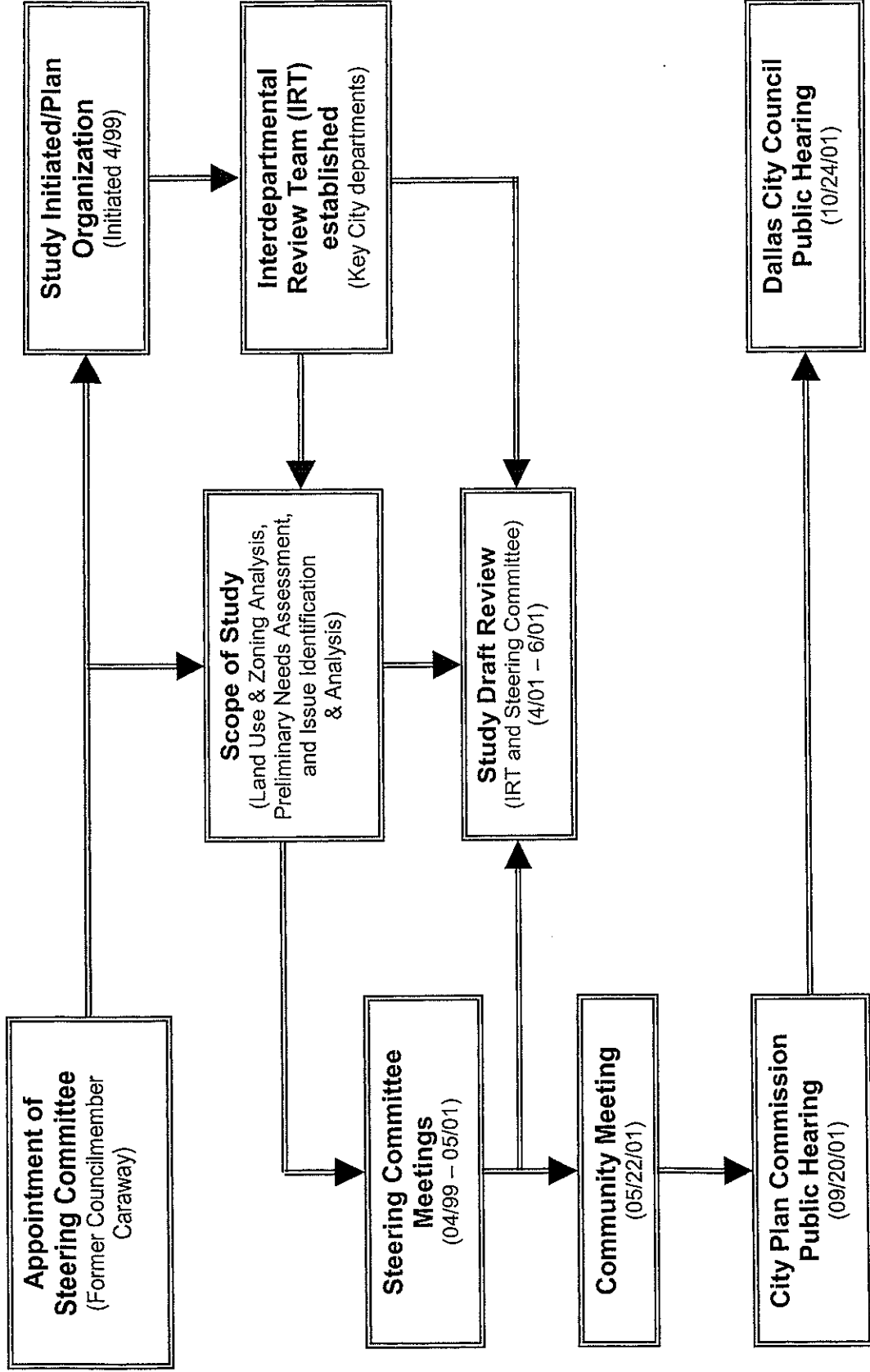
STEMMONS/DESIGN DISTRICT

area business and property owners and stakeholders. A community meeting was held on May 22, 2001 to present those findings and seek additional citizen input. Approximately 45 business and property owners and stakeholders were in attendance.

With the assistance of the Steering Committee and an Interdepartmental Review Team (IRT), issues within the Scope of Study were refined with goals, objectives, policies, recommended actions, timelines and implementers for major study components associated with zoning, land use, transportation, economic development, code compliance and water utilities. The **Stemmons/Design District Land Use Plan** is the result of that citizen participation process (refer to Chart 1).

STEMMONS/DESIGN DISTRICT

FIGURE 1: STEMMONS/DESIGN DISTRICT LAND USE STUDY PROCESS



2 HISTORICAL SKETCH

To the southwest of the Stemmons/Design District study area lies the Trinity River Flood Control Channel (one-half mile wide) and, beyond, the West Dallas community. To the north, across Stemmons Freeway, is the Market Center and the Hillwood Corporation's "Victory" mixed-use development that includes the American Airlines Center (home to the Dallas Mavericks Basketball team and the Dallas Stars hockey team). To the southeast of the study area, extending along Industrial Boulevard, is an industrial area comprised of the county criminal courts, jail, bail bond offices, and a few commercial businesses. The Central Business District (CBD) and the West End are located northeast of the study area, beyond the intersection of Stemmons Freeway and Continental Avenue.

The study area contains the original course of the Trinity River and part of its associated flood plain. The river was re-routed to its current floodway location after repeated disastrous floods that had severe impacts on the downtown Dallas area. The old river course, or the "meanders," now acts as a storm water retention area as well as the interface between the sump system and Turtle Creek.

Development of this area began after the Stemmons family and other interested parties acquired farmland along the Trinity River. Realizing that land that continually flooded would be difficult to develop, a lobbying effort was undertaken to support the creation of a levee system and the movement of the Trinity River into a channelized facility several thousand feet to the south and west. Although it took several decades to acquire the land and set the wheels of flood protection into motion, by the 1940s the Stemmons family was able to seriously undertake leasing and development of their envisioned world-class warehouse and industrial district.

Designers of the district (including the study area) platted the area with lots typically 45 feet wide, and with a variable block-by-block depth that was always backed by a rail spur as this area starting developing before widespread truck-based shipping. This platting and rail spur design allowed developers to incrementally acquire the amount of land needed for their facility, and insured rail access for shipping and receiving.

With the construction of Stemmons Freeway (also known as Interstate-35E), between 1959-1963, development shifted to the northeast and north. What is known as the Stemmons Freeway Corridor, the area between Harry Hines Boulevard and the river and extending from Continental Avenue north to the city limits, became the largest single industrial/warehouse/office area in the north Texas region. During the late 1950's the Dallas Market Center began

STEMMONS/DESIGN DISTRICT

development with the construction of the Apparel Mart and Merchandise Mart on the north side of Stemmons Freeway at Wycliff Avenue. Over the years, hotels and motels have been developed and redeveloped on both sides of Stemmons Freeway and in recent years there has been a movement of Market Center related businesses to the area surrounding them. The Design Center began as a single development that has spread throughout the area around Oak Lawn Avenue and Hi-Line Drive.

Developed as a home to light manufacturing, commercial, distribution and warehouse uses, portions of this area are now in a period of transition. Because of its age and the smaller size of most of the properties, it has ceased to be viable for large centralized distribution operations. Many have gradually dispersed to newer and larger facilities throughout the Dallas-Ft. Worth (DFW) metroplex. Those businesses that rely on these larger firms for their survival have followed that migration. The growth of the trade center that grew up around Market Hall and the Apparel Mart has spawned a new group of business development.

There are two major types of businesses taking advantage of this close proximity to the Market Center: *market support* businesses and *market-related* businesses. Market support businesses include photography studios, design professionals, display designers, manufacturers and installers of store fixtures and displays, hotels and restaurants. Market related businesses include furniture dealers, antique dealers, interior decorators who generally share the same customer base as the market. They have all become more successful by grouping together in what is now referred to as the 'Design District'. The large concentration of these specialty designer businesses has created an entirely new up-scale shopping area to form along either side of Oak Lawn Avenue from Irving Boulevard to Stemmons Freeway that is now spreading into the immediate area.

Although new businesses have helped to revitalize the area and attract new customers little, if anything, has been done to improve the infrastructure. It is perceived that the Stemmons/Design District area has problems stemming from the late 1940's, including a lack of parking, landscaping and pedestrian facilities that has limited certain uses that are dependent on those amenities. As of 2000, the area is essentially built-out with primarily one-story warehouse and office/warehouse/showroom type structures.

3 ADJACENT DEVELOPMENT ACTIVITY

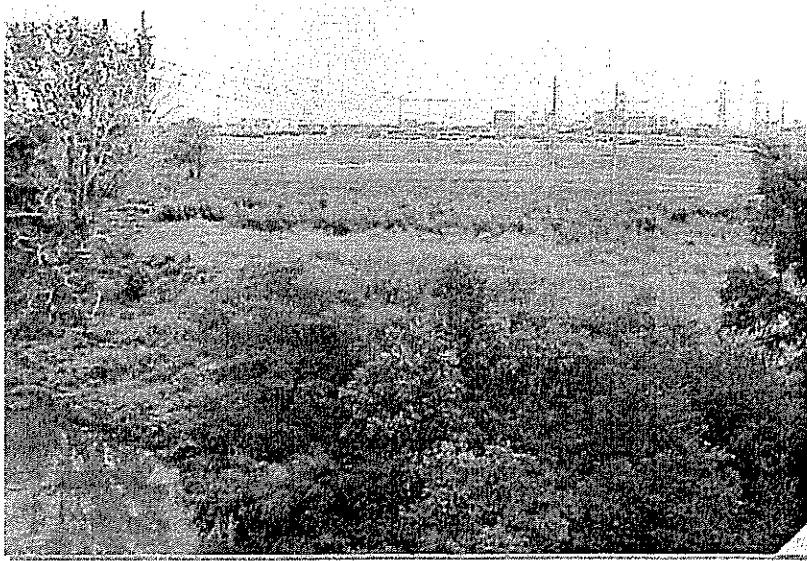
3.1 GENERAL

The study area faces several major issues. First, adjacent major developments are being considered, and some are underway. Second, the area's transportation infrastructure is changing and will be multi-modal (e.g., bike, pedestrian, rail station, roads). The car will continue to be the major form of access to and from the area, but only if the parking situation, which is a major obstacle to the reuse of existing structures as the uses within the structures intensify, is resolved. And finally, since the area was originally developed for industrial and warehouse uses, infrastructure relating to the pedestrian (sidewalks, parking and landscaping) is lacking - and full conformance with some of the requirements of the current Dallas Development Code may inhibit development activity in the area.

3.2 ADJACENT DEVELOPMENTS

3.2.1 Trinity River Corridor Improvements

The citizens of Dallas voted to spend approximately \$246 million in 1998 bond funds to undertake improvements within the Trinity River corridor - specifically improvements related to flood control and the development of recreational amenities. *The Trinity Parkway Corridor Major Transportation Investment Study* was developed for the Texas Department of Transportation (TxDOT) Dallas District by Halff Associates, Inc. to provide a comprehensive view of the potential improvements within the Trinity River corridor. Lakes, a revised river channel alignment, improvements and expansion to the levee system, a toll road facility, pedestrian and park facilities, as well as five signature suspension bridges have been envisioned.

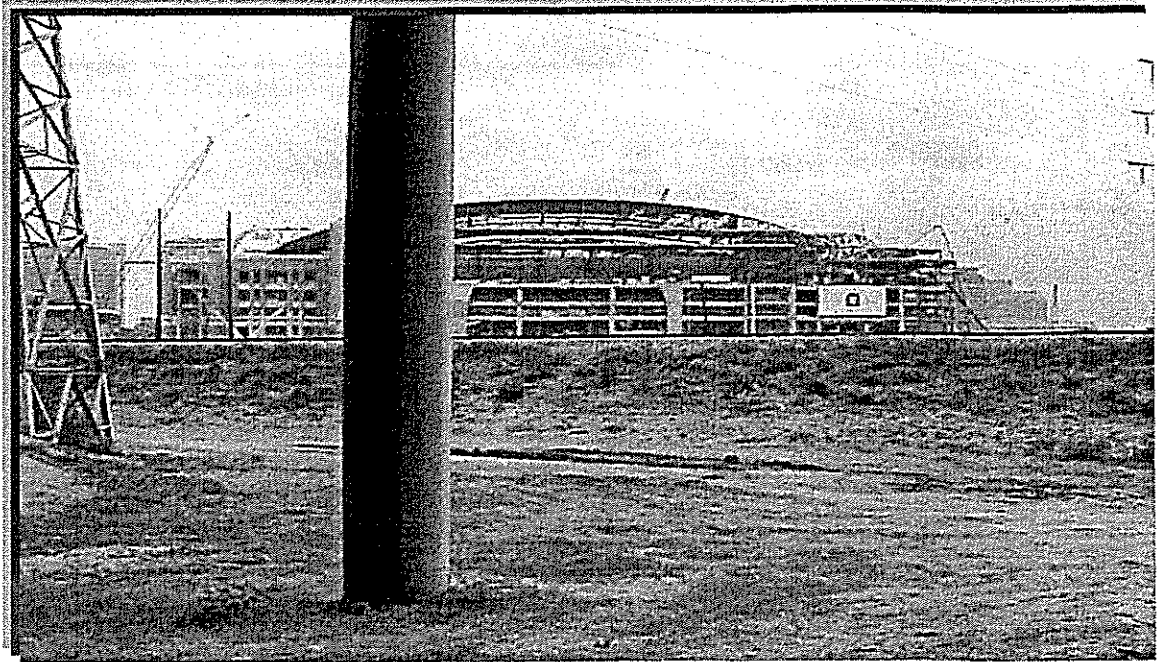


View 1: Trinity River, N from Sylvan Blvd. bridge

Several of the proposed improvements, if implemented, will have direct impacts on the study area. A new lake will be built, part of which will extend north of the Continental Viaduct. The viaduct itself will be converted to pedestrian and bicycle use, while a new bridge will continue Woodall Rodgers across the Trinity River into West Dallas. The portion of the floodplain inside the levee from the study area will be available for more active recreational uses. This availability of substantial parkland and recreational facilities has the potential to make the study area a desirable location for future residential development; however, this may be contingent on the location of the tollway. A new toll road is proposed in order to relieve congestion along Stemmons Freeway and the downtown "Mixmaster." Transportation within and along the perimeter of the study area will also be impacted by proposals contained in the Trinity River Corridor Comprehensive Land Use Plan.

3.2.2 The "Victory" Development

The Hillwood Corporation's proposed "Victory" development, if completed as envisioned, will have a substantial impact on the study area. Hillwood's proposal includes the new basketball/hockey arena (opened July, 2001) as well as four million square feet of mixed-use development that will include office, entertainment, retail and residential uses. It will be the largest single mix use development undertaken in Dallas to date. Hillwood, when it applied for its Planned Development District (PDD), anticipated a 20-year build-out scenario.



View 2: American Airlines Center from study area

It is anticipated that the Stemmons/Design District will experience changes due to the massive influx of people to the area. The opportunity to develop restaurants and sports related retail and entertainment venues is possible in the study area, as it has a direct road link with the "Victory" site via Hi-Line Drive and Continental Avenue. Further, as the "Victory" site is developed, business owners seeking opportunities to benefit from the development while avoiding a direct location in the "Victory" development will possibly consider the Stemmons/Design District.

