

Opportunities

OPPORTUNITIES

At this early stage in project development, certain Urban Design concepts are presented as design opportunities. When subsequent phases of the project occur, it will be essential to determine which concepts will be implemented and funded, and to resolve the details of how they will be accomplished. All of the preliminary concepts will require additional study to determine their final characteristics. Decisions will be based on cost determinations, design refinement, and technical coordination, which should occur prior to final engineering plan development. As a starting point toward these decisions, the Urban Design completed to date provides a conceptual framework and preliminary direction for future design phases. These concepts are intended to serve as broad themes for the project as well as specific strategies at locations throughout the corridors.

Conceptual Overview

A corridor-wide concept has been developed and is based on assessment of the project context and characteristics. The concept draws upon natural characteristics of the corridor as the basis for new improvements that reflect the history and character of the area. This strategy also enables a distinct identity to be developed that achieves corridor continuity while retaining the flexibility for localized design variation at individual locations throughout the corridor. The concept approach recognizes the unique aspects of the project's location within the Dallas community as well as within the Dallas – Fort Worth Metropolitan region.

Historically, Mill Creek existed as an open tributary near the yet unrealized Mixmaster and Canyon segments and the pre-1920 Trinity River meandered through the general area of the Mixmaster and Lower Stemmons. The relocation of the Trinity River in the 1920s made the Stemmons Freeway, the Mixmaster, and associated development possible. Mill Creek now runs in a drainage tunnel under the IH 30 Canyon and The Cedars, allowing for urbanization.

Currently, the Trinity River runs just west of the project and is parallel to IH 35E. It is possible that the proposed improvements and redevelopment concepts related to the Trinity River and its adjacent properties could result in one of the most significant Urban Design influences on the future physical form of the City of Dallas.

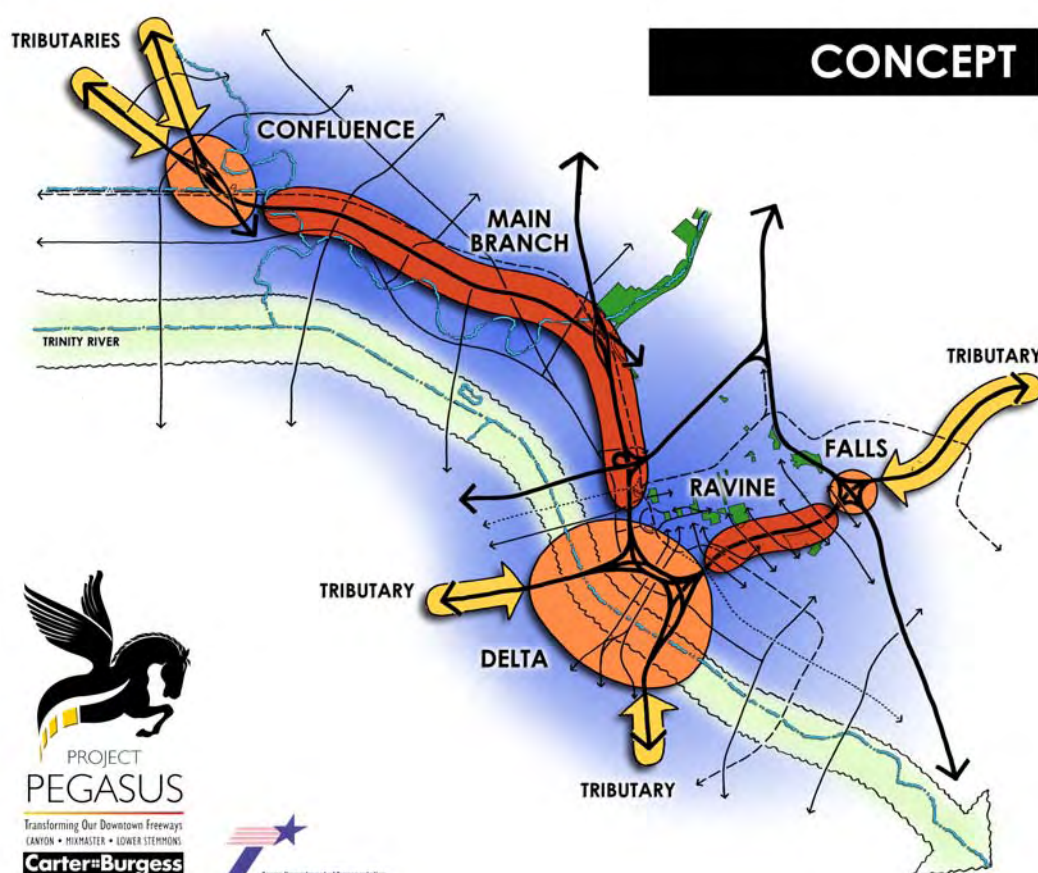
Additional Urban Design initiatives are underway in downtown Dallas and The Cedars that have similar ramifications on the future of the urban core of Dallas. A vital requirement of each of these initiatives is mobility to, through, and from these areas, which underscores the reality of the link between revitalization and transportation. The scale of the modern freeway facilities brings additional issues and opportunities to be addressed beyond moving people and goods from one destination to another.

As the basis for this Urban Design program, any aesthetic enhancements or improvements must be grounded in a solution that is appropriate to the overall project. An over-riding conceptual rationale would serve the project in subsequent design phases by affording a consistent perspective for Urban Design elements. In the case of Project Pegasus, the roadway corridors are linked to the location of the waterways of the past, and to the proximity of the waterways of today. A conceptual theme comparing Project Pegasus to waterways acknowledges these unique characteristics as a means of distinguishing these corridors from others throughout the region with a context sensitive design approach.

Various segments of the project could be defined in terms of natural water features that embody physical characteristics relevant to each area.

The Falls - The interchange of IH 30 at IH 45, a part of the Canyon, could be described as “falls” due to the character of the bridge mass and the inward, cascading nature of the topography and traffic movements.

The Ravine - The IH 30 Canyon is similar to a ravine with the rock-like nature of the continuous retaining walls, and the manner in which the travel lanes run through the bottom of the space like a creek through an eroded ravine.



Opportunities

The Delta - The Mixmaster segment is comparable to the delta of the river because of the openness of the area, the manner in which it reflects the adjacent development zones, the similarity of random landscape areas to alluvial islands, and the “divergence” of the IH 30 and IH 35E branches.

The Main Branch - The Lower Stemmons mainline corridor could be viewed as the river due to its grand scale, the dynamic energy of this high-speed environment, and the teeming, current-like patterns of traffic. Much like a major river that traverses numerous destinations and regions, the intensity, scale, and consistency of the IH 35E corridor remains the overriding characteristic of the corridor.

The Confluence - The interchange of IH 35E, SH 183, and the future Trinity Parkway linkage acts as a merging point for traffic from all directions as it flows into and out of downtown Dallas. This zone is defined as the “Confluence” due to the predominant merging and weaving movements of traffic, the point-like land areas between diverging lanes of traffic, and the strong sense of arrival/departure inherent in passage through this zone.

