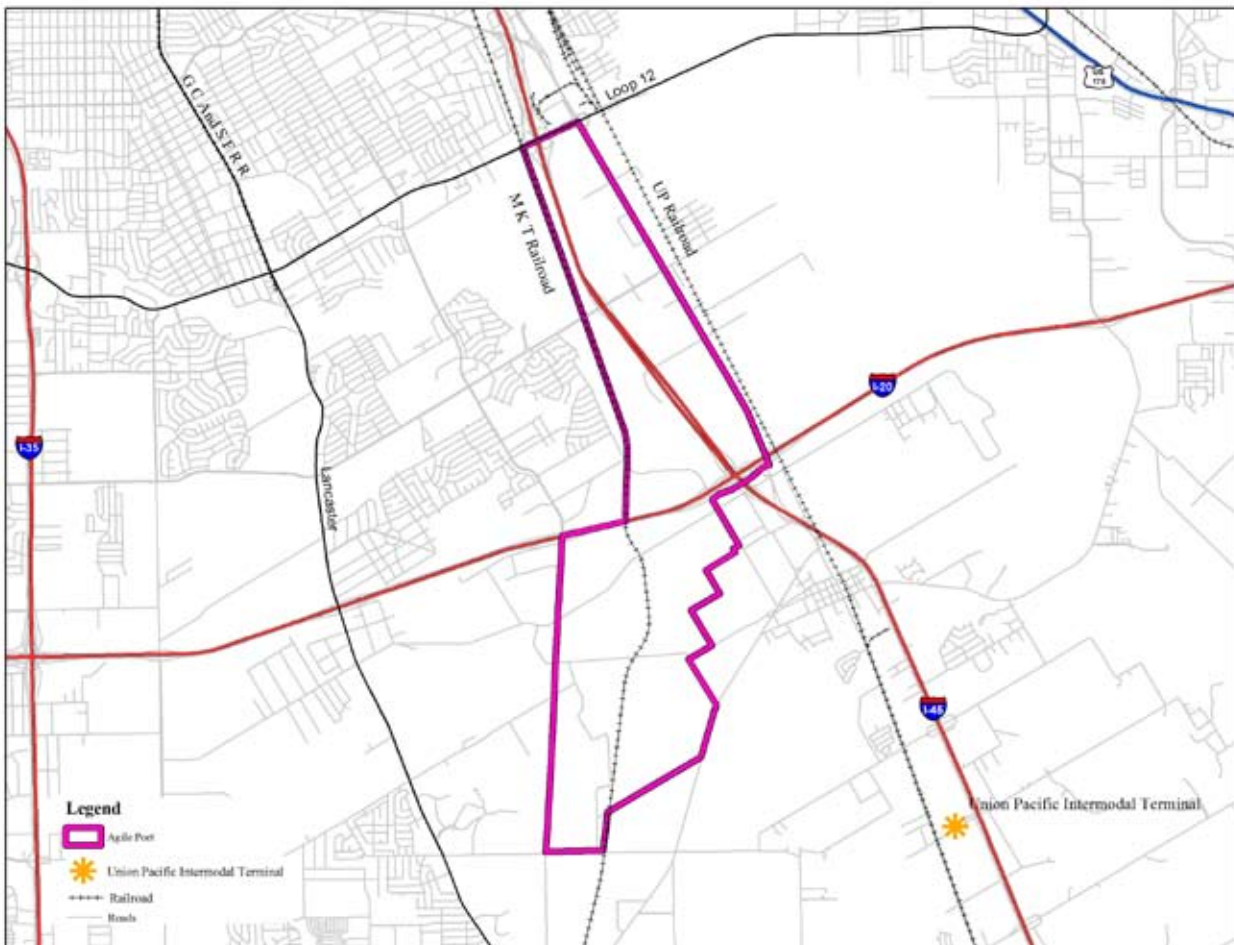


AGILE PORT INDUSTRIAL AREA PLAN

Once known as “warehousing and distribution,” the process of moving goods to market has evolved dramatically. No longer is it simply storing large quantities of items and shipping them in bulk to end-users. It is now a highly sophisticated information-based industry that seeks to minimize inventories and respond to the growing demand for next-day or even several-times-a-day delivery.