Not only is new commercial, retail and residential development slated for the "Victory" development, but new transportation connections are also proposed. The site will be a multi-modal model for future developments in Dallas, as it will be served by the Katy Trail (a multi-use bike and pedestrian path), a DART light and heavy rail station, and new public and private surface roads.

3.3 TRANSPORTATION

There are many changes to the transportation systems that surround the Stemmons/Design District, as well as many issues created by the proposed changes. Transportation improvements presently underway that directly or indirectly impact the study area includes the proposed tollway, DART projects, and pedestrian and bicycle trails. The existing City of Dallas Thoroughfare Plan identifies the following arterials in and adjacent to the study area.

TABLE 1: EXISTING THOROUGHFARES

Street Name	Description
Continental Ave. (Trinity to I-35)	Principal Arterial--6 Lanes Divided--100' ROW
Continental Ave. (I-35 to CBD)	Principal Arterial--4 Lanes Divided--60' ROW
Irving Blvd.	Principal Arterial--6 Lanes Divided--100' ROW
Industrial Blvd.	Principal Arterial--6 Lanes Divided--107' ROW
Market Center Blvd.	Principal Arterial--Dimensional Classifications, not yet determined
Oak Lawn Ave.	Principal Arterial--6 Lanes Divided--100' ROW
Wycliff Ave. (Tollway to Maple)	Minor Arterial--6 Lanes Divided--100' ROW
Wycliff Ave. (Maple to Harry Hines)	Collector--4 Lanes Undivided--60' ROW

The Department of Public Works and Transportation indicates that the existing land uses for this district are of a type that generates relatively low traffic activity upon its street system. Implementation of the proposed goals for this area will substantially increase the intensity, duration and characteristics of the traffic flows in and through the area. Without provisions for increasing the capacity of the street system to meet the anticipated demand, congestion will likely occur, which in turn, will impact the over all transportation mobility of the area.

3.3.1 Trinity River Tollway

The *Trinity River Master Implementation Plan* depicts a new tollway facility constructed along the north and south sides of the Trinity River, within the levee system. The North Central Texas Council of Governments (NCTCOG) indicates that the Trinity Parkway recommendations are contained in the region's *Metropolitan Transportation Plan* and meet air quality conformity requirements.

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The North Texas Tollway Authority (NTTA) is currently evaluating 5 (five) alignment options for its proposed tollway facility. In all options, the facility is design to relieve congestion that is now occurring along Stemmons Freeway and within the downtown Dallas "Mixmaster."

Five alignments presently under consideration have the potential for a wide range of impacts along the Trinity River corridor. At least two of the options directly impact the study area. One option proposes an elevated roadway, while the other proposes a primarily "at grade" roadway. Each of these options will seriously impact the study area and likely reduce the desirability of the area for redevelopment. TxDOT proposed a similar option to the Stemmons family in the 1950s, and the family opposed the proposal and provided the land (through negotiation with other property owners and direct contributions) for the current location of Interstate-35. NTTA states that the proposed toll facility will be controlled-access, but access points are fairly frequent, and for the at-grade option, frontage roads will provide continuous access.

Another option proposes a roadway along the outside of the levee, or "land side". This option would have less serious consequences – it would not create a rift through the middle, but it would likely eliminate existing businesses and structures between Levee Street and the levee.

Other options address locating the parkway facility on the inside, or riverside of the levee system. These options, whether on the north or south side, divided or non-divided, will have less of a direct impact on the study area. Increased noise and air pollution may reduce the viability of the Trinity River corridor as a recreational facility.

During the needs assessment process, it was noted that area business and properties owners strongly opposed both of the Irving/Industrial Boulevard alignments.

There are basically two (2) remaining steps by the North Texas Tollway Authority (NTTA) before a final decision on the location of the tollway.

- *Step 1: Draft Environmental Impact Statement (DEIS)* – this decision making document will assess the various soci-economic and environmental impacts associated with each of the five (5) alternatives under study, as well as mitigation strategies associated with the alternatives. After the DEIS is released and reviewed by the public, a public hearing is targeted for the 4th quarter of 2001 or 1st quarter of 2002.

- *Step 2: Selection of Alignment* – based on Dallas City Council input, comments from the general public (from Step 1), along with various federal and state review agencies' comments, the NTTA Board of Directors will select the tollway alignment. This alignment will be known as the Locally Preferred Alternative or LPA. Selection of the LPA is anticipated during the first quarter of 2002. Final approval of this selected alignment will be made in the Final Environmental Impact Statement (FEIS), and is contingent on Federal Highway Administration approval.

The final decision on a LPA should occur by the first quarter of 2002; final approval of the LPA is anticipated by mid 2003, with the issuance of a Record of Decision for the FEIS.

3.3.2 Reconstruction of the Mixmaster and I-35 Stemmons Freeway

As was previously noted, TxDOT is formulating plans to reconstruct the portions of interstates in downtown Dallas known as the "Mixmaster." It is assumed that connections to the study area will at a minimum be maintained. The current TxDOT plan is to conduct its first public meeting concerning the redesign of lower Stemmons/Mixmaster/Canyon in the fall of 2001. The formation of community work groups will occur within that same timeframe.

NCTCOG indicates that the reconstruction of the "Mixmaster" and I-35 is consistent with accessibility and mobility improvement recommendations in the *Metropolitan Transportation Plan* for the Dallas Central Business District (CBD).

3.3.3 Dallas Area Rapid Transit (DART) Expansion

The DART system is being expanded west from downtown Dallas to Fort Worth, TX via the Trinity Railway Express (TRE) Commuter Rail line. Construction is underway for the North Central and Northeast light rail extensions to Plano and Garland. Further light rail expansions are in the preliminary design and environmental stages for lines northwest to Carrollton and through Irving to the DFW Airport, as well as southeast to Pleasant Grove. The western and northwestern expansions have the potential to benefit the Stemmons/Design District study area by providing an opportunity for transit-oriented development. Both expansions will have a station at the "Victory" development and the new sports/entertainment venue. The "Victory" Station will include both light rail and commuter rail service.

The light rail expansion will be completed in phases between 2007 and 2010, but it is anticipated that the "Victory" Station will open before the rest of the Northwest Corridor is completed.

3.3.4 Pedestrians and Bicycles

Facilities for pedestrians and bicyclists are very limited within the study area. Plans are being developed that will potentially increase the use of the area by both forms of transportation.

Specifically, funds have been allocated for two major bike trails through or adjacent to the study area. The trail that will ultimately impact the study area is the *Katy Trail* route. It will be connected from the proposed "Victory" development site to the Trinity River and the park improvements. The on-street portion of the *Katy Trail* will follow Hi-Line Drive to Turtle Creek Boulevard, then from Levee Street to Manufacturing Drive. At that point, a portal to the Trinity Park could be established utilizing an abandoned rail spur (refer to Map No. 3).

Other pedestrian specific improvements are not anticipated at this time. It is hoped that the development of parks and other public amenities within the Trinity River levee will spur private sector or public/private sector joint ventures that create walkways or promenades along the top of the levee system.

SECTION II

4 NEEDS ASSESSMENT ISSUES

4.1 GENERAL OVERVIEW

The purpose of the Needs Assessment component is to identify key issues that are likely to influence the positive redevelopment and stability of the area. Information is gathered, disseminated, and forwarded to respective City departments for comments. Identified needs assessment issues, as prioritized, included transportation, economic development, parking, landscaping, code compliance, water utilities and other issues perceived to negatively impact the business community. Each issue is reviewed with recommendations to address concerns that are within the scope of this study.

As a part of the "visioning/brainstorming process", questions were raised by the steering committee that included:

- 1) What is the potential for changes in zoning for the district as the area transitions away from heavy warehouse activities?
- 2) Will the area become another Greenville Avenue?
- 3) Will residential uses become the predominant use for the area?
- 4) Will parking problems negatively impact the redevelopment of the area?
- 5) Will traffic needs be addressed? The transition away from heavy warehouse uses will reduce the number of large trucks coming into the area. If the study area becomes more residential, street infrastructure should be modified.
- 6) To reduce crime and the number of indigents in the area, how should desirable uses and undesirable uses (sexually oriented businesses, retail sales of alcohol, labor halls and vehicle repair) be handled?
- 7) Will the lack of pedestrian amenities be addressed?
- 8) Will the development of the meanders spur the creation of a river walk for Dallas?

The Interdepartmental Review Team (IRT) reviewed and refined those issues based on their feasibility in the following subsections.

4.2 TRANSPORTATION

Heavy Commercial (HC) Vehicle Traffic

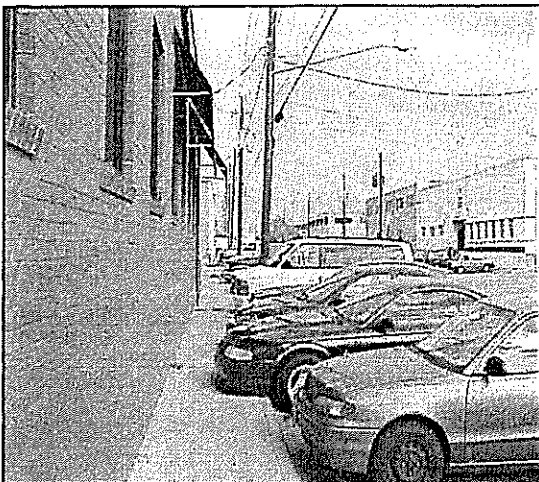
Because the area is still a warehouse and industrial area, trucks and other heavy vehicles frequent the streets. When trucks block street traffic they can be considered a nuisance. If uses in the area remain warehouse and industrial, the continued street blockage may not be as problematic. Should the area quickly

transition to more people oriented uses; there is an increased potential for conflict.

The street and building infrastructure is, for the most part, no longer suited to modern truck transport. As the area was primarily developed between the 1940s and 1960s, before interstate trucking was the preferred shipping alternative, the buildings were developed with a focus towards rail-based shipping and receiving. Modern truck-based facilities are designed to accommodate 40-foot trailers and provide ample maneuvering space getting to and from loading docks.

Parking

Many of the buildings developed in the area maximize the use of the building site, providing 100 percent lot coverage and no on-site parking. Parking is primarily available as on-street, head-in parking. Utilization of City right of way for required parking is not acceptable; hence this lack of off-street parking will be the area's greatest challenge as uses change.



View 3: Sidewalk view along Dragon St.



View 4: South view on Dragon St. @
Wichita St.

For example, a building constructed as a warehouse use had enough on-street parking to meet the demand (though not the legal requirements) is not able to provide sufficient off-street parking if the use of the building is changed to a more parking intensive use. Some of the spaces required for a change of use could be "forgiven" using what is known as "delta" credits.

The provision of parking spaces for the short-term "productive parker" and employees at locations and quantities to meet the generated demand for the land use is essential. While a true mixed-use development offers substantial benefits as it relates to required parking, artificially low parking ratios or delta credits are

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solutions that generally lead to future problems. The goal of increased land use intensity needs to be balanced with a realistic supply of parking.

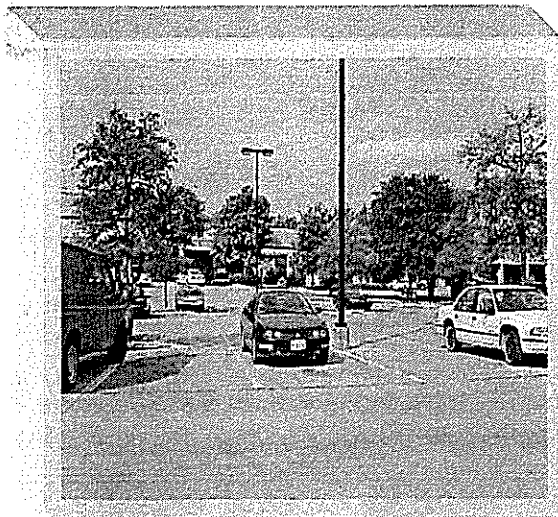
The land most suitable for meeting parking requirements is the abandoned railroad spurs that serve as the spine for almost every block in the area. Ownership of the railroad spurs is divided which may prevent the widespread conversion of the rail beds to parking. The location of the parking, behind the buildings, means that an extended remote parking distance may be required to maximize the availability of parking for businesses.

The Department of Public Works and Transportation will work closely with the Planning and Development Department during the proposed rezoning process to identify and address parking related issues.

Landscaping

Landscaping is practically non-existent except in the Design Center where major remodeling and redevelopment have taken place. It is difficult for existing business uses to comply with City Ordinance requirements to provide landscaping when buildings cover 100% of the site.

Street trees cannot be planted without giving up parking spaces that are already in short supply, and sidewalks and other pedestrian facilities cannot be provided without at least altering the parking layout.



View 5: Dallas Design District

Although landscaping is not a requirement for industrial and warehouse areas, the provision of some softening of the physical framework may be desirable as the area transitions away from heavy uses to more people oriented uses.

4.3 CODE COMPLIANCE

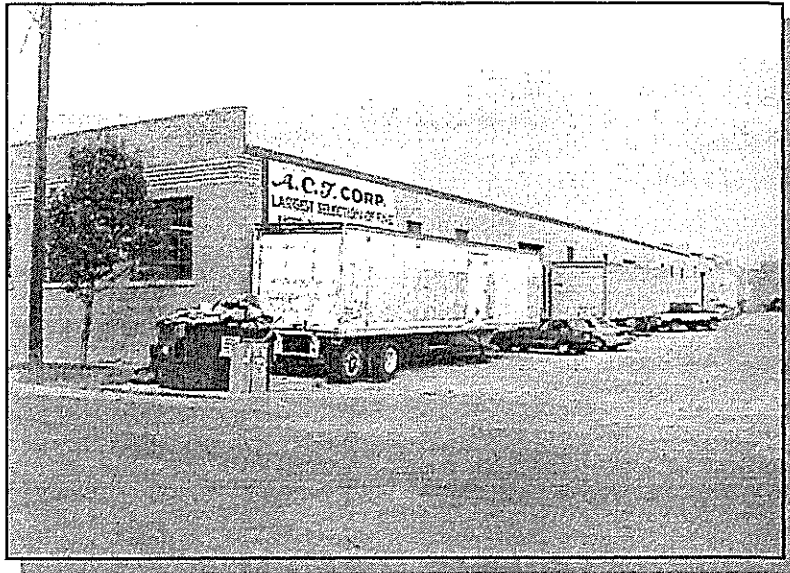
The City of Dallas' Code Compliance Department enforces City codes in an effort to prevent and abate nuisances on private property such as open and dangerous buildings, illegal dumping, weeded lots, graffiti, junk motor vehicles and so on. Violations should be forwarded to the City Services Dispatch at 3-1-1 or (214) 670-5111 when dialing from outside the city limits. Specific code compliance areas of concern within the community are noted below.

Vehicle Repair and Storage

Unscreened vehicle repair and storage was identified as an issue in that vehicles in various stages of repair, including heavy trucks, are visible from the street and perceived to be an "eyesore" for businesses that are maintaining their property. Such uses may be more acceptable if stringent screening and outdoor storage requirements are adopted and enforced.