Tributaries - Transitional areas to the roadway corridors are then conceptual tributaries drawing from their intermittent, contributing characteristics to the main roadway segments, feeding traffic to the main roadway much as tributaries feed water to the river. Just as with real tributaries, the lesser elements contain similar features to the main branch, thereby providing a transitional environmental.

It is not intended that the Urban Design necessarily take on literal characteristics of these water-related titles. The five descriptors are meant more as a metaphor for design treatments that capture subtle characteristics of the themed zones. This concept enables the Urban Design to relate to many aspects of the community in interesting and meaningful ways beyond pure function or mere aesthetic enhancement.

Specific design opportunities exist at various points throughout the project. The following summary provides a programmatic recommendation for design treatments:

The Falls

IH 30/IH 45 Interchange – The area available in and around this interchange could be transformed into a distinctive landscape node to serve as an entry point/terminus for the IH 30 Canyon. Complementary tall mast lighting fixtures, potentially arranged in a circular layout, could serve to further distinguish the interchange as a strong visual point of reference demarcating the southeast corner of downtown Dallas. Due



to severe slopes that exist in the interchange, enhanced slope pavements could be used. These pavements could be shaped to reinforce the circular form. Landscape treatments could incorporate retaining walls and terraces with trees and trailing ground cover to resolve grading issues and to reinforce the concept of an inward “cascading” design. A color scheme should be considered for structural components to blend the interchange with surrounding improvements.

Reconstructed bridges at Oakland Avenue and Good-Latimer Expressway flank the IH 30/IH 45 interchange on the east and west. As such, they should both be designed in a similar motif to complement their proximity to the main interchange. Although these bridges bookend the interchange space, their design should not further restrict views to and from the interchange. Designs that maintain transparent fencing treatments and bridge appurtenances are therefore encouraged. Each of these streets has existing elements that could be complemented with streetscape improvements such as street trees and pedestrian scale light standards. Improvements along the bridge

sidewalks, such as light columns, could complement streetscape improvements and maintain an appropriate transparency. Such light columns could repeat the spacing interval of streetscape elements. The effect of such consistent spacing, on the roadways and on the bridges, would lend local street continuity across the bridge. Such treatments would create a connection between the neighborhoods north and south of IH 30.

The Ravine

IH 30: South Central Expressway to Harwood Street – These two streets flank the Farmers Market complex and serve as primary routes to this landmark facility. In addition, both streets serve Old City Park immediately south of the IH 30 right-of-way. The proposed configuration of South Central Expressway would keep the street in a local roadway character appropriate to its current function in the urban environment. It will also create new green spaces in the areas where roadway ramps previously existed. This green space could be utilized to complement the character of the Farmers Market and Old City Park. The geometry of the new IH 30 will permit a potential continuous bridge deck between Central and Harwood that could further complement these two community assets. Full or partial bridge decks could be designed as landscaped parks with improvements such as trees, plantings, plazas, paths, gazebos, or fountains. These types of improvements were once a part of Old City Park in this same vicinity. A bridge deck park at this location has been acknowledged as a potential long-term priority in the 2004 Downtown

Opportunities

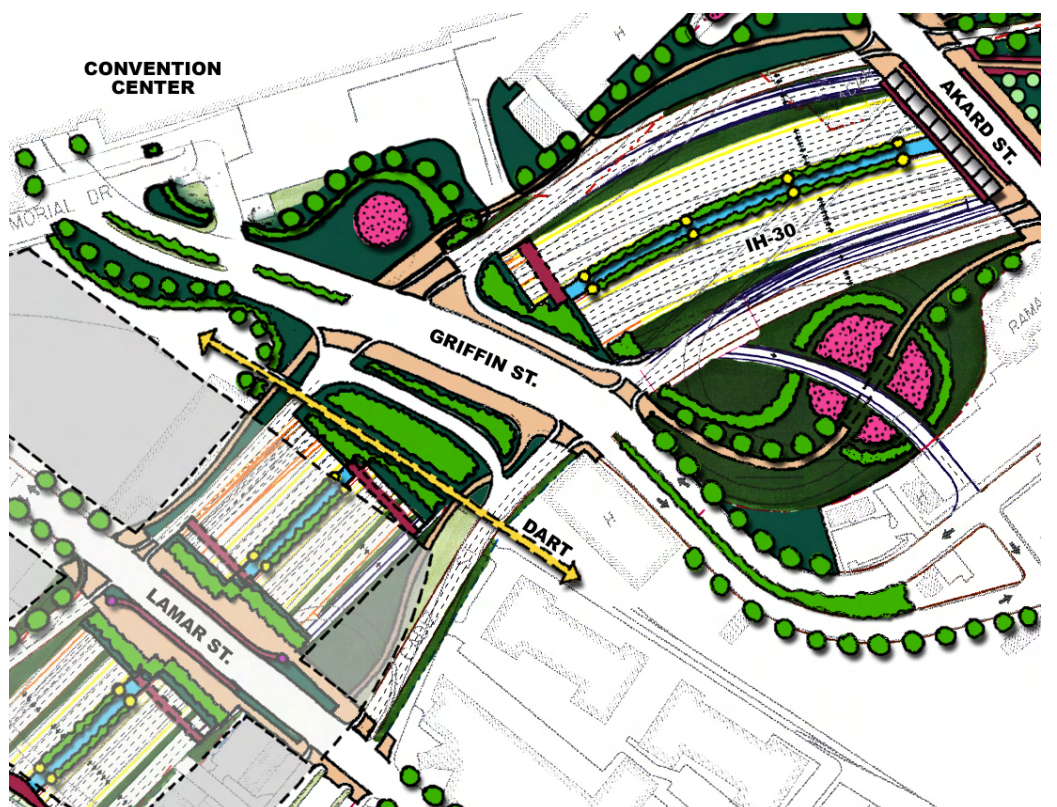
Dallas Parks Master Plan. A design such as this would create a continuous park environment that all but eliminates the presence of the highway.

With or without bridge deck parks, the opportunity exists to reflect the identity of the Farmers Market and Old City Park in Urban Design improvements along each street. Doing so could extend the visibility of these community attractions. Appropriate improvements would include planters to maximize greenery, sidewalk arcades incorporating characteristics of the Farmers Market shed structures and/or gateway obelisks serving as a destination landmark and visual link between the two facilities. All of these improvements could be accomplished in a manner that complements pedestrian and vehicular access between sides of the right-of-way. They also afford the opportunity to differentiate the design of these bridge crossings from adjacent streets as a subtle means of wayfinding.



IH 30: Ervay Street and Akard Street – These streets serve as direct links between the Municipal District of Dallas City Hall/Library/Convention Center north of IH 30 and the Cedars neighborhood south of IH 30. Each bridge crossing should therefore be designed to enhance north-south connectivity. As a minimum, this could include enhanced sidewalk/crosswalk improvements such as specialty pavers, widened sidewalks, and protective architectural barriers between pedestrian and vehicular traffic. Sidewalk arbors could further complement the pedestrian environment as well as lend identity to the bridge designs. At a maximum level of enhancement, another bridge deck opportunity exists between Ervay and Akard. This could be designed as an urban park and plaza. Doing so would complement the connections across IH 30 and serve as open space for potential redevelopment sites surrounding the deck. In any of these scenarios, subtle differences could be developed to identify these two bridge crossings as a distinct zone within the IH 30 corridor.

