

APPENDIX F

Recreational Planning

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Introduction

The City of Dallas commissioned the Elm Fork Floodplain Management Study targeting the Elm Fork corridor to examine the floodplain for drainage and watershed management. The study also includes a recreational amenities plan. This report focuses on existing and proposed recreational amenities for the Elm Fork corridor. The study area comprises the east bank and adjacent area of the Elm Fork from the confluence of the Trinity River at SH 183 northward to Royal Lane. The Walnut Hill Landfill area east of Luna Road was also considered as part of the study.

This report will address the existing environmental conditions and recreational amenities in the Elm Fork corridor. Consideration will be given to City of Irving existing and proposed recreational facilities on the west bank of Elm Fork. Proposed recreational amenities are discussed next and are separated into two categories for planning purposes:

- Conceptual Trails Plan – to address the various trails existing and proposed
- Recreation and Aesthetics – to address existing and proposed facilities and related infrastructure and land acquisition

The design approach will be to consider the Elm Fork River and basin as an asset to be preserved environmentally while public use and access is increased. The design must also consider beyond the present to preserving an asset for future generations.

"Make no little plans."

Daniel Burnham, Architect, 1893 Columbia Exposition, "City Beautiful" planner

Existing Conditions

The study area is comprised of the public land east of the Elm Fork and bounded by existing commercial or industrial development. Some residential, commercial and industrial uses are pocketed within the public land areas. The public land consists of forests, lakes, wetlands and cleared land for recreational use. The area is rich in biodiversity and wildlife (refer to the *Environmental Assessment* section of the accompanying report for additional information).

Based on public input, recreation recommendations of this report will seek to preserve forests, wetlands and lakes while increasing public access to this unique asset.

Existing Recreational Amenities and Infrastructure

Existing recreational amenities will be addressed on the Elm Fork corridor from south to north.

- **Bachman Lake**

Bachman Lake lies adjacent the study area, but its proximity deserved assessment, especially in regards to linking its hard surface trail to the Elm Fork trail system.

- **Levee and Road System**

The existing levee road system on the east side of the Elm Fork occurs between Harry Hines Boulevard and extends southward beyond SH 183. The road provides access to the Trinity River Corridor and Water Department facilities along Harry Hines Boulevard. The levee overlooks the Elm Fork basin with more than 100 acres of wetland/grassland used by birds and waterfowl.

- **Canoe Take Out at IH35 (Raceway Drive)**

Canoes and boats currently use the Bachman Branch just west of I 35E for access. The site is entered from Raceway Drive along a dirt road. The Water Department also uses this access and road to service their intake structure. No paths or ramps exist for canoe access. The dirt road continues westward to Frasier Dam.

- **Frasier Dam**

Frasier Dam impounds the Elm Fork just north of SH 183. (Refer to the *Flood Management Projects* section in the accompanying report for additional information.) The dirt access road from Raceway Drive travels westward to Frasier Dam through more than 100 acres of forest. The road and surrounding area is frequently inundated.

- Fishing Hole Lake

“Fishing Hole Lake” is a 70 acre lake located south of Storey Lane (Spur 482) adjacent to the Elm Fork. The lake was used by a private water skiing club primarily to practice ski jumps. An access road from Storey Lane leads to an existing boat ramp which is in fair condition. The gravel access road is steep and difficult to use, especially with a boat in tow. A Water Department intake structure exists on the northwestern end of the lake which is served by a gravel road. Some informal dirt trails exist around the lake which are not currently maintained. The trails are used by bird watchers especially during the spring migration. Seventy acres of woods and wetlands surround the lake and provide bird habitat.

- Technology Preserve Lake

“Technology Preserve Lake” is a 60 acre lake between Elm Fork and the commercial development occurring along Technology boulevard. The Park and Recreation Department placed a boat ramp on the northern shore; however, access to the ramp has been cut off due to commercial development. Currently, the City Park and Recreation Department is discussing re-establishing access with the developer of the site. The 110 acres west, south and east of the lake are densely wooded and inundated frequently.

