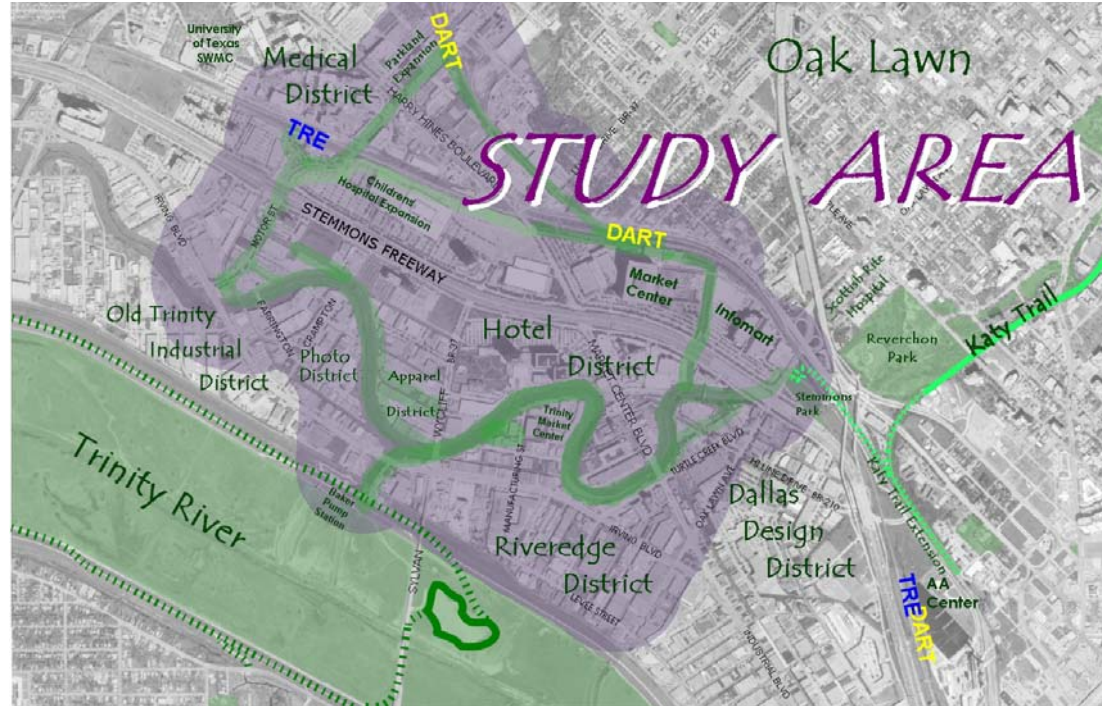


I. INTRODUCTION

Project Overview

The Old Trinity Trail is envisioned as a beautiful and interesting non-motorized pathway system with access to adjoining properties and current and planned transit facilities. Pedestrian and bicyclist access and mobility are created in the study area between Motor Street and Oak Lawn Avenue in Dallas, Texas along both sides of the IH-35E (Stemmons Freeway) corridor.

The original Trinity River channel or “Old Meanders” as it is frequently called is referred to in this document as the Old Trinity. The Old Trinity within the study area runs geographically along the south side of Stemmons Freeway and north of the current Trinity River levees in the heart of the Old Trinity Industrial District. On the north side of Stemmons is located the



The project study area (shaded) includes current and future rail transit connections and major employment centers.

existing Trinity Railway Express (TRE) station at Children's Medical Center, and future DART light rail transit (LRT) stations in both the Medical District and the Oak Lawn/Dallas Market Center area. Stemmons Freeway is currently a significant pedestrian and bicyclist barrier both across and along the freeway corridor.

This plan has been crafted to improve

access across this freeway barrier, and throughout the study area to the substantial number of destinations including workplaces that total more than 30,000 people. The intent of this planning effort is to help guide decisions on future developments as well as preservation of the area's built resources, and their relationships to established commercial and emerging residential interests.

New transportation choices with links to existing and planned public transportation are expected to stimulate area-wide revitalization.

The Friends of the Old Trinity Trail (The Friends) seeks to achieve a cohesive vision for the Old Trinity Industrial and Design Districts, embraced by area landowners and stakeholders. The vision is one which recognizes the potential of the mixed-use Planned Development (PD) zoning overlay, first obtained in 2003 and revised in 2004, to create a pedestrian-oriented district with access to three rail stations, the programmed Katy Trail, and the Trinity Greenbelt Park. This vision is intended also to spur redevelopment of this industrial warehouse district.

