

TOD2

(Trails – the Other TOD)

urban trails for walking, running and bicycling
+ enhanced streetscapes
+ on-street bikeways
= significant value to the D-FW region

Sue Housel, AICP, HDFP, EDFP
Economic Development District Manager
City of Dallas
Office of Economic Development

W.J. 'Bud' Melton III
Special Projects
Planning & Landscape Architecture
Halff Associates, Inc.

A photograph of a bright blue sky filled with soft, white, fluffy clouds. The clouds are scattered across the frame, with some larger, more prominent ones in the upper right and lower right, and smaller, more delicate ones in the lower left and center. The overall tone is bright and airy.

and here's why

first, a little about us:

Sue Hounsel, AICP, HDFP, EDFP

Economic Development District Manager

City of Dallas Office of Economic Development



- with Dallas Office of Economic Development since 2002
- focused on tax increment finance and public improvement districts (TIFs and PIDs)
- before moving to Dallas, with Cities of Houston and Austin in planning and economic development
- member of American Institute of Certified Planners (AICP)
- board member of the Council of Development Finance Agencies (CDFA)
- Housing Development Finance Professional (HDFP) and Economic Development Finance Professional (EDFP) certifications from National Development Council (NDC)
- Bachelors degree in Social Science from Michigan State University
- Masters in City Planning from Georgia Tech,
- including a Graduate Certificate in Real Estate

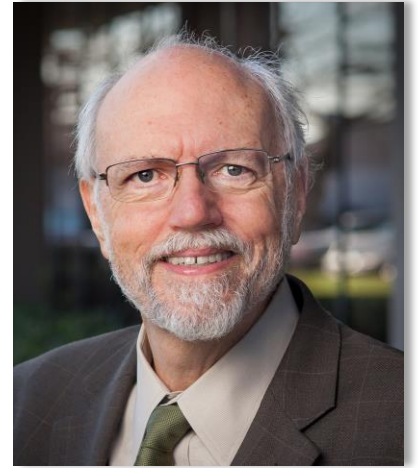


a little about us:

Bud Melton

Special Projects

Halff's Planning & Landscape Architecture Division



- specializing in bicycle and pedestrian mobility since the early 1980's
- 25 years as VP/Principal at Bowman-Melton Associates, Inc. – Bicycle and Pedestrian Planners
- began working on off-street trails with Dr. Albert Halff's firm in 1995
- Greater Dallas Planning Council - board member since 2012 / past officer and task forces chair
- joined Halff's Planning & Landscape Architecture division full time in February 2016
- Urban Land Institute since 2016 – appointee to ULI's TOD Product Council and technical panel expert
- also serve on Advisory Council for Masters in Landscape Architecture Program at UT Arlington's College of Architecture, Planning and Public Affairs (CAPPA); and for DISD's CityLab High School Foundation
- involved with numerous multiuse trails and bikeway projects in the region.



OPENING QUESTION

Who rides bicycles,
...and why?



