ForwardDallas Comprehensive Land Use Plan

FORWARDALLAS 2.0

REVISED DRAFT #3

FEBRUARY 2024

Draft Version: ☒ Staff ☑ CLUP ☐ CPC ☐ Final (Council)

City of Dallas

P+UD

DRAFT ANNOTATION LEGEND

NEWLY ADDED PAGE

= Newly added page / spread since last revision. When shown, all or most content including text and graphics are newly added. Note: Text on pages with this asterisk will not be shown as **pink** or **yellow**

NEWLY ADDED TEXT

Lorem Ipsum **Lorem Ipsum** = Newly added text since last revision. Most updated text will be **pink**, but in the limited instances where background color of page makes it difficult to read, text will appear **yellow** for legibility

DRAFT TEXT UNDER REVIEW

Lorem Ipsum **Lorem Ipsum** = Draft text under review. Most updated text will be **red**, but in the limited instances where background color of page makes it difficult to read, text will appear **green** for legibility

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ORDINANCE

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ACKNOWLEDGMENTS

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Acknowledgments

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Acknowledgments

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Land Use Acknowledgment

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

ALL AS ONE.

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EXECUTIVE SUMMARY

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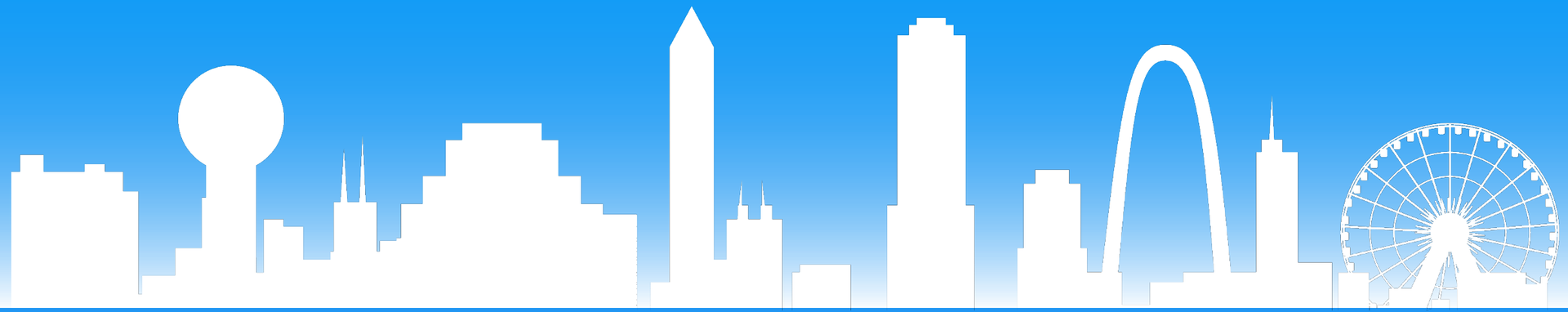


HISTORY

SECTION UNDER DEVELOPMENT AND REVIEW

ENGAGEMENT

1000+ IN-PERSON ATTENDEES

22000+ WEBMAP VISITS

1600+ MAP COMMENTS

1000+ SURVEY RESPONSES

7700+ ONLINE USERS

170+ IN-PERSON EVENTS

65+ VIRTUAL EVENTS

VISION

THEMES

TIMELINE

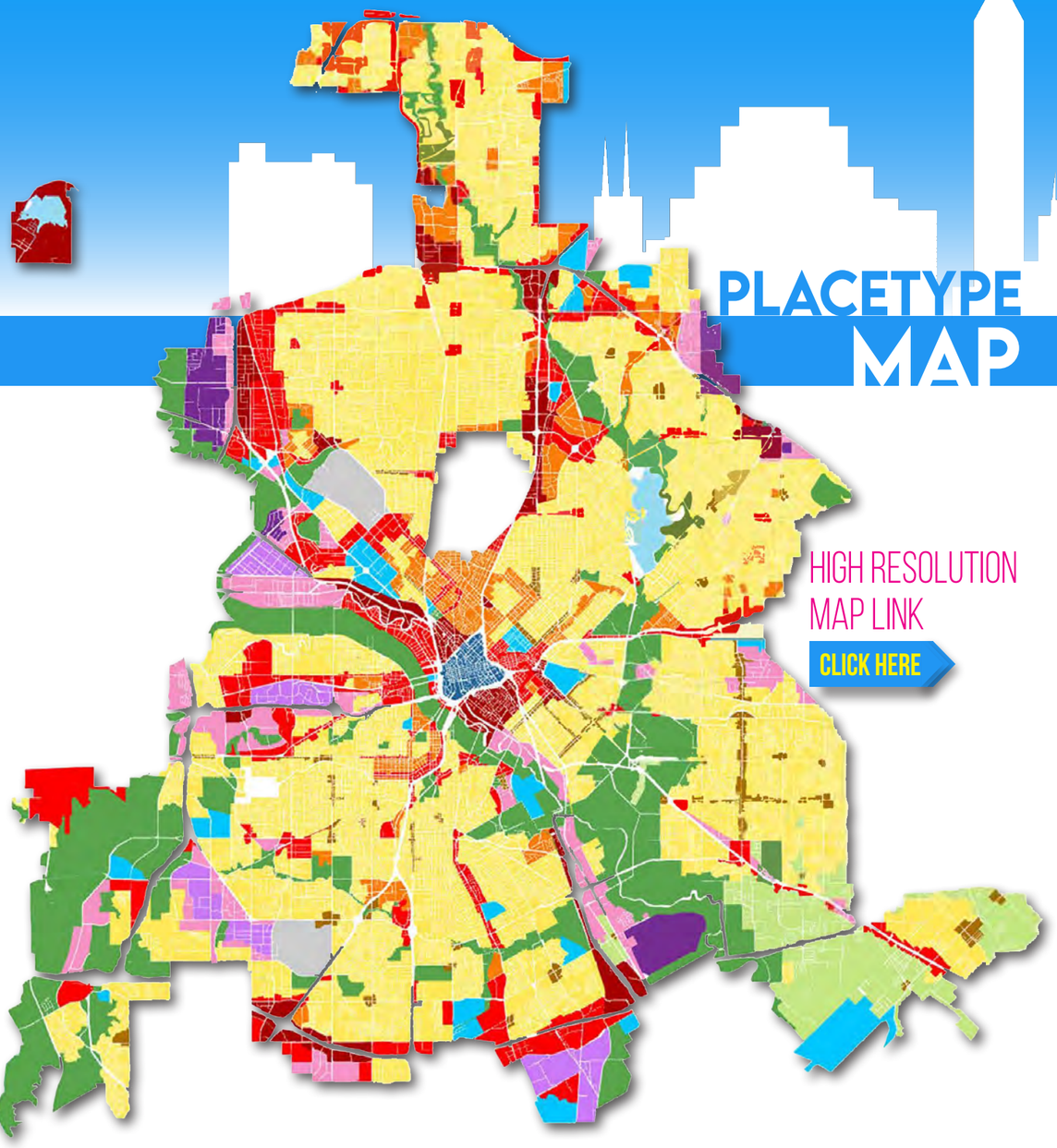
2021
- PROJECT INITIATION & EXISTING CONDITIONS

2022
- INITIAL COMMUNITY ENGAGEMENT
- LAND-USE VISIONING

2023
- LAND USE THEME DEVELOPMENT
- PLACETYPE DEVELOPMENT
- DRAFT PLAN REVIEW

2024
- PUBLIC BRIEFINGS/ HEARINGS + ADOPTION

EXECUTIVE SUMMARY



PLACETYPE MAP

HIGH RESOLUTION MAP LINK

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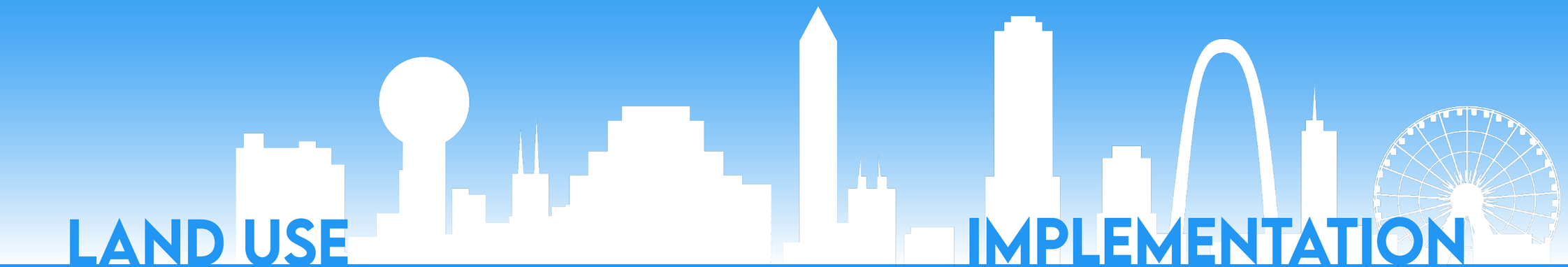
PLACETYPE CATEGORIES

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

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

EXECUTIVE SUMMARY



LAND USE THEMES

COMMUNITY + URBAN DESIGN

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

ENVIRONMENTAL JUSTICE + SUSTAINABILITY

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

ECONOMIC DEVELOPMENT + REVITALIZATION

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

TRANSIT ORIENTED DEVELOPMENT (TOD) + CONNECTIVITY

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

HOUSING CHOICE + ACCESS

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

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IMPLEMENTATION SECTION

	Objective 1: Establish a Citywide Urban Design Framework	**Objective 2:** Integrate urban design standards and guidance into the development review process and future planning efforts.	**Objective 3:** Promote quality design principles to foster more inclusive and equitable neighborhoods and spaces throughout Dallas
	Objective 1: Support Citywide Environmental Justice (EJ)Goals	**Objective 2:** Mitigate Negative Environmental Impacts from New Development	**Objective 3:** Support the Environmental Protection of Key Natural Assets
	Objective 1: Implement "Transformative Placemaking" Strategies to Revitalize Commercial Corridors, Transit Nodes, and Employment Centers	**Objective 2:** Prioritize Equitable Growth by Targeting Investment in Underserved Communities	**Objective 3:** Foster Economically Resilient Communities That Are Regionally Connected and Locally Supported **Objective 4:** Remove Land Use + Zoning Barriers That Hinder Small Business development
	Objective 1: Encourage more housing, employment, services and amenities around transit stations	**Objective 2:** Align Transportation Planning, Land Use Planning, and Development Processes	**Objective 3:** Promote a multi-modal transportation network that is highly accessible and well-connected
	Objective 1: Provide a Mix of Housing types and affordabilities across all Neighborhoods to meet diverse needs	**Objective 2:** Prioritize Housing Investments for the Most Vulnerable Populations, Especially the Unhoused and those at High Risk of Displacement	**Objective 3:** Align Land Use Policy & Process with Housing Strategies, Plans, and Programs

CHAPTER 1
INTRODUCTION

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

OVERVIEW

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

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

Those themes are:

- Environmental Justice and Sustainability
- Transit-Oriented Development and Connectivity
- Housing Choice and Access
- Economic Development and Revitalization
- Community and Urban Design

OVERVIEW

WHAT IS FORWARDDALLAS?