Shifts in the warehousing and logistics industry have been accelerated by global trade, containerization and standardized packaging, just-in-time (JIT) inventory management, outsourcing delivery and increased technological capabilities. The result has been a heightened emphasis on economies of scale leading to the emergence of “superhub” distribution locations. This is what the Southern Sector’s Agile Port Industrial Area will be—an intermodal freight facilities complex that can move goods from one transportation system to another (eg. rail to truck) on a huge scale.

Map III-2.3 Proposed Agile Port Industrial Area



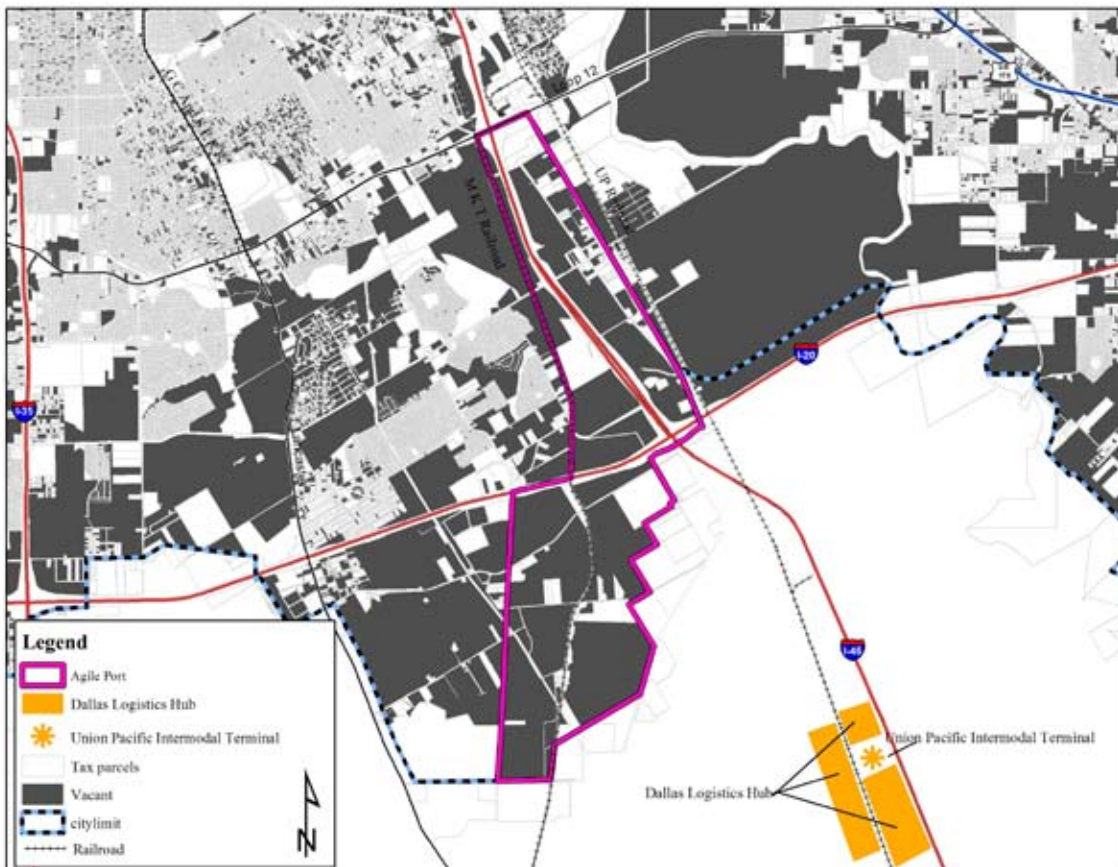
THE AGILE PORT AREA PLAN


With freight tonnage anticipated to double by 2015 at major U.S. ports, Dallas is poised to take advantage of the rising demand for “inland ports.” The city will benefit from a strong inland port, as other communities have, such as Columbus, Ohio. Those inland ports attract more than just distribution and logistics companies. Manufacturers of metals, forest products and high-tech component parts, to name a few, locate near these intermodal industrial areas because they provide good access to international markets and lower costs for importing materials.

