

LOCATION: (1) Harwood Street between Pennsylvania Avenue and Martin Luther King Jr. Boulevard; (2) Harwood Street between Martin Luther King Jr. Boulevard and Al Lipscomb Way

COUNCIL DISTRICT: 7

PLANNER: Kimberly Smith

1. **APPLICANT:** Forest Forward
1. **REPRESENTATIVE:** Rob Baldwin

2. **APPLICANT:** City of Dallas Department of Transportation
2. **REPRESENTATIVE:** Kimberly Smith

REQUEST

Amendments to the City of Dallas Thoroughfare Plan to remove (1) Harwood Street between Pennsylvania Avenue and Martin Luther King Jr. Boulevard; and (2) Harwood Street between Martin Luther King Jr. Boulevard and Al Lipscomb Way.

BACKGROUND

Forest Forward requested an amendment to the City of Dallas Thoroughfare Plan to remove Harwood Street between Pennsylvania Avenue and Martin Luther King Jr. Boulevard from the Thoroughfare Plan. This section of Harwood Street is on the Thoroughfare Plan as a community collector in existing right-of-way. Currently, Harwood Street does not connect to Martin Luther King Jr. due to the Texas Department of Transportation (TxDOT) modification of IH-45 and South-Central Expressway/S.M. Wright. The developer is requesting this removal of Harwood Street between Pennsylvania Avenue and Martin Luther King Jr. Boulevard from the Thoroughfare Plan to facilitate the redevelopment of the Forest Theater and foster the revitalization of the area around the theater.

The City of Dallas Department of Transportation staff has requested to extend the limits of this Harwood Street amendment from Martin Luther King Jr. to Al Lipscomb Way. This section of Harwood Street is on the Thoroughfare Plan as a minor arterial in existing right-of-way. As Harwood Street south of Al Lipscomb Way is no longer a through street serving moderate length trips, carrying significant through traffic volume, or collecting and distributing traffic between local road and arterial roads, it no longer meets the definition of a collector or arterial road – the classes of streets the Thoroughfare Plan is intended to identify and preserve. For these reasons and to ensure the Thoroughfare Plan accurately represents the role that streets serve in the roadway network, Department of Transportation staff are recommending that this section of Harwood be removed from the Thoroughfare Plan.

The removal of Harwood Street between Pennsylvania Avenue and Al Lipscomb Way

from the Thoroughfare Plan will not remove the roadway from the local roadway network or abandon the existing public right-of-way. The sections north and south of IH-45 will be considered local roads and would be regulated by the City of Dallas Street Design Manual local roadway standards.

The removal from the Thoroughfare Plan will also not impact the City of Dallas Bike Plan. These sections of Harwood do not connect today, and alternative route will be proposed in the revised draft Dallas Bike Plan to connect recommended bike lanes on Harwood Street north of Al Lipscomb Way to the recommended bike lanes on Martin Luther King Jr. Boulevard. The revised draft is expected to be released for public input in 2024.

PRIOR ACTION/REVIEW

On December 7, 2023, City Plan Commission Thoroughfare Committee acted on this item and followed staff recommendation.

STAFF RECOMMENDATION

Staff recommends approval to amend the City of Dallas Thoroughfare Plan to remove (1) Harwood Street between Pennsylvania Avenue and Martin Luther King, Jr. Boulevard; and (2) Harwood Street between Martin Luther King, Jr. Boulevard and Al Lipscomb Way.

CONTACT PERSON:

Kimberly Smith, Thoroughfare Plan Manager, Kimberly.Smith@dallas.gov
Logan Cimino, Thoroughfare Planner, Logan.Cimino@dallas.gov
Kathryn Rush, Chief Planner, Kathryn.Rush@dallas.gov

MAP

Attached

FACT SHEET

CITY PLAN COMMISSION AGENDA: January 18, 2024

PROPOSED COUNCIL AGENDA: February 14, 2024

1. **APPLICANT:** Forest Forward
1. **REPRESENTATIVE:** Rob Baldwin

2. **APPLICANT:** City of Dallas Department of Transportation
2. **REPRESENTATIVE:** Kimberly Smith

REQUEST: Amendments to the City of Dallas Thoroughfare Plan to remove (1) Harwood Street between Pennsylvania Avenue and Martin Luther King Jr. Boulevard; and (2) Harwood Street between Martin Luther King Jr. Boulevard and Al Lipscomb Way.