IH 30: Griffin Street – The opportunity exists to design the Griffin Street crossing and surrounding space as a landscaped gateway serving The Cedars neighborhood and the Dallas Municipal District and Dallas Convention Center. Eastbound and westbound exit ramps from IH 30 provide direct access to Griffin Street. Ample right-of-way surrounding the eastbound exit (south of IH 30) could be landscaped to lend identity and to create a positive sense of arrival. This could be achieved primarily through appropriate allocations and arrangements of plantings. It could also be complemented by the placement of a potential hike/bike trail bridge to serve as a structural portal over exiting traffic. Complementary street tree plantings could be incorporated along Griffin Street north and south of IH 30. In between, planters could be incorporated along the sidewalks and edges of the Griffin Street Bridge. These treatments could be developed to incorporate a buffering of the adjacent DART light rail crossing of IH 30. Additional open space and right-of-way north of the bridge could be landscaped to continue the effect described for the eastbound exit. A similar structural portal could be achieved on northbound Griffin through use of a sign bridge providing information on downtown destinations.



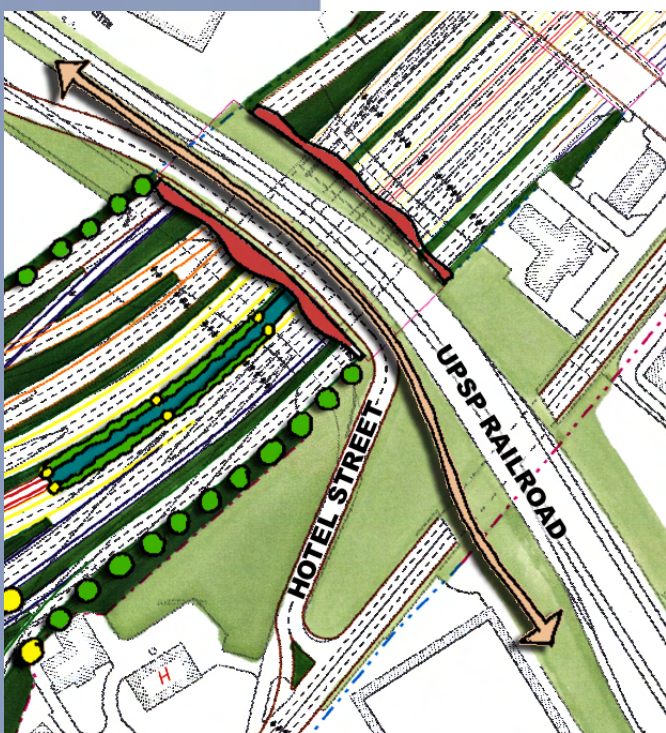
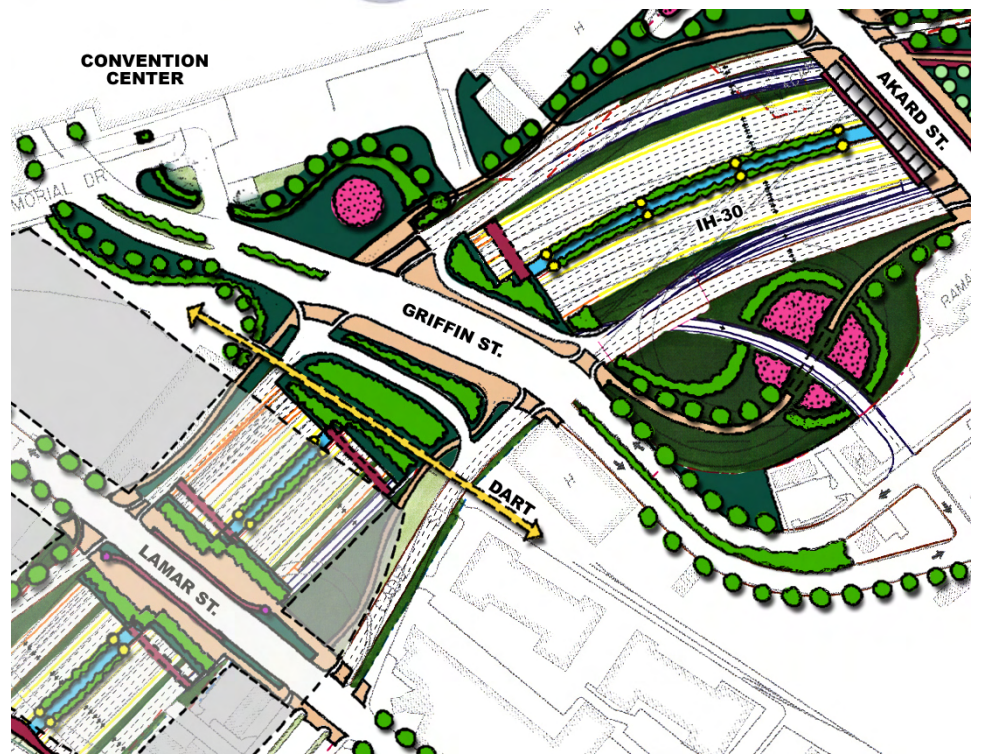
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IH 30: Lamar Street – Lamar serves as a direct link between the Dallas Convention Center and the emerging “Southside” entertainment district just south of IH 30. The entertainment district is within easy walking distance of the Convention Center but this is currently not very pedestrian friendly. Proposed streetscape improvements would enhance the use of this route. Therefore, it would be desirable to provide enhanced pedestrian crossings along the Lamar Street sidewalks. This could include conventional streetscape improvements such as enhanced sidewalks, bridge planters, and pedestrian scale lighting. In addition, provisions for periodic sculptures and/or historical markers along the sidewalks should be considered as an attraction for increased pedestrian activity.



Another opportunity exists to potentially extend the Convention Center structure over IH 30. This would require that the primary enclosed building space be one story above Lamar Street. Secondary space could possibly be at street level in the area just south of the freeway. If feasible, these spaces could potentially accommodate ground level retail uses and secondary building access. A design such as this would require advance coordination of structural column placements and air rights agreements between TxDOT and the City of Dallas. If implemented, this design would have significant influence on potential streetscape improvements on the Lamar Street bridge. It should be noted the design of the Lamar Street and Griffin Street bridges could incorporate similar design motifs to identify this sub-segment of the IH 30 Canyon.

IH 30: Hotel Street/UP Railroad – A single bridge accommodates this local roadway and freight line crossing. This bridge would serve as a portal in and out of the IH 30 Canyon. As such, the bridge could receive exterior façade treatments to enhance its perception as a transition point between the Canyon and Mixmaster. On top of the bridge, there may be an opportunity to incorporate a hike/bike trail crossing. This trail could serve as a recreational asset or as an alternative means of access between downtown and redevelopment areas along Industrial Boulevard south of IH 30. It may also be possible to complement a trail of this type with distinctive security lighting standards that lend identity to the trail and the bridge crossing.