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

WHY UPDATE THIS NOW?

The previous iteration of the land use plan was approved by the City Council in 2006. During the ensuing 17 years, the city of Dallas has undergone rapid and significant growth. By revising our land use plan, we aim to envision new ways of utilizing and designing spaces in Dallas that offer equitable access to resources, reinforce the strengths of our communities, and foster continued growth as a thriving city accessible to all.

WHAT THIS IS NOT

ForwardDallas 2.0 is not a regulatory document or a silver bullet for all public policy. It informs decisions about zoning and development, but does not constitute zoning nor change zoning. In addition, issues like crime or education are indirectly related to ForwardDallas 2.0 and the plan can help raise awareness of community priorities that need to be addressed outside of the planning process.

WHY IS THIS IMPORTANT?

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

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

ROLE OF A FUTURE LAND USE PLAN

PLAN PURPOSE

LEGAL BASIS

City of Dallas Charter:

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

Chapter 51A Dallas Development Code:

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

Texas Local Government Code:

The Texas Local Government Code, Section 213.005, states that municipalities may have comprehensive plans. Section 211 provides that zoning regulations must be adopted in accordance with the comprehensive plan.

HOW WILL IT BE DONE?

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

RELATIONSHIP TO OTHER PLANS

ForwardDallas 2.0 is part of a suite of citywide adopted plans that should be used in concert to advance City goals. It also provides overarching context and guidance for smaller area planning efforts including future neighborhood and corridor plans. Smaller area plans with land use components adopted prior to the 2006 ForwardDallas plan are superseded by this plan. More recent plans are adopted into this Comprehensive Plan by reference, however, policies in this plan supersede any policies in conflict with those in previously adopted plans.

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

HOW TO AMEND THE PLAN?

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

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

After adoption of this plan, it is recommended that the city formalize a process for reviewing and updating, if necessary, the entirety of its comprehensive land use plan every ten years. The city should also consider completing a mid-cycle report of the plan five years after its adoption date to evaluate progress and maintain relevancy to the community, appointed and elected officials, and City staff. Annual reports and briefings will be provided to the City Plan Commission (CPC), applicable committees and sub-committees, City Council, and to the general public.

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HISTORY

SECTION UNDER DEVELOPMENT AND REVIEW

LEARN MORE IN THE EXISTING CONDITIONS REPORT CLICK HERE

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BACKGROUND

SECTION UNDER DEVELOPMENT AND REVIEW

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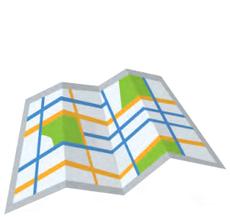
This section provides and summary of the steps taken to develop this ForwardDallas Comprehensive Land Use Plan.

PROCESS+ TIMELINE



1 PROJECT INITIATION & EXISTING CONDITIONS

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

SEP 2021 - MAY 2022

2 INITIAL COMMUNITY ENGAGEMENT

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

SEP 2021 - MAY 2022

3 LAND USE VISIONING

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

JUL 2022 - APR 2023

4 LAND USE THEME DEVELOPMENT

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

NOV 2022 - APR 2023

5 PLACETYPE & URBAN DESIGN MAP REVIEW

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

AUG 2022- MAY 2023

6 DRAFT PLAN REVIEW

Community, staff and advisory review of future placetype map.

MAR 2023 - ONGOING

7 PUBLIC BRIEFINGS/ HEARINGS + ADOPTION

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

OCT 2021 - ONGOING

February 2024 – ForwardDallas Comprehensive Land Use Plan 2.0 (Revised Draft #3)

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This section highlights the engagement process of the plan since it's launch.

COMMUNITY ENGAGEMENT

1000+ IN-PERSON ATTENDEES

7700+ ONLINE USERS

22000+ WEBMAP VISITS

1600+ MAP COMMENTS

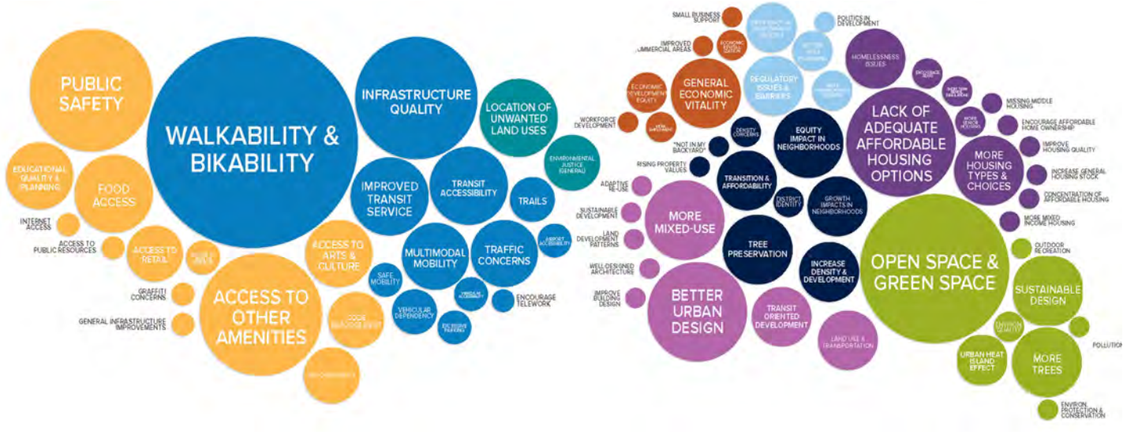
1000+ SURVEY RESPONSES

200+ EVENTS

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

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

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



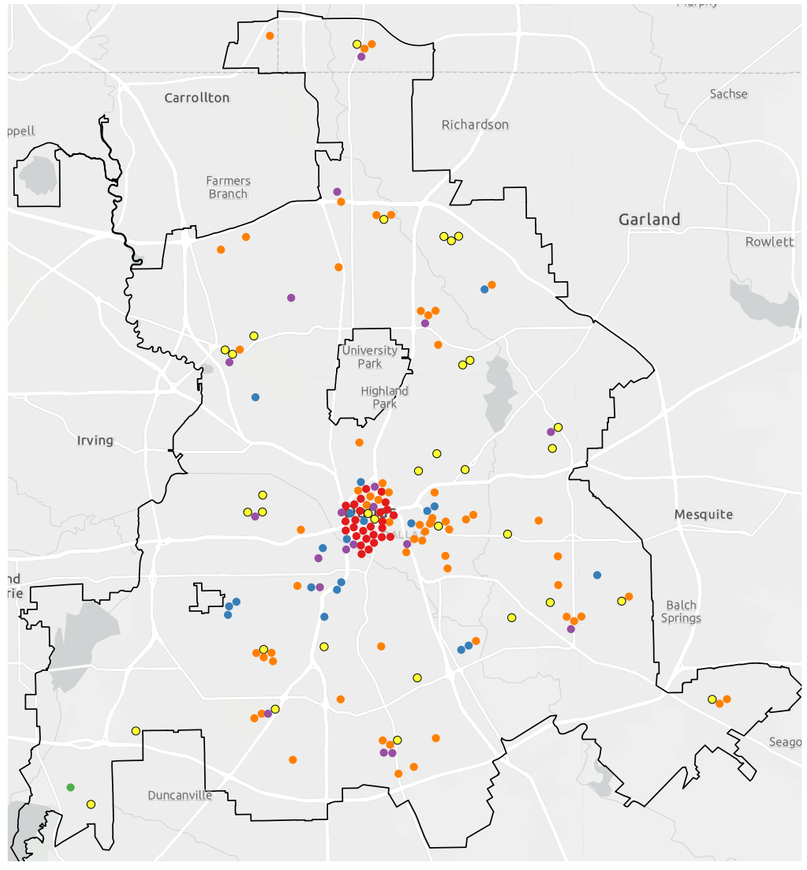
Mapping participant attendance and demographic data helps ensure that engagement efforts are equitably distributed throughout the city. The map in **Figure XX** depicts event and engagement activity conducted throughout the course of the project.

Legend

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

LEARN MORE IN THE ENGAGEMENT REPORT

CLICK HERE



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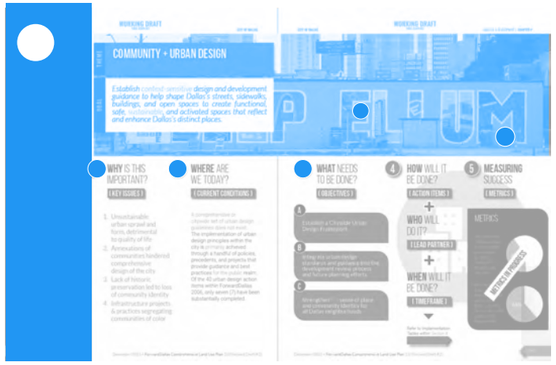
This plan is structured into 4 major sections, each building upon each other. The guide below provides a summary on how to navigate and best utilize this plan.

HOW TO USE THIS PLAN

1 LAND USE THEMES

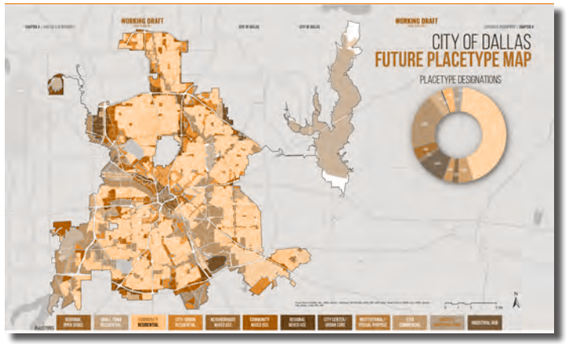


Details the land use themes developed from the community's shared values and vision. Each theme is made up of a primary goal, which provides direction and expectations of what the plan should achieve. Furthermore, each theme goal has a series of objectives which provides strategic recommendations on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

2 PLACETYPE DESCRIPTIONS

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

3 FUTURE PLACETYPE MAP



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

4 IMPLEMENTATION PLAN

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

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CHAPTER 2
LAND USE THEMES

Environmental Justice

TOD + Connectivity

Housing Choice + Access

Economic Development + Revitalization

Community + Urban Design

OVERVIEW

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

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DID YOU KNOW?

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

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

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

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

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THEME

ENVIRONMENTAL JUSTICE + SUSTAINABILITY

GOAL

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

1 WHY IS THIS IMPORTANT?

[KEY ISSUES]

1. Inequitable concentration of incompatible land-uses in communities of color leading to R/ECAP (Racially or Ethically Concentrated Areas of Poverty) areas.
2. Negative impacts on community quality of life, health, air quality and water quality due to heavy industrial proximities.
3. Communities at risk near floodplain.
4. Excessive impervious surfaces citywide, increasing urban heat island effect and storm water runoff.