The Agile Port Industrial Area represents a tremendous opportunity for Dallas to reap the benefits of this growing industry through the creation of well-paying industrial and skilled-labor jobs, utilization of vacant land and an improved tax base. A successful inland port will also require related services, such as data processing and administrative assistance, and retail outlets, such as shops, restaurants and banks, to fulfill demands of area employers and workers.

The designated area is located near several interstate highways and airports, Union Pacific’s Dallas Intermodal Terminal, and contains ample vacant lands.

Map III-2.4 Proposed Agile Port proximity to Dallas Logistics Hub





Business Facilities magazine ranked Texas as the No. 1 state for logistics industry growth, citing its central location, extensive infrastructure and competitive wage and transportation costs. North Central Texas, along with Southern California, Northern New Jersey, Chicago and Atlanta, are considered the best superhub locations in the U.S. for warehousing, distribution and wholesaling activities. Within a one-day drive of Dallas is the Mexican border and the Port of Houston, with its growing shipping business. Texas also has seen dramatic increases in trade with Asia.

The transportation and warehousing sector, which includes freight and passenger activities, employs more than 132,000 people in the Dallas-Fort Worth area. Another 168,000 people work in wholesale trade, for a total of about 300,000 transportation and logistics related jobs in the region. About one-third—or 100,000—are in Dallas. About 37,000 transportation and warehousing jobs are in Dallas with generalized freight trucking employing about 11,600. Wholesale trade accounts for about 71,000 jobs.

Current Conditions

Transportation infrastructure is in place near the Agile Port Industrial Area with I-45 and I-20, two of the state’s most traveled truck routes, intersecting within the Agile Port boundaries. These roads are well-equipped to handle or could be easily modified to handle heavy truck traffic. The four components that impact the flow of truck traffic – pavement conditions, physical features of the roads, quality of rail crossings and traffic features (such as height of underpasses)—all favor efficient operations at the Agile Port.

Very important for an intermodal site is that Union Pacific tracks are adjacent to the area and the railway company’s \$100 million Dallas Intermodal Terminal is within a few miles. Union Pacific’s Miller Yard facilities were unable to accommodate increasing demand for service, and this new 364-acre terminal with up-to-date technology to reduce transfer times, allows it to handle 66 percent more containers—as many as 365,000 per year—than Miller Yard. According to a *Dallas Morning News* report, virtually all of this rail traffic will originate in Southern California ports and will arrive via El Paso. Union Pacific also operates a major intermodal facility in Mesquite.

A critical advantage for the Agile Port area is that more than 2,400



Involving stakeholders in the Agile Port development will facilitate a more efficient process that the public will support.

acres of industrial-zoned land is available within the site and another 3,200 acres of vacant land is within a one-mile radius. Much of the land has railroad frontage. While some want this Southern Sector area reserved for residential and commercial uses, doing so would limit the Agile Port Industrial Area's economic benefits to Dallas and the region and would curb the city's ability to accommodate a range of industrial development. Land also needs to be reserved to transition between industrial, commercial and residential uses.

Map III-2.3 shows the Agile Port site and adjacent area, which is 13,328 acres (about 21 square miles). The largest single category of land is vacant while parks and recreation and public service uses make up 1,489 acres, single-family residential encompasses 981 acres, commercial use absorbs 572 acres and industrial use is 217 acres. Agriculture makes up the single largest industry, using about 42 percent of the total land area. Other categories—offices, warehousing, residential, schools—each comprise less than 5 percent of the total land use in the area.