BACKGROUND:

- Harwood Street between Pennsylvania Avenue and Martin Luther King Jr. Boulevard is on the Thoroughfare Plan as an existing community collector.
- Harwood Street Pennsylvania Avenue and Martin Luther King Jr. Boulevard currently is closed at Martin Luther King Jr. and there are no plans to reopen this roadway. Based on the TxDOT highway project plans, the closure stops at Peabody Street.
- Harwood Street between Martin Luther King Jr. Boulevard and Al Lipscomb Way is on the Thoroughfare Plan as an existing minor arterial.
- Harwood Street between Martin Luther King Jr. Boulevard and Al Lipscomb Way currently is closed at Park Row Avenue, south of Al Lipscomb Way and there are no plans to reopen this roadway.
- Harwood Street is on the 2011 Bike Plan, the City of Dallas retained the right-of-way and could coordinate with TxDOT to add a bicycle facility from where Harwood Street terminates at Park Row Avenue south under IH-45 to connect to Martin Luther King Jr.
- On December 7, 2023, City Plan Commission Thoroughfare Committee acted on this item and followed staff recommendation.
- 77 property owners are in the notification area.

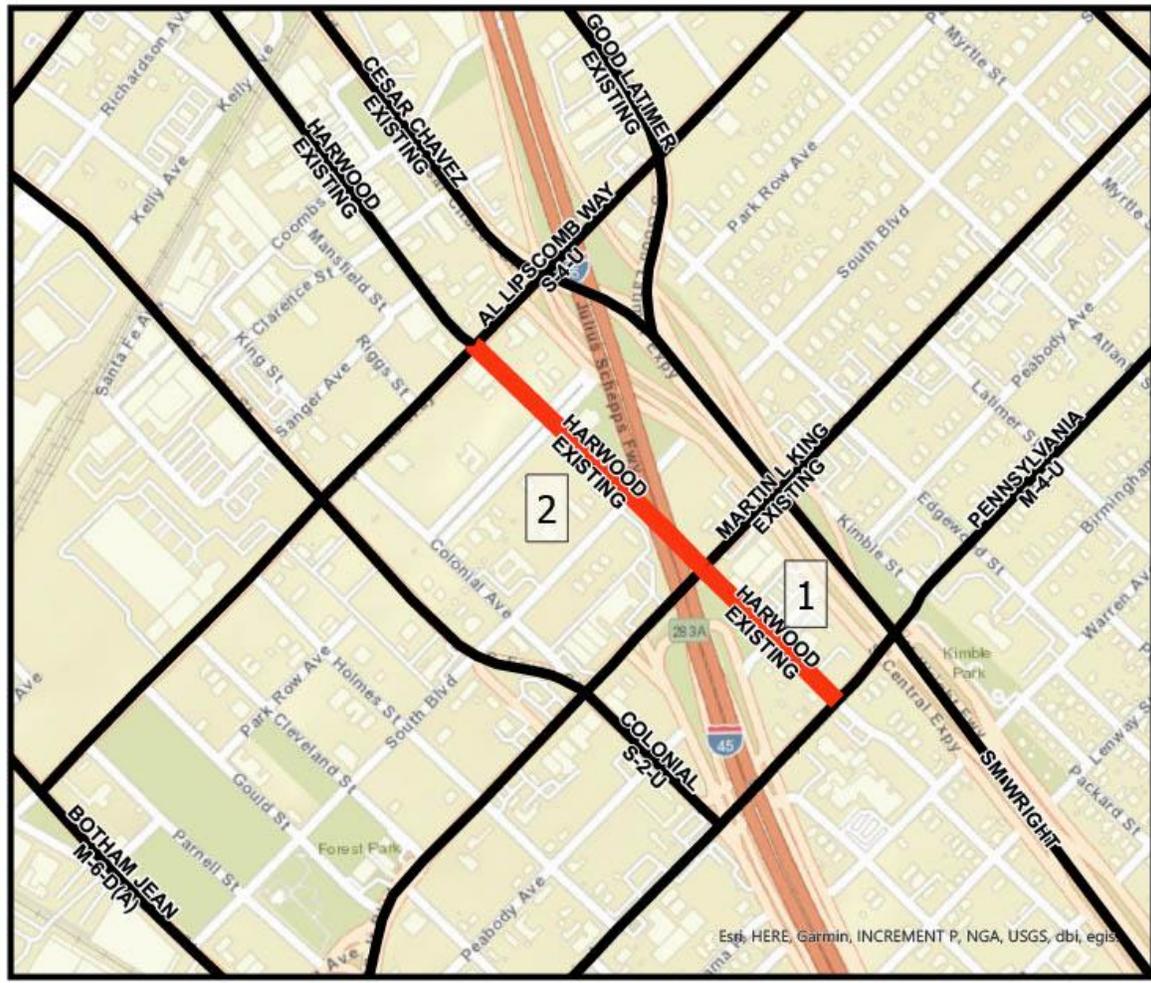
- 1. Harwood Street**
Pennsylvania Avenue to
Martin Luther King Jr. Boulevard
- 2. Harwood Street**
Martin Luther King Jr. Boulevard
to Al Lipscomb Way