- L.B. Houston Nature Trails

Approximately 110 acres of forested area north of Elm Fork and east of Wildwood Road is explored by one to two miles of soft surface nature trails. The nature trails extend about one-half mile to the east to a sixteen acre lake. A small gravel parking lot off Wildwood Road services the nature trails which are under the jurisdiction of the City Park and Recreation Department. Due to its remote location, the area suffers from illicit activity.

- L.B. Houston Park

L.B. Houston Park features approximately 9 miles of trails for off-road biking in 200 acres of forest adjacent to Elm Fork. The dirt trail is a single width pathway through the woods adjacent to Elm Fork. The two entrances to the trail are on the south and west side of the parking lot off California Crossing Road. The trails are rated beginner’s status due to the flat slope.

- Lake off California Crossing Road

A 32 acre lake lies south of California Crossing Road and is serviced by the parking lot also used for off-road biking at L.B. Houston Park.

- California Crossing Dam & Canoe Access

California Crossing Dam occurs north of California Crossing Road. A paved road leads to the dam, parking lot (approximately 20 spaces) and adjacent ten acre picnic area. Currently canoe put in occurs about 100 feet

downstream of the dam and canoe take out occurs about 100 feet upstream of the dam. No paths or ramps exist for canoe access. A small 5 acre lake lies north off city property. About sixty acres of forest lie upstream of the dam but are currently inaccessible from the park due to private ownership. The Environmental and Cultural Study reports the historic nature of this site once used by pioneers going westward to California. At the time of this study, an off leash dog park is proposed for construction at California Crossing Dam area.

- Dallas Gun Range

Winchester Gun club currently leases acreage from the City to use as a gun range. The club is accessed from Luna Road. Berms have been installed to absorb shot from the pistol and rifle ranges. The club has cleared about 90 acres for the ranges and built a small building for operational purposes. Due to the proximity of L.B. Houston Golf course, shot from the skeet range occasionally falls onto golf play. Approximately seventy acres of woodland lie east and west of the gun range. A small six acre lake is located adjacent to Luna Road. The area floods frequently.

- L.B. Houston Golf Course and Tennis

L.B. Houston Golf Course features an 18 hole golf course and clubhouse with parking for more than 100 vehicles. L.B. Houston Tennis facility offers 16 lighted hard surface courts and clubhouse. The golf and tennis facilities occupy approximately 250 acres west of Luna Road. Another 150 acres of woods flank the golf course on the west and south and host two twelve acre lakes. The area is subject to frequent inundation.

- Commercial Recreation

Besides the public recreational amenities noted above, two commercial recreation uses are located within the study area. Malibu Speedzone, I35 E at Southwell, provides lighted miniature golf, speed racing on various tracks, arcade and food services. North Texas Golf Center at the west end of Walnut Hill Lane features lighted 9 hole par 3 golf course, practice range and pro shop.

- Walnut Hill Landfill areas

The land fill areas east of Luna Road and west of Goodnight Road provide hundreds of acres for open space and will be considered for future recreational development.

City of Irving Recreation Plan

The City of Irving has developed a Trinity River Parks and Greenbelt Master Plan which proposes new facilities on the west (Irving) side of the Elm Fork corridor. The City adopted the Master Plan in 1995 and has already implemented several miles of the Campion Trail, a primary trail that parallels Elm Fork. Irving's Master Plan will be assessed in order that proposed Dallas recreational amenities will complement and not compete with Irving's existing and proposed facilities. Irving's proposed facilities are depicted on Exhibits J Conceptual Trails Plan and Conceptual Recreation and Aesthetics Plan in the *Recreational Planning* section of the report.

- Campion Trail

Campion Trail is a primary trail consisting of 12-foot wide concrete pathway starting on the banks of the Trinity River at Hunter Ferrell Road and stretching northward along the Elm Fork to north of LBJ Freeway. Irving has constructed a 3-1/2 mile section beginning at Royal Lane and extending southerly to California Crossing Road.