The Delta

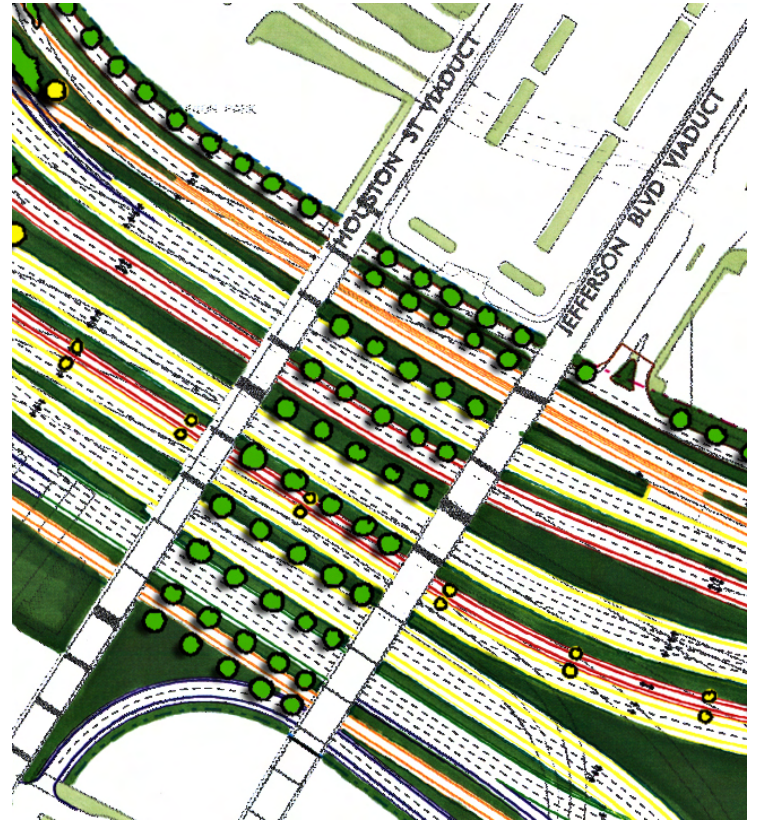
IH 30/IH 45: Mixmaster Interchange –

Two interchanges occur within the “Mixmaster” segment. Both are large areas with multiple-level bridge structures and complex geometric layouts. These areas not only denote the southwest corner of downtown, they also serve as front door arrivals for downtown and the Trinity River Corridor. The opportunity exists to design these as distinctive destinations within the local roadway network. This could be achieved by concentrating plantings in a simple geometric form. The shape and limits of this form could be reinforced by the placement of tall mast light fixtures. These light fixtures could lend additional distinction through inclusion of special colors or shrouds described further in the components section of this document.

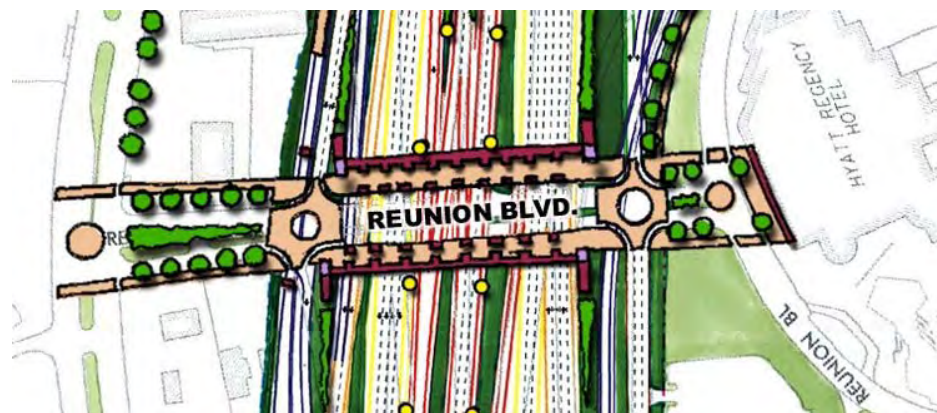


Opportunities

Houston/Jefferson Viaducts – Massed tree and understory plantings could be provided between these two bridge structures. Special edge-of-roadway barrier treatments are likely to be required to accommodate such plantings. This design creates a pleasant backdrop for these structures. It also serves to create a transition point midway between the two Mixmaster interchanges. This treatment retains prominent view corridors and is in keeping with the scale of the Mixmaster environment.

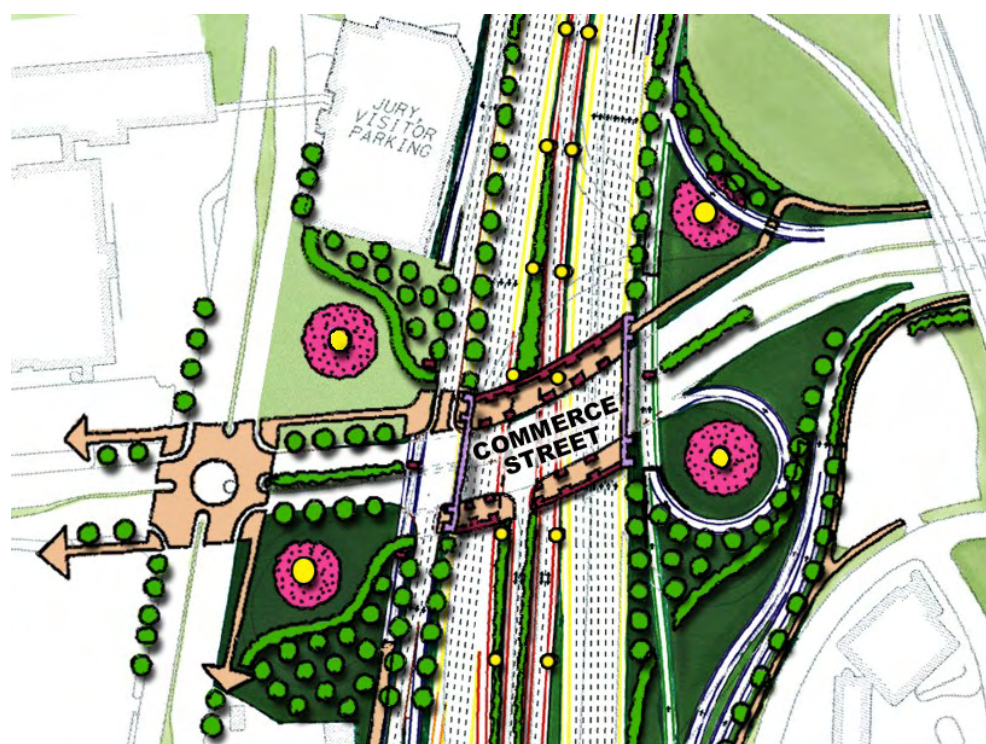


Reunion Boulevard – The reconstructed freeway will pass over the top of Reunion Boulevard. This street provides a vehicular and pedestrian link between the Reunion Arena, Union Station, the Hyatt Regency Hotel, and the proposed Trinity Development Corridor. It may also serve as the primary pedestrian link to one of the potential deck plazas overlooking the Trinity River. This access could be complemented with arcaded sidewalks that protect pedestrian traffic from vehicles. A configuration such as this could be reminiscent of the existing Commerce Street Triple Underpass pedestrian facilities.