2 WHERE ARE WE TODAY?

[CURRENT CONDITIONS]

In Dallas, land use policy has played a significant role in establishing concentrations of poverty. Dallas is the second most polluted city in Texas regarding heat-generated ozone and the 16th most polluted in the US.

According to the Existing Conditions Report, although 7% of the city's land use area is industrial, 7/8ths of that area is located within the city's southern service districts (SC, SE, SW).

Moreover, areas of significant impermeable surfaces leading to the city's urban heat island effect are also concentrated in lower-income communities of color, leading to disproportionate

3 WHAT NEEDS TO BE DONE?

[OBJECTIVES]

A Support Citywide Environmental Justice (EJ) Goals

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

C Support the Environmental Protection and Expansion of Natural Assets

4 HOW WILL IT BE DONE?

[ACTION ITEMS]

+

WHO WILL DO IT?

[LEAD PARTNER]

Refer to Implementation Tables within Chapter 4

5 MEASURING SUCCESS

[METRICS]

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

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THEME

TRANSIT-ORIENTED DEVELOPMENT (TOD) + CONNECTIVITY

GOAL

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

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DID YOU KNOW?

Transit-Oriented Development (TOD) is a type of development that maximizes the amount of residential, business, and leisure space within walking distance of public transport.

A TOD can be focused around light rail stations as well as major bus nodes, bike infrastructure, and trails. It aims to spur economic growth, expand housing opportunities, increase connectivity around a mix of land uses, and promote revitalization around DART stations and transportation nodes.

1 WHY IS THIS IMPORTANT?

(KEY ISSUES)

1. Overly restrictive and antiquated zoning constraints around many potential TOD sites hinders feasibility.
2. Lack of integration and coordination in the planning of last mile connections.
3. Parking regulations citywide do not incentivize transit-supportive density.
4. Inequitable access to goods and services

2 WHERE ARE WE TODAY?

(CURRENT CONDITIONS)

Only 22% of Dallas residents are within a 10-min walk of a transit stop and residents in black majority neighborhoods are 17x less likely to have access to jobs through transit than racially diverse neighborhoods (based on 30 min transit commute). Furthermore, 3,420 acres of vacant land exists within Dallas' transit nodes (161 acres are not developable due to the floodplain). The ongoing updates to Dallas' Bike Plan and the reboot of the city's shared dockless vehicles present opportunities for aligning land use with mobility investments and initiatives throughout the city.

3 WHAT NEEDS TO BE DONE?

(OBJECTIVES)

A Encourage more housing, employment, services and amenities around transit stations.

B Align Transportation Planning, Land Use Planning, and Development Processes.

C Promote a multi-modal transportation network that is highly accessible and well-connected.

4 HOW WILL IT BE DONE?

(ACTION ITEMS)

+

WHO WILL DO IT?

(LEAD PARTNER)

Refer to Implementation Tables within Chapter 4

5 MEASURING SUCCESS

(METRICS)

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

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THEME

HOUSING CHOICE + ACCESS

GOAL

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

DID YOU KNOW?

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

1 WHY IS THIS IMPORTANT?

[KEY ISSUES]

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

2 WHERE ARE WE TODAY?

[CURRENT CONDITIONS]

Over the past few years, housing costs have risen while incomes have remained stagnant. According to US Census American Community Survey, 44.3% of Dallas renters and 25.1% of owner-occupied households are considered cost-burdened. Dallas' total cost-burdened household percentage is at 36.4%. According to the city's Market Value Analysis (MVA), which looks at single-family ownership, areas south of I-30 support lower residential market levels. Additionally, there is a notable trend of aging housing stock, with most structures built before 1970.[1]

1 FwdDallas ECR

3 WHAT NEEDS TO BE DONE?

[OBJECTIVES]

A Provide a mix of housing types and affordabilities across all neighborhoods to meet diverse needs.

B Coordinate stabilization efforts in neighborhoods experiencing change, particularly in areas most vulnerable to displacement.

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

4 HOW WILL IT BE DONE?

[ACTION ITEMS]

+

WHO WILL DO IT?

[LEAD PARTNER]

Refer to Implementation Tables within Chapter 4

5 MEASURING SUCCESS

[METRICS]

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

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THEME

ECONOMIC DEVELOPMENT + REVITALIZATION

GOAL

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

CITY OF DALLAS

CITY OF DALLAS

DID YOU KNOW?

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

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

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

1 WHY IS THIS IMPORTANT?

(KEY ISSUES)

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

2 WHERE ARE WE TODAY?

(CURRENT CONDITIONS)

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

3 WHAT NEEDS TO BE DONE?

(OBJECTIVES)

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

B Prioritize Equitable Growth by Strategically Targeting Investment in Underserved Communities

C Foster Economically Resilient Communities Though Diverse and Sustainable Development Practices

D Remove land use and zoning barriers that hinder small business development

4 HOW WILL IT BE DONE?

(ACTION ITEMS)

+

WHO WILL DO IT?

(LEAD PARTNER)

Refer to Implementation Tables within Chapter 4

5 MEASURING SUCCESS

(METRICS)

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

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DID YOU KNOW?

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

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CITY OF DALLAS

THEME

COMMUNITY + URBAN DESIGN

GOAL

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

1 WHY IS THIS IMPORTANT?

(KEY ISSUES)

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

2 WHERE ARE WE TODAY?

(CURRENT CONDITIONS)

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

3 WHAT NEEDS TO BE DONE?

(OBJECTIVES)

A Establish a Citywide Urban Design Framework

B Integrate urban design standards and guidance into the development review process and future planning efforts

C Strengthen the sense of place and community identity for all Dallas neighborhoods

4 HOW WILL IT BE DONE?

(ACTION ITEMS)

+

WHO WILL DO IT?

(LEAD PARTNER)

Refer to Implementation Tables within Chapter 4

5 MEASURING SUCCESS

(METRICS)

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

WORKING DRAFT
PUBLIC REVIEW ONLY

URBAN DESIGN PRINCIPLES

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

WORKING DRAFT
PUBLIC REVIEW ONLY

THEME

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GOAL

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

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

1. URBAN FRAMEWORK

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

APPEARS IN **PLACETYPE MAPS**

PATHS

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

DISTRICTS

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

LANDMARKS

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

NODES

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

NATURAL FEATURES

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

2. URBAN FORM

Describes the physical characteristics of a place within the city

APPEARS IN **PLACETYPE DESCRIPTIONS**

MOBILITY + ACCESS

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

STREETSCAPE + PARKING

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

BUILDING FORM + CHARACTER

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

GREEN + OPEN SPACE

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

THEME CONNECTIONS

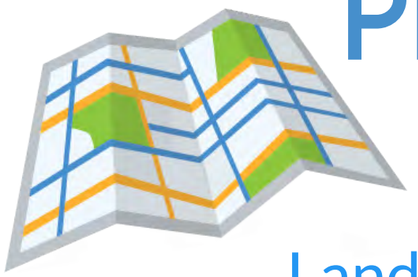
Community + Urban Design is a unifying theme that links all other themes together.

LEGEND

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

February 2024 – ForwardDallas Comprehensive Land Use Plan 2.0 (Revised Draft #3)

CHAPTER 3
PLACETYPES



Land Use/Placetype Matrix
Placetype Descriptions
Future Placetype Map

OVERVIEW

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

CITY OF DALLAS

WORKING DRAFT
PUBLIC REVIEW ONLY

PLACETYPE / LAND USE MATRIX

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

LAND USES	Agricultural	Private Open Space	Public Open Space	Single Family Detached	Single Family Attached	Multiplex	Apartment	Mixed Use	Lodging	Commercial	Office	Civic / Public Institutional	Transportation	Utility	Light Industrial	Heavy Industrial
DESCRIPTIONS	• Animal Production • Crop Production • Agritourism	• Nature Preserves • Golf Courses • Cemetery	• City Park • Nature Preserves • Golf Courses • Cemetery	• Single Residential Unit with Accessory uses like ADUs	• Townhomes • Duplexes • Triplexes	• Multifamily with fewer than 10 attached dwelling units	• Multifamily with more then 10 attached dwelling units	• Combination of Residential, Retail, Lodging, and/or Office	• Hotels • Motels • Extended Stays	• Retail • Personal Services • Restaurants	• Financial Institutions • Medical Clinic • Other Office	• Schools • Religious Institutions • Hospitals • Government Buildings	• Bus Stops • Roads • Train Stations • Vertiports • Airports	• Telecom Tower • Power Station • Pump Station	• Warehouses • Storage • Maintenance shops	• Large Warehouses • Hazardous Materials • Construction Materials
PLACETYPES																
REGIONAL OPEN SPACE	○	●	●									●	○	○		
SMALL TOWN RESIDENTIAL	●	●	○	●	●	●		○	○	○	○	○	○	○		
COMMUNITY RESIDENTIAL	○	○	○	●	●	●	○	○		○	○	○	○	○		
CITY RESIDENTIAL	○	○	○	○	○	●	●	●	○	○	○	○	○	○		
NEIGHBORHOOD MIXED USE	○	○	○	○	○	●	●	●	●	○	●	○	○	○		
COMMUNITY MIXED USE	○	○	○	○	○	○	●	●	●	○	●	○	○	○	○	
REGIONAL MIXED USE	○	○	○		○	○	●	●	●	○	●	○	○	○	○	
CITY CENTER	○	○	○			○	●	●	●	○	●	●	○	○	○	
INSTITUTIONAL CAMPUS / PUBLIC UTILITY	○	○	○		○	○	○	○	○	○	●	●	○	○		
FLEX COMMERCIAL	○	○	○		○	○	○	●	○	○	●		○	○	○	
LOGISTICS / INDUSTRIAL PARK		○	○					○	○	○	●		○	○	○	
INDUSTRIAL HUB		○	○							○	○		○	○	○	○
AIRPORT*	○	○	○				○	○	○	○	○	●	●	○	○	

LEGEND (● PRIMARY USE ○ SUPPORTING USE)

* = AIRPORT PLACETYPE DESCRIPTION SPREAD NOT INCLUDED IN PLAN DOCUMENT

February 2024 – ForwardDallas Comprehensive Land Use Plan 2.0 (Revised Draft #3)

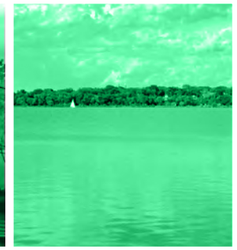
REGIONAL OPEN SPACE (RO)

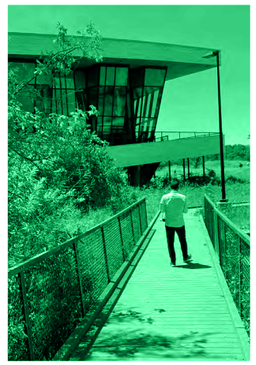
CONTEXT

LEARN MORE (ECR)

As of 2023, Dallas has 381 Parks totaling 18,842 acres[1] and over 14.7 million trees contributing to a tree canopy cover of 32%[2] . The parks, trails, and open space within the Regional Open Space placetype plays an important role in limiting urban encroachment into natural systems. buffering residents from noxious uses, and enhancing overall environmental quality.