age 8



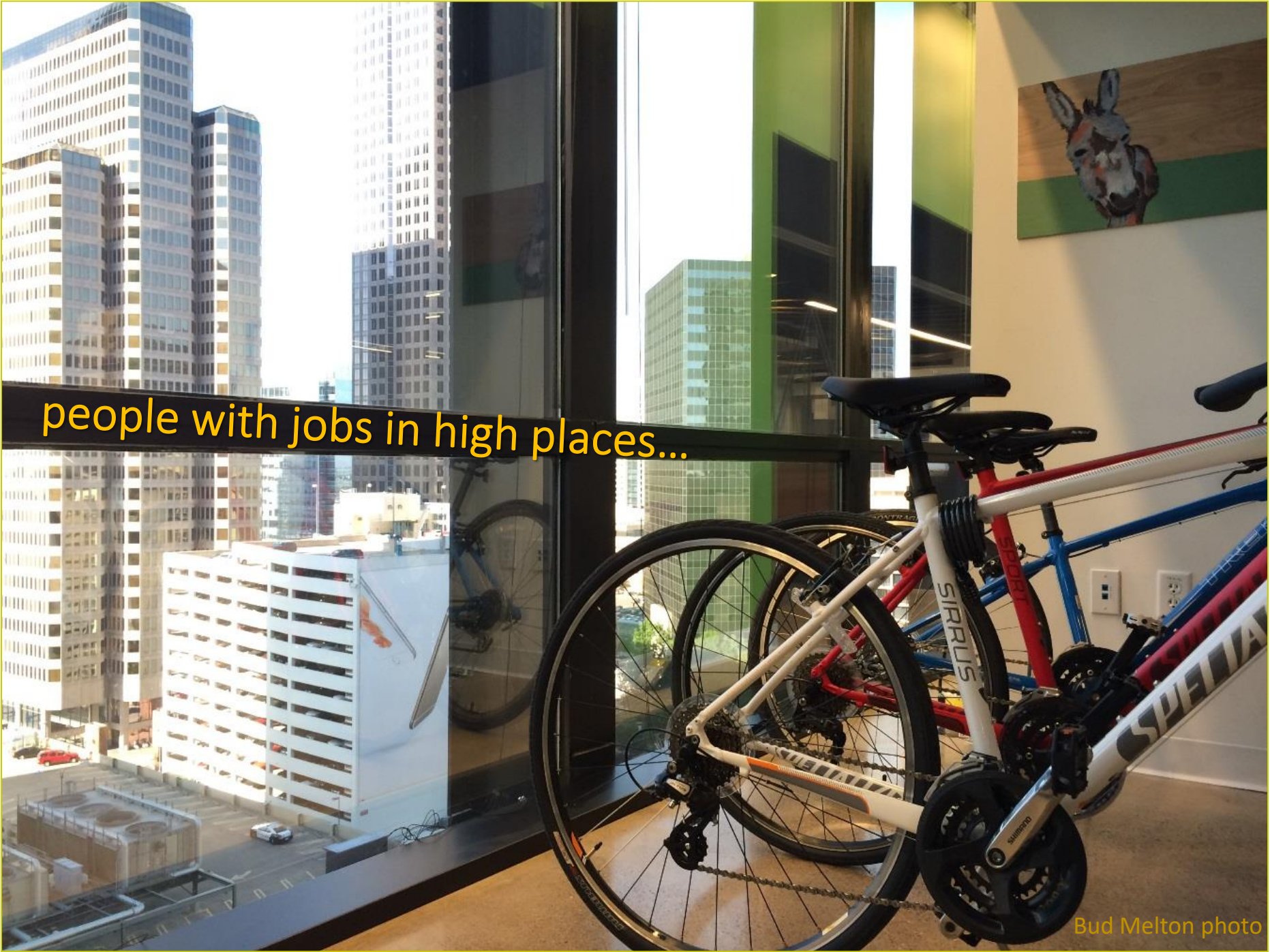
many reasons



mini people

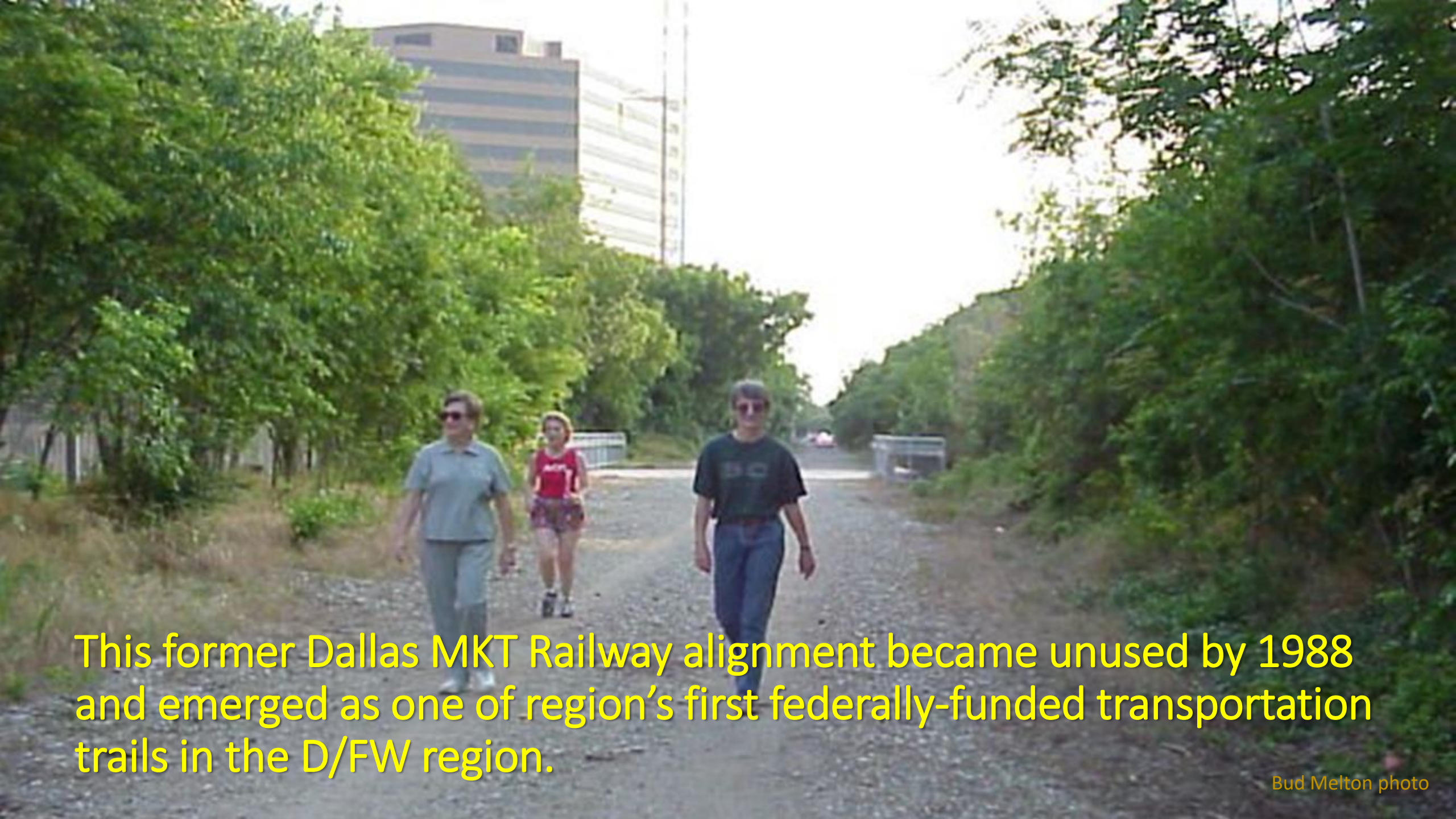


even 80, and beyond!



people with jobs in high places...

Bud Melton photo

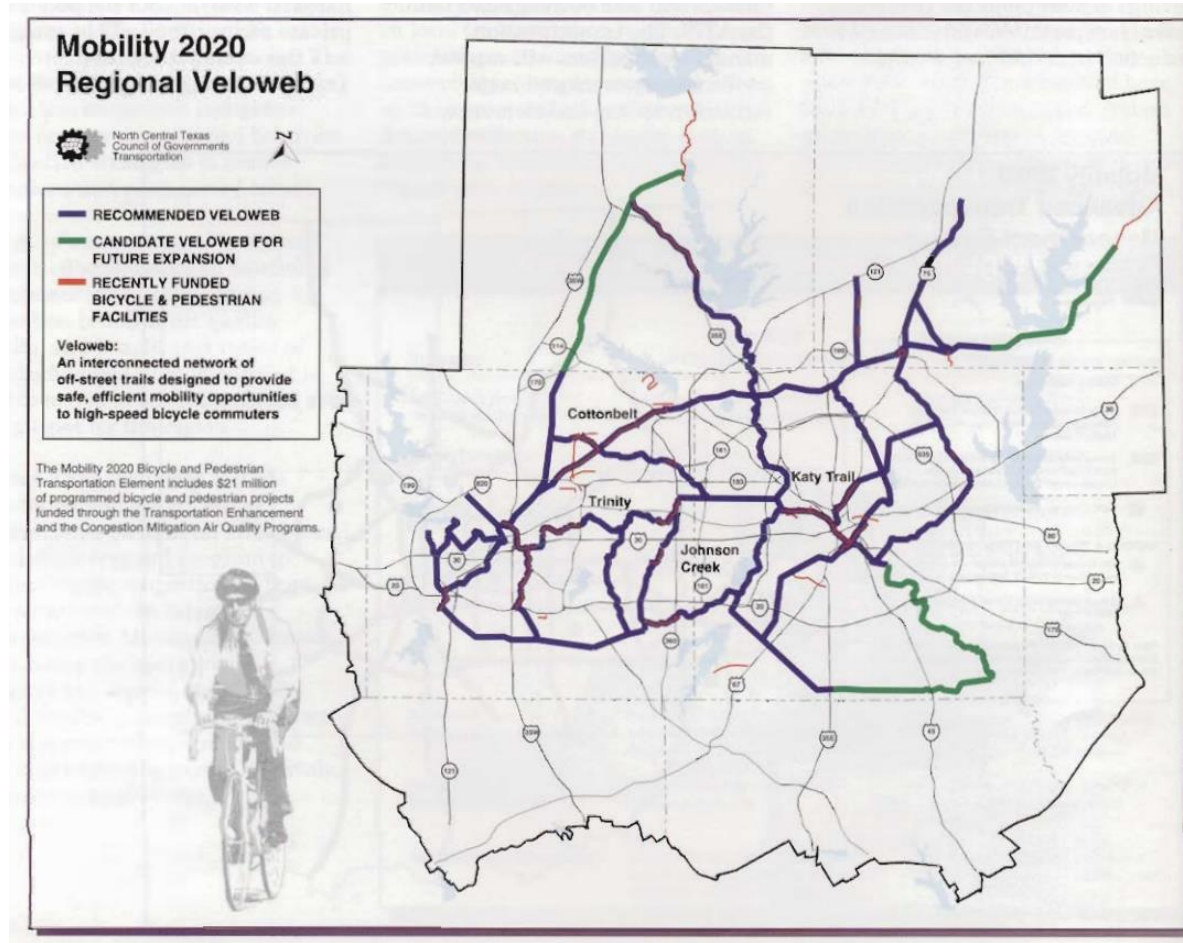


This former Dallas MKT Railway alignment became unused by 1988 and emerged as one of region's first federally-funded transportation trails in the D/FW region.

The *initial* “Regional Veloweb” vision:

North Central Texas Council of Government’s earliest bikeway vision was in response to a 1991 Congressional funding authorization – and was **adopted** in 1996

1996



“a 435-mile interconnected network of off-street trails”



The Katy Trail – 10 years later!

Bud Melton photo

12' MULTIUSE CONCRETE BIKEWAY

RUBBERIZED
JOGGING PATH



Bud Melton photo



an emerging Trinity Strand District



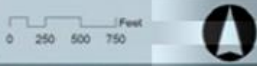


Master Plan

LEGEND

-  paved trail
-  enhanced pedestrian area
-  granite trail
-  enhanced streetscape
-  pedestrian bridge
-  low-water crossing

Note: This is a concept plan for the original course of the Trinity River (Meanders) and the Trinity Strand Trail system. This map is for master planning purposes only and is subject to change.



May, 2004





Trinity STRAND Trail
Turtle Creek Plaza
ribbon cutting ceremony
May 18, 2010
BUD MELTON PHOTO

The first trailhead for the Trinity Strand was completed in May of 2010. The covered I-beam there reaches the elevation of the city's 1908 flood that led to moving the Trinity to between levees.

