CITY OF GRAND PRAIRIE

SOUTHGATE 360 CORRIDOR PLAN

ADOPTED AUGUST 17, 2021

ACKNOWLEDGMENTS

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Rashad Jackson, AICP, Planning and Development Director

Savannah Ware, AICP, Chief City Planner

Jonathan Tooley, Planner

Monica Espinoza, Executive Assistant

Stewart McGregor, Business Manager, Economic Development

Walter Shumac, P.E., Transportation Director

CONSULTANT TEAM

Freese and Nichols, Inc.

David Jones, MPA, AICP, Project Manager

Colton Wayman, Project Planner

Eleana Tuley, AICP, Project Planner

Kevin St. Jacques, P.E., PTOE, PTP, CNU-A, RSP1

SUBCONSULTANT

Catalyst Commercial

Jason Claunch

Reid Cleeter

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1 INTRODUCTION

INTRODUCTION

The Southgate 360 Corridor Plan is intended to build upon the 2018 Comprehensive Plan by focusing on the largest remaining undeveloped sector in Grand Prairie. While the Comprehensive Plan contained generalized land use and transportation recommendations for this sector, no comprehensive study has been made of the opportunities and challenges in the area along south State Highway 360.

This study will examine the market for private development within an area that runs along the east side of SH 360 from Ragland Road to the existing terminus of SH 360 with U.S. Highway 287, and down into the extraterritorial jurisdiction (ETJ). While much of this area has been a part of Grand Prairie for the last 30 years, only recently have market forces caused development to occur. This study and the resulting plan will articulate the City's vision for this last frontier of greenfield development in the city.

This study and the resulting plan articulates the City's vision for the last frontier of greenfield development in Grand Prairie's city limits and extraterritorial jurisdiction.

STUDY AREA

The study area consists of approximately 13,515 acres. The area is bounded by 360 on the west, Joe Pool Lake on the east, Debbie Road and Loyd Park on the north, and U.S. Highway 67 on the south. U.S. Highway 287 runs southeast to northwest through the area and represents the approximate dividing line between the incorporated and unincorporated (ETJ) portion of the study area.

Because of its existing highway connections, the area has direct access to DFW Airport (via 360), downtown Ft. Worth, IH-35E, and IH-45 (via 287), and downtown Dallas (via 67). The area also benefits from the presence of the lake and two nearby city parks (Loyd and Lynn Creek Park) that offer camping, trails, and other recreational amenities. The presence of Cedar Hill State Park on the east side of Joe Pool Lake makes this area a unique recreational destination in the Dallas-Ft. Worth area.

Like the rest of Grand Prairie, this area does not exist in a vacuum. Besides the portion of Grand Prairie within the study area, the overall market area is made up of portions of the cities of Arlington and Mansfield along 360, Midlothian along 287, and Venus along 67.

The following is a brief summary of existing and planned development in each city.

GRAND PRAIRIE

With the exception of a few commercial businesses that have existed for decades, development in the Grand Prairie portion of the market has been entirely residential. Several hundred units of multi-family housing were constructed in the late 2010s near Ragland Road as part of a planned horizontal mixed-use development. To the south, near the interchange of 360 and 287, several hundred units of detached single-family housing are currently under construction in two different developments. The City and its consultant team interviewed the project developers to understand more about the market conditions driving those developments. While there is existing commercial zoning within the study area, to date only residential developments have been completed or are under construction.

Further north of the study area, the Lake Prairie Towne Crossing shopping area sits at the southeast corner of 360 and Camp Wisdom with several hundred

Source: City of Grand Prairie

thousand square feet of retail and dining. This corner will be considered within the market analysis section of this study.

ARLINGTON

Arlington's city limits end approximately one mile south of the northern border of the study area. This portion currently is developed as detached single-family residential with a gas station, fast food restaurant, and retail strip on the southwest corner of 360 and Debbie Lane. A multi-family housing development consisting of 338 units is currently under construction south of Debbie Lane. Arlington is currently undertaking a study of its side of the south 360 corridor to develop plans for remaining undeveloped commercial sites and to stabilize existing neighborhoods.

MANSFIELD

Mansfield's border with Grand Prairie is the longest in the study area and contains by far the most existing and ongoing development in the market. This includes both detached and multi-family residential development, retail commercial development, hospital and medical office, industrial, and recreational, including public parks and trails and a water park. Although Mansfield's city limits are primarily to the west of 360, the city spans both sides of 360 between Walnut Creek and Lone Star Road and three sides of the interchange of 360 and 287.

MIDLOTHIAN

Midlothian's city limits sit primarily to the east of the study area, including the ETJ. Although Midlothian's retail and residential developments are not as robust as those in Mansfield, they are growing, and Midlothian's industrial profile is larger with the Railport Intermodal facility and Midlothian Business Park at U.S. 67 and Railport Parkway.

VENUS

Venus sits along the far southern end of the study area. While overall much smaller than the other cities in the market area that border Grand Prairie, Venus has seen a growing number of residential developments along 67 and also has access along F.M. 157 to Mansfield and Arlington. Venus also stands to benefit from any future extension to 360 south of 67.

DEVELOPMENT CONTEXT

Development was proposed within the study area as far back as the 1980s. The City annexed what is now known as the "donut" (the area of City boundary that encircles a portion of the ETJ north of 287) before the extension of 360. In the 2000s, prior to the housing crisis and recession, several developments were proposed within the area. The proposed developments were slated to add thousands of homes, schools, and commercial development to the area under planned zoning or development agreements that would regulate the lot sizes, density and style of housing, and amenities within each development.

Although the City has not undertaken any other large-scale annexations in this sector since the 1980s, it has studied the financial risks and opportunities of annexation as recently as 2017 to determine if the costs of serving developments in this area are financially beneficial to the City. The City currently has no police or fire substation in the area and operates under an agreement with the City of Midlothian to provide police and fire services. Public utilities within the ETJ, such as roads, water, and sewer, are not maintained by the City. Other entities with maintenance responsibilities include:

- Ellis County Fresh Water Supply District #1,
- Ellis County,
- Johnson County Fresh Water Supply District #2,
- Johnson County,
- Greenway Trails Public Improvement District (PID),
- Oncor (electrical),
- Hillco (electrical), and
- AT&T (fiber optics)

The developments currently underway in the study area are being developed under zoning and development agreements

originally approved fifteen years ago. Other developments in the ETJ are also under existing development agreements but have not gotten underway.

Other developments proposed or approved include:

- W.B. Grand Prairie Apartments: 26.46 acres between Day Miar Road and SH 360 south of Ragland Road consisting of 676 multi-family units over two phases.
- North Cottonwood Creek: 35.68 acres between Old Fort Worth Road and US 287 southeast of Prairie Ridge Boulevard. consisting of 130 lots (minimum 60' lot width).
- Proposals by multiple developers that would add multi-family, townhomes, office space, and commercial pad sites at the northeast corner of the 360 and 287 interchange along with a realignment of Davis Road:
    - A proposal by Hanover to develop 40 acres at the hard corner of 287 and 360 as mixed use, multi-family, and commercial office.
    - A proposal by Aerofirma to develop a gated community similar to Viridian in Arlington that consists of 105 lots of single-family detached housing and 800-900 units of multi-family spanning three phases with a possible townhome phase.

The purpose of this study is to determine the City's vision for the remainder of the study area by developing recommendations based on a market study and the City's desire for a certain standard of development. As developers request revisions to those agreements to reflect the current market, the vision of this plan should extend to all undeveloped land even if the land is under the control of a development agreement or existing zoning.

2 EXISTING CONDITIONS

EXISTING CONDITIONS ANALYSIS

It is important to identify the unique characteristics of the 360 corridor to understand existing conditions. This assessment and analysis will provide a foundation for understanding the factors that will either serve as a catalyst or present a challenge for desirable land uses within the corridor. Furthermore, opportunities and weaknesses will be identified given the existing conditions of the study area.

Given Grand Prairie's unique jurisdictional boundaries in relation to the 360 corridor, two study boundaries have been identified. The North Study Area is located near Ragland Road, following 360 until ending at Walnut Creek. The South Study Area begins near the intersection of the Ellis County line, encompassing the remaining portions of Grand Prairie's southern extraterritorial jurisdiction.

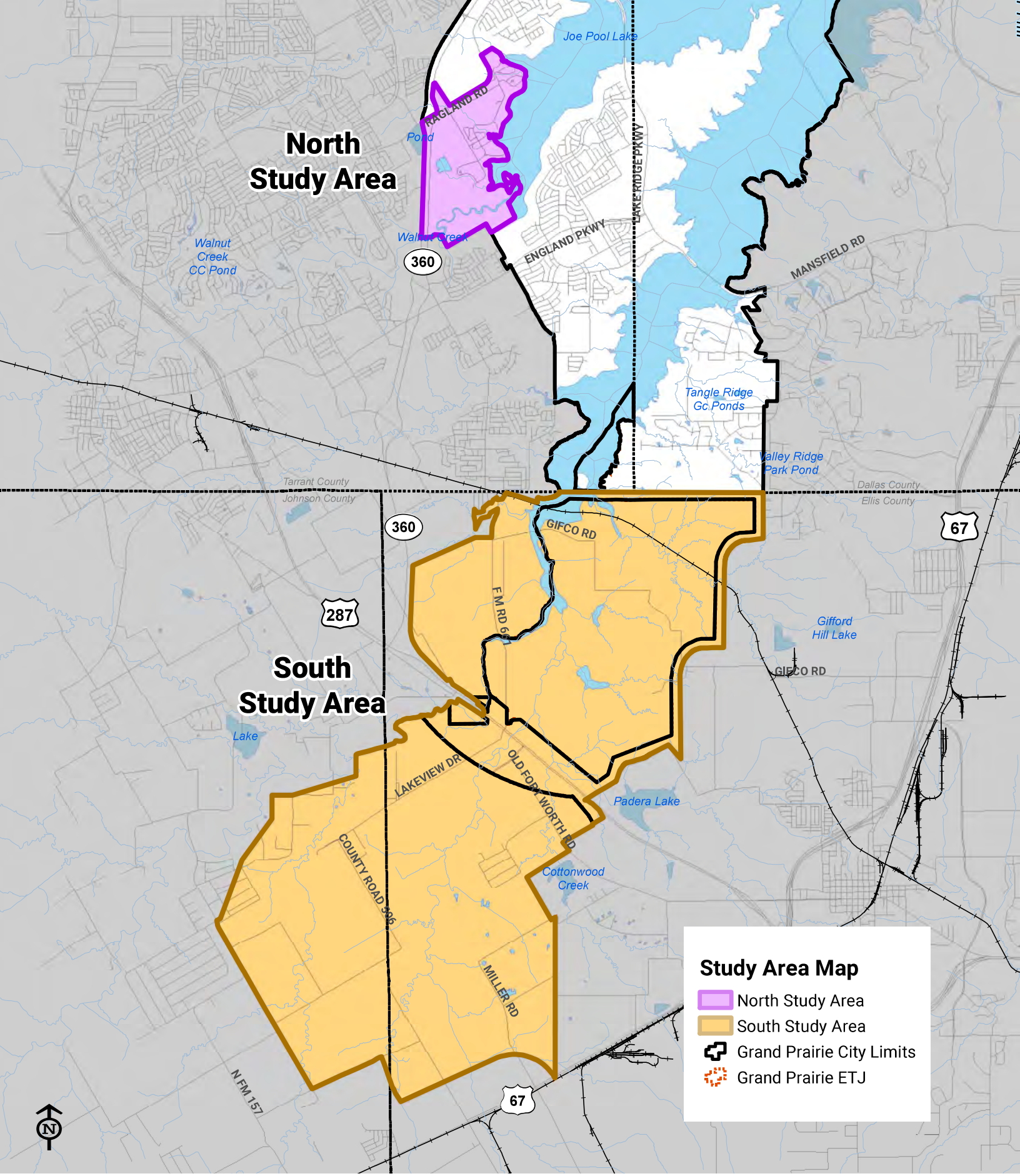
Quick Facts

North Study Area

Total Acreage: 1,000 acres
Undeveloped Acreage: 465 acres
Undeveloped Parcels: 27

South Study Area

Total Acreage: 13,515 acres
Undeveloped Acreage: 11,877 acres
Undeveloped Parcels: 155



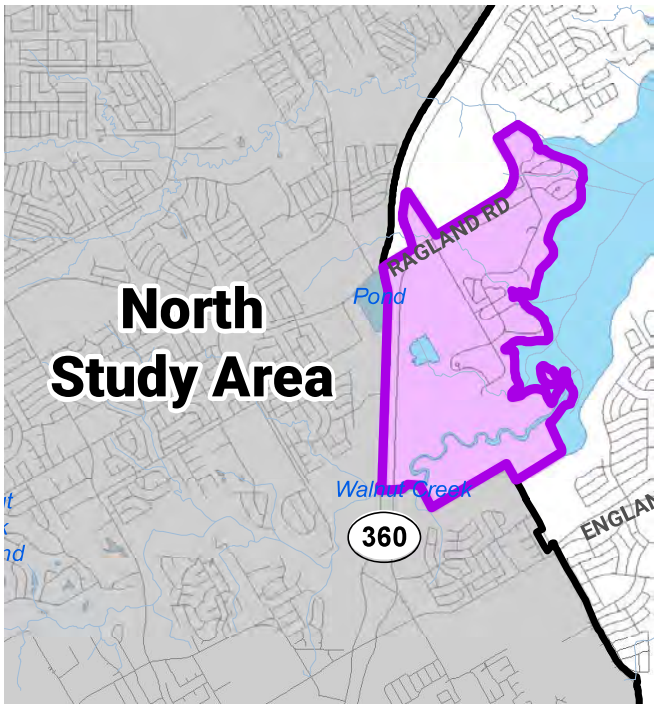
MAP 1. STUDY BOUNDARIES

STUDY AREAS

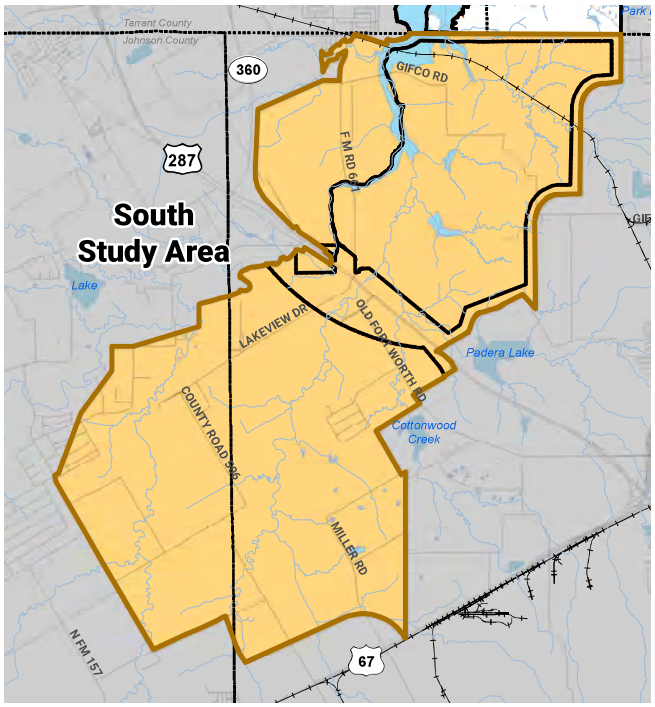
The Southgate 360 Corridor Plan's study area is located in the southern portion of Grand Prairie. Two areas have been identified within the area for planning purposes given Grand Prairie's jurisdictional boundaries – the North Study Area and South Study Area.

The western boundary of the North Study Area follows the City limits, providing frontage to State Highway 360 near Ragland Road. This boundary travels south at the City limits, providing a southern boundary near Walnut Creek. Finally, the eastern boundary follows Joe Pool Lake back to Ragland Road. Overall, the North Study Area comprises roughly 1,000 acres.

The western boundary of the South Study Area starts near Heritage Parkway and crosses US 287, following the City's ETJ. Going south to north, the eastern boundary of the South Study Area follows the City's ETJ then begins to encircle a second area of ETJ. Overall, the study area comprises roughly 13,515 acres.



MAP 2. NORTH STUDY AREA



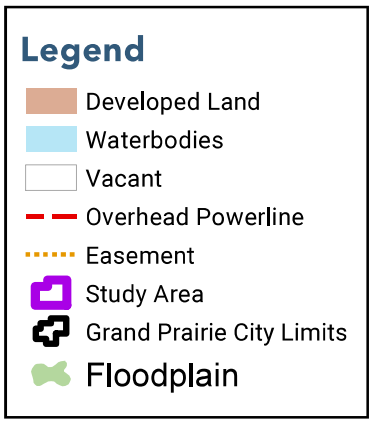
MAP 3. SOUTH STUDY AREA

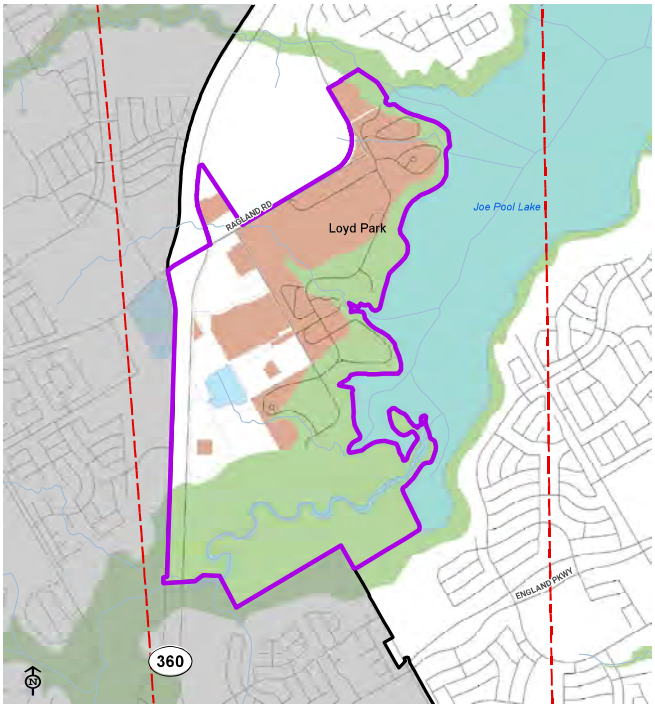
PHYSICAL FEATURES

Within both planning areas notable physical features exist. A major water body, Joe Pool Lake, exists in the North Study Area and South Study Area. Altogether, Joe Pool Lake comprises 213 acres in both planning areas. seven tributaries (or streams) are located within both study areas. This includes portions of Lynn Creek, Bowman Branch, Walnut Creek, Low Branch, Mountain Creek, Soap Creek, and Bedford Branch.

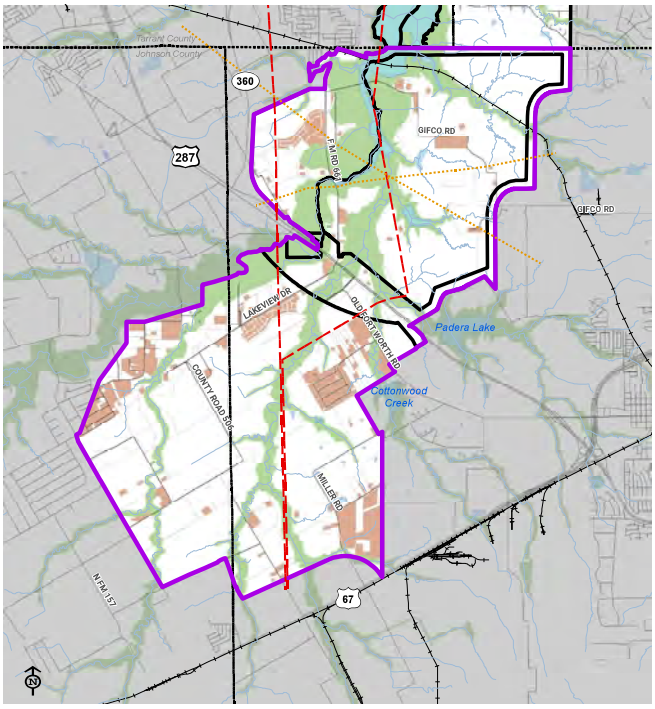
Roughly 493 acres of floodplain are located in the North Study Area, which covers about 49% of the area. Roughly 3,287 acres (24%) of the South Study Area is designated floodplain. In regard to City parks, Lynn Creek Park and Estes Park are located to the north, Loyd Park to the northwest, and Pleasant Valley Park and Valley Ridge Park to the east. No parks exist in the South Study Area.

In the South Study Area multiple overhead powerlines exist in addition to easements. This may present an opportunity for the City to partner with Oncor, the utility provider, to utilize portions of utility lines and easements for trails in the study area.





MAP 4. NORTH STUDY AREA PHYSICAL FEATURES



MAP 5. SOUTH STUDY AREA PHYSICAL FEATURES

THOROUGHFARES

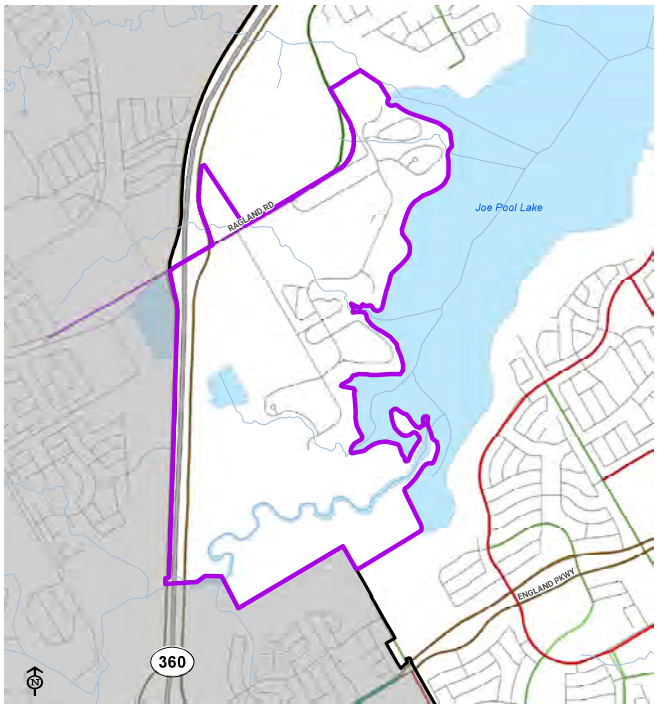
It is crucial to identify major thoroughfares within both study areas to understand existing connectivity and appropriate future land use recommendations. Although this Plan concentrates on portions of State Highway 360 in Grand Prairie's southern jurisdictional boundaries, a number of major highways and arterial roadways exist.

In the North Study Area, State Highway 360 is the only major highway. Other roadways include Ragland Road, providing connectivity through the northern portion of the study area. No improvements are planned at this time for this portion of 360.

Legend

Road Classifications

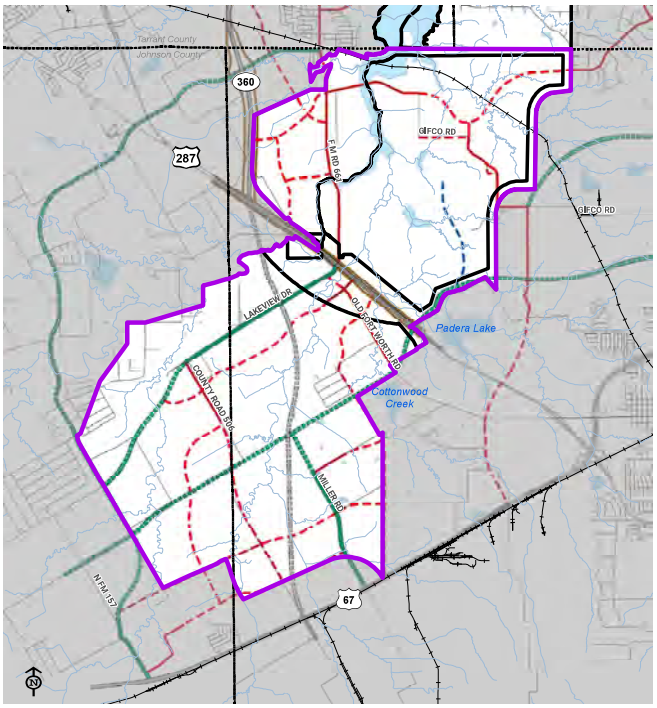
- Highway, existing
- Highway, proposed
- P7U, Principal Arterial, 7 Lane, Undivided, existing
- P6D, Principal Arterial, 6 Lane, Divided , existing
- P6D, proposed
- P4D, Principal Arterial, 4 Lane, Divided, existing
- P4D, proposed
- P3U, Principal Arterial, 3 Lane, Undivided, existing
- P3U, proposed
- M5U, Minor Arterial, 5 Lane, Undivided, existing
- M4U, Minor Arterial, 4 Lane, Undivided, existing
- M3U, Minor Arterial, 3 Lane, Undivided, existing
- M3U, proposed
- Added Highway Lanes (proposed)
- Study Area/ETJ
- Grand Prairie City Limits



MAP 6. NORTH STUDY AREA THOROUGHFARES

In the South Study Area, State Highway 360 follows the City limits ending at the intersection of US 287. In addition, US 287 bisects the study area, continuing southeast until crossing US 67. Through discussions with TxDOT in February 2021, the following information was found in regard to the South Study Area:

- An ongoing Feasibility Study of Improvements to US 287 through much of Ellis County is underway. The Texas A&M Transportation Institute (TTI) has reviewed and approved the traffic study element, while the environmental element is still pending.
- The potential extension of SH 360 south of US 287 was discussed. The SH 360 extension between US 287 and US 67 is contained in the NCTCOG 2045 Master Thoroughfare Plan (MTP) as a 6-lane tollway. As a tollway in the MTP, it has no financial commitments attached to it.
- TxDOT has not done any alignment planning for the SH 360 Extension, so the City can use its discretion in planning for the alignment of the potential corridor.



MAP 7. SOUTH STUDY AREA THOROUGHFARES

Legend

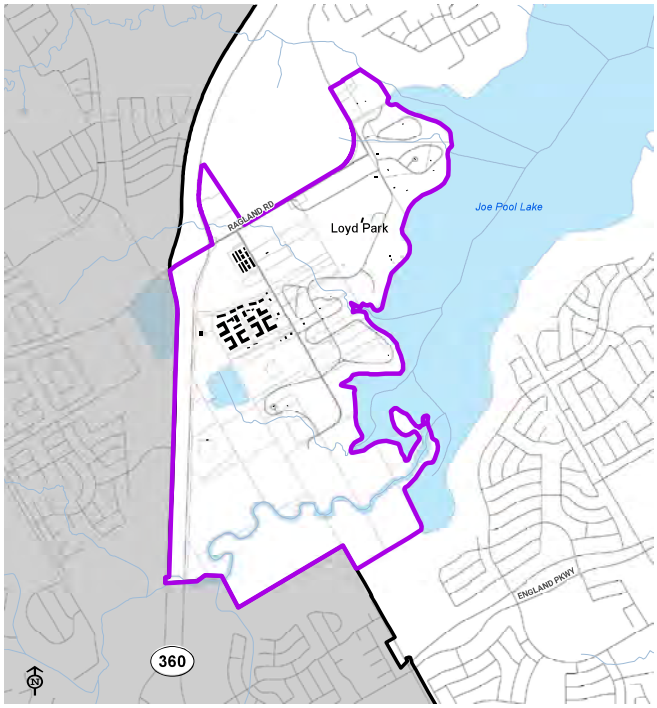
Road Classifications

- Highway, existing
- Highway, proposed
- P7U, Principal Arterial, 7 Lane, Undivided, existing
- P6D, Principal Arterial, 6 Lane, Divided , existing
- P6D, proposed
- P4D, Principal Arterial, 4 Lane, Divided, existing
- P4D, proposed
- P3U, Principal Arterial, 3 Lane, Undivided, existing
- P3U, proposed
- M5U, Minor Arterial, 5 Lane, Undivided, existing
- M4U, Minor Arterial, 4 Lane, Undivided, existing
- M3U, Minor Arterial, 3 Lane, Undivided, existing
- M3U, proposed
- Added Highway Lanes (proposed)
- Study Area/ETJ
- Grand Prairie City Limits

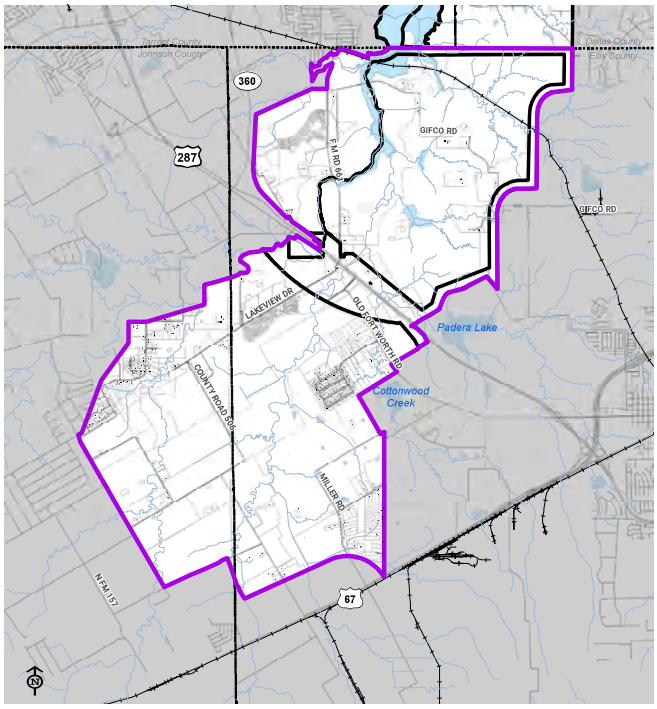
BUILDING FORM

The building form map reveals a substantial amount about the built environment within both study areas. This analysis accounts for the total area of building footprints to understand the existing urban, suburban, and/or rural character of an area. In the North Study Area, urban-like development has occurred east of 360 close to Loyd Park. Additionally, in the South Study Area, pockets of subdivisions exist; however, the majority of the area does not contain any dense groupings of building structures.