Dumpsters

Many of the buildings in the area occupy the entire site creating the dilemma of where to place them. It is illegal to place dumpsters on or within a certain distance from the right-of-way (ROW). The Dallas Development Code requires that dumpsters must be visually screened from the public R.O.W. Some businesses do not follow the legal requirements.



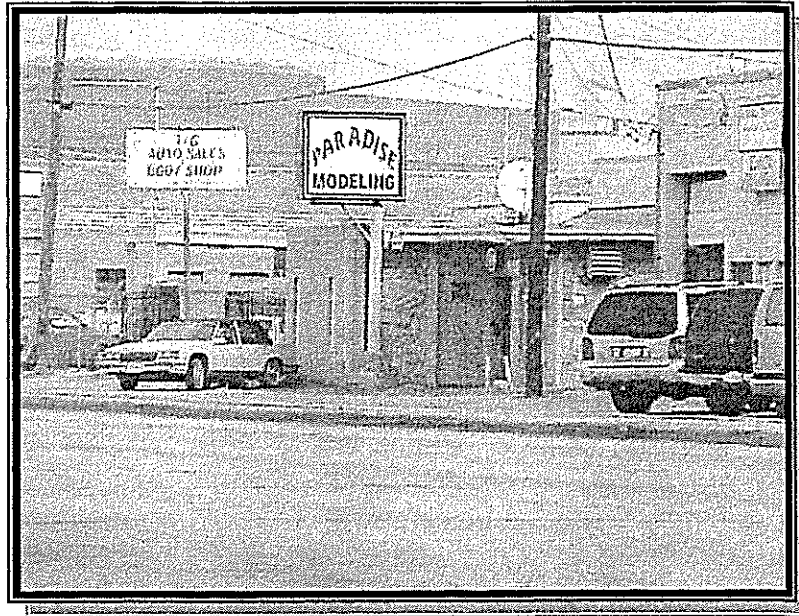
View 6: Example of illegal dumpster placement within public R.O.W.

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Placement of dumpsters behind buildings is not possible if there are no means of access from the building to the dumpster, and no access for the dumpster service vehicle. It might be possible to place dumpsters on loading docks, thus screening them behind a loading door. Several businesses have managed to comply with the screening and placement requirements by locating the dumpster inside the building, behind the loading dock door. Others have been able to utilize some of the railroad spur R.O.W.s (now in various private hands) located down the middle of most of the blocks within the study area.

Sexually Oriented Businesses (SOB)

There are presently five (5) sexually oriented businesses located in the study area that range from lingerie modeling to adult book and video stores. Concern was raised regarding the type of activity associated with these uses. (The location of each use confirmed with the Dallas Police Department.)



View 7: Example of SOB business use.

Alcohol Beverage Establishments

An issue was raised regarding bars and businesses that sell alcohol. Specifically, the conflict relates to hours of operation and the level of building and site maintenance. The potential solution to the problem regarding alcohol sales is to consider limiting it to restaurants. This issue warrants a "community initiated" effort to address in coordination with the Dallas Police Department and the Texas Alcohol and Beverage Commission (TABC).

Labor Halls

Labor halls were identified as a use that negatively impacts adjacent businesses through loitering, littering and some level of vagrancy. This conflict appears to indicate that there needs to be an additional study to address specific issues that negatively impact business operations with the City's Code Compliance and Police Departments.

4.4 ECONOMIC DEVELOPMENT

The City of Dallas Economic Development Department offers incentive programs for projects where assistance is necessary to stimulate private investment. The study area lies within Commercial Zone "A" and Enterprise Community/Enterprise Zone 1. Incentives per program are as follows:

- Commercial Zone "A" – Criteria for investment in this area is the creation/retention of at least 25 jobs or a minimum investment of \$5 million. The program provides up to a 90% tax abatement for 10 years on added real estate and up to a 50% abatement for 5 years on net new business personal property (refer to Appendix A).
- Enterprise Community/Enterprise Zone 1 – Minimum eligibility criteria in this zone is the creation or retention of at least 10 jobs or a minimum investment of \$1 million dollars. Incentives also include tax abatement, infrastructure cost participation, development fee rebates and ROW abandonment rebates/credits (refer to Appendix B).

Special public/private opportunities are also available through the City's Tax Increment Financing (TIF) or Public Improvement District (PID) programs. As City funds are limited for maintenance of the public ROWs, as well as for aesthetic and functional improvements, it is recommended that a TIF or PID district be considered. Area property owners are encouraged to explore each, with the assistance of the City's Economic Development Department, to determine which will best meet the needs of the community.

A TIF is "a mechanism used to finance new public improvements (e.g., water and wastewater improvements, storm drainage, paving and streetscape, street lighting and other safety improvements) in a designated area...in order to stimulate new private investment and increase real estate value." It would return taxes gathered from increasing property values. A nonprofit management association would be created for the purpose of implementing proposed improvements delineated in a development plan that has been approved by the City of Dallas.

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The PID is created by petition to privately fund public improvements or special supplemental services over and above those provided by the City, when such services are supportive of related City investments in capital improvements. In each case, however, approval from property owners and the Dallas City Council will be required.

As the area changes from warehouse and industrial/commercial uses to office, retail and leisure/dining/entertainment uses, most will be unable to meet the increased parking requirements. Thus, the use of buildings solely for parking (or building demolition to make way for parking) may become a development necessity within the area unless parking issues are addressed through the development of a Planned Development District (PDD). It is possible that a parking authority could be created for the area to address the issues as new uses come in, and funds could be provided to the authority via the creation of a TIF or PID. For more information regarding economic development programs, contact the City of Dallas Economic Development Department at (214) 670-1685.

It is in the City's interest to ensure that this area, with its location between the Trinity River Corridor, the "Victory" development site and downtown, continue to be a viable area that contributes rather than takes away from the major public investments that are occurring within this corridor.

4.5 DALLAS WATER UTILITIES

The City of Dallas provides water and wastewater services for the entire study area. Dallas Water Utilities indicated that new utilities into an area are determined on a case-by-case basis, and utility fees and connections are provided based on the impact of that development in accordance with Chapter 49 of the Dallas Development Code.

Based on the information gathered from business and property owners, the need exists to upgrade water utilities in the area. There are approximately nine (9) miles of water and wastewater mains in the study area. Approximately 75% of the mains are more than 40 years old (refer to Appendix C and D) and will need to be considered in future plans for the area. The mains will likely need to be replaced and/or upgraded to accommodate changes in zoning which increase the demand on the distribution and collection systems. Significant growth in demand for the area may also result in the need to provide upgrades to the mains that serve the overall area.

Future development, in particular adaptive reuse of existing structures or new construction for residential uses, must address the need for improved water and wastewater services. Water and wastewater projects nearing completion or proposed for future construction are noted in Table 2.

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TABLE 2: CURRENT DALLAS WATER AND WASTEWATER IMPROVEMENTS

Block Range	Project Location	Limits	Length	Size	Status
1900 – 2100	Stemmons Frwy. (southside)	Market Center Blvd. to Oak Lawn Ave.	1400	8" - water	Under design (awarded, 09/97)
2000 – 2100	Irving Blvd./Farrington St. alley	Sylvan Ave. to Trinity River	1700	6" - water	Design completed, waiting ROW
1000 – 1200 Manufacturing St. (6" in 100 block)	Manufacturing St. (6" in 100 blk.)	Levee St. to RR	1550	6", 8" - water	To be determined
100	Oak Lawn Ave./Glass St. alley	Levee St. to Irving Blvd.	1300	6" - water	Under design (awarded, 09/97)
1800	Irving Blvd.	From 24" main to South PL	264	8" - water	Under construction
100	Turtle Creek Blvd.	Levee St. to Irving Blvd.	1100	6" - water	To be determined
1900	Levee St.	Express St. to Turtle Creek Blvd.	500	6" - water	Under design (awarded, 09/97)
200-300	Cole St.	Industrial Blvd. to Slocum St.	1100	6" - water	Design completed
1500	Edison St. (alley south)	Slocum St. to Hi-Line Dr.	900	8" - water	Pending
1500-1600 N	Industrial Blvd.	Glass St. to Oak Lawn Ave.	1340	2" - water	Under design (awarded, 09/97)
1400-1600	Dragon St.	Oak Lawn Ave. to Cole St.	1600	8" - water	To be awarded
1000-1100	Levee St.	Payne St. to alley S of Leslie St.	1100	6" - water	To be determined
1200-1500	Levee St.	Alley S to Leslie St. to alley N of Glass St.	1190	6" - water	Under design (awarded, 09/97)
100	Payne St.	Industrial Blvd. west	450	8" - water	Under design (awarded, 09/97)
100	Howell St. (alley south)	Levee St. to Industrial	1030	8" - water	To be determined

Source: Dallas Water Utilities Mapping & Capital Improvements

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TABLE 2: CURRENT DALLAS WATER AND WASTEWATER IMPROVEMENTS (CONTINUED):

Date	Street Name	Block Range	Property Location	Description
04/01	Stemmons Frwy. (Westside)	2000-2100	S.B. Service Rd. to IH-35 from Market Center Blvd. south (1700')	6" wastewater pipe length - 1710' Design awarded, 10/97

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5 LAND USE

5.1 EXISTING CONDITIONS

The study area contains approximately 194 acres. Major zoning districts include:

- **IR** Industrial Research;
- **MU-3** Mixed Use;
- **IM** Industrial Manufacturing;
- **CS** Commercial Service;
- **Planned Development District (PDD) No. 339** (granted 11/14/90 for IR uses and a juvenile facility);
- **PDD No. 355** (granted 6/26/91 for MU-3 and a private stable and inside commercial amusement); and
- **PDD No. 442** (granted 5/8/96 for IR uses and halfway house).

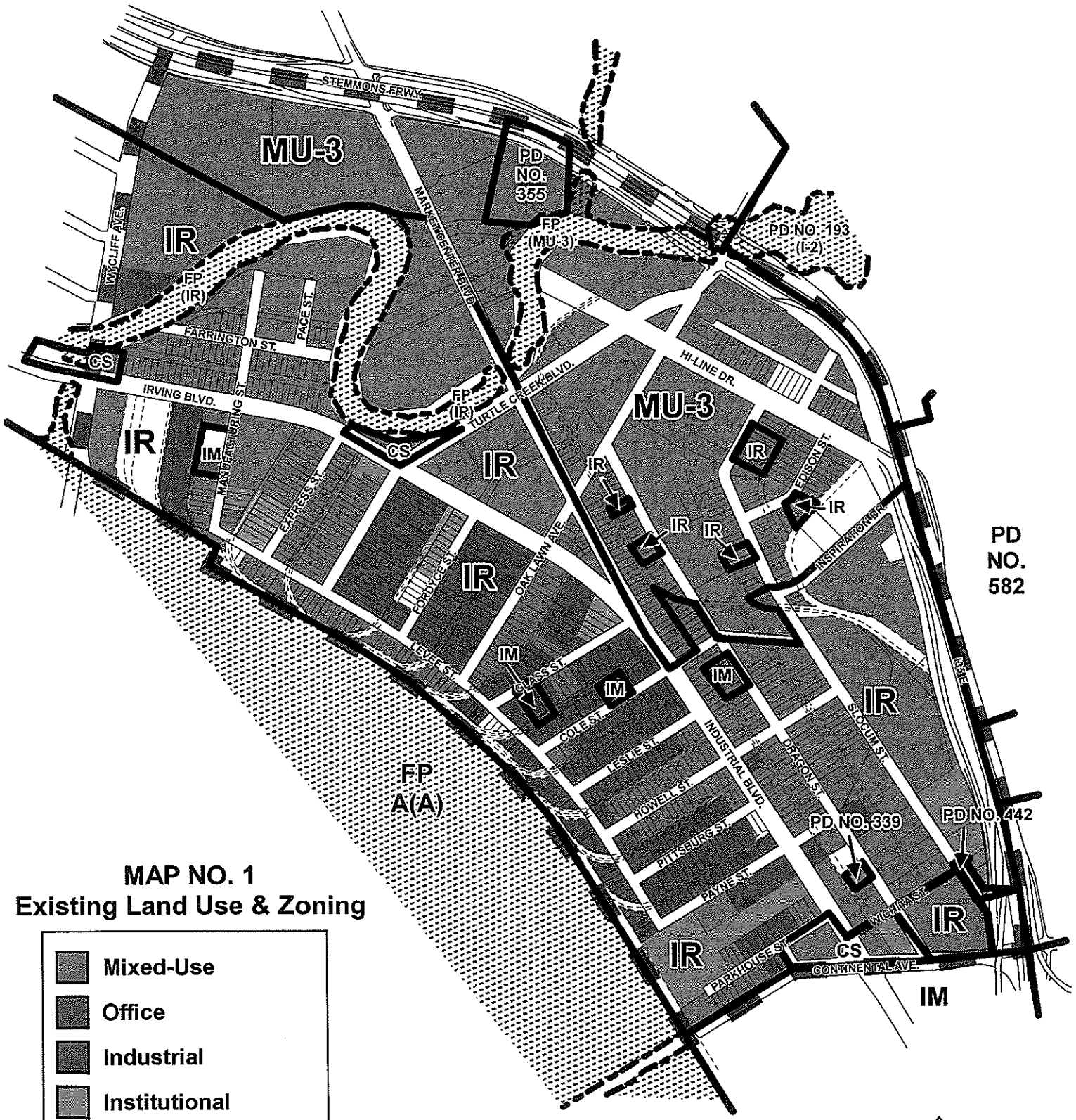
The predominant zoning district is IR and generally located southeast of Wycliff Avenue and the Old Trinity River meanders; south of Market Center Boulevard and Turtle Creek Boulevard; and east of Inspiration Drive to Continental Avenue. A MU-3 district, next highest zoning classification, is generally located east and west of Stemmons Freeway and Market Center Boulevard, and north and east of Market Center Boulevard and Turtle Creek Boulevard (refer to Map No. 1).

As a part of the land use analysis, a "windshield survey" of the area was conducted to map out existing land use patterns and identify any incompatible/nonconforming land uses. An overview of the types of existing land uses within the study area (based on the Certificate of Occupancy (CO) and/or what the property is being used for or operating as) is outlined in Appendix G.

Of the predominant ground floor land use, approximately 43% is composed of retail/commercial uses; warehouse uses make up approximately 21%; light industrial 12%; hotel/motel 9% and office 6% (as shown in Chart 2). The remainder of the uses are composed of institutional, parking, heavy industrial and unidentified uses (combined total of 9%). It is speculated that a number of warehouse uses in the area throughout the area are being used as residential lofts. This has not been confirmed.