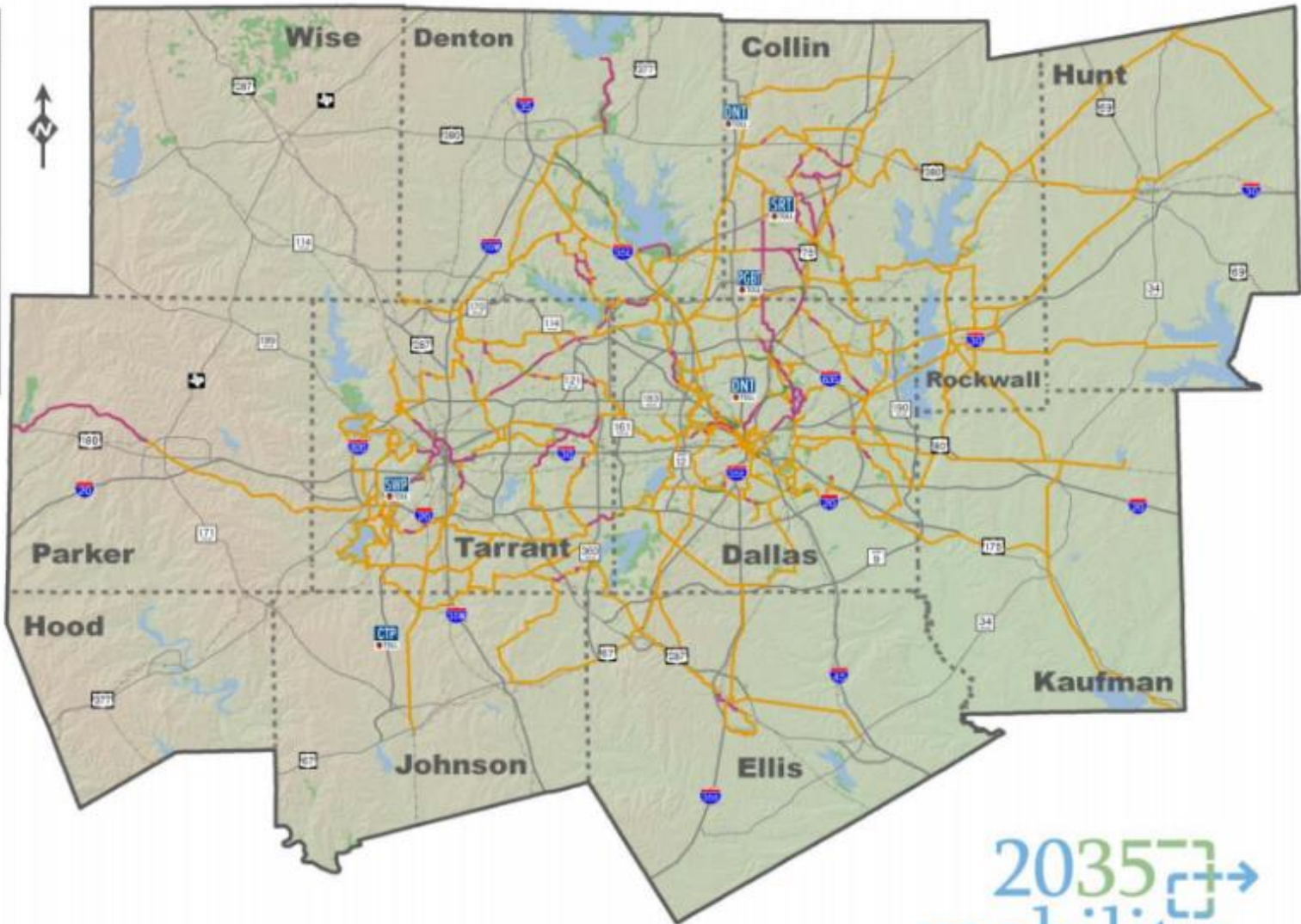


Other segments followed to connect from Oak Lawn along the meanders to Medical District Drive at Farrington – a little over two miles west.

Bicycle and Pedestrian Off-street Facilities

adopted
2011
(post great recession!)

Legend	
Regional Veloweb	
	Existing
	Funded
	Planned
	Major Roads
	Rail Lines
	Parks



Facility recommendations indicate transportation need. Corridor specific alignment, design, and operational characteristics for the Regional Veloweb system will be determined through ongoing project development.



Off-street value-added connections!

Bud Melton photo

from a 2015 study:

Economic Value of Dallas Parks

KEY FINDINGS



Trails generate the highest return on investment, over \$50 of new development per \$1 of trail capital invested. Dallas should continue to expand the trail system to increase impact.

1-100 acre neighborhood/community parks across the city create approximately \$94 million in annual value to Dallas residents. Dallas should continue to invest in the value that neighborhood parks create for all Dallasites.

Linking programming to parks via a trail system connected to itself and other parks could create enormous economic value and bolster social equity. From a value creation point of view, we believe it to be the single most important investment Dallas could make.



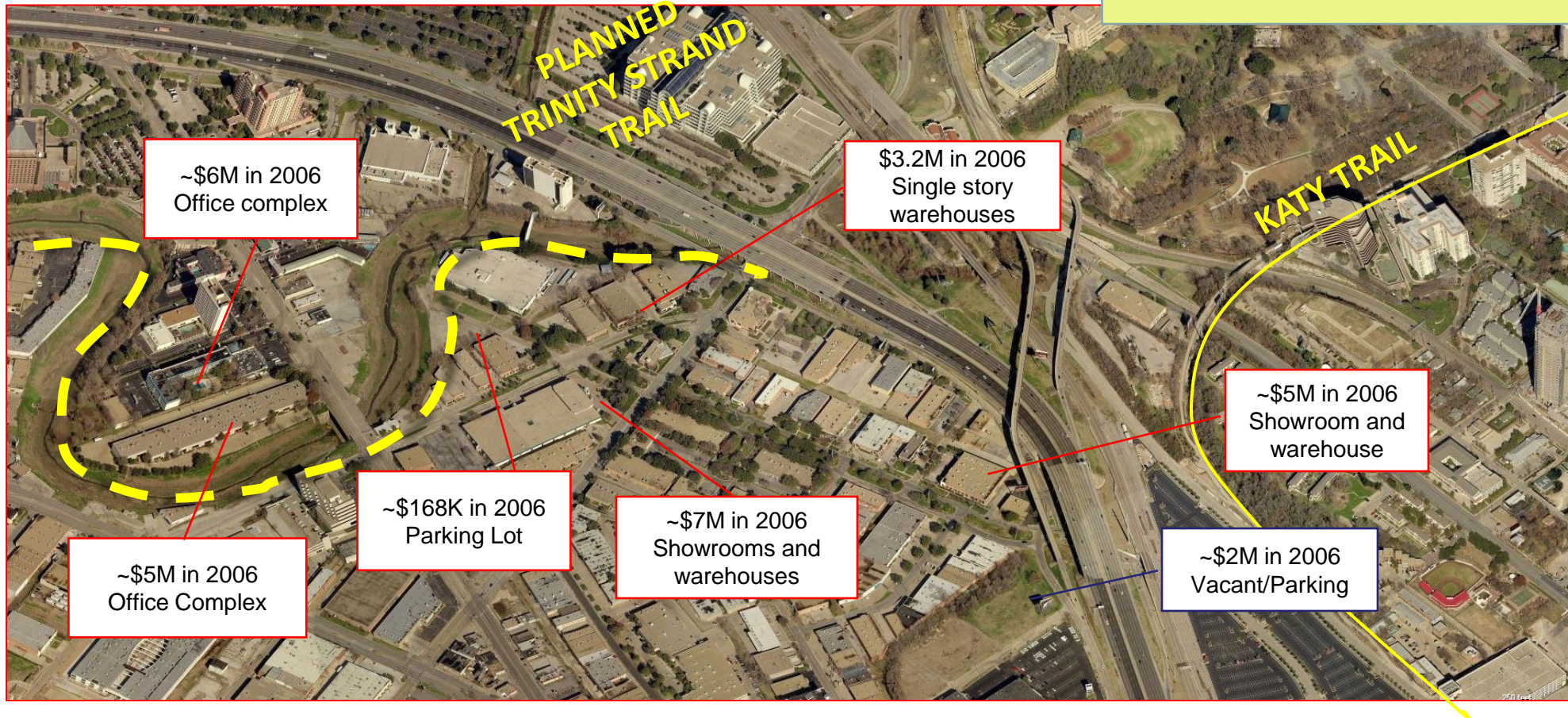
355-unit *Alexan* apartments
Hi Line at Oak Lawn (by others)