In the North Study Area, approximately 11 acres of land contains existing building structures – roughly accounting for one percent of all land in the study area. In the South Study Area, approximately 29 acres of land contains existing building structures – accounting for less than one percent of all land in the study area. Overall, less than one percent of both study areas contains buildings.



MAP 8. NORTH STUDY AREA BUILDING FORM



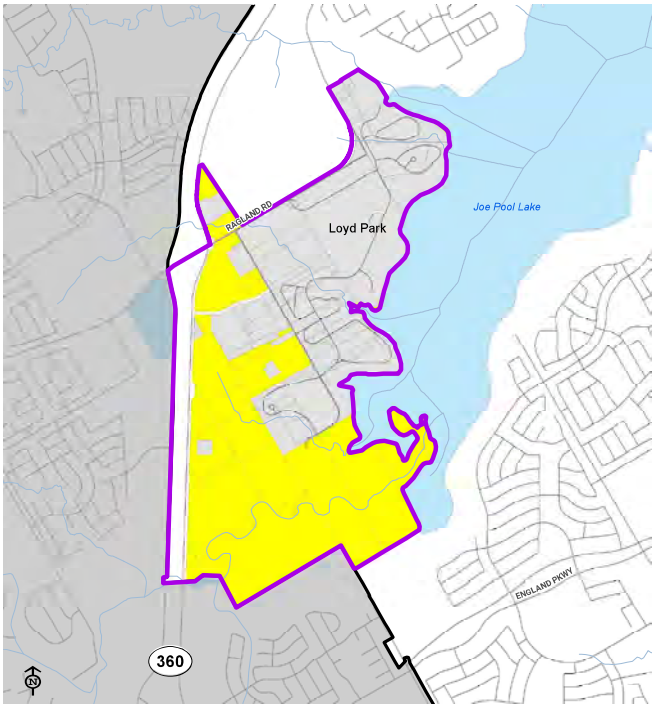
MAP 9. SOUTH STUDY AREA BUILDING FORM

Legend

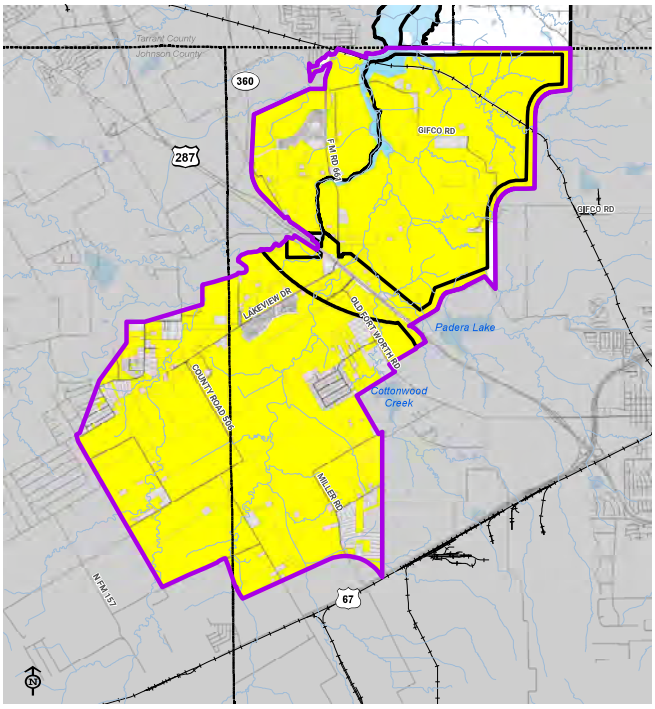
- Building Footprints
- Study Area/ETJ
- Grand Prairie City Limits

VACANT LAND

Vacant land is considered parcels of property that contain no building structures. In the North Study Area, approximately 465.3 acres (47%) are considered vacant with much of this being located in the floodplain. In the South Study Area, approximately 11,877 acres (88%) are considered vacant. Being situated close to 360, State Highway 287, and State Highway 67 provides excellent accessibility to major transportation corridors, a potential draw to future development in these vacant areas.



MAP 10. NORTH STUDY AREA VACANT LAND



MAP 11. SOUTH STUDY AREA VACANT LAND

Legend

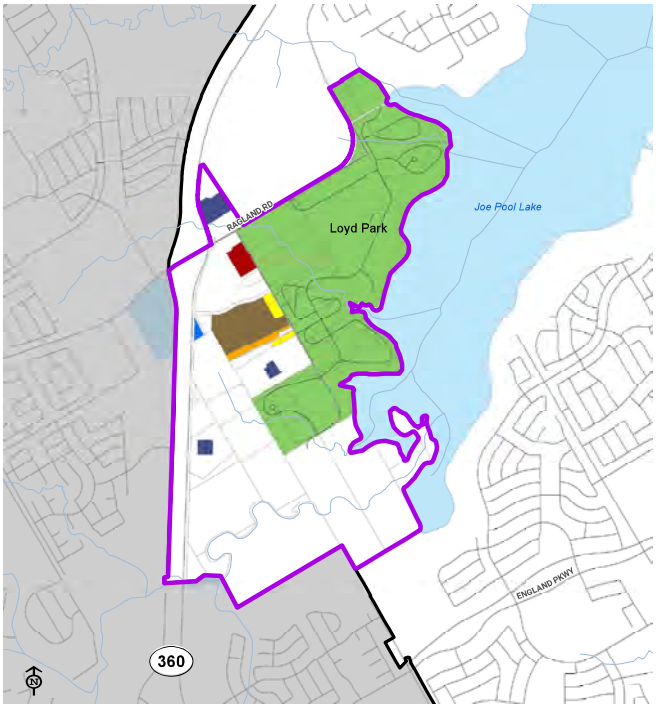
- Vacant Parcels
- Developed Parcels
- Waterbodies
- Study Area/ETJ
- Grand Prairie City Limits

EXISTING LAND USE

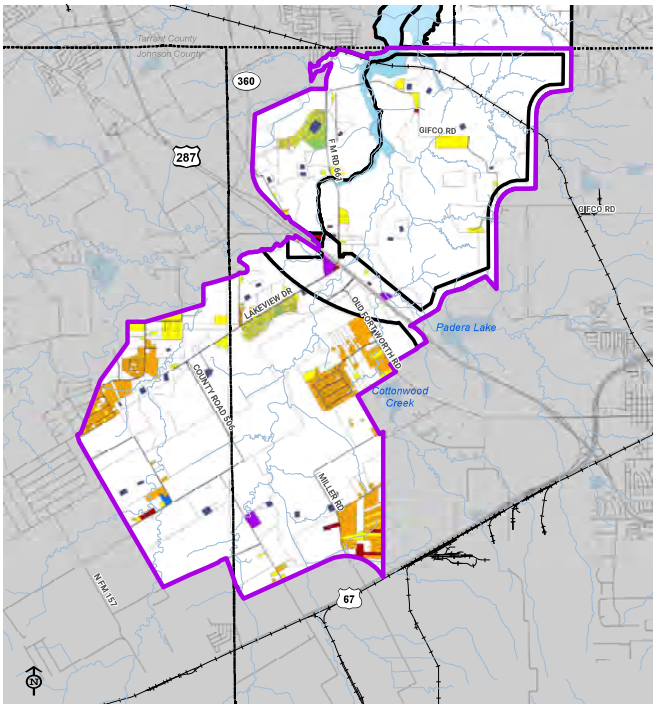
A number of land uses exist in both the North Study Area and South Study Area. In the North Study Area, the majority of existing land uses are parks and open space (39%) and vacant land (47%). In the South Study Area, a small number of manufactured homes (4%) and single family homes (3%) exist, but the majority of land is considered vacant (88%).

FIGURE 1. EXISTING LAND USE TABLE

Land Use	North Acres	Percent	South Acres	Percent
Single-Family	4.5	0.4%	372.0	2.8%
Multi-Family	26.5	2.6%	0.0	0.0%
Manufactured Home	4.3	0.4%	593.3	4.4%
Commercial	6.1	0.6%	59.0	0.4%
Industrial	0.0	0.0%	37.0	0.3%
Parks and Open Space	393.8	39.4%	36.4	0.3%
Public/SP	1.6	0.2%	7.6	0.1%
Right-of-Way	86.6	8.6%	254.2	1.9%
Utility	11.1	1.1%	66.2	0.5%
Waterbodies	0.3	0.1%	212.7	1.6%
Vacant	465.2	46.5%	11,876.6	87.9%
Total	1,000.0	100.0%	13,515.0	100.0%



MAP 12. NORTH STUDY AREA EXISTING LAND USE

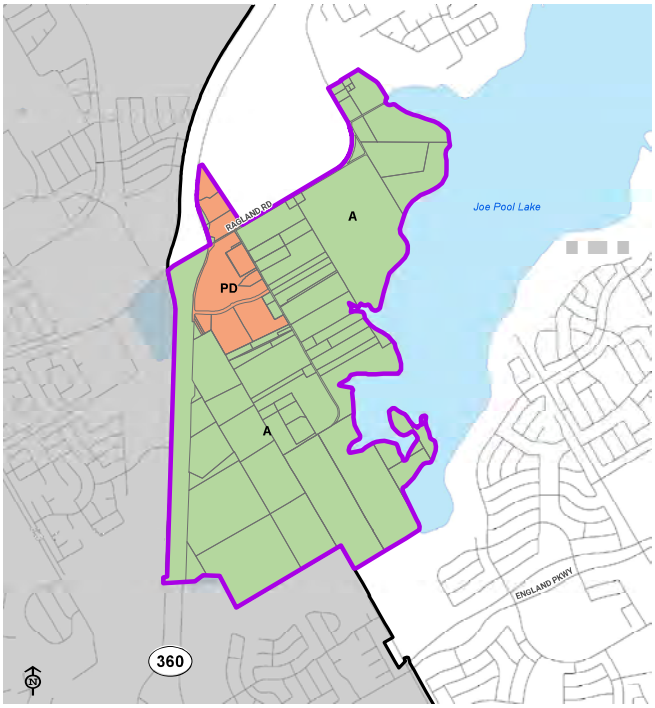


MAP 13. SOUTH STUDY AREA EXISTING LAND USE

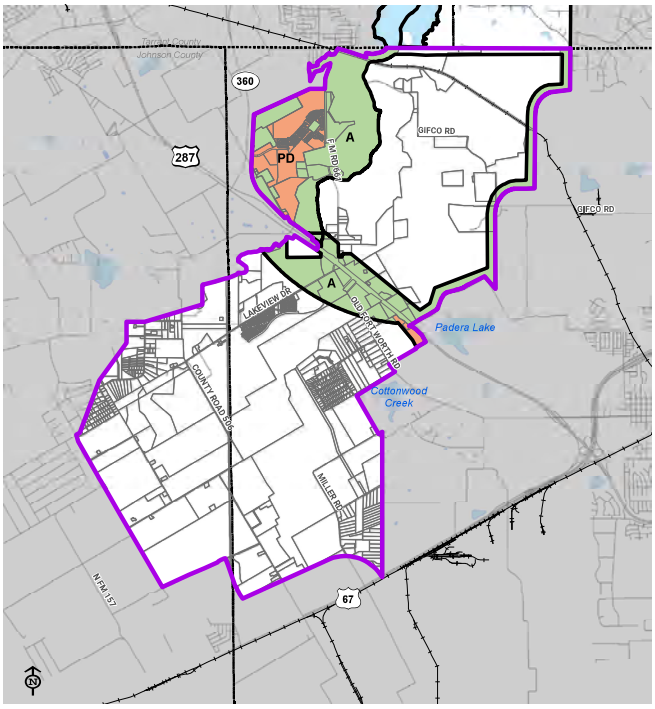
ZONING

The current zoning regulations the City has in place can be accessed at the City's website. Unlike existing land uses, zoning regulations determine what uses can be developed for a given parcel and do not necessarily represent the current use. It is important to note that zoning regulations are only applicable within the City limits. Therefore, any areas in the extraterritorial jurisdiction (ETJ) are not affected by the zoning regulations.

In the North Study Area, Planned Development (PD) and Agriculture (A) zoning districts make up all designations, comprising a total area of 1,000 acres (100% of all zoned acreage). Much of the same is true in regard to the South Study Area. The PD and A zoning districts make up all designations in the planning area (100% of all zoned acreage), with the majority of land not being zoned due to it being in the ETJ.



MAP 14. NORTH STUDY AREA ZONING



MAP 15. SOUTH STUDY AREA ZONING

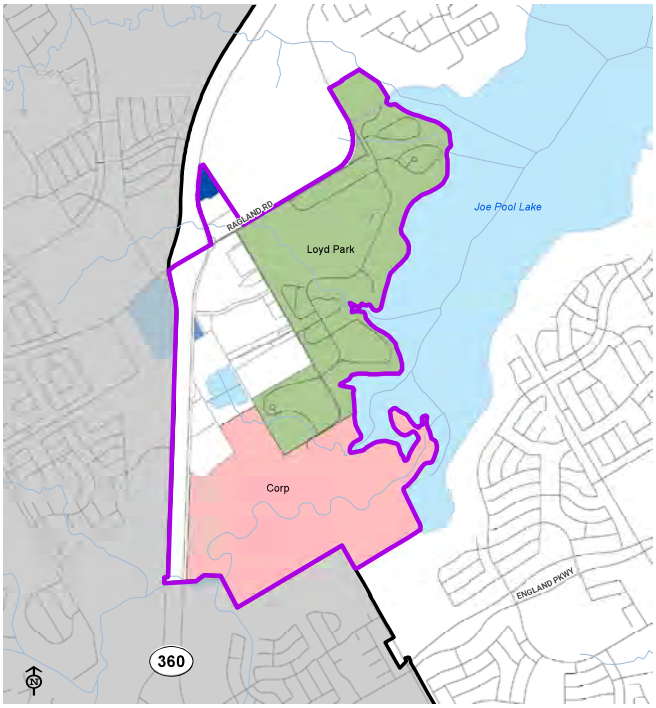
Legend

- A - Agricultural
- PD - Planned Development
- Study Area
- Grand Prairie City Limits

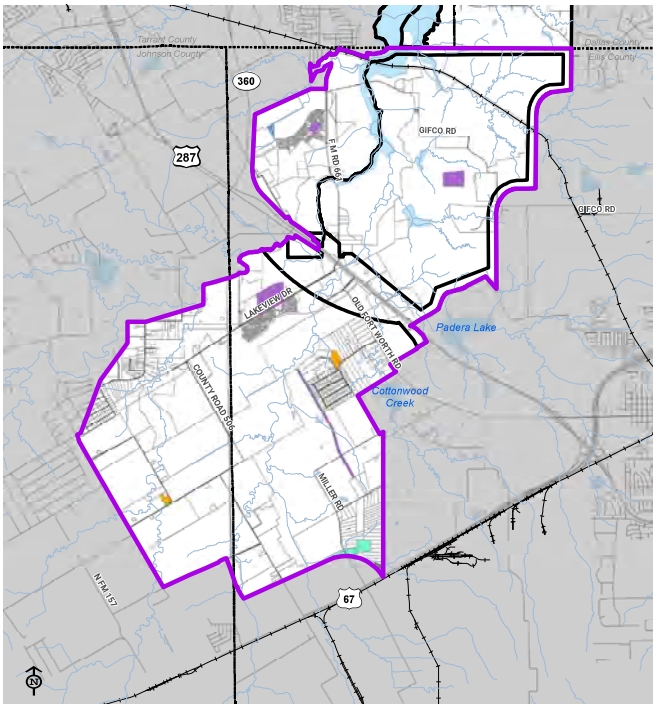
PUBLIC/ SEMI-PUBLIC

Public and semi-public lands are those areas owned by a public entity such as a city, county, state, or school district. Within the study area, public entities that own land include the City of Grand Prairie, City of Midlothian, U.S. Army Corps of Engineers, Texas Department of Transportation (TxDOT), utility companies, and churches.

In regard to development on publicly owned land, Grand Prairie owns and operates Loyd Park and a water tower in the North Study Boundary. Additionally, International Leadership of Texas owns and operates a public charter school in the North Study Boundary. The City could have more flexibility in determining how they would like public land in the study areas to develop by initiating partnerships with those public entities that own property.



MAP 16. NORTH STUDY AREA PUBLIC/SEMI-PUBLIC



MAP 17. SOUTH STUDY AREA PUBLIC/SEMI-PUBLIC

Legend

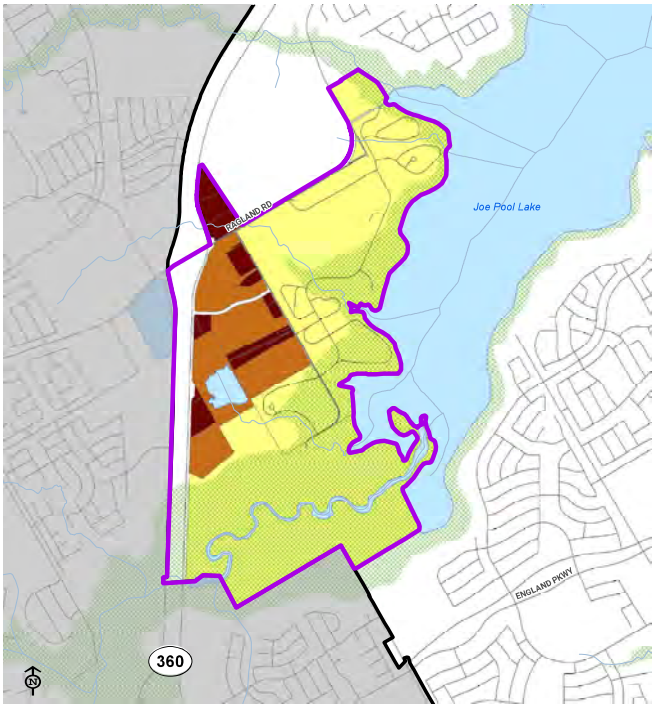
- Education
- Park
- City
- Church
- Midlothian
- TxDOT
- Utilities
- Non-Public Land
- Study Area/ETJ
- Grand Prairie City Limits

PARCEL SIZE

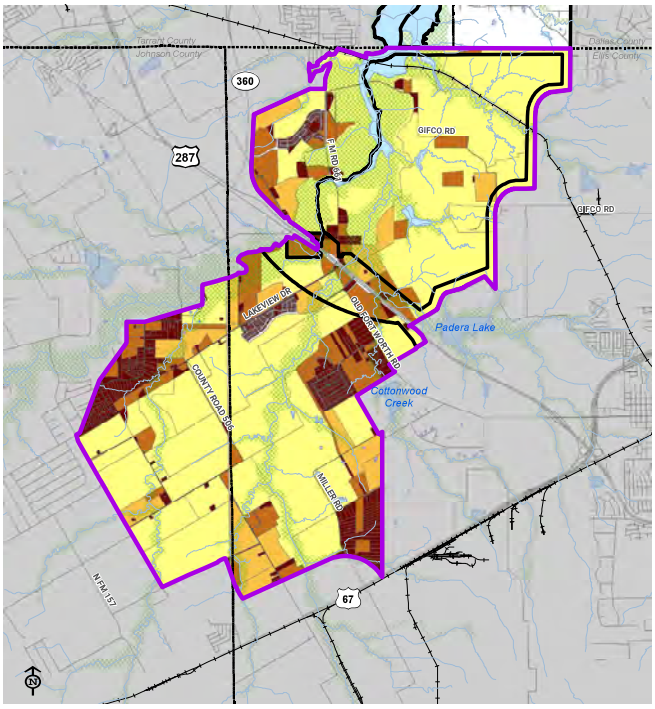
Understanding existing parcel size can be crucial in identifying potential opportunities. Depending on the development goal, it may be easier and/or quicker to purchase larger parcels as opposed to attempting to assemble smaller tracts.

In the North Study Area, a number of developable tracts exist closer to 360 that range from 0-10 acres to 10-50 acres. Larger tracts in the area are owned by public entities and will likely remain unchanged in terms of future use. On average, platted parcels in the study area are 2 acres in size.

In the South Study Area, a significant number of developable tracts exist that are 100+ acres in size – especially in the City's extraterritorial jurisdiction. These tracts do not contain a significant amount of floodplain and are located in areas with easy access to major thoroughfares, presenting possible development opportunities. On average, platted parcels in the study area are 1.4 acres in size.



MAP 18. NORTH STUDY AREA PARCEL SIZE



MAP 19. SOUTH STUDY AREA PARCEL SIZE

Legend

- 0 - 10 acres
- 10 - 50 acres
- 50 - 100 acres
- 100+ acres
- Floodplain
- Study Area/ETJ
- Grand Prairie City Limits

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3 MARKET ASSESSMENT

ASSESSMENT PURPOSE

The purpose of this assessment is to support and inform future land-use based decisions related to the SH 360 corridor in Grand Prairie. The future economic opportunity within the corridor is one of the most significant within the City and has the potential to serve as a corporate mixed-use anchor and regional commercial corridor. It also serves as the southern gateway to Grand Prairie and future development fronting the corridor should set the precedent for future development. The corridor is home to significant natural features and functions as a entrance to high-quality neighborhoods, therefore future land use divisions should not only be sensitive and cognizant of existing conditions but should explore maximizing and preserving valuable assets as well as creating the framework for optimal development patterns. Ultimately, the desire of this initiative is to identify land use opportunities throughout the corridor to accommodate a variety of land uses that will maximize the built and natural environment and increase in value over time.

KEY FINDINGS

Continued residential demand - As the DFW Metroplex continues to attract new residents at a rapid pace, it will be up to communities surrounding the urban core to accommodate residential growth. As the SH 360 corridor continues to develop, Grand Prairie is positioned to capture a wide range of residential options. There is significant development pressure for the southern sector to absorb large amounts of residential development.

Harnessing high-quality commercial development and services - Grand Prairie's SH 360 Corridor has an opportunity to serve a regional population with retail, entertainment, restaurants, and other goods and services. While demand indicates that there is development potential for a number of categories, the greatest opportunity lies in the potential for this area to serve as a regional destination. The culmination of natural amenities and first-class development could position the corridor to get ahead of the curve and establish this corridor as a significant gateway within DFW.

Correlation with existing regional development - Grand Prairie is a part of one of the most active industrial submarkets in all of DFW, and while inventory and rents continue to grow, Grand Prairie will be challenged to determine the appropriate context for the corridor. As the greater South Dallas industrial market continues to develop, Grand Prairie can position support corporate users that do not need direct rail connection but would benefit from the regional synergies and strong talent pool.

INDUSTRY ANALYSIS

Regional and state employment trends were analyzed through a location quotient analysis to understand regional momentum and key industry growth opportunities. A competitive advantage in both the regional and state employment assets indicates there are strong labor synergies on a local scale to pursue various types of employment, including Warehousing, Manufacturing, Wholesale Trade, Information, Finance and Insurance, Professional Scientific and Technical Services, Management of Companies and Enterprises, and Administrative and Support and Waste Management and Remediation Services industries. Through a physical review of the SH 360 corridor, conversations with City staff, economic and regional developers, it is recognized that the SH 360 Corridor could expand its role in the region to offset statewide declines and grow its economy to increase sustainability and resiliency.

A location quotient (LQ) represents the relative concentration of a specific industry cluster in a defined geographic area (Dallas County) compared to the U.S. average for that industry cluster. An LQ of 1.5 indicates that the region (Dallas and Tarrant Counties) has 50% more concentration per capita than the U.S., which represents a competitive advantage. It's important to consider that the associated LQ is a relative measure, and some industries may be less prevalent but possess the needed infrastructure, utilities, etc. to give a competitive advantage in the region. Clusters are considered to increase productivity, making businesses more competitive regionally, nationally, and globally. Clusters are driven by a region's competitive advantage such as location, labor skill set, and education systems.

Grand Prairie has several clusters that are dominant or emerging. This indicates future opportunity to harness continual growth. The associated table shows the employment relationship between the two-county region and the State of Texas by 2-digit NAICS.

FIGURE 2. EMPLOYMENT RELATIONSHIP TABLE

Category	2-Digit NAICS	% Growth Regional ('13 - '20)	% Growth State ('13 - '18)	Location Quotient	Strong Regional and Local
Agriculture, Forestry, Fishing and Hunting	11	32%	19%	0.54	
Mining	21	12%	28%	0.60	
Utilities	22	-38%	-9%	0.69	
Construction	23	-9%	5%	1.20	
Manufacturing	31	5%	-2%	1.71	X
Wholesale Trade	42	179%	196%	1.51	X
Retail Trade	44	-6%	-1%	1.31	
Transportation and Storage	48	-7%	-2%	1.74	X
Information	51	-16%	-11%	1.62	X
Finance and Insurance	52	-25%	-14%	1.72	X
Real Estate and Rental and Leasing	53	9%	21%	1.48	
Professional, Scientific, and Technical Services	54	3%	8%	1.75	X
Management of Companies and Enterprises	55	-28%	-11%	1.61	X
Administrative and Support and Waste Management and Remediation Services	56	-39%	-38%	1.79	X
Educational Services	61	0%	20%	1.02	
Health Care and Social Assistance	62	-31%	-16%	1.13	
Arts, Entertainment, and Recreation	71	-28%	-24%	1.49	
Accommodation and Food Services	72	45%	53%	1.34	
Other Services (except Public Administration	81	-3%	-5%	1.46	
Public Administration	92	-11%	3%	0.98	
Unclassified	93	76%	-71%	1.18	

A strong economy is dependent on a variety of factors, including but not limited to location, infrastructure, and access to talent. Grand Prairie is centrally located, which provides access to a large regional talent base. The City also has frontage along SH 360, which creates strong regional mobility and connectivity to a national network of rail, air, and highways. Grand Prairie has attracted many industries that have become strategic clusters and create strong synergies with competitive advantages within the local economy. These include advanced manufacturing and high-tech industries such as defense, aerospace, and auto-oriented uses. Grand Prairie's strong location and assets support demand for industrial, but also create friction with other development types. A breakdown of Grand Prairie's employment by industry is included.

FIGURE 3. EMPLOYMENT BY INDUSTRY

Category	2-Digit NAICS	Grand Prairie Employment	% Total Employment
Agriculture, Forestry, Fishing and Hunting	11	34	0.05%
Mining	21	12	0.02%
Utilities	22	31	0.05%
Construction	23	3,971	6.07%
Manufacturing	31	11,110	16.99%
Wholesale Trade	42	5,037	7.70%
Retail Trade	44	10,639	16.27%
Transportation and Storage	48	2,554	3.91%
Information	51	823	1.26%
Finance and Insurance	52	1,217	1.86%
Real Estate and Rental and Leasing	53	1,365	2.09%
Professional, Scientific, and Technical Services	54	3,956	6.05%
Management of Companies and Enterprises	55	30	0.05%
Administrative and Support and Waste Management and Remediation Services	56	1,950	2.98%
Educational Services	61	4,911	7.51%
Health Care and Social Assistance	62	3,350	5.12%
Arts, Entertainment, and Recreation	71	1,827	2.79%
Accommodation and Food Services	72	6,051	9.25%
Other Services (except Public Administration	81	3,253	4.97%
Public Administration	92	2,874	4.40%
Military	93	396	0.61%

Grand Prairie is home to a number of regionally and nationally significant industrial employers including Lockheed Martin, Poly-America, Bell Textron, Lear Seating, Flex-N-Gate, Airbus Helicopters, and many others. As part of the larger DFW industrial market, Grand Prairie plays a significant role in the regional draw and attraction of industrial users, having established synergies and efficiencies through workforce, infrastructure, and training.

An investigation into the City's existing employment by industry category also shows a significant concentration of industrial employees. Nearly 17% of the City's total employment is derived from Manufacturing, while 6.1% and 7.7% of total employment come from construction and wholesale trade, respectively.

The DFW industrial market is vast and expansive, with significant industrial developments breaking ground and expanding throughout the market. The market is home to more than 859 million square feet of inventory, with a modest vacancy rate of 7.2%. Over 21 million square feet of industrial product have been absorbed into the market over the past twelve months, which is a 15.6% decline in the previous five-year average. While deliveries and construction have tightened due to COVID-19, rents are up to an average of $6.31 per square foot. In contrast, Grand Prairie is home to over 60 million square feet of industrial product across 627 buildings. Observed vacancy throughout Grand Prairie is very similar to the greater market at a rate of 7.4%. However, absorption over the last twelve months has been a net negative of 296,000 square feet. Market rates in Grand Prairie are slightly cheaper at a rental rate of $5.81 per square foot, making it an attractive and affordable market with unmatched mobility and industry synergies.

