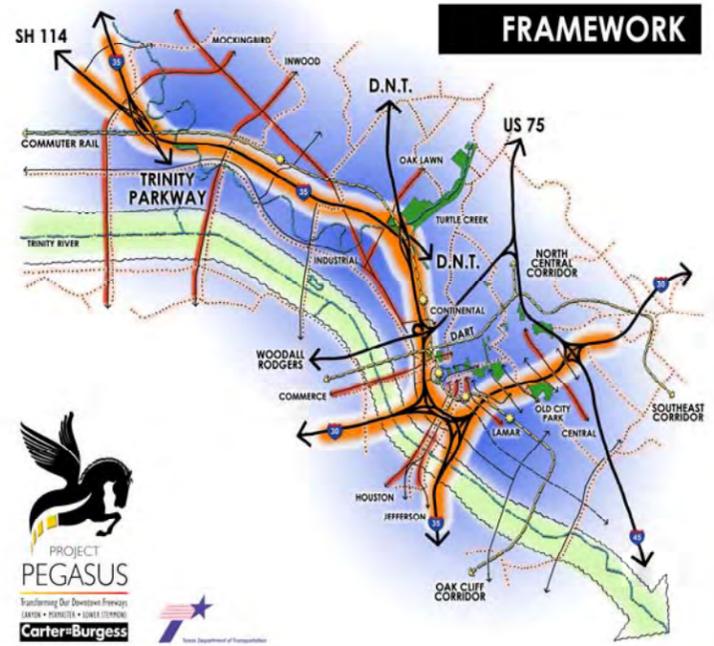


# Context Design Summary

## Context

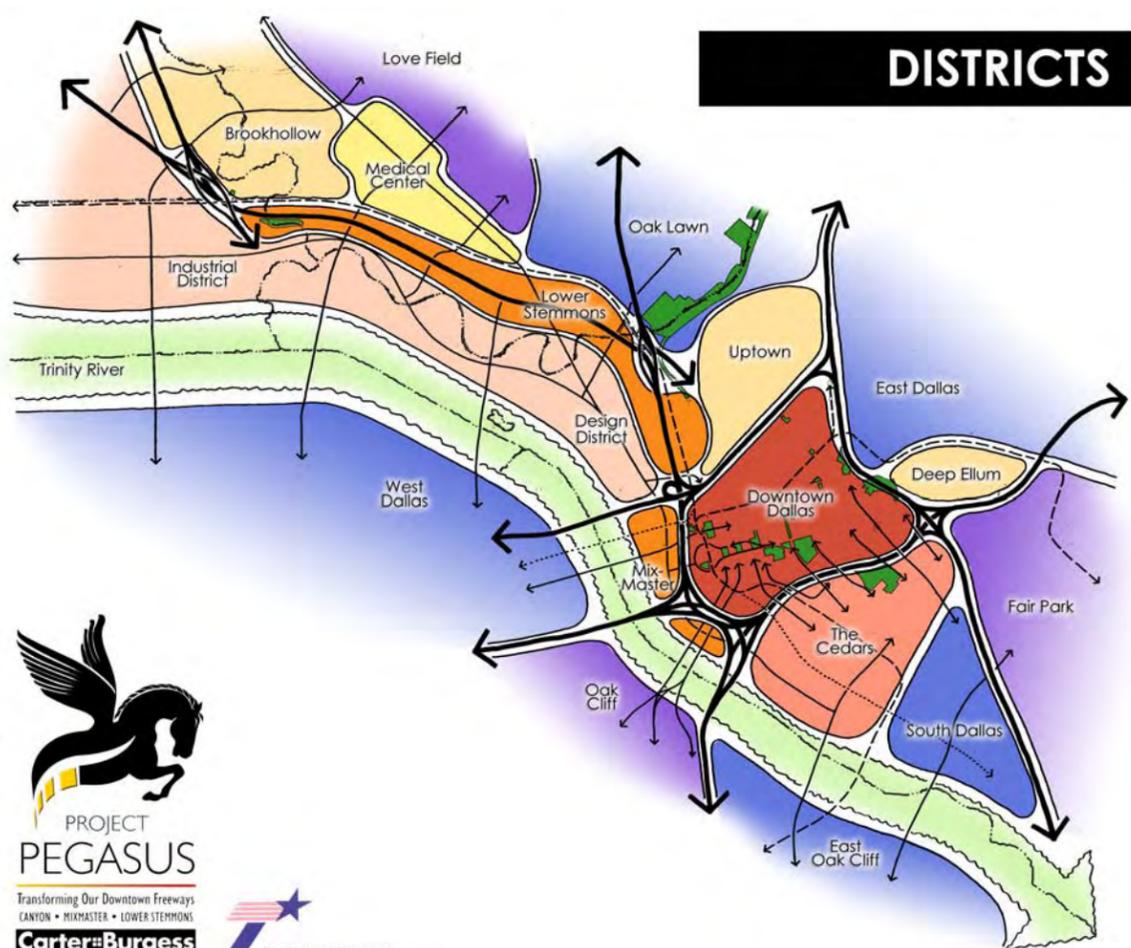
### CONTEXT

From an Urban Design standpoint, it is important to recognize the interrelationship between a transportation facility and the context in which it is situated. The physical characteristics and location of a transportation facility have an effect on the adjacent community, and that same community has an influence on the transportation facility design. "Context Sensitive Design" is an emerging ethic that enables transportation professionals to achieve multiple objectives that go above and beyond just the functional aspects of providing mobility and access. Urban Design solutions for transportation facilities consider their context so that they can become a part of, and enhance, the area in which they are located, to avoid being considered an intrusion. To incorporate the principles of context sensitive design in Project Pegasus, the Urban Design Study was performed to analyze the infrastructure and context of the project area, in terms of how they relate to Districts and Neighborhoods along the freeways.