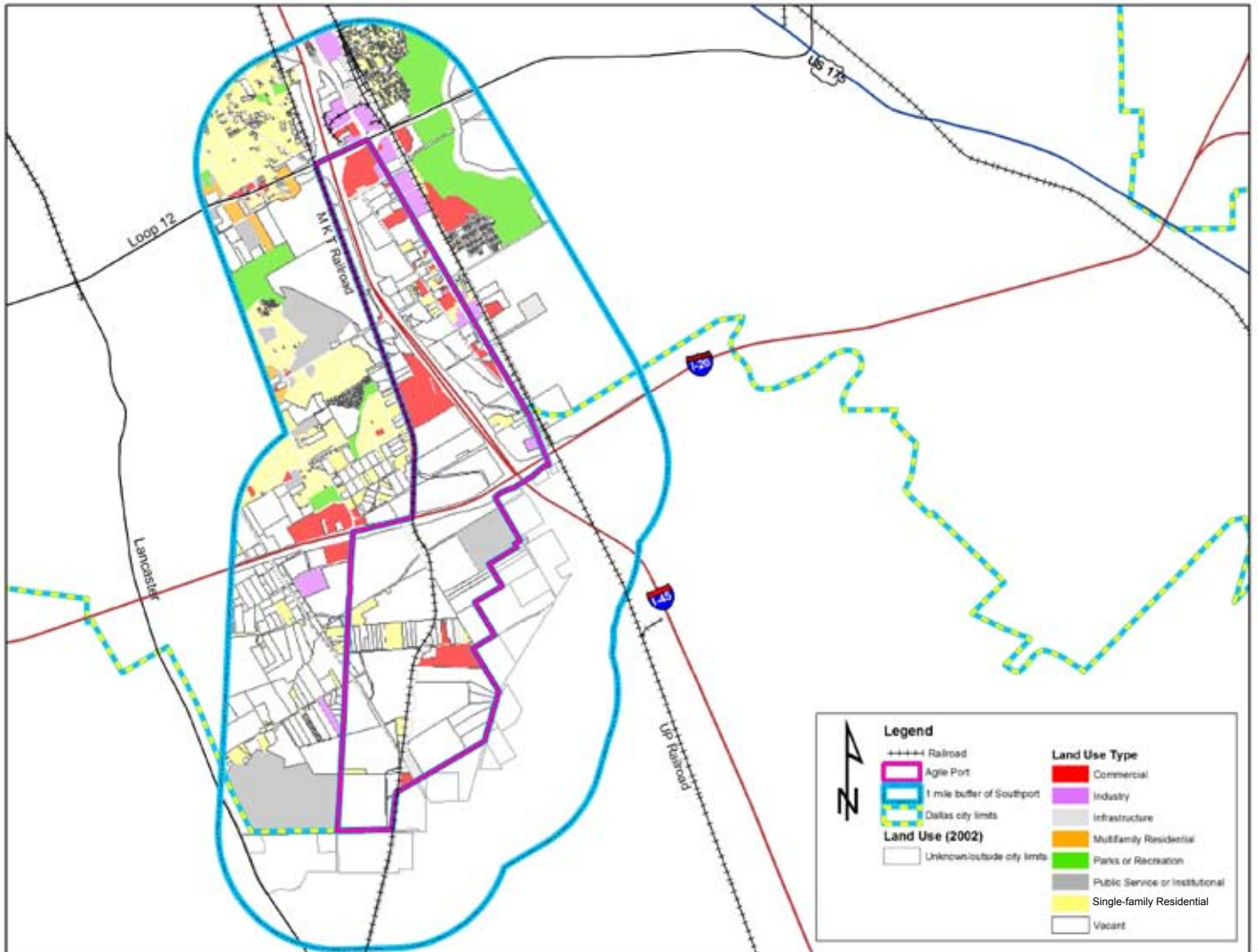
Much of the Agile Port Industrial Area's northern sector is within the 100-year floodplain, while the central and southern portions are largely outside the 100-year floodplain. Several streams cross the site, including those of the Trinity River watershed, and a lake in the northwestern section covers about 32 acres. The Area Plan and zoning strategy will need to address using fill and drainage design to mitigate flooding, while respecting the natural functions of floodplain areas and drainages.

Involving the Community

A critical component will be conducting interviews with business leaders who have a stake in the Agile Port Industrial Area to guide the City's plan and provide feedback on proposals. An Agile Port Intermodal Industrial Area Advisory Committee may be formed that could include staff from all involved City and county agencies as well as other North Texas governmental agencies. A strong working relationship with other agencies will be instrumental in formulating this Area Plan. Regional freight studies, the Dallas NAFTA Trade Corridor and the Agile Port Project all will be included. In addition, representatives from the private sector, including trucking firms, developers and various commercial enterprises, will be included as key stakeholders.



Map III-2.5 Land uses surrounding the proposed Agile Port





The Agile Port is included in the Industrial area district Building Block and will include a variety of low-to-medium density buildings.