Over the last five years, Grand Prairie has been an incredibly active industrial market, experiencing an average annual absorption of more than 1,500,000 square feet. Although similar rates of absorption may be achievable through the near future, a more modest level of product absorption is anticipated to continue into coming years. Industrial demand is derived from several primary sources: expansion or growth of existing business, or net new (creation or relocation). Based on the existing industry make-up throughout the City and potential turnover of existing industrial users, demand generated for new space through either expansion or relocation is anticipated to generate over 88,000 square feet of demand.

FIGURE 4. LIGHT INDUSTRIAL DEMAND ANALYSIS TABLE

Light Industrial Demand Analysis - Grand Prairie, TX			
	Firms	Employees	Employees/ Firm
Transportation & Warehousing	182	2,554	14
Manufacturing	259	11,110	43
Wholesale Trade	276	5,037	18
Motor Vehicle & Parts Dealers	208	1,698	8
Non-store Retailers	48	166	3
Total by Selected NAICS	973	20,565	21
Avg. SF per Employee	500		
Total Light Industrial SF	10,282,500		
Total Industrial SF	60,281,912		
Light Industrial Portion of Space	17%		
Avg. Submarket SF Absorption	1,787,351		
Potential Light Industrial SF Absorption	304,875		
Estimated Subject Site Capture Rt.	10%		
Potential Capture SF from Absorption	30,487		
Potential Turnover	2%		
Potential Turnover SF	205,650		
Avg. Vacancy Rate	6%		
Total Occupancy from Turnover	193,517		
Estimated City Capture Rate	30%		
Potential Capture SF from Turnover	58,055		
Total Potential SF	88,542		

Source: ESRI, CoStar, Catalyst

Similar to the DFW industrial market, the regional office market is even more vast and expansive. Corporate relocations to the Metroplex are becoming increasingly commonplace, while Class A developments continue breaking ground and expanding throughout the market. DFW is home to three Fortune 10 companies, three global 25 companies, and registered first in the Country among metropolitan areas for percent job growth between December 2018 and 2019. To supply workforce for these elite corporations, the region is home to three Research 1 Universities, as well as being recognized as a top 10 hottest startup city in America.

The DFW office market is home to more than 399 million square feet of inventory, with a rising vacancy rate of 17.4%. Over 4.6 million square feet of office product have been brought back to the market over the past twelve months, which is a drastic contrast from previous years. Just as industrial deliveries and construction have experienced increased pressure due to COVID-19, office rents have fallen slightly to an average of $27.58 per square foot. The City of Grand Prairie is home to over 2 million square feet of office development that spans across 149 buildings. Vacancy throughout the office sector in Grand Prairie has been exacerbated by COVID-19, reaching a rate of 11.6%.

Grand Prairie's existing employment by industry category indicates a significant concentration of office employees. More than 16% of the City's total employment is derived from Retail, while there is also significant employment in the Professional, Scientific, and Technical Services, Educational Services, and Health Care and Social Assistance industries.

Over the last five years, Grand Prairie has experienced a modest average annual absorption of more than 7,500 square feet. Although similar rates of absorption are achievable when looking into the future, a significant corporate relocation or office development would significantly boost the absorption rate. Similar to industrial demand, office demand is derived from several primary sources: expansion or growth of existing business, or net new (creation or relocation) from particular industries. Based on the existing industry make-up throughout the City and potential turnover of existing office users, demand generated for new space through either expansion or relocation is anticipated to generate over 18,000 square feet of demand.

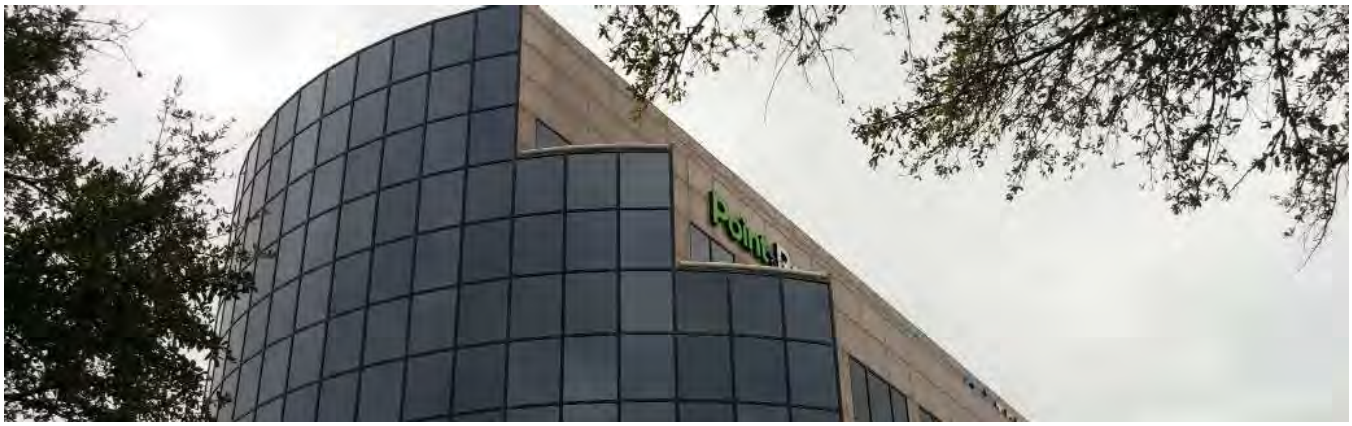


FIGURE 5. SMALL OFFICE DEMAND ANALYSIS TABLE

Small Office Demand Analysis - Grand Prairie TX			
	Firms	Employees	Employees/ Firm
Finance & Insurance	231	1,217	5
Real Estate, Rental & Leasing	234	1,365	6
Professional, Scientific & Tech Services	411	3,956	10
Management of Companies & Enterprises	10	30	3
Health Care & Social Assistance	301	3,350	11
Arts, Entertainment & Recreation	80	1,827	23
Total by Selected NAICS	1,267	11,745	9
Avg. SF per Employee	125		
Total Office SF	2,000,000		
Avg. Submarket SF Absorption	35,672		
Potential Office SF Absorption	35,672		
Estimated Subject Site Capture Rt.	20%		
Potential Capture SF from Absorption	7,134		
Potential Turnover	2%		
Potential Turnover SF	40,000		
Avg. Vacancy Rate	9%		
Total Occupancy from Turnover	36,240		
Estimated City Capture Rt.	30%		
Potential Capture SF from Turnover	10,872		
Total Potential SF	18,006		

Source: ESRI, CoStar, Catalyst

COVID-19 will have substantial impacts to "mom & pop" businesses that did not have sufficient reserves to survive business closure and dried-up customer foot traffic. In addition, many office workers have not returned to their office space. Many may never return, as office workers have adapted to working from home. In addition, many companies may choose flex schedules to reduce the amount of office space, which is one of the greatest costs, second to labor, on a company's balance sheet. Another shift is the increase in industrial demand due to an increase in e-commerce spending.

REGIONAL RETAIL

The SH 360 Corridor stretches through two retail submarkets within the greater DFW retail market: the SE Outlying Tarrant and South Grand Prairie submarkets (CoStar). Together, these submarkets constitute 9,273,267 square feet of the total 414+ million throughout DFW. Although these submarkets are home to a fairly dense amount of retail development, together they only constitute 2.25% of retail throughout the market. While retail developments have experienced increased vacancy over the past 12 months, both of the SH 360 Corridor submarkets have vacancy rates below 4.5%, which falls in line with long-term averages. Some of the largest developments in the submarket include the grocery anchored development at SH 360 and Broad Street, Lake Prairie Towne Crossing at SH 360 and Sublett Road, and the Grand Prairie Premium Outlets at SH 360 and I-20. Average rents remain steady on the lower end of the market at a rate near $22/SF.

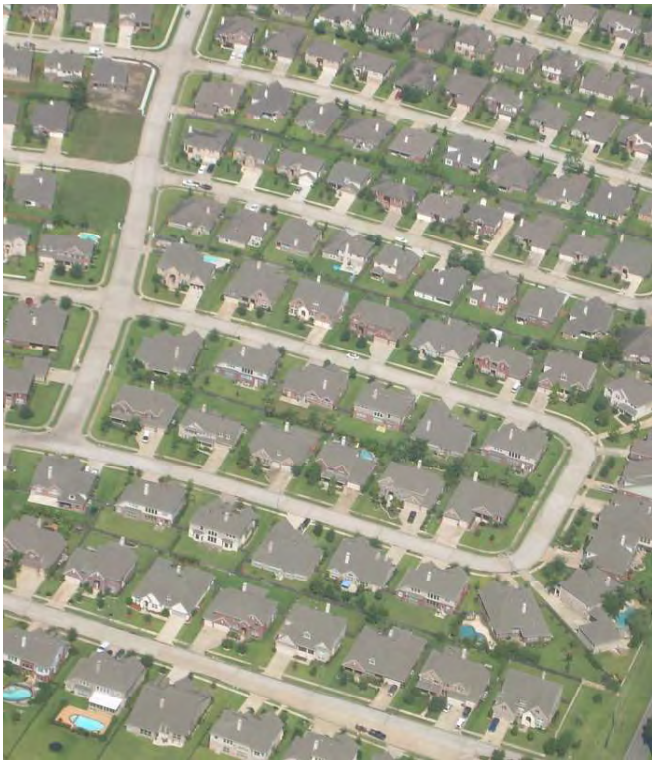
RETAIL PRIMARY TRADE AREA

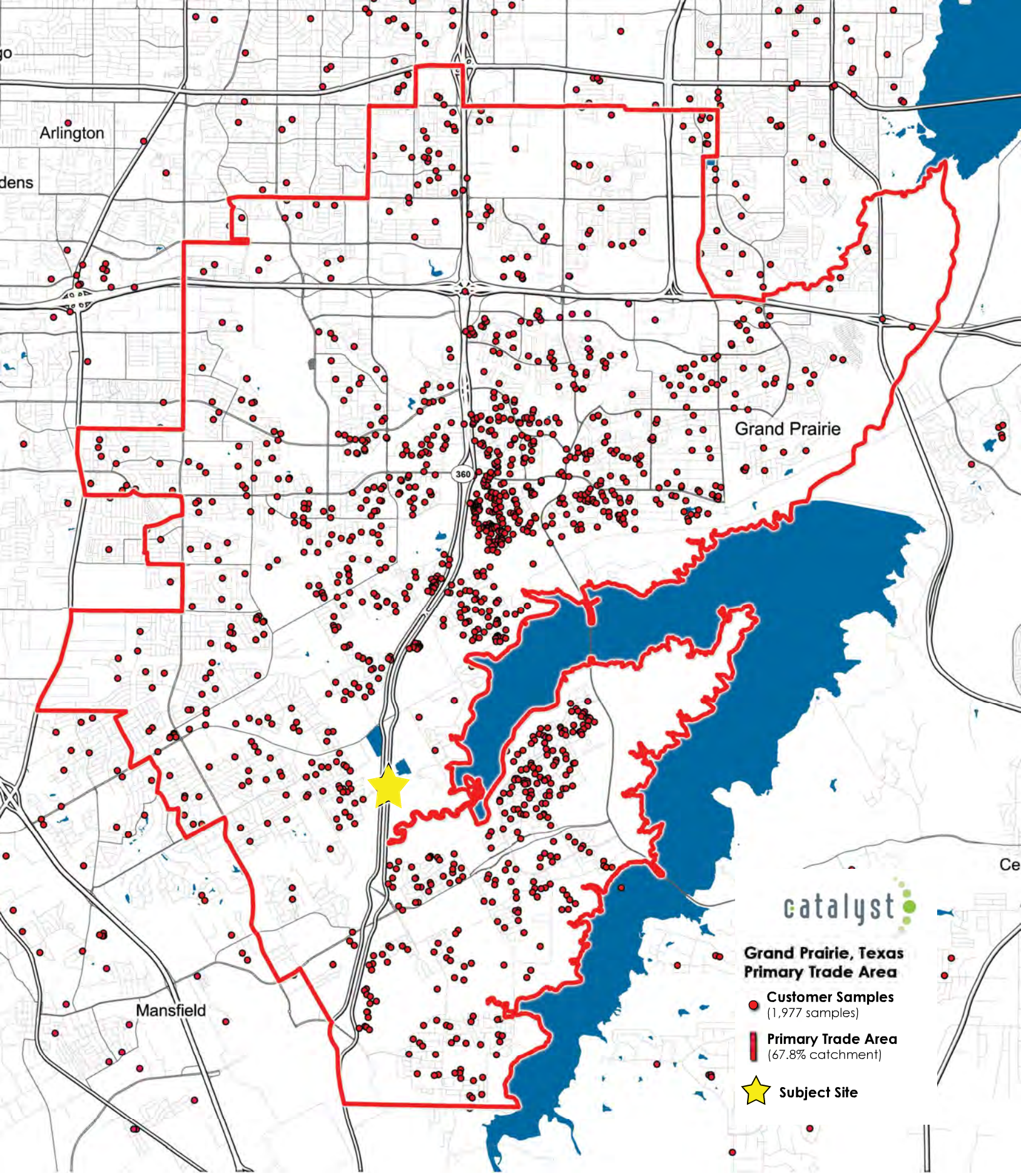
Understanding the characteristics and context of a Primary Trade Area (PTA) enables city leaders, planners, and developers to recognize and better harness the purchasing power within the defined area. A trade area can be impacted by competing trade areas and other shopping substitution options, as well as access and mobility challenges like lakes, highways, railroads, airports, etc.

During the period of Jan 1, 2017 to Sept 1, 2017 Catalyst conducted a customer intercept study that included over 1,950 unique samples. These samples were collected from SuperTarget located at 5270 S State Hwy 360, and Common Evening Locations (C.E.L) were derived from the samples and geocoded to statistically construct the Primary Trade Area. Catalyst utilized a conservative 67.8%

capture rate of the total samples to define the Primary Trade Area. Due to the regionality of SuperTarget, the resulting trade area is reflective of a destination-based population. The PTA spans north to TX 303, south to the edge of Mansfield, east along the lake all the way to Belt Line Road, and west to Cooper Street. The population of the PTA is greater than 220,000 residents, and some of the key statistics of the PTA are reflected below:

- Population – 222,734
- Households – 69,243
  - Owner-occupied – 68%
  - Renter-occupied – 29%
  - Vacant – 3%
- Median Household Income – $82,827
- Average Household Income – $98,303
- Median Home Value – $199,105
- Per Capita Income – $30,561
- Median Age – 32.3
- % Population 18+ – 72.4%
- % Population 65+ – 7.2%





MAP 20. PRIMARY TRADE AREA MAP

RETAIL DEMAND

The SH 360 Corridor is centrally located in the heart of the increasingly competitive DFW retail market. The corridor extends north to DFW airport and runs south through Grand Prairie to the terminus where it merges with US 287 in Mansfield. A key advantage of the corridor is the relatively light existing development, which creates an opportunity to not only serve the corridor, but a much larger regional population with goods and services. It is vital that future economic development efforts continue to leverage and provide not only for the local population, but the larger regional population being served.

To calculate potential demand in square footage, Catalyst analyzed leakage within the PTA (potential demand in dollars less the existing supply in dollars.) The result is retail gap or "leakage", the amount of dollars being spent on retail categories outside of the community. To calculate demand in square footage, Catalyst analyzed retail leakage within the PTA including the estimated individual demand generated from the regional student population, local workforce, commuter traffic, visitor, and residential drivers, and converted the amounts to square footage based on extensive industry knowledge and experience.

The regional population of the PTA represents one of the largest drivers of retail demand for communities, especially. Based upon the growing population and high median household income within the PTA, there is a total retail purchasing power of over $18T. Purchasing power represents the populations ability to purchase goods and services based on income and population. Research from the International Council of Shopping Centers (ICSC) found that on average people spend 24% of their total income on retail goods and services. While the amount of retail leakage within the PTA indicates oversaturation in several categories, the majority of categories that are underserved, and some that are more resilient towards market factors and oversaturation. For example, destination-oriented retail developments tend to be more resilient to oversupply, due to the regional population they serve, opposed to depending on neighborhood residents alone.

Retail development along the SH 360 Corridor is positioned to capture a relatively large

percentage of commuters passing by. The corridor is uniquely positioned to funnel and capture retail gravity as it serves as a major north-south connection from DFW airport and Midlothian. The perception of the community, its ability to attract and retain interest, and establish a unique and vibrant place, is often shaped by the quality and experience of key thoroughfares. Currently, commuter demand is responsible for generating more than 20,000 square feet of retail demand alone.

Demand generated from the local workforce represents a strong opportunity and existing component of the overall retail demand, especially with regards to the goods and services that facilitate workers' lives. Increased corporate presence throughout the corridor would allow the area to remain active throughout the day and night, supporting goods and services, while creating partnerships between the community and employer. The PTA is home to nearly 75,000 daytime workers, which is responsible for generating more than 84,000 square feet of unmet demand. Typical goods and services that are driven by workforce and commuters generally include: Grocery Stores, Health and Beauty Stores, Gas Stations, General Merchandise Stores, Office Supply Stores, Sporting Goods Stores, and Restaurants and Eating Establishments.

Based on the categorical demand generated by the residential, commuter, and workforce components, there is over 475,000 square feet of unmet retail demand. To harness this demand, several key categories have been identified in the following bullets, while the whole analysis can be observed below:

- Building Material and Supplies Dealers
- Grocery Stores
- Specialty Food Stores
- Sporting Goods Stores
- Full and Limited-Service Restaurants

The table below summarizes the overall demand to be taken advantage of throughout the trade area.

FIGURE 6. TRADE AREA DEMAND TABLE

Potential Supportable Retail Square Footage by Retail Category						
Category	*NAICS*	*Student*	*Workforce*	*Commuter*	*Residential*	*Total*
Auto Parts, Accessories & Tire Stores	4413	2,972	-	506	1,652	5,129
Furniture Stores	4421	-	-	-	543	543
Home Furnishings Stores	4422	-	-	-	2,653	2,653
Electronics & Appliance Stores	4431	548	3,525	637	914	5,624
Bldg Material & Supplies Dealers	4441	-	-	-	72,138	72,138
Lawn & Garden Equip & Supply Stores	4442	-	-	-	5,518	5,518
Grocery Stores	4451	3,653	7,370	1,809	89,463	102,294
Specialty Food Stores	4452	-	-	-	33,531	33,531
Beer, Wine & Liquor Stores	4453	-	-	-	5,053	5,053
Health & Personal Care Stores	446,4461	2,421	14,221	637	-	17,278
Gasoline Stations	447,4471	-	-	8,426	4,788	13,214
Clothing Stores	4481	1,036	2,652	695	-	4,382
Shoe Stores	4482	1,899	3,646	1,273	-	6,819
Jewelry, Luggage & Leather Goods Stores	4483	904	2,778	606	1,418	5,707
Sporting Goods/Hobby/ Musical Instr Stores	4511	-	1,580	637	39,350	41,567
Book, Periodical & Music Stores	4512	-	-	-	-	-
Department Stores Excluding Leased Depts.	4521	-	4,740	637	73,336	78,713
Other General Merchandise Stores	4529	-	21,878	955	-	22,833
Florists	4531	-	-	-	2,590	2,590
Office Supplies, Stationery & Gift Stores	4532	-	5,348	637	-	5,985
Used Merchandise Stores	4533	-	-	-	-	-
Other Miscellaneous Store Retailers	4539	-	-	-	-	-
Full-Service Restaurants	7221	2,287	6,950	1,071	9,096	19,403
Limited-Service Eating Places	7222	2,071	9,359	1,517	-	12,947
Special Food Services	7223	-	-	-	3,747	3,747
Drinking Places - Alcoholic Beverages	7224	-	-	-	9,676	9,676
Total Demand (SF)		*17,791*	*84,048*	*20,041*	*370,495*	*477,347*

RESIDENTIAL DEMAND

The law of supply and demand is a basic economic principle that explains the relationship between supply and demand for a good or service, and how that interaction affects the price of that good or service. As a result, the law of supply and demand dictates the equilibrium price of housing. A low supply of housing inventory may drive prices up, which tends to result in bidding wars. When there is a high demand for properties in a particular city or state combined with a lack of supply of quality properties, the prices of houses tend to rise. Conversely, a weak economy and an oversupply of properties leads to low or no demand for housing, causing prices to fall.

The residential area analyzed to determine potential demand for the SH 360 Corridor included both Dallas and Tarrant County. Residential demand was analyzed through two lenses as part of this effort: renter- and owner-occupied units. Demand for residential units in the Corridor is a function of regional demand being distributed and absorbed across the smaller geography. The SH 360 Corridor is nicely positioned within the region to capture a portion of this potential demand based on existing gravity, access to jobs/population, and a variety of other factors. However, the corridor is hindered by physical constraints, a lack of available land, and the existing residential fabric.

The number of households in the two-county trade area is projected to grow 22,466 units a year from a current stock of 1,729,543 households to 1,841,874 by 2025. Demand for both owner- and renter-occupied units were calculated by accounting for the propensity of existing renters and owners to purchase or rent, as well as net new development from net migration. Based on current and anticipated home ownership and rental rates, there is demand for 740 renter-occupied units and 349 owner-occupied housing units that the SH 360 corridor can capture on an annual basis. The analysis assumes a moderate capture rate of the potential trade area demand, designed to reflect the Corridor's potential portion of capture. The tables below illustrate the relationship of income to home value and monthly rental rate.

The analysis of renter-occupied demand shows that nearly half of the total projected demand (49%) is anticipated to accommodate units that support the market rate of $1,000 + monthly rent. In terms of owner-occupied demand, 35% of the total demand will support units valued at $200,000+.

FIGURE 7. HOME VALUES/RENT AND QUALIFYING INCOME TABLES

Home Value	less than $100,000	$100,000-$150,000	$150,000-$200,000	$200,000-$250,000	$250,000-$350,000	$350,000-$450,000	$450,000 and above
Qualifying Income	less than $35,000	$35,000-$50,000	$50,000-$75,000	$75,000-$99,999	$100,000-$149,000	$150,000-$200,000	$200,000 and above

Monthly Rent	$500-$750	$750-$1,000	$1,000-$1,500	$1,500-$2,000	$2,000 and up
Qualifying Income	less than $35,000	$35,000-$50,000	$50,000-$75,000	$75,000-$100,00	$100,000 and up

RESIDENTIAL TRENDS

The prevailing residential development trend of the post-World War II era has typically been characterized by the development of center-city neighborhoods and suburbs. These neighborhoods have blossomed into attractive places to live and even raise families for the majority of residents. However, in recent years there has been a paradigm shift towards experiences and amenities over possessions. This includes a shift towards smaller homes with elevated finishes and amenities as opposed to livable area. In addition to the growing "quality-over-quantity" mindset, an observable increase in home values occurs when connections to trails, walkability, or access to alternative forms of transportation is present. Additional factors affecting the current (re)development of neighborhoods include the integration of communal gathering spaces, and greater connection to non-residential uses like retail, office, and mixed-use developments.

The desire for increased housing options and amenities can be observed through an industry shift towards a consumer and market-based response to supplying residential developments with smaller and diversified footprints of residential units. Apartments that have developed through the form of urban, walkable, and high-end vertical development over the past several years have reaped the rewards of having been in the right place at the right time. Fundamental demand for new apartment development is molding the new geography of opportunity as demographics shift and rent-by-choice cohorts expand. An RCLCO study found that nearly 15 percent of renters earning over $100,000 are turning to rental products for lifestyle and convenience. The same study indicated that a growing portion of the population ages 55+ is choosing to rent as well, likely looking to downsize, unlock equity from their homes, as well as the convenience of low maintenance and social freedom.

The SH 360 Corridor is home to a number of established residential communities that incorporate a diverse distribution of land uses, yet there is still significant opportunity to bolster economic sustainability by taking advantage of infill development, especially within the urban context. A key advantage to this increased density of development is the operational efficiencies compared to traditional suburban development, which can leverage existing infrastructure to enhance a vibrant, mixed-use destination for the community at large.

COVID-19 IMPLICATIONS

According to the Urban Land Institute's (ULI) Emerging Trends in Real Estate (2021), several thousand interviewees and survey respondents indicated that "one of the most oft-mentioned themes that we heard was that COVID-19 did not create new trends but accelerated those that were already underway." In order to continue growing and thriving, cities will be tasked with creative adaptation. While there is no prescribed response, it is mentioned numerous times by professionals and industry experts that additional green space and outdoor activities should continue to improve livability for existing residents while retaining and attracting residents who continue to value an urban lifestyle.

FIGURE 8. COVID-19 IMPLICATIONS TABLE

COVID-19 Implications	
Accelerated by COVID-19	**Stopped or Slowed by COVID-19**
• Work from home	• Increased density
• Move to Sun Belt States	• Flight to urban cores
• Suburban immigration	• In-person conferences and meetings
• Public open space	• Experiential retail
• Retail sector transformation	• Leisure travel/tourism
• Importance of redundant supply chains	• Business travel
• Municipal/state fiscal issues	• Mass transit use
• Safety/health concerns in buildings	• Apartment amenity wars
• Affordable housing crisis	• Tourist-oriented retail
• Concerns about racial equity	• Live entertainment
• Federal deficit	• University towns
• Bikes and scooters	• Student housing
	• Global supply chains

Source: ULI Emerging Trends in Real Estate 2021

FIGURE 9. MARKET ASSESSMENT SUMMARY TABLE

	Owner-Occupied Residential	Renter-Occupied Residential	Retail	Industrial	Office
Demand	High	High	High	High	Low
Opportunities	Strong population growth and regional job market create high demand for quality housing.	Mixed-use. Master planned developments (age restricted, etc.)	Market shows existing leakage across most categories. Unique location to capture more than just local-serving population. Lake as amenity.	Strong infrastructure. High concentration of higher education can support advanced manufacturing and higher quality industrial.	Access to dense, regional population. Access to airport and Interstate. Established industries.
Challenges	Few larger tracts exist. Maintaining the integrity and quality of existing neighborhoods. Regional competition and planned development (Mansfield, Arlington, etc.)	Creating balanced neighborhoods and placement of strategic higher density product so that the market is not over built. Few parcels left.	Changing retail desires and e-commerce will impact retail development. Competing nodes with greater access (lake as a natural barrier). Post COVID retail is unclear in terms of format.	Lack of available land. Adjacency conflicts. Competition with already established corridors.	Smaller market size. Constrained growth opportunities for larger corporate.
Target	Market rate. Infill. Master-planned community.	High quality projects of 100-300 units.	Regional retail, entertainment, restaurants.	Last-mile distribution, logistics, energy.	Midrise, garden, corporate campus.
Planned SF	SEE PROGRAM	SEE PROGRAM	SEE PROGRAM	SEE PROGRAM	SEE PROGRAM
Target Market Values	$250K +	+/- $1,500/ month	Rents +/- $15/SF	$80/SF Sale price	$14.50/SF + Rental rate
Absorption	Demand for 350 units annually.	Demand for 740 units annually.	Demand for over 475,000 SF across all categories.	Demand for 88,000+ SF annually.	Demand for 18,000+ SF annually.

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4 GUIDING PRINCIPLES

OVERVIEW

The Guiding Statement and Guiding Principles outlined below capitalize on the corridor's assets and build upon the goals of the City's comprehensive plan. The principles serve to capitalize on the corridors qualities that could be leveraged to create a unique corridor identity and sense of place, informing the recommendations in this Plan. In addition to understanding the corridor's qualities and characterisitics, extensive property owner interviews were conducted to inform the Plan's Guiding Principles, Concept Plan, and Recommendations.

GUIDING STATEMENT:
FOCUS ON **FORM**, **QUALITY**, AND **CONTEXT**.

GUIDING PRINCIPLES

PRESERVE AND INTEGRATE NATURAL ASSETS

ESTABLISH SCENIC GATEWAYS

ENCOURAGE ALTERNATIVE HIGH QUALTIY HOUSING

FOCUS ON DESTINATION ORIENTED DEVELOPMENT

FOCUS ON MULTI-GENERATONAL ASSETS

DESIGN WITH CHARACTER, QUALITY & FLEXIBILITY

PRESERVE COMMERCIAL VIABILITY

ATTRACT & RETAIN TARGET INDUSTRIES

CORRIDOR REDEVELOPMENT PROCESS

The below graphic identifies the steps necessary to inform the Guiding Statement and Guiding Principles located in this Plan. This process begins with identifying the physical and economic opportunities within the study areas (**see Chapter 2: Existing Conditions and Chapter 3: Market Assessment**) followed by engaging with property owners. After the vision has been identified, actionable steps/recommendations are formulated to achieve the vision for the corridor (**see Chapter 5: Concept Plan and Recommendations**). Finally, those steps are consolidated into an implementation table where City Staff, City Leadership, and interested citizens can track the progress of the Plan (**see Chapter 6: Implementation**).

