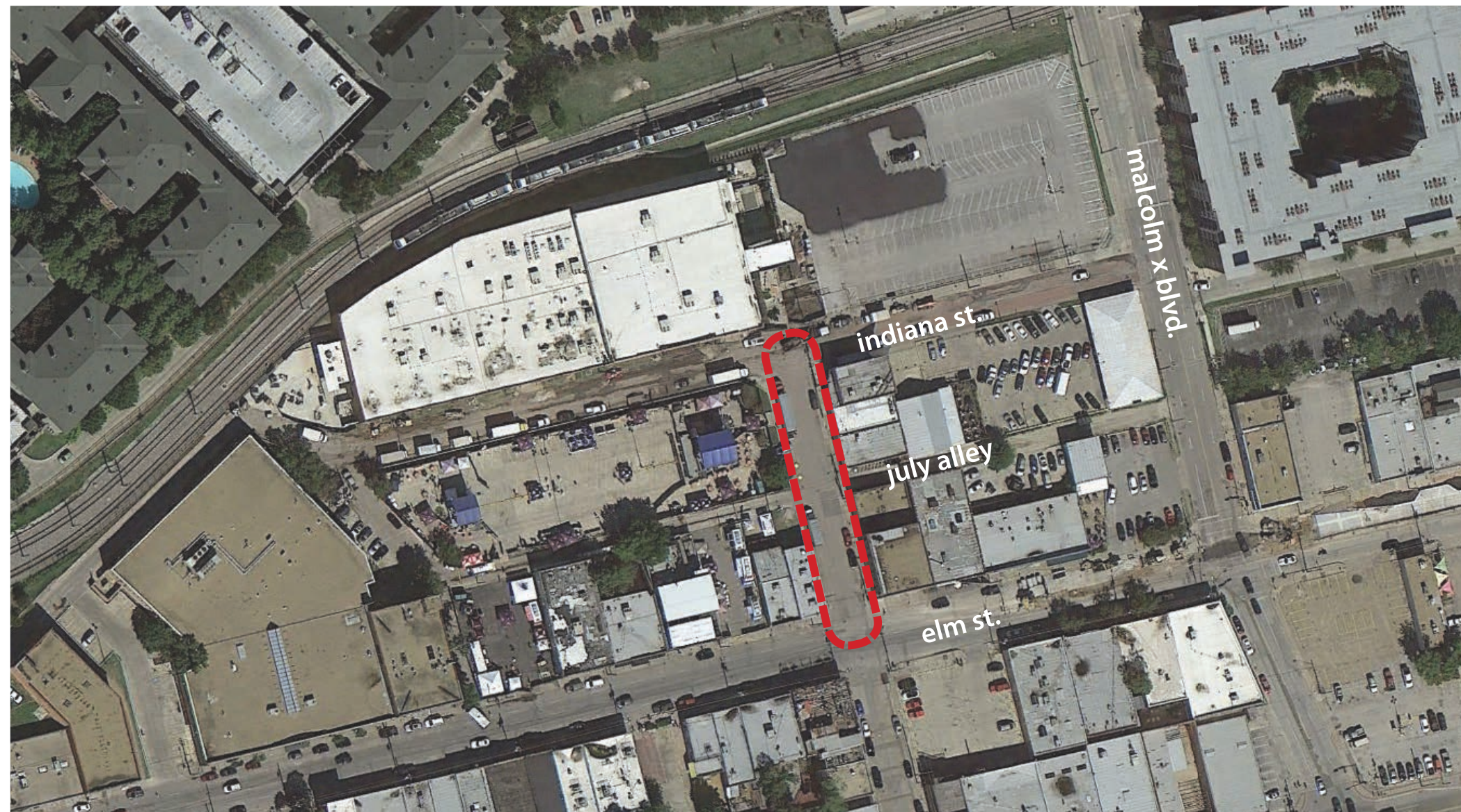


Applicable Urban Design Priorities Project Should Achieve

- [1] The street should be highly flexible in its design and able to adapt to a variety of uses -
The design of the street should be highly pedestrian in nature while flexible enough to accommodate a range of uses such as cafe seating, street festivals, parking, and less frequent vehicular use.
If the eventual desire is to replicate along southern sections of Crowdus, and potentially replicate on other neighborhood streets, then the flexibility to adapt to a variety conditions an uses will be critical.
- [2] Vehicular lane widths should be designed at minimum widths to slow vehicles and promote pedestrian activity -
Decreasing the lane widths to slow traffic and maximize the pedestrian zones will serve to promote pedestrian use and activity.
- [3] The street design should incorporate a consistent row of trees along both sides of the street -
A consistent row of trees on either side of the street helps to clearly identify vehicular and pedestrian zones.
- [4] Tree and landscape spacing should be such that potential on street parking could be designated between elements in the future in desired -
The spacing of trees bollards or other vertical elements should be located so that parallel parking could occur if desired by adjacent businesses.



