



**TABLE 6-1
PARKS AND RECREATIONAL LANDS**

Map No.	Resource	Additional Notes
1	Elm Fork Greenbelt (City of Dallas) near Spur 482	The Elm Fork Greenbelt is part of the larger 3,652-acre Trinity River Greenbelt. The Elm Fork Greenbelt extends roughly from California Crossing in the north to the confluence of the Trinity River in the South. The entire greenbelt is dedicated parkland within City of Dallas. Access to the greenbelt is via the L.B. Houston Nature Trails. In the 2005 Trail Network Master Plan, a hard-surface trail from City of Irving's Champion Trail to Bachman Lake Park and southward connecting to the Trinity River Levee System is proposed ¹ . The Elm Fork Floodplain Management Study (September 2004) also proposes recreation projects along the greenbelt. This study acknowledges the major future transportation projects in the area including the DART project crossing Trinity River adjacent to Spur 482.
2	California Crossing Park (City of Irving)	The 34.7-acre park includes a 0.33-mile concrete trail, benches, river lookout, and parking. The park is part of the Champion Trail System and the Elm Fork Greenbelt within the City of Irving. The park is located between Riverside Drive and Trinity River. Currently, the Champion Trail System runs from California Crossing Park to a point 4.5 miles north, ending near Richardson Grove. The city has prepared the Trinity River Parks and Greenbelt Master Plan, which proposes a contiguous trail system all along the west side of the Elm Fork of the Trinity River. ²
4	Sports fields/recreational open areas at North Lake College	Since public use is permitted at the North Lake College grounds, these fields and open spaces are subject to Section 4(f).

¹ Mr. Michael Hellmann, senior park planner, City of Dallas Parks and Recreation, in email correspondence with Ms. Shilpa Trisal at Jones & Stokes on July 5, 2006 and July 7, 2006.

² Mr. Gene Moulden, senior landscape architect, City of Irving Parks and Recreation Department, in phone conversation with Ms. Shilpa Trisal at Jones & Stokes on September 28, 2005.

Source: Jones & Stokes, 2005 and 2006.

6.3 IMPACTS TO PUBLIC PARKS AND RECREATIONAL AREAS

The No-Build Alternative would consist largely of transit service improvements that are defined only at the conceptual level at this point. Transit service improvements would not likely result in any use—direct, temporary, or constructive—of any public parks or recreational areas because the service improvements would occur within existing street rights-of-way.

For the Build Alternative, the potential effects of the proposed project on public parks and recreational areas in the Northwest Corridor study area are described below. **Table 6-2** summarizes effects of the proposed project on public parks and recreational areas that are subject to Section 4(f).

6.3.1 Direct Use

Direct use would occur at the Elm Fork Greenbelt due to acquisition or permanent easement of about 2.5 acres of parkland at that location for construction of the aerial guideway.

For the North Lake College sports fields and California Crossing Park, none of the elements of the proposed project (i.e., trackwork, stations, parking, traction power stations, etc.) would permanently incorporate any portion of these parks. Therefore, no direct use would result at the two park and recreational areas.