PROPERTY OWNER INTERVIEWS

A total of seven property owners were interviewed over the course of two days. The following is a summary of the takeaways from the February 4, 2021 and February 17, 2021 interviews:

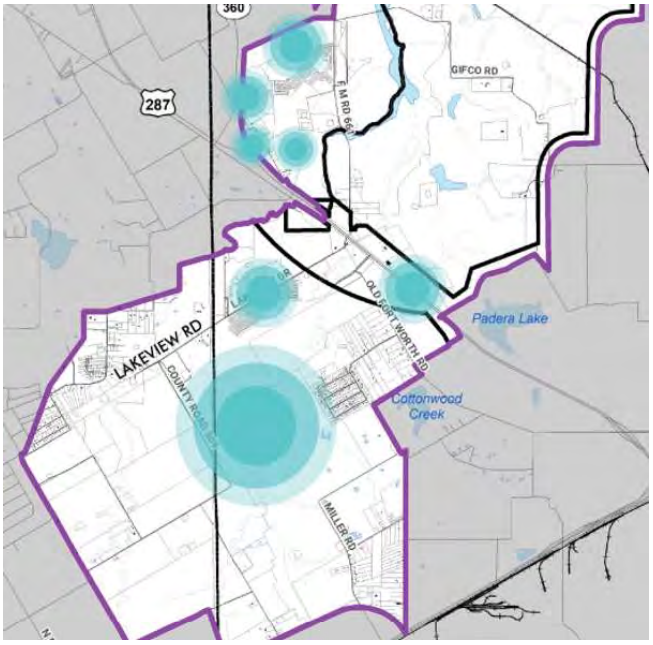
NORTH STUDY AREA

- Commercial development is influenced by retail opportunities at US 360 @ US 287 intersection
- Multifamily demand south of Prairie Waters
- Desire to extend trail and park amenities to multifamily and commercial development

SOUTH STUDY AREA

- Improve and maintain frontage access on Davis and connect across 360 to Mansfield
- Sewer needed south of US 287 @ FM 661
- 360 extension to US 67 will increase job and retail opportunities
- More residential is needed to encourage commercial development
- Trails and pocket parks are a great amenity and appeal for potential residents
- Key drivers for residential development is proximity to Dallas, Fort Worth, and Mid-Cities

MAP 21. NORTH STUDY AREA PROPERTY OWNERS



MAP 22. SOUTH STUDY AREA PROPERTY OWNERS

GUIDING PRINCIPLES

PRESERVE AND INTEGRATE NATURAL ASSETS

Both study areas contain a significant amount of floodplain. In the North Study Area, 49% of land is considered part of the floodplain. In addition, 24% of the South Study Area is in the floodplain - roughly 3,287 acres. Much of this is due to the extensive tributary network associated with Joe Pool Lake.

In most cases, it is difficult for developers to justify the costs associated with being in conformance with development requirements located in the floodplain. Given this, it is likely that most property located in the floodplain will not develop. Instead, the City should leverage the floodplain for recreational amenities such as trails and open space to ensure quality development occurs within both study areas.

ESTABLISH SCENIC GATEWAYS

Scenic gateways and signage serve two purposes - first, they direct traffic to places of interest, and second, they contribute to an area's branding. Gateway signage is designed at a larger scale to be seen from roadways and from further away. In contrast, wayfinding signage is often designed at the pedestrian-level to be seen and read by pedestrians. The City should consider adding these types of elements to portions of the South Study Area to make the area a distinctive "second city".

ENCOURAGE ALTERNATIVE HIGH QUALITY HOUSING

Although there is a significant demand for single family housing, it will be important to supplement this demand with alternative housing types that promote activity around major points of interest - specifically in the South Study Area. These housing types are considered the "missing middle" and include products such as townhomes, triplexes, fourplexes, and garden apartments. Please see **Figure 10** for a graphical representation of some of the housing types considered part of the Missing Middle.

FOCUS ON DESTINATION-ORIENTED DEVELOPMENT

Along with alternative housing types, urban-style development should supplement higher density products. This can help to make an area feel active and "busy", enhancing the atmosphere while promoting retail growth. Retail types include mixed-use retail and similar retail in this form. Parking should be limited to on-street parking and parking garages to remove parking lots from the urban form.

FIGURE 10. MISSING MIDDLE HOUSING

FOCUS ON MULTI-GENERATIONAL ASSETS

Development should be intended for multiple generations - with things to do for people of all ages and abilities. A goal to achieve this includes designing for flexibility. Flexibility in this context means developing spaces that are not only alterable and adaptable, but high quality. This means incorporating public spaces, venues and development that caters to a variety of age groups.

DESIGN WITH CHARACTER, QUALITY AND FLEXIBILITY

The built environment can have a significant impact on the quality that is perceived by visitors and the appeal to other land uses. It is crucial that market-level research and data is utilized to understand what the highest and best land uses are for the study area. In addition, finding the appropriate development requirements is crucial to ensure the appropriate urban form is developed.

PRESERVE COMMERCIAL VIABILITY

It will be important for the City to continue to preserve frontage on 360 for commercial uses. This will ensure that the roadway continues to act as a pimarily non-residential corridor and will allow for future residential development to be served.

ATTRACT & RETAIN TARGET INDUSTRIES

To ensure quality non-residential development occurs in both study areas, it will be important for the City to consider economic development strategies. This is especially important when attracting users such as advanced manufacturing and corporate office relocation.

5 CONCEPT PLAN & RECOMMENDATIONS

CONCEPT PLAN

The overall conceptual plan for the SH 360 corridor provides a snapshot of the "highest and best use" for land within the North Study Area and South Study Area, providing the outline necessary to achieve the vision for the corridor. This vision was, through extensive property owner interviews and a comprehensive market assessment, determined to be an appropriate way to maintain Grand Prairie's high quality of life while promoting the addition of new amentities for the community to enjoy.

The overrall conceptual plan should be used in conjunction with the Recommendations specified later on in this chapter as well as in **Chapter 6: Implementation**. Along with identifying appropriate future land uses for the study areas, a more specific vision was identified for a handful of locations. These locations have callouts on the conceptual maps with a corresponding description to help capture what is envisioned for the area.

DEVELOPMENT OPPORTUNITIES

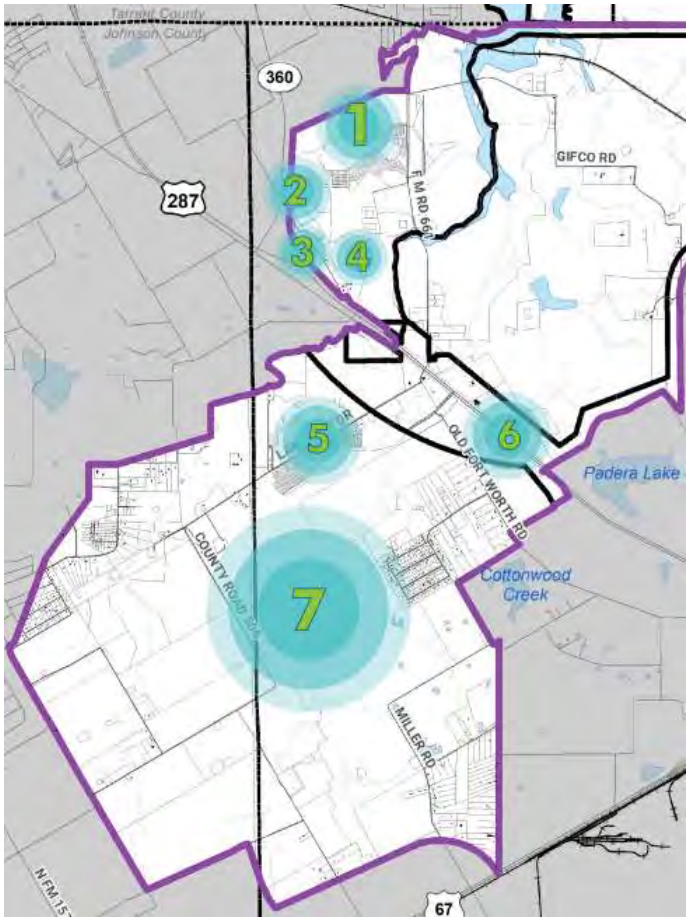
Through extensive property owner interviews, an existing conditions analysis, and a market assessment, key development opportunities were identified that helped guide the Future Land Use Plan and recommendations for the 360 corridor. The following is a summary of the key opportunities that helped guide the recommendations located later on in this chapter:

1
- Four phases of mixed-density housing totaling approximately 750 units (in progress)

2
- 100,000 SF grocery anchor with retail/commercial/office
- Specialty food, full-service restaurants
- 300 units mixed-density housing

3
- 50,000 SF commercial/office and specialty food
- 200-300 residential units incl. owner-occupied townhomes
- Corporate relocation target area

4
- 50,000 SF walkable commercial
- 700-900 multifamily units
- 130 Gated single-family units



5
- 100,000 SF specialty grocery-anchored retail
- Corporate relocation target area

6
- 50,000 SF auto-oriented destination retail
- Food and beverage sales, home goods, lawn and garden
- 200 SF residential units

7
- City-anchored village center
- Regional park with ball fields, large playground, fishing pond
- 10-20k SF restaurant row backing to creek
- 10-20k SF retail & 10k SF office
- 1,500 mixed-density units (traditional and mews-oriented detached SF, townhomes, MF)

FIGURE 11. IDENTIFIED DEVELOPMENT OPPORTUNITIES

CORRIDOR LAND USE STRATEGY

After determining the key development opportunities within the corridor, these opportunities are used to help inform the remaining areas on the Future Land Use Plan. The Future Land Use Plan does not constitute zoning and is designed as a land use guide to inform future decisions by the Planning and Zoning Commission, City Council and others. The Future Land Use Categories Table identifies types of development that are allowed within each Future Land Use Category. **Please note that these examples do not cover all development types allowed in each category**.

FIGURE 12. FUTURE LAND USE CATEGORIES

	Future Land Use	Development Examples	
	Low Density Residential	• Gated/non-gated single family neighborhoods • Estates • Parks, trails and open space	
	Medium Density Residential	• Townhomes • Small lot single family • Duplexes • Triplexes/fourplexes • Cottage Courts • Parks, trails and open space	
	High Density Residential	• Garden style apartments • Low- or mid-rise apartments • Lofts • Senior Housing • Parks, trails and open space	
	Mixed Residential	• Townhomes • Small lot single family • Low- or mid-rise apartments • Lofts	
	Village Center	• Public facilties (Ex: Community center, fire/police station, municipal center) • Medium density residential • Mixed use • High density residential • Parks, trails and open space	
	Mixed Use	• Office/Residential mixed use • Office/Retail mixed use • Retail/Residential mixed use • Parks, trails and open space	
	Commerical/Retail/Office	• Strip mall • Big box retail • Office buildings • Standalone retail	
	Business Park	• Corporate campuses • High-rise office buildings • Park elements (Ex: Trails, ponds)	
	Utility	N/A	
	Parks and Recreation	• Community centers • Playgrounds • Soccer/Baseball/Football fields • Trails	
	Open Space/Drainage	• Trails • Minor park elements	
	Lake	N/A	

Category Definitions

The following are the Future Land Use Category definitions for this Plan. The majority of the definitions derive from the 2018 Comprehensive Plan to ensure consistency between this study and other planning documents used by the City.

Low Density Residential

Low density residential is the predominant land use within Grand Prairie. It represents a traditional single-family detached neighborhood and includes housing and living units for people with a range of incomes and needs. Low density residential areas generally range between zero and six dwelling units per acre. The following are policies to guide low density areas:

- They should be protected from, but accessible to, the major roadway network, commercial establishments, and industrial areas.
- Subdivisions should be accessible to collector and arterial streets, but should directly access only local streets.
- They should not be directly accessible to major arterials and freeways without adequate buffering and access management.

Medium Density Residential

Medium density residential represents single-family residential neighborhoods at densities between six and 12 dwelling units per acre. Medium density residential types take the form of townhomes, duplexes, and patio homes. Medium density residential can be used as a transitional use between low density areas and higher intensity uses, such as commercial, retail, and industrial activity. The following are policies to guide medium density areas:

- They can serve as a transitional use between low density residential and high density residential uses.
- Subdivisions should be accessible to collector and arterial streets, but should directly access only local streets.
- They should not be directly accessible to major arterials and freeways without adequate buffering and access management.

High Density Residential

High density residential is reflective of multi-family apartments. Depending on location, densities in high density residential may vary significantly. Garden style apartments have densities between 12 and 20 dwelling units per acre. Newer construction, particularly if a mixed- use configuration, have densities above 20 dwelling units per acre. The following are policies to guide high density residential areas:

- They are appropriate along major collector or arterial roadways.
- They serve as a buffer between commercial or retail uses and lower density residential areas.

Mixed Residential

These areas provide a variety of housing densities and types to foster growth of commercial development in the area. Residential development should be a mix of dwelling types to accommodate different levels of affordability - from single family lots to multi-family development. While these types of developments blend a variety of housing types, they can also serve a transition between neighborhoods of different densities. The following are policies to guide mixed residential areas:

- They should be integrated into mixed use areas.
- Can serve as a transition between areas of neighborhoods with different densities.
- Should be located near neighborhood retail and services.
- Should be pedestrian oriented.

Village Center

The Village Center is a mixed use district anchored by a major public facility. Development should be urban, allowing for retail, office space, and restaurants. Residential uses should be encouraged to promote a walkable, urban environment.

- Development should be highly walkable and should encourage users to park their vehicles to experience the area.
- The Village Center should be a mixture of residential and non-residential uses.
- The area should have a distinct look, with branding incorporated into the streetscape.
- Open space concepts should be incorporated into the development of the Village Center.

Mixed Use

Areas with this land use designation are intended for an appropriately planned mixture of non-residential and residential uses. They are referred to as mixed-use because it is envisioned that these areas would be integrated developments of retail, public, office, and entertainment, with a residential component appropriately blended into larger scale buildings that would otherwise be used to support those uses independently. Mixed-use areas are intended to provide flexibility for the City and the development community in order to encourage innovative, unique, and sustainable developments. Residential uses in mixed-use developments have begun to appeal to seniors or younger generations. Walkable connections to shopping and dining should be key components of the mixed-use areas. There are two types of mixed-use – vertical and horizontal. Vertical mixed-use (sometimes referred to as New Urbanism) incorporates multiple uses in one building on different floors. For example, a building could have shops and dining on the first floor and residential and office on the remaining floors. Horizontal mixed-use is defined generally as different land uses on different lots in one area, and is not intended to be included with this description. The following are policies to guide mixed-use areas:

- A well thought-out, master planned approached is needed to make certain these development types are coordinated with surrounding developments.
- Mixed-use design should be oriented around the pedestrian.
- Buildings should be placed near the front property line and should be oriented towards the street.
- Mixed-use development should be located at high points of visibility, such as along arterials and collectors.

Commercial/Retail/Office

Commercial
Commercial uses are more intense than retail establishments, yet also provide goods and services for the public. Examples of commercial establishments would include hotels, automotive services, and big box retailers. The following are policies to guide development of commercial areas:

- They are located along major arterial, super arterial and freeway corridors.
- Outside storage associated with commercial activity should be screened from the primary roadway on which the establishment is located.
- Commercial activity should be buffered from low density residential areas through the use of enhanced landscaping, increased rear setbacks, the use of medium density residential, and by floodplains or other man-made features.

Retail
This land use type is intended to provide for a variety of restaurants, shops, grocery stores, and personal service establishments. Retail uses require high visibility locations and should be located in high-traffic areas such as along arterial roadways. The following are policies to guide retail areas:

- Retail should be located in areas with high visibility.
- Retail uses should provide services to support neighboring residential areas.
- They should serve as a buffer and transition between higher and lower intensity uses.

Office

Office areas provide for low- to medium-rise suburban-scale developments. Generally, permitted uses include corporate, professional, medical and financial offices as well as offices for individuals and non-profit organizations. These areas can also serve as a lower intensity transitional use to adjacent residential areas. The following are policies to guide office areas:

- A combination of screening, increased rear setbacks, and enhanced landscaping should be used to ensure adequate buffering from adjacent residential areas.
- Buildings adjacent to residential areas should be two stories or less.
- They provide a transitional land use between residential uses and higher intensity commercial land uses.

Business Park

Business Park development should include a variety of high-tech, advanced manufacturing, and R&D uses. Office and light industrial should make up the majority of the Business Park designation. Residential uses are not permitted in this designation.

- Development should be located in close proximity to major thoroughfares.
- Development should be screened and buffered from residential uses using a major roadway, commercial/retail/office uses, or the floodplain.
- Gateway branding should be included where appropriate to distinguish the area from surrounding uses.

Utility

The Utility designation is inclusive of areas where necessary facilities for public utilities and associated structures are necessary.

- Utilities should be located away from residential uses, when possible.
- Transitional land uses or screening should be provided between utilities and residential land uses.

Parks and Recreation

This land use designation identifies public and private parks. Facilities include recreation centers, golf courses, active and passive outdoor parks.

- Parks and Recreation uses may be incorporated into areas designated at Open Space/Drainage.
- Parks and Recreation uses should be located near residential neighborhoods.
- Parks and Recreation uses should be located in areas with good traffic and pedestrian access.

Open Space/Drainage

The Open Space/Drainage category primarily comprises of floodplains located along the many waterways running through Grand Prairie. These areas should be preserved as public and neighborhood-oriented open spaces, and incorporate trails and drainage corridors which are left in a naturalistic state. Impacts on these areas should be closely considered when intense uses are proposed within close proximity.

Lake

The Lake designation contains those areas considered Joe Pool Lake. These areas are undevelopable.

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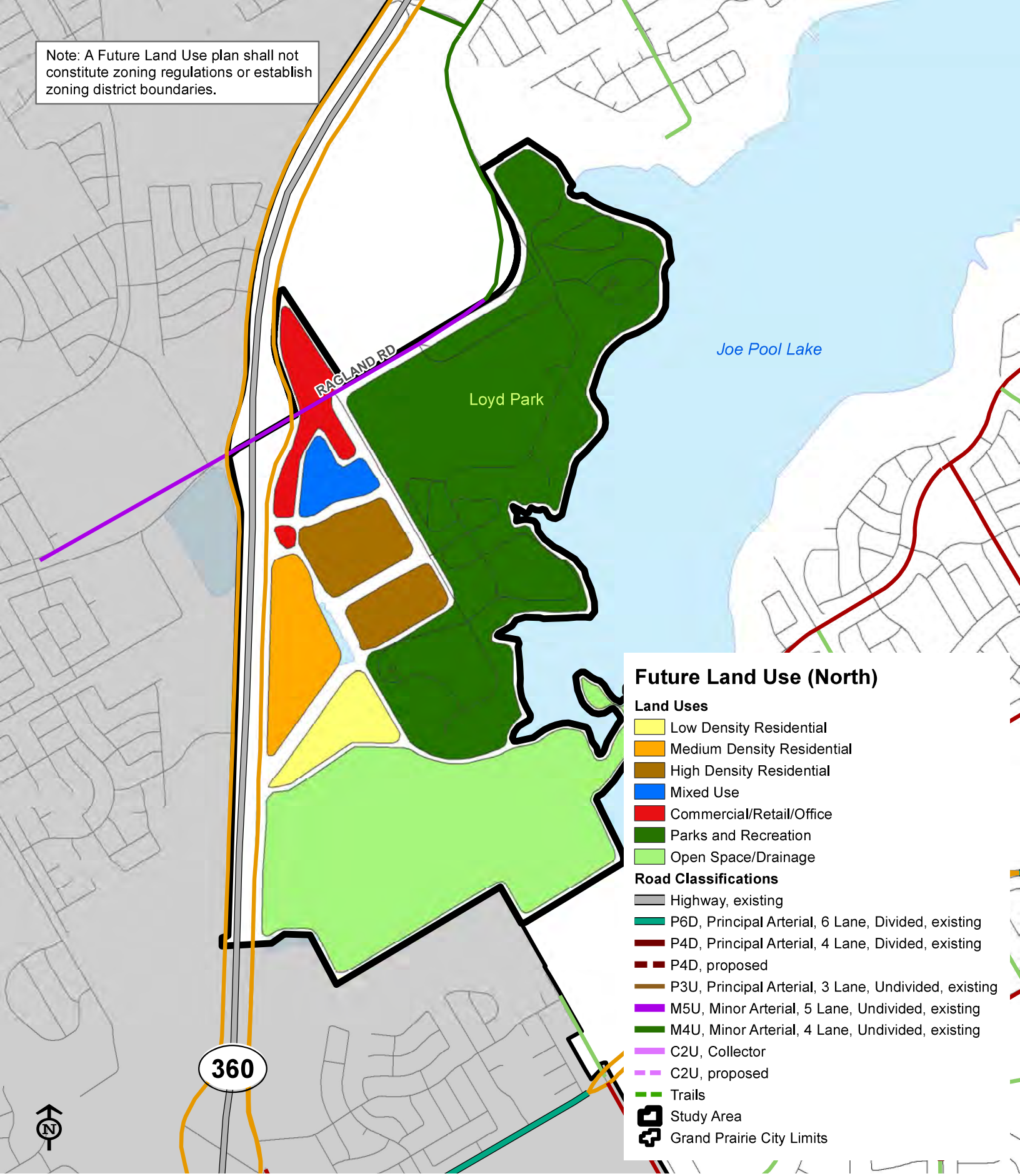
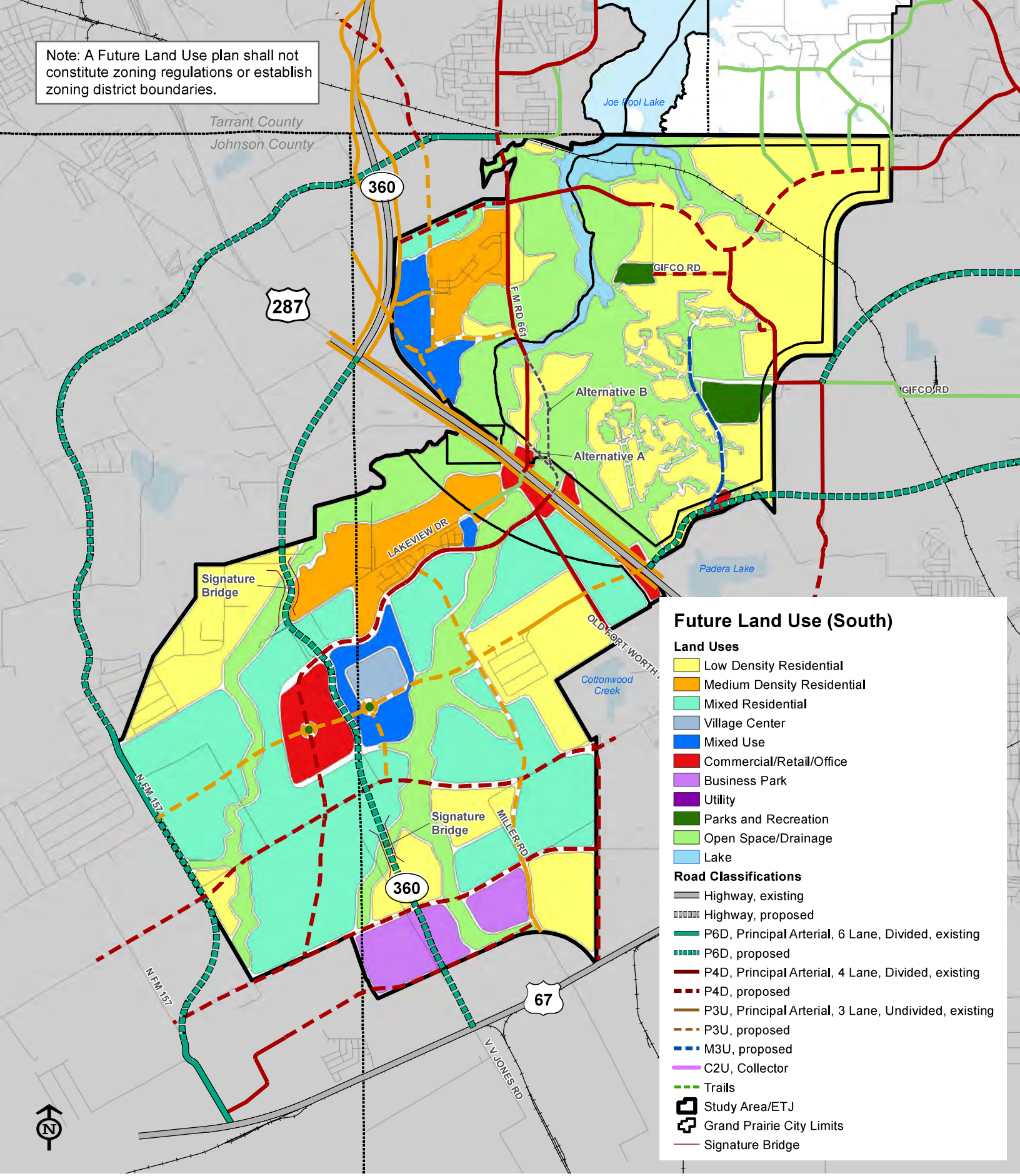


MAP 23. NORTH STUDY AREA CONCEPT PLAN



MAP 24. SOUTH STUDY AREA CONCEPT PLAN

RECOMMENDATIONS

The following recommendations should be considered by the City of Grand Prairie for the SH 360 corridor. These recommendations are intended to provide tangible strategies to ensure the vision of the corridor is achieved. The City may have the opportunity to implement these strategies in other parts of the City, where appropriate, or at a City-wide level.

Please reference the Callout Maps (**Map 25** and **Map 26**) for images and general locations relating to the recommendations in this section.

Recommendations Snapshot

1. Connect Walnut Creek (Mansfield) and Bowman Branch (Arlington) with Lynn Creek Park Marina.
2. Supplement existing multi-family with owner-occupied townhomes and single-family enclave along Walnut Creek.
3. Build a trail network within the Joe Pool Lake floodplain network as the foundation for transportation, identity, character, and marketability.
4. Create an urban village setting in mixed use areas.
5. Anchor 360 and 287 with grocery, retail, and office.
6. Anchor the area south of 287 with community facilities and a signature park.
7. Surround the City facility and park with neighborhood-scale commercial retail and housing.
8. Encourage diverse housing styles with a mix of price points that offer high-quality design and access to amenities.
9. Build a multi-generational destination by designing with flexibility in mind.
10. Use economic development strategies to attract users such as advanced manufacturing and corporate office relocation.
11. Establish a unique character and increase visibility along corridors.
12. Design the SH 360 south extension as a divided greenway boulevard.
13. Proactively design access points for US 287 to ensure optimal visibility for nonresidential development along US 287.
14. Create Tax Increment Financing District (TIRZ) to finance infrastructure improvements and maintenance.
15. Adopt a fee-in-lieu or park development mechanism to finance park improvements and maintenance.

MAP 25. NORTH STUDY AREA CONCEPT PLAN WITH CALLOUTS

1 CONNECT WALNUT CREEK (MANSFIELD) AND BOWMAN BRANCH (ARLINGTON) WITH LYNN CREEK PARK MARINA.

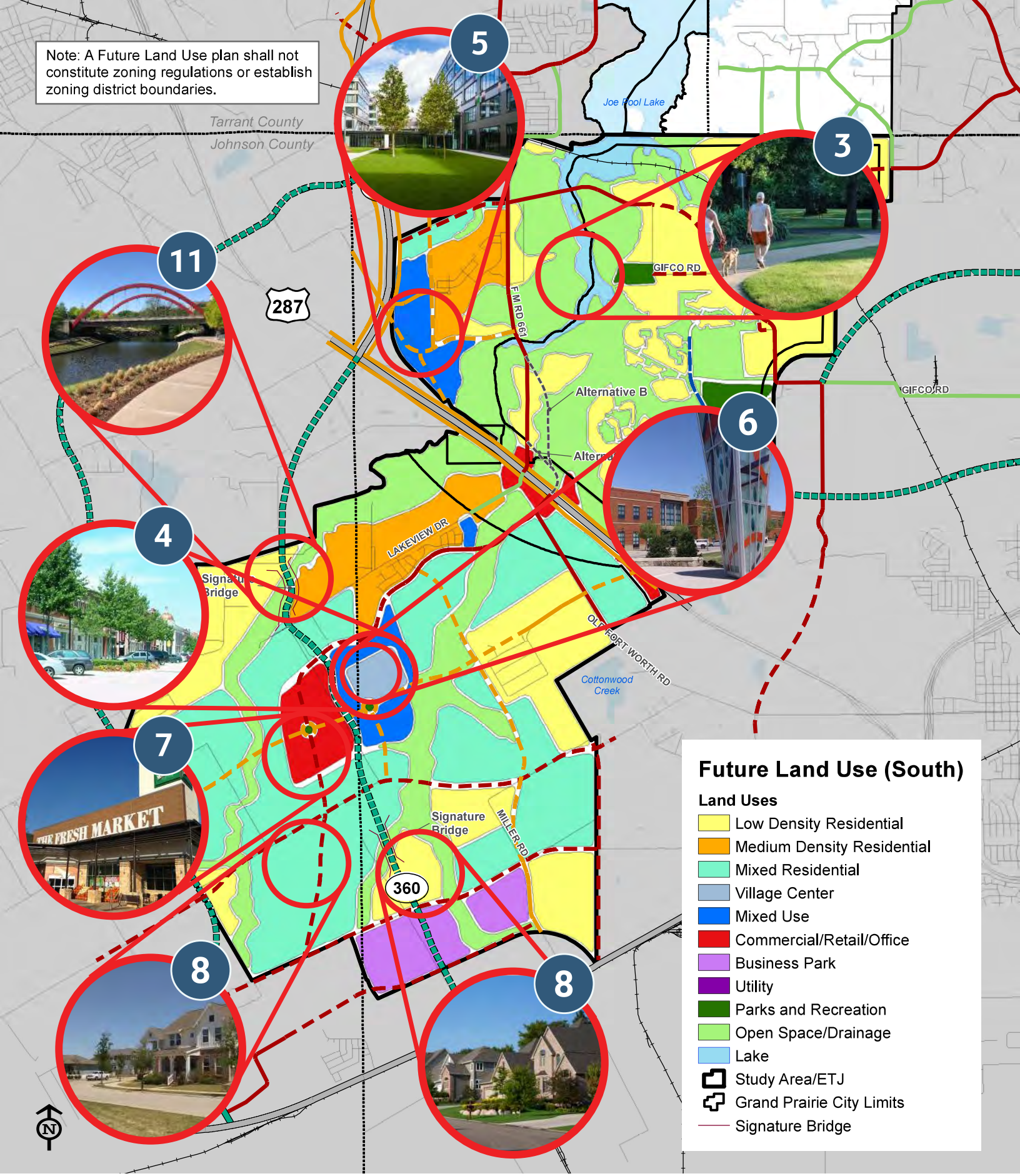
Both Walnut Creek and Bowman Branch, located in the North Study Area, provide opportunities for trail connections to the City's acclaimed Lynn Creek Park and Marina. Providing pedestrian infrastructure along these tributaries and up to Lynn Creek Park would enhance pedestrian connectivity for nearby residents, improve access to nearby park facilities, and encourage lake-destination retail that fits current market conditions.

