

The Trinity River Corridor Project Update

Councilmember Carolyn A. Davis
Community Meeting
October 14, 2008



The project covers 20 miles of the Trinity River, approx. 10,000 acres



Trinity River Corridor Project: An Overview



This project addresses a number of regional concerns, though **flood protection** remains the **essential cornerstone** of this multi-faceted effort. The five inter-related components of the project are:

- Flood Protection
- Environmental Management
- Recreation
- Transportation
- Community/economic development



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Background



Timeline



- May 1998 – Proposition 11 for the Trinity River Corridor Project passes
- November 1998 – Master Planning for the Trinity River Corridor Project begins
- January 1999 – Agreement between NTTA, City and TxDOT regarding Trinity Parkway
 - Environmental Impact Statement (EIS) begins
- December 1999 – Corps EIS is complete (started in 1990); Master Implementation Plan is adopted by Council



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Timeline



- August 2002 – Mayor Miller organizes private effort to reexamine the previous Master Plan (adopted in December 1999) and roadway
- September 2002 – Court injunction against the Corps wetlands project halts construction for 2 years
- December 2003 – Council adopts “Balanced Vision Plan” which provides new concepts for lakes, park areas and roadway



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Current Activities Flood Protection



Why do we need flood protection?



- During the flood of 1908, the Trinity River was 50 ft. deep and a mile wide
- This was a 100 year flood event – and it occurred 100 years ago!



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Why do we need flood protection?



Flood of 1990



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Why do we need flood protection?



Flood of 1990



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Flood Protection: Dallas Floodway Extension



- Levees
- Upper chain of wetlands
- Lower chain of wetlands
- River relocation
- Recreation and mitigation (throughout forest)

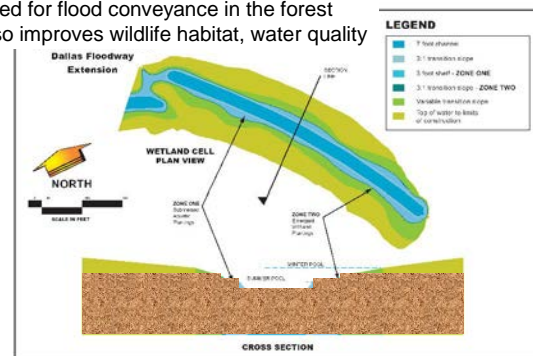
DALLAS FLOODWAY EXTENSION (DFE) PROJECT



What is a wetland cell?



- A shallow pool with tiered edges
- Used for flood conveyance in the forest
- Also improves wildlife habitat, water quality



Flood Protection: Lower Chain of Wetlands



Cell "D", at IH-45 and
Overton Rd.

Cell "G", former site of
Sleepy Hollow Golf
Course



Flood Protection: Lower Chain of Wetlands

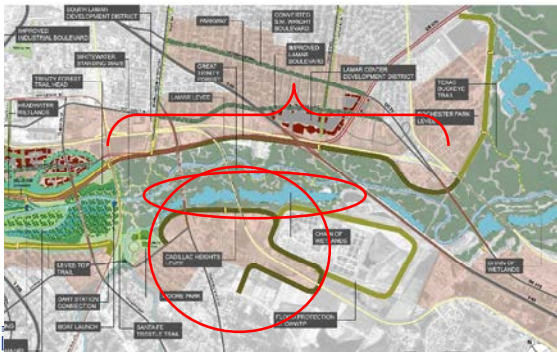


Access from Joppa into wetlands
area (end of Fellows Ln.)

Construction Bridge
from Loop 12 to Cell
G will remain as
access point



Flood Protection: Future Work



Flood Protection: Next Steps



- Wetland plantings will begin for lower chain of wetlands later this year
- Upper chain of wetlands will begin construction in summer 2009, complete in summer 2011
- Levees will begin construction in early 2011, complete in late 2014



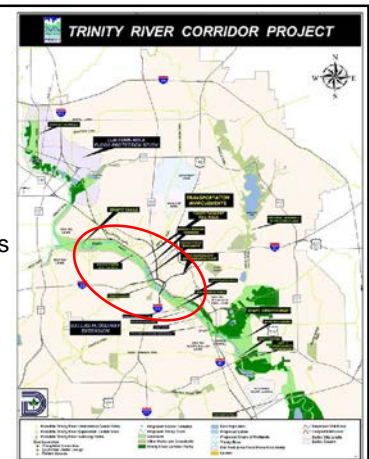
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Current Activities Recreation