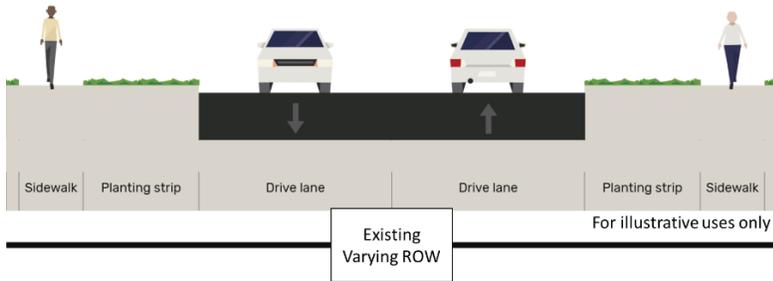
Council District: 7



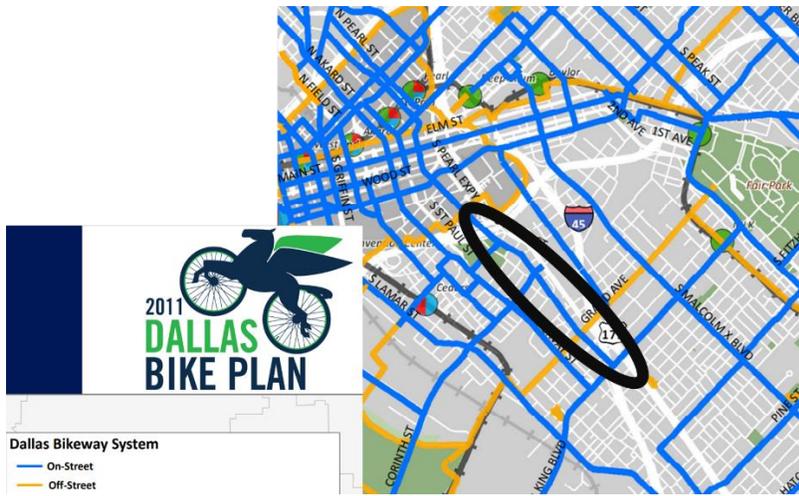
Thoroughfare Plan Amendment Map



Harwood Existing Operations in the City Right-of-Way



2011 Bike Plan



TxDOT Plans

TEXAS DEPARTMENT OF TRANSPORTATION
 DALLAS DISTRICT
 JAMES K. SELMAN, P.E., DISTRICT ENGINEER

SH 310, I-45
 DESIGN SCHEMATIC
 SM WRIGHT PHASE IIB
 FROM PENNSYLVANIA AVENUE
 TO NORTH OF AL LIPSCOMB WAY
 DALLAS COUNTY, TEXAS
 CSJ: 0092-01-059, 0092-14-088

APRIL 2016
 ROLL 1 OF 2

PROJECT LENGTH:	1.00 MILE
FUNCTIONAL CLASSIFICATION:	INTERSTATE AND URBAN ARTERIAL
AVERAGE DAILY TRAFFIC (2020):	164,000
DESIGN SPEED:	220,500 (2040)
I-45:	60 MPH
RAMP:	40 MPH
FRONTAGE ROAD:	40 MPH
CROSS STREET:	35 MPH
LOCAL CONNECTOR:	20 MPH

LOCATION MAP