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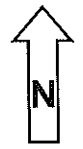
Stemmons / Design District Land Use Plan



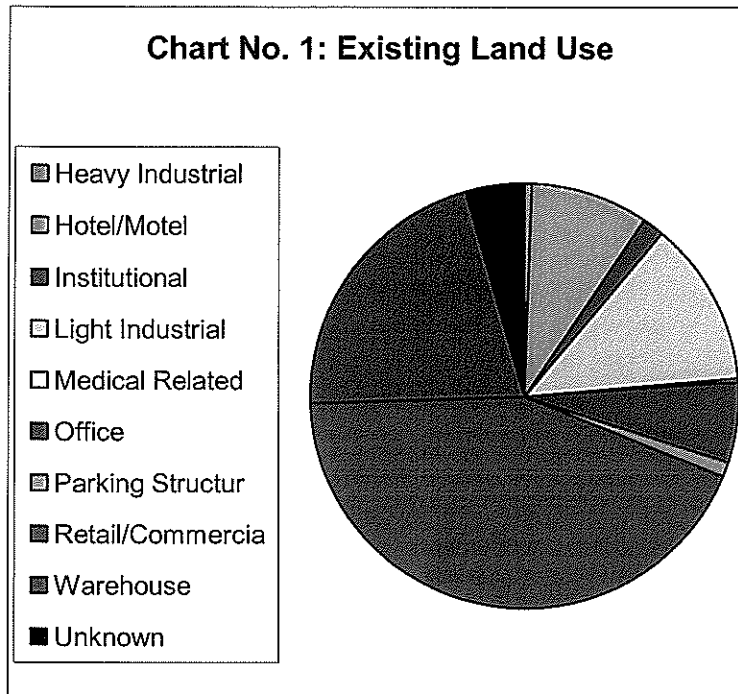
MAP NO. 1
Existing Land Use & Zoning

	Mixed-Use
	Office
	Industrial
	Institutional
	Parking
	Vacant

Study Area Boundaries



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Source: City of Dallas Public Works & Transportation Department, Geographic Information Systems (GIS) Division (figures are accurate within 5%).

There is not a proliferation of nonconforming uses within the study area; however, five (5) uses were found that are not in compliance with zoning district regulations and are shown in Table 3 with recommended actions.

TABLE 3: NONCONFORMING LAND USES

#	Property Location	Use	Existing Zoning	Recommended Action
1	1614 Market Center Blvd. (Little Bit)	Alcoholic beverage establishment (ABE) - Bar, lounge or tavern	IR	Require use to obtain SUP.
2	1616 Market Center Blvd. (Tenamara Club)	ABE	IR	Require use to obtain SUP.
3	1618 Market Center Blvd. (San Luis Night Club)	ABE	IR	Require use to obtain SUP.
4	1418 Market Center Blvd. (El Cristal #2)	ABE	IR	Require use to obtain SUP.
5	1404 N. Industrial (Dolphin Lounge)	ABE	IR	Require use to obtain SUP.

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5.2 LAND USE ANALYSIS

For analysis purposes, the study area was divided into three (3) specific sub-areas to identify and address the differing land use needs and offer future land use recommendations.

5.2.1 Sub-area 1 – *The Design District*

This sub-area is generally located east of Wycliff Avenue, south of Stemmons Freeway, west of Inspiration Drive, north of the Old Trinity meanders and Irving/Industrial Boulevard. The zoning districts include MU-3, PDD No. 355 (home to the Medieval Times Dinner and Tournament facility) and scattered tracts of IR. Hotel and motel uses are located east and west of Market Center Boulevard and Stemmons Freeway.

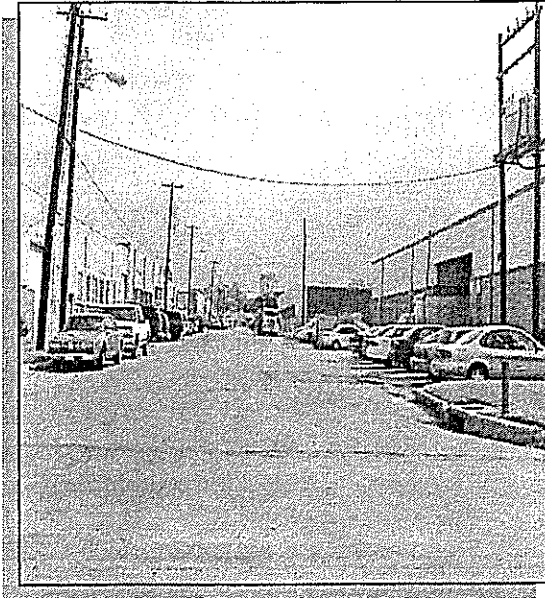
It is the most upscale and best landscaped area. This area appears to comply with the Dallas Development Code, and is not in need of changes. It should be noted that many of the buildings located along Dragon and Slocum Streets face the problem of 100% lot coverage, and thus an inability to meet landscape and parking requirements should the uses intensify in an existing structure.

RECOMMENDATION: The existing uses do not adversely impact the area, hence, no zoning changes are recommended. The future land use recommendation for Sub-area 1 is to maintain all existing zoning.

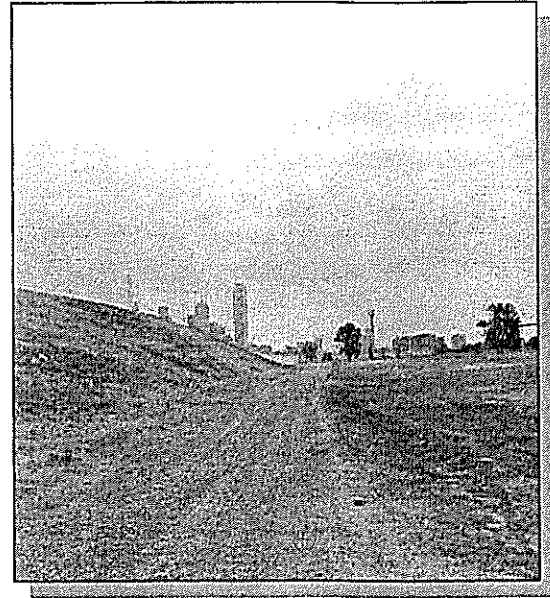
5.2.2 Sub-area 2 – *The Mixed Industrial District*

Sub-area 2 is generally located south of the Old Trinity River meanders and Irving/Industrial Boulevard, east of Wycliff Avenue, north of the Trinity River levee and west of Continental Avenue, and zoned IR with scattered tracts of CS and IM zoning.

The sub-area is mostly comprised of industrial uses. Located within this sub-area is an increasing number of antique and design related uses (architectural, computer, interior design). Its adjacency to the Trinity River and the proposed flood and recreational improvements provides a unique opportunity for the area to redevelop into a mixed-use district that supports residential uses as well as several of the existing uses. The openness of warehouse structures would provide great flexibility when remodeling the interiors. Many of the buildings face the problem of 100% lot coverage, and thus an inability to meet landscape and parking requirements should the uses intensify in an existing structure.



View 8: Levee Street adjacent to levee



View 9: Inside levee at Levee Street

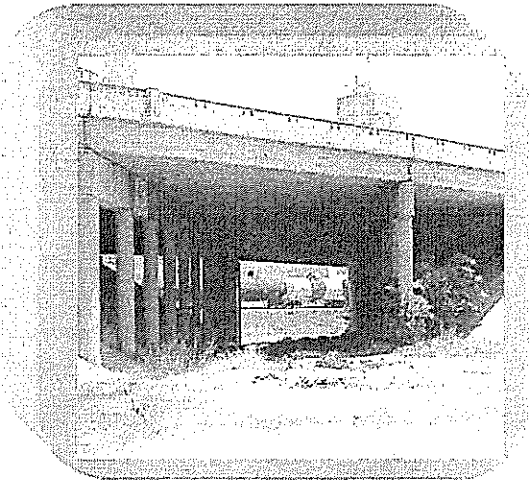
RECOMMENDATION: Determine proper zoning of Sub-area 2 (to be created as Subdistrict No. 1 in the Special Purpose District) to allow a mix of uses that permit many of the existing uses, while also allowing residential, office and retail uses. The parking, landscape, floor-area-ratio (FAR) and height regulations should be revised to encourage “adaptive reuse” within existing structures.

5.2.3 Sub-area 3 – *The Transit-Oriented Development District (TOD)*

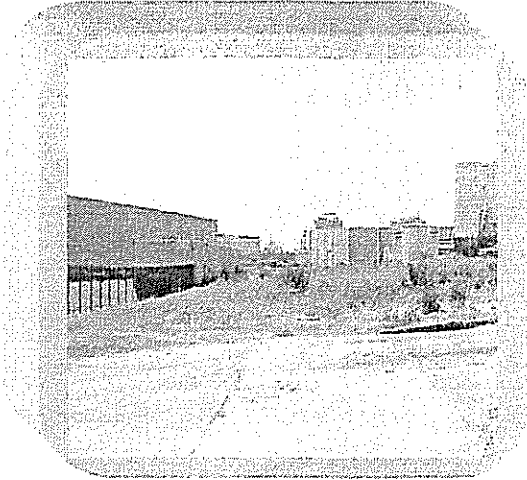
Sub-area 3 is generally located southeast of Inspiration Drive and Stemmons Freeway and northwest of Continental Avenue and Industrial Boulevard. Zoning districts include IR, IM, CS and PDD Nos. 339 and 442.

This sub-area provides a unique opportunity. Not only does it border Hi-Line Drive, which provides direct access to the proposed “Victory” development, it is also directly across Stemmons Freeway (within a 1 mile radius) where the proposed DART LRT station that will serve the American Airlines Center. This area could permit higher development densities and encourage development that is people oriented. The linkage substantiates an additional reduction in parking requirements, as regular rail-based service has been successful in Dallas. Funding for such a linkage may be partially available through the Transportation Equity Act for the 21st Century (TEA-21), Federal Highway Administration (FHWA), Federal Transit Administration (FTA), TxDOT and/or NCTCOG sources, in addition to City of Dallas bond funds.

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View 10: Arena stop linkage to study area.



View 11: Linkage to Design District along Inspiration Drive.

The abandoned rail linkage is also the weakest point for Sub-area 3 - TOD. If the linkage is not improved to encourage pedestrian and bicycle access to and from the DART station, the premise of a transit-oriented area with additional development incentives is not valid. If funding is secured to improve the linkage, provided DART commits to building the station and TxDOT agrees to maintain the linkage during and after the reconstruction of Stemmons Freeway, then parking and FAR regulations should also be modified. The proposed Special Purpose District should address this issue accordingly.

An area located at the intersection of Continental Avenue and Dragon Street is zoned IR and CS, and includes the Greyhound bus maintenance facility and its proposed expansion area. The use currently may not benefit directly from changes to the current zoning with respect to the general direction of development envisioned for this site. Hence, the area should be included in the proposed Special Purpose District as a separate subdistrict for IR uses to maintain continuity of zoning.

RECOMMENDATIONS:

- 1. Determine proper zoning to match the changes proposed for Sub-area 2 (to be created as Subdistrict No. 2 in the Special Purpose District) regarding land use, landscape, FAR and height regulations.**
- 2. Create Subdistrict No. 3 (for retention of IR uses) for an area generally bounded by Slocum Street to the north and east, Continental Avenue to the south, Dragon Street to the southwest and Wichita Street to the west.**

5.3 Future Land Use Recommendations

A series of strategically positioned “new” development anchors could serve as catalysts projects to augment development activity on the northside of Stemmons Freeway. Existing anchors include the Dallas Decorative Center (direct route into the “Victory” development via recently redesigned Hi-Line Drive) and the Dallas Design District. In May 2001, the business community requested that DART provide signage to link this area to the arena and “Victory” development at Hi-Line and Continental Avenue.

The increasing trend in and around DFW and adjacent cities integrates residential, retail and office uses. Successful development concepts to date include:

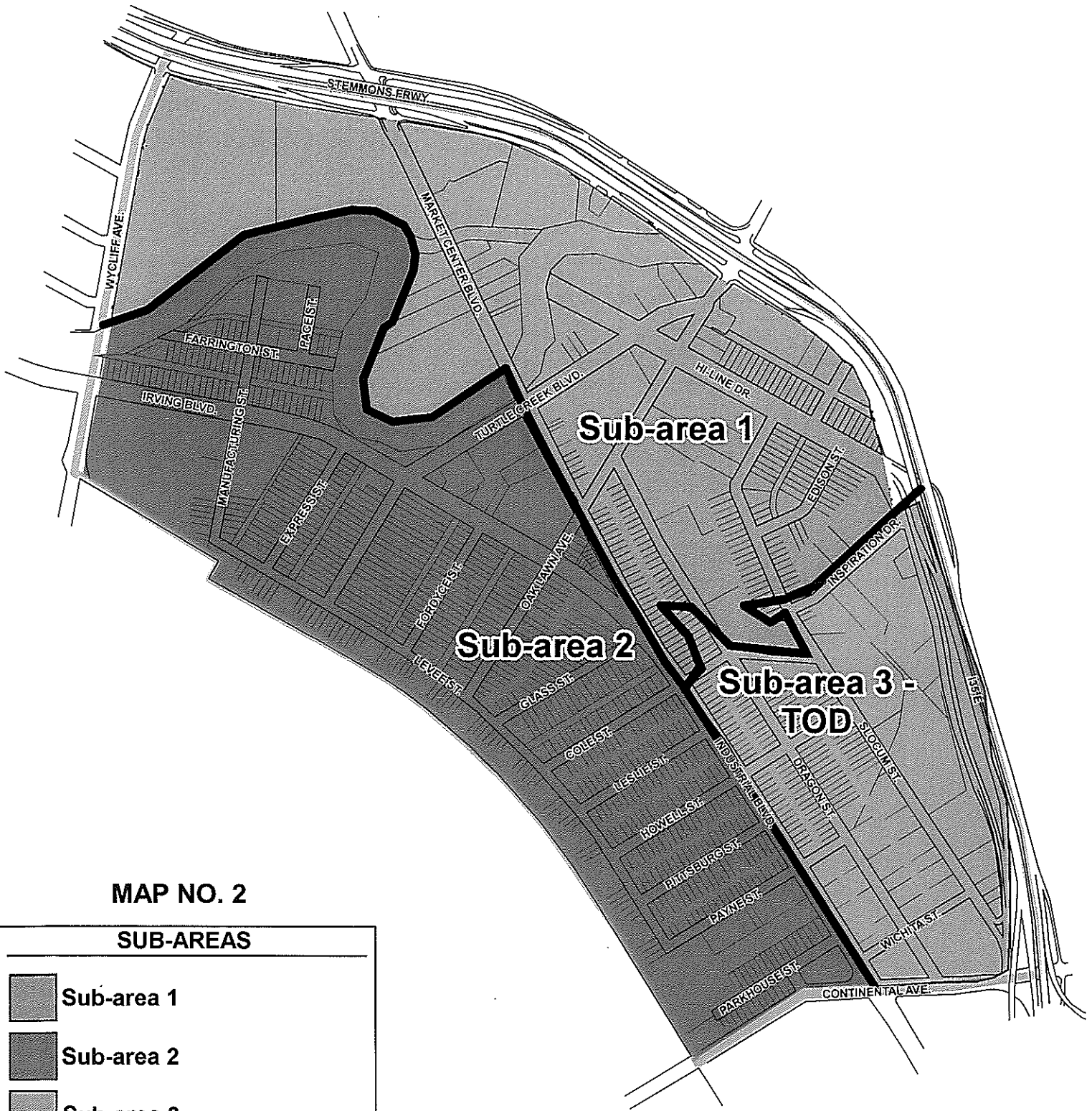
- **Addison Circle** (northwest of Quorum Road and the Dallas North Tollway in Addison, TX) - integrated residential, retail, public art and open spaces;
- **Mockingbird Station** (northeast of Central Expressway and Mockingbird Lane) - developed mixed-use with retail shops, restaurants, lofts, movie theater and an adjacent multi-family apartment complex; and
- **Uptown District** (north of downtown Dallas Arts District and the Central Business District) - created mix use residential (i.e., residential uses from high rise apartment buildings and condominiums to historic single family homes on McKinney and in surrounding area), entertainment and retail in the form of shops, bars, and restaurants that line the corridor.

