

UDPRP Review Summary 07.03.13

Urban Design Peer Review Panel

DATE: 06.28.13

TIME: 8:30am

PROJECT: Victory Park Conceptual Study_Phase 1 Improvements

LOCATION: Dallas City Hall Room 6FN

Overview

Below is a summary of Urban Design Peer Review Panel advice for Victory Park Phase 1 improvements as derived from the June 28 Peer Review session.

Advice Summary

- [1] In general, the panel concurs strongly with the overall vision for the proposed improvements, especially on Victory Park Lane.
- [2] Mid-block crossings on Victory Park Lane should incorporate bulb-outs as shown in the provided renderings.
- [3] Panel encourages that future lighting and identity elements incorporate shade wherever possible.
- [4] Consider increasing emphasis on entrances from surrounding streets into Victory Park Lane by extending the character of Victory Park Lane to Victory Avenue and Houston Street at the intersections of High Market and Museum Way.
- [5] The panel believes that this project offers an opportunity to enhance the entire district by addressing one of the most unsuccessful portions of the original plan, the barrier created by Olive Street (particularly in the block between Victory and Houston), between Victory Plaza and the remainder of Victory Park. The panel also believes that successfully addressing this barrier will also enhance the performance of retail to both the north and south of Olive.

In particular, the panel strongly recommends that this block of Olive should be planned and designed to give the pedestrian clear priority over vehicular traffic.

The panel recommends that the following specific steps be given strong consideration as part of an overall solution:

- The panel recommends that the width of Olive Street be reduced by eliminating the median and increasing the width of sidewalks.
- The crosswalk at Victory Park Lane should be angled or widened at the connection between Victory Plaza and Victory Park Lane to better encourage pedestrian movement and support retail throughout the district.
- Other best practices for prioritizing pedestrian activity over vehicular traffic.