Policy References

Downtown Dallas 360
Chapter 3, Chapter 4

Forward Dallas!
Section 5 [urban design element]

TIF Urban Design Guidelines
Part III, Part IV [Deep Ellum]

Context Description

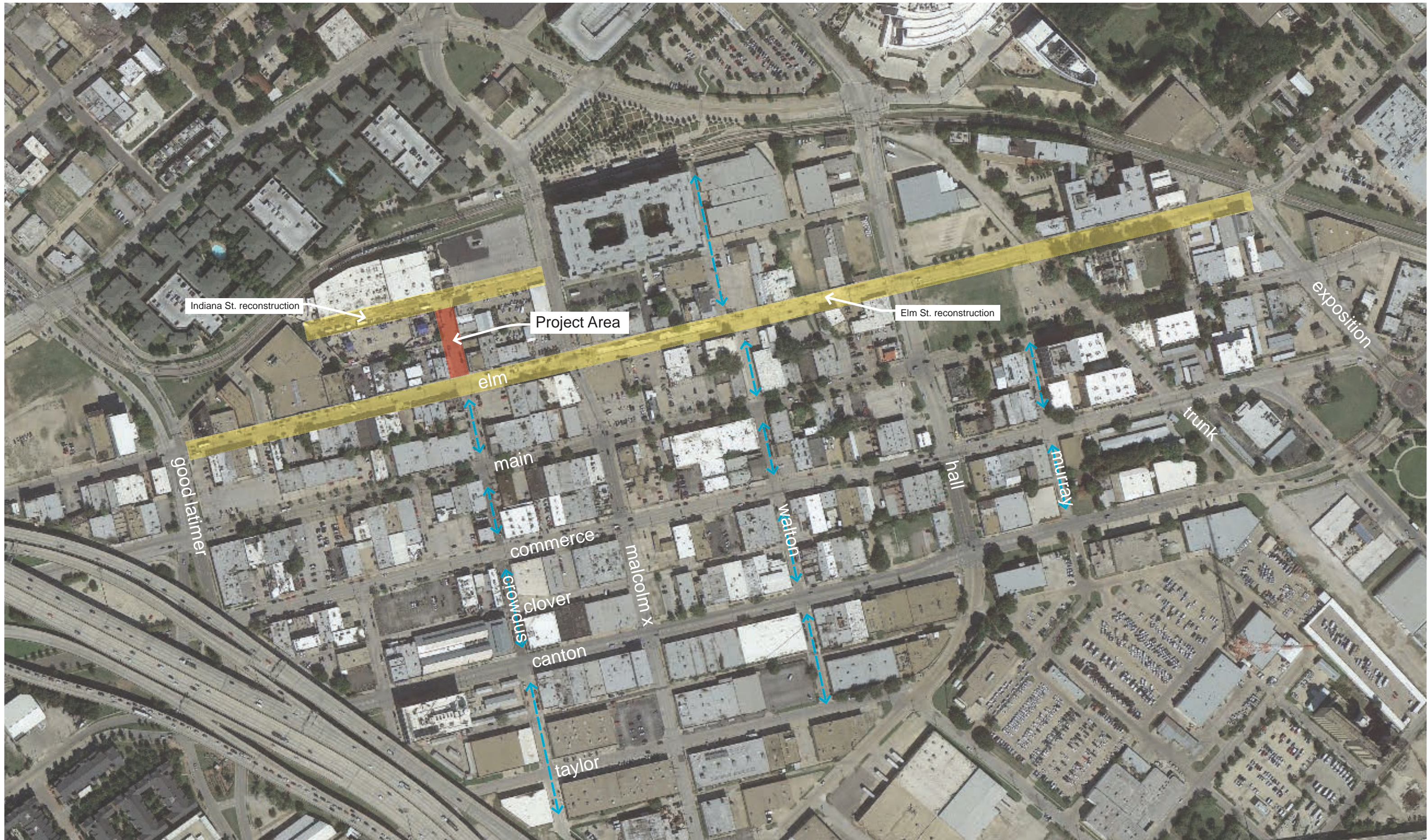
Originally designed as a segment of a larger street reconstruction effort for Elm and Indiana, a group of community leaders and property and business owners identified the reconstruction of Crowdus as an opportunity to create a flexible pedestrian oriented street. As a possible pilot for similar north south connectors within the neighborhood, the determination was made to reimagine Crowdus as a curbsless street, designed primarily for pedestrian use while also accommodating infrequent vehicular traffic.