1 National Recreation and Park Association (NRPA)
2 Texas Trees Foundation





LOCAL EXAMPLES

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

CHARACTER DESCRIPTION

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

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

FUTURE LAND USE MIX

PRIMARY USE
SUPPORTING USE

Agricultural	Lodging
Private Open Space	Office
Public Open Space	Commercial
Single Family Detached	Public Institution
Single Family Attached	Transportation
Multiplex	Utility
Apartments	Light Industrial
Mixed Use	Heavy Industrial

REGIONAL OPEN SPACE (RO)

A. PLACETYPE APPLICATION

RO A-1

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

RO A-2

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

RO A-3

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

THEME CONNECTIONS

B. ADJACENCIES

RO B-1

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

RO B-2

However, adjacent development should support environmentally sensitive areas and tree canopy.

RO B-3

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

RO B-4

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

URBAN DESIGN ELEMENTS

MOBILITY + ACCESS

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

STREETSCAPE + PARKING

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

GREEN + OPEN SPACE

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

BUILDING FORM + CHARACTER

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

SMALL TOWN RESIDENTIAL (ST)

CONTEXT

LEARN MORE (ECR)

Kleburg-Rylie, which contains most of the city's rural land, was consolidated into the city in 1978. The desire for rural living, even in the nation's 9th largest city, is achieved through the development of this placetype.

LOCAL EXAMPLES

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

CHARACTER DESCRIPTION

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

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

FUTURE LAND USE MIX

PRIMARY USE
SUPPORTING USE

Agricultural	Lodging
Private Open Space	Office
Public Open Space	Commercial
Single Family Detached	Public Institution
Single Family Attached	Transportation
Multiplex	Utility
Apartments	Light Industrial
Mixed Use	Heavy Industrial

SMALL TOWN RESIDENTIAL (ST)

A. PLACETYPE APPLICATION

ST A-1

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

ST A-2

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

ST A-3

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

ST A-4

Supporting and accessory land uses near existing residential or agricultural land uses, like farms and ranches, and can be located along major corridors or adjacent to neighborhood mixed use placetype.

THEME CONNECTIONS

B. ADJACENCIES

ST B-1

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

ST B-2

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

ST B-3

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

ST B-4

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

ST B-5

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

ST B-6

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

URBAN DESIGN ELEMENTS

MOBILITY + ACCESS

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

GREEN + OPEN SPACE

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

STREETSCAPE + PARKING

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

BUILDING FORM + CHARACTER

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

COMMUNITY RESIDENTIAL (CR)

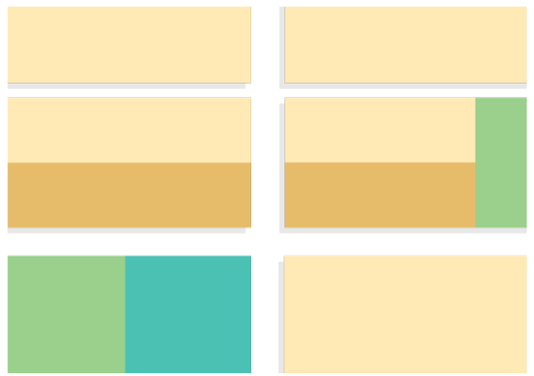
CONTEXT

LEARN MORE (ECR)

As Dallas plans for a projected 300,000+ more residents, careful thought needs to be taken about how the city can gently and equitably add housing in and around existing neighborhoods in a manner that strengthens them.

LOCAL EXAMPLES

1. LAKEWOOD
2. WINNETKA HEIGHTS
3. BUCKNER TERRACE
4. QUEEN CITY
5. PRESTONWOOD
6. KIDD SPRINGS
7. ARCADIA PARK



CHARACTER DESCRIPTION

The Community Residential placetype represents the largest percentage of land within Dallas and is primarily made up of single-family homes. Parks, schools, and places of worship are interspersed throughout, providing focal points for community activity. Sensitively integrated missing middle housing, such as duplexes and smaller-scaled multiplexes, provide increased housing choice. Local commercial and office uses, as well as neighborhood-scaled apartments, may also be found, offering convenient access to goods and services, promoting a greater mix of uses, and supporting active, walkable environments. Non-residential and apartment uses are generally located within a 1/2 mile of DART transit stations, near existing activity centers, and within established commercial nodes.

This placetype consists of a few different contexts and scales which impact how and where new housing is accommodated. Neighborhoods developed before 1950 were generally laid out with gridded, interconnected streets while neighborhoods built after 1950 were typically laid out with curvilinear streets, limited interconnectivity, and less-integrated housing types. However, housing diversification within each context is key in meeting the city's housing needs. Both the Neighborhood and Community Mixed Use placetypes complement this placetype, forming a complete community with activities essential to a high-quality of life.

FUTURE LAND USE MIX

PRIMARY USE
SUPPORTING USE

Agricultural	Lodging
Private Open Space	Office
Public Open Space	Commercial
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Single Family Attached	Transportation
Multiplex	Utility
Apartments	Light Industrial
Mixed Use	Heavy Industrial

COMMUNITY RESIDENTIAL (CR)

CURVILINEAR

GRIDDED

A. PLACETYPE APPLICATION

CR A-1

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

CR A-2

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

CR A-3

Vacant properties or those with inactive land uses present opportunities for thoughtful in-block infill development, allowing for the integration of missing middle housing types within the community. Such sites also represent an opportunity for additional local parks and open space amenities.

CR A-4

Any redevelopment of existing multi-unit buildings should establish a plan to avoid displacement due to redevelopment, including allowing more units in return for greater affordability.

CR A-5

Changes to areas within Community Residential neighborhoods should be incremental and sensitive to the existing context, and include inclusive community engagement efforts.

THEME CONNECTIONS

B. ADJACENCIES

CR B-1

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

CR B-2

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

CR B-3

The Industrial Hub Placetype should not be adjacent to this placetype.

CR B-4

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

URBAN DESIGN ELEMENTS

CURVILINEAR # GRIDDED # BOTH

MOBILITY + ACCESS

1. Supporting commercial areas should be designed to promote walkability including enhanced sidewalks, street trees and landscaping, minimal curb cuts, and pedestrian-scaled lighting.
2. Establish a comprehensive pedestrian network emphasizing multimodal connections to transit routes, commercial areas, schools, and parks.

GREEN + OPEN SPACE

3. Plant parkways and private yards with shade trees to expand the urban forest and improve neighborhood character.
4. Front and rear yards serve as private open spaces. Application can vary but it should be generally consistent throughout this placetype.
5. Increased side and rear yards can serve as transitions between different housing types and commercial developments.

STREETSCAPE + PARKING

6. Consider shared parking spaces, including the prioritization of street parking, that can serve both residential and business needs.
7. Incorporate green spaces and landscaping within and around parking areas to enhance the aesthetic appeal of the neighborhood and to reduce the visual impact of parking structures.
8. In adjacent commercial and mixed-use developments, parking and service areas should be oriented toward the rear of the buildings to promote a more walkable environment and provide a buffer to adjacent residential areas.
9. Place surface parking at the rear or interior of the lot and include active ground-floor uses in parking garages to enhance the pedestrian experience .

BUILDING FORM + CHARACTER

10. Establish compact blocks and locate buildings toward the front property line with alleyways or side-loaded garages to provide a welcoming walking environment.
11. Anchor neighborhoods with local-serving commercial nodes.
12. Infill development should be context-sensitive, and building scale, height and massing should complement existing buildings.
13. Attention should be given to building height, orientation, architectural style, and setback to ensure new structures fit into existing neighborhood context.
14. All structures should be low rise structures within this placetype. The tallest low rise structures should be oriented to major streets, adjacent to mixed use placetypes or adjacent to other taller low rise structures.

CITY RESIDENTIAL (CU)

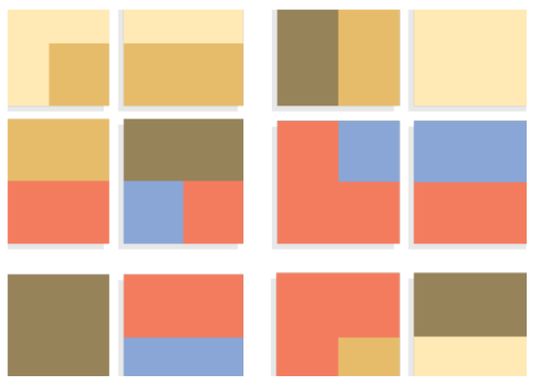
CONTEXT

LEARN MORE (ECR)

To help accommodate the anticipated increase in residents in Dallas, additional housing will be needed in areas that are already urbanized.

LOCAL EXAMPLES

1. STATE THOMAS
2. VICKERY MEADOWS
3. THE VILLAGE
4. OAK LAWN



CHARACTER DESCRIPTION

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

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

FUTURE LAND USE MIX

PRIMARY USE
SUPPORTING USE

Agricultural	Lodging
Private Open Space	Office
Public Open Space	Commercial
Single Family Detached	Public Institution
Single Family Attached	Transportation
Multiplex	Utility
Apartments	Light Industrial
Mixed Use	Heavy Industrial

CITY RESIDENTIAL (CU)

SUBURBAN

URBAN

A. PLACETYPE APPLICATION

CU A-1

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

CU A-2

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

CU A-3

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

CU A-4

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

CU A-5

Affordability should be prioritized if redevelopment occurs and additional density should be considered to avoid displacement of existing residents.

CU A-6

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

THEME CONNECTIONS

B. ADJACENCIES

CU B-1

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

.

CU B-2

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

CU B-3

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

CU B-4

The Industrial Hub Placetype should not be adjacent to this placetype.

URBAN DESIGN ELEMENTS

(#) SUBURBAN (#) URBAN (#) BOTH

MOBILITY + ACCESS

1. Establish a comprehensive pedestrian and multimodal network with an emphasis on connections to transit routes, commercial areas, schools, and parks. through the integration of complete street guidelines

GREEN + OPEN SPACE

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

STREETSCAPE + PARKING

6. Strategically position parking facilities behind buildings or in side yards, minimizing the visual impact of surface parking and optimizing shared parking opportunities.

BUILDING FORM + CHARACTER

7. Locate commercial and mixed-use buildings toward the front property line to activate sidewalks and enhance the public realm.
8. Compact, pedestrian-friendly blocks should be framed by residential streets with low vehicle speeds, prioritizing pedestrian and bicycle safety.
9. Provide individual, street-facing entrances to ground-floor residential units and storefronts where possible to increase activity on the street and in common outdoor areas.
10. New buildings should taper down in height and scale toward existing single-unit detached homes to establish a compatible relationship between buildings.