It is envisioned that future land use in Sub-areas 2 and 3 (as shown on Map No. 2) cater to an “adaptive reuse” concept, similar to the trends noted above, that may include: residential lofts, studio apartments, retail supporting residential uses, restaurants, loft offices (i.e., photo studios, art studios) and so on.

In addition, public and private joint ventures must be a part of the development process to complement future recommendations identified in this Plan as well as the *Trinity River Corridor Comprehensive Land Use Plan* (identified as *Old Trinity Industrial Area #17*). Planning and Development staff worked with the consultants for the *Trinity River Corridor Comprehensive Land Use Plan* to identify future land use opportunities. Both studies acknowledged and supported mixed-use development. However, the location of the tollway may alter recommendations associated with public access to the Trinity River, the amount of residential development and proposed Prototype (Oak Lawn Center) identified in the *Trinity River Corridor Comprehensive Land Use Plan*. (At the




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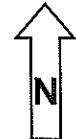
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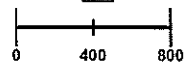
MAP NO. 2

SUB-AREAS

	Sub-area 1
	Sub-area 2
	Sub-area 3

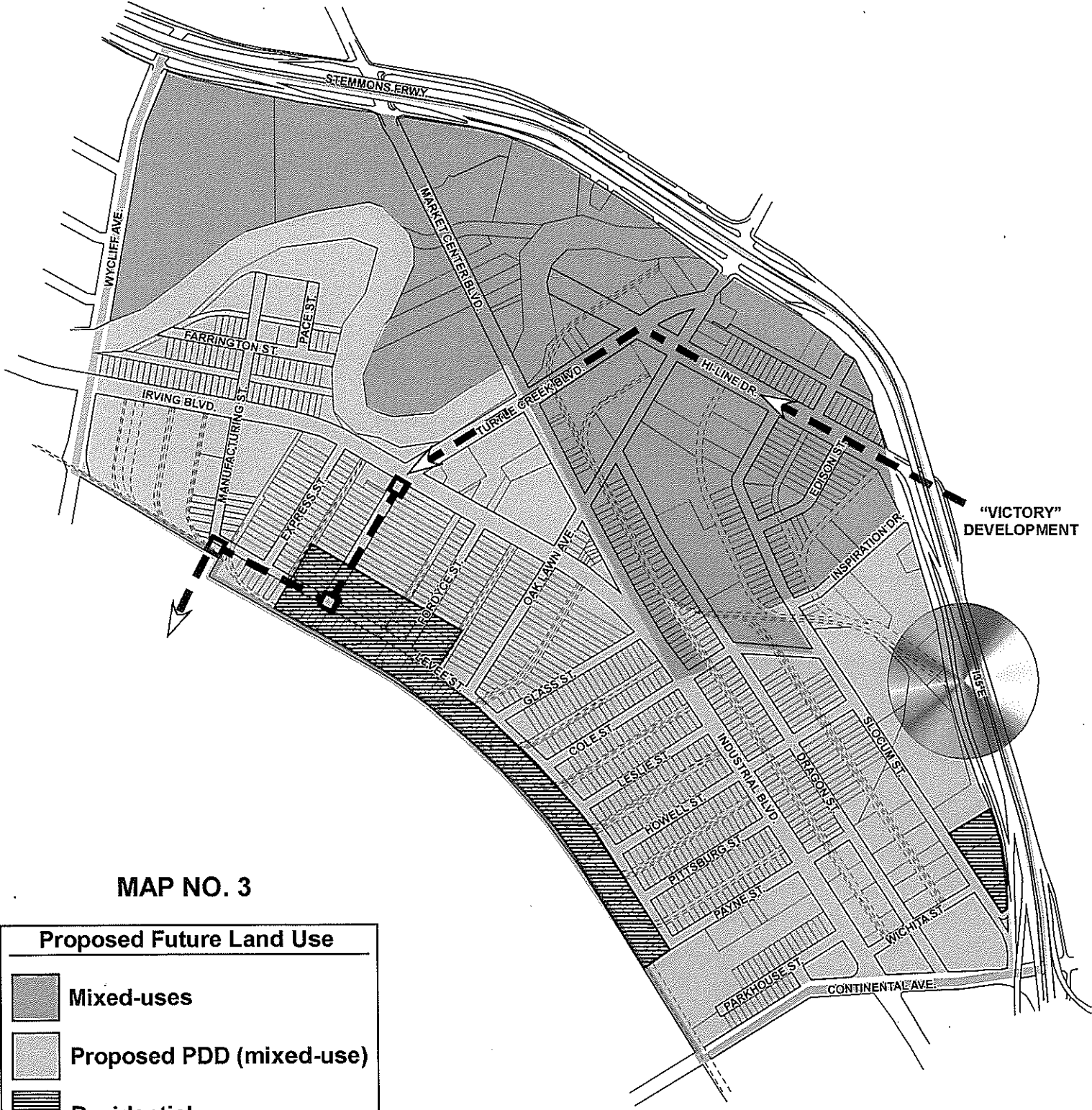


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"A comprehensive plan shall not constitute zoning regulations or establish zoning district boundaries."
Texas Local Government Code, Section 219.005.

Stemmons / Design District Land Use Plan



MAP NO. 3

Proposed Future Land Use

- Mixed-uses
- Proposed PDD (mixed-use)
- Residential

Proposed Katy Trail Bike Route

Proposed TOD Linkage

"A comprehensive plan shall not constitute zoning regulations or establish zoning district boundaries."
Texas Local Government Code, Section 219.005.

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time of this study, the *Trinity River Corridor Comprehensive Land Use Plan* had not been completed.) These issues should be addressed during the North Texas Tollway Authority public meeting process in early 2002.

Other projects for consideration, to augment initiatives of the Trinity River project, should include the following for future funding:

1. **Stemmons Freeway / American Airlines Center DART LRT Station Multi-modal link (Subarea 3-TOD)** - Connection of the study area with the proposed DART light rail station that will be located in the proposed "Victory" development. The connection would utilize a former rail spur that passes underneath Stemmons Freeway. The connection will allow pedestrians and bicyclists direct access between the station and the Design District, and will permit the development of a transit-oriented area within the Stemmons/Design District Land Use Study area. Additionally, the purchase of the railroad ROW between the Stemmons service road and Slocum Street will provide the opportunity to link deeply into the Design District area, and through surface streets, to the Trinity River.
2. **Irving/Industrial Boulevard Off-Street Pedestrian/Bike Path** - Creation of a 12 foot wide paved path within the Irving/Industrial Boulevard right of way, but separated from the roadway by trees/landscaping. The path would include benches and bike racks at any identified bus stops, as well as lighting.
3. **The Trinity River Levee Path** - Creation of a promenade along the levee, between Wycliff Avenue and Continental Avenue, that is wide enough for pedestrians and cyclists, and that provides seating, trees, lighting and other amenities. It could be an immediately accessible greenspace for residents living in the study area.
4. **The Meanders Path** - A bike and pedestrian facility following the old Trinity River channel or meanders. The facility would link with or be a part of the funded Trinity Trail and the funded Katy Trail. The Meanders Path could also be extended to connect with park area along Turtle Creek.

Actual cost estimates can not be determine until feasibility studies are conducted for each project through the joint efforts of the City of Dallas and DART, respectively.

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5.4 SPECIAL PURPOSE DISTRICT CONCEPTUAL PLAN

The area will more than likely experience a transition from industrial and warehouse uses to uses that support the design industry, "Victory" development and to take advantage of its physical location within the metropolitan area. To facilitate this transition, and to help ensure that the area will remain viable and not deteriorate, it is recommended that a Special Purpose District, hereinafter referred to as Planned Development District (PDD), be created that addresses specific issues within the study area (refer to Map No. 4). A PDD provides flexibility by allowing a combination of land uses under a uniformed plan from those listed in Chapter 51A-4.200 of the Dallas Development Code.

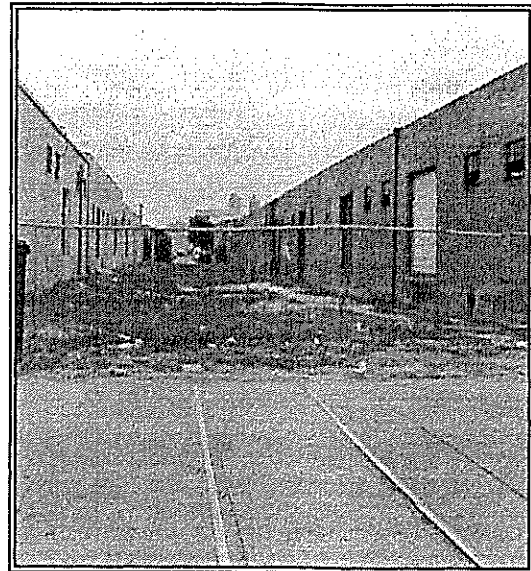
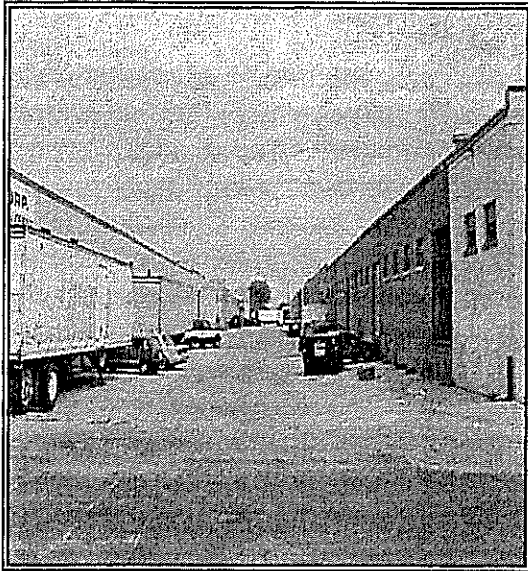
The proposed PDD is recommended to preserve the viability of existing businesses, allow most of the existing uses and encourage development of similar uses (office, retail, entertainment and residential). Major issues the area will face include parking, landscaping, urban design and future land use and zoning considerations (i.e., residential development). The following sections provide preliminary issues and recommendations that should be explored further after adoption of this Plan.

5.4.1 PARKING

Providing parking to meet certificate of occupancy (CO) requirements will be the major challenge for the area if developers choose to reuse existing structures. Many of these structures cover 100% of the property, and thus do not provide adequate parking for higher intensity uses. Because complete lot coverage by existing buildings limits the opportunities for additional parking, block-by-block railbed usage agreements can and should be considered. Otherwise, use of buildings for parking, or demolition of some buildings to provide parking for others may be the only possible solutions. Conversely, continued limited parking may stifle the influx of new businesses and the conversion of the area to higher uses.

Because of these issues and with a vision towards the types of uses that might be coming into the area over the next 10-20 years, it is recommended that the parking ratios be less restrictive. The uses that are being encouraged to locate in the area are uses that have more demanding parking ratios than existing warehouse and industrial uses. Two parking concepts (e.g., Delta theory and parking/remote parking ratios) should be explored during development of the PDD.

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View 12: Abandoned and fenced railbeds

5.4.2 LANDSCAPE REQUIREMENTS

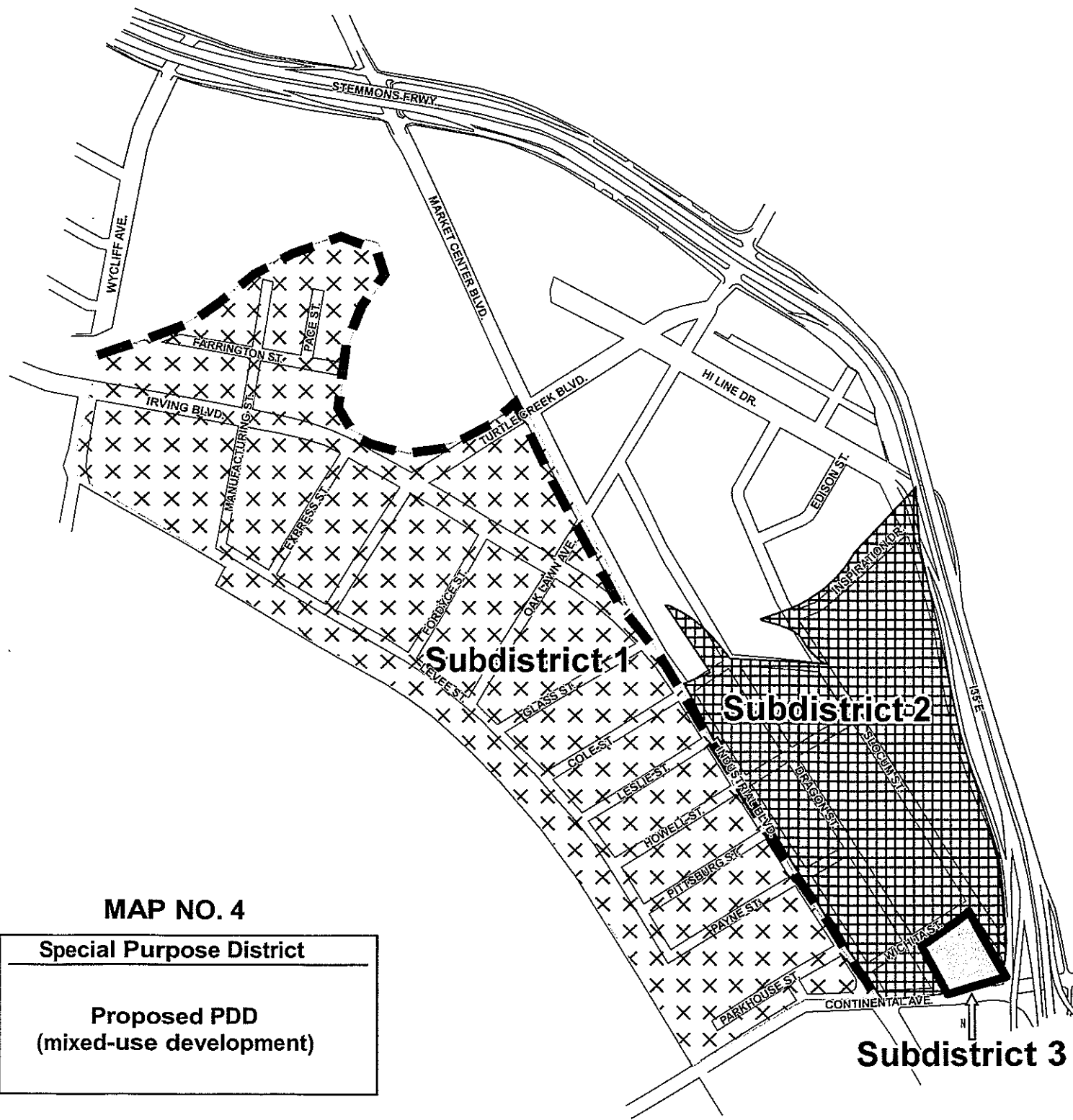
Due to the hardships imposed by the existing development patterns within the area, it is recommended that the landscape requirements be less restrictive in situations of adaptive reuse. For example, building owners would be permitted to increase the number of stories in a building on a lot and increase their square footages to the maximum permitted under a "customized" floor area ratio (FAR) table.