Streetscape treatments such as specialty sidewalk and crosswalk pavements, street tree plantings, and enhanced lighting could further Reunion Boulevard as a desirable connection between either side of the freeway. If accomplished, this could create a new front door to the Reunion District.

IH 35E: Commerce Street – Commerce Street serves as one of the major entry points to downtown Dallas. The architectural design of the new bridge overpass and surrounding landscape areas, including Martyrs Park, could create another gateway in and out of downtown. The bridge could reflect characteristics of the nearby Triple Underpass bridge over Commerce Street. Landscape treatments could create a pleasant front door for downtown and the emerging Trinity Development Corridor. Streetscape improvements could lend continuity with the remainder of Commerce Street and the related improvements at Reunion Boulevard. Due to heavy vehicular traffic at this location, careful consideration of pedestrian access must be incorporated. Pedestrian connections between the south side of Commerce and Reunion Boulevard provide important linkages while avoiding major vehicular conflicts.

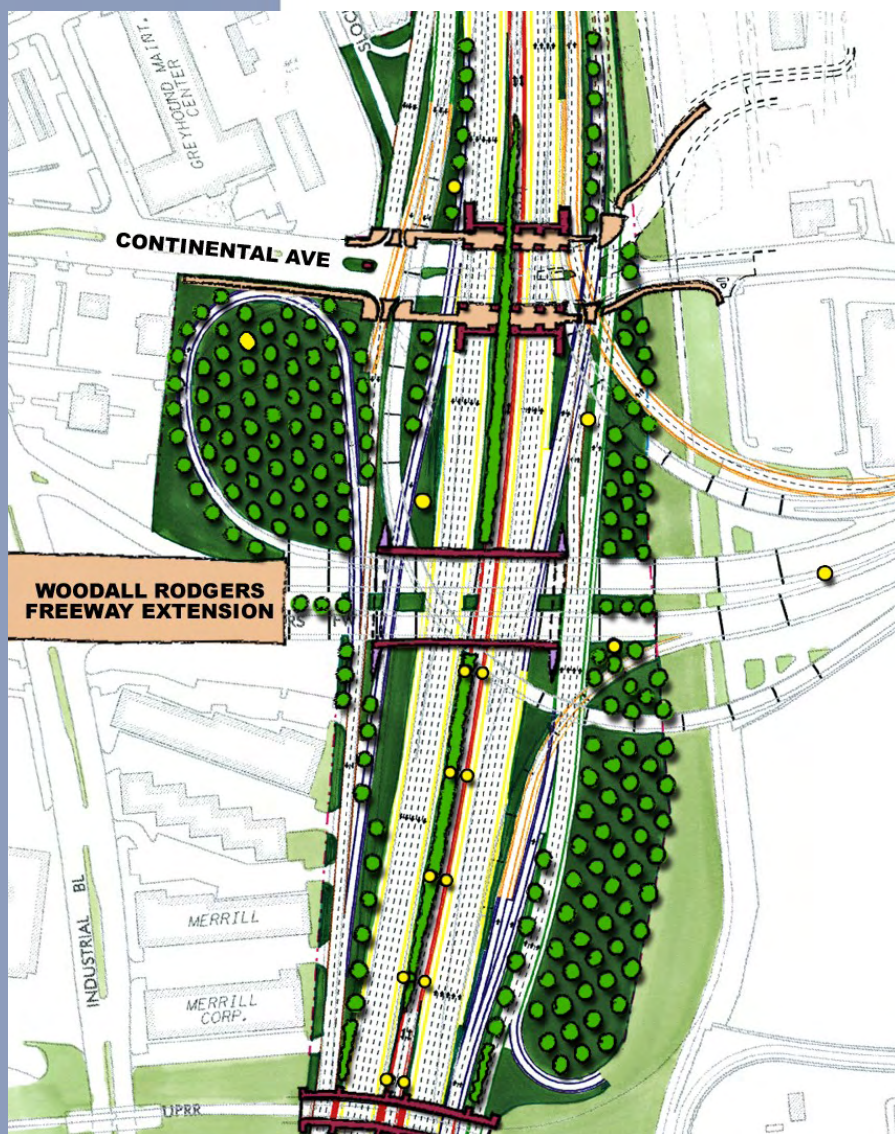
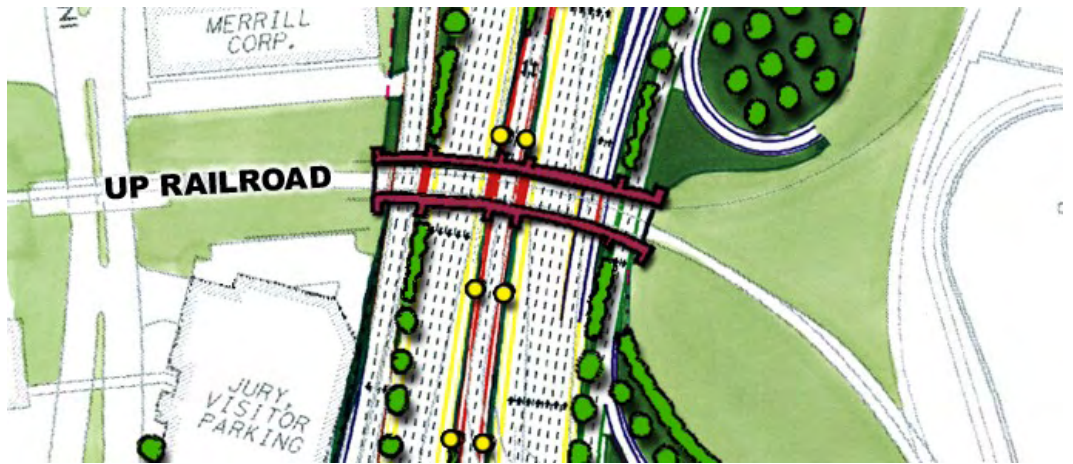


Opportunities

IH 35E: Union Pacific (UP) Railroad

– Railroad bridges could be unsightly if minimal attention is provided to their design. The UP bridge over IH 35E is within a high visibility location in proximity to the Commerce Street gateway and the Spur 366 Woodall Rodgers interchange. A design that reflects certain

aspects of surrounding bridges would lend visual continuity to the corridor. A special design motif for this bridge might reflect characteristics of the other UP bridge crossing over IH 30.