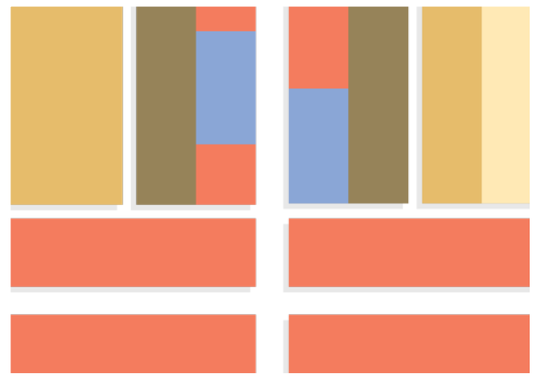
NEIGHBORHOOD MIXED USE (NM)

CONTEXT

LEARN MORE (ECR)

LOCAL EXAMPLES

1. **SOUTH** BUCKNER **BLVD**
2. HAMPTON ROAD
3. DOWNTOWN ELMWOOD
4. LOWEST GREENVILLE
5. HENDERSON **AVENUE**



CHARACTER DESCRIPTION

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

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

FUTURE LAND USE MIX

PRIMARY USE
SUPPORTING USE

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

NEIGHBORHOOD MIXED USE (NM)

A. PLACETYPE APPLICATION

NM A-1

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

Emphasis should be placed on strengthening mobility connections between Neighborhood Mixed Use placetypes and adjacent housing, parks, and service providers.

NM A-2

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

NM A-3

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

NM A-4

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

NM A-5

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

THEME CONNECTIONS

B. ADJACENCIES

NM B-1

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

NM B-2

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

NM B-3

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

URBAN DESIGN ELEMENTS

MOBILITY + ACCESS

1. Design roadways to emphasize multi-modal access, including the integration of wide sidewalks on routes serving neighborhood nodes.
2. Locate retail development along bus routes and established mobility hubs to maximize transit connectivity.

GREEN + OPEN SPACE

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

STREETSCAPE + PARKING

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

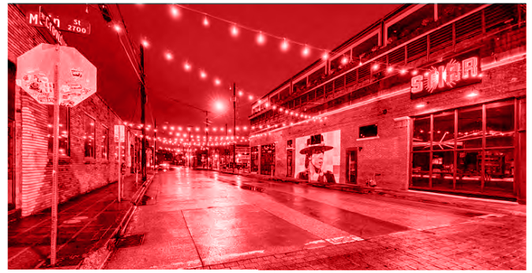
BUILDING FORM + CHARACTER

12. Anchor neighborhood commercial districts with mixed-use and commercial development at key intersections.
13. Commercial buildings are located closer to the street on main, local streets, but may have greater landscaping areas when situated on arterials.
14. Where commercial buildings are near residential uses, they should relate to one another in scale, proportion and massing.
15. All structures should be low rise structures within this placetype. The tallest low rise structures should be oriented to major streets, adjacent to mixed use placetypes or adjacent to other taller low rise structures

COMMUNITY MIXED USE (CM)

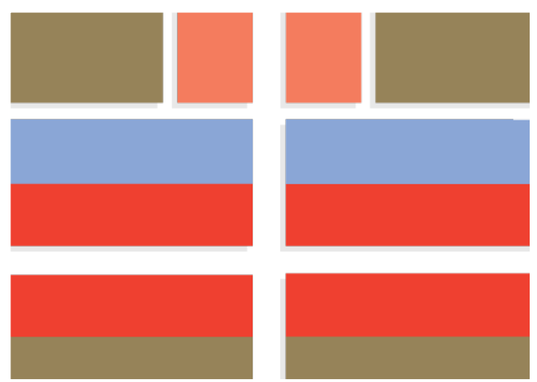
CONTEXT

LEARN MORE (ECR)



LOCAL EXAMPLES

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



CHARACTER DESCRIPTION

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

These areas are often located along DART bus and rail routes to maximize transit connections to retail and job centers and provide multiple mobility options for residents and employees. Vehicular access is generally easily accessible given that buildings are often located on separate parcels with their own parking areas.

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

FUTURE LAND USE MIX

PRIMARY USE
SUPPORTING USE

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

COMMUNITY MIXED USE (CM)

A. PLACETYPE APPLICATION

CM A-1

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

CM A-2

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

CM A-3

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

CM A-4

Integrate housing in under-performing mixed use corridors and centers to help increase housing access.

CM A-5

Industrial, outdoor storage areas and properties without incompatible land uses within close proximity to residential areas, particularly those near DART bus and rail routes, should be prioritized for redevelopment.

CM A-6

Areas intended for transition from another development pattern to the Community Mixed Use placetype primarily consist of roadway corridors or industrial areas that are no longer compatible with the surrounding development pattern.

CM A-7

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

CM A-8

Light Industrial land use is intended as a supportive component, limited in scale (such as small office/warehouses) and designed to fit cohesively within the overall composition of the placetype.

THEME CONNECTIONS

B. ADJACENCIES

CM B-1

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

URBAN DESIGN ELEMENTS

MOBILITY + ACCESS

1. Design ground floor building facades with a high degree of transparency and locate doorways along primary routes to foster a vibrant pedestrian environment.
2. Screen building service functions and mechanical equipment for commercial developments.

GREEN + OPEN SPACE

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

STREETSCAPE + PARKING

5. Promote the use of shared parking facilities between commercial uses
6. Incorporate onsite landscaping to screen parking and service areas from public rights-of-way..
7. Discourage site design that places parking lots along roadway frontage.

BUILDING FORM + CHARACTER

8. Incorporate landscaped buffers into new development to minimize impacts on nearby established residential areas.
9. Anchor commercial districts with mixed-use and commercial development at key intersections.
10. Taper building height and bulk in edge areas to transition to less intense development in neighboring areas.

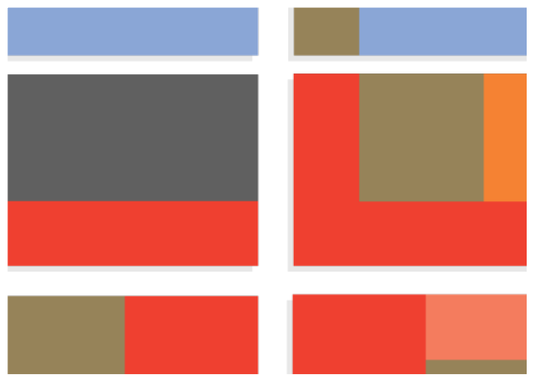
REGIONAL MIXED USE (RM)

CONTEXT

LEARN MORE (ECR)

LOCAL EXAMPLES

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



CHARACTER DESCRIPTION

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

While these areas are intended to serve the broader Dallas community, they should enhance and not detract from local quality of life. Typically located at major intersections or along key transportation corridors, including roadways and DART routes, regional commercial areas rely heavily on automobiles and transit to bring in employees and visitors from throughout the region daily. Despite the efficient movement of automobile traffic, bicycle and pedestrian infrastructure improvements will help ensure quality multi-modal access.

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

FUTURE LAND USE MIX

PRIMARY USE
SUPPORTING USE

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

REGIONAL MIXED USE (RM)

A. PLACETYPE APPLICATION

RM A-1

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

RM A-2

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

RM A-3

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

RM A-4

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

RM A-5

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

RM A-6

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

RM A-7

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

RM A-8

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

RM A-9

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

THEME CONNECTIONS

B. ADJACENCIES

RM B-1

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

URBAN DESIGN ELEMENTS

MOBILITY + ACCESS

1. Locate regional retail development along bus routes and established mobility hubs to maximize transit connectivity.
2. Prioritize pedestrian, bicycle, and transit safety at intersections, while prioritizing pedestrian needs over traffic flow.

GREEN + OPEN SPACE

3. Integrate green spaces like plazas and parklets into commercial districts to serve as an amenity to residents and businesses.
4. Integrate green infrastructure like bioswales, permeable pavement, and green roofs to reduce urban flooding and heat island effects.

STREETSCAPE + PARKING

5. Promote the use of shared parking facilities between commercial uses
6. Incorporate on-site landscaping to screen parking and service areas from public rights-of-way.
7. Structured parking should be wrapped and screened to minimize visual impact at the ground level.
8. Surface parking should be located at the side or rear of buildings.
9. Loading and service areas should be located toward the rear of the building and screened from public view, unless located against a natural feature like a creek or green/open space

BUILDING FORM + CHARACTER

10. Design ground floor building facades with a high degree of transparency and locate doorways along primary routes to foster a vibrant pedestrian environment.
11. Taper building height and bulk in edge areas to transition to less intense development near neighboring residential areas.
12. Lower or step-back building heights along edges abutting neighborhoods.
13. Use key, scale-appropriate intersections to serve as the focus of regional commercial hubs, concentrating more intense uses along major roadways.

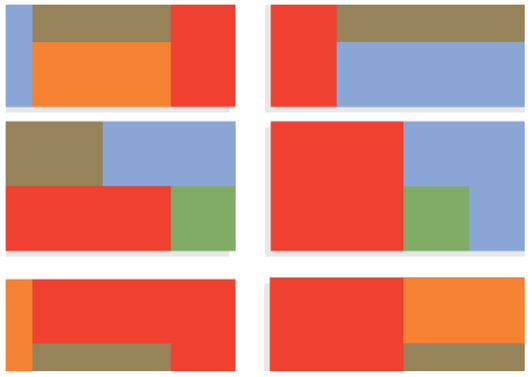
CITY CENTER (CC)

CONTEXT

LEARN MORE (ECR)

LOCAL EXAMPLES

1. DOWNTOWN
2. UPTOWN



CHARACTER DESCRIPTION

The City Center is a complete and connected neighborhood made up of the centrally located Downtown district and its adjoining communities. *It "[offers] an inclusive, robust, and unique combination of residential options, job opportunities [...] schools, [...] open spaces, [...] street activity, [...] business and retail, connected by an accessible, balanced, multi-modal transportation network with a variety of options to move from one destination to the next".*[1] This unique placetype, not found in other parts of the city, encompasses the historic downtown, central business district, and civic center which is home to major employers and corporate headquarters. This centrally located hub serves as the most concentrated regional commercial, tourism, and activity center, supported by high-density housing and ringed by a vibrant collection of historic and cultural neighborhoods.

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

1 The 360 Plan: A Complete and Connected City Center

FUTURE LAND USE MIX

PRIMARY USE
SUPPORTING USE

Agricultural	Lodging
Private Open Space	Office
Public Open Space	Commercial
Single Family Detached	Public Institution
Single Family Attached	Transportation
Multiplex	Utility
Apartments	Light Industrial
Mixed Use	Heavy Industrial

CITY CENTER (CC)

A. PLACETYPE APPLICATION

CC A-1

Existing surface parking lots of the City Center placetype should be improved to maximize development potential and expand the area's function as a regional hub of commerce and employment.