In all cases, the provision of street trees is recommended in an effort to soften the industrial landscape, as well as provide shade for pedestrian traffic. Further, where businesses are not able to plant trees to meet the landscape requirements, for adaptive reuse only, the major streets should be declared alternative locations for required landscaping. This placement would serve two purposes: 1) beautify the major streets and 2) keep the required landscaping within the PDD. The major streets are Continental Avenue, Industrial Boulevard, Irving Boulevard, Market Center Boulevard, Oak Lawn Avenue and Wycliff Avenue. Where possible, the City should supplement planting along these streets in order to form a consistent streetscape.

5.4.3 RESIDENTIAL REQUIREMENTS

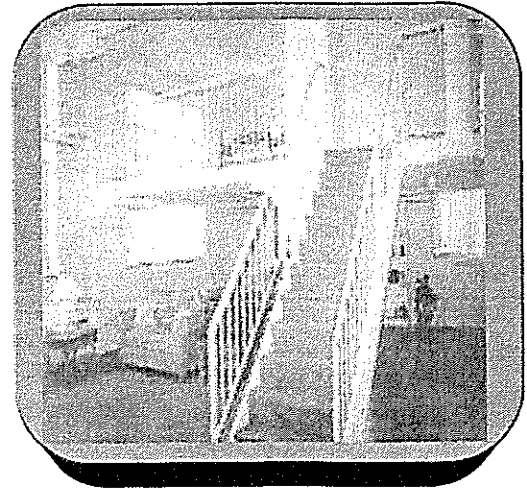
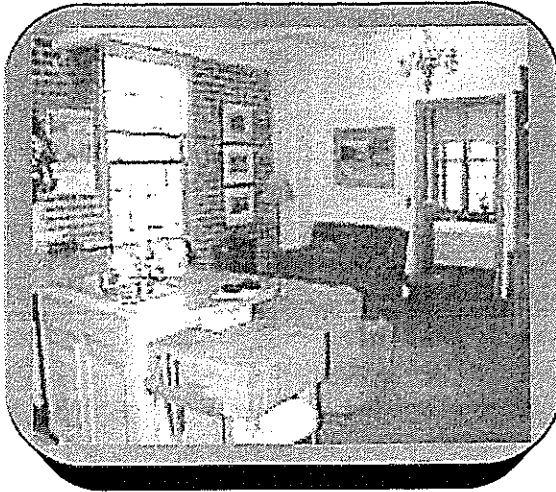
The study area is within the Trinity River district and is protected by the levee. It is commonly known as a sump area and has requirements for minimum finish floor elevations for new construction. Development cannot occur in the river channel, and a 20' natural channel setback requirement exists. There are no

Stemmons / Design District Land Use Plan



"A comprehensive plan shall not constitute zoning regulations or establish zoning district boundaries."
 Texas Local Government Code, Section 219.005.

special permit requirements other than replatting, if warranted, but other factors will be taken into consideration at plan review (e.g., which sump the property is in and how close it is to the original channel) by the City's Public Works Department and Environmental and Health departments. Residential development requirements within close proximity or immediately adjacent to the levee must comply with those development requirements.



View 13: Example of residential loft apartments

5.4.4 URBAN DESIGN STANDARDS

It is very important that Sub-area 3 - TOD provide pedestrians amenities like lighting, wide sidewalks, benches and shade. These elements, sometimes considered extras, are very necessary for the creation of a viable urban area. Shade during the summer is one of the elements that can be provided through street trees, awnings or arcades - and the regulations of the PDD should require or establish incentives for the provision of seasonal shade.

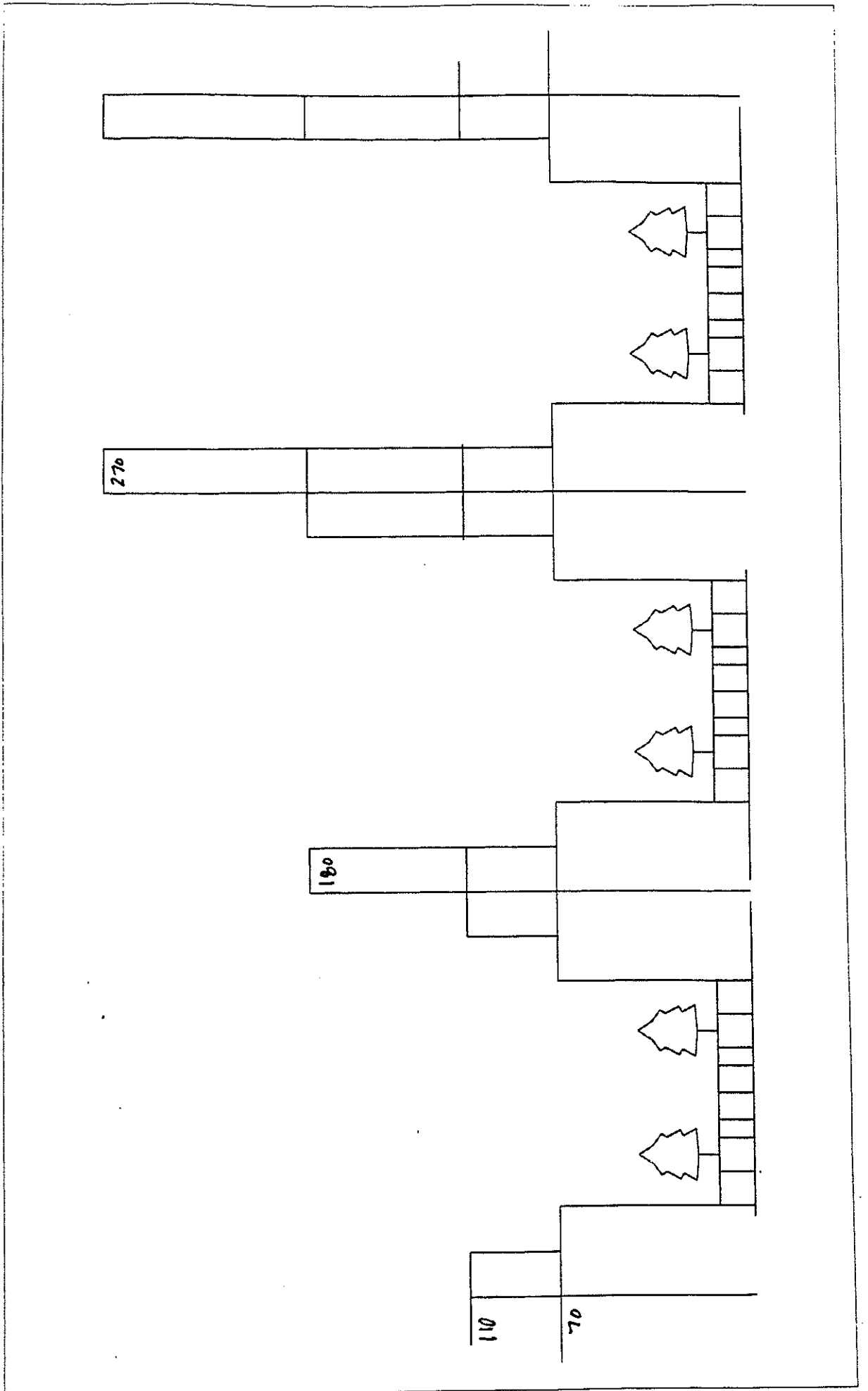
Building setbacks also help establish the urban feel of an area. Buildings set back a long distance from the roadway create a very suburban feeling, but the study area has a somewhat urban feel due to the close proximity of the buildings to the street. The urban feeling should be maintained where possible by allowing minimum setbacks on all side streets. New development along the Stemmons Freeway service road should be set back in order to allow for possible road expansions. No side setbacks are generally required under the current zoning in the study area, and no reasons have been identified to change this.

STEMMONS/DESIGN DISTRICT

Future residential development for each subdistrict should not obstruct the “visibility corridor” of the Trinity River. Figure 2 provides a generalized concept with maximum height restrictions from Stemmons Freeway (ranging from 180 feet to a maximum height of 270 feet) to the Trinity River levee (max. height between 70 to 110 feet). Height, FAR and setback requirements will be addressed during development of the PDD.

Upon adoption of the Stemmons/Design District Land Use Plan, Planning and Development and Public Works and Transportation staff will work closely with business and property owners and stakeholders to develop the PDD based on the recommendations identified in this conceptual plan.

FIGURE 2: SUBDISTRICT HEIGHT REQUIREMENTS



SECTION III

STEMMONS/DESIGN DISTRICT

6 CONCLUDING ANALYSIS

6.1 GOALS & OBJECTIVES

Goals are general statements of a community's desires, and the area's ultimate physical, social, economic, or environmental status. These goals set the tone for development decisions in terms of the community's desired quality of life. Objectives are approaches toward achieving the type of quality living status expressed by the community's goals. They identify the things or actions that should be changed to set the course toward achieving goals. Presented below are goals and objectives identified during the course of this study for transportation, economic development, land use and zoning.

TRANSPORTATION

GOALS

1. Coordinate planning efforts that optimize the location of the area's adjacency to the "Victory" development and proposed Stemmons/Design District PDD to encourage future "mixed-use development" that will eventually impact the air quality levels and high volume of traffic (e.g., pedestrian, heavy commercial vehicles, passenger vehicles).
2. Mitigate traffic and related concerns of area business owners.
3. Seek funding for a transit-oriented linkage between the DART station and the Design District.

Objectives

- To work closely with the NTTA, TxDOT and DART to mitigate traffic and air quality in and near the study area as development activity increases.
- To conduct a study that will identify traffic mitigation needs along Dragon Street between Wichita Street and Continental Avenue.
- To encourage pedestrian and bicycle access to and from the DART station, and permit the development of a transit-oriented area.

ECONOMIC DEVELOPMENT

GOAL

Objective

- | | |
|--|--|
| 1. Encourage retail and other supportive development to locate in the area. | To continue marketing the availability of substantial parkland and recreational facilities based on the study area's adjacency to the Trinity River, as well as easy freeway access. |
| 2. Business property owners favorably consider the creation of a TIF or PID. | To finance capital and other applicable improvement needs to attract new development, and retention and expansion of existing businesses. |

LAND USE AND ZONING

GOAL

Objective

- | | |
|---|--|
| 1. Encourage future development activity that attracts uses that complement the study area's location relative to the American Airlines Center, DART Trinity River Express and DART LRT stop, as well as the proposed Trinity River park and lake improvements. | To evaluate potential for redevelopment of specific areas from industrial and warehouse uses to mixed-uses that include dining, shopping, nightlife, professional services and residential living. |
|---|--|

STEMMONS/DESIGN DISTRICT

CODE COMPLIANCE

GOAL

1. Encourage compliance (i.e., screening, dumpster location, etc.) with local regulations throughout the area.

Objective

To improve the aesthetics of the area as it transitions to uses that cater to a "viable" urban area (e.g., providing amenities for pedestrians such as lighting, wide sidewalks, benches and shade).

To improve code compliance in the community by facilitating better communications between the City and property owners.

URBAN DESIGN

GOALS

1. Encourage business and property owners to work together to aesthetically enhance the major entry points into the area.

Objective

To develop streetscape programs for major corridors and seek funding from City's bond program and TxDOT's Landscape Cost Sharing Program. (Contact Dallas District Landscape Architect Office at 214-320-6205.)

6.2 POLICY STATEMENTS

Policies are adopted directives establishing official means by which objectives are implemented. Several actions are recommended in conjunction with the following policy statements that address transportation, economic development, land use and zoning.

Transportation

- POLICY STATEMENT NO. 1** Integrate residential, transportation facilities, bike routes and pedestrian-ways with the Trinity River Corridor projects throughout study area.

POLICY STATEMENT NO. 2 Identify access point signage (Prototype site identified in the *Trinity River Corridor Comprehensive Land Use Plan*) to increase awareness, access and parking from Oak Lawn Avenue into the Trinity River parkway.

Economic Development

POLICY STATEMENT NO. 3 With limited City funds for maintenance of the public R.O.W. as well as for aesthetic and functional improvements, a Tax Increment Financing (TIF) or Public Improvement District (PID) district should be considered for the Special Purpose District by area merchants, business and property owners to further improve the area and attract new business as well as to augment development initiatives of the Victory development and Trinity River Corridor project. Work with the City of Dallas Economic Development Department to determine which best meets the needs of the business community.

Land Use and Zoning

POLICY STATEMENT NO. 4 Encourage “compatible” mixed-use development (development that contains a mixture of uses such as residential, commercial and office) in Subareas 2 and Subarea 3 -TOD (medium density housing).

POLICY STATEMENT NO. 5 Improve the aesthetics of land uses along the Trinity River levee to encourage adaptive reuse of existing structures for residential (low density) and retail/commercial uses that complement the area.

POLICY STATEMENT NO. 6 Limit the type and number of residential properties in Subarea 2 along the Levee Street to discourage 100% coverage of the area with high-rise residential development. New residential construction south of Industrial/Irving Blvd. (between Manufacturing Blvd. and Continental Ave.) should maintain a “visual corridor” to the Trinity River.

POLICY STATEMENT NO. 7 Discourage uses (i.e., SOBs, labor halls, alcoholic beverage/liquor sales and consumption) that are not compatible with and adversely impact the area’s growth potential as a viable urban area.

STEMMONS/DESIGN DISTRICT

- POLICY STATEMENT No. 8** Continue to encourage mixed-uses southeast of Wycliff Avenue and Stemmons Freeway to Irving Boulevard, and other areas presently zoned MU-3.
- POLICY STATEMENT No. 9** Encourage land uses in Subarea 2 and Subarea 3 – TOD that are compatible with proposed development initiatives noted in the *Trinity River Corridor Comprehensive Land Use Study*.
- POLICY STATEMENT No. 10** Provide public access by creating overlooks and pedestrian and bike access points to the Trinity River.

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6.3 IMPLEMENTATION SCHEDULE

A R E A	RECOMMENDATIONS	IMPLEMENTER(S) (Key City Department(s); Outside Agency(ies), Stakeholders)	TIMELINE
Code Compliance	<ol style="list-style-type: none"> 1. Code Compliance should conduct a sweep of "priority" areas, and other targeted areas on an on-going basis. 2. Monitor activity associated with SOB's; bar, lounge and taverns; and labor halls to address concerns associated with littering and vagrancy. Further, it is recommended that area business and property owners consult with the City's Police and Code Compliance Departments to address specific issues of concern. 	<p>Code Compliance Department (CCD)</p> <p>Dallas Police Department (DPD), CCD</p>	<p>Immediately</p> <p>Immediately</p>
Transportation	<ol style="list-style-type: none"> a) Continue to work with agencies as the location of the tollway is determined, and its impact on future development of the study area is assessed. b) Work with DART to seek funding for a transit-oriented linkage to the American Airlines Center DART station. 	<p>Public Works & Transportation, TxDOT, DART, NTTA, North Central Texas Council of Governments (NCTCOG), Corp. of Engineers, property owners and stakeholders</p>	<p>On-going</p>

STEMMONS/DESIGN DISTRICT

6.3 IMPLEMENTATION SCHEDULE

A R E A	RECOMMENDATIONS	IMPLEMENTER(S) (Key City Department(s), Outside Agency(ies), Stakeholders)	TIMELINE
Land Use and Zoning	<p>1. Authorize a hearing to determine proper zoning with consideration given to MU Mixed Use zoning (refer to map) as follows:</p> <ul style="list-style-type: none"> a) Subarea 2 - permit many of the existing uses while also allowing residential, office and retail uses. b) Subarea 3 - TOD – create subarea to augment changes in and adjacent to the area, specifically for land use, parking, landscape, FAR and height regulations, with limited residential uses. 	City Plan Commission, Planning & Development, area business and property owners, stakeholders	Fall 2001
Economic Development	<p>1. Interested property owners should work with the City of Dallas to establish a Public Improvement District (PID) or Tax Increment Financing (TIF) district to fund façade, landscape, streetscape improvements, etc. (based on needs of economic community).</p>	Merchant's Association, Economic Development Department	3 - 5 yrs.