- Equestrian Trails

Equestrian trails are planned from Luper Road at the Trinity River going northward along Elm Fork to Sam Houston Trail Park north of LBJ Freeway.

- Secondary Trails

Irving's plan depicts secondary trails to be built from Bird's Fort Trail Park south to California Crossing Park.

- Proctor Road Landing

Beginning at SH 183, Irving proposes Proctor Road Landing just south of the bridge. This facility serve as a trail head for the Campion Trail while providing a canoe landing, boat launch, fishing facilities and parking for 40 vehicles.

- Frasier Dam

Canoe portage or canoe flume are proposed at Frasier Dam to increase canoe/boat access to Trinity River from Elm Fork.

- California Crossing Park

The proposed California Crossing Park will host an interpretive facility, historic crossing site, nature trail with interpretive signs, wetlands preservation and interpretive site, picnic facilities, canoe landing, fishing facilities, and parking for 50 vehicles. The park is located along Rochelle Boulevard at California Crossing Road.

- Bird's Fort Trail Park

Bird's Fort Trail Park will contain a regional trail head, boardwalk, rollerblade loop, festival plaza, picnic facilities, low powered boat launch, and parking for 100 to 200 vehicles. The park lies north of Northwest Highway on O'Connor Boulevard.

- Polo Fields/ Equestrian Center

The existing equestrian center is located south of Royal Lane on the Elm Fork. The equestrian center will be complemented with polo fields and picnic facilities along with parking for 75 vehicles. An equestrian trail from the center will connect to Spring Trail Park, north of Royal Lane, where the master plan shows additional polo fields and equestrian facilities.

Conceptual Trails Plan

Exhibit J Conceptual Trails Plan shows existing and proposed trails for the Elm Fork area. Opportunities for proposed trails will be balanced with site constraints, existing trails, and City of Irving trail system. Proposed trails from the Dallas County Trail Plan were incorporated into this study.

Although large tracts of land lie along the Elm Fork, existing wetlands and woodlands constrain additional trail development near the Elm Fork. However, excellent trail opportunities remain on the perimeter of the Elm Fork basin away from fragile stream banks and preserved ecosystems.

Existing trails include 9 miles of off road bicycle (mountain bike) trails at California Crossing, 1 to 2 miles of nature trails at L.B. Houston Nature area off Wildwood Road and east of Frasier Dam and the canoe/boat trail on the Elm Fork.

- Primary Trail

The "Conceptual Trails Plan" proposes 15 miles of primary trail, also known as veloway or veloweb, a minimum 12.5-foot wide hard surface trail. The primary trail/veloway will serve as the link that connects the portions of the Elm Fork that are separated by major thoroughfares. The primary trail will also connect to Bachman Lake trails, other primary trails proposed by Dallas County Trail Plan and City of Irving Master Plan. The design approach for trail links will create loops in the veloweb to enhance usage.

To minimize the impact to the environment and loss of trees, the primary trail will be located on the available levee system near Highway 183, along the improved Ulna Road, and along the perimeter of the park boundaries as much as possible to keep away from the fragile river bank. The trail location

will maximize visibility for safety and the placement outside the forest canopy will help to keep trail dry. The primary trail will link nature, interpretive, secondary, off road, and other trails as well as recreational facilities within the Elm Fork recreational preserve.

- Connection to Trinity River Corridor Trails

The primary trail will use the levee roads to connect with the proposed Trinity River Trail system below Highway 183.

- Connection to Bachman Lake Trail

From the existing hard surface trail system at Bachman Lake (corner of Shorecrest Drive and Denton Drive), the veloway travels across the signaled intersection, thence westward along Bachman Creek waterway, crosses Harry Hines Boulevard at a signaled intersection, and continues along the levee to connect to the Elm Fork primary trail west of IH35.