Economic Impact: Dallas Design District/Trinity Strand - circa 2006

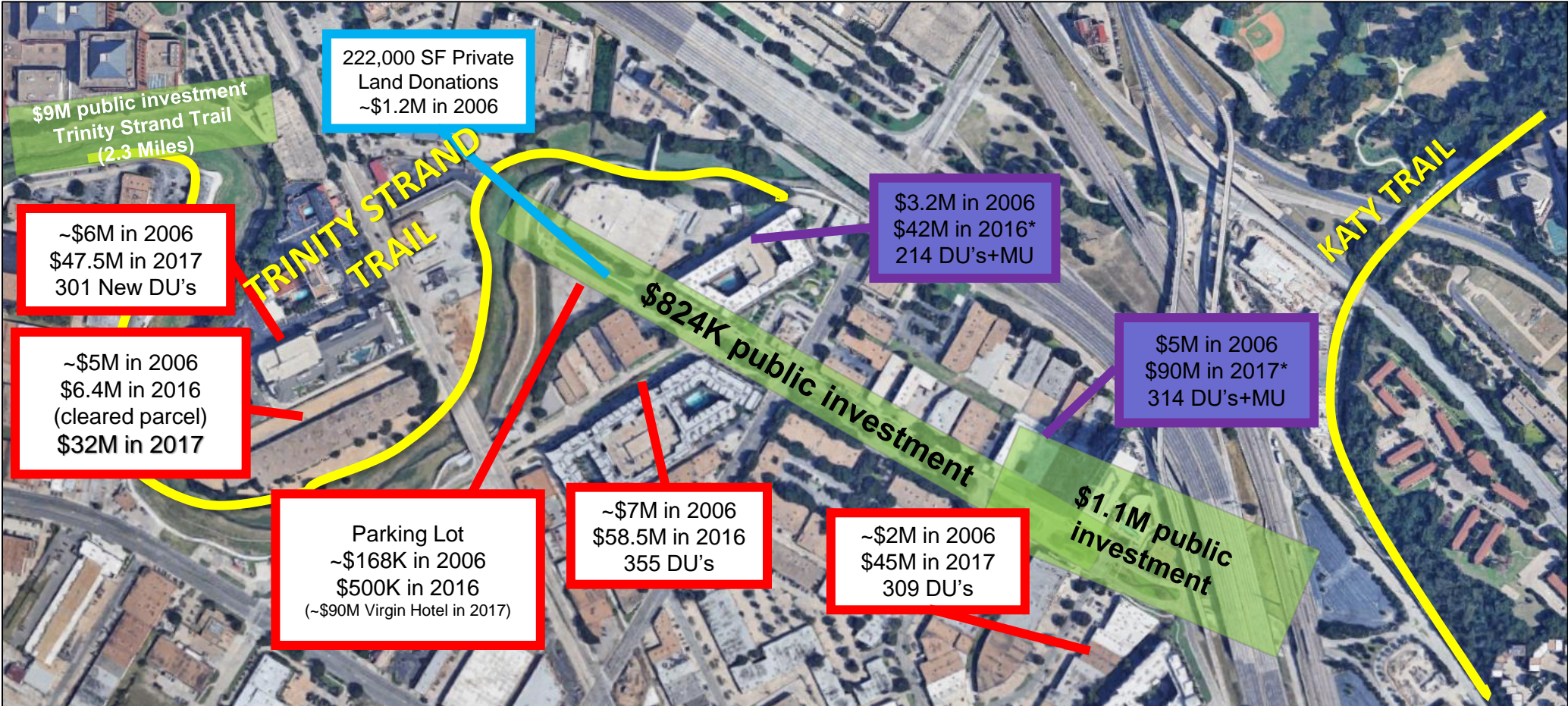
Subject properties
2006 value:
\$8.2M



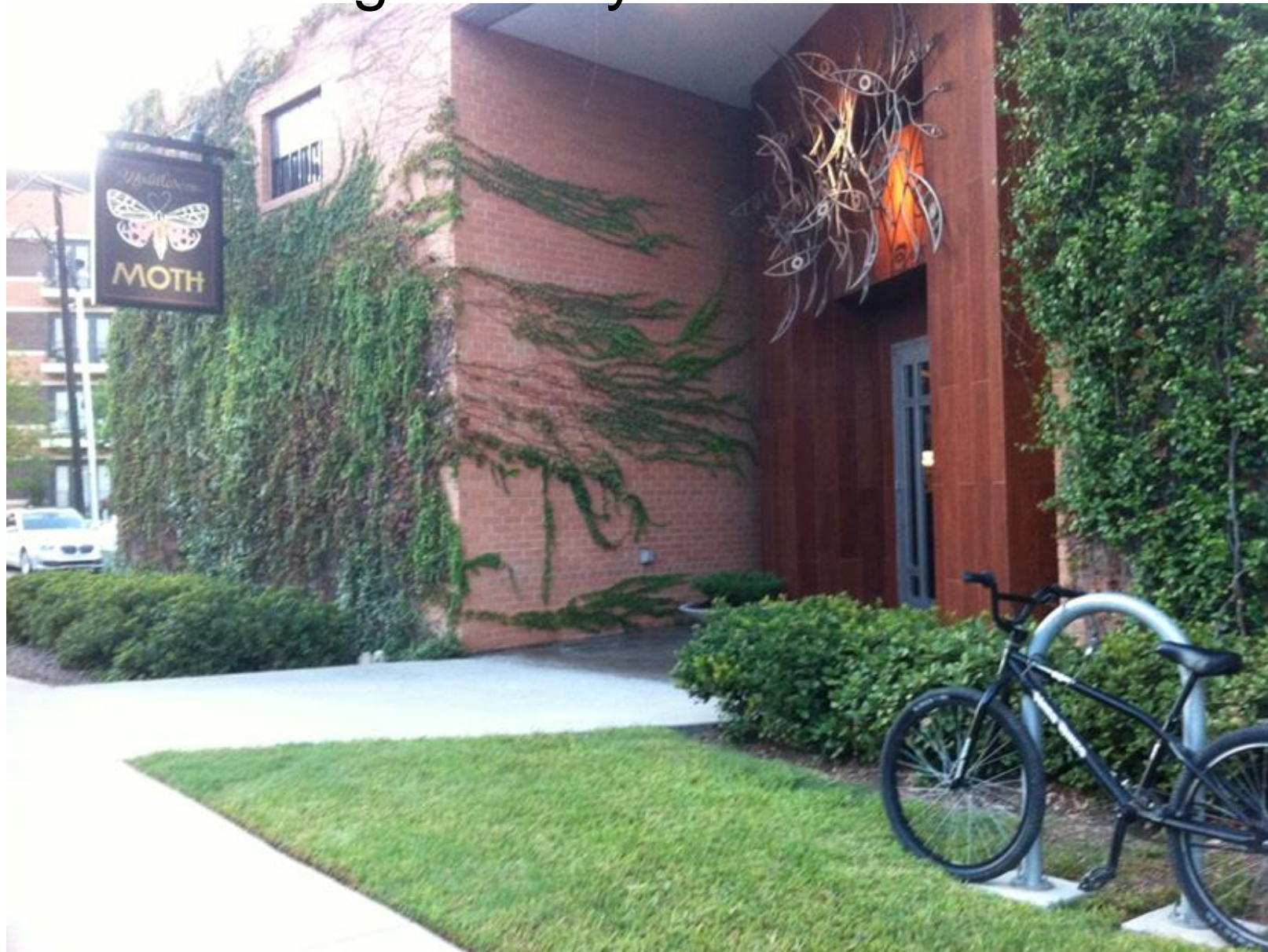
2 Subject properties
 2006 value: ~8.2M combined
 2017 value: ~\$132M (+\$124M private)
11:1 ROI (\$11M public)

All inventoried nearby properties
 2006 value: ~\$28.4M
 2016/17 value: ~\$427M
15:1 ROI and growing!
Total of \$11M Public Investment!

Economic impact – Dallas Design District/Trinity Strand 2016/17
 *2 Sustainable Development Program Projects totaling \$1.9M in Public Funds



Meddlesome - in a good way!



City of Dallas – Edison / Hi Line Stemmons Underpass

Project Description

- The Hi Line Residential Mixed Use Development enhances **Edison Street** and the **Hi Line Stemmons Underpass** to Victory DART & TRE Stations and the Katy Trail, providing Dallas with a vertical mix of quality multifamily residences above flexible ground-floor office, retail & restaurant space.
- The development is situated at Edison Street between Stemmons and Hi Line Drive – and includes improvements beneath IH-35 and across N. Houston Street.
- The development creates 2.57 acres of dense urban infill, plus enhances nearly 4,000 LF of public sidewalk infrastructure connecting the Dallas Design District beneath Stemmons to Victory District, DART/TRE and Katy Trail.
- Provides 312,809 SF of gross rentable LEED Certified residential space, a 32,000 SF tree-shaded green-roof deck area, plus 29,000 square feet of flexible commercial space.

Project Creates:

- 314 residential units
- 130 new jobs

Total Funding Request: \$1,438,829



North Central Texas Council of Governments
2009 Sustainable Development Call for Projects

Public Sponsor: City of Dallas

Private Sponsor: Lower Oak Lawn Investment, LP





1616 HI LINE
STAIRCASE
WORKLIFE DALLAS

Incoming...