APPENDICES



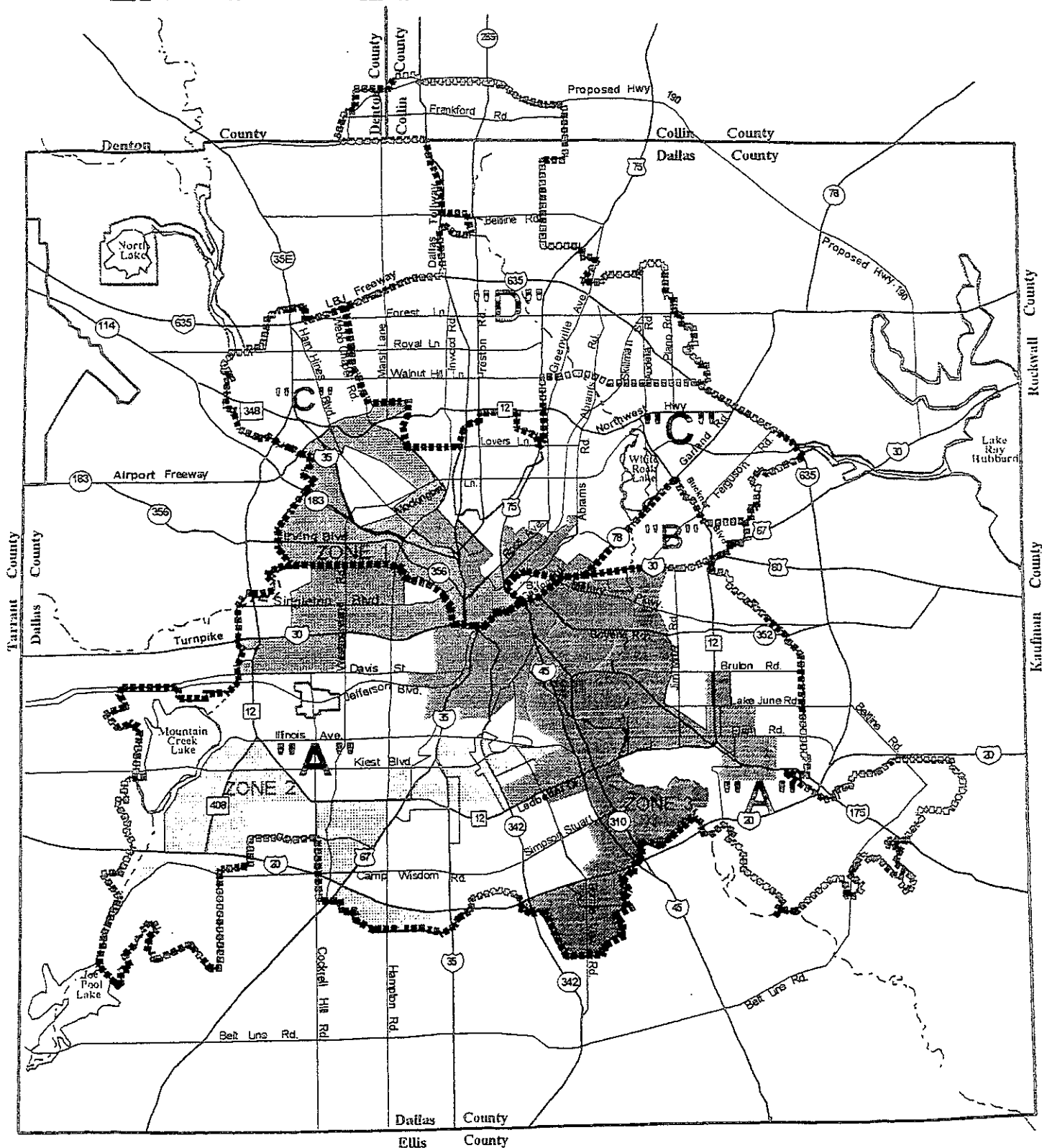
APPENDIX A

**City of Dallas
Public/Private Partnership Program
Guidelines and Criteria for Non-Residential Projects**

	Minimum Eligibility Criteria	Tax Abatement	Infrastructure Cost Participation	Development Fee Rebates	ROW Abandonment Rebates/Credits
SOUTHERN DALLAS ENTERPRISE ZONES and COMMERCIAL ZONE "A"	<ul style="list-style-type: none"> • projects creating or retaining 25 plus jobs OR • minimum \$1 million investment 	<ul style="list-style-type: none"> • up to 90% abatement for 10 years on added real estate value OR • up to 50% abatement for 5 years on net new business personal property 	<ul style="list-style-type: none"> • case-by-case • up to 50% maximum • over 30% requires City bidding procedures • participation shall not exceed 25% of total on site improvement costs 	<ul style="list-style-type: none"> • case-by-case • 100% rebate on not-to-exceed basis • payable after Certificate of Occupancy issued 	<ul style="list-style-type: none"> • rebate and/or credit of fees charged by City for public right-of-way abandonment • 25% rebate • credit for special public improvements
NORTHERN DALLAS ENTERPRISE ZONES and COMMERCIAL ZONE "B"	<ul style="list-style-type: none"> • projects creating or retaining plus 25 jobs AND • minimum \$2.5 million investment 	<ul style="list-style-type: none"> • up to 50% abatement for 10 years on added real estate value OR • up to 50% abatement for 5 years on net new business personal property 	<ul style="list-style-type: none"> • case-by-case • up to 50% maximum • over 30% requires City bidding procedures • participation shall not exceed 25% of total on site improvement costs 	<ul style="list-style-type: none"> • case-by-case • 100% rebate on not-to-exceed basis • payable after Certificate of Occupancy issued 	<ul style="list-style-type: none"> • 25% rebate • credit for special public improvements
CENTRAL BUSINESS DISTRICT	<ul style="list-style-type: none"> • projects creating or retaining 50 plus jobs AND • minimum \$5 million investment 	<ul style="list-style-type: none"> • up to 90% abatement for 10 years on added real estate value OR • up to 75% abatement for 5 years on net new business personal property 	<ul style="list-style-type: none"> • case-by-case • up to 50% maximum • over 30% requires City bidding procedures • participation shall not exceed 25% of total on site improvement costs 	<ul style="list-style-type: none"> • case-by-case • 100% rebate on not-to-exceed basis • payable after Certificate of Occupancy issued 	<ul style="list-style-type: none"> • rebate not available • credit for special public improvements
NORTHERN DALLAS COMMERCIAL ZONE "C"	<ul style="list-style-type: none"> • projects creating or retaining 250 jobs AND • minimum \$20 million investment 	<ul style="list-style-type: none"> • case-by-case 	<ul style="list-style-type: none"> • not available 	<ul style="list-style-type: none"> • not available 	<ul style="list-style-type: none"> • not available
NORTHERN DALLAS COMMERCIAL ZONE "D"	<ul style="list-style-type: none"> • high impact projects creating or retaining 500 jobs • target industry or unique projects provided special consideration 	<ul style="list-style-type: none"> • case-by-case 	<ul style="list-style-type: none"> • not available 	<ul style="list-style-type: none"> • not available 	<ul style="list-style-type: none"> • not available
WALKER CONSENT DECREE TARGET AREAS	<ul style="list-style-type: none"> • projects creating or retaining plus 10 jobs OR • minimum investment: \$500,000 	<ul style="list-style-type: none"> • up to 100% abatement for 10 years on added real estate value AND • up to 100% abatement for 5 years on net new business personal property 	<ul style="list-style-type: none"> • case-by-case • up to 50% maximum • over 30% requires City bidding • participation shall not exceed 25% of total on site improvement costs 	<ul style="list-style-type: none"> • case-by-case • 100% rebate on not-to-exceed basis • payable after Certificate of Occupancy issued 	<ul style="list-style-type: none"> • 25% rebate • credit for special public improvements
NON-CONFORMING	<ul style="list-style-type: none"> • case-by-case 	<ul style="list-style-type: none"> • negotiable terms 	<ul style="list-style-type: none"> • negotiable terms 	<ul style="list-style-type: none"> • negotiable terms 	<ul style="list-style-type: none"> • negotiable terms

The information contained herein shall not be construed as implying or suggesting that the City of Dallas is offering or is under obligation to provide tax abatement or other incentives to any applicant, and all applicants shall be considered on a case-by-case basis. Pawnshops, Sexually Oriented Businesses, Bars, Truck Stops and Truck Dealerships are excluded from consideration for incentives provided under this program.

APPENDIX B CITY OF DALLAS
 ENTERPRISE AND COMMERCIAL ZONES



EZ 1 [shaded box] EZ 2 [dotted box] EZ 3 [cross-hatched box] Enterprise Community/Enterprise Zone [stippled box]

*EZ1, EZ2 and EZ3 are Recycling Market Development Zones

COMMERCIAL ZONES "A" - "D" [dashed box]

APPENDIX C

Dallas Water Utilities - Existing Water

STREETS	LIMITS	SIZE (in.)	YEAR BUILT	LIN. FT.
Wycliff Ave.	I.H. 35E to Monitor St	8	1959	1800
Wycliff Ave.	I.H. 35E to Irving Blvd.	16	1984/1985	2300
Wycliff Ave.	Vantage St. to Monitor St.	8	1978	500
W. side of I.H. 35E	Wycliff Ave. South Toward Oak Lawn Ave.	8	1959	3480
W. side of I.H. 35E	Wycliff Ave. South	16	1988	240
W. of I.H. 35E	Wycliff Ave. South	12	1984	1000
W. of I.H. 35E	Wycliff to Market Center Blvd.	12	1978/1997	2470
N. of Market Center Blvd.	I.H. 35E North	12	1978	920
W. of I.H. 35E	Market Center Blvd. North	6	1978	230
Market Center Blvd.	I.H. 35e to Turtle Creek Blvd.	8/6	1950/1980	2400
E. of Irving Blvd.	N. & S. of Manufacturing St.	8/6	1951	1650
Irving Blvd.	Manufacturing St. to Sylvan Ave.	6	1950	1150
Manufacturing St.	Levee St. E. to E. of Farrington St.	8/6	1950/1977	1970

APPENDIX C

Manufacturing St.	Irving Blvd. West	8	1985	540
E. of Farrington St.	Manufacturing St. South	6	1951	650
E. of Farrington St.	Manufacturing St. South to Pace St.	8/6	1977	1390
Pace St.	E. of Farrington St.	6	1951	190
W. of I.H. 35E	Market Center Blvd. South	12	1978/1994	860
Turtle Creek Blvd.	Oak Lawn Ave. to Irving Blvd.	12	1980/1995	2140
Express St.	Irving Blvd. to Levee St.	8/6	1951/1975	1130
Hi-Line Dr.	Oak Lawn Ave. North	12	1952/1995	1600
Oak Lawn Ave.	I.H. 35E to Irving Blvd.	30	1958	1700
E. of Hi-Line Dr.	Oak Lawn Ave South	8	1955	1550
Market Center Blvd.	Turtle Creek Blvd. To Oak Lawn Ave.	12	1980	920
Market Center Blvd.	Turtle Creek Blvd. To Oak Lawn Ave.	6	1958	980
Hi-Line Dr.	Slocum St. to I.H. 35E	8	1955	1140
Edison St.	I.H. 35E West	8	1955	1880
Slocum St.	Hi-Line Dr. to Cole St.	8	1955	2170
I.H. 35E	Hi-Line Dr. South	8	1966	1620
Inspiration Dr.	Slocum St. to I.H. 35E	8	1966	1150
N. of Inspiration Dr.	Hi-Line Dr. West	8	1955	940

APPENDIX C

Turtle Creek Blvd.	Irving Blvd to Levee St.	8/6	1951	1120
Turtle Creek Blvd.	Crossing Irving Blvd.	12/8	1950/2000	280
Fordyce St.	Irving Blvd. West	12	1992	400
N. of Oak Lawn Ave.	Irving Blvd. to Levee St.	12	1987	1050
Oak Lawn Ave.	Irving Blvd. West	12	1981	1030
Irving Blvd.	Oak Lawn Ave. North	12	1987	440
Irving Blvd.	Oak Lawn Ave. South	8	1949	240
S. of Irving Blvd.	Irving Blvd. to Levee St.	6	1951	1340
Levee st.	Manufacturing St. to Payne St	6	1947/1985	4700
N. of Cole St.	Industrial Blvd. to Levee St.	6	1976	1140
N. of Leslie St.	Industrial Blvd. to Levee St.	8	1983	1060
Industrial Blvd.	Oak Lawn Ave. to Irving Blvd.	2	1947	1100
Dragon St.	Oak Lawn Ave. to Wichita St.	12/6	1946/1986	4110
Industrial Blvd.	N. & S. of Cole St.	8	1949	400
Industrial Blvd.	Irving Blvd. to Continental Ave.	30	1949	3100
Cole Ave.	Industrial Blvd. to Slocum St.	8/6	1946/1948	1100
Slocum St.	Cole St. to Wichita St.	8/6	1948/1982	2080

APPENDIX C

Howell St.	Industrial Blvd. To Slocum St.	12/8	1986	1030
E. of Slocum St.	South of Howell St.	8	1982	600
N. of Howell St.	Industrial Blvd. To Levee St.	8	1983	1030
N. of Pittsburg St.	Industrial Blvd. To Levee St.	8	1957	1030
Industrial Blvd.	N. & S. of Howell St.	8	1948/1957	400
N. of Payne St.	Industrial Blvd. To Levee St.	8	1947	1080
Industrial Blvd.	Payne St. North	8	1947	230
Payne St.	Industrial Blvd To Levee St.	8/6	1980/1983	1180
Payne St.	Industrial Blvd. To Dragon St.	8	1946	400
Wichita St.	Industrial Blvd. to Slocum St.	8	1946	930
Parkhouse St.	Industrial Blvd. West	8	1971/1973	1140
Core St.	Continetal Ave. to Parkhouse St.	8	1977	250
Continental Ave.	Industrial Blvd. West	16/12	1977	1070