Lakes & Amenities

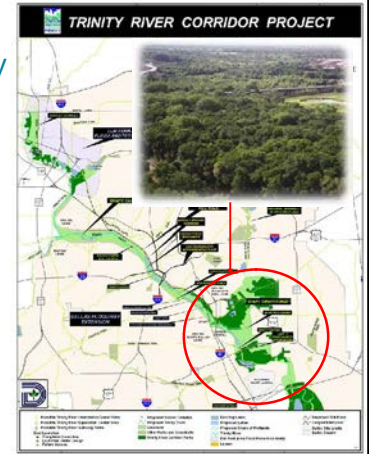
- Includes
 - River meanders
 - Trails
 - Amphitheaters
 - Gathering places
 - Picnic facilities
 - Wetlands
- Complete in 2014



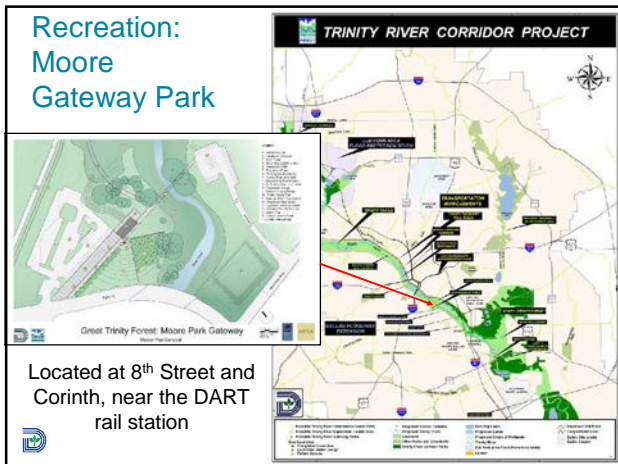


Recreation: The Great Trinity Forest

- 6,000 acres of bottomland hardwood forest
- Many bird and wildlife species



Recreation: Moore Gateway Park



Moore Park Gateway Phase I (complete May 2009)



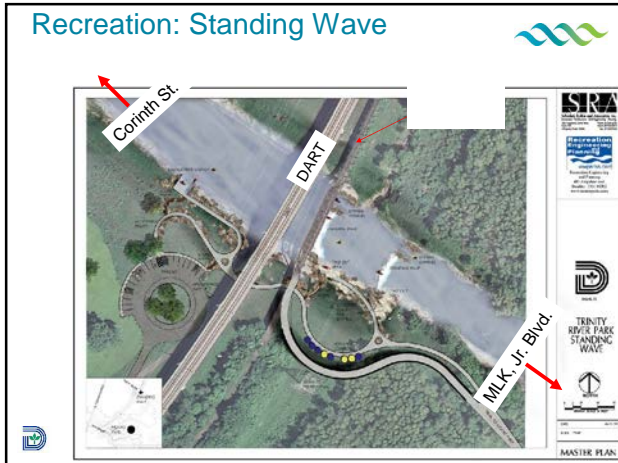
Moore Park Gateway Phase 2-4 (complete December 2010)