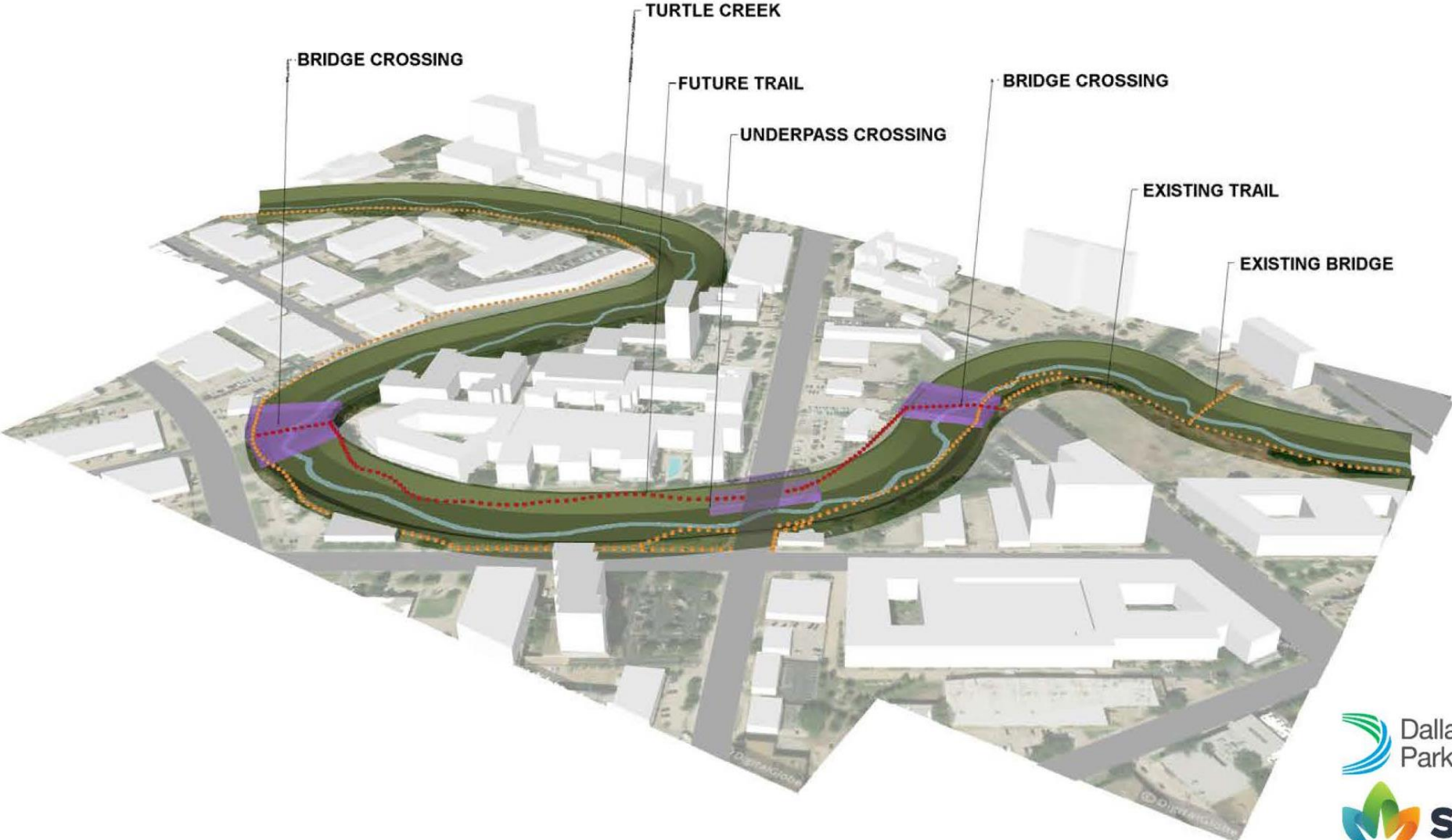




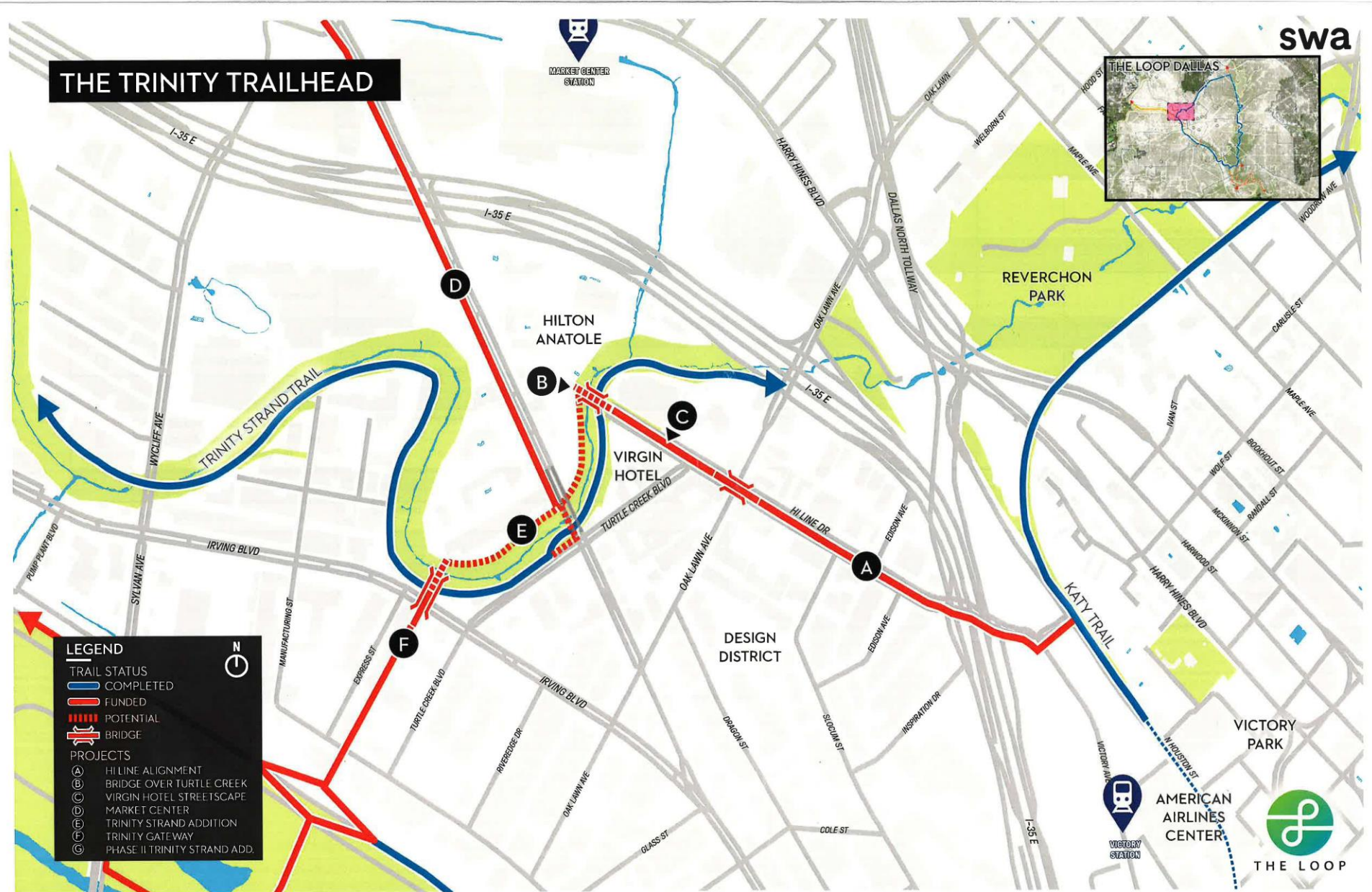
Design District – Expanding Trail Connections

- Building on investments by the City, the Circuit Trail Conservancy (CTC), Dallas County, and NCTCOG with Phase I & II of the Trinity Strand Trail, Hi-Line Drive pedestrian improvements and the Hi-Line Connector project, the Design District TIF District has earmarked \$7 million for the “Trinity Strand Trail Hi-Line Span” project.
- The scope includes 1) a pedestrian bridge at the Hi Line Drive trail head to span across Turtle Creek and a connector trail segment from the western side of the new bridge to Market Center Boulevard, and 2) a connector trail segment from Market Center Boulevard to Irving Boulevard.