An important consideration for the street design is the ability to use as a model for similar under utilized connector streets that could be activated by adjacent businesses, and would provide a pedestrian oriented network through the neighborhood. In order to be replicable, the flexibility to adapt to a variety conditions an uses will be critical.

Crowdus Flexible Use Street

Neighborhood:
Deep Ellum

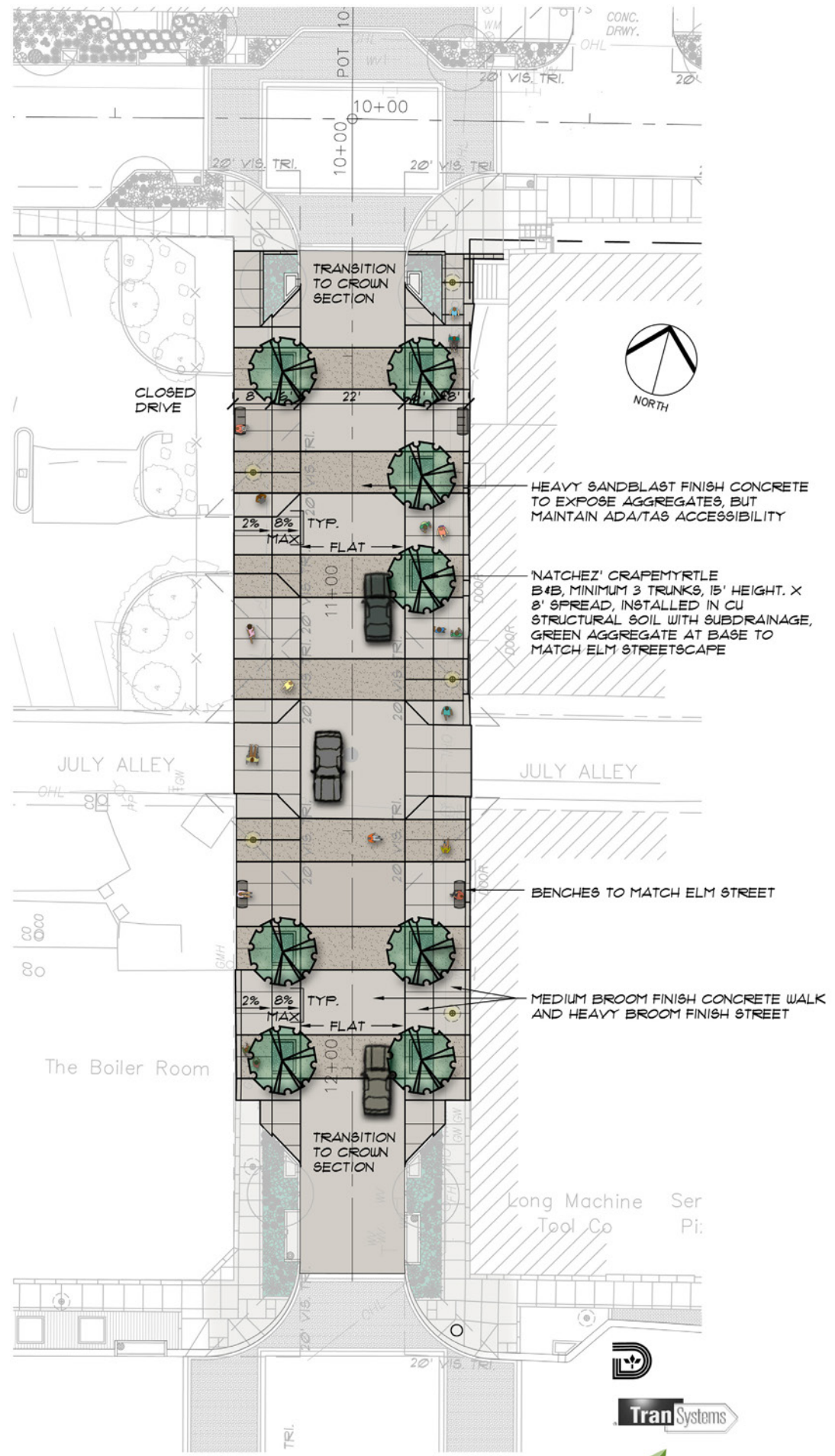
Program:
Street Reconstruction



-  current construction
-  crowdus st project area
-  potential future study areas