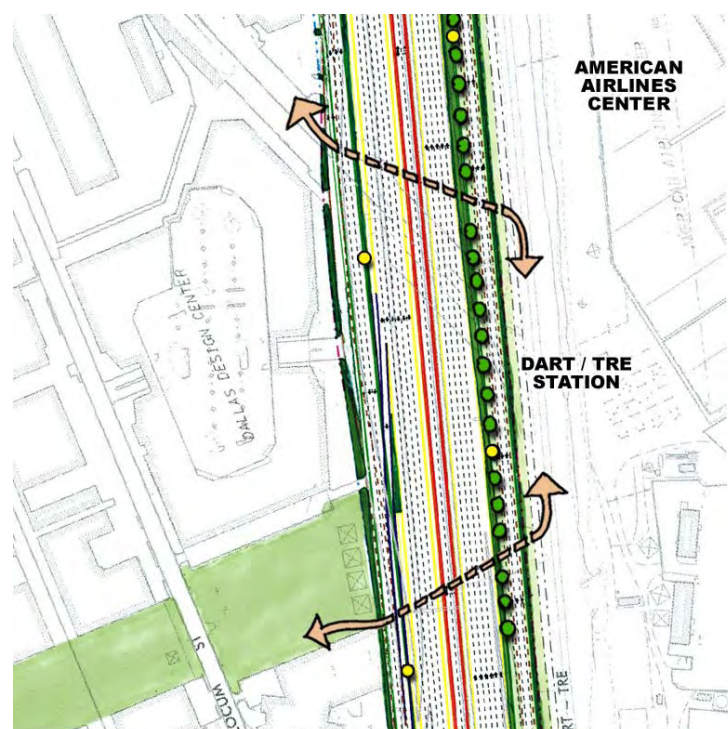
The Main Branch

IH 35E: Woodall Rodgers Interchange – The intersection of IH 35E at Spur 366 Woodall Rodgers defines the northwest corner of downtown Dallas. A distinctive bridge design over the Trinity River is proposed immediately west of this location. The opportunity exists to incorporate certain aspects of the Trinity River bridge design at this location. Doing so could help to define this prominent location in a distinctive manner that complements the proposed extension of Woodall Rodgers over the Trinity River. Ample space surrounding the bridge could be landscaped as well. The scale of this area and significance of the location warrant consideration of landmarks that could flank the intersection. These could potentially serve as a gateway to downtown and the Trinity River Corridor.

IH 35E: Continental Avenue – For the most part, the profile of IH 35E is at or above the surrounding topography. This configuration creates a physical and visual barrier between sides of the freeway. Local street crossings provide the primary opportunity to create physical and visual connections between the developments on either side.

Continental Avenue provides a link between the Design District west of IH 35E and the Victory/West End Districts east of IH 35E. Pedestrian access below IH 35E could be encouraged through incorporation of streetscape improvements along Continental. At the Continental bridge, provision of broad sidewalks and colonnaded, full-height abutment walls will enhance the character and quality of this connection. These improvements could also provide an appealing portal for motorists traveling along Continental. Supplemental lighting of the under-bridge sidewalks could make nighttime pedestrian use feel secure.

DART/TRE Station – The reconstruction of IH 35E presents the opportunity to consider provision of pedestrian tunnels crossing below the freeway. This access might be accomplished in one or two locations that could tie into a hike/bike trail west of IH 35E. A connection of this nature could improve access to the rail station from emerging commercial and residential neighborhoods to the west. Provision of an adequately wide and well-illuminated passageway that conforms to Americans with Disabilities Act (ADA) accessibility criteria is critical to the success of these crossings. Landscaping along the northbound service road could soften the visual effect of retaining walls and structures around the station.



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IH 35E: Hi Line – Hi Line Drive provides a link between the Design District West of IH 35E and the Victory District east of IH 35E. Pedestrian access below IH 35E could be encouraged through incorporation of streetscape and boulevard landscape improvements along Hi Line. At the Hi Line bridge, provision of broad sidewalks and colonnaded, full-height abutment walls will enhance the character and quality of this connection. These improvements could also provide an appealing portal for motorists traveling along Hi Line Drive. Supplemental lighting of the under-bridge sidewalks could make nighttime pedestrian use more secure.