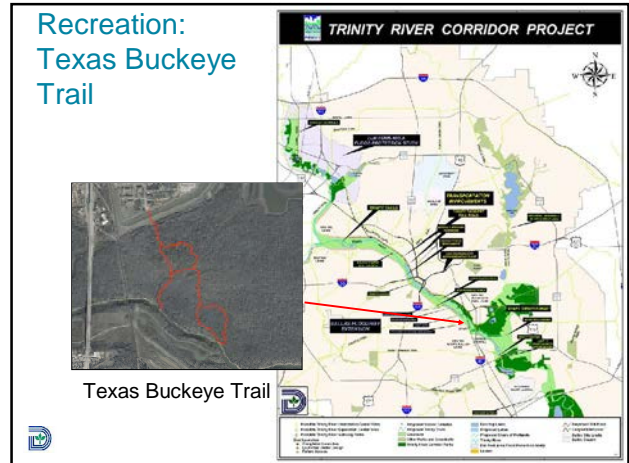
Recreation



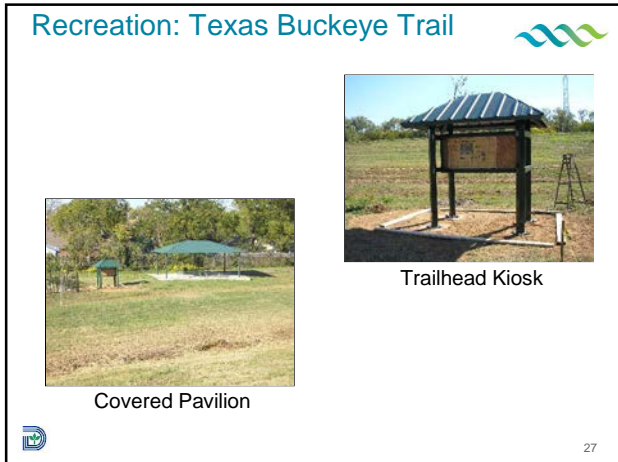
Recreation: Standing Wave



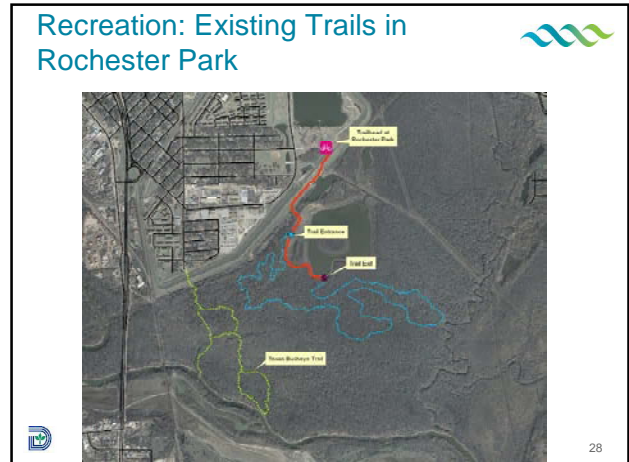
Recreation: Texas Buckeye Trail



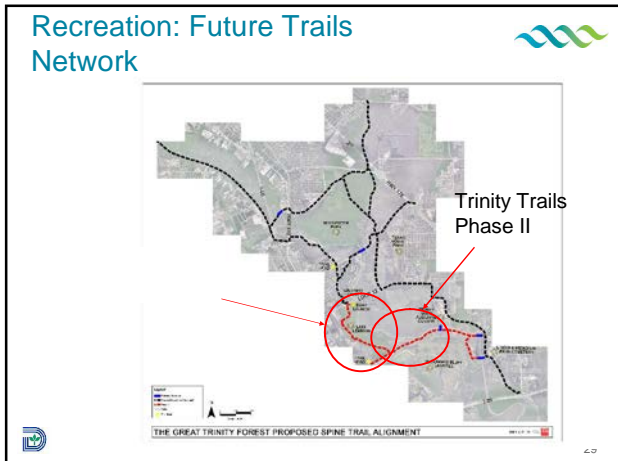
Recreation: Texas Buckeye Trail



Recreation: Existing Trails in Rochester Park

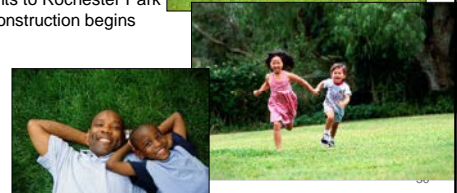


Recreation: Future Trails Network



Recreation: Gateway Parks

- Several gateway parks are planned and will begin design soon:
 - Loop 12 Gateway (construction begins 5/2010)
 - IH-20 Gateway (construction begins 6/2010)
 - South Central/Joppa Gateway (construction begins 12/09)
 - Improvements to Rochester Park Gateway (construction begins 12/09)