The three identified highway segments are likely to continue to have distinctly different physical characteristics. In addition to the variety of existing neighborhoods and land uses, the proposed project area has a historical association with water. Mill Creek was once an open tributary to the Trinity River in the vicinity of the Canyon and Mixmaster. The original Trinity River floodplain meandered through the general area of the Lower Stemmons corridor. As a result, most of the Project Pegasus area is a broad floodplain.

The study of the Project Pegasus highway corridor and its relationship to Districts and Neighborhoods supports the concept of a varied design to reflect and positively influence the corridor segment contexts. This suggests that it would be appropriate to design separate identities within the built elements of these segments and strike a comfortable balance between elements of continuity versus variation. The varied identities of the segments can be expressed in lesser details of Urban Design while larger design elements reflect their continuity. If implemented, such an approach would enable the transportation facility to be more compatible with development along the corridor. In the process, consensus and support for the facility are likely to find common ground through community responsive Urban Design initiatives.



# Urban Design Summary

## Context



IH 30 "The Canyon"

In the Canyon, the rapid interval of local street overpasses mimics the urban city block character of the surrounding neighborhood. This section of interstate roadway passes so quickly for the motorist that the emphasis in this area must be directed towards the neighborhoods that surround the Canyon. The prospect of redevelopment in Downtown and The Cedars highlights the need for streetscape connections between the two areas. To the degree possible, Urban Design improvements could help reduce the effect of the Canyon as a separating device. The variety of physical characteristics, civic venues and neighborhood subdistricts suggests that the Urban Design elements should express the rich variation that characterizes this part of downtown Dallas.

IH 30 and IH 35E are predominately vehicular oriented facilities. However, pedestrian functions exist, especially in the Canyon area, which warrant consideration. Activity centers such as Old City Park, Farmer's Market, Dallas Convention Center, City Hall, and new retail and housing developments encourage pedestrian activity. In addition, each of the local street bridges in the Canyon area accommodates sidewalk access. These movements lend continuity and connectivity within and between neighborhoods and districts. It is likely that use of pedestrian activities will increase over time as the corridor achieves higher density with ongoing redevelopment. As this occurs, consideration regarding street amenities, such as street furniture and lighting standards, could be desired.

Project Pegasus intersects designated City of Dallas bike routes at various points and additional bicycle crossings may be formally designated as a result of planning initiatives. Accommodation of these crossings could involve more than just a "functional envelope." Streetscapes and multi-use trail corridors are increasingly designed as themed civic improvements. The possibility exists to integrate such elements into the Project Pegasus Urban Design.



Houston Street Viaduct

The Mixmaster area is largely a pass-through experience for motorists with connections to downtown Dallas at several key locations, such as Commerce Street and Reunion Boulevard. Vestiges of older, traditional influences remain in the Commerce Street Triple Underpass and the Houston Street Viaduct. Views to and from the adjacent Trinity floodplain contribute to the vast open quality of the environment to the west, while the presence of the adjacent City of Dallas skyline, with its decidedly modern architecture, shapes the overall character to the east. These factors argue that the Mixmaster area should be treated as a transition area from the openness and horizontal scale of the west, to the modern, urban fabric and vertical scale of downtown. Urban Design improvements should relate to the scale of the infrastructure, and to important historic sites such as Dealey Plaza and West End, whether the design improvements are in major interchanges or local street connections. The proximity of the Mixmaster to the Trinity River Corridor warrants consideration of design that would be complementary to the Trinity River Corridor proposals.



PROJECT  
PEGASUS

Transforming Our Downtown Freeways  
CANYON • MIXMASTER • LOWER STEMMONS

**CarterBurgess**

# Urban Design Summary

## Context



IH 30/IH 35E Mixmaster Looking South



IH 30/IH 35E Mixmaster Looking North

Lower Stemmons interfaces with the community in a different manner than the Mixmaster and Canyon segments of Project Pegasus. Local thoroughfare crossings occur at an interval of one-half to one mile and the highway is at the same level as the commercial developments alongside Lower Stemmons frontage roads. The “supersized” scale of Lower Stemmons, the multi-story buildings alongside the highway, the large expanses of parking lots, the wide vistas, and the cross-street thoroughfares, are consistent with the high-speed, high-volume business of the corridor. The scale suggests that future design treatments should respond with large-scale gestures and repeating elements that will lend continuity and identity to the area.



IH 35E Lower Stemmons

A unique condition of Lower Stemmons is the orientation of commercial developments toward the highway, and because of this Lower Stemmons serves as the central focus, as if it were a large, modern “Main Street.” Like many main streets, Urban Design elements that help define the corridor could also strongly influence the character of the corridor. In addition, the proximity of Lower Stemmons to the parallel Trinity River Corridor warrants consideration of designs that would be complementary to the Trinity River Corridor proposals.



IH 35E Lower Stemmons