- Connections to Dallas County Trails

The primary trail will connect to the existing Bachman Lake bike/skating trail and to the proposed Dallas County trails -- Rawhide Trail near LBJ Freeway, Elm Fork/White Rock Trail at Technology Preserve and Old Meanders Trail near Bachman Lake and north of Brookhollow Country Club. It is recommended that the primary trail extend northward beyond Royal Lane (and the study area) to link with the Dalhoma Trail system.

- Connections to Irving Trails

Primary trail linkages with the City of Irving's existing and proposed Champion Trail will occur at Frasier Dam, California Crossing and Royal Lane.

- Frasier Dam – The primary trail can utilize an existing cleared roadway extending from IH35 at Raceway Drive to Frasier Dam connect to the Champion Trail. A low water crossing could be incorporated into the proposed dam structure.
- California Crossing - The Champion Trail can be accessed from California Crossing Road. Light traffic occurs on the existing two lane road. Bikers/bladers could use a narrow painted lane on the existing bridge over Elm Fork until the bridge is modified to accommodate bike lanes on both sides.
- Royal Lane – An existing pedestrian lane on the south and north sides of the Royal Lane bridge could be used by the primary trail, although it is only 5 feet in width, to connect to the Champion Trail.

- Primary Trail Layout

The primary trail begins on the levee road at SH 183 and extends northeasterly to IH35 where it intersects Old Meanders Trail proposed by

Dallas County. From there the trail parallels IH35 in a northerly direction and follows the east bank of Fishing Hole Lake.

The veloway crosses under the Spur 482 bridge and continues westerly to Technology Preserve Lake where it will link with Elm Fork/White Rock Trail proposed by Dallas County. Since property ownership extends into the northern edge of the lake, the trail is routed along the eastern and southern banks of the lake. Due to the presence of wetlands and fragile Elm Fork bank ecosystem, an elevated boardwalk built on piers is recommended to minimize impact to this sensitive environmental area. The boardwalk will extend approximately 6,600 linear feet.

In lieu of the boardwalk, the trail could cross the Elm Fork via bridge structures and connect to the Irving Campion trail. However, the cost of building a bikeway bridge at the same elevation as the roadway would exceed the cost of a boardwalk.

Crossing under the Loop 12 bridge, the trail returns to hard surface and travels northwesterly through L.B. Houston nature trail area, then north along Wildwood Road to California Crossing Road. The trail runs west along California Crossing Road across the Elm Fork bridge and links to Irving's Campion Trail.

From California Crossing Road, the veloway runs north along Luna Road using an access road to cross under Northwest Highway. The primary trail continues north on Luna Road to the proposed Walnut Hill Street expansion. At this point, the primary trail heads east, crosses BNR railroad, bends south and follows the railroad spur easterly to connect to the Elm Fork/White Rock Trail proposed by Dallas County. This trail route also will access the sports complex recommended for the Walnut Hill Landfill.

The primary trail completes its parallel course to Elm Fork as it continues northward along Luna Road to Royal Lane. The trail runs west along Royal Lane using the bridge across Elm Fork to connect to Irving's Campion trail. As noted earlier, the bridge's existing pedestrian crossing does not meet the 12 feet 6 inch width for the veloway. Since it may be cost prohibitive to modify the bridge structure to accommodate the veloway width, the existing 5-foot wide pedestrian ways could serve for the veloway course. A separate primary trail could cross under the bridge and continue northward to connect to Rawhide and Dalhoma Trails proposed by Dallas County.

- Off road bicycle trails

California Crossing offers 9 miles of off road bicycle (mountain bike) trails. These will be accessible from the Primary Trail/Veloway. The area could be enhanced with earthen jumps.

- Nature, Historic and Interpretive Trails

Existing trails include 1 to 2 miles of nature trails at L.B. Houston Nature area off Wildwood Road and some informal trails east of Frasier Dam. Existing nature trails located along Wildwood Road and east of Frasier Dam could be improved and additional interpretive trails added to enhance the system. Approximately 1 to 2 miles of trails could be added at L.B. Houston area; 2 to 3 miles are recommended at Frasier Dam. Trails could take advantage of bird watching opportunities at the Frasier Dam area. However, human access should remain limited in bird nesting and wildlife areas near Frasier Dam. The primary trail will link to these nature trails. Signage should be added to the trails including informational maps and interpretive signs.