TST Hi-Line Span Project Conceptual Design

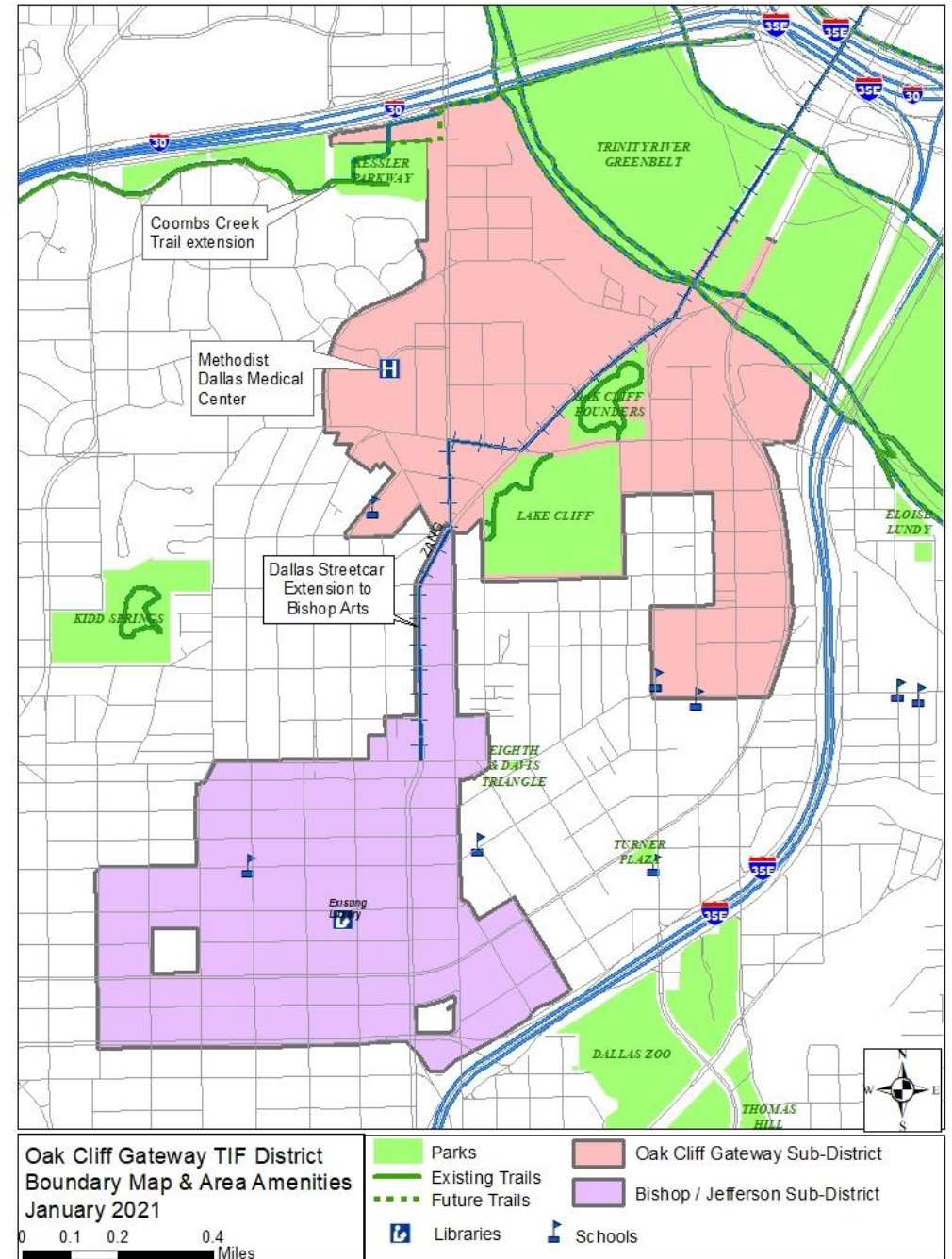


TST Hi-Line Span Project (B & E on the map)



Oak Cliff Gateway TIF District Expansion

- In 2014, the District was expanded to create a new Bishop/Jefferson Sub-District that links the original district to the Dallas Streetcar (segments completed 2014-2016) and a revitalizing neighborhood mixed-use district
- The TIF District and Streetcar are proximate to other amenities including historic Lake Cliff Park and the expanding Coombs Creek Trail.

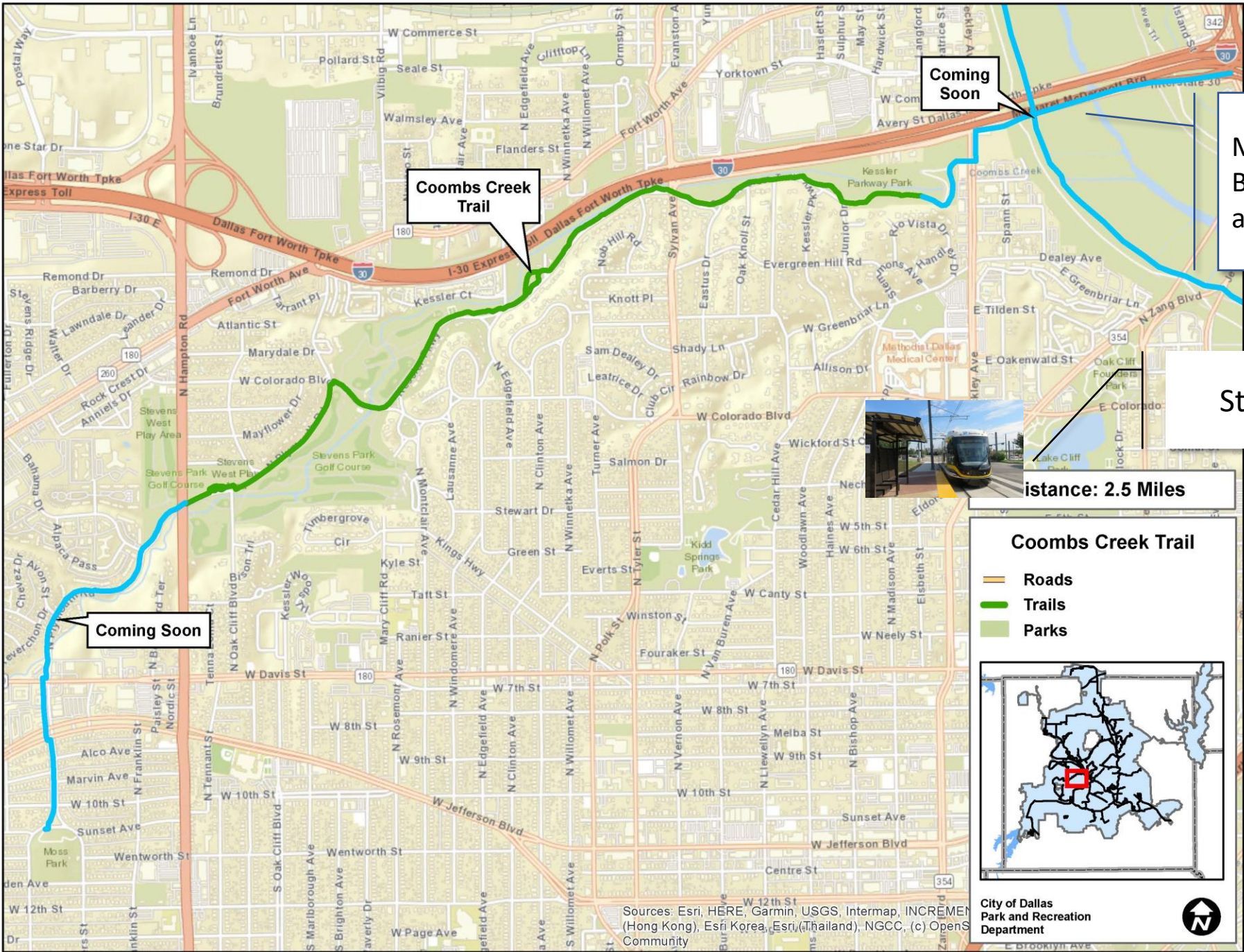


Progress Made

- Major developments have occurred along the Streetcar line including the “Victor Prosper” mixed-use project.
- As part of a TIF funding agreement, the developer created a public plaza with an enhanced Streetcar canopy.
- A coffee shop and restaurant have opened adjacent to plaza.