CC A-2

Lower-intensity development as well as vacant and underutilized parking areas should be redeveloped for more intense mixed-use multi-story development.

CC A-3

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

THEME CONNECTIONS

B. ADJACENCIES

CC B-1

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

CC B-2

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

URBAN DESIGN ELEMENTS

MOBILITY + ACCESS

1. Prioritize pedestrian, bicycle, and transit safety at intersections, while balancing pedestrian needs with traffic flow.
2. Redesign and prioritize streets for multimodal use.
3. New skybridges and tunnels should be discouraged as part of any new development or redevelopment to promote street-level pedestrian activity.

GREEN + OPEN SPACE

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

STREETSCAPE + PARKING

7. Promote the use of shared parking facilities between commercial uses.
8. Incorporate onsite landscaping to screen parking and service areas from public rights-of-way.
9. Structured parking should be wrapped, screened, and located in a manner that does not interfere with the pedestrian environment.
10. Surface parking lots should be considered for redevelopment. When retained, they should be screened from view and located to the rear of a structure
11. Implement scale regulations at building ground levels to humanize streetscape and scale.
12. Integrate placemaking strategies, such as accessible public art, to reflect the community's identity, strengthen historic preservation, and culture at key gateways and open spaces.

BUILDING FORM + CHARACTER

13. Design ground floor building facades with a high degree of transparency and locate doorways along primary routes to foster a vibrant pedestrian environment.
14. Integrate multifamily housing within the city center to provide housing choice close to retail and employment.
15. Taper building height and bulk in edge areas to transition to less intense development in neighboring areas
16. Design future garages with floor-to-floor heights that would allow for future conversions.
17. Incorporate adaptive reuse strategies as a tool for building preservation, when possible.

INSTITUTIONAL CAMPUS/ PUBLIC UTILITY (IP)

CONTEXT

LEARN MORE (ECR)

LOCAL EXAMPLES

1. UNT DALLAS
2. SOUTHWESTERN MEDICAL / PARKLAND DISTRICT
3. BAYLOR MEDICAL
4. CITY OF DALLAS WATER UTILITIES CAMPUS

CHARACTER DESCRIPTION

The Institutional Campus/Public Utility placetype is home to various unique areas throughout Dallas where large master-planned educational, institutional, and business facilities outside of the city's Core anchor compact, high-intensity districts. Development in this placetype is typically more intense than surrounding areas with land uses focused in critical areas that support the area's anchor institution.

The Institutional Campus/Public Utility placetype hosts numerous epicenters of employment, providing jobs for the greater Dallas-Fort Worth region. Multimodal connectivity and public transit access is vital to the success of this placetype. As an anchor for regional economic activity locations for visitors, development and streetscaping within the Institutional Campus/Public Utility placetype must be of the highest quality. This placetype also houses civic utility campuses and facilities that provide essential services to the city. Major roadways in these areas should also feature streetscaping and wayfinding that help visually unify the district's many users and support a unique sense of place.

FUTURE LAND USE MIX

	PRIMARY USE	SUPPORTING USE
Agricultural		○
Private Open Space		○
Public Open Space		○
Single Family Detached		○
Single Family Attached		○
Multiplex		○
Apartments		○
Mixed Use		○
Lodging		○
Office	●	
Commercial		○
Public Institution	●	
Transportation		○
Utility		○
Light Industrial		
Heavy Industrial		

INSTITUTIONAL CAMPUS/ PUBLIC UTILITY (IP)

A. PLACETYPE APPLICATION

IP A-1

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

IP A-2

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

IP A-3

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

IP A-4

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

IP A-5

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

IP A-6

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

THEME CONNECTIONS

B. ADJACENCIES

IP B-1

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

IP B-2

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

IP B-3

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

IP B-4

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

IP B-6

Public utility campuses and facilities should not be redeveloped adjacent or abutting residential placetypes.

URBAN DESIGN ELEMENTS

MOBILITY + ACCESS

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

STREETSCAPE + PARKING

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

BUILDING FORM + CHARACTER

11. Establish mixed-use and commercial development at key intersections to serve institutional users and local residents.
12. Building heights are lower in locations abutting residential areas.

GREEN + OPEN SPACE

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

FLEX COMMERCIAL (FC)

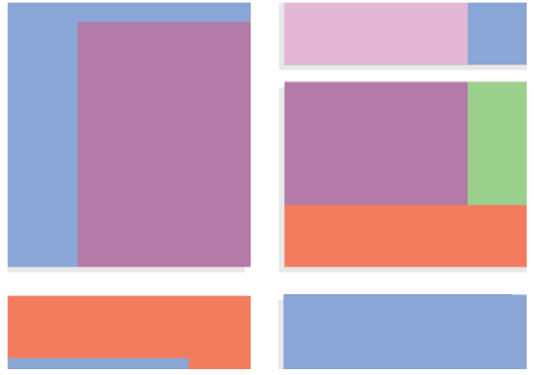
CONTEXT LEARN MORE (ECR)

The City of Dallas has nearly 70,000 acres of residential land (32% of city land) of which almost 5,200 acres (2%) is within a 500ft buffer of an industrial zoned district. [1] The Flex Commercial placetype plays a role in signaling the transition away from these incompatibilities.

1 ForwardDallas Existing Conditions Report

LOCAL EXAMPLES

1. LBJ SKILLMAN
2. STEMMONS INDUSTRIAL CORRIDOR
3. I-45 CORRIDOR



CHARACTER DESCRIPTION

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

Buildings within the Flex Commercial placetype should be designed intentionally and built to be versatile to accommodate a mix of uses at one time or as uses transition from another, including office, research, athletic spaces, warehouse and light productions. A limited number of live/work units may also be accommodated within this placetype to meet the rise in the need for affordable, flexible spaces for artists, artisans and creative manufacturing. New buildings and enhancements to existing buildings should have an increased emphasis on how buildings interact with public right-of-way, incorporating a more pedestrian friendly environment that includes quality landscaping, connected sidewalks and amenities such as benches, shade structures, and street trees. Reinvestment is encouraged to repurpose existing buildings and maximize the use of existing infrastructure.

FUTURE LAND USE MIX

PRIMARY USE
SUPPORTING USE

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

FLEX COMMERCIAL (FC)

A. PLACETYPE APPLICATION

FC A-1

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

FC A-2

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

FC A-3

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

FC A-4

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

THEME CONNECTIONS

B. ADJACENCIES

FC B-1

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

FC B-2

This placetype may also function as a buffer between heavier industrial operations and residential areas. Therefore particular attention should be paid to the treatment of edge areas and adjacent areas.

FC B-3

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

FC B-4

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

FC B-5

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

FC B-6

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

FC B-7

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

URBAN DESIGN ELEMENTS

MOBILITY + ACCESS

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

GREEN + OPEN SPACE

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

STREETSCAPE + PARKING

5. Utilize on-site landscaping and parking lot design to screen parking and service areas to create an inviting pedestrian environment.
6. Parking for large commercial trucks should be located toward the rear or side of buildings when possible and should not abut residential areas.

BUILDING FORM + CHARACTER

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

LOGISTICS / INDUSTRIAL PARK (LH)

CONTEXT

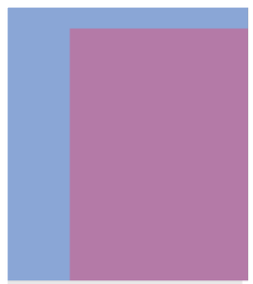
LEARN MORE (ECR)

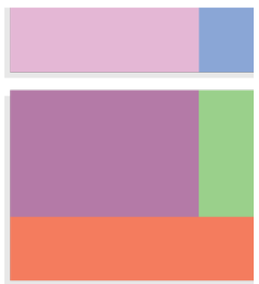
[Heavy] transportation and infrastructure systems are critical to the movement of goods which power the economy. [1] Properly aligning logistics-oriented land uses to these transportation networks, while also preventing encroachment into residential communities, is key to locating Logistics/Industrial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

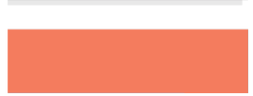
1 ForwardDallas Existing Conditions Report

LOCAL EXAMPLES

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







CHARACTER DESCRIPTION

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

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

FUTURE LAND USE MIX

PRIMARY USE
SUPPORTING USE

Agricultural	Lodging
Private Open Space	Office
Public Open Space	Commercial
Single Family Detached	Public Institution
Single Family Attached	Transportation
Multiplex	Utility
Apartments	Light Industrial
Mixed Use	Heavy Industrial

LOGISTICS/ INDUSTRIAL PARK (LH)

LOGISTICS

INDUSTRIAL PARK

A. PLACETYPE APPLICATION

LH A-1

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

LH A-2

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

B. ADJACENCIES

LH B-1

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

LH B-2

As reinvestment occurs in Logistics/ Industrial Park areas, addressing adverse environmental effects generated by sources of pollution, particularly those impacting disadvantaged communities, should be prioritized.

LH B-3

Any new light industrial uses in this placetype considered adjacent to residential areas should be low impact, small-scaled, and self contained to the interior of the building

URBAN DESIGN ELEMENTS

MOBILITY + ACCESS

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

GREEN + OPEN SPACE

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

STREETSCAPE + PARKING

6. Use landscaped buffers to screen loading and service areas from view and limit impacts on adjacent development and uses.

BUILDING FORM + CHARACTER

7. Encourage commercial development within industrial areas to provide amenities to local employees and neighboring neighborhoods.
8. Implement gateway features, including district branding elements, at key points of entry to enhance the district 's sense of place.
9. Orient buildings with more intense industrial uses internal to the site, away from less intense uses and placetypes.
10. Outdoor storage areas should be appropriately screened, particularly at the edges of the placetype.
11. Elongated buildings and warehouses within this placetype should be broken up where possibly to accommodate a connected street block network.

THEME CONNECTIONS

INDUSTRIAL HUB (IH)

CONTEXT LEARN MORE (ECR)

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

LOCAL EXAMPLES

1. MCCOMMAS LANDFILL
2. STEMMONS INDUSTRIAL CORRIDOR
3. **ZACHA JUNCTION**

CHARACTER DESCRIPTION

The Industrial Hub placetype comprises areas identified for heavy industrial production, construction related functions, and hazardous material storage. Residential uses are not compatible and should not be located in these areas. Potentially incompatible, but necessary, industrial uses such as asphalt batch plants, bulk processing, waste collection, and salvage facilities are contained in this placetype. The strategic and equitable location of this placetype within the city aims to address historic residential adjacencies while providing critical infrastructure support and job creation.