Proposed interpretive/historic trails at California Crossing will present the history of the pioneer's use of this Elm Fork crossing. The 1-1/2 mile trail should be well marked with interpretive signs.

- Canoe/Boat Trails

Canoes currently navigate the Elm Fork utilizing existing put in/ take out at California Crossing, and the take out east of the Frasier Dam at the IH35 ramp. The City of Irving has proposed canoe access to the Elm Fork at LBJ Freeway, Bird's Fort, California Crossing, Frasier Dam, and Proctor Landing as shown on the "Conceptual Trail Plan". In addition, the Trinity River plan proposes boat access at Sylvan Avenue as part of Trinity River development. The Conceptual Trails Plan recommends improved access (put in/ take out) at California Crossing and take out at the Frasier Dam area.

- Frasier Dam

The existing vehicular access to the canoe take out is a dirt road which turns off Raceway Drive under IH35. The dirt road is used by the Water Department to access the intake structure at Bachman Creek. A new access road should be designed to meet TxDOT Standards - either entering the site from Raceway Drive or from Spur 482. The take out area should be constructed to Corps of Engineer standards.

A boat launch is recommended at Fishing Hole Lake which also could be used as a secondary take out by canoes. Since intake structures exist for city water supply in this area, non-motorized boat use is recommended.

- California Crossing

The current put in and take out areas consist of unimproved dirt. Hard surface access and new put in and take out areas meeting Corps of Engineer standards are proposed at California Crossing.

- Equestrian Trails

Although the Las Colinas Equestrian Center lies across the Elm Fork from a large wooded area at L.B. Houston Golf course, the horses housed are show or polo horses and not used for trail riding purposes. Also, the east side of the Elm Fork would be difficult to access along the bridge at Royal Lane and the horses would create divots in the golf course if they wandered from the trail. Equestrian trails could only extend about 1/2 mile south of Royal Lane before encountering the gun range.

The Dallas County Trail Plan lists the following criteria for equestrian trails.

"For safety reasons, horseback riding trails are generally not shared with other trail users although hiking or bicycling may occasionally be allowed. When allowed, it should be signed to give equestrians priority use. It should be no less than 6 miles long. Lengths of at least 15 miles are preferred by equestrians."

Under these criteria the study area was examined for equestrian trails. The limited amount of existing and proposed trails will be used by cyclists, bladers, off road cyclists and pedestrians in conflict with equestrian use. The Elm Fork area has a large amount of sloughs and wet soils which hinder the development of additional trails for year round equestrian use. Since both the City of Irving and the Trinity River plan already propose equestrian centers and trails within this area, equestrian trails are not proposed for the Elm Fork area within this study.

Conceptual Recreation and Aesthetics Plan

The aesthetics value of the Elm Fork corridor was assessed for existing amenities and enhancement opportunities that would not compromise its ecosystem and minimize environmental impact. Also, open space has been identified for future recreational opportunities.

The "Conceptual Recreation and Aesthetics Plan" presents a scheme showing 4 park complexes connected into one greenbelt/mega park. The parks are bounded by the Elm Fork River on the west and separated by existing thoroughfares - Storey Lane (Spur 482), Loop 12 and Northwest Highway. The parks are connected by a primary trail which also serves as a veloway and links to interior trails at each park. For the purposes of this study, the parks from

south to north are named "Fishing Hole Recreation Area," "Technology Preserve Area," "California Crossing Recreation Area," and "L.B. Houston Golf and Sports Complex."