Source: Alamo Manhattan



Coming Soon

Coombs Creek Trail

Coming Soon

Margaret McDermott Bridge Pedestrian and Bicycle Bridge

Streetcar line

Distance: 2.5 Miles

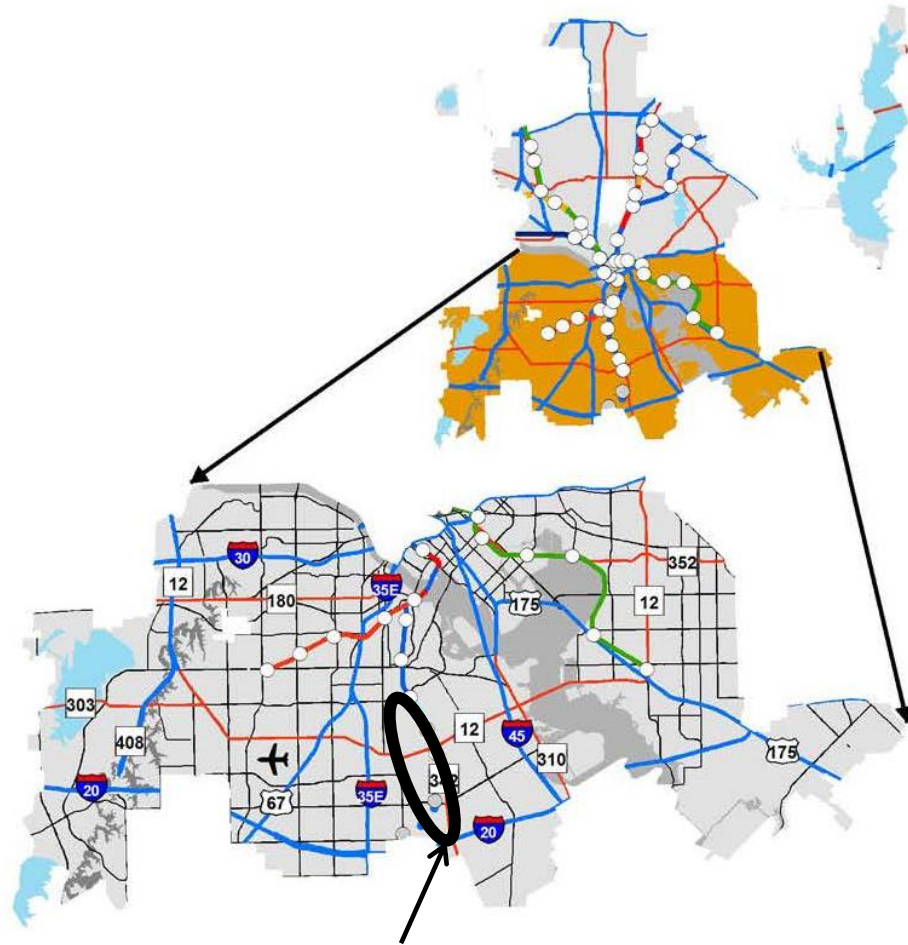
Coombs Creek Trail

- Roads
- Trails
- Parks

City of Dallas
Park and Recreation
Department

Sources: Esri, HERE, Garmin, USGS, Intermap, INCREMENTAL, Navteq, Swatch, Swire, Vig, Wegmann, AeroGe, Esri Korea, Esri (Thailand), NGCC, (c) OpenStreetMap contributors, and the GIS User Community

TOD TIF District – Lancaster Corridor



Lancaster Corridor

Southern Dallas

- 169 square miles; larger than Boston, Miami, and San Francisco combined
- Mostly low-density residential
- 78% of area is “Highly Distressed”
- 60% of City’s land base, but only 15% of tax base

Lancaster Corridor

- Highest priority within Southern Dallas
- Minimal new investment over last 40 years
- Poverty rate of 41%; Median Income 48% area median

Project Site Conditions

- Underdeveloped at transit stop
- Two rundown motels, body shops, vacant retail
- Need for land assembly

Lancaster Urban Village – Catalyst Project



Before

- Underdeveloped site at transit stop
- Across the street from VA Hospital
- Rundown motels, vacant retail, and auto repair shops

After

- Transit-focused development
- 193 mixed-income housing units
- 14,000 SF of retail

Lancaster Urban Village – Pedestrian Enhancements



4315 Innovation Center



Before

- Vacant, former Urban League Building
- Across the street from VA Hospital & adjacent to Lancaster Urban Village.



After

- Renovated for Dallas College & UNT Dallas office & training programs.
- Pending tenants for a café and restaurant with outdoor patio.
- Improved streetscape connections

Partnerships & Collaborations

- Design review has been an important component to the City's economic development projects. Currently all TIF projects will go through a design review process supported by the City's Planning and Urban Design staff.
- Projects are initially reviewed by staff before being presented to the Urban Design Peer Review Panel (UDPRP), an independent group with members appointed by the City Manager in a volunteer capacity comprised of professionals in the design, engineering, and related fields.

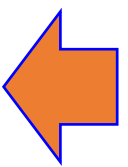


Partnerships & Collaborations

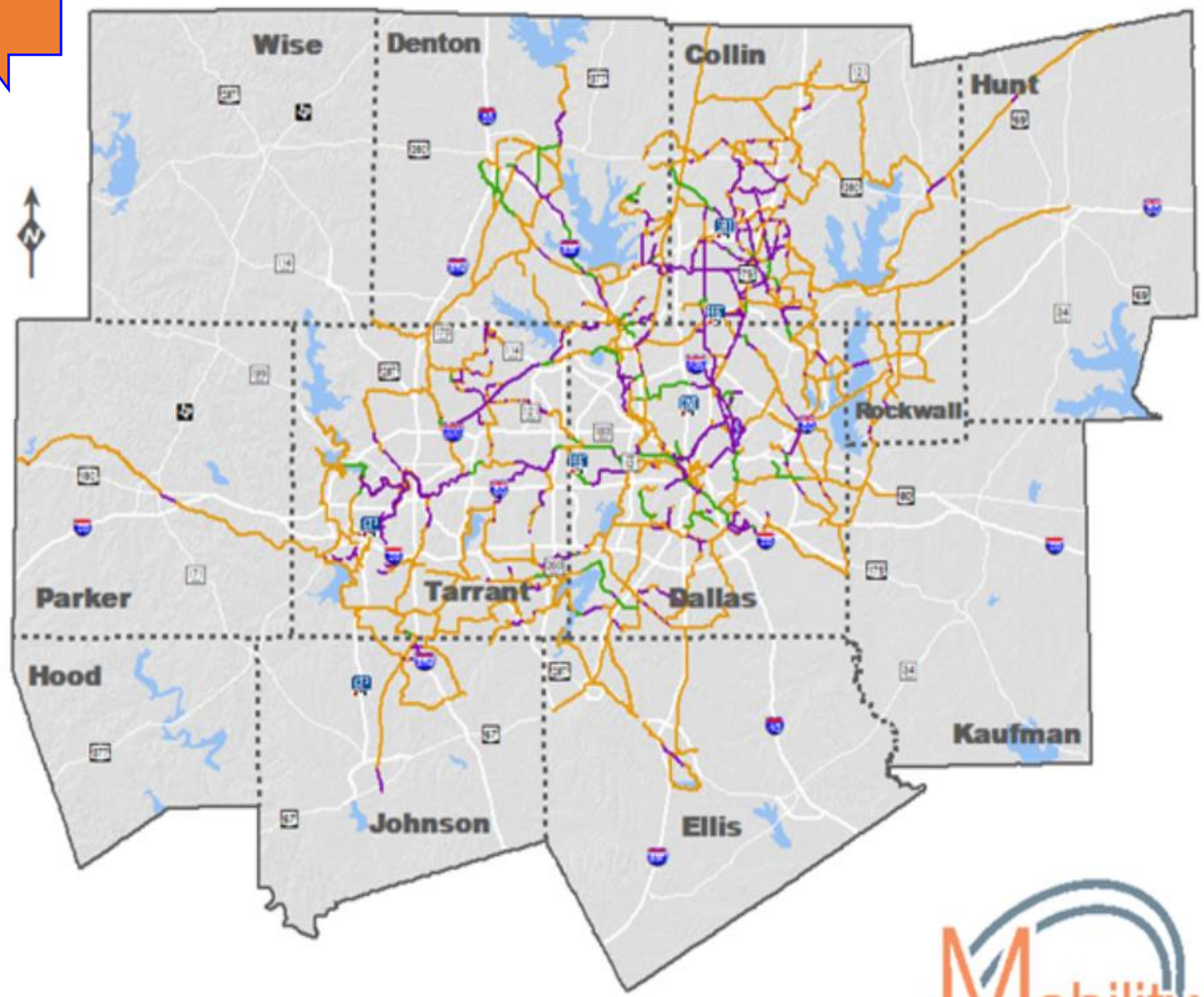
- Interdepartmental collaboration among City staff in the Office of Economic Development, Planning and Urban Design, Housing, Transportation, and Public Works has been critical to the success of many projects.
- Partnerships with Dallas County, DART, and NCTCOG along with private sector partners interested in high quality development are key to create more vibrant, pedestrian and bicycle friendly communities.

1,883 mi. TL
455 mi.
BUILT!

- Existing 455 Miles
- Funded 143 Miles
- Planned 1,285 Miles
- Total 1,883 Miles



Regional Veloweb



adopted
2018
(22-YRS.
after first
envisioned!)



Park Place



From Fort Worth to

... Dallas!