Providing trail connections in locations that will otherwise remain undeveloped is a proactive way to increase a communities quality of life through added recreational amenities and improved connection to nearby destinations. Furthermore, in trail locations where land could be developed, including trail infrastructure could attract high quality, lake-destination retail and/or office that incorporates existing trail connections into site designs, providing alternative ways to access businesses.

2 SUPPLEMENT EXISTING MULTI-FAMILY WITH OWNER-OCCUPIED TOWNHOMES AND SINGLE-FAMILY ENCLAVE ALONG WALNUT CREEK.

In the North Study Area, an existing multifamily development exists at the center of the study area. The City should explore the idea of supplementing this existing residenital with owner-occupied townhomes and single-family products adjacent to SH 360. In addition to setting the stage for a more walkable environment and increasing housing options in the City, adding rnew development presents the opportunity for the City to add needed connections to SH 360 in future site designs.

As it currently exists, residents in the North Study Area must use N Day Miar Road to access Ragland Road to SH 360, or must access SH 360 via Prairie Waters Drive. As more residential development occurs, increased congestion is anticipated along these routes, specifically during rush hour. As shown in the Concept Map, the City should consider adding connections from Prairie Waters Drive through potential developments to SH 360 frontage near the southern end of the North Study Area, minimizing traffic congestion on Ragland Road and Prairie Waters Drive.



MAP 26. SOUTH STUDY AREA CONCEPT PLAN WITH CALLOUTS

3 BUILD A TRAIL NETWORK WITHIN THE JOE POOL LAKE FLOODPLAIN NETWORK AS THE FOUNDATION FOR TRANSPORTATION, IDENTITY, CHARACTER, AND MARKETABILITY.

It is recommended that the City enhance, expand, and connect bicycle and trail facilities in the South Study Area of the 360 corridor to existing and proposed facilities surrounding the study area. By doing so, the City can take advantage of the significant amount floodplain in the area and can further set the market stage for high quality housing options that include open space amenities that many potential homebuyers are seeking.

This recommendation also aligns with citywide facility priorities identified in the 2017 Parks, Recreation System and Open Space master plan to expand parks in underserved areas of the City and builds upon planned trail systems to increase residential amenities and expand residential/nonresidential connectivity.

4 CREATE AN URBAN VILLAGE SETTING IN MIXED USE AREAS.

Given how far away the South Study Area is from developed parts of the City, the City should consider adding multiple "urban villages" that act as points-of-interest for nearby residents and attract private investment to the area. Setting the stage for an urban village environment would promote high quality retail and office development while providing diversified housing opportunities for current and future residents.

Two locations have been identified as areas that have the most potential to become urban villages. The first location is located at the intersection of SH 360 and US 287 **(Recommendation 5)**. The second location is located south of US 287 in the center of the existing extraterritorial jurisdiction (ETJ) **(Recommendation 6)**.

5 ANCHOR 360 AND 287 WITH GROCERY, RETAIL, AND OFFICE.

At the intersection of SH 360 and US 287, the City should consider promoting the addition of grocery, retail and office uses integrated within or in walking distance to mixed use developments. Given its proximity to major thoroughfares, an opportunity has been identified to attract corporate relocations to the intersection, possibly including a corporate campus with integrated green space.

It is envisioned that this portion of Grand Prairie be a hub for large employers in the Dallas-Fort Worth Metroplex in addition to providing high quality housing and retail options for surrounding residents. By incorporating mixed-use residential into the area, the City can encourage the live-work lifestyle in which employees have the option to use alternative modes of transportation (such as walking or biking) to get to work.

6 ANCHOR THE AREA SOUTH OF 287 WITH COMMUNITY FACILITIES AND A SIGNATURE PARK.

At the center of the southern portion of the South Study Area, an urban village is envisioned, anchored by a City facility and signature park. This site is envisioned as a "City within a City", providing retail, office and public uses in close proximity to future residential that develops.

A signature park and City facility should provide a catalyst for surrounding development. By providing high quality green space and infrastructure, the City has the opportunity to promote a variety of mixed-use and middle housing types that can compliment intial investments from the City.

7 SURROUND THE CITY FACILITY AND PARK WITH NEIGHBORHOOD-SCALE COMMERCIAL RETAIL AND HOUSING.

As stated in **Recommendation 6**, a City facility can act as a catalyst for surrounding development envisioned for the area. This development includes walkable, neighborhood-scale retail and residential that acts symbiotically with park and City facilities. The following retail and housing types envisioned for the area includes:

- Mixed use residential
- Farmers market and/or small-scale grocer
- Townhomes
- Duplexes
- Triplexes/fourplexes
- Small-lot single family

8 ENCOURAGE DIVERSE HOUSING STYLES WITH A MIX OF PRICE POINTS THAT OFFER HIGH-QUALITY DESIGN AND ACCESS TO AMENITIES.

The City should consider encouraging diverse housing styles to allow for alternative housing other than garden style apartments that are within competitive price points, but offer higher quality residential development.

This recommendation considers market demand for 740 rental units and 349 owner-occupied units on an annual basis. Missing middle housing types allow for higher quality residential products that can serve both owner- and renter-occupied housing demands.

Missing middle products address the following current market trends:

- Shifts towards smaller homes with elevated finishes and amenities as opposed to livable area (e.g., quality over quantity)
- Home price value increases in homes that offer connections to trails or access to alternative forms of transportation, and connections to communal gathering spaces and nonresidential uses such as retail, office, or mixed use development.
- An RCLCO study found that nearly 15 percent of renters earning over $100,000 are turning to rental products for lifestyle and convenience. The same study indicated that a growing portion of the population ages 55+ is choosing to rent as well, likely looking to downsize, unlock equity from their homes, as well as the convenience of low maintenance and social freedom.
- Provides housing options for the talent base desired by the high-tech and advanced manufacturing industries.

9 BUILD A MULTI-GENERATIONAL DESTINATION BY DESIGNING WITH FLEXIBILITY IN MIND.

It is recommended that the City focus on creating and attracting development that caters to a variety of age groups - providing areas with activities for people of all ages and abilities. Flexibility should be a key focus in ensuring this occurs. For example, including flexible spaces such as outdoor venues and/or plazas can provide for events that people of different ages, backgrounds, and abilities can enjoy. In addition, encouraging communal spaces such as food truck parks or food courts can be a good way to provide for flexibility in food choice while also providing for a family-friendly environment for all age groups.

10 USE ECONOMIC DEVELOPMENT STRATEGIES TO ATTRACT USERS SUCH AS ADVANCED MANUFACTURING AND CORPORATE OFFICE RELOCATION.

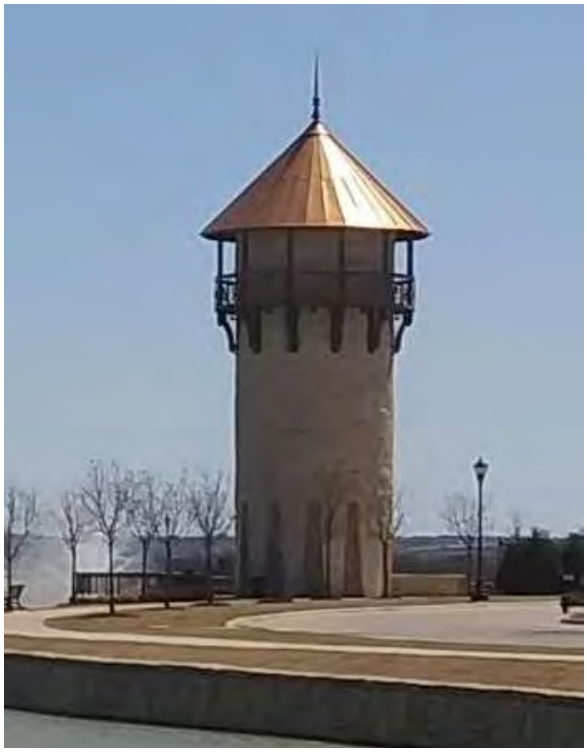
The City's Economic Development Department should target local industries prevalent in the 360 Corridor such as manufacturing, office, retail, and housing in areas where they are desirable as shown in the 360 corridor FLUP.

Although the City may desire to have some uses more than others, the success or decline of any of these study areas will impact the demand for residential, retail, industrial, or office uses. While all study areas are influenced by local, state, national, and global economic conditions, some are more sensitive to certain economic factors than others. For instance, the demand for office space depends on office-related employment, which tends to be concentrated in the finance, insurance, technology, and real estate industries, as well as business services.

In addition, the demand for retail space is affected by local employment levels and consumer spending, including proximity of residential units to the retail space (informed through retail leakage). Demand for industrial space tends to be influenced by proximity to labor, transportation infrastructure, local tax rates, and the presence of specific industries. Finally, in the residential sector, demand is heavily influenced by the local quality of life, demographics, affordability of homeownership, the rate of household formations, and local employment conditions (informed by residential trends).

11 ESTABLISH A UNIQUE CHARACTER AND INCREASE VISIBILITY ALONG CORRIDORS.

It is important that the Southgate 360 Corridor be seen as a distinct area of Grand Prairie and the greater Dallas-Fort Worth Metroplex, creating a situation in which the corridor could potentially market itself for future investment without the City having to employ funding mechanisms. One way to achieve this is through ecouraging the use of uniform, high quality building materials and architectual features that are consistent along key thoroughfares within the study area. In addition, by providing high visibility for key landmarks such as pedestriant bridges or public facilities, it may be possible to create an identity distinct to the Southgate 360 Corridor.

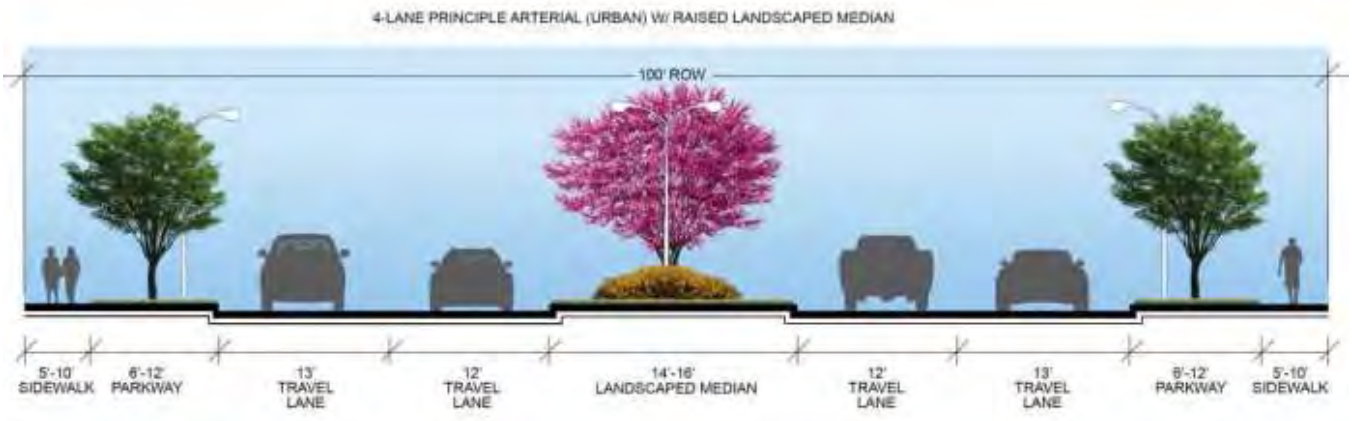


12 DESIGN THE SH 360 SOUTH EXTENSION AS A DIVIDED GREENWAY BOULEVARD.

It is recommended the City redesign SH 360 as a two- or three-lane divided greenway boulevard south of US 287 to make it into a scenic gateway into the South Study Area of the 360 corridor. By doing this, the City can leverage natural assets and add aesthetic value to improve neighborhood quality, providing a quality gateway into the southern portion of Grand Prairie. Furthermore, implementing a boulevard can reduce unnecessary traffic capacity and can reallocate capital investment to streetscape improvements (e.g., divided landscape median), proving more beneficial to the corridor's vision and goals.

No financial backing from TxDOT or preliminary planning to expand 360 has been identified. Given this, the recommendation would require a follow up of a minor engineering study to plan the roadway's specific route, driveway spacing for frontage property and other key considerations.

An urban two-lane thoroughfare is representative of what could be implemented in the Village Center - including on-street parking and bulb outs.



13 PROACTIVELY DESIGN ACCESS POINTS FOR US 287 TO ENSURE OPTIMAL VISIBILITY FOR NONRESIDENTIAL DEVELOPMENT ALONG US 287.

It is recommended the City proactively design access points for US 287 to ensure optimal visibility for nonresidential development. Visibility is a crucial component in attracting retail development and with it will encourage quality commercial and office.

TxDOT is evaluating the potential to add more grade separated intersections along US 287 to mitigate congestion on the highway through Ellis County. In the Grand Prairie area, studies are underway to evaluate alternative configurations of main lanes and service roads that would .provide access to land adjacent to the highway corridor. Typically, grade separations in a suburban area are planned to be one to two miles apart depending on terrain and natural features.

In the vicinity of the current at-grade crossings of US 287 at FM 661/CR 506 and at Prairie Ridge Boulevard there is also a creek crossing. Thus, grade separation of US 287 at this location would require three bridge crossings within about 1,500 feet of centerline along US 287. While the provision of these three bridges would be one alternative configuration, an alternative alignment of FM 661 to connect to US 287 across from Prairie Ridge Boulevard would create one interchange for traffic and provide a continuation of the arterial roadway network across US 287. The realignment of FM 661 would also eliminate one set of bridges (CR 506 and Old FM 661 would become T-intersections at the service roads); however, realignment of FM 661 would add one more bridge crossing of the creek.

14 CREATE TAX INCREMENT FINANCING DISTRICTS (TIRZ) TO FINANCE INFRASTRUCTURE IMPROVEMENTS AND MAINTENANCE.

Tax increment financing (TIF) is a financing method local governments can use to pay for improvements that will draw private investment to an area. Tax increment financing isn't a new tax; instead, it redirects some of the ad valorem tax from property in a geographic area designated as a Tax Increment Reinvestment Zone (TIRZ) to pay for improvements in the zone. It is recommended the City explore the use of TIFs to help fund and maintain mixed use areas identified in this Plan where infrastructure may be more costly.

When a municipality or county creates a TIRZ, it records the total taxable value of all real property within the zone. Each year, property taxes collected in the zone on base value continue to go into the municipality's or county's general fund, as most property taxes do. But as property in the TIRZ develops and becomes more valuable, a portion of the taxes collected on property above the base value is deposited into a tax increment fund.

Revenue deposited in the tax increment fund can only be used to finance projects within the zone, including infrastructure, facade programs, landscaping, streetscaping or practically any type of public enhancement. Tax Increment Reinvestment Zones generally last 20 to 25 years, but some last longer. When a local government makes the commitment to create a TIRZ, it's a long-term investment. A TIF project jumpstarts development to get things moving a bit faster and, ultimately, to generate new tax revenue.

15 ADOPT A FEE-IN-LIEU OR PARK DEVELOPMENT MECHANISM TO FINANCE PARK IMPROVEMENTS AND MAINTENANCE.

To ensure parkland and trails are adequately provided in the Southgate 360 Corridor, the City should establish a park and trail dedication ordinance. This ordinance would require residential developers to designate a certain amount of their development as open space or parkland, or pay a fee-in-lieu of dedicating parkland at the City's discretion. The fees collected should be used to develop or improve parks. In addition, developers should be giving the option to install park improvements themselves. It is recommended that all new development (residential and non-residential) be required to provide trail dedication and improvements according to the recommendations located within this Plan.

COST & REVENUE IMPLICATIONS

PURPOSE

This exercise tests the potential revenues generated by the Future Land Use Plan's identified North and South Study Areas over a 20-year period.

METHODOLOGY

The model is based off the developable acreages provided and the associated land uses in the "North and South Study Areas" of Grand Prairie. Developable land was considered using the vacant parcels per the 2018 Comprehensive Plan. Based on assumptions including median values, historical absorption, current city demographic trends, and current tax rates, the calculation of several factors are generated. Factors such as population, employment, housing units, commercial square footage, and tax revenues were projected during the course of 10 and 20-years. To the right are the total acreages by developable land use per the scenario.

Once revenue was identified, the cost of service for both new residents and new employees was calculated using the 2019-2020 City of Grand Prairie Operating Expenses and Debt Service applied to the workforce and resident population.

Finally, the cost of the new residents and employees was subtracted from the new revenues to identify the new annual revenues generated for the City. Cumulative yields over the 20-year period are also presented.

FIGURE 13. ACREAGE BY DEVELOPABLE LAND USE - NORTH STUDY AREA

Grand Prairie North Study Area	
Commercial/Retail/Office	23.8 Ac
High Density Residential	53.0 Ac
Low Density Residential	29.9 Ac
Medium Density Residential	45.3 Ac
Mixed-Use	18.7 Ac
Open Space/Drainage	300.0 Ac
Parks and Recreation	21.4 Ac

FIGURE 14. ACREAGE BY DEVELOPABLE LAND USE - SOUTH STUDY AREA

Grand Prairie South Study Area	
Business Park	364.7 Ac
Commercial/Retail/Office	298.3 Ac
Heavy Industrial	31.8 Ac
Low Density Residential	3,533.5 Ac
Medium Density Residential	604.7 Ac
Mixed Residential	3,421.5 Ac
Mixed-Use	475.2 Ac
Open Space/Drainage	4,547.5 Ac
Parks and Recreation	134.8 Ac
Village Center	89.9 Ac

AGGREGATED SUMMARY

The resulting incremental and cumulative revenues to the city include future projected sales tax and property tax. To be conservative, the dollars are not adjusted for inflation and use 2020 median values to determine building prices and are described as new annual revenue which will repeat annually. The below summary table outlines the total results by the North Focus Area.

The total amount of estimated incremental revenue to the City generated by the North Focus Area is estimated at $2.7 million over the next 20 years. Most of this revenue is generated from new residential development and the resulting property taxes collected by the City. The total amount of estimated cumulative revenue to the City is estimated to be over $44.5 million over the next 20 years. Again, much of this revenue is generated from adding new residential development and the resulting property taxes accumulated and collected by the City over a 20-year period. Over the 10-year period, the estimated cumulative revenue afforded to the City is estimated to be just over $17.5 million.

FIGURE 15. REVENUE SUMMARY - NORTH STUDY AREA

Grand Prairie North Study Area Summary in 20 Years		10-years
Annually Recurring City Revenues (property/sales tax)	$4,639,733	$4,633,049
Annual Cost for new population	$1,798,379	$1,798,379
Annual Cost for new employees	$139,231	$134,930
Estimated incremental revenue to City	$2,702,123	$2,699,740
Cumulative City Revenues (property tax)	$46,010,676	$17,610,139
Cumulative City Revenues (sales tax)	$29,693,027	$11,698,391
Cumulative Cost for additional population	$28,885,205	$10,901,415
Cumulative Cost for additional employees	$2,253,937	$863,017
Estimated Cumulative Revenue to City	$44,564,560	$17,544,098

(1) 2021 Dollars;

In the North Study Area, over the 20-year period there are expected to be 823 new households, and 2,771 additional residents. The scenario will create employment for 718 employees and will generate over $29.6 million in consolidated cumulative sales tax. The total tables value of development created through this scenario is expected to be around $423.9 million, generating over $48.0 million in consolidated cumulative property taxes.

The following table summarizes the consolidated development totals for the North Study Area:

FIGURE 16. DEVELOPMENT TOTALS - NORTH STUDY AREA

Grand Prairie North Consolidated Development Total	20-Years	10-Years
New Population	2,771	2,771
New Households	823	823
New Employees	718	696
Estimated Sales Tax	$1,799,464	$1,799,464
Consolidated Cumulative Sales Taxes (estimated)	$29,693,027	$11,698,391
Estimated Taxable Value	$423,992,135	$422,924,440
Estimated New Annual Property Taxes	$2,840,270	$2,833,585
Consolidated Cumulative Property Taxes (estimated)	$46,010,676	$17,610,139

(1) 2021 Dollars;

The total amount of estimated incremental revenue to the City generated by the South Study Area is estimated at $11.6 million over the next 20 years. Most of this revenue is generated from new residential development and the resulting property taxes collected by the City.

The total amount of estimated cumulative revenue to the City is estimated to be over $104.9 million over the next 20 years. A majority of this revenue is generated from adding new residential development and the resulting property taxes accumulated and collected by the City over a 20-year period, although sales tax makes up a much larger proportion of the total collected compared to the North Study Area. Over the 10-year period, the estimated cumulative revenue afforded to the City is estimated to be just over $21.3 million.

FIGURE 17. REVENUE SUMMARY - SOUTH STUDY AREA

Grand Prairie South Study Area Summary in 20 Years		10-years
Annually Recurring City Revenues (property/sales tax)	$17,463,240	$6,515,610
Annual Cost for new population	$5,231,540	$1,905,415
Annual Cost for new employees	$616,690	$243,030
Estimated incremental revenue to City	$11,615,010	$4,367,164
Cumulative City Revenues (property tax)	$92,594,678	$19,009,899
Cumulative City Revenues (sales tax)	$64,806,973	$13,051,609
Cumulative Cost for additional population	$46,813,084	$9,465,243
Cumulative Cost for additional employees	$5,683,231	$1,215,765
Estimated Cumulative Revenue to City	$104,905,337	$21,380,500

(1) 2021 Dollars;

In the South Study Area, over the 20-year period there are expected to be 3,034 new households, and 8,061 additional residents. The scenario will create employment for 3,179 employees and will generate over $64.8 million in consolidated cumulative sales tax. The total tables value of development created through this scenario is expected to be around $1.531 billion, generating over $92.5 million in consolidated cumulative property taxes.

The following table summarizes the consolidated development totals for the South Study Area:

FIGURE 18. DEVELOPMENT TOTALS - SOUTH STUDY AREA

Grand Prairie South Consolidated Development Total	20-Years	10-Years
New Population	8,061	2,936
New Households	3,034	1,929
New Employees	3,179	1,253
Estimated Sales Tax	$7,200,536	$2,700,536
Consolidated Cumulative Sales Taxes (estimated)	$64,806,973	$13,051,609
Estimated Taxable Value	$1,531,751,305	$569,415,667
Estimated New Annual Property Taxes	$10,262,703	$3,815,074
Consolidated Cumulative Property Taxes (estimated)	$92,594,678	$19,009,899

(1) 2021 Dollars;

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6 IMPLEMENTATION

OVERVIEW

A successful corridor study is one that establishes a clear vision for the future and identifies the steps necessary to achieve that vision. This chapter provides an actionable list of recommendations that address the Guiding Statement and Guiding Principles. Furthermore, this chapter has been structured into a coordinated action program so that Grand Prairie's leaders, staff, and other decision-makers can easily identify the steps necessary to achieve the vision for the 360 corridor.

It is crucial to understand that most cities cannot afford to complete all desired tasks at once; therefore, it will be important to identify "low hanging fruit" and the top priorities that are most critical for achieving the City's vision. Many of these recommendations will take several years or decades to complete, but this Plan will help Grand Prairie to identify attainable goals and allocate funding in future budgets for costlier projects.

IMPLEMENTATION MATRIX

The following matrix is a summary of the recommendations within this Plan. The columns *What, Who,* and *How* are intended to provide the City with the information necessary to work toward implementing the vision of this Plan.

THE "WHAT"

This column identifies the Recommendations that are provided within this Plan. Each Recommendation has a detailed description, which can be found in **Chapter 5: Concept Plan and Recommendations**.

GUIDING PRINCIPLES

This column links the recommendations to the Guiding Principles identified from the existing conditions analysis and property owner interviews. Each Guiding Principle has a detailed description, which can be found in **Chapter 4: Guiding Principles**.

THE "WHO"

Although the responsibility for accomplishing a task may include additional parties, the purpose of this column is to identify the main player(s) in completing the recommendation. This includes the City Council, Planning and Zoning Commission, City Staff, and the City's Economic Development Department. Although the Economic Development Department is considered City Staff, it is important to make a distinction as they will play a significant role in providing recruitment and funding for the projects that have been identified.

THE "HOW"

This column identifies generally how each Recommendation can be accomplished. The following are the categories identified for the "How" column of the Implementation Matrix:

- **Regulatory Action:** The City may need to consider amending regulatory ordinances located in the Unified Development Code or elsewhere.
- **Economic & Financing Strategy:** The Economic Development Department may need to provide their expertise in finding financing strategies for development projects such as a TIRZ zone.
- **Communications & Marketing:** The City may consider initiating a branding effort. This may include gateways and wayfinding signage in identified locations.
- **Development:** A private investment (by a developer) or a capital improvement project by the City will be necessary.

