

# Appendix

## Comments Received

Throughout the many meetings and presentations, comments have been solicited on Urban Design elements for the project. The following are comments received during work group meetings and public meetings.

### General

- There could be a possibility of a gateway experience entering the downtown area. However, is there another way of bringing people downtown?
- What is going to happen to the area near Sylvan Avenue? Will this neighborhood lose their tree buffer as a result of the construction? How can the area be buffered if the existing natural buffer is removed?

### IH 30 Decks

- For the decks, will there be a clear span or a bridge support column in the median. Is there sufficient space to have a support column?
- Can a way of protecting the area immediately adjacent to Old City Park, to allow a larger deck near the Park, be found that is feasible?
- How is the drainage from the tree wells and planter beds gathered and transported off a deck structure? Where is the plumbing structure?
- Consider the Urban Design alternatives related to the parks and the connections crossing the freeways. Larger sidewalks rather than decks would seem more feasible.
- Regarding wider pedestrian crosswalks of decking – perhaps achieving a particular thickness or height for the crosswalks would not be required with different funding.
- The City should be asked where decks should be placed in order to assist the project team.
- Atlanta utilizes perpendicular decks, which may serve as a reference design.
- IH 30 with deck parks will be very expensive.
- The City must advise regarding the elements (i.e., type of landscape, hardscape, other structures) they may prefer in the deck areas and sidewalks so the design does not ultimately preclude future City plans.
- The group should consider what they would prefer as an Urban Design theme for the project, whether it would be desirable to have: one like-theme concept for the entire corridor; a corridor theme concept for IH 30 and IH 35E; each corridor with a unique theme, which ties together to present the project; or a gateway concept for each corridor.
- The Central Dallas Association, as of last month, received the Wayfinding Plan that was accepted by the City, which states that the Pegasus concept will be used for all of downtown.
- You should be aware of other Urban Design projects that are being considered such as the Urban Design study *Inside the Loop*. Another interesting study is considering the use of an abandoned bridge as a pedestrian path into the Cedars area, i.e., “Trail of Texas Heroes.”
- I would encourage the group to think about whether to have separate themes for IH 30 and IH 35E, and, if so, how those themes would tie in with other projects. IH 30 has a lot of potential of having some Metroplex or art identities, whereas IH 35E identifies with NAFTA or even The Southern Gateway Project. It would be of concern if there were a completely separate theme every five miles throughout the corridor.
- The theme should be clean, understated, with good graphics, and not compete with the Calatrava bridges. Resist the urge of becoming overstated such as the use high impact colors or textures. The area calls for something tasteful. Maybe use frontage roads to link the designs.
- Consider incorporating different designs into the walls.
- On the HOV lanes as you approach south Dallas near the Reunion, for about 100 feet, there is the appearance of a molding of the cement of the HOV lanes, which give a classic look. Perhaps that affect could be considered.

### Wayfinding

- There are several locations along the corridor, such as the zoo, the Farmers Market, the Convention Center, that compels the driver to do something or lets travelers know where they are. Identifier elements should be simple and tasteful.

### Landscaping & Plantings

- Native grasses should be used for easier maintenance. It will be important for the community to prioritize this because it is unlikely the City and the community can afford to keep all the landscaped areas maintained.
- The use of ivy has not been very successful in the past. Honeysuckle and clinging vines may be more successful. Rotating seasonal vegetation in planters along the pedestrian walks could be used. Between Old City Park and Farmers Market native grasses should be used.
- Consider safety regarding Texas U-turns. Plantings are growing too tall in some areas, like Mockingbird and Yale, and it makes for poor visibility.

### Economic Development

- Future Convention Center expansion to Cedars West, and the Cowboys possible move, should be taken into account, along with other planned economic development. As you look at Value Engineering recommendations, consider stacking lanes and double-right turn lanes at intersections.
- The economic development potential is not being addressed in this process.
- Will making the corridor more attractive benefit the economy in these areas?
- Have the colors been picked for the structures? Can lights be directional? How will funding be done?
- Will TxDOT pay for irrigation? What plants would be used?



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- What would the City have to pay for? Modifying lights?
- When do you consider things amenities or accessories?

