

CITY CENTER TIF : NORTH SOUTH LINKAGES PROJECT

PHASE I : EXISTING CONDITIONS

PHASE II: SCHEMATIC DESIGN

PHASE III: DESIGN DEVELOPMENT



PREPARED FOR
CITY OF DALLAS

DEPARTMENTS OF PLANNING AND DEVELOPMENT,
ECONOMIC DEVELOPMENT, PUBLIC WORKS
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PART 1: URBAN DESIGN	<u>page</u>
District Concepts District Strategies	1
PART 2: STREETScape: ELEMENTS AND SYSTEMS	
Traffic Issues	4
Lane Configuration Changes	
On-Street Parking Enhancements	
Conceptual Design	
Intersection Issues	10
ADA Ramps/ Crosswalks/ Vertical Elements	
Conceptual Design	
Landscape Elements	14
Opportunities and Constraints	
Planting System and Recommendations	
Conceptual Design	
Ground Surfaces: Sidewalks	16
Pedestrian Space Definition/Shade Zone Articulation	
Conceptual Design	
Lighting Strategy	18
Street/Intersection/ Pedestrian Lighting	
Conceptual Design	
Pedestrian Amenities	20
Locations and Types	
Conceptual Design	
Public Art	26
Conceptual Strategy and Process	
Private Property Enhancement	28
Surface Parking Lots	
Conceptual Design	
PART 3: SCHEMATIC DESIGN	
District Concepts District Strategies	31
Field Street	
Akard Street	
Ervay Street	
St. Paul Street	
Harwood Street	
PART 4: APPENDIX	
Community Participation	51
Public Meeting One Report	

PHASE II

This document illustrates the Conceptual and Schematic Design for the five north-south streets in the City Center Tif District. Component of this study is based on the analyses developed in Phase 1, these streetscape concepts address landscaping, lighting, on-street parking, street realignments, curb and drainage locations, pedestrian amenities and the integration of public art.

While specific final design concepts are still evolving, an overall design approach has been developed. This design approach is based on a systematic collection of improvements that begin to unify the disparate nature of the study area; it is simultaneously flexible in nature, to allow for idiosyncratic conditions to exist comfortably .

The report begins with *Part 1, Urban Design* strategies that establish the importance of each street at the "district" scale. *Part 2* addresses issues relating to the "street" scale itself, illustrating new street/intersection configurations, and design prototype concepts for various **Streetscape Elements and Systems**. *Part 3 Schematic Design* demonstrates of how these prototypes are then applied to each of the individual blocks of the study area. Finally, *Part 4* contains an **Appendix** that documents the ongoing community participation efforts, along with various technical exhibits.

A central feature of this north/south linkages project is the **ongoing coordination** with various community and regulatory groups. A series of stakeholder meetings have been held, involving discussions of alternative design concepts. Additional meetings are continuing with individual stakeholders to review the design issues specific to their interests, including surface parking owner/operators and street level storefront owners. The Department of Public Works and Transportation has approved the traffic plan and proposed realignments. Traffic and pedestrian signal locations have also been studied, with preliminary recommendations for their improvement. Finally, the TIF Board has reviewed the schematic design, selection of artists and the preliminary cost estimate.

Three **artists** have been selected from an open Call for Artists and interview process. Their work has just recently commenced with the design team. This report does not propose any specific art installations at this point; instead, it outlines a series of opportunities to be considered on a block by block basis. The intent is that the "art" be conceived and constructed in a collaborative manner with the architects, rather than separated as distinct objects placed within the street environment.

Mission:

The historic downtown center of Dallas is a unique and scarce asset for the region and has a great potential for being a pedestrian oriented district with thriving street level retail. The mission of this project, in conjunction with many other downtown initiatives, is to transform the historic core of the Central Business District into a unique urban environment to be experienced, remembered and cherished by those that chose to work, live or play there.

History:

The City Center Tax Increment Financing (TIF) District was created in 1996 to provide funding for public improvements to revitalize of the downtown core area. Street level retail and pedestrian activity was identified as one of the