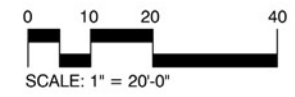
HEAVY SANDBLAST FINISH CONCRETE TO EXPOSE AGGREGATES, BUT MAINTAIN ADA/TAS ACCESSIBILITY

NATCHEZ' Crape Myrtle B4B, MINIMUM 3 TRUNKS, 15' HEIGHT, X 8' SPREAD, INSTALLED IN CU STRUCTURAL SOIL WITH SUBDRAINAGE, GREEN AGGREGATE AT BASE TO MATCH ELM STREETScape

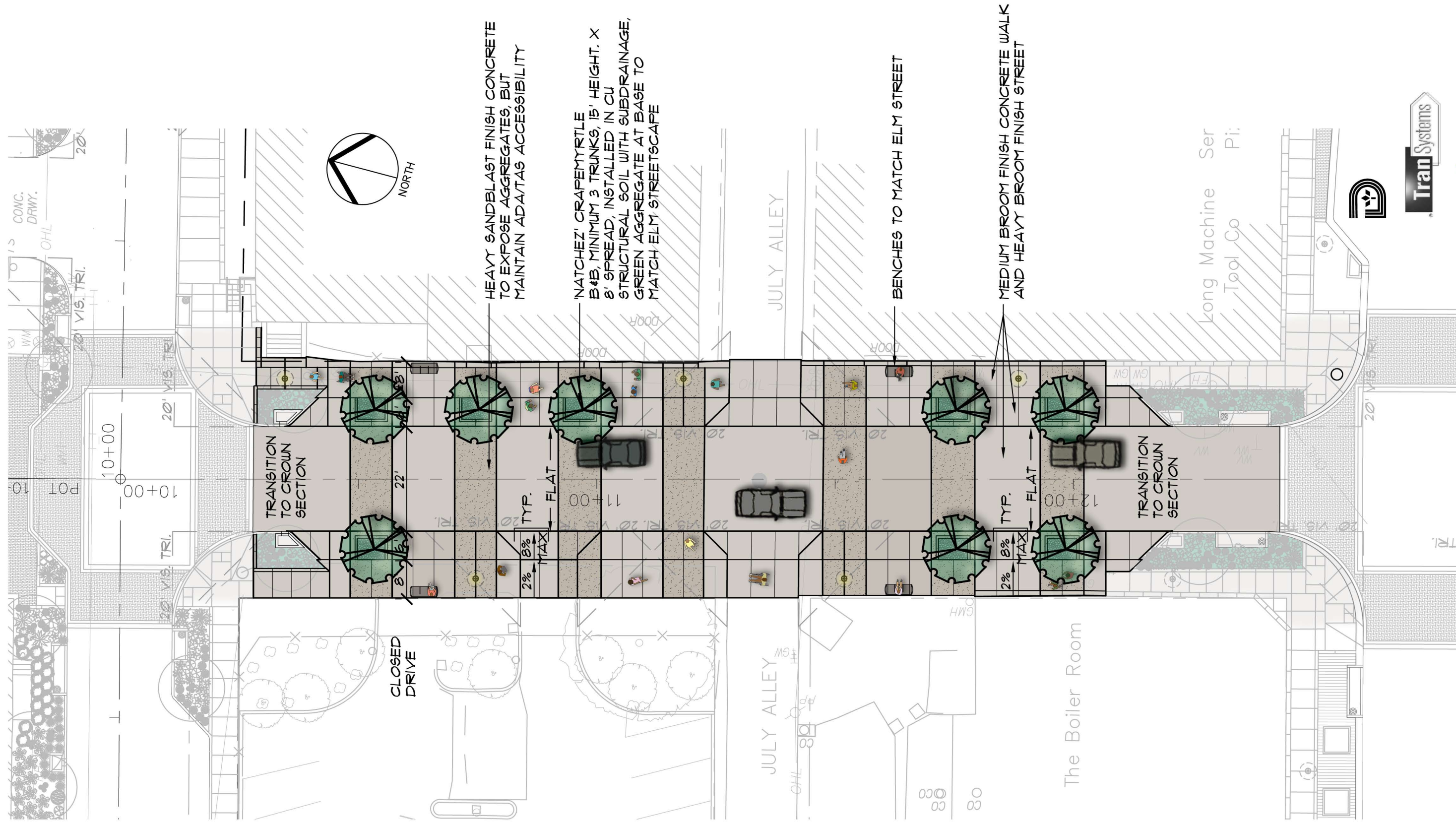
BENCHES TO MATCH ELM STREET