## Gateways

- Hotel Street has been overlooked. The design team considered this is another gateway into the Dallas Convention Center. The new Cowboys stadium could be in this area and increase the importance of the link.
- The CWG should develop a strategy to assure that all the planned Urban Design elements become a reality.
- Does City staff need to discuss Urban Design opportunities with the Dallas City Council?
- In order to make Urban Design decisions for this project successful, it must include a talented Urban Design team and a design advisory committee to review and assist in the process. There have been many great ideas presented, however, a few specific places are needed for Urban Design. People would pay more attention to the Calatrava Bridges. What could the CWG do today in order to assist with the Urban Design process?
- There will not be any Urban Design effort from City unless the CWG really pushes it, since we believe that Urban Design will help Dallas be more appealing to potential investors.
- Should the community be spending money on right-of-way instead of Urban Design?
- The City is conducting a detailed study around the Mixmaster area, basically reviewing the inadequacies of the sump and drainage area. Your Urban Design sketches show the full use of these areas as green spaces. At some stage this should be presented to the City Council for further discussion as well as resolving any foreseeable issues.
- Flooding should be taken into account. We are already in danger of businesses flooding. When designers get into the details, take another look at the plans because these are major changes.
- In addition to the sump, drainage, and watershed issues, there is also an unbelievable opportunity for the City to encourage development from Coit through Reunion. There is potential for opportunities such as the San Antonio Riverwalk experience or maybe something with an equal amount of attraction.
- Homeless encampment is an issue that will need to be discouraged by the design.
- Suggest including Urban Design opportunities as a positive effect in the Evaluation Matrix under the section: Impacts to Sensitive Areas.
- Would this area be used as a gateway to the Convention Center, with some landscaping, and would there be access to it from Griffin or the frontage road?
- Could a trail be developed from this area to Old City Park?
- What are the technical considerations for building a lid between Harwood and the South Central Expressway?
- What would the proposed design do for opportunities of signature bridges on IH 35E?
- Is the group aware of the plans to construct pedestrian access to the DART station under IH 35E from the Design District?
- The City just signed a lease with TxDOT for a dog park area under the IH 45 bridges.
- The Dallas Public Works Department will be able to help with what the City would prefer to plan as part of Urban Design.
- It is important to take advantage of the construction opportunities that will allow for the integration of Urban Design concepts. One of the most critical aspects of the Urban Design process is to make available any possibilities for integrations, which could include joint design and funding opportunities.
- Should the City take the lead on the Urban Design study?
- If resources were pooled, and Urban Design were considered not just for itself, but also as a way of managing traffic, decision makers, such as the City and TxDOT, would be continually included in this process. If Urban Design qualities help traffic, then we should be evaluating it as an overall design aspect for the project and not just an Urban Design add-on concept. Urban Design should have multiple objectives.
- Would there be trees and shrubs along the highway, especially around the parking lot at Reunion Arena? Suggest looking into mitigation in the area of Reunion Arena and areas along Industrial that should be considered for green space.
- The Canyon is currently the home to the homeless. Are there possibilities of creating public and/or green spaces in these areas? Will portions of the Canyon with no walls have walls in the future design? Look into investments for the Canyon.
- More retaining walls and public spaces would make the Canyon more appealing. Placing retaining walls in the Canyon could help to eliminate areas of homeless campsites. A good example for enhancement and landscaping for the Canyon is Central Expressway. Consider the addition of Calatrava bridges to IH 30 and IH 35E. Include signature bridges as part of our cultural future.
- Vision is definitely required for our transportation problem; it's an Urban Design issue. Bundle and cover the Canyon and Mixmaster in a unique and vibrant way – an urban park that brings development south, in effect, "suturing" the sides together. DART is integral. Plan for it. Find new opportunities. Get more pedestrian-oriented development downtown. A movement of Smart Growth needs to be started.
- The S-1 Lower Stemmons Alternative double-decking section is of concern. Not so much the actual double decking, but the long-term maintainability of the appearance. For example, if you look at Woodall Rogers near entrances and exits, similar to what is being proposing, those areas are not very attractive – possibly due to exposure to the elements. Look into the use of materials other than TxDOT standards. Inserting State of Texas shape on bridges is not Urban Design.



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## Cost & Funding

- The CWG should be asking the City of Dallas to be leading the Urban Design effort and the CWG should encourage the City to be the key partner in funding the Urban Design.
- An Urban Design consultant will need to know how much the City is willing to spend and what elements they would like to include in the design.
- TxDOT doesn't have enough money to do a full Urban Design study and neither does the City. Couldn't resources be pooled to get to a critical point where funding can be sought and acquired?
- The Urban Design component of the project is paramount. Does the estimated \$750 million project cost include some or all of the cost for Urban Design? Will the responsibility for the cost of the Urban Design component be placed on the City of Dallas?
- How much of the Urban Design ideas will be a reality? It seems that most of these designs will not happen because of budget shortfalls at City Hall.