What? (Recommendation)	Guiding Principle(s)	Who?	How?
1. Connect Walnut Creek (Mansfield) and Bowman Branch (Arlington) with Lynn Creek Park Marina.	Preserve and Integrate Natural Assets	City Staff	Development
2. Supplement existing multi-family with owner-occupied townhomes and single-family enclave along Walnut Creek.	Encourage Alternative High Qualtiy Housing, Focus on Multi-Generatonal Assets	City Council, Planning and Zoning, City Staff	Regulatory Action, Development
3. Build a trail network within the Joe Pool Lake floodplain network as the foundation for transportation, identity, character, and marketability.	Preserve and Integrate Natural Assets	City Staff	Development, Communications & Marketing
4. Create an urban village setting in mixed use areas.	Focus on Destination-Oriented Development, Design with Character, Quality & Flexibility	City Council, Planning and Zoning, City Staff	Development, Regulatory Action, Economic & Financing Strategy, Communications & Marketing
5. Anchor 360 and 287 with grocery, retail, and office.	Preserve Commercial Viability	City Council, Planning and Zoning, City Staff	Development, Regulatory Action, Economic & Financing Strategy
6. Anchor the area south of 287 with community facilities and a signature park.	Preserve and Integrate Natural Assets, Design with Character, Quality & Flexibility	City Council, Planning and Zoning, City Staff	Development, Regulatory Action
7. Surround the City facility and park with neighborhood-scale commercial retail and housing.	Encourage Alternative High Qualtiy Housing, Focus on Destination-Oriented Development	City Council, Planning and Zoning, City Staff	Development, Regulatory Action
8. Encourage diverse housing styles with a mix of price points that offer high-quality design and access to amenities.	Encourage Alternative High Qualtiy Housing, Focus on Multi-Generatonal Assets	City Council, Planning and Zoning, City Staff	Development, Regulatory Action
9. Build a multi-generational destination by designing with flexibility in mind.	Focus on Multi-Generatonal Assets	City Council, Planning and Zoning, City Staff	Development, Regulatory Action, Economic & Financing Strategy

What? (Recommendation)	Guiding Principle(s)	Who?	How?
10. Use economic development strategies to attract users such as advanced manufacturing and corporate office relocation.	Attract & Retain Target Industries	City Council, Planning and Zoning, City Staff, Economic Development	Development, Regulatory Action, Economic & Financing Strategy
11. Establish a unique character and increase visibility along corridors.	Establish Scenic Gateways	City Staff	Communications & Marketing
12. Design the SH 360 south extension as a divided greenway boulevard.	Establish Scenic Gateways, Preserve Commercial Viability	City Council, City Staff	Communications & Marketing, Development
13. Proactively design access points for US 287 to ensure optimal visibility for nonresidential development along US 287.	Preserve Commercial Viability	City Staff	Communications & Marketing
14. Create Tax Increment Financing Districts (TIRZ) to finance infrastructure improvements and maintenance.	Attract & Retain Target Industries	Economic Development, City Staff	Economic & Financing Strategy
15. Adopt a fee-in-lieu or park development mechanism to finance park improvements and maintenance.	Preserve and Integrate Natural Assets	City Council, Planning and Zoning, City Staff	Development, Regulatory Action

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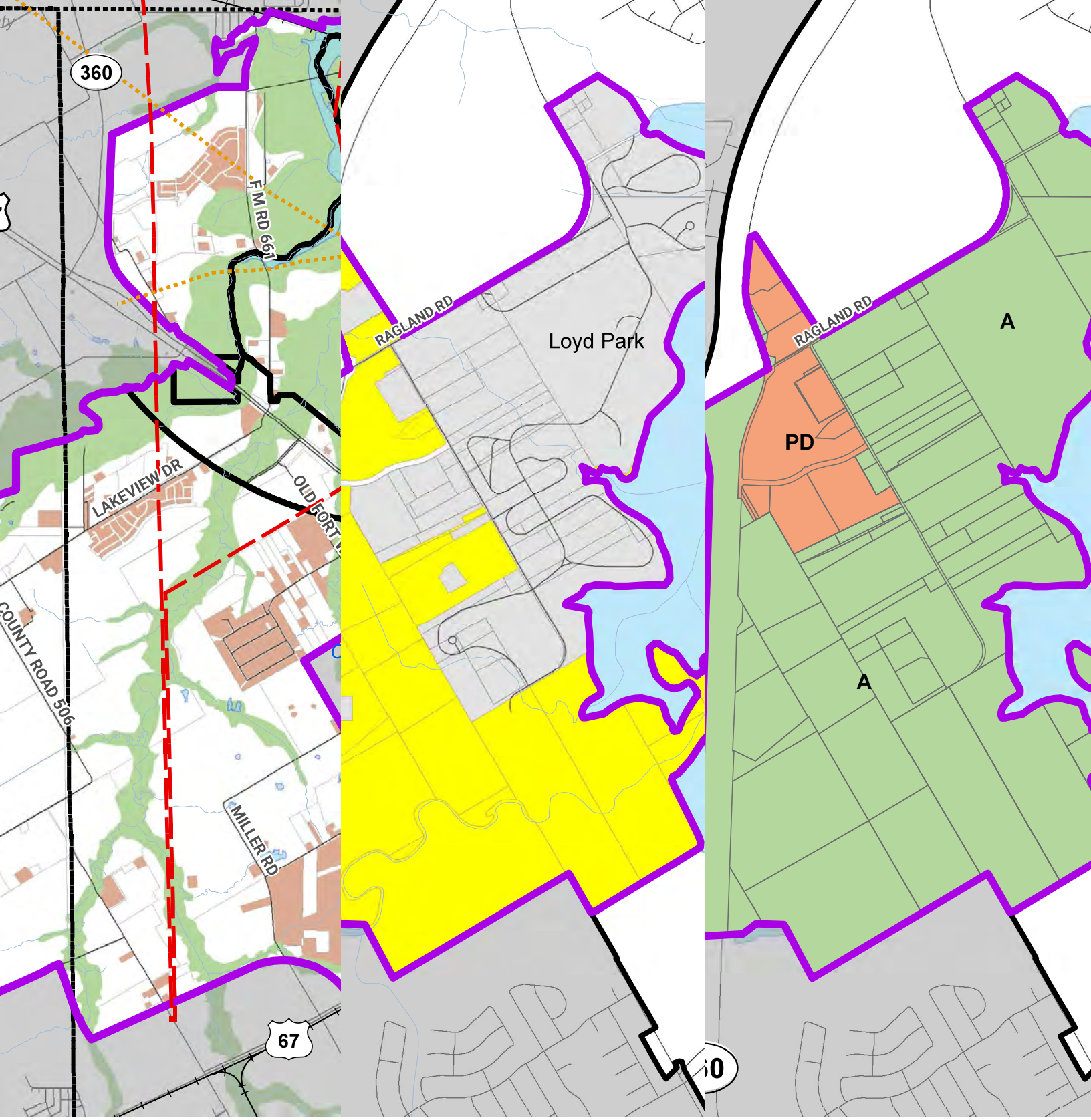
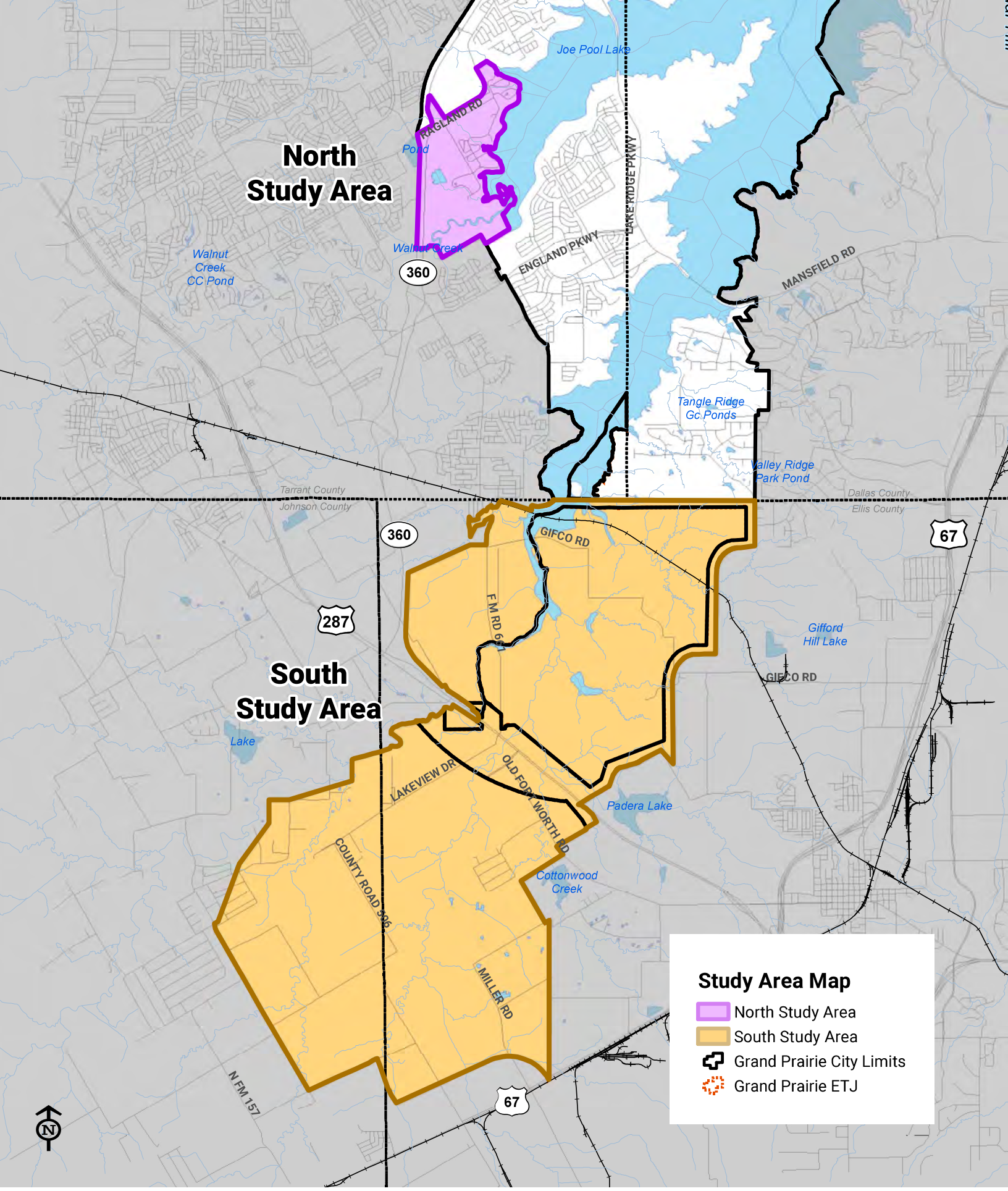
APPENDICES

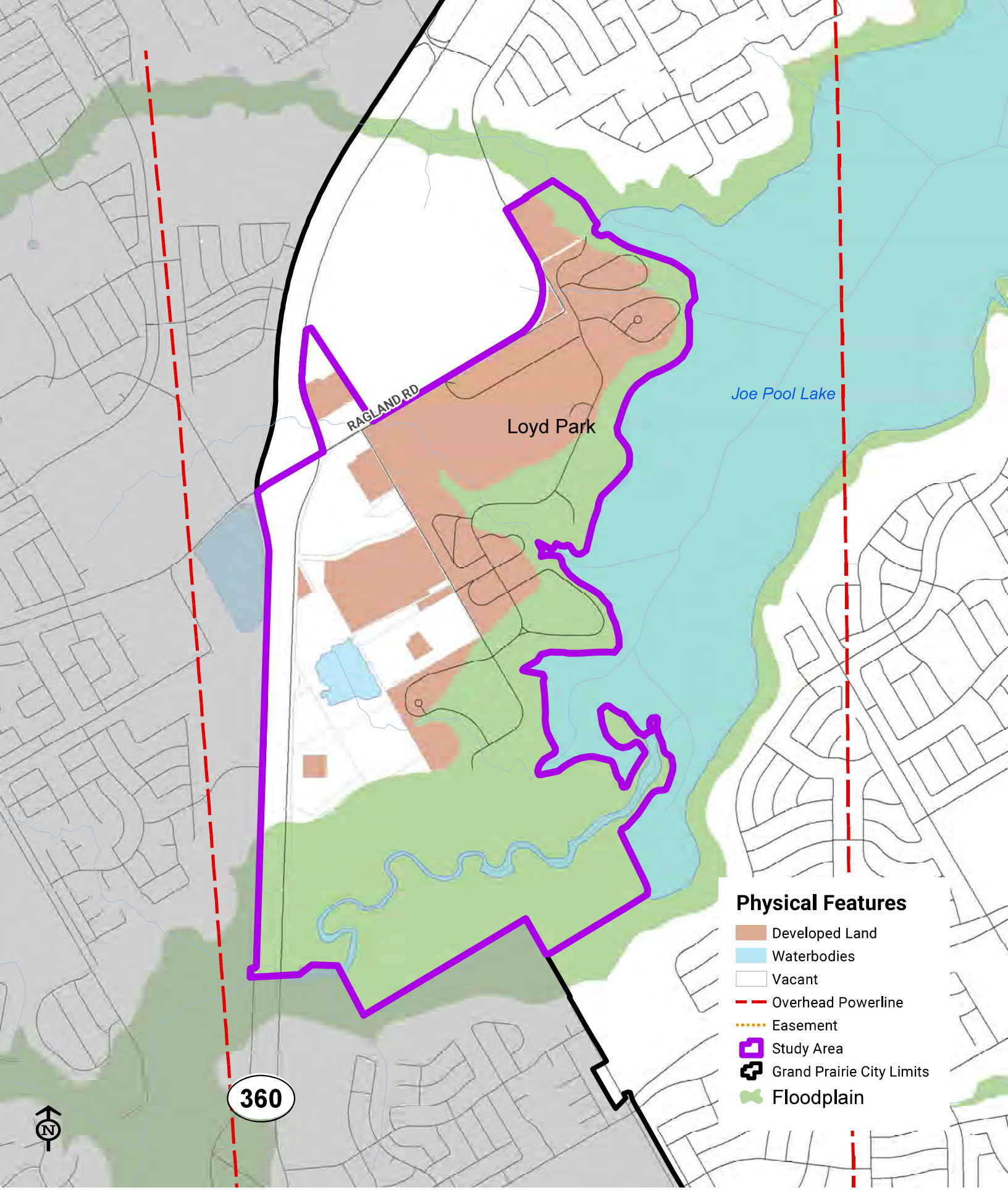


CORRIDOR MAPS

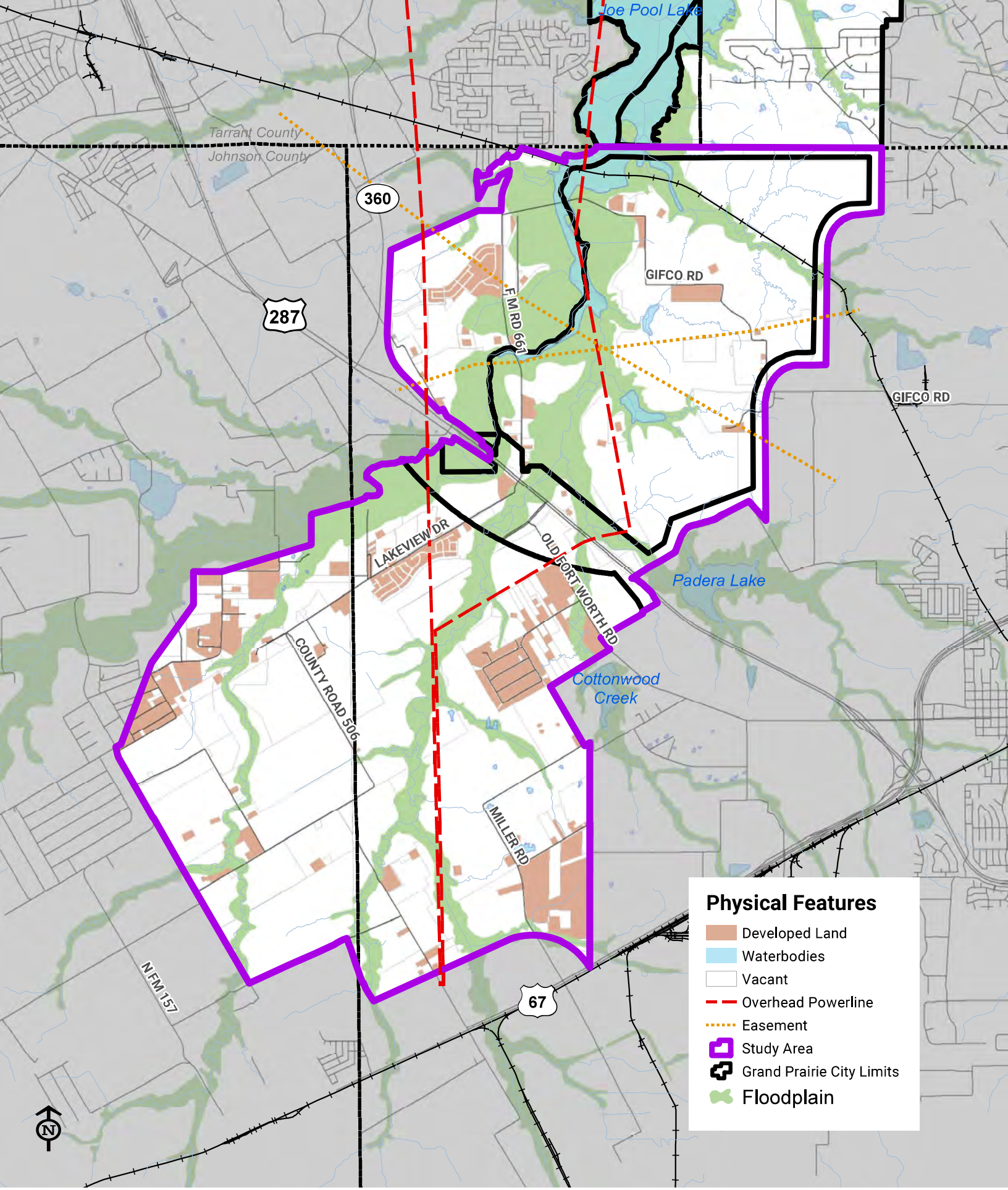
The following appendix includes all maps located in the Southgate 360 Corridor Plan. For a detailed description of these maps, please reference the relevant chapters in this Plan.



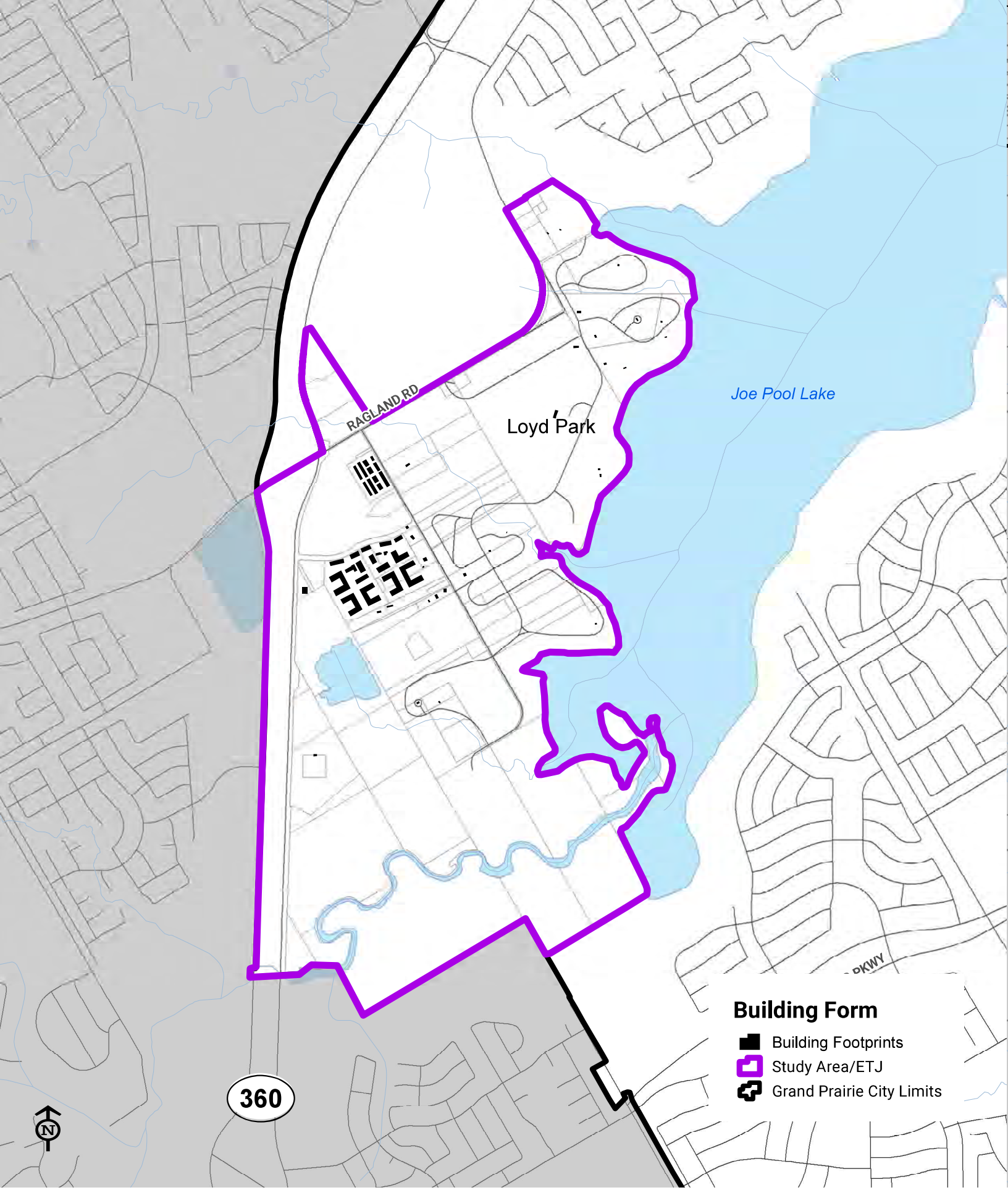
MAP A. STUDY AREA BOUNDARIES MAP



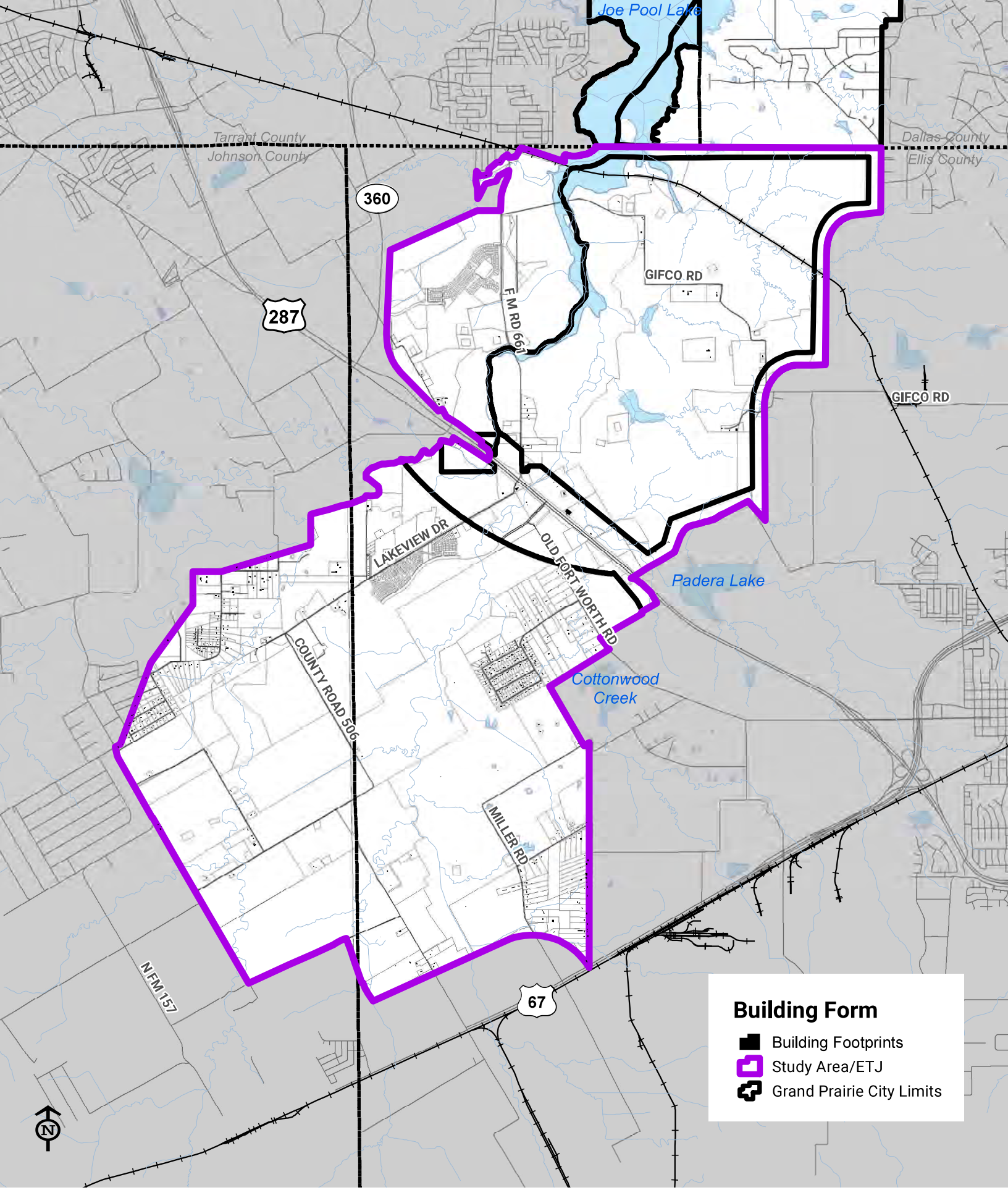
MAP B. NORTH STUDY AREA - PHYSICAL FEATURES MAP



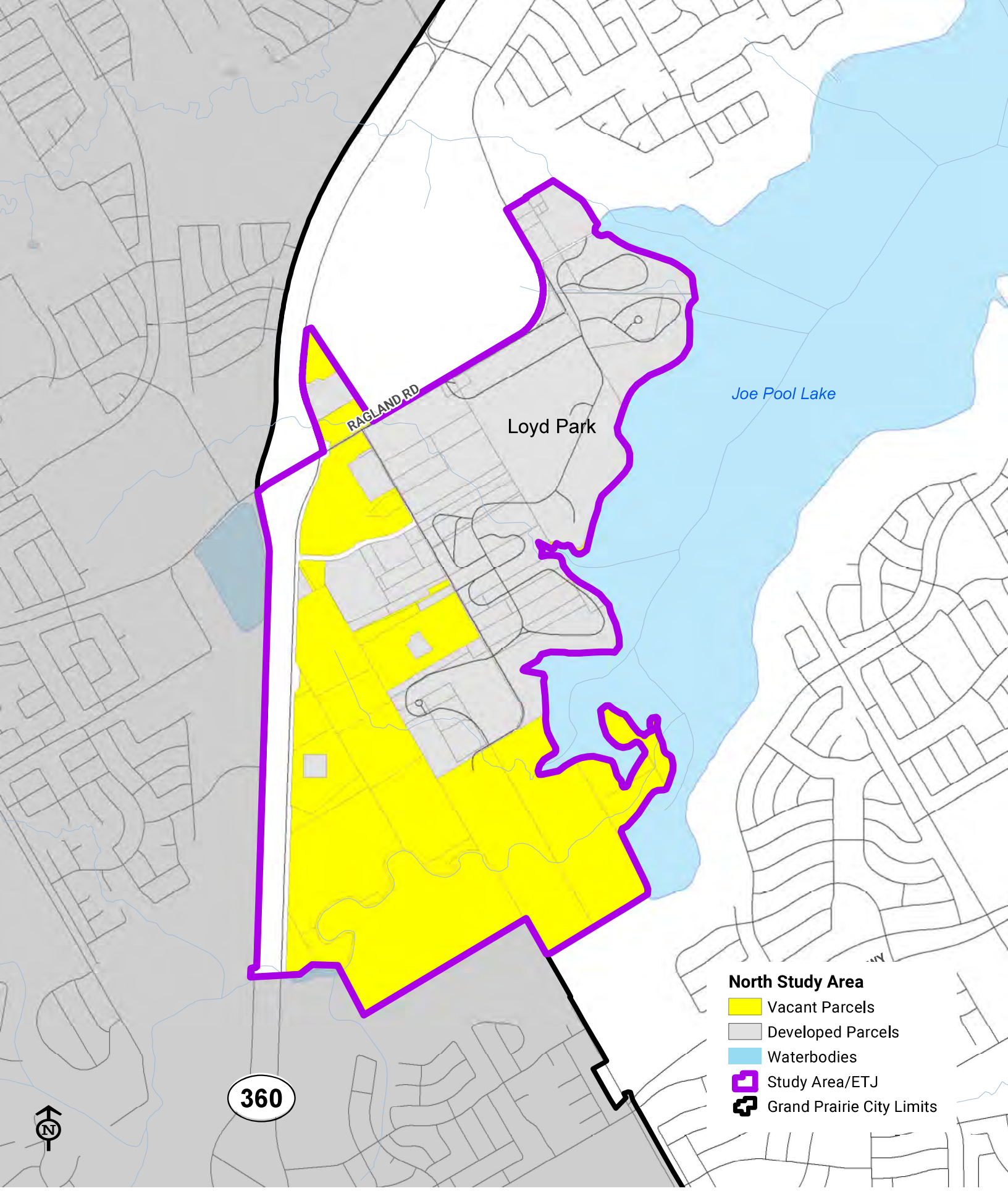
MAP C. SOUTH STUDY AREA - PHYSICAL FEATURES MAP



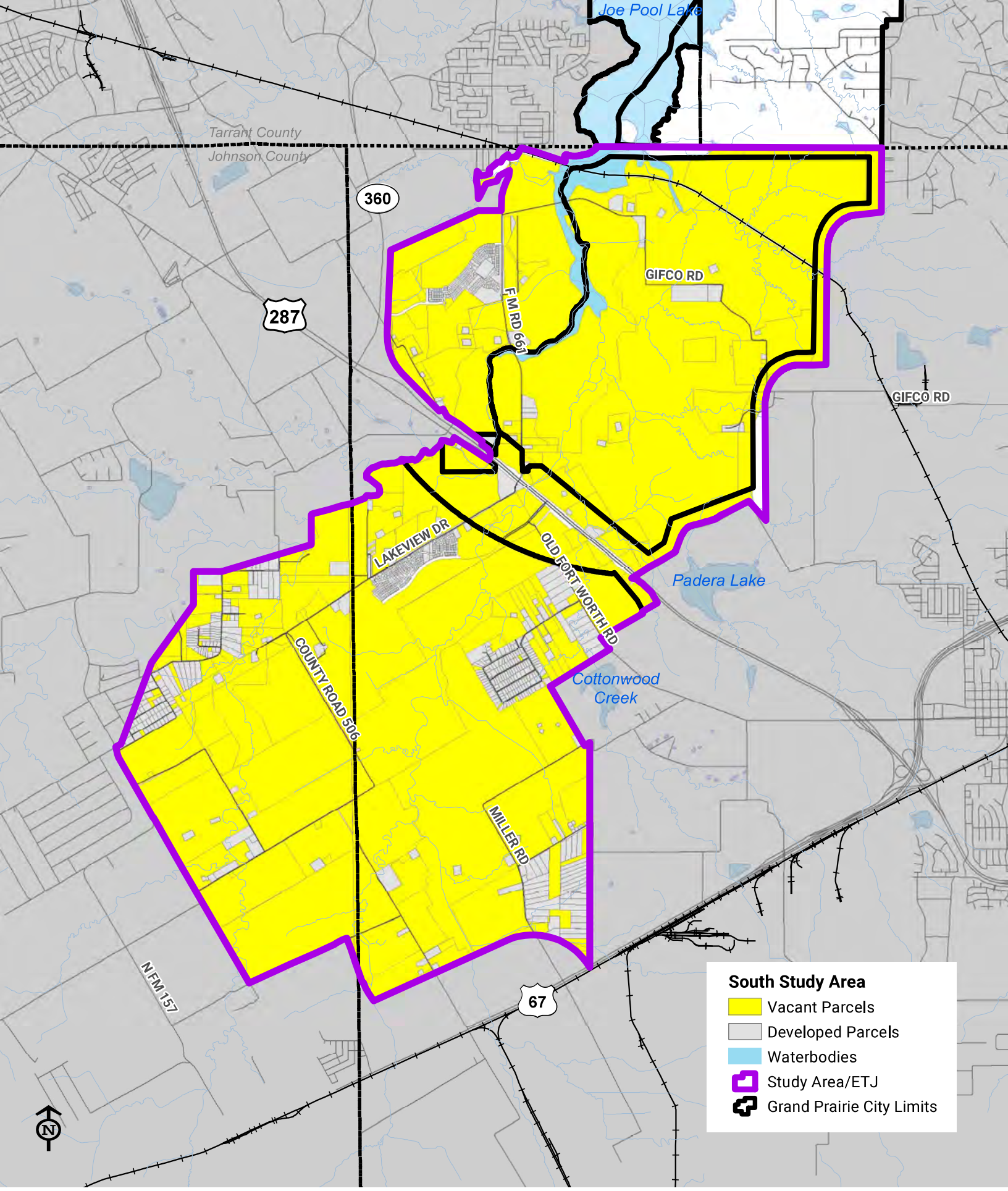
MAP D. NORTH STUDY AREA - BUILDING FORM MAP