APPENDIX D

DALLAS WATER UTILITIES EXISTING WASTEWATER

STREETS	LIMITS	SIZE (in.)	YEAR BUILT	LIN. FT.
S. of Oak Lawn Ave.	Dragon St. East	8/6	1970	546
E. of Industrial Blvd.	Oak Lawn Ave. South	8	1947	1056
E. of Industrial Blvd.	N. & S. of Cole St.	8	1946	1060
E. of Industrial Blvd.	N. & S. of Howell St	8	1946	1107
E. of Industrial Blvd.	Payne St. south	8	1950	704
Cole St.	Slocum St. West	12/8	1946/1950	750
Dragon St.	N. & S. of Cole St.	8	1946	1080
W. of Slocum St.	N. & S. of Howell St	8	1948	1192
Slocum St.	N. & S. of Howell St	8	1948/1955	795
Slocum St.	N. & S. of Wichita St.	8	1948/1953	1190
Howell St.	Slocum St. to Industrial Blvd.	18/8	1946/1949	969
S. of Inspiration Dr.	Slocum St. East	8/6	1982	407
E. of Dragon St.	Oak Lawn Ave. to Continental Ave.	78	1947	4465
Levee St.	Payne St. North	8/6	1950	1240

APPENDIX D

DALLAS WATER UTILITIES EXISTING WASTEWATER

N. of Howell St.	Industrial Blvd. To Levee St.	8	1974	1065
N. of Pittsburg St.	Industrial Blvd. To Levee St.	8	1947	1060
N. of Payne St.	Industrial Blvd. To Levee St.	8	1947	1086
Payne St.	Industrial Blvd. West	8	1951	350
Payne St.	E. & W. of Dragon St.	8	1950	318
Dragon St.	Payne St. to Wichita St.	8/6	1948/1957	704
Wichita St.	Dragon St. East	54	1947	800
Continental Ave.	E. of Industrial Blvd.	8	1957	100
Core St.	Continental Ave. North	8	1951/1977	867
N. side Park House St.	E. & W. of Core St.	8	1951	760
S. side Park House St.	E. & W. of Core St.	8	1951	725
Continental Ave.	E. & W. of Core St.	8	1977/1978	984
Levee St.	Manufacturing St. South	8	1952	105
N. of Cole St.	Industrial Blvd. To Levee St.	8	1949	1141
N. of Leslie St.	Industrial Blvd. To Levee St.	8	1949	1101
I.H. 35E	Market Center Blvd. South	8	1959	1900

APPENDIX D

DALLAS WATER UTILITIES EXISTING WASTEWATER

Market Center Blvd.	Turtle Creek Blvd. To I.H. 35E	78/30	1947	2358
Market Center Blvd.	N. of Turtle Creek Blvd.	8	1949/1952	1081
W. of I.H. 35E	Crossing Market Center Blvd.	8	1960	217
Turtle Creek Blvd.	Irwind Blvd. To I.H. 35E	18	1954	2000
Turtle Creek Blvd.	Market Center Blvd. East	8	1951	1550
Hi-Line Dr.	Turtle Creek Blvd. North	8	1951	493
Hi-Line Dr.	Oak Lawn Ave. North	8	1951	955
Hi-Line Dr.	Oak Lawn Ave. South	6	1955	300
E. of Industrial Blvd.	Oak Lawn Ave. to Turtle Creek Blvd.	78	1947	739
Industrial Blvd.	Oak Lawn Ave. North	8	1949	406
Industrial Blvd.	Turtle Creel Blvd. South	8/6	1952/1955	655
Oak Lawn Ave	Irving Blvd. To Dragon St.	8	1947	752
Oak Lawn Ave	E. & W. of Dragon St.	8/6	1956	341
Oak Lawn Ave	E. & W. of Hi-Line Dr.	8	1952/1956	1027
E. of Hi-Line Dr.	Edison St. North	8	1953	870
Hi-Line Dr.	I.H. 35E to Slocum St.	8	1953	527

APPENDIX D

DALLAS WATER UTILITIES EXISTING WASTEWATER

I.H. 35E	Hi-Line Dr. South	6	1967/1984	1345
Slocum St.	Hi-Line Dr. West	8	1953	515
S. & E. of Slocum St.	Hi-Line Dr. to Inspiration Dr.	12/8	1953	1418
Edison St.	Hi-Line Dr. to I.H. 35E	12	1953	650
Edison St.	Slocum St. East	8	1953	218
Slocum St.	Edison St. South	8	1953	572
N. of Inspiration Dr.	Hi-Line Dr. West	8	1954	503
Inspiration Dr.	E. of Slocum St.	6	1953	465
Dragon St.	Oak Lawn Ave. South	8	1970	495
Wycliff Ave.	I.H. 35E to Monitor St.	8	1959	1803
W. of Valdina St.	Crossing Wycliff Ave.	6	1983	114
W. of Vantage St.	Crossing Wycliff Ave.	8	1967	254
Monitor St.	Crossing Wycliff Ave.	8	1959	130
I.H. 35E	Crossing Wycliff Ave.	8	1959	113
W. of I.H. 35E	Market Center Blvd. To Wycliff Ave.	72	1947	2290
N. of Market Center Blvd.	W. of I.H. 35E	15/12	1983	194

APPENDIX D

DALLAS WATER UTILITIES EXISTING WASTEWATER

Manufactoring St.	Irving Blvd. East	10/8	1951	724
Manufactoring St.	Irving Blvd. To Levee St.	8	1951	1065
E. of Farrington St.	Manufactoring St. North	8	1950	255
E. of Farrington St.	Manufactoring St. South	8	1950	593
Pace St.	E. of Farrington St.	8	1952	664
E. of Irving Blvd.	Manufactoring St. North	8	1950	1022
E. of Irving Blvd.	Manufactoring St. South	8	1951	612
Irving Blvd.	N. of Oak Lawn Ave. to Wycliff Ave.	12/8	1949	3405
N. of Fordyce St.	Crossing Irving Blvd.	8/6	1949	150
Express St.	Irving Blvd. to Levee St.	8	1949	1063
Turtle Creek Blvd.	Irving Blvd. to Levee St.	8	1949	1063
N. of Fordyce St.	Irving Blvd. to Levee St.	8	1949	1063
N. of Oak Lawn Ave.	Irving Blvd. to Levee St.	8	1950	1063
S. of Oak Lawn Ave.	Irving Blvd. to Levee St.	8	1949	1158
Levee St.	Express St. N. & S.	8	1950	334

APPENDIX D

**DALLAS WATER UTILITIES
EXISTING WASTEWATER**

Levee St.	Turtle Creel Blvd. N. & S.	8	1950	635
Levee St.	N. of Fordyce St.	8	1950	120
Levee St.	N. of Oak Lawn Ave.	8	1950	405
Levee St.	S. of Oak Lawn Ave	8	1950	333
Industrial Blvd.	Payne St. North	12/10	1949	2595
Levee St.	Cole St. to Glass St	8	1950	547

APPENDIX E

LAND USE SURVEY DEFINITIONS

1. Industrial – establishments that perform an activity or process to support office and retail goods and services inside an enclosed building, in an open structure or outside. Activities include, but are not limited to: manufacturing, fabricating, processing, assembly, storage, wholesale distribution, disassembly, incineration, salvage, extraction of earth materials, mixing or batching of materials, etc.
2. Retail/Commercial – retail, commercial or service establishments dealing directly with the consumer. Goods or services are principally sold on the premises to individuals (i.e., store, gas station, catering service, dry cleaner, motel, hotel, shopping center, restaurant, car wash, etc).
3. Institutional – a public owned facility or church (i.e., fire station, water treatment plant, bus transit center, school, multipurpose center, post office, etc).
4. Office – a place for the regular transaction of business.
5. Vacant – undeveloped land or land that has no building structure.
6. Parking – parking lot surface or parking building structure.
7. Mixed-use – single or multiple uses (retail, office, and/or multifamily residential) developed in combination on single or contiguous building sites.
8. Planned Development District – 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 PDD may contain any use or combination of uses listed in the Dallas Development Code Division 51A-4.200, and must be listed in the ordinance establishing the district.

Note: The definitions above are for land use map lot survey purposes only. Consult the Dallas Development Code for specific zoning use definitions and setback, density, height and lot coverage requirements.

APPENDIX F

Glossary

1. **Central Business District (CBD).** The area of the city within Woodall Rogers Frwy., Central Expwy. (elevated bypass), R.L. Thornton Frwy. and Stemmons Frwy./I-35.
2. **Certificate of Occupancy (CO)**– the occupant of any commercial building, structure or portion thereof within Dallas city limits is required to display a CO, which can be obtained through the Building Inspection Division of the City of Dallas Planning Department.
3. **Floor Area Ratio (FAR)** – the ratio of floor area to lot area. (Note: A 1:1 FAR is stated as “1.0.”)
4. **Future Land Use and Visioning Map.** A mental image of a possible and desirable future state. The map succinctly conveys and reinforces a shared long-term view of where a community wants to be, and serves as the basis for developing goals, objectives, policies, and strategies.
5. **Land use.** Describes the primary activity occurring on a piece of property. It does not necessarily refer to the type or number of structures that are on a property. For example, if a city block contained three (3) individual properties—one of which has a dry cleaners, the other a feed store, and the third a restaurant—the whole block would be described as “commercial.” When displayed on a map, the overall picture of land use reveals distinct development patterns that can be used as a community sets its goals for how the area should grow and function in the future.
6. **Nonconforming land use.** For purposes of this study, nonconforming land use is interpreted as a land use, lot or structure that existed prior to the amendment of the City’s zoning ordinance (1989) and no longer conforms to current land use, lot or structure requirements. A nonconforming land use is “grandfathered” because it was legal prior to the zoning change. At the same time, the property owner(s) are generally not allowed to expand the nonconforming use or structure, change it to another nonconforming use, or move that use to another location within the same district. If the property is destroyed it may not be permitted to be rebuilt.

APPENDIX F

7. **Public Improvement District (PID)** – property owners voluntarily pay special tax assessments to the City. A non-profit management group oversees and pays for supplemental services and other special approved activities within the PID.
8. **Sexually Oriented Business (SOB)** - defined as an adult arcade, adult bookstore or adult video store, adult cabaret, adult motel, adult motion picture theater, adult theater, escort agency, nude model studio or sexual encounter center).
9. **Study area.** Geographically defined areas developed to collect and analyze information for planning purposes.
10. **Tax Increment Financing District (TIF)** – Special districts funding public improvements (not services) with increased tax revenues resulting from new private development. Tax rates are the same as elsewhere in the city and there is no added cost to private parties. Dallas offers several TIFs where public improvements are repaid to the developer from taxes generated by new private investment.
11. **Zoning.** Zoning is the process by which land area is classified on the basis of its uses both by permitted and prohibited. The Generalized Land Use maps located in this study represents the preferred land use development and redevelopment as adopted by the City in 1989.

APPENDIX G

Existing Businesses

Generalized Categories	
1. Adult Gent Club	99. Haunted House
2. Adult Modeling	100. Hinge Company
3. Adult Spa	101. Hotel - Anatole
4. Adult Swedish Sauna	102. Hotel - Best Western
5. Adult Video Store	103. Hotel - Fairfield Inn
6. Art Gallery	104. Hotel - Holiday Inn
7. Art/Frame Gallery	105. Hotel - Ramada Inn
8. Asphalt Plant	106. Hotel - Sheraton Suites
9. Auto Detail/Repair	107. Hotel -Wyndham Garden
10. Auto Glass	108. HVAC Repair
11. Auto Parts	109. HVAC/Electrical
12. Auto Parts Distribution	110. Hydraulic Supply
13. Auto Repair	111. Ice/Water Supplies
14. Auto Sales/Body	112. Import/Export
15. Auto Sales/Repair	113. Imports
16. Auto Security	114. Imports and Ship
17. Auto Transport	115. Interior Decorating
18. Bail Bonds	116. Interior Design
19. Bakery	117. Jeter/Miller
20. Bank One	118. Jewelry
21. Bindery	119. Kitchen Fixtures
22. Building Material Supplies	120. Lens Mfg.
23. Building Material Warehouse	121. Light Bulb Supplies
24. Burch Co.	122. Light Fixtures
25. Burlap Bag Supply	123. Light Manufacturing
26. Bus Charter/Maintenance	124. Lipton
27. Business Forms	125. Liquidators
28. Butcher Shop	126. Locksmith
29. Cabinet Shop	127. Lone Star Gas
30. Cap Manufacturing	128. Lounge
31. Car Rentals	129. Machine Shop
32. Carpet Sales	130. Machinery Warehouse
33. Carpet/Flooring	131. Mailing Service
34. Chiropractor	132. Mailing Supplies
35. Church	133. Manufacturing
36. Clothing Outlet	134. Maternity Clothes
37. Clothing Recycling	135. Metal Die Casting
38. Commercial Clean	136. Metal Fabrication

APPENDIX G

39. Commercial Laundry	137. Mirrors
40. Computer Repair	138. Mixed Use
41. Convenience Store	139. Motel Supplies
42. Costume Shop	140. Moving and Storage
43. Counter Tops	141. Navistar Distribution
44. Credit Agency	142. Office
45. Cushion Manufacturing	143. Office Furniture
46. Delivery Service	144. Office Showroom
47. Design Center	145. Office/Warehouse
48. Design Related	146. Oil/Metal Recycling
49. Design Studio	147. Ornamental Iron
50. Detention Facility (Youth)	148. Outreach Service
51. Diesel Truck Repair	149. Paint Supply
52. Distribution Warehouse	150. Paper Company
53. Draperies	151. Paper Recycling
54. Drapery/Fabrics	152. Parking
55. Dry Cleaner	153. Perfume Distribution
56. Electrical Repair	154. Photo Studio
57. Electrical Supply	155. Photographic Lab
58. Embroidery	156. Photography
59. Employment Agency	157. Plastic Wrapping
60. Engraving	158. Plastics
61. Fabrics	159. Plumbing Supplies
62. Fake Stone Casting	160. Plumbing/Bath
63. Fasteners	161. Post Office
64. Fence Mfg.	162. Printing
65. Fire Station	163. Printing/Photo
66. Fixture Mfg	164. Publishing Companies
67. Floor Maintenance Equipment	165. Quilting
68. Floor Service	166. Race Car Mfg.
69. Flooring	167. Radiology Clinic
70. Floral Sales	168. Recording Studio
71. Floral/Xmas Material	169. Restaurant
72. Food Distribution	170. Restaurant/Enter
73. Food Supplies	171. Sales Office
74. Forms	172. SAS and Awalt
75. Frame Shop	173. Sewing Machines
76. Freezer/Ice Machine	174. Sign Manufacturer
77. Furniture	175. Social Organization
78. Furniture Design	176. Hardware Store
79. Furniture Import	177. Stone Sales

APPENDIX G

80. Furniture Mfg	178. Store Fixture Sales
81. Furniture Repair	179. Supply Warehouse
82. Furniture Restore	180. Telecommunication
83. Furniture Showroom	181. Telephone Switch
84. Furniture/Antiques	182. Textiles
85. Furniture/Decor	183. Tile Company
86. Furniture/Draper	184. Tool Supply
87. Furniture/Floors	185. Truck Parts
88. Fusing Supplier	186. Truck Repair/Sal
89. Gallery	187. Truck Stop
90. Gas Station	188. Trucking Company
91. Gas/Convenience	189. Uniforms
92. Geologist Office	190. Upholstery
93. Goodyear Retread	191. Vending Machines
94. Graphic Design	192. Warehouse
95. Greyhound Maintenance	193. Water Coolers
96. Grocery	194. Water Distribution
97. Guitar Sales	195. Welfare to Work
98. Handicrafts	196. Workshop

Note: Data obtained from City of Dallas Building Inspection Division based on Certificate of Occupancy (CO) issuance information.