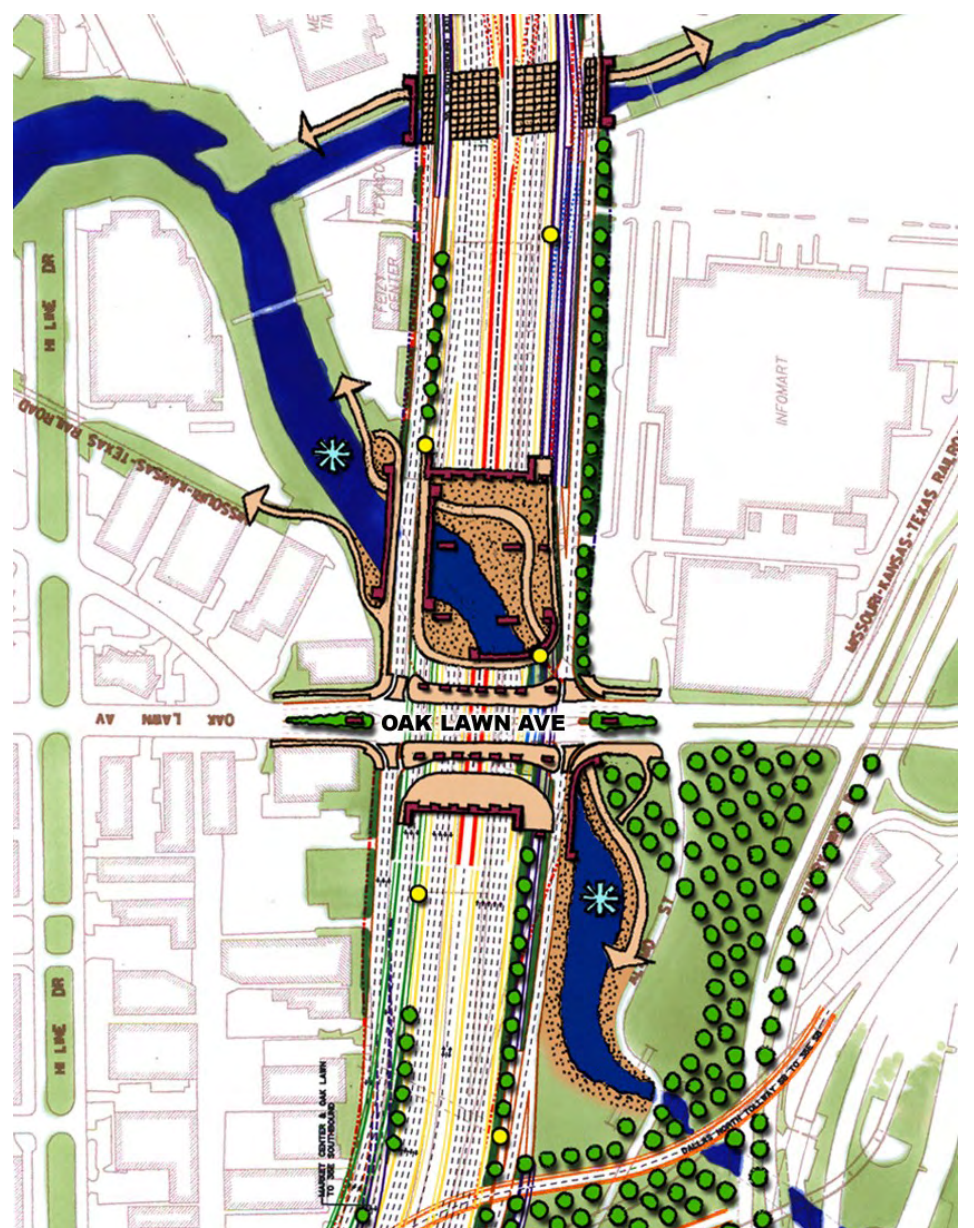


IH 35E: Oak Lawn/Dallas North Tollway Interchange - The Old Trinity River runs below the intersection of Oak Lawn Avenue at IH 35E. This waterway is currently narrow with concrete lined slopes through the area of the right-of-way. The opportunity exists to open up the waterway and make it a visible amenity through the area of the intersection. The use of natural boulders and stone rip rap slopes could stabilize embankments along the waterway, particular in under-bridge areas where vegetation will not thrive. It may also be possible to introduce vertical fountain geysers on either side of the freeway through cooperative efforts with the City of Dallas and/or local improvement associations.

Trail access could be provided along the waterway to link the “Meanders” area west of the freeway with the existing Katy Trail east of the freeway. This access might be accomplished with a combination of on street and/or grade separated trails paralleling the waterway below street level. Sidewalks along each side of Oak Lawn Avenue could also be enhanced to accommodate pedestrian crossings of the IH 35E right-of-way.

Stemmons Park, southeast of the intersection of Oak Lawn at IH 35E, could be designed as a landscaped gateway signaling the beginning of the Trinity “Meanders.” Achieving this design may require a cooperative effort involving multiple public entities such as the City of Dallas and the North Texas Tollway Authority. A new tree grove could be planted from the south side of Oak Lawn Avenue, east to Harry Hines Boulevard and south into the Dallas North Tollway ramp interchange connecting Dallas North Tollway and IH 35E. These plantings could create a green portal in this highly visible location.

Medians in the middle of Oak Lawn Avenue could potentially incorporate neighborhood gateway features. These features could serve as icons identifying the Design District west of IH 35E and the Market Center District, or Oak Lawn neighborhood, east of IH 35E. Gateway features might include improvements such as masonry columns, sculptures, signs, or specialty lighting standards. Placement of these features could occur on the north and south side of Oak Lawn Avenue as an alternative to location in the median.



Major Urban Design Summary

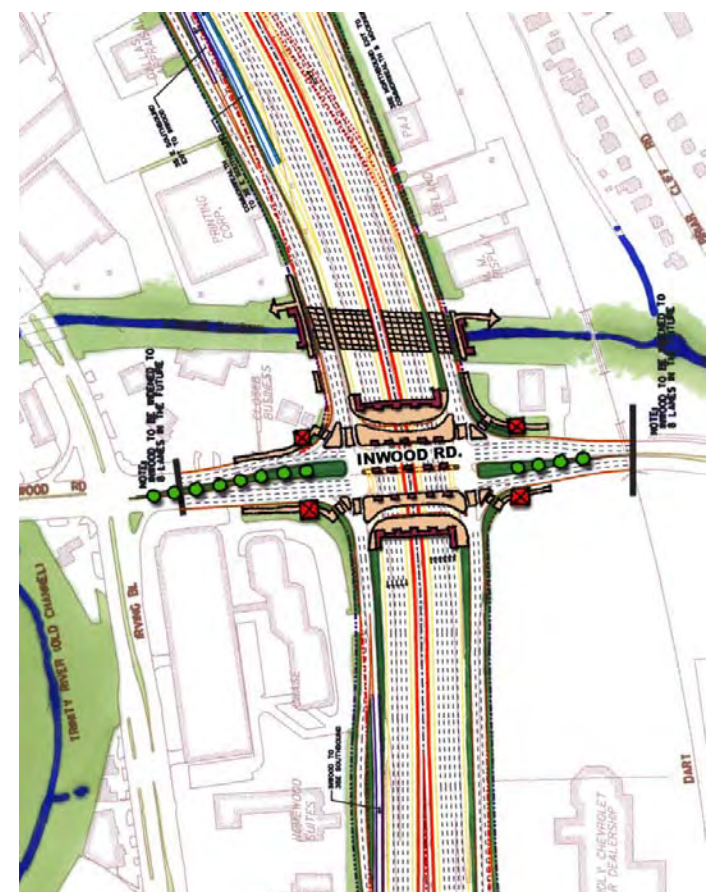
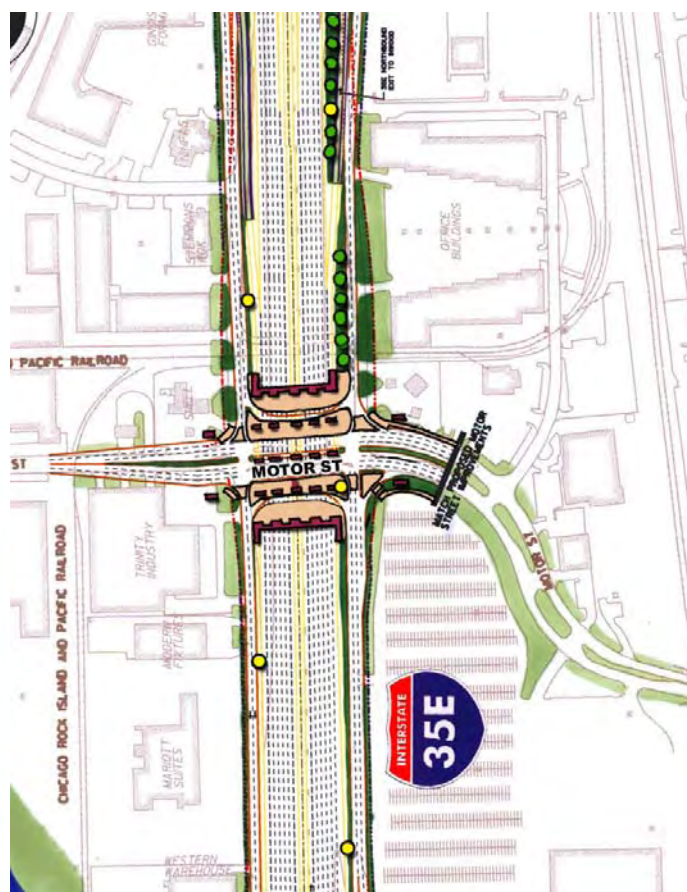
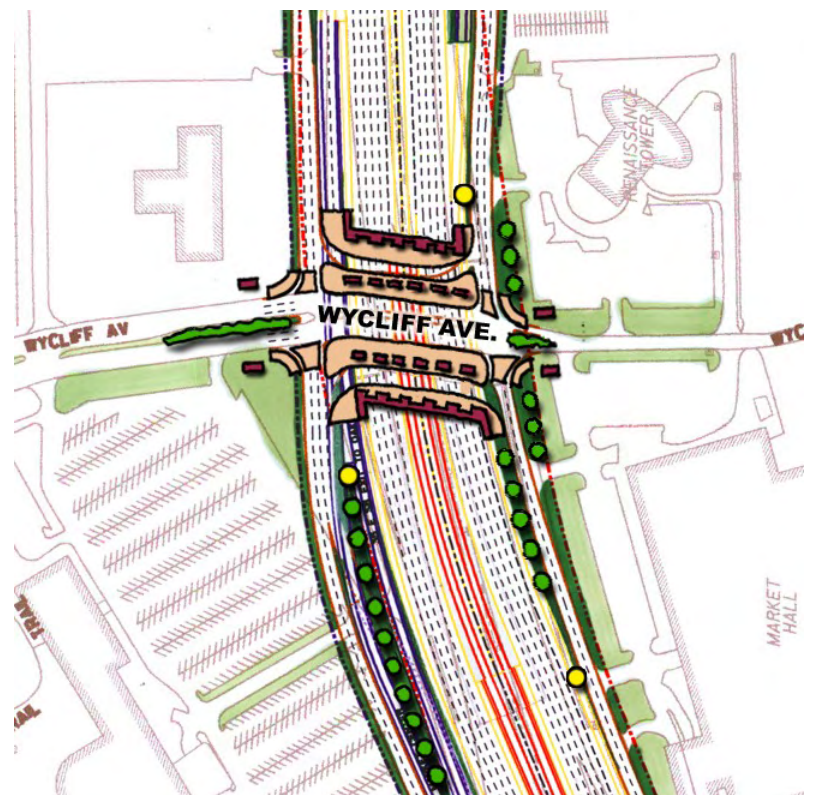
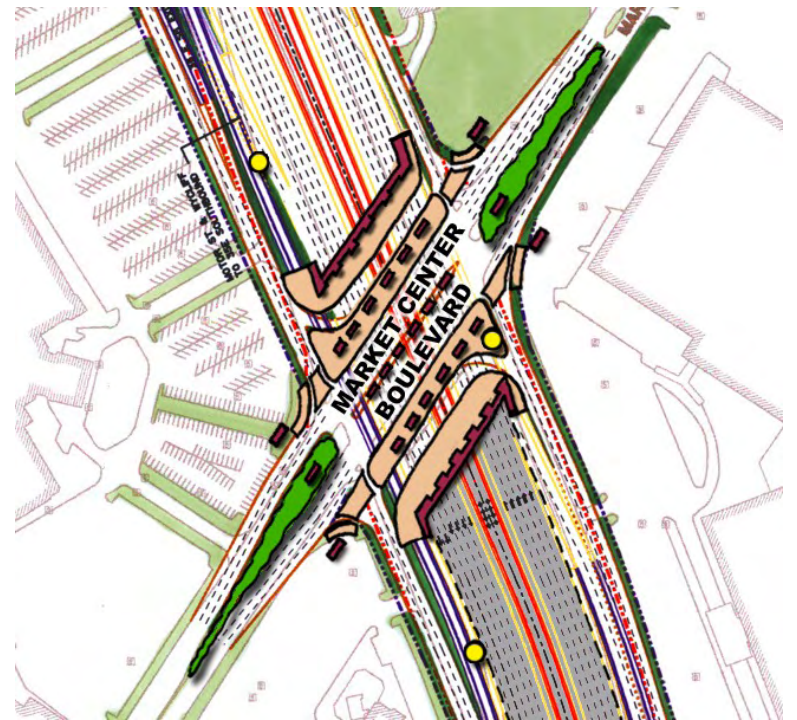
Opportunities