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

FUTURE LAND USE MIX

PRIMARY USE
SUPPORTING USE

- Agricultural
- Private Open Space (supporting)
- Public Open Space (supporting)
- Single Family Detached
- Single Family Attached
- Multiplex
- Apartments
- Mixed Use
- Lodging
- Office (supporting)
- Commercial (supporting)
- Public Institution
- Transportation (primary)
- Utility (primary)
- Light Industrial (primary)
- Heavy Industrial (primary)

INDUSTRIAL HUB (IH)

A. PLACETYPE APPLICATION

MH A-1

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

MH A-2

Despite existing challenges, the Industrial Hub placetype should accommodate Dallas's innovative and cutting-edge sustainable economic models that promote a green economy.

MH A-3

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

B. ADJACENCIES

MH B-1

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

MH B-2

As reinvestment occurs in Industrial Hub areas, addressing adverse environmental effects generated by sources of pollution, particularly those impacting disadvantaged communities, should be prioritized.

MH B-3

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

MH B-4

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

URBAN DESIGN ELEMENTS

MOBILITY + ACCESS

1. Locate industrial uses along truck routes designed for anticipated capacity and divert traffic away from residential neighborhoods.
2. The connected network provides for direct and efficient truck access to arterials from local and collector streets and accommodates multiple modes of transportation.
3. Heavy industrial uses should be concentrated at arterials, expressways, and railroad lines.
4. Enlarged landscape buffers should provide a transition to adjacent uses.

GREEN + OPEN SPACE

5. Integrate paths and outdoor recreation areas that are used as amenities by employees.

STREETSCAPE + PARKING

6. Use landscaped buffers to screen loading and service areas from view and limit impacts on adjacent development.

BUILDING FORM + CHARACTER

7. Encourage commercial development within industrial areas to provide amenities to local employees and neighboring neighborhoods.
8. Implement gateway features, including district branding elements, at key points of entry to enhance the district 's sense of place.
9. Orient buildings with more intense industrial uses internal to the site, away from less intense uses and placetypes.
10. Outdoor storage areas should be appropriately screened, particularly at the edges of the placetype.
11. When an industrial facility includes a structure that requires increased height, the structure is located so that it does not significantly visually or physically impact nearby residential areas.

THEME CONNECTIONS

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CITY OF DALLAS

CITY OF DALLAS

DISPLAYING MAP FROM PREVIOUS DRAFT (DEC 6, 2023)

NEXT UPDATED MAP TO BE RELEASED EARLY SPRING 2024

WORKING DRAFT
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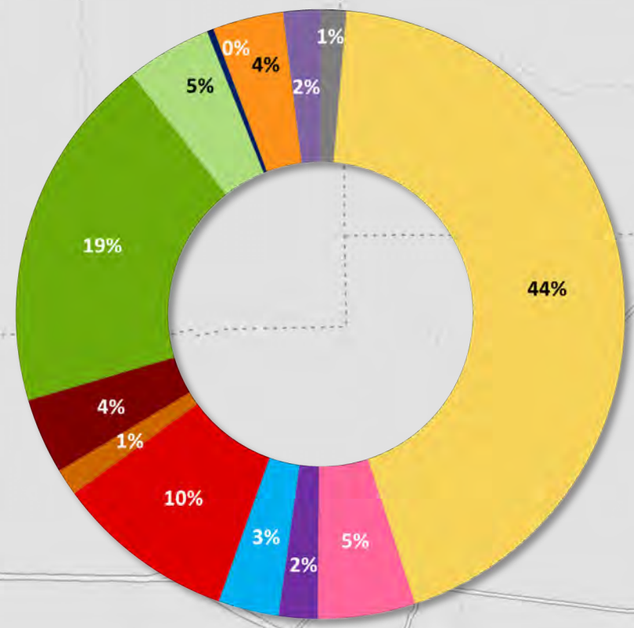
CITY OF DALLAS
FUTURE PLACETYPE MAP



INTERACTIVE HIGH-RESOLUTION MAP LINK

CLICK HERE

Texas Parks & Wildlife, Esri, HERE, Garmin, SafeGraph, METI/NASA, USGS, EPA, NPS, USDA, Texas Parks & Wildlife, Esri, HERE, Garmin, FAO, NOAA, USGS, EPA, NPS

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PLACETYPES

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

Figure 1: Future Placetype Map A comprehensive plan shall not constitute zoning regulations or establish zoning district boundaries. *Texas Local Government Code, Section 219.005.*

Figure 2: Future Placetype Chart

CHAPTER 4 IMPLEMENTATION

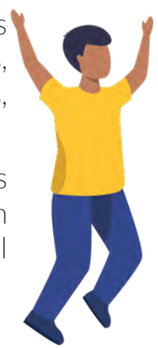
Short-Term Action Matrix

OVERVIEW

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

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

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



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IMPLEMENTATION | CHAPTER 4

SHORT TERM ACTION MATRIX

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

GENERAL + DEVELOPMENT PROCESS

General + Development Process Table

	Objective	#	Action Step	Lead	Key Partners	Related Themes
A		1	Develop key performance indicators six (6) months after plan adoption for all theme metrics identified in plan document, with an anticipated mid-year check-in or report to CPC or Council.	PUD	All key partners from subsequent themes.	

METRICS + MONITORING

METRICS IN PROGRESS

METRICS IN PROGRESS

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

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ENVIRONMENTAL JUSTICE + SUSTAINABILITY

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

Environmental Justice + Sustainability Implementation Table

	Objective	#	Action Step	Lead	Key Partners	Related Themes
A	Support Citywide Environmental Justice (EJ) Goals	1	Develop a comprehensive land use strategy that addresses issues identified through the city's EJ goals and prioritize identified areas for land use and zoning interventions.	PUD	OEQS, Env Commission, EJ Cmte, OEI	5
		2	Coordinate with city departments and the community to identify areas of EJ concern where stakeholders identify issues, help gather and track data, and catalog resources to address EJ issues.	OEQS	OEQS, Env Commission, EJ Cmte, OEI	
		3	Utilize the ForwardDallas Environmental Justice Areas of Focus analysis to tailor zoning interventions, neighborhood planning efforts, and other investments for identified EJ areas.	PUD	OEQS, OEI	
B	Mitigate Negative Environmental Impacts from New Development	4	Prioritize stronger environmental impact reviews in EJ and EPA focus areas that are also contributors of urban heat island effect, excessive storm water runoff, and poor air and water quality.	OEQS	PUD	
		5	Update the Development Code to reduce the percentage of impervious surface areas, where appropriate.	PUD	OEQS, DEV, DDOT	3
		6	Coordinate with DPW and DWU as updates to the existing Street Design Manual and Drainage Design Manual occur to support the alignment with CECAP Air Quality and Water Management / Quality Target Goals.	DPW, DWU	PUD	
		7	Update development code to incorporate green infrastructure practices into land use planning and development, such as rain gardens, green roofs, permeable pavements, bioswales, and vegetated swales, providing incentives where possible.	DPW	PUD, OEQS, PKR, DWU, DDOT	
		8	Update development code to incorporate Sustainable Low Impact Development Strategies that encourage compact and mixed land-use patterns that minimize negative environmental impacts.	DPW	PUD, DWU, DEV, OEQS	
		9	Coordinate with partner agencies and departments to incentivize the design and development of Brownfield sites	OEQS	PUD	
		10	Monitor commercial activities emitting air pollution in Industrial Hub areas and regulate to ensure environmental justice policies and strategies are adhered to.	OEQS	PUD, DEV	
C	Support the Environmental Protection of Key Natural Assets	11	Update Development Code & Article X to prioritize the protection of mature trees and when replanting to encourage native planting of drought-tolerant tree and plant species, reducing artificial irrigation dependencies.	Forestry	Texas Trees Foundation; DWU, PBW, PKR, DEV, PUD	
		12	Explore the creation of a Watershed District Overlay to help mitigate existing and projected stormwater impacts from new development.	DWU	PUD, DEV, NCTCOG	
		13	Support the development of an Environmental Justice Areas of Focus to protect Environmentally Sensitive Areas, including the 100-year floodplain, creeks, areas with mature tree canopies, the Escarpment, and other water bodies.	DPW, DWU, OEQS,	PUD, NCTCOG, DEV	
		14	Inventory underutilized city-owned land, surplus rights-of-way, and vacant properties for opportunities of repurposing into environmentally protective land uses such as programmed green spaces, urban agriculture, and opportunities for urban wildlife protection.	PKR, DPW Real Estate	PUD, HOU, DWU, DDOT, OEQS	5

METRICS + MONITORING

- 20%, 50% And 75% Red … 030, 2040, 2050, Respectively (CECAP)
- 80%, 90% And 95% Of The … k Or Trail By 2030, 2040, 2050, Respectively.

METRICS IN PROGRESS

METRICS IN PROGRESS

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

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TRANSIT ORIENTED DEVELOPMENT (TOD) + CONNECTIVITY

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

Transit-Oriented Development + Connectivity Implementation Table

	Objective	#	Action Step	Lead	Key Partners	Related Themes
A	Encourage more housing, employment, services and amenities around transit stations.	1	Prioritize appropriate increased density and zoning around DART stations, high frequency transit nodes, corridors, trails, neighborhood centers, and potential TOD focus areas.	PUD	DART, HOU, OED, DDOT	8
		2	Right-size and reduce parking regulations within parking code amendments to allow increased development opportunity for TOD projects.	PUD	DEV, DDOT, DART	5
B	Align Transportation Planning, Land Use Planning, and Development Processes.	3	Incorporate comprehensive TOD Design guidance within the future citywide urban design framework to emphasize safe access, site design excellence, enhanced connectivity, and high-quality public spaces.	PUD	DART, DDOT, OED, HOU	1
		4	Utilize an accessibility analysis to equitably develop corridor and station area plans that prioritizes areas with poor access to essential services.	PUD	DART, DDOT, NCTCOG, TXDOT	3 7 8 8
		5	Support assessments of existing transit infrastructure, exploring multimodal options for last-mile connections to essential land uses and community services.	PUD	PUD	
		6	Initiate a Thoroughfare and Freight Master Plan Update that aligns future placetypes, Dallas' Complete Street typologies, and urban design guidelines.		PUD	1
C	Promote a multi-modal transportation network that is highly accessible and well-connected.	7	As neighborhood, corridor, and station area plans are developed, prioritize assessments of the land use mix and available infrastructure in TOD areas of focus to improve linkages to employment, education, parks, food, and health services.	PUD		3 7 8 8
		8	Establish place-specific criteria for "15- Minute Complete Communities" to provide safe, convenient, and equitable proximity to daily goods and services.	PUD	HOU, OED, DEV, DART, DDOT	