MEDIUM BROOM FINISH CONCRETE WALK AND HEAVY BROOM FINISH STREET

CROWDUS STREET MALL

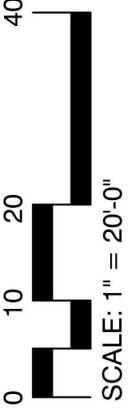


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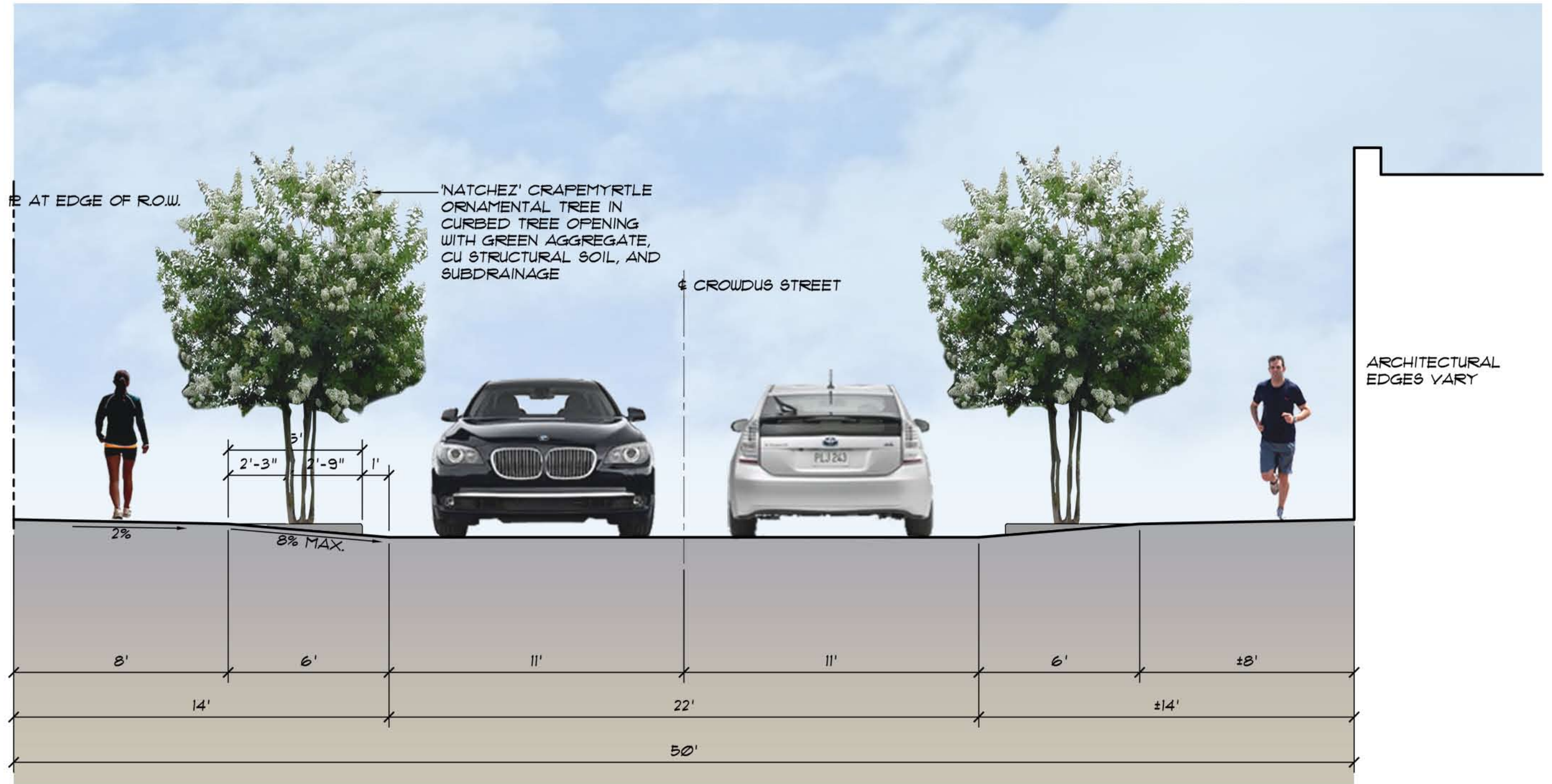


Concept Plan - Enlarged

CROWDUS STREET MALL



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SECTION

CROWDUS STREET MALL