IH 35E: Market Center Boulevard, Wycliff Avenue, Motor Street, and Inwood Road – Each of these street crossings of IH 35E has a different physical configuration. However, they all have similar design issues as principle connections across the freeway through the Stemmons Corridor. Each provides access to adjacent developments and neighborhoods with IH 35E serving as the front door for these developments and neighborhoods.

The opportunity exists to provide neighborhood gateway icons at each intersection. Gateway elements are best located along the outside edges of these roadways. However, median locations or placement at bridge columns and/or statement corners could be considered as alternate locations.

Streetscape improvements such as tree plantings, specialty pavers, and pedestrian scale lighting could be designed to enhance the cross street environments. These improvements could incorporate motifs that draw upon aspects of the overriding “Main Branch” corridor concept. Streetscape improvements could also include the integration of designated City of Dallas bike trails.

Enhancement of the structural forms and finishes at the IH 35E overpasses at these streets could contribute to improving the character and quality of these areas. Structural enhancements should be of a similar design at all four of these bridge crossings. Improvements such as full-height, architectural finish abutment walls, bridge columns, and enhanced under bridge lighting treatments could be coordinated with streetscape and gateway treatments. Pavement surfaces behind roadway curb lines could be accented with large stone boulders and rock mulch beds. These treatments could break up large, under bridge pavements expanses. They also could serve as a low maintenance transition between unplatable under-bridge areas and potential planting beds surrounding the bridges.



Opportunities

The Confluence

The Confluence is the IH 35E, SH 183, and the future Trinity Parkway interchange area.

IH 35E: Commonwealth – This crossing of the Stemmons Corridor should incorporate many similar structural treatments as described for Market Center, Wycliff Avenue, Motor Street, and Inwood Road. The introduction of plantings along Commonwealth could contribute to the creation of a landscaped boulevard. Streetscape and trail improvements could provide connections to nearby Pegasus Park (South of Commonwealth) and potential trail corridors east of IH 35E. Landscaping along the northbound service road could serve as a visual terminus for the east end of Commonwealth.

IH 35E: The TRE Bridge Crossing – This bridge is positioned in a highly visible location within the IH 35E/SH 183 interchange. Due to this location, the bridge naturally functions as a structural portal in and out of the “Confluence” zone. The prominence of this bridge suggests it should receive enhanced design treatments.

A distinctive design such as has been implemented on the TRE Bridge into downtown Fort Worth would contribute to the identity of the IH 35E crossing. Consistency of design with the Fort Worth TRE Bridge would also contribute to recognition of the bridge crossing being on the TRE route between Dallas and Fort Worth.

IH 35E: Mockingbird Lane – This crossing of the Stemmons Corridor should incorporate many similar structural enhancements referenced in the Commonwealth design opportunity description. Provision of streetscape improvements and neighborhood gateways along Mockingbird could create portals defining the approaches to Love Field, the Brookhollow Business District, and Trinity Development District.

The IH 35E/SH 183 Interchange - The open space within and adjacent to this interchange affords the opportunity for large scale planting treatments. This could include tree plantings in flowing, linear patterns to support the overriding “Confluence” concept. Understory plantings such as shrub masses and ground cover beds could complement the overall theme. The triangular open spaces at the north and south end of this interchange could accommodate large, vertical structures that could serve as regional landmarks. These landmarks could also function as gateway elements defining the northern limit of Project Pegasus. Additional plantings in simple yet bold patterns could lend further distinction to these zones.