METRICS + MONITORING

- VMT and mode sp
- % DART stations w station area plans

METRICS IN PROGRESS

METRICS IN PROGRESS

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

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HOUSING CHOICE + ACCESS

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

Housing Choice + Access Implementation Table

	Objective	#	Action Step	Lead	Key Partners	Related Themes
A	Provide a Mix of Housing types and affordabilities across all Neighborhoods to meet diverse needs.	1	Integrate comprehensive land use analysis with resident collaboration at the neighborhood level to inform planning for more housing and housing types that are consistent with existing context and scale.	PUD	HOU	
		2	Explore updating the development code to allow Accessory Dwelling Units in residential districts and incorporate design standards to ensure neighborhood compatibility.	PUD	DEV, ZOAC, CPC	
		3	Explore the creation of an infill residential zoning district to allow appropriately scaled infill housing in designated areas.	PUD	DEV, HOU	
		4	Promote diverse and affordable mix of housing types within neighborhoods, especially along TOD sites, to provide housing choices for all stages of life	PUD	HOU, OED	
		5	Pilot targeted incentives, such as expedited rezoning and permitting applications, when developing alternative owner-occupied housing, such as co-ops, condos, and community land trusts.	HOU	OED, PUD	
B	Prioritize Housing Investments for the Most Vulnerable Populations, Especially the Unhoused and those at High Risk of Displacement	6	Work with city departments to identify and plan for areas in which surplus city and other public agency-owned land is purchased for the development of affordable housing to address gentrification, homelessness, and displacement.	HOU	PUD	
		7	Encourage the addition of diverse housing types within land controlled or owned by the city or other public agencies.	HOU	PUD	11
		8	Incorporate displacement risk assessments and community discussions as part of future smaller area planning efforts.	PUD	HOU	11
		9	Prioritize the preservation and planning of neighborhoods identified most at risk of displacement through city initiated rezoning efforts including conservation districts, neighborhood stabilization overlays, historic districts, and other yet-to-be established tools.	PUD	DEV, HOU	
		10	Partner with housing agencies and advocates to create a more expansive anti-displacement toolkit.	HOU	PUD	
C	Align Land Use Policy & Process with Housing Strategies, Plans, and Programs	11	Streamline the development review and rezoning process for affordable housing projects.	PUD	DEV, HOU	1
		12	Develop an integrated housing infill policy that provides an expedited rezoning and permitting process, housing pattern books for different housing types, and pre-vetted and approved housing plans.	PUD	DEV, HOU	
		13	Establish urban design guidelines for the city's Notice of Funding Availability (NOFA) procurement, selection, and review process for multifamily, single family, and other residential projects.	PUD	HOU	1
		14	Provide land use and zoning data to support city recommended changes to state law that remove barriers to affordable housing options.	PUD	OGA, HOU	
		15	Update development code to allow more flexibility in subdivision and zoning regulations, such as reduced built-to lines, setbacks and the community retail zoning classification.	PUD	DEV	

METRICS + MONITORING

- % of Typologies wi
- % of Sub-District w

METRICS IN PROGRESS

zation (Indicator of plan development)

METRICS IN PROGRESS

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

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ECONOMIC DEVELOPMENT + REVITALIZATION

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

Economic Development & Revitalization Implementation Table

	Objective	#	Action Step	Lead	Key Partners	Related Themes
A	Implement "Transformative Placemaking" Strategies to Revitalize Commercial Corridors, Transit Nodes, and Employment Centers	1	In coordination with DART's strategic plan, identify **underutilized**, surplus, or vacant land in key areas, particularly in TOD areas of focus, to transform into vibrant spaces that support greater economic outcomes for those areas.	PUD	OED, DDI, OAC, DDOT, COD EDC,	12
		2	Facilitate collaborative placemaking initiatives to reimagine the adaptive reuse of historically and culturally significant structures and places.	PUD	OED, OAC, Historic Preservation	10 11
		3	Initiate detailed land use and zoning planning assessments of commercial corridors and centers identified through ForwardDallas to outline specific opportunities and strategies for revitalization.	PUD	OED, DDOT, DART, HOU	5 8
		4	Incentivize projects near TOD sites to conform to urban design standards specified within the Complete Streets Manual	OED	DDOT, PUD	
B	Prioritize Equitable Growth by Targeting Investment in Underserved Communities.	5	Prioritize neighborhood and corridor planning efforts and/or zoning reviews in areas transitioning away from industrial uses or for former brownfield areas.	PUD	PUD, DDOT, DPW, OEQS, OGA	1
		6	Coordinate future land use with infrastructure investment in Southern Dallas to ensure adequate public facilities, housing, and mobility options for existing and future businesses and their employees.	PUD	OED, DDOT, PBW	
		7	Coordinate with OED to direct economic development resources to areas through ForwardDallas and other neighborhood planning and corridor efforts.	PUD	OED	5 8
C	Foster Economically Resilient Communities That Are Regionally Connected and Locally Supported	8	Work with city departments to support investment and development in "Economic Development + Revitalization" focus areas including new TOD areas, existing commercial nodes, and Economic Development Policy Target Areas to provide a sustainable mix of employment, mixed income housing, and services to the community.	OED	PUD, HOU, DDOT	1 2 5
		9	Coordinate with city departments to create and implement anti-displacement policies for small business owners and homeowners.	Small Business Center	OED, PUD, HOU	
		10	Ensure appropriate land use and zoning in designated areas to support emerging creative and technology industries to supplement the expansion of logistics-related jobs and targeted industry clusters, particularly in the Southern Sector.	PUD	OED	
		11	Coordinate planning and economic development initiatives with surrounding jurisdictions to ensure mutually beneficial development, equitable cost sharing. and integrated infrastructure investment.	PUD	OED, DPW, DDOT, HOU	
D	Remove land use and zoning barriers that hinder small business development	12	TBD	PUD	DEV	

METRICS + MONITORING

- 20%, 50% And 75% By 2030, 2040, 2050, Respectively (CECAP)
- 80%, 90% And 95% Of A Park Or Trail By 2030, 2040, 2050, Respectively.

METRICS IN PROGRESS

METRICS IN PROGRESS

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

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COMMUNITY + URBAN DESIGN

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

Community and Urban Design Implementation Table

	Objective	#	Action Step	Lead	Key Partners	Related Themes
A	Establish a Citywide Urban Design Framework	1	Develop citywide urban design guidelines that build upon ForwardDallas principles and illustrate how different communities and places will grow or be preserved in the future	PUD	PKR, HOU, ECO, DDOT, DPW, DART	4 7 13
B	Integrate urban design standards and guidance into the development review process and future planning efforts.	2	Utilize the ForwardDallas urban design principles and elements as the foundation for integrating urban design standards into the development code update.	PUD	DEV	
		3	Incorporate the future citywide urban design guidelines as a component of the development review process including for all rezoning projects.	PUD	DEV	
		4	Expand the purview of the Urban Design Peer Review Panel (UDPRP) to include the review of urban design criteria for bond projects.	PUD		
		5	Provide urban design support to CECAP's recommendation to implement green infrastructure programs that treat the Right of way (ROW) as both a mobility and green infrastructure asset.	PUD	DPW, DDOT	13
		6	Work with Park and Recreation planning staff to increase public access from new development to parks, trails and open space including potential for accessibility standards in the development code.	PKR	PUD, DDOT	
		7	Coordinate with Park and Recreation planning staff on future updates to Dallas Park and Recreation Master Plan. Include policy that increases public access to existing and future parks as it relates to land use and urban design changes over time.	PKR	PUD	
		8	Incorporate place-specific urban design guidelines within neighborhood and corridor plans.	PUD		5 8
C	Promote quality design principles to foster more inclusive and equitable neighborhoods and spaces throughout Dallas	9	Establish a neighborhood planning program through which community stakeholders envision, evaluate, and establish the desired vision and form of their community.	PUD		
		10	Incorporate a community's people, history, culture and identity into neighborhood planning and urban design processes to sensitively shape the relationship between new and existing buildings, parks, streets and other open spaces.	PUD	OAC, DPW, DDOT, PKR	2
		11	Expand the suite of context sensitive design and preservation tools including historic and conservation districts and neighborhood stabilization overlay programs and update applicable ordinances to better respond to rapidly changing conditions in established neighborhoods.	PUD	DEV, HOU	8 9 2

METRICS + MONITORING

- % of Typologies wi
- % of Sub-District w

METRICS IN PROGRESS

zation (Indicator of plan development)

METRICS IN PROGRESS

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

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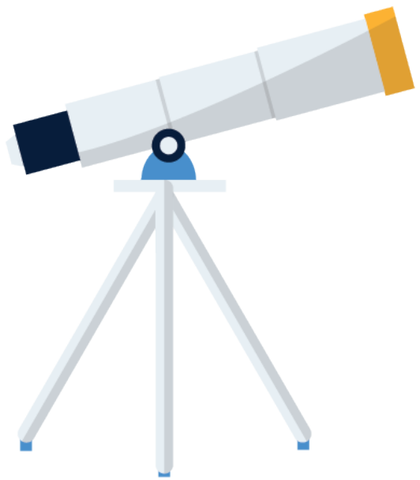
GLOSSARY + ACRONYMS



UNDER DEVELOPMENT FOR FINAL DRAFT

APPENDIX A
EXISTING CONDITIONS REPORT

UNDER DEVELOPMENT FOR FINAL DRAFT

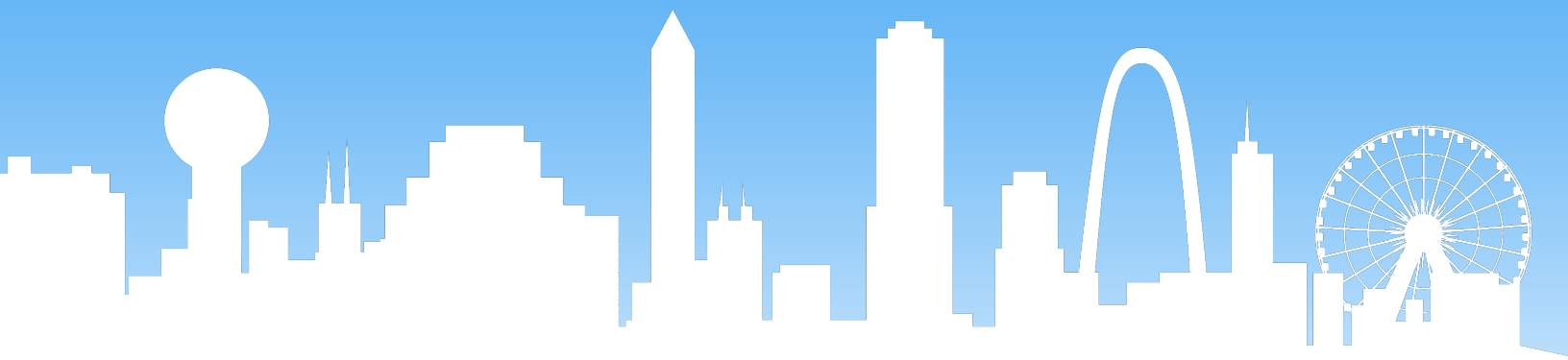
APPENDIX B
ENGAGEMENT REPORT

UNDER DEVELOPMENT FOR FINAL DRAFT

APPENDIX C: DISTRICT FUTURE LAND USE MAPS

UNDER DEVELOPMENT FOR FINAL DRAFT

FORWARDALLAS



P+UD