Industrial Area District/ Commercial Center or Corridor

The Agile Port Industrial Area will provide an important employment center for Dallas. Industrial areas typically occupy large tracts of land and are near major roads and heavy rail lines. Technological changes in this employment sector and the need nationwide for efficient intermodal sites mean this area can provide good and accessible jobs for Dallas.

The Agile Port area will be primarily a mix of low- and medium-density industrial buildings, including logistics and warehousing operations. Since these are not places for shopping, living or entertainment, urban design will not play a critical role. These industrial yards and campuses typically have a large amount of surface parking and are reached mostly by car or truck. Supporting services should be available nearby. Because the Agile Port would handle international shipments, some administrative offices will be necessary for customs, legal affairs and other handling requirements.

In general, industrial areas rely on quality roads, access to those roads and links to rail lines. Streets should be constructed with wide lane widths and large intersections. Sidewalks and other pedestrian improvements should be minimal. This area will require direct and grade-separated rail service capable of handling the high volume of container and break-bulk cargo that will be shipped here.

Developing an Area Plan

The City envisions having an Area Plan within a year for the Agile Port Industrial Area. Most importantly, the land must be secured for industrial use and considered as an Agile Port center. The City will work with freight companies to both demonstrate the potential value of this property as an industrial district and to build support for the industrial zoning designation. To do this, the City will:

- Complete a market assessment of the Agile Port Industrial Area to determine the best industrial uses for the area;
- Analyze various scenarios to determine their impact on economy and transportation systems;
- Coordinate economic development strategies;
- Identify infrastructure needs and improvements (roads, power, water, sewer) and the costs of those changes to achieve the desired industrial zone designation;
- Prepare a capital improvement program (CIP) outlining the tools and funding needed, a schedule for completion and other necessary requirements.

The NCTCOG and its freight stakeholder group – the Intermodal, Freight, and Safety Subcommittee – along with the City continue to research the feasibility of an inland port. In order to maximize the potential of the Agile Port area, it might be necessary to reconfigure the area being studied and the tracts that would be rezoned. Studies conducted by the City in conjunction with NCTCOG’s freight stakeholder group, will help determine if the Agile Port boundaries should be changed.

Mapping techniques along with transportation information will be used to establish “common themes” for the Agile Port Industrial Area and then these will be used to formulate several “scenarios” for the area. These scenarios will try to forecast the potential impacts of different decisions. Each of these scenarios will include an analysis to determine how much area will change, what will remain the same, approximate costs of implementation, land use patterns and impacts on transportation. Typically, the final scenario, or Area Plan, will be crafted from the successful parts of two or three of the scenarios.

Once these objectives are clarified, work will move to evaluating the zoning strategy, including: parcel sizes, transportation access specifically rail and interstate highway, existing utilities, adjacent land uses, environmentally sensitive areas and current zoning and ownership.

Based on research and study, the City will develop the following:

A. Recommended Zoning

Changes to zoning regulations and their locations will be needed to reach the goals of this Area Plan. These recommendations will be both written and on a map.

B. Urban Design

Design standards appropriate to the area and to industrial zones will be established to enhance development and create a quality industrial area.

C. Market Feasibility

This study would determine expectations in job growth, building needs and return on investment (ROI) analyses using market rate assumptions.

D. Transportation Design

This has three components:

- Transportation Improvement Study:
 - Details the transportation improvement needs of the area along with a timeline.
- Future Street Plan:
 - Identifies the location of street improvements and street connections needed to implement the Area Plan.
- Throughfare Plan Amendments:
 - Recommends amendments to the present thoroughfare plan and costs of such changes.

E. Utility Needs

Sewer, water, drainage and flood protection, police, fire and public safety, parks and environmental concerns all will be reviewed to anticipate future changes needed in order to accomplish the Area Plan.

F. Workforce Study

Review workforce needs and assets.



Conclusion

The Area Plan will identify a proposed capital improvements budget and funding methods that could include tax increment financing, local improvement districts, regional, state and federal funds and private funding. Specific attention should be paid to tax-exempt bonds, taxable revenue bonds and short- and long-term loans. Where corporate reserves are sufficient, these capital projects are undertaken on a pay-as-you-go basis. In addition, the City's 5-year Capital Improvement Program will be reviewed and updated to include relevant projects.