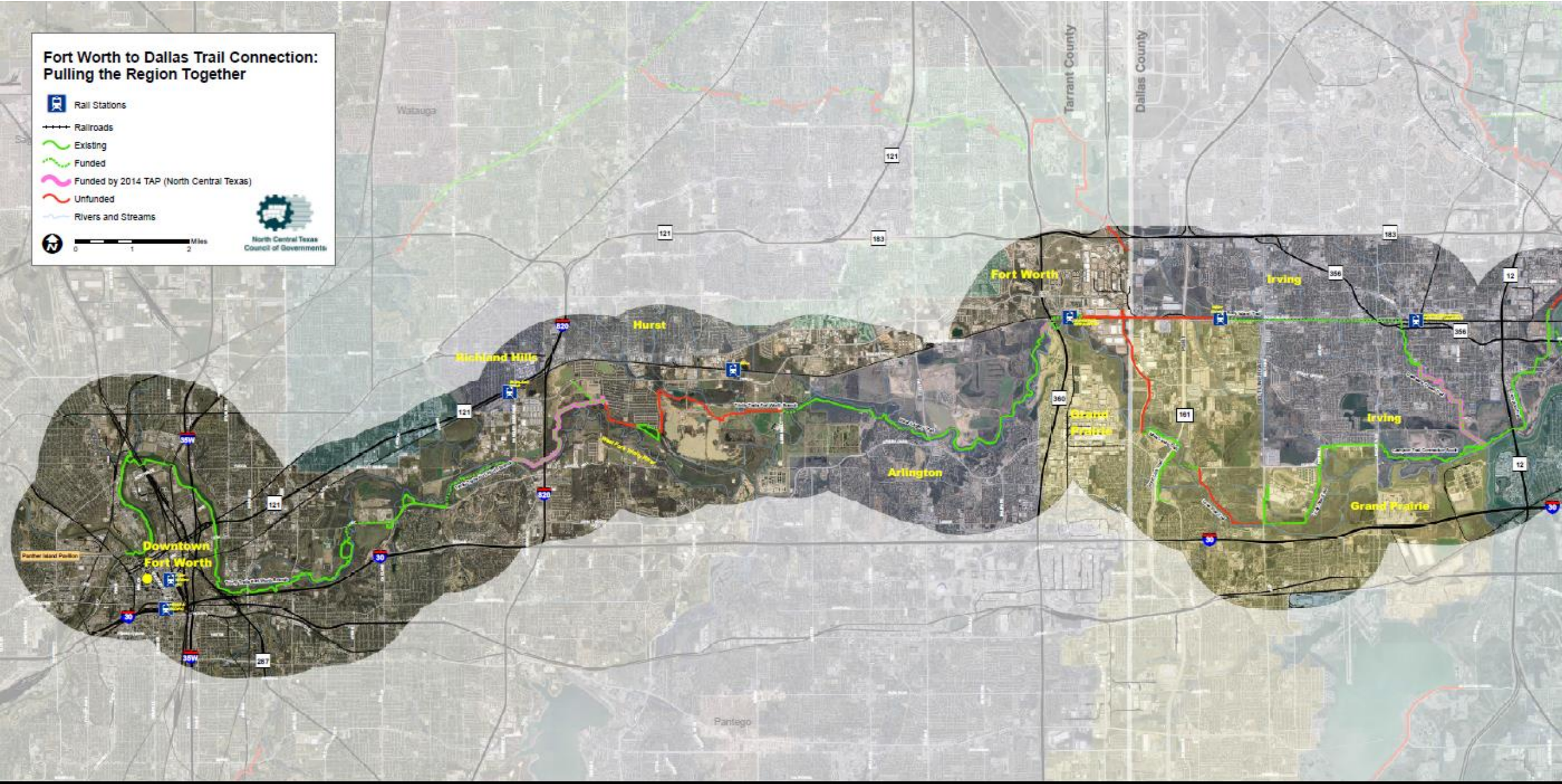
A *FW-D* Mobility Innovation!

**Fort Worth to Dallas Trail Connection:
Pulling the Region Together**

- Rail Stations
- Railroads
- Existing
- Funded
- Funded by 2014 TAP (North Central Texas)
- Unfunded
- Rivers and Streams

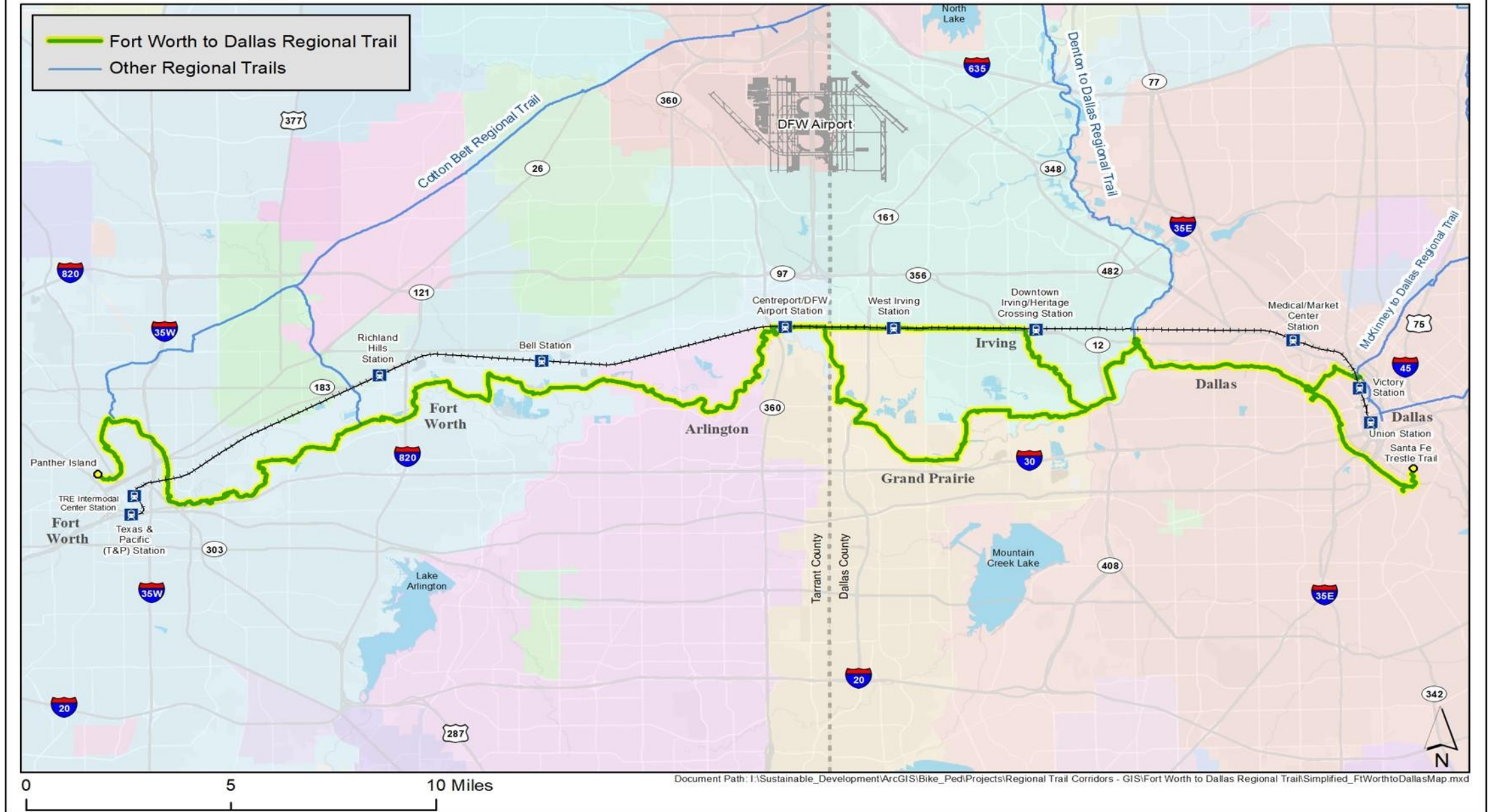
North Central Texas Council of Governments

0 1 2 Miles



Fort Worth to Dallas Regional Trail Corridor

Total Length: 66 Miles



North Central Texas remains one of the strongest economies in the U.S.!



NCTCOG photo from 2017 AIA Dallas Sustainable Public Right-of-Ways Committee tour

What about civic space?



Bud Melton photo



Bud Melton photo



Bud Melton photo

...reflections on what's behind us, and what lies ahead?



QUESTIONS?

Sue Housel, AICP, HDFP, EDFP
District Manager
City of Dallas
Office of Economic
Development
sue.housel@dallascityhall.com

Bud Melton, Special Projects
Planning & Landscape
Architecture
bMelton@Halff.com

Bud Melton photo from 2007 Capital Metropolitan Transportation Authority *Rail-With-Trail Feasibility Study*