Recreation: Gateway Parks



Soft Surface Trails

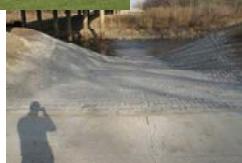


Pavilion

Fishing Facilities



Parking



Loop 12 Boat Launch

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Recreation in South Dallas



Trinity Horse Park



Recreation: Trinity River Audubon Center



South of Loop 12,
east of IH-45



Trinity River Audubon Center



Designed by renowned LEED
(Leadership in Energy and
Environmental Design)
Architect Antoine Predock



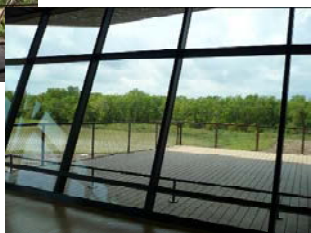
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Trinity River Audubon Center



Grand Opening
for the Public

October 18-19,
2008



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Trinity River Audubon Center



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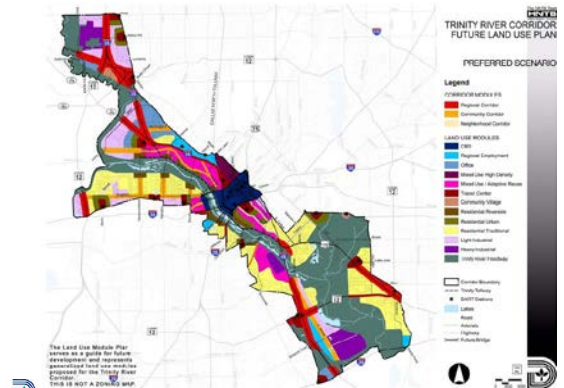
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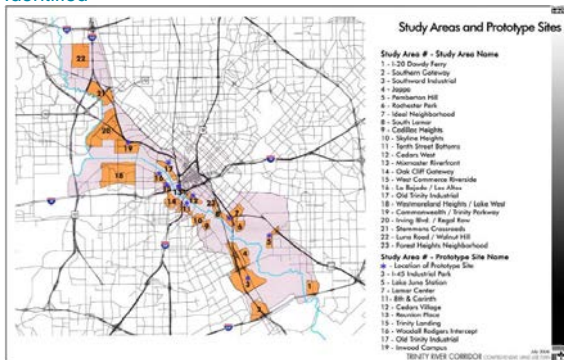
- Gates and bollards will be installed at various access points to prevent vehicular access, which has been the source of illegal dumping and other illegal activities
- These wooden bollards have been installed at Rochester Park to prevent vehicular access over the levee and into the Great Trinity Forest.