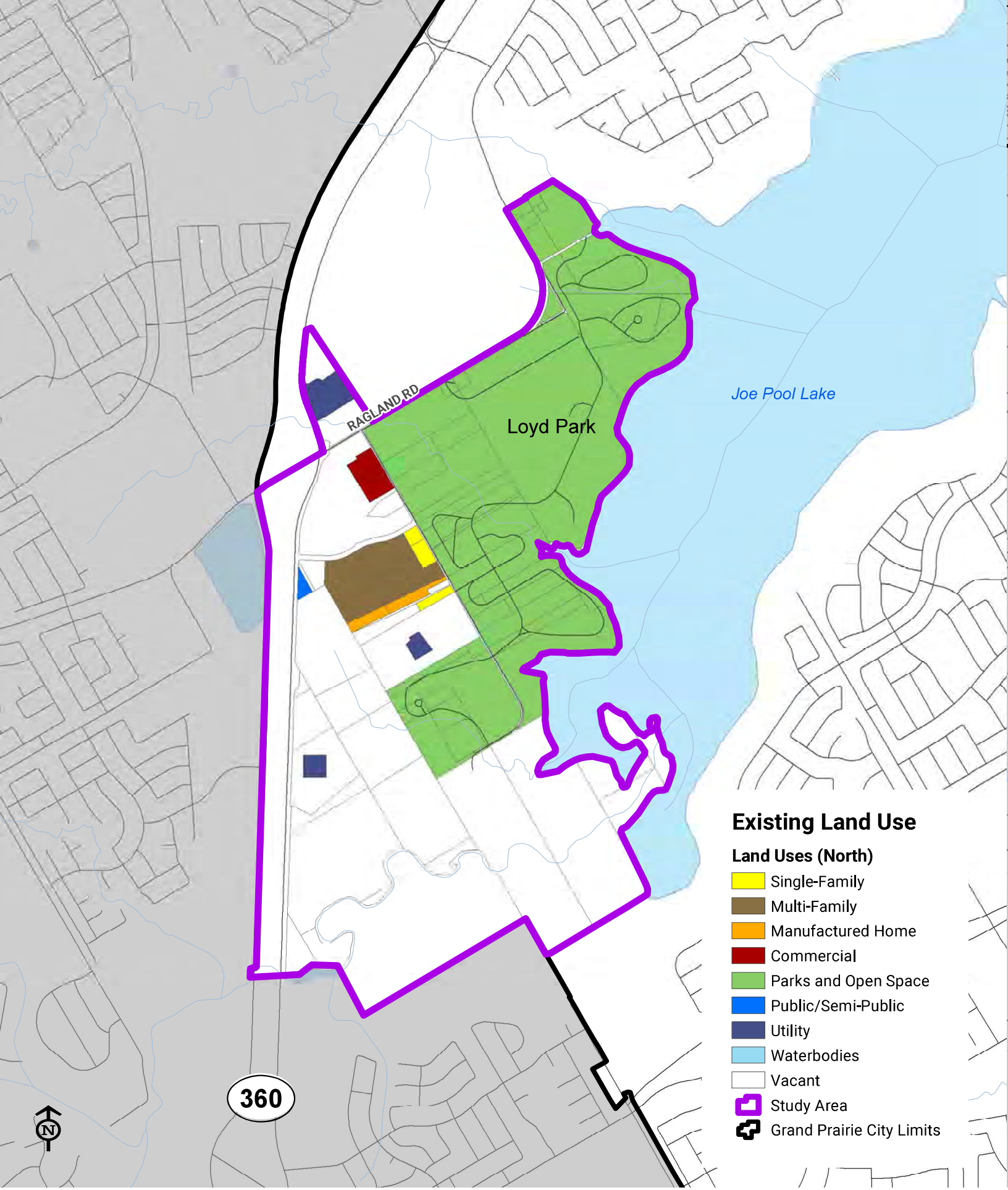
MAP E. SOUTH STUDY AREA - BUILDING FORM MAP



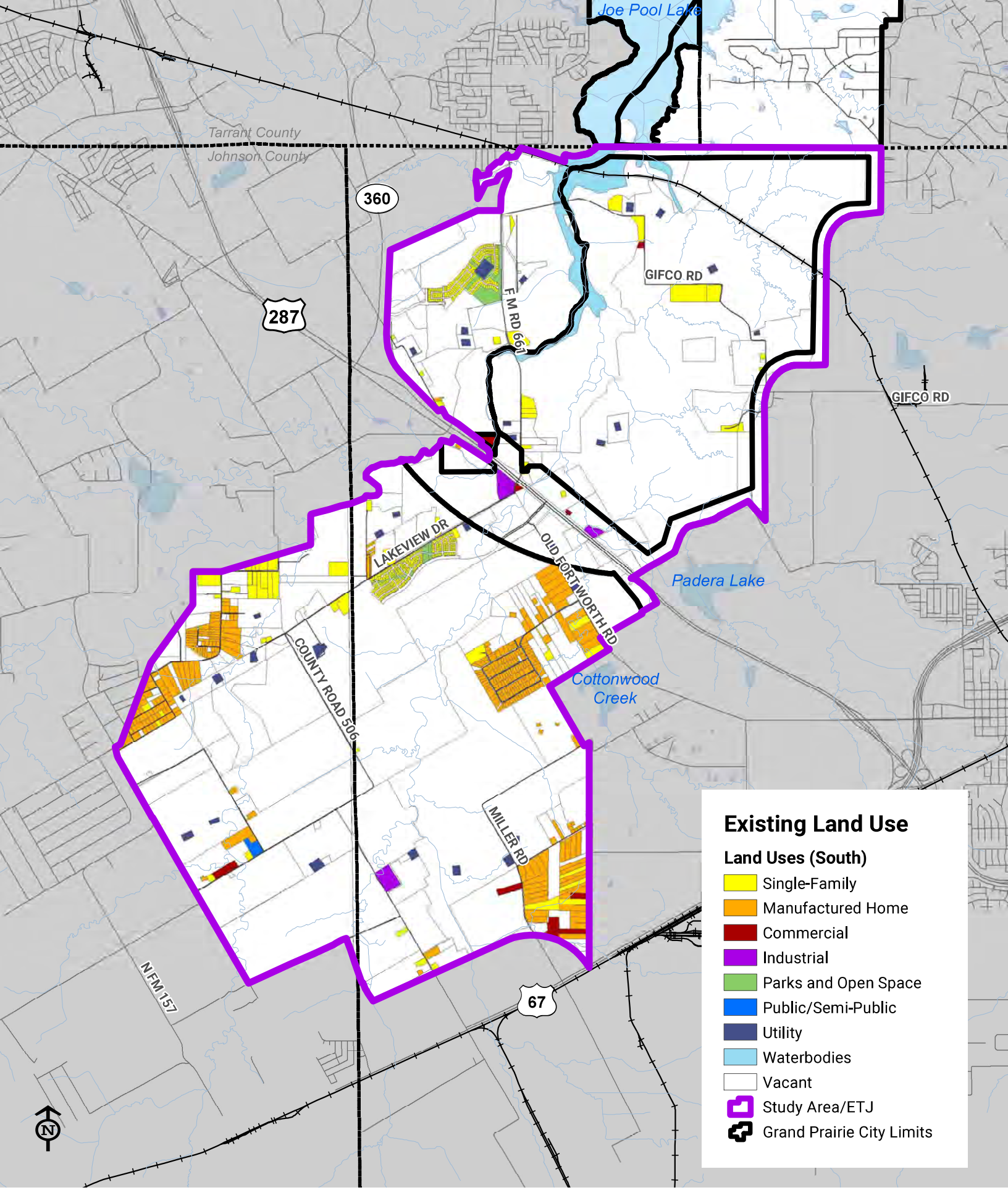
MAP F. NORTH STUDY AREA - VACANT LAND MAP



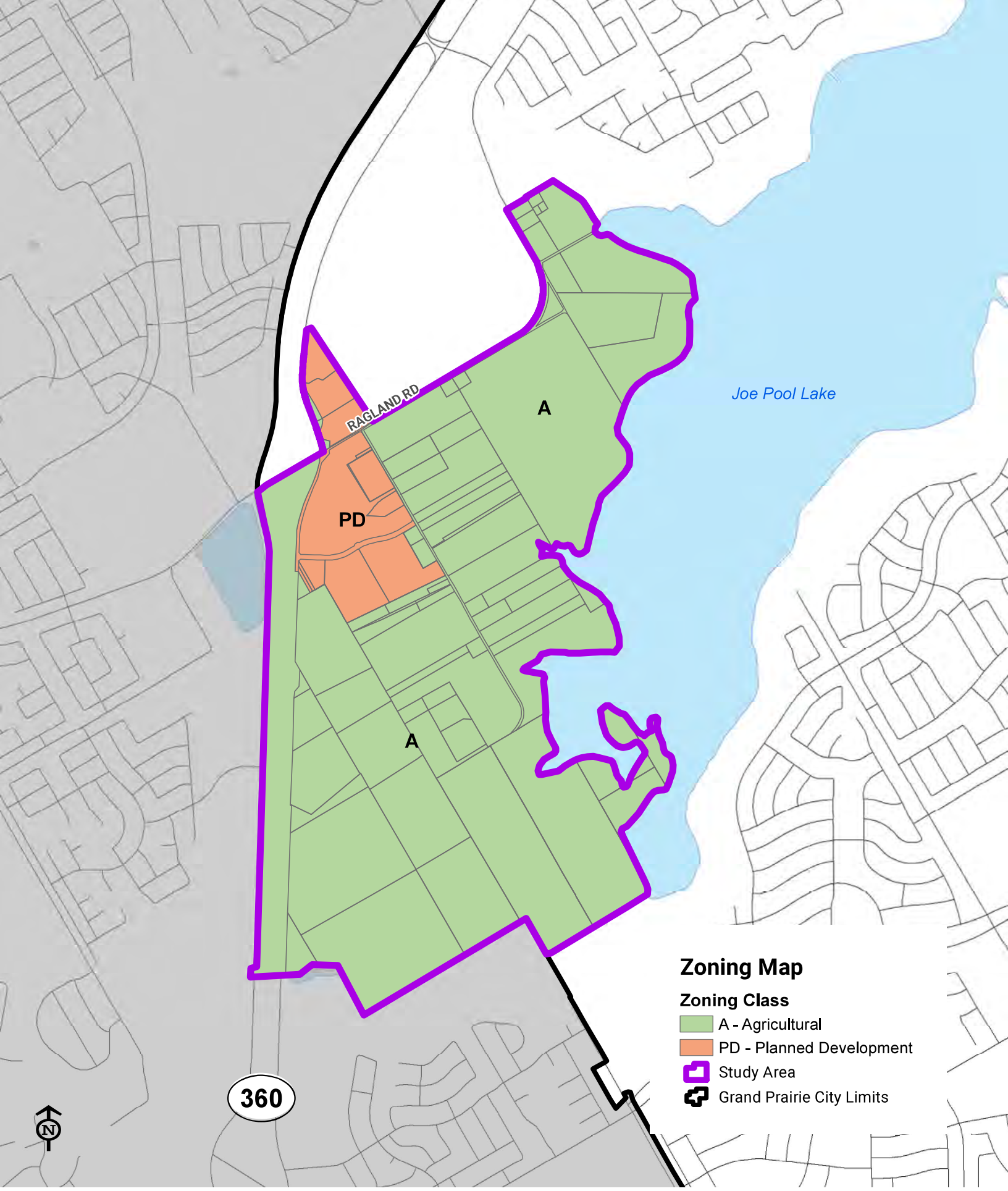
MAP G. SOUTH STUDY AREA - VACANT LAND MAP



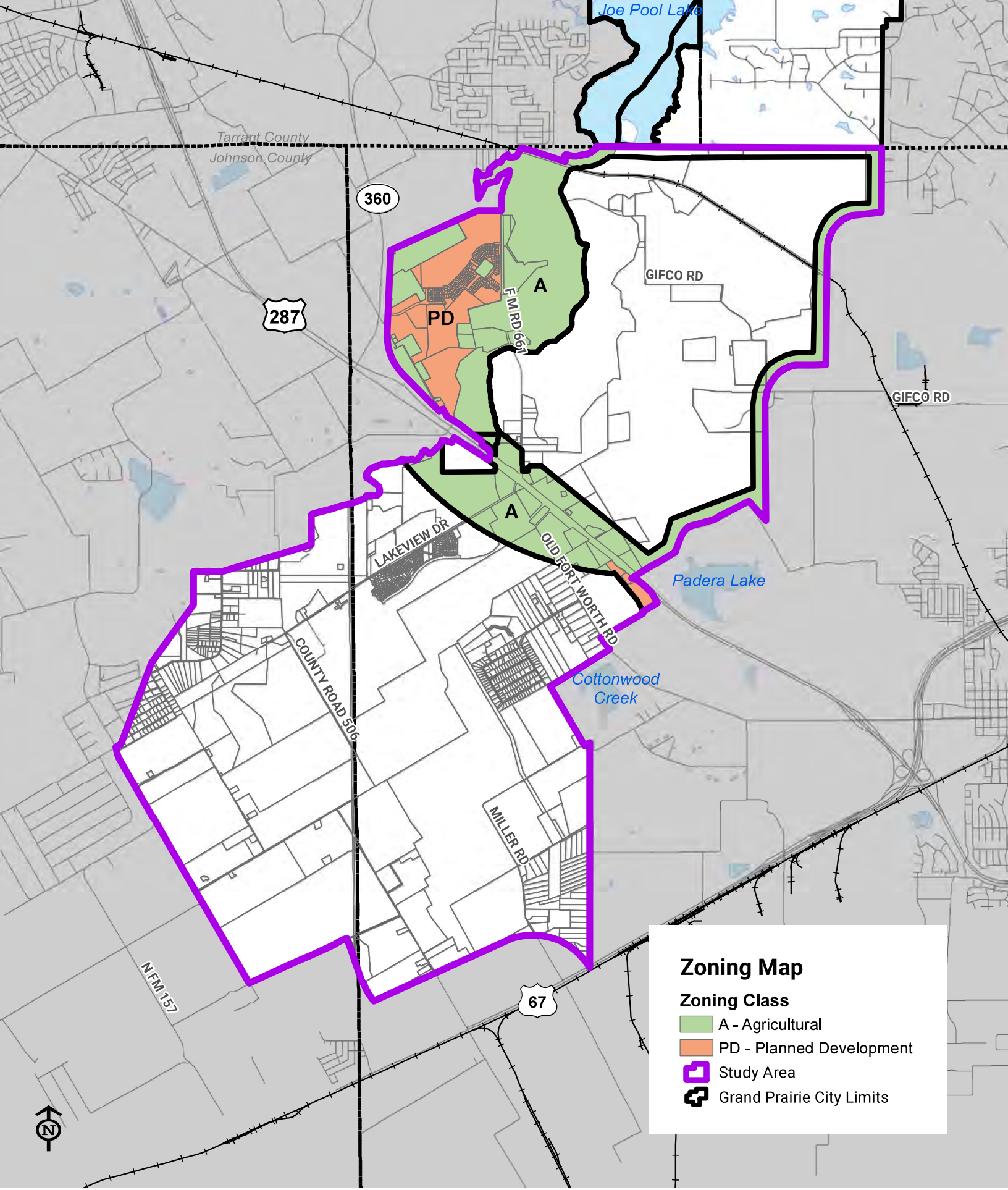
MAP H. NORTH STUDY AREA - EXISTING LAND USE MAP



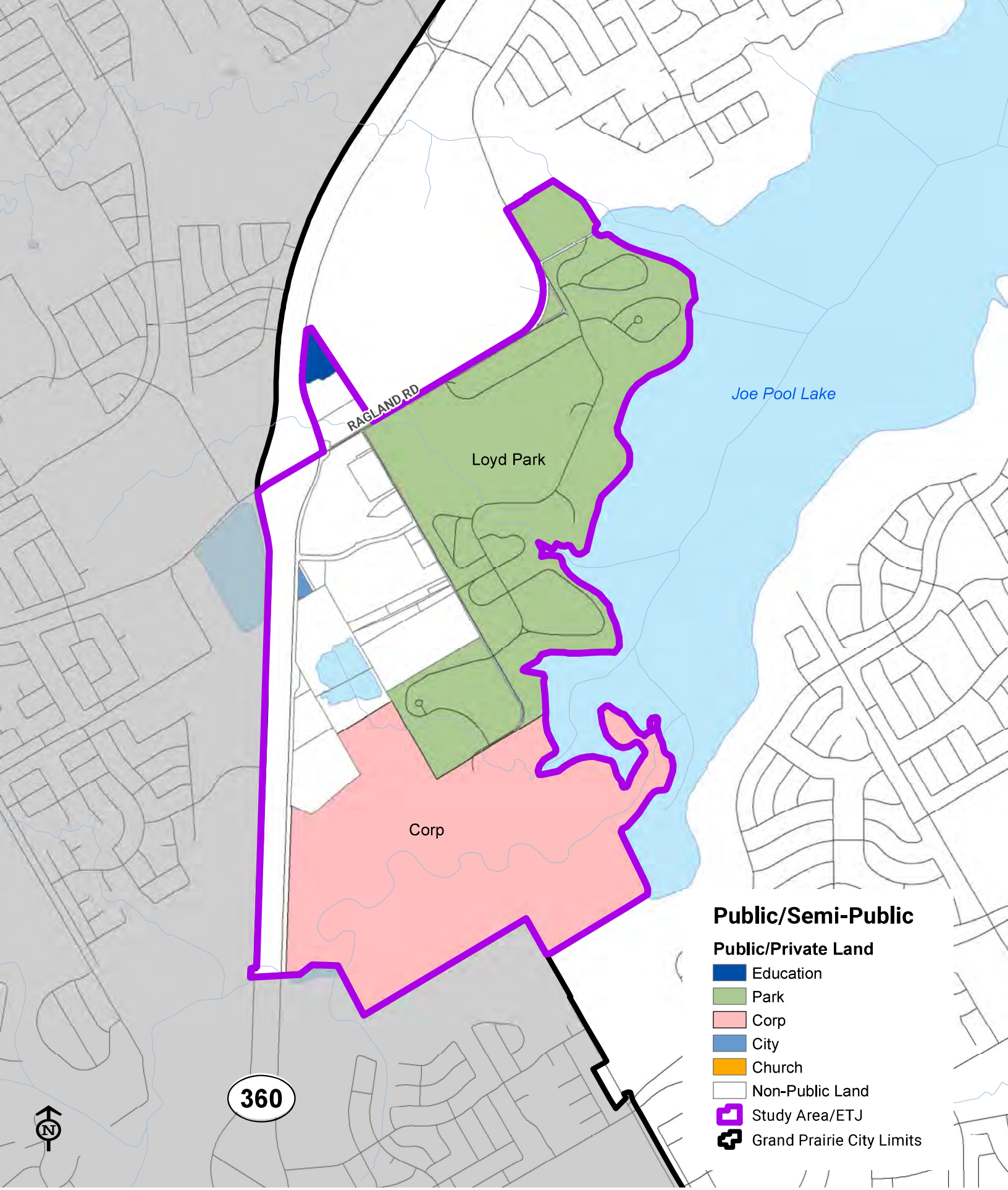
MAP I. SOUTH STUDY AREA - EXISTING LAND USE MAP



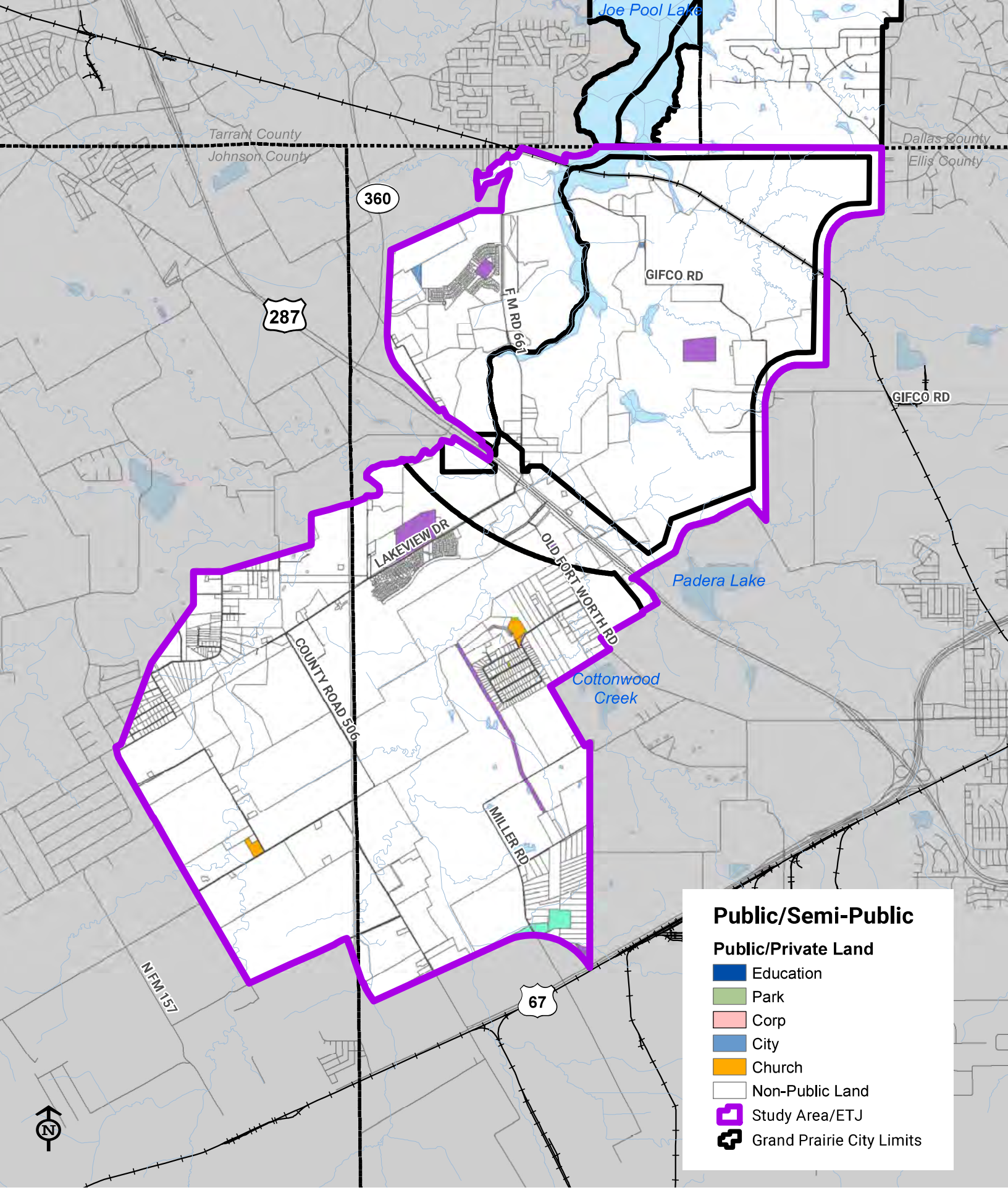
MAP J. NORTH STUDY AREA - ZONING MAP



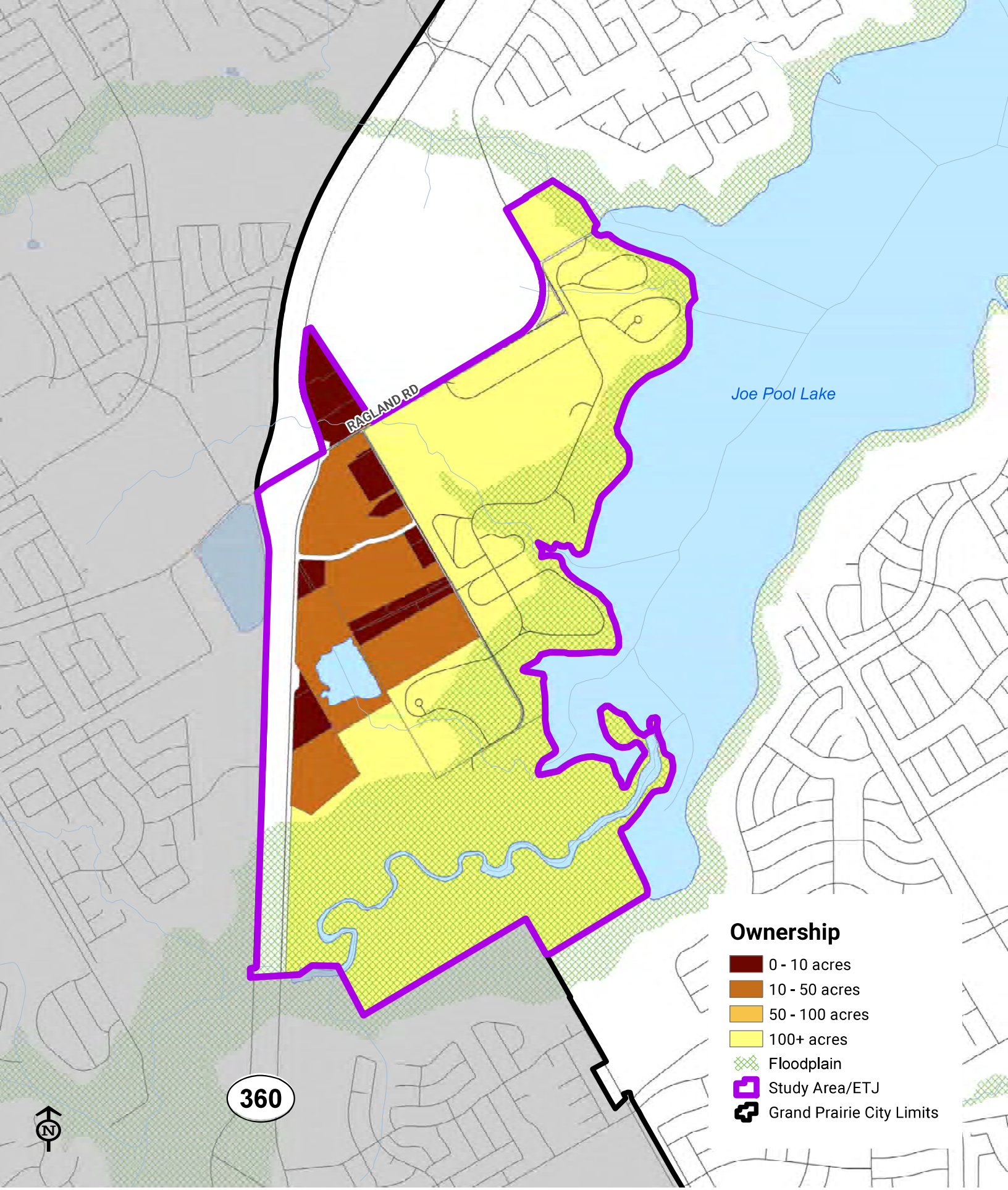
MAP K. SOUTH STUDY AREA - ZONING MAP



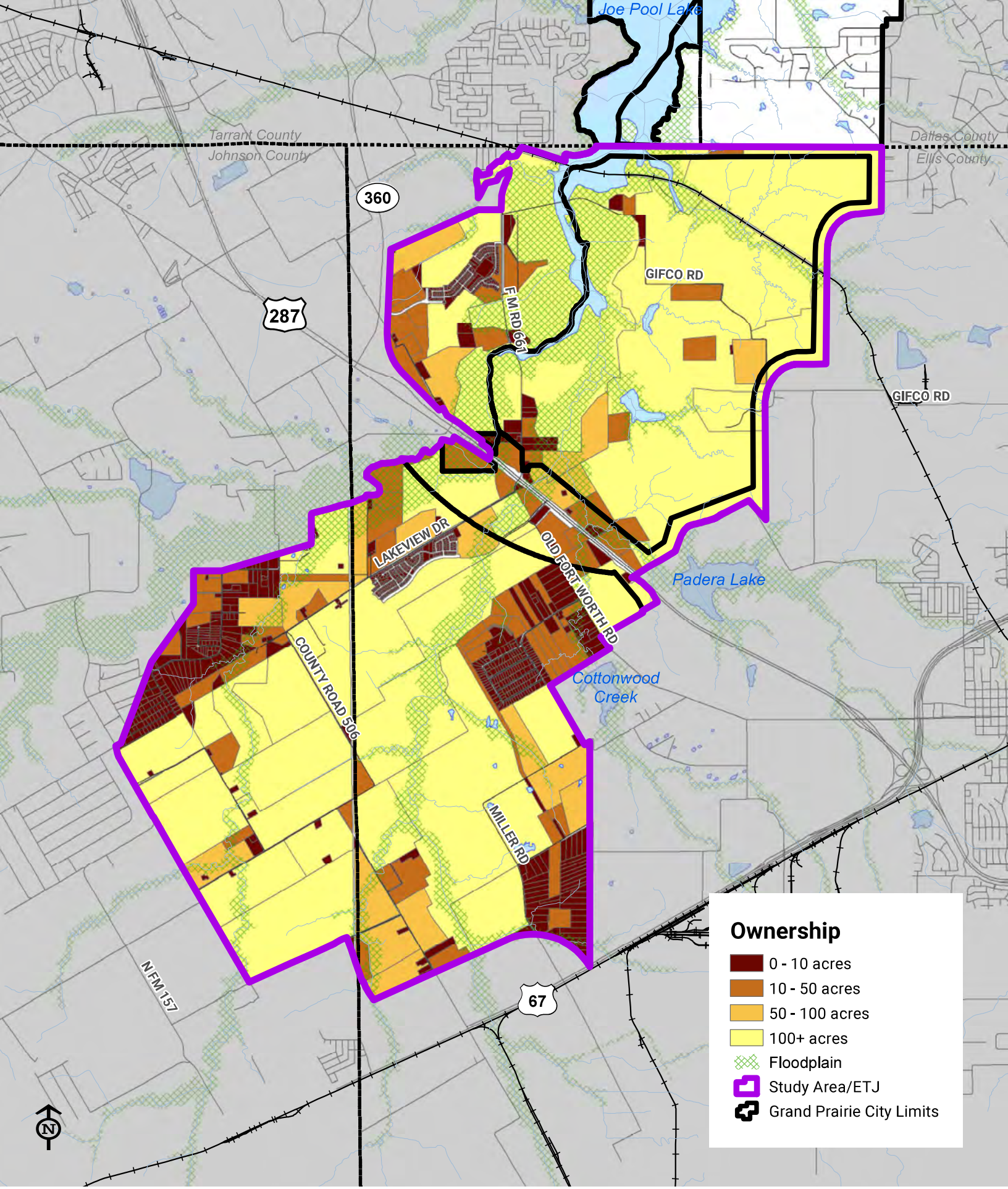
MAP L. NORTH STUDY AREA - PUBLIC/SEMI-PUBLIC MAP