## Comments on Urban Design from the City of Dallas

On November 18, 2003, representatives from the Project Pegasus study team attended a charrette hosted by the City of Dallas. The purpose of the meeting was to gain City of Dallas feedback on the specific/potential Urban Design aesthetic element items it intends to cost-share on, such that these conceptual forms could be further refined or enhanced assuming the means and funding is in place to do so. The meeting would also help the City determine what elements and their corresponding costs can be recommended to TxDOT for future consideration and inclusion in the (detailed) design. The City Managers Office, Public Works and Transportation, Development Services (includes planning and economic development), and Convention and Event Services departments from the City of Dallas participated in the charrette. The following are City of Dallas comments based on this meeting:

## Overall Urban Design Theme

- Identify two main themes along the Project Pegasus corridor, while ensuring a unified/complementary look and feel:
  - Downtown – Woodall to Mixmaster, and Mixmaster to IH 45
  - Stemmons Business Corridor – Woodall to SH 183
- Establish a hierarchy of gateways in order to avoid too much visual clutter given the busy and complicated nature of the corridor:
  - Primary gateway markers for Downtown at the following interchanges:
    - IH 30 and IH 45
    - IH 30 and IH 35
    - IH 30 and the Trinity River
    - IH 35 and the Trinity River
    - IH 35 and Woodall Rodgers
  - Secondary gateway markers for other districts – Medical Center, Market Center, Trinity Design District, Oak Lawn, Cedars, Oak Cliff
  - Potential tertiary gateway markers to major individual destinations: Love Field, American Airlines Center, West End, Farmers Market/Old City Park, Convention/Municipal Center
- Create visual cues that draw the eyes along the corridor towards the downtown skyline
- The proposed geologic strata concept on the Canyon retaining walls seems to work well, but the water theme on the Stemmons corridor needs more work
- Explore the possibility of using the Pegasus theme as an identifier for Downtown

## Decking of the Canyon

- Provide for potential long-term Convention Center expansion across the Canyon between Griffin and Akard with consideration given to:
  - Establishing an entry point from the Cedars and a pedestrian friendly frontage along Akard Street
  - Maintaining convenient service access to Convention Center
- Consider a deck for open space between Harwood and Central as a primary opportunity - designed as a special events plaza complimenting Farmers Market and Old City Park, with walkways, lawns, and plazas to accommodate temporary structures and kiosks
- Consider a park deck between Ervay and Akard as a secondary opportunity that could serve a combination of three future purposes:
  - A potential compliment to Convention Center expansion across the Canyon between Akard and Griffin
  - A focus for economic development in the form of future office and hotel uses
  - An extension of the Civic Center plaza oriented towards the Cedars

## Transmission Lines

- Provide for burial of transmission lines along the southern side of Canyon where right-of-way is available, and a crossover point under the Ervay Street bridge

## Water Features

- Provide for a parallel pressure system for Mill Creek traversing the Canyon leaving options open for alternative future treatments of Mill Creek north and south of the Canyon
- Proposed treatment of the Old Trinity/Turtle Creek at the Oak Lawn underpass works well



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## **Pedestrian Amenities**

- Generous pedestrian pathways are very desirable along the Canyon and across the bridges to ensure convenient pedestrian movement between the various destinations within Downtown and the Cedars
- Pedestrian amenities are important along the Stemmons Corridor to accommodate pedestrians who use this area frequently and are often harmed trying to negotiate around traffic. Eight to 12 foot sidewalks are needed along all the frontage roads
- Twelve to 18 foot sidewalks should be provided along Hi Line/Victory to accommodate the considerable pedestrian traffic at this location
- Pedestrian connections to the Trinity and Continental Pier should be included from the DART/TRE station at the American Airlines Arena. Provide also for a circulator bus route between the DART/TRE station and the Design District south of the Stemmons corridor
- Ensure good lighting for pedestrians on the underpasses
- Minimize the amount of vacant/untreated space below the overpasses that could become havens for the homeless
- Design to prevent the current tendency of pedestrians to cross Stemmons Freeway between Inwood and Motor. Consider provision of a below grade pedestrian crossing
- Provide for pedestrian connections between the Old Trinity Trail and Bachman Lake along the TXU and TRE railroad right-of-way between Inwood and Commonwealth (Old Elm Fork channel)
- Provide for pedestrian improvements along Industrial Boulevard between Reunion Boulevard and Commerce Street to route pedestrians to these two streets. Reunion Boulevard, Commerce Street, and Continental Avenue all need to be enhanced as well

## **Landscaping**

- Soft landscaping along the entire corridor is very important to improve the experience of driving the corridor. Emulate the Central Expressway corridor in this respect, by providing planting materials along the sides and the median of the corridor, as well as on the embankment of the Canyon
- Landscaping along the corridor should use drought-tolerant, native plants and trees
- Explore the possibility for private maintenance contracts with major private stakeholders along the corridor