Initial stakeholder outreach efforts began in 2002 with FOOTFest on Sunday, October 20, 2002 – a festival of music, art and food to publicize efforts to create the Old Trinity Trail. This led to formation of a board of directors, establishment of its 501(c)3 non-profit status, development of its initial website, and in 2003, the beginning of serious fundraising and awareness building for development of the project.

During the first year, many individual contacts were made and a core group established. By the spring of 2003, The Friends had raised sufficient funds to officially launch the master planning process, and hired the firm of Bowman-Melton Associates (BMA) to lead the plan development in association with HNTB Corporation's Urban Design & Planning Group (HNTB). Early in the process, plans were initiated to hold a landowner visioning workshop or "charrette" to spark

imagination and give landowners an opportunity to be involved at the brainstorming stage.



Area property owners participate in a tour of the corridor during an early site visit.

Field reviews were conducted to familiarize participants with local resources and current development patterns. HNTB provided large scale aerial maps of the study area for use in the charrette and led charrette facilitation. The AIA-Dallas Urban Design/Livable Communities Committee coordinated with the DFW Section of the American Society of Landscape Architects, and the North Texas Chapter of the American Planning Association to secure pro-bono services of professionals at this visioning workshop.

The charrette was held in the Hollerith Room on the top floor of the Infomart, providing stunning views of the area during this intensive four-day effort. The outcome of this charrette was a new vision for the Old Trinity, which included not only the paved and soft-surface trails, but also visions for mixed-use redevelopments surrounding the Old Trinity and visions for environmental restoration together with water impoundments along the channel.



Agency staff members and volunteer professionals aided area landowners in articulating their visions for the trails near them during the August 2003 charrette.

Following the charrette, The Friends board members led the effort to take the New Vision to landowners along the channel and at key locations throughout the corridor to obtain further input and feedback on the planning effort. After conceptual alignments for the pathways were mapped, these were reviewed with landowners and key agencies. Adjustments to alignments were made where necessary to address concerns.

During plan development, the City of Dallas requested the U.S. Army Corps of Engineers (USACE) conduct a feasibility study for the environmental restoration of the Old Trinity. This study continues to be a possibility if approved in the Federal budget. In the meantime The Friends' board has established an Environmental Restoration Committee to begin the process. This committee is currently coordinating with the City as it awaits word from USACE. In addition, two senior landscape architecture students from Texas Tech focused their spring 2004 semester project on the environmental restoration of the Old Trinity.



Aerial photos provided by HNTB were among the many study tools used during the charrette. (Clockwise) Jared White, Billy Colbert, Mike Preston, Jeanine Vail and George Holman discuss area attributes with others.

In this master plan, non-motorized system elements have been prioritized, and integrated with other infrastructure improvement plans where possible. Critical to this integrated non-motorized system is full accessibility to and from public transit, including bus, light rail and commuter rail.



In May 2004, The Friends President Mike Kutner (L) conducted orientation interviews with interested landowners.

In May 2004, a second stakeholder meeting was held in the Hollerith room of the Infomart, including individual appointments with interested property owners along the corridor, followed by an evening reception and presentation.

With this input, a final plan was prepared and presented to The Friends and the City of Dallas Parks & Recreation Board. A North Central Texas Council of Governments (NCTCOG) call

for public/private land use/transportation joint venture projects is anticipated in the fall or winter of 2004.

Goal and Objectives

The goal of this master plan is to establish a common vision with the support of area stakeholders, with the objectives of creating a fundable plan that utilizes the potential offered by the old river channel, unused rail corridors, rail and bus transit, the existing employment base, the emerging Trinity Park, and the needs of mixed-use transit-oriented redevelopment in the urban core.

Additional objectives include enhancing the quality of experience for visitors, especially guests of the area's 13 hotels; supporting active lifestyles through transition to mixed-use redevelopment; increasing transportation alternatives to help improve air quality; and promoting environmental restoration and educational opportunities within the corridor with entities such as the Dallas Museum of Natural History.

Through development of this vision, The Friends has begun the journey to create a sustainable district with compatible land-use and transportation investments with strengthened emphasis on access to public transportation.