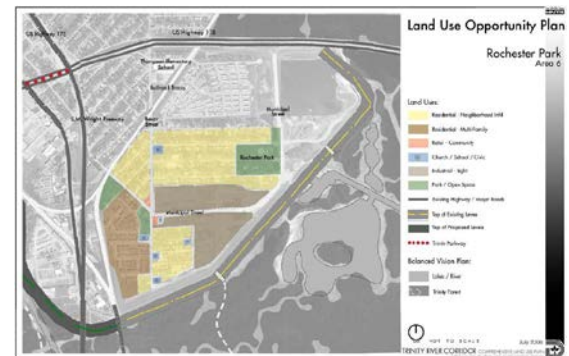
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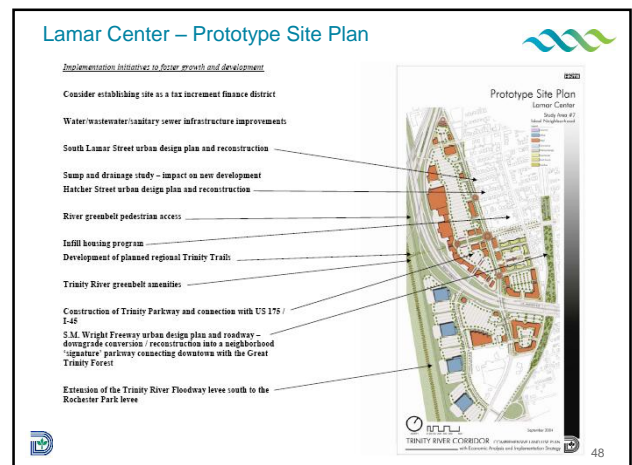
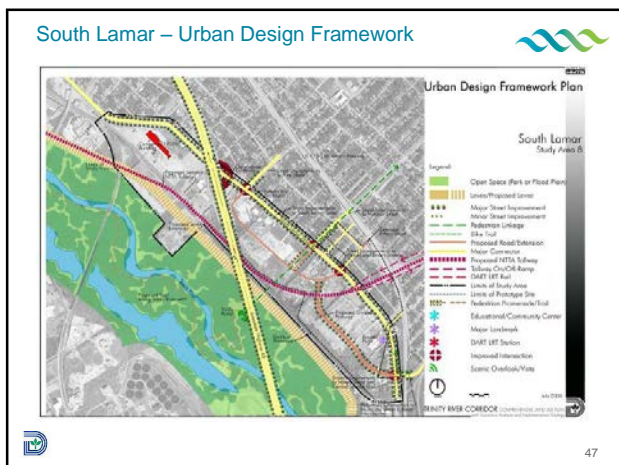
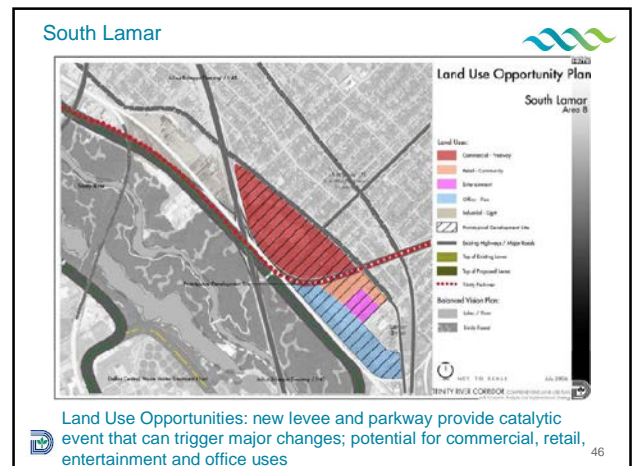
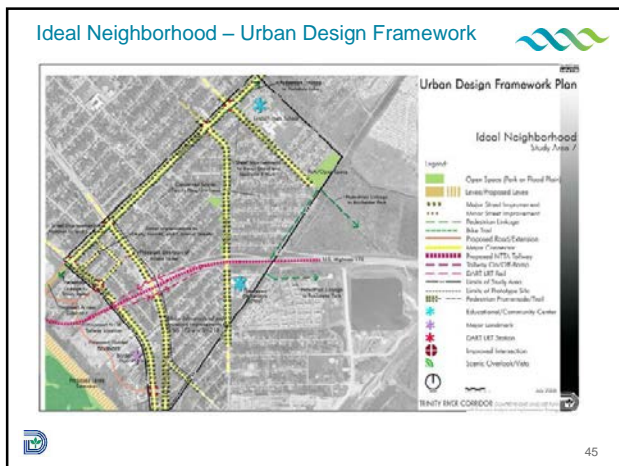


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Land Use Opportunities: Residential (neighborhood infill), portals and trails to the Trinity River

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South Lamar Potential Development



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Transportation: Trinity Parkway Toll Road



Trinity Parkway Overview

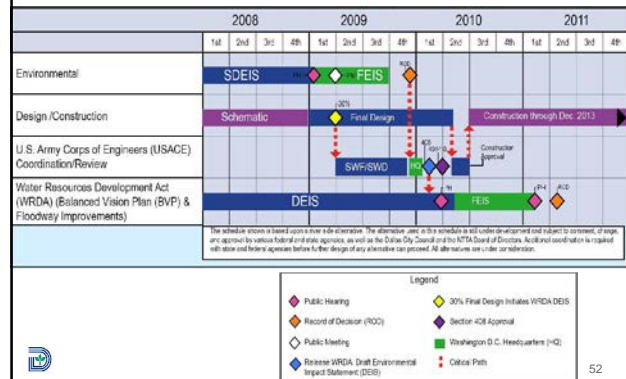


- Approximately nine miles (IH 35E/SH 183 to U.S. 175/SH 310)
- Eight SDEIS alternatives from \$1.1 to \$2.1 billion
- Schematic design of Alt. 3C proceeding at risk, with TxDOT and Regional Transportation Council support
- "Beat 2014" strategy
 - Begin construction mid-2010
 - Complete construction before 2014



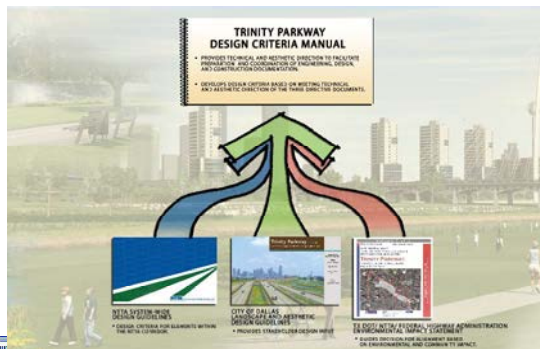
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Trinity Parkway Status



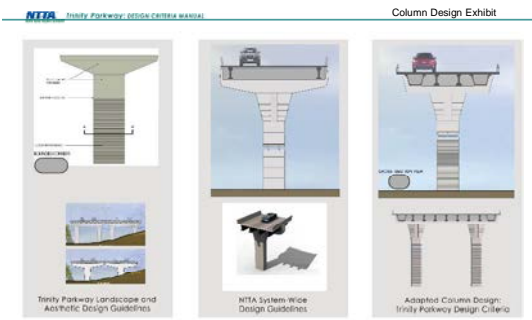
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Design Criteria Manual



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Design Criteria Manual



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Design Criteria Manual Zones



NTTA Trinity Parkway DESIGN CRITERIA MANUAL



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Design Criteria Manual Zones



NTTA Trinity Parkway DESIGN CRITERIA MANUAL



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Design Criteria Manual Zones



NTTA Trinity Parkway DESIGN CRITERIA MANUAL



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Design Criteria Manual Zones



NTTA Trinity Parkway DESIGN CRITERIA MANUAL

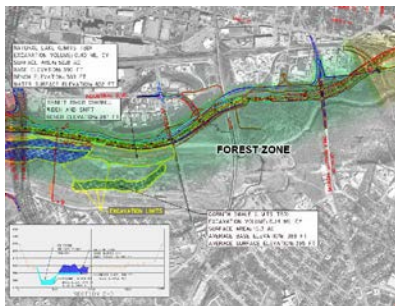


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Design Criteria Manual Zones



NTTA Trinity Parkway DESIGN CRITERIA MANUAL



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Design Criteria Manual Zones



NTTA Trinity Parkway DESIGN CRITERIA MANUAL



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South Trinity Gateway Zone



NTTA Trinity Parkway DESIGN CENTER MANUAL

Inventory / Analysis



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South Trinity Gateway Zone



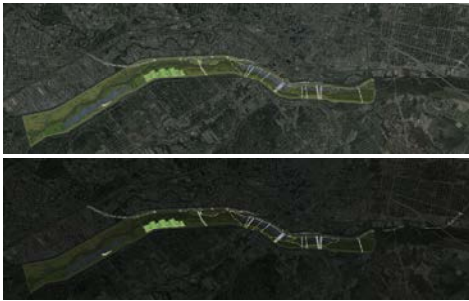
NTTA Trinity Parkway DESIGN CENTER MANUAL

Opportunities



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Conceptual Lighting Plan



- The NTTA's desire is to light the Trinity Parkway at entrance/exit ramps and frontage roads.

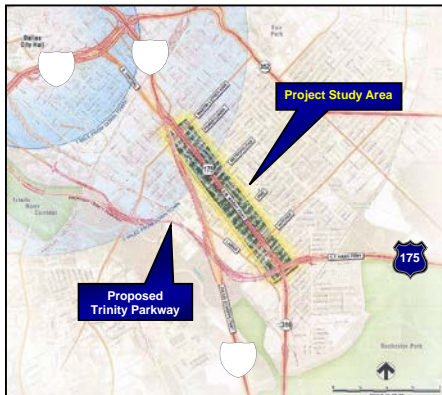


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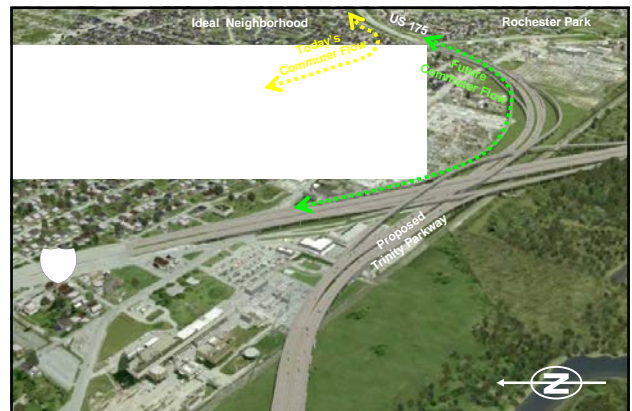
Transportation: S.M. Wright Parkway



Project Location Map

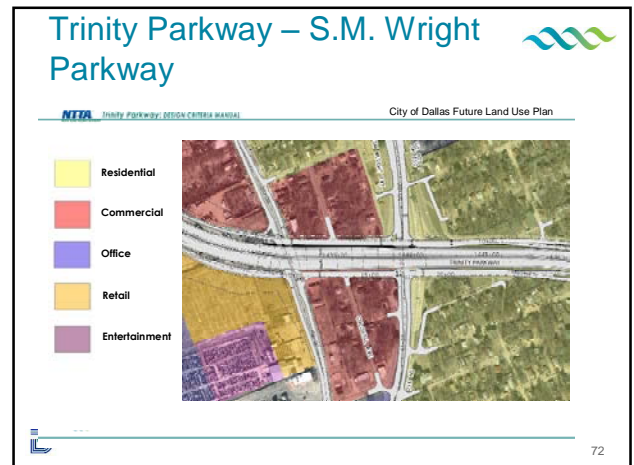
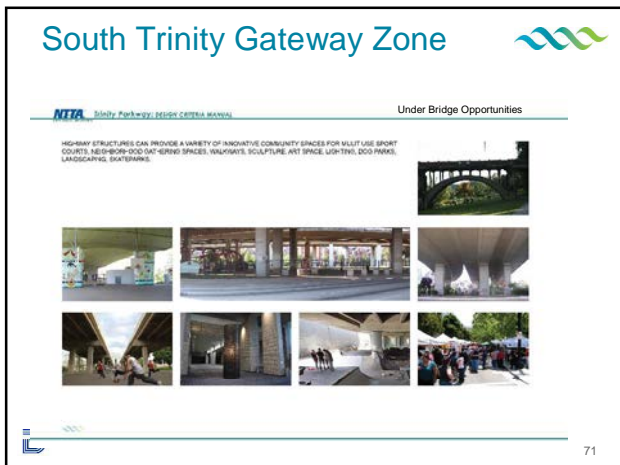
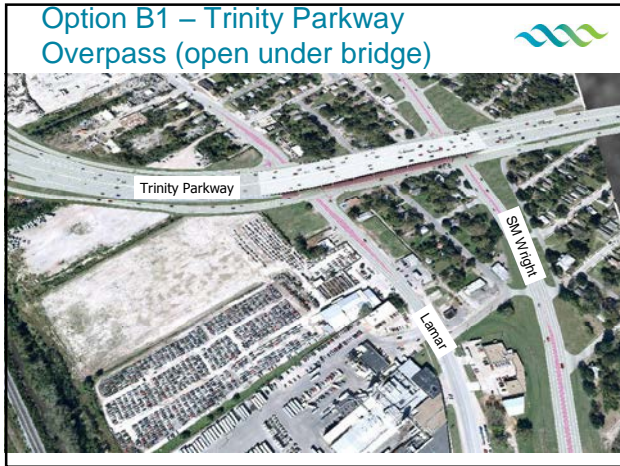
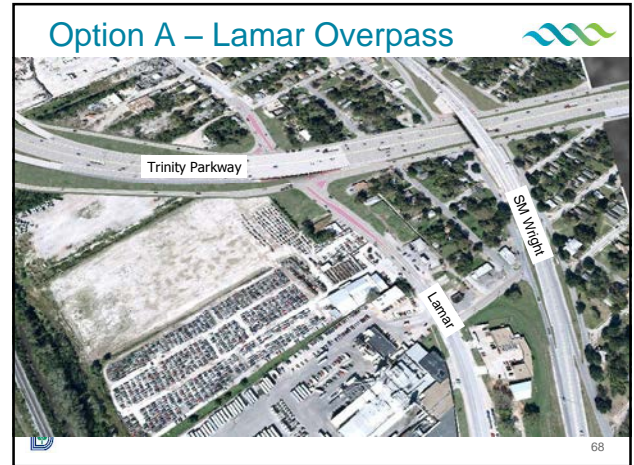


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Trinity Parkway Traffic

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Trinity Parkway – S.M. Wright Parkway



NTTA Trinity Parkway DESIGN CRITERIA MANUAL

City Of Dallas Opportunities Conceptual Plan



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Trinity Parkway – S.M. Wright Parkway



NTTA Trinity Parkway DESIGN CRITERIA MANUAL

City Of Dallas Opportunities Conceptual Plan



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Trinity Parkway – S.M. Wright Parkway



NTTA Trinity Parkway DESIGN CRITERIA MANUAL

City Of Dallas Opportunities Conceptual Plan



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Trinity Parkway – S.M. Wright Parkway



NTTA Trinity Parkway DESIGN CRITERIA MANUAL

City Of Dallas Opportunities Conceptual Plan



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Input needed!



- What is your preference for the intersection of Trinity Parkway and S.M. Wright Parkway?
 - Option A – Trinity Parkway over Lamar, under S.M. Wright Parkway
 - Option B1 – Trinity Parkway over Lamar, over S.M. Wright Parkway (open under bridge)
 - Option B2 – Trinity Parkway over Lamar, over S.M. Wright Parkway (closed under bridge)



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Frequently Asked Questions



How will the Trinity Project improve my quality of life?



- Enhanced mobility
 - Trinity Parkway will provide easy access into and through downtown
 - S.M. Wright Parkway will have slower speeds, less traffic and pedestrian amenities
- Increased flood protection
 - Levees will protect from the 800 year flood event
 - Stormwater drainage improvements will prevent flooding outside the levees



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How will the Trinity Project improve my quality of life? (cont.)



- Family oriented Recreational Opportunities
 - Trails for hiking, biking, horseback riding
 - Park & picnic facilities
 - Birdwatching, nature activities



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Why do we need the levees and wetlands?



- The existing Dallas levees were originally built in the 1920's, raised to their current height in the 1960's
 - Levees stopped at the point of protecting low income, minority neighborhoods and businesses
 - Their height in the 60's was to protect from the 800 year flood
 - Flood protection has been reduced to 300 year protection due to upstream development and downstream forest growth
- Levees will provide 5 ½ miles more protection to Lamar and Cadillac Heights (to 800 year flood protection) and will increase existing Rochester levee protection to 800 year protection (from existing 110 year protection)
- Wetlands reduce flood levels by providing flood conveyance through the Great Trinity Forest



Why do we need the Trinity Parkway?



- Dallas has one of the top 10 bottlenecks in the country through the Canyon/Mixmaster and lower Stemmons area
- Dallas is also in a non-attainment area with regard to ozone levels
- Trinity Parkway will carry 100,000 vehicles per day, and reduce ozone emissions by 84 tons per year
- Trinity Parkway allows for the reduced speed and enhanced design of SM Wright Parkway



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Will my property be affected?



- See the maps provided at this meeting
- If your property is shown to be affected, you will be contacted by City staff to initiate the acquisition process
- Individual properties are handled on a case-by-case basis (businesses, single family, renters, etc.)
- At a minimum, affected owners will receive:
 - Fair Market Value offer (not just DCAD value)
 - Relocation costs
 - Moving costs
- Property acquisition is in accordance with Federal Regulations
- City staff are here to answer your questions if you are affected



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How will the Trinity Parkway affect Economic Development in this area?



- Parkway and levee extension will "create" developable land along the Trinity River...the catalytic change that brings opportunity.
- Access and rooftops are keys to successful development.
- The above public improvements will set the stage.
- The City can help further by providing needed infrastructure and zoning to "entitle" desired development.
- The City and community should create a cohesive vision for each area.
- The City can further assist by providing:
 - Relocation alternatives for non-conforming uses
 - Economic development tools in the appropriate situation, or
 - Development packages to potential developers



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Trinity River Project Office
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www.trinityrivercorridor.org
<ftp://ftp.dallascityhall.com>

