

Executive Summary

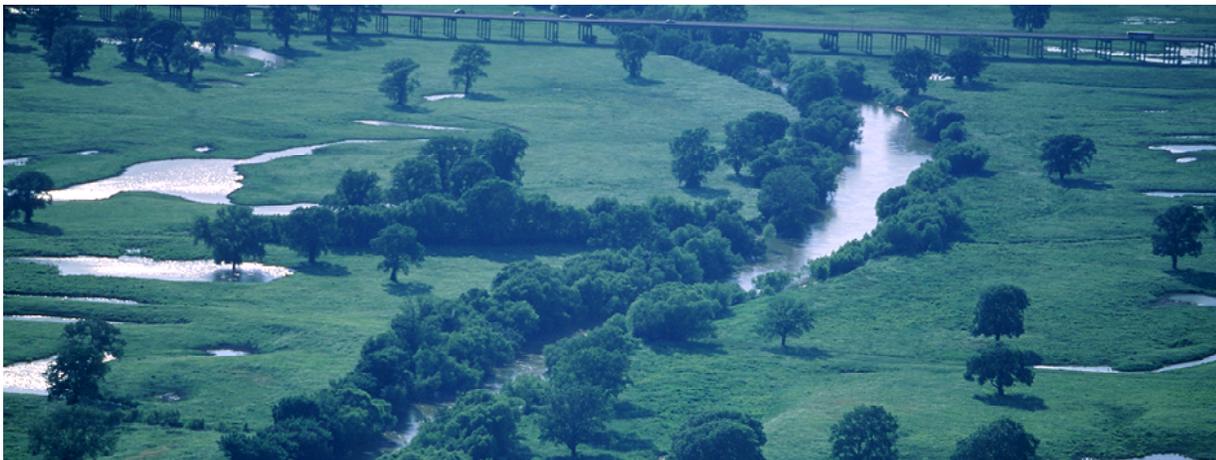
This urban design study began as a privately funded initiative that sought to ensure that we achieve the fullest potential of a massive and complex, multi-agency project – the largest and most challenging public works project ever undertaken by our city. It was expected that the study of the Trinity River Corridor would be general in scope, would be completed in a few short months and would offer a critique of the original plan from a fresh perspective. However, once that initial critique was complete and a bold, long-range vision was presented, it became clear that the study needed to go further. Questions about project costs, funding, timing, inter-agency coordination, and maintenance and operations needed reliable answers before critical decisions could be made. As a result, the study was expanded significantly. City staff, State and Federal agencies, consultants, and citizens joined the effort to complete this study. The result is a

plan with broad support and the underlying belief that this grand vision for the long range health and vitality of our city is within our grasp.

The key to that broad support of this plan is that it successfully balances diverse and potentially conflicting goals for the Trinity River Corridor.

- It will provide undiminished flood protection for the full length of the corridor in a way that supports the achievement of environmental, recreational, mobility and economic goals.
- It will complete bold initiatives of environmental responsibility, restoration, and proper management in the midst of an intensely urban setting.
- It will create a magnificent recreation and urban open space amenity (without equal in any American city) while co-existing successfully with flows of vehicular traffic as well as periodic floodwaters.
- It will meet the stated regional transportation goals in a way that supports economic development, air quality improvement and appreciation for the park.
- It will create critically important community and economic opportunities for the neighborhoods bordering the Trinity River, for downtown, and as the centerpiece of a major urban region.

An amazing landscape lies behind the levees and is in need of civic affection and stewardship.



Phased Implementation

Although this plan outlines a vision that will take generations to fully implement, many of the most important elements can be realized within a few years. This study divides the scope of work into three parts based on the potential for funding.

- Basic Phase 1** – the elements of the project that can be completed with funds from the 1998 City Bond Election combined with anticipated funding from other governmental sources.
 - Expanded Phase 1** – the basic plan plus a series of elements that are highly desirable in achieving a bold change in the Trinity River Corridor in the first ten years of investment. Additional funding would be required.
 - Ultimate Plan** – this long range vision is offered to guide development of the corridor in future decades.
- If possible, the “basic plan” and the “expanded basic plan” should be implemented concurrently as “Phase 1”.