- Fishing Hole Recreation Area

Fishing Hole Recreation Area centers around an existing 70 acre lake, Fishing Hole Lake. The park is bounded on the west by Elm Fork, on the north by Storey Lane, on the east by IH35 and on the south by Highway 183 and levee. Vehicular access is proposed from Storey Lane into the site. The proposed road follows the lake shore and service an improved boat launch built to Corps of Engineers standards. Parking for about 40 vehicles and 4 boat trailers is proposed. The access road continues southeasterly to the improved canoe take out with additional boat trailer parking. The access road turns and travels west to Frasier Dam.

The lake (which was previously used for ski jumping) offers fishing, boating and bird watching opportunities. Since intake structures exist for city water supply in this area, non-motorized boat use is recommended.

The existing grassland area adjacent to the lake supports proposed parking, picnic area and shelter, restrooms, paddle boat/sailfish rental, and improved boat ramp. Soft surface nature trails, especially for bird watching, are recommended for the wooded lake and tributary area.

The grassland area flanked by the levee and south of the tributary could be further developed to support "team building" activities such as a ropes and challenge course. A proposed building could support team building use, and act as a retreat center for groups, and serve as interpretive center for indigenous and migratory birds.

The significant change in water elevation at Frasier Dam presents an opportunity to use the available water source and pressure to develop a white water course, constructed parallel to the Elm Fork channel. The white water course, built of shotcrete and molded to resemble native limestone formations, would run about 1,800 feet in order to qualify for Olympic use. The course could be viewed from natural bleachers formed by the slopes of the Dallas and Irving levees. An access road is from the Dallas levee roadway is proposed to service the whitewater course and parking lot. The retreat facility proposed for hosting team building events and bird watching also could house white water rental services.

Land acquisition is not needed for the proposed amenities. However, purchasing the tract adjacent to the existing road access from Storey Lane (now for sale) would provide room to enhance the proposed entry drive. Purchasing the available tract adjacent to IH35 would provide additional greenbelt buffer and provide room for an off-leash dog park.

- Greenbelt Link to Bachman Lake

In addition to the Fishing Hole park area, additional greenbelt is depicted on Exhibit J Conceptual Trails Plan in the *Recreational Planning* section of the accompanying report in order to link this portion of the Elm Fork recreational preserve to Bachman Lake, especially the primary trail system for bikers and skaters. The trail would use the levee roadway and cross Harry Hines Boulevard at Shorecrest Drive. A bike trail could be developed along Bachman creek and cross Denton Drive to connect to the Bachman Lake trail.

The greenbelt link to Bachman Lake occurs on City property and will not require land acquisition.

- Technology Preserve Area

The Technology Preserve Area is bounded by the Elm Fork on the south, Loop 12 on the west, Technology Park (commercial/industrial development) and Storey Lane on the east. The 60 acre lake, the forested preserve, and the Elm Fork provide the main recreational opportunity in this park area. Commercial properties (such as restaurants, movie theaters, and offices) are being developed adjacent to the lake.

Although the City of Dallas owns the lake, access from Technology Boulevard has been cut off due to the commercial development. At the time of this study, the Dallas Park and Recreation Department are investigating obtaining access to the existing boat ramp. Should access be obtained, recreational opportunities for the lake include fishing, and paddle boat/sailfish rentals which could be provided by the private sector. Commercial development and ownership may prevent connecting to the primary trail/boardwalk from the northern shore/boat ramp area.

Land acquisition may be required to secure public access from Technology Boulevard to the boat ramp and to construct a trail to connect to the primary trail from the boat ramp.

- California Crossing Recreation Area

The California Crossing Recreation Area starts at Loop 12 and follows the Elm Fork up to Northwest Highway being contained by commercial, residential and industrial development on the north. Luna Road enters the site from Northwest Highway and Wildwood Road provides access from the south providing interior circulation. Existing recreational facilities at the site include off road (mountain bike) bicycle trails south of California Crossing Road, L.B. Houston nature trails east of Wildwood Road, canoe take in and put out at the dam, parking and picnic facilities. At the time of this study, an off-leash dog park is proposed for immediate construction adjacent to the dam.