MAP M. SOUTH STUDY AREA - PUBLIC/SEMI-PUBLIC MAP

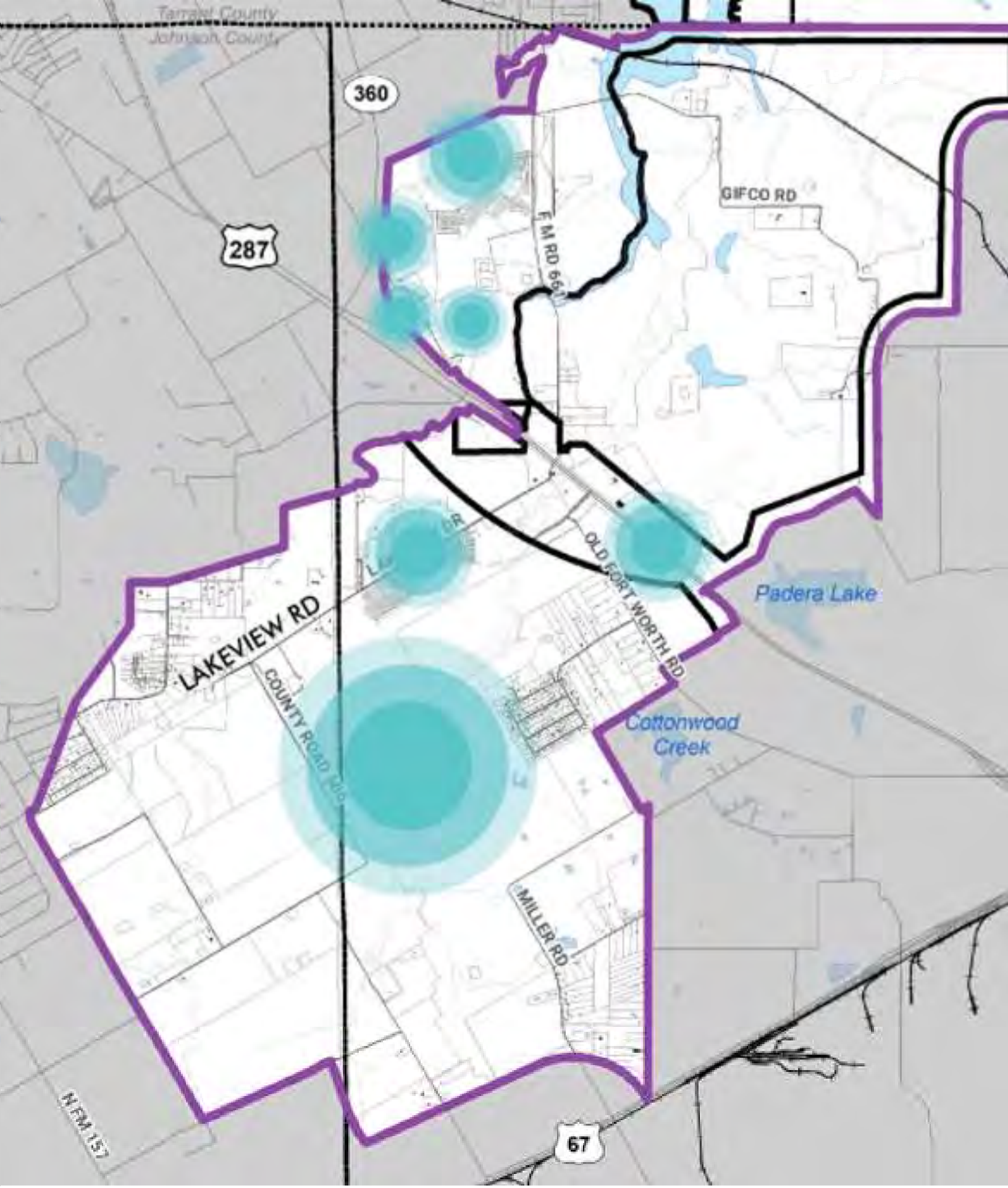


MAP N. NORTH STUDY AREA - PARCEL SIZE MAP

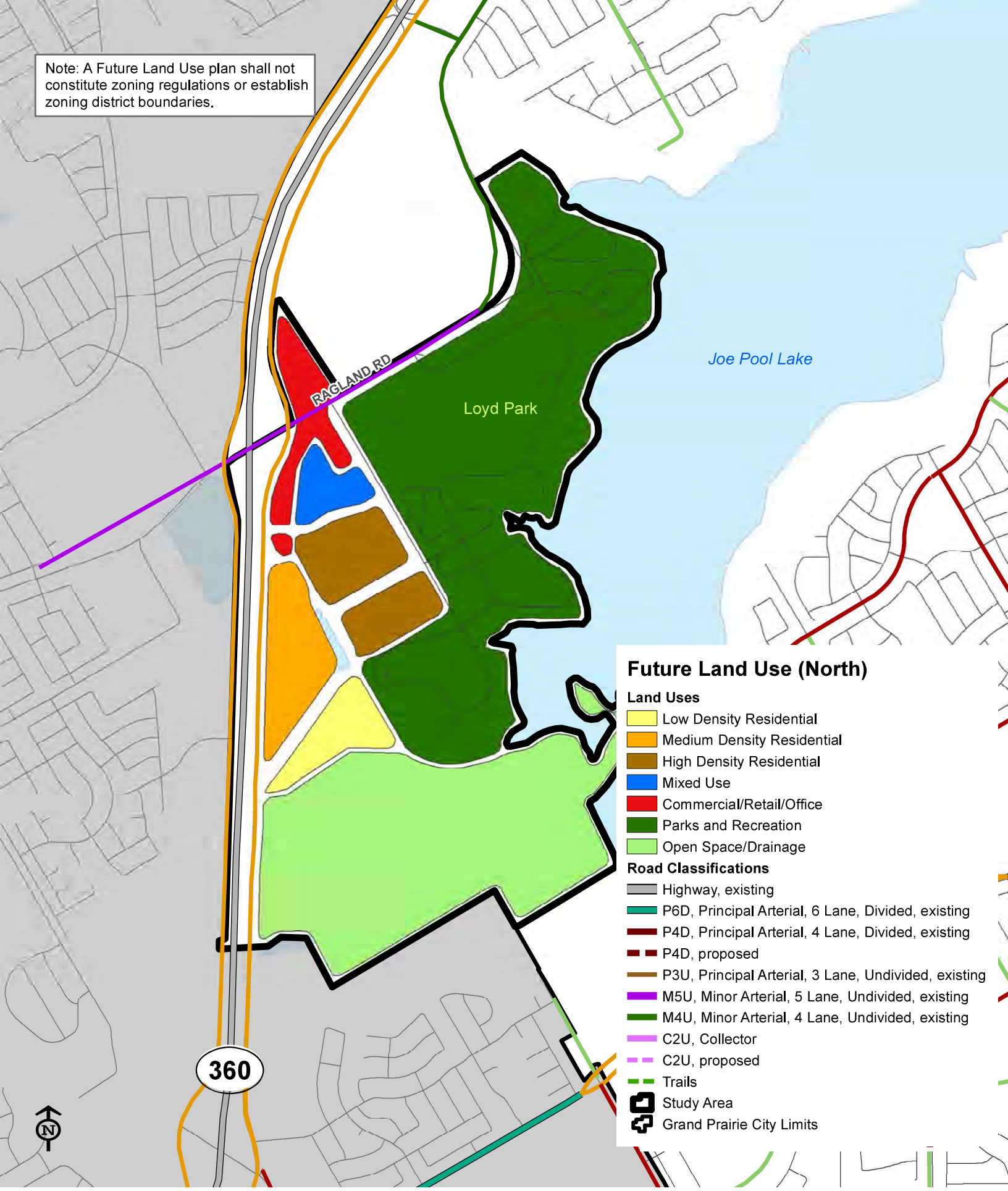


MAP O. SOUTH STUDY AREA - PARCEL SIZE MAP

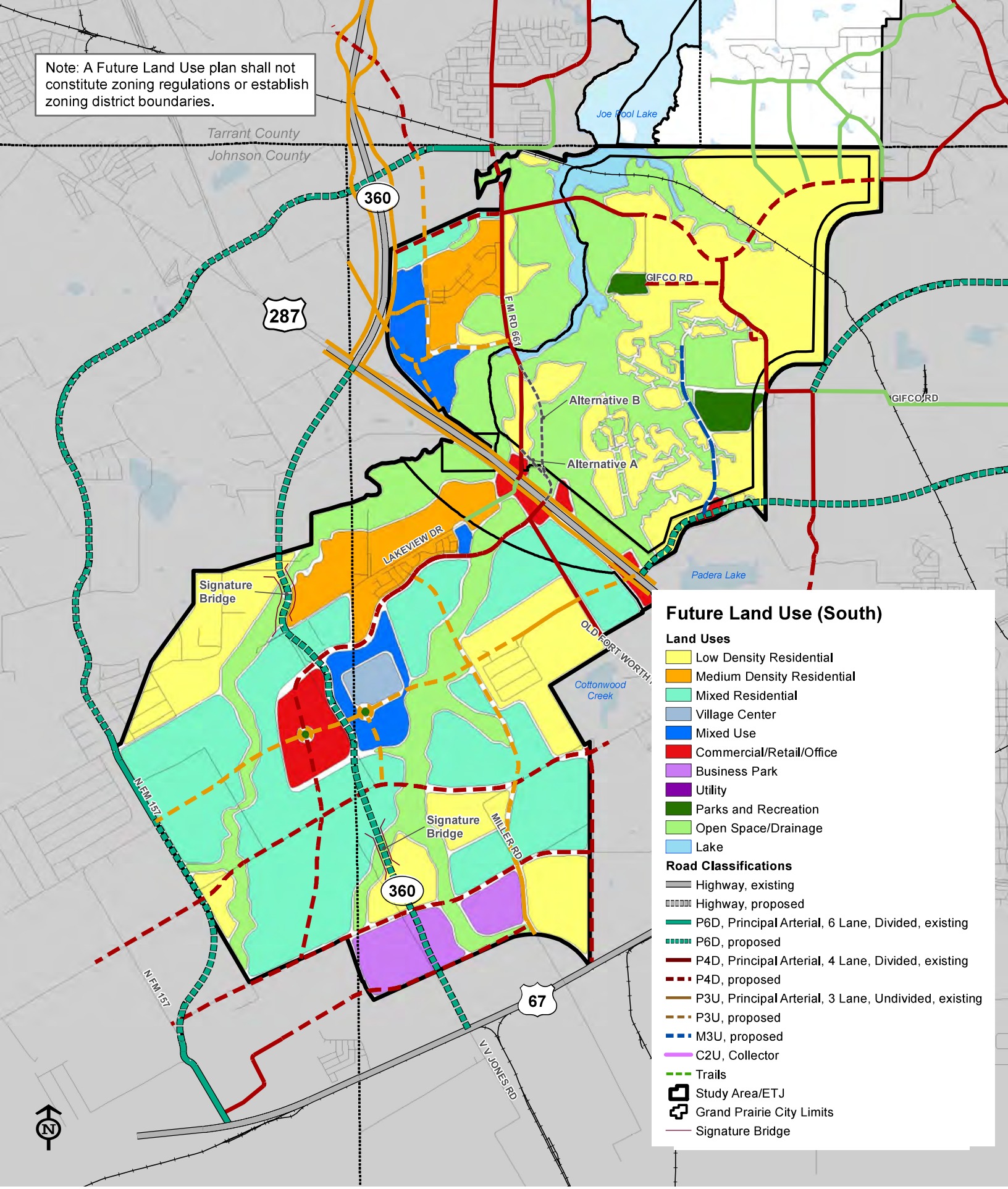
MAP P. NORTH STUDY AREA - PROPERTY OWNERS



MAP Q. SOUTH STUDY AREA - PROPERTY OWNERS



MAP R. NORTH STUDY AREA - FUTURE LAND USE MAP



MAP S. SOUTH STUDY AREA - FUTURE LAND USE MAP

ONCOR HIKE AND BIKE TRAIL GUIDELINES

The following are Oncor's guidelines for hike and bike trails in relation to transmission rights-of-way. There may become an opportunity for the City to partner with Oncor to include trail connections via utility easements in the south 360 corridor.

ONCOR HIKE AND BIKE TRAIL GUIDELINES

A SUSTAINABLE COMMUNITY PARTNERSHIP MODEL

June 1, 2014

ONCOR TEXAS TRAILS

Table of Contents

Introduction

In 2011, Oncor announced it will begin to transform pathways under parts of the company's transmission rights-of-way into hike and bike trails as part of the new Oncor Texas Trails program. These trails will help create pathways that will be integral parts of the communities Oncor serves. The Oncor Texas Trails program is also a key part of Oncor's commitment to supporting health and fitness initiatives, as well as a key part of a broader Oncor initiative to align Oncor's assets with community needs.

The Oncor Texas Trails program will allow Oncor to work proactively with the communities we serve to design a template for recreational use of transmission rights-of-way, including native and low maintenance landscape designs.

Oncor hopes that the hike and bike trails will lend themselves to health and fitness oriented events such as community walks, runs, rides and other fitness activities along the trails. These types of events illustrate the importance of living a healthy lifestyle and provide an outlet to community members to practice a healthy lifestyle.

Guiding Principles

The following guiding principles are primary factors when evaluating proposed Hike and Bike Trail plans:

- Maintaining the safety of the public and Oncor's employees and contractors;
- Promoting a sustainable community partnership model that aligns well with Oncor's philanthropic and community involvement focus on health and wellness;
- Ensuring public awareness and support for hike and bike trail projects including the adjacent landowners;
- Maintaining the reliability, security and electrical clearance requirements of Oncor's transmission and distribution lines;
- Preserving Oncor's ability to access facilities for on-going and future inspection, operations and maintenance needs;
- Ensuring the corridor is not constrained in a way to prevent meeting future grid electrical needs, system upgrades, etc.;
- Avoiding increased maintenance expense or liability for Oncor.
- Sustaining and protecting the Licensee's investment in a hike and bike trail.

Background

Oncor's transmission line rights-of-way (ROW) primary purpose is to provide safe and reliable electric service to the public. The ROW is used by Oncor to construct, operate, and maintain transmission and in some cases distribution facilities. When possible, the use of the ROW for hike and bike trails is a great way for Oncor to partner with cities in our service area. The width of a transmission line ROW depends on the voltage of the line and the height of the structures, but can be 70 to 160 feet wide or more depending on the type of facilities and their location on the ROW.

Transmission lines transfer electricity from generating stations to substations. From these substations, the electricity is distributed to individual homes and communities through distribution lines typically supported by wood poles called distribution poles. These distribution lines and poles are smaller in size, carry a smaller amount of electricity, and are spaced closer together as compared to transmission lines and structures.

Since overhead electric lines are un-insulated, the design of these lines requires that minimum clearances be maintained for safety and reliability. Trees and other plant materials can cause interruptions to electric service if they grow into or fall upon the overhead electric lines. Since 1996, tree and power line conflicts have been implicated as the cause of three large-scale electric grid failures in the US and Canada, including the massive August 14, 2003 blackout that affected 50 million people. As a result, the industry practice of tree clearing both within and along the edge of ROW has become more stringent.

The development of Hike and Bike Trails and Landscaping Enhancements must be carefully planned and these guidelines have been developed to ensure a sustainable community partnership where transmission line ROW remains in compliance with all clearances, safety regulations, and good engineering practices that pertain to existing and future electric transmission and distribution facilities.

Application/ Process

Each transmission right of way is unique and as such, Oncor reviews each project for approval. These Guidelines and Landscaping Templates are provided as information to minimize misunderstanding and ensure that improvements that are proposed by a community will be possible.

Before developing details plans for a Hike and Bike Trail on Oncor property, the entire proposed scope of the Hike and Bike Trail (including those portions of the proposed trail not impacting Oncor's property) should be submitted to Oncor for review. This preliminary review process is intended to provide project feasibility feedback to the potential Licensee regarding the use of Oncor's property for Hike and Bike Trail purposes before the Licensee makes significant financial investments and plans.

The Hike and Bike Trail project plan documentation requirements are as follows:

- Submit a set of preliminary, scalable plans showing the property lines, transmission and distribution structures, existing facilities (roads, telecom, etc.) and proposed trail location.
- Indicate all proposed grading / elevation modifications.
- Utility access route to be shown on plans.
- If possible, discuss future desired trail improvements if not part of the original plans.

Hike and Bike Trails License Agreements are for use with city or county governments. Oncor will not license a hike and bike trail to other entities such as homeowner's associations.

Hike and Bike Trails are intended for application on typical 138,000 volt or 69,000 volt ROW owned by Oncor. Oncor will review proposed trail locations for appropriate application in the event the property configuration or facility limitations cannot accommodate a Hike and Bike Trail.

The Licensee must conduct an open meeting for all adjacent property owners and the public before the start of a hike and bike trail project to ensure public awareness and support.

Oncor reserves the right to approve or deny Hike and Bike Trails and the trail design or landscaping in certain areas and situations consistent with the Guiding Principles.

Hike and Bike Trail Features

It is important for Oncor to be provided the full scope of a community's proposal for the success of the project and to protect the city's investment in the trail. Following are specific requirements:

Trail Design Requirements

- One side of the transmission line ROW must remain open throughout the trail to allow Oncor access for maintenance and operations. Typically a minimum of 15 feet is required for vehicular access.
- The maximum concrete trail width is 12 FT.
- Divided concrete trails are not allowed.
- Bollards will typically be required at road crossings.
- Trail construction will minimize changes to the existing grade, elevation, and contours within the ROW.
- Written consent is required from Oncor, prior to any excavation or trenching within the ROW.
- Minor changes will be permitted to comply with American with Disabilities Act.

Amenities

The following commonly requested hike and bike trail amenities are generally acceptable with some restrictions:

- Crossing Metal Fences - maximum height 8 feet, crossing angle at 45 to 90 degrees to the centerline of the ROW.
- Trash Receptacles - at road/street crossings.
- Trail Identification Signage - non-conductive materials only, trail name identification at the road/street crossing, maximum height 6 feet.
- Mile Marker Signage - non-conductive materials only, recommended one per mile, edge of ROW, maximum height 6 feet.
- Rest Areas - located adjacent to publically available road/street access.
- Pedestrian Benches - maximum length 6 feet, located adjacent to publically available road/street access.
- Shade Features – typically located within rest areas, non-conductive, non-climbable, work closely with Oncor on height and ROW location to ensure electrical clearances are met.
- Low Water Crossings - permitted with minimum grade/elevation change.
- Decorative Walls – incorporated within landscaping features, maximum height 5 feet.
- Sprinklers – low pressure drip irrigation only and in areas of approved landscaping vegetation only.
- Portable Restrooms – temporary ONLY for events and construction.

Restrictions

Consistent with the Guiding Principles, the following improvements are typically not compatible with transmission ROW, but can be incorporated into the overall hike and bike trail design outside the transmission ROW and not on Oncor property:

- Structures (e.g. pavilions, cabanas, playground equipment, storage buildings, etc.)
- Longitudinal Fences (conductive or non-conductive)
- Electrical lighting or wiring
- Dumpsters
- Parking Lots
- Ponds
- Bridges

Landscaping Requirements

Vegetation density and height are critical issues affecting the safe and reliable operation of Oncor transmission lines. Landscaping requirements attempt to provide basic guidelines for a space that allows compatible use of vegetation and visually attractive landscaping features with the use of Oncor's electric facilities in accordance with the Guiding Principles.

Before any new transmission line ROW landscaping plan for a Hike and Bike Trail or Landscaping Enhancement is approved, Oncor will work with the licensee to indentify all existing vegetation incompatible with these Landscape Requirements and determine the plan for removal. Once a new landscaping design is approved by Oncor, the improvements may be installed and are maintained by the Licensee.

The license agreement for the hike and bike trail requires the Licensee maintain the entire length and width of the transmission line ROW covered under the license agreement - not just the areas within and immediately adjacent to the trail.

Visual Interest Features

Features that promote visual interest such as vegetation, rocks, planting beds, berms, etc. are often desirable features in a landscape plan. Oncor will review and if appropriate approve these features for potential clearance and access issues, consistent with the Guiding Principles.

For the purposes of landscape design requirements, a Landscape Template is provided to communicate where visual interest features are generally acceptable and offer the least interference with ROW access and clearance with electric facilities. The template describes three general zones:

- Structure Zone – includes a 25 foot space surrounding a transmission structure. Typically turf only.
- Sag Zone – includes the middle 40% of the ROW between transmission structures and 10 feet outside the outermost overhead transmission conductor. Grass type plantings only. Visual interest features and other amenities are typically incompatible.
- Visual Interest Zone – features might include approved vegetation, rocks, planting beds, berms and amenities. Typically limited to 5 foot in height.

Other utility facilities within the transmission ROW such distribution lines / poles, substations, utility boxes may exist. Areas within 25' of these facilities should be turf only.

The density of vegetation (all types) for all zones should not exceed 25% of the total space available by landscape area per span. There should be no plantings, stands, or beds that cover the entire length or width of any zone so as to form a barrier to visibility or travel by foot or by vehicle from one Zone to the next or one span to the next.

Adequate breaks or spacing between beds or stands should exist to provide for foot and vehicle travel through these Zones.

Following are the minimum spacing requirements for certain types of plant material:

Shrubs-Minimum 15 ft spacing outside of planting beds
Ground cover/Flowers/Bunch Grass – typically limited to planting beds

Grade

The existing ROW should be sufficiently graded to provide good drainage and avoid standing water. Care should be taken during trail construction to avoid any changes in the grade within the transmission line ROW, thus preventing any drainage issues or concerns from adjacent landowners.

Plant Materials and Landscape Layout

All plant material that will be installed will be noted on the trail landscaping plans at the exact location where it will be planted. The specific species and variety of all plant material must be listed on the plans.

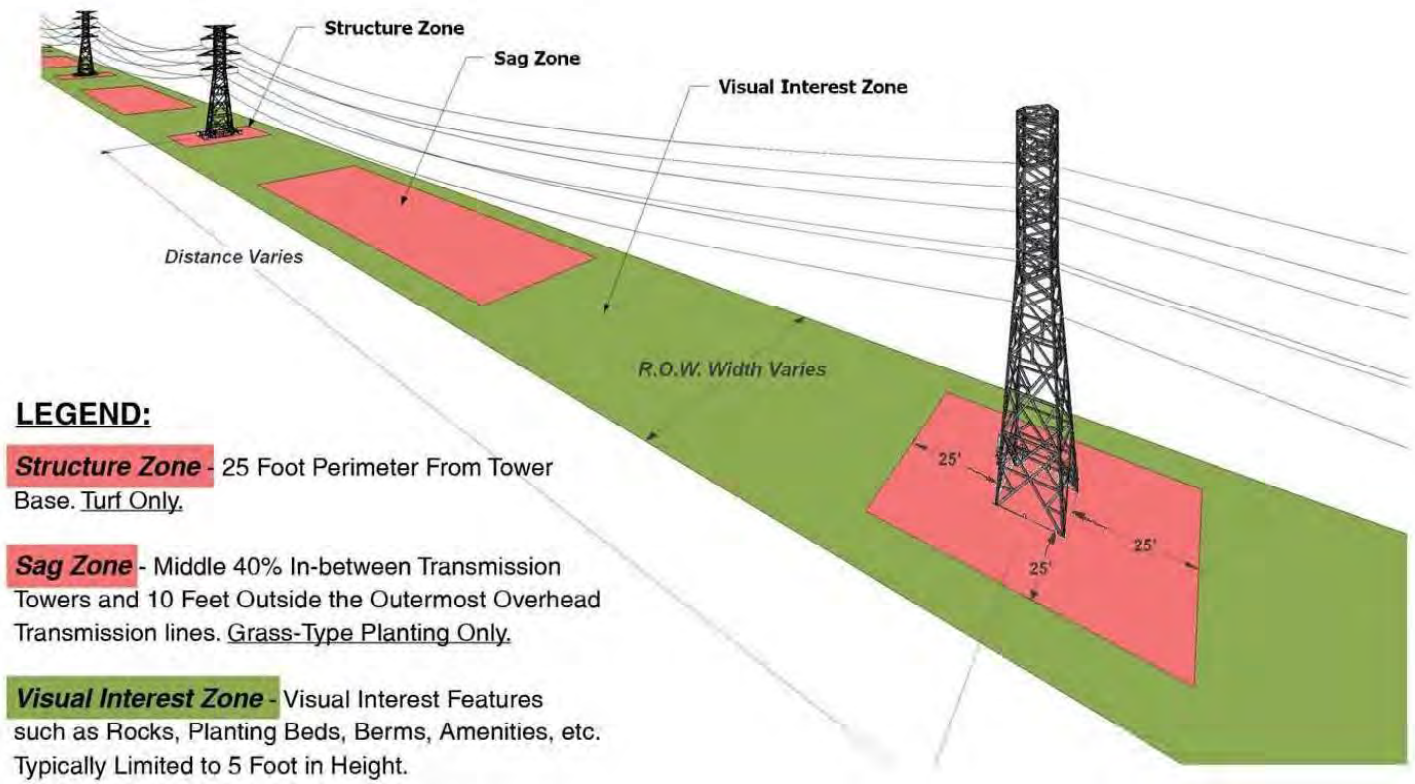
The following Recommended Plant Material List is intended as a guide and does not guarantee that the plants listed will not exceed the maximum height under certain conditions. Licensee will be responsible ensuring that the maximum allowable height of plant material is not exceeded at any time. If, upon inspection by an Oncor representative, plant material is found that exceeds the maximum height allowed for the Zone where it is planted, Oncor representatives will mark (Tag) the plant material for removal by Licensee. Replacement of the plant material will be at the sole cost of the Licensee. If Licensee fails to remove the plant material that has been tagged by Oncor as non-compliant, Oncor reserves the right to remove the plant material and Oncor's discretion after 30 days written notice to Licensee.

Vegetation height at maturity must not exceed 5 feet. The following list of ornamental plants generally meets these requirements. No trees will be approved as part of a landscape design on transmission ROW. Other plants may be submitted for review on a case-by-case basis.

Recommended Plant Material List

Common Name	Plant Species	Common Name	Plant Species
American Beautyberry-	*Callicarpa americana*	Apache Plume	*Fallugia pardoxa*
Bat Face Cuphea	*Cuphea llavea*	Bridal Wreath Spirea	*Spiraea cantoniensis*
Bridal Wreath Pirea	*Pirea patens*	Butterflybush (blackbush)	*Buddleia cacidii var black Knight/Bonnie*
Coralberry	*Symphoricarpos orbiculatus*	Cliff Spirea	*Holodiscus dumosus*
Creosotebush	*Larrea tridentate*	Fern Acacia	*Acacua angustissima*
Firebush	*Hamelia patens*	Flame of the Woods	*Ixora coccinea*
Golden Currant	*Ribes aureum*	Oak leaf Hydrangea	*Hydrangea quercifolia*
Primrose Jasmine	*Jasminum mesnyi*	Rabbitbrush	*Chysothamnus nauseosus*
Rockspray Cotoneaster	*Cotoneaster horizontalis*	Shrubby Cinquefoil	*Potentilla jruiticos*
Texas Sage	*Leucophyllum virginicus*	Three Leaf Sumac	*Rhus trilonata*
Winter Honeysuckle Bush	*Lonicera jragrantissima*	Yellow Bird of Paradise	*Caesalpinia gilliesii*

Landscape Layout Template



FREESE AND NICHOLS
2711 North Haskell Avenue
Suite 3300
Dallas, Texas 75204