	Basic Phase 1	Expanded Phase 1	Ultimate Plan
Flood Protection Component			
Dallas Floodway Extension	All		All
Elm Fork Flood Protection	Phase 1 of Elm Fork F.P. management plan		Complete
Raise of Existing Levees	All		All
Environmental Restoration and Management Component			
Great Trinity Forest Land Acquisition	All, per 1998 bond funds		Additional land acquisition recommended
Trinity Interpretive Center	All		All
Trinity Forest Trails (pedestrian, bicycle, equestrian)	All, per '98 bond funds		All currently identified and possible additions
Floodway Area Trails (pedestrian, bicycle, equestrian)	Minimal scope	Expanded scope	Complete
River Meanders (including armoring)	Downstream from Sylvan		Entire floodway stretch
River-related Infrastructure	Part (bridge pier armoring at meanders)		All
Enhancement of Habitat in the Floodway	Downstream from Sylvan	Additional	All
Stormwater Wetlands	None	Pavaho wetlands	All
“Headwaters” Wetlands	None	Part	All
Boardwalks for Nature Observation	Not included	Partial scope	Complete

	Basic Phase 1	Expanded Phase 1	Ultimate Plan
Parks and Recreation Component			
Urban Lake and Stormwater Culverts	Part (lake and culverts)	Amenities including promenade	All
Natural Lake (incldues lake and amenities)	Lake	Amenities	All
Trinity Equestrian Center	All		All
Water Supply for Terraced Lake System	Groundwater supply for make-up	Complete flowing lakes system from Central Wastewater Plant	Possible expanded reuse initiatives
Boat, Canoe, Kayak Access in Floodway Area	As exists	As exists	All
Gateway Parks	Six parks per 1998 funding	Additional as funding permits	Remaining parks per MIP
Elm Fork Soccer Complex	All		
Elm Fork Dog Park	All		
Elm Fork Trails	Part	Additional trails	All
Connections between Lakes and to Trinity River	Between lakes	All	
Natural Lake amenities	None	All	
Whitewater Rafting Course	None	None	All
Park Access Roads (including roadways, bridges and parking)	None	Partial scope	All
Canoe launches	All		
West Dallas Lake/Wetland Area	None	None	All
Active Recreation Terraces (two)	None	None	All
Amphitheater	None	None	All
Concession/Event Facilities	None	None	All
Park District Maintenance Facility	None	All	All
Transportation Component			
Woodall Rodgers Bridge	All		
Signature Bridges at IH-30 and IH-35	None	None	All
Trinity Parkway	Complete (6-4-4 lanes)		Complete (6-4-4 lanes)
Industrial Boulevard	Partial upgrade?	Complete upgrade?	All
Pedestrian Deck Parks and Connections	Basic elements	Enhanced facilities	All
Downtown Levee-top Roads	None	None	All
Oak Cliff Levee-top Road	None	All	
Beckley Boulevard	Woodall Rodgers to Commerce	50%	Commerce to IH-30
South Lamar Street Upgrade to Boulevard	None	None	All
S.M. Wright Conversion to Boulevard	Part (TXDOT demolish overpasses)		All
Community and Economic Development Component			
Comprehensive Land Use Study	Study complete		

Costs and Funding

Costs estimates indicate the total capital cost of the basic plan to be approximately \$1,060,241,000. The City's portion of those costs equals the \$246,000,000 allocated and available from the 1998 bond election. The remaining \$814,241,000 is anticipated to be contributed by State and Federal agencies and programs as well as other identified sources.

Completion of the expanded basic plan, concurrently with the basic plan, would require an additional \$110,233,000. Identification of those funding sources should begin immediately.

The cost of the ultimate plan is estimated to be \$1,733,634,000. This study has not attempted to identify phasing or funding for this long range project completion.

Implementation Schedule

This project requires a unique level of inter-governmental cooperation since many of its components share functions and funding. These components are subject to differing agency standards and processes. Through this study, these agencies have worked together to create a plan for expediting reviews and approvals. Because of the interrelated nature of the creation of lakes, the construction of the parkway and the raising of the levees, many of the major project elements are on a timeline for starting construction in 2007 with completion in 2011. However it may be possible to complete other, less interconnected components on a much faster time line. Here are examples of such components:

- Land acquisition in the Great Trinity Forest
- Completion of the Trinity Interpretive Center
- Completion of the Buckeye Trail
- Conversion of S.M. Wright as a boulevard
- Completion of the Elm Fork Soccer Complex
- Completion of several Gateway Parks
- Completion of the Comprehensive Land Use Study

Maintenance and Operations

This study includes a proposed maintenance and operations plan for the various elements of the Trinity River Corridor Project. The annual cost of park and recreation maintenance and operations is expected to compare favorably with major signature parks in other cities.