Besides enhancing existing facilities, the lake and the historicity of California Crossing provide additional recreational opportunities.

The existing canoe take in and put out locations need to be improved for easier and safer use. The existing off road bicycle trails could be enhanced with earthen berms to increase difficulty (see discussion under "Conceptual Trails Plan").

The existing nature trails off Wildwood Road need enhanced security and safety for visitors (due to the current illicit activity) and improved facilities -- additional 1 to 2 miles of trails, improved parking for 20 autos and 6 buses, including interpretive signs. The addition of a staffed interpretive building could accommodate school groups and improve security. Increased visitors, on-site staff and regular patrols by park staff and police could help reduce adult illicit activities. These nature trails would be connected with the rest of the site by the primary trail running along the northern part of the nature trail area. A new interpretive trail is recommended to commemorate the historic nature of the California Crossing (see discussion under "Conceptual Trails Plan").

Due to the environmentally and historically sensitive nature of the site, additional parking for 40 vehicles, picnic and picnic shelter and restrooms are proposed south of California Crossing Road and west of the 32 acre lake. A non-motorized boat launch is proposed for the lake for fishing use. Unmanned interpretive center/restrooms could also serve the various trails of the site, especially the proposed historic trail.

The Armory, if abandoned by the Texas National Guard, could provide buildings which could be modified for gymnasium, outdoor rock climbing, etc. to complement the park.

Additional land should be purchased to provide a greenbelt for the primary trail west of Loop 12. Land acquisition is recommended of existing commercial and residential tracts south of Northwest Highway and along Luna Road to eliminate non-recreational uses. This acquisition would include a small 4 acre lake and restore the greenbelt along the Elm Fork.

- L.B. Houston Golf and Sports Complex

The largest park within the Elm Fork recreational preserve would incorporate L. B. Houston Golf Course, L.B. Houston Tennis, the gun range and reclaimed Walnut Hill landfill area. This premiere portion of the Elm Fork Preserve mega-park combines six hundred acres of wetland, forest and golf course along Elm Fork with 400 acres of reclaimed landfill.

The proposed L.B. Houston Golf and Sports Complex is bounded by Elm Fork on the west, Royal Lane and adjacent commercial/industrial development on

the north, commercial and industrial development along IH35 on the east, and Northwest Highway and existing railroad line on the south.

- Golf Course Expansion

The study examined two options of expanding the golf course: 1) east of Luna Road and 2) south using the gun range.

Although adding 18 holes east across Luna Road would minimize flooding, the area would be difficult to access and would extend east of the railroad tracks to accommodate 18 holes. The approximate 120 acres east of Luna Road for the additional 18-hole expansion would be accessed by tunnel under the improved Luna Road. Since the 120 acres is reduced by the presence of existing and proposed drainage channels, an additional 40 acres east of BNR railroad would be needed to complete the course, resulting in another tunnel under the BNR railroad. This golf course expansion would require acquisition of properties south of X Street. Therefore, golf course expansion to the east may be too costly.

Another option for the golf course would be to expand to the south using the cleared land of the gun range facility if and when it is abandoned. Access to this land is easy not severed by roadways or railroad tracks. However, extensive lead abatement would be required to convert the gun range to golf use. Since only about 90 acres of cleared land are available at the gun range, expanding to 18 hole would require clearing additional forest. Since this study seeks to preserve as much forest as possible, golf course expansion in the gun range area should be limited to 9 holes.

- Gun Range

The gun range should remain in its current location until an appropriate alternate facility is developed, perhaps in conjunction with a possible Olympic venue. As the area west of the Elm Fork increases with urban development, especially with the adjacent DART transit center, the existing gun range could be relocated to a more remote location.

If and when the gun range is relocated, then an Extreme Sports Center is proposed to host rock climbing, trick bike and skateboard facility, paint ball facility, and new sports as they are adopted by the public. This area could also be an alternate location for some activities proposed at Fishing Hole Lake - ropes course, team building events, whitewater course, and retreat center.

Land acquisition is recommended for the existing commercial and industrial sites located north of Northwest Highway and west of Luna Road.

- Sports Complex

The proposed sports complex on the Walnut Hill Landfill will host competitive/tournament sports facilities while restoring 25 percent of the land area to bottomlands and upland prairie. The exhibit entitled "Conceptual L.B. Houston Sports Complex" presents potential use of the 400 acres as a premiere, tournament quality complex for soccer fields, cricket fields, and softball/baseball fields along with parking, picnic facilities and administrative/restroom facilities. Other potential uses include basketball courts, field house, skate park, jogging trail, off-leash dog areas, playgrounds, and rugby fields.

The primary trail would link to the sports complex from Luna Road. Extending Walnut Hill Road to Luna Road would connect the sports complex area to the golf course/tennis facility and gun range.

This sports complex would work in conjunction with existing private recreational developments such as Malibu Speedzone on IH35 and North Texas Golf Center (par 3 golf course) on Walnut Hill Road.

The City of Dallas could acquire land for this sports complex. Some land could be retained for future private development for recreational use to complement the sports complex, such as a driving range.

Summary

After various meetings with interested citizens, Park and Recreation Department representatives and the consultant team, it was concluded that recreational and aesthetic recommendations should seek to preserve as much as possible the natural character of the Elm Fork. Therefore, amenities are recommended that make the least impact on the forest and wetlands of the Elm Fork basin, yet increase public use and enjoyment of this incredible natural resource in an intensely urban setting.

The City of Dallas has a unique opportunity to positively and significantly impact the future by developing recreational amenities in the Elm Fork and acquiring land for new park and recreational areas. These existing and proposed recreational amenities will greatly increase the public use and appreciation of Elm Fork basin while maintaining the natural character of the preserve. The City's future is growth, particularly in the area around the Elm Fork in Dallas, Irving and Las Colinas. By acquiring additional land to complement the existing preserve area, Dallas will be well positioned to serve the future metroplex population of millions.

Make no little plans.

Glossary

Accessible - a facility designed to meet ADA requirements

Accessible trail - any barrier free trail meeting ADA requirements

ADA - American with Disabilities Act which requires all new places of accommodation to be designed and constructed to be readily accessible to and by persons with disabilities

Bicycle trail - a trail designed and constructed for bicycling. Can be hard or soft surface.

Canoe trail - a designated section of river or backwaters for canoeing, kayaking, tubing, low powered boats and/or rafting with launches and parking at access points

Equestrian trail - a trail designed and designated for the activity of horseback riding.

Floodplain - any land area susceptible to inundation by the design flood

Hard surface trail - an asphalt or concrete trail

Hiking trail - a trail designed primarily for use by people on foot which may not meet ADA requirements. Horses or bicycles are generally not allowed.

Interpretive trail - a trail designed to provide information about the natural environment or historic setting is generally meets ADA requirements. Horses or bicycles are generally not allowed.

Jogging trail - a soft surface (or hard surface with cushioned surface application) trail designed for use by joggers/walkers

Nature trail - a trail designed to have minimal impact on sensitive areas with significant geological features, flora, fauna, and/or fragile ecosystems. Horses or bicycles are generally not allowed.

Natural surface trail - a soft surface trail usually consisting of wood chips, mulch or decomposed granite or gravel

Off road bicycle trail - a natural surface recreational trail for off-road cyclists

Primary trail - A hard surface trail of a minimum 12 feet 6 inches width designed to accommodate a variety of users - pedestrians, joggers, cyclists, skaters

Soft surface trail - a trail surface of natural soil, soil cement, graded aggregate stone, granular stone, or shredded wood fiber. Pea gravel is not recommended.

Veloway - a 12.5 foot wide trail designed for use by fast-moving bicyclists that adheres to AASHTO guidelines.

Veloweb - an interconnected network of veloways delineated in NCTCOG's *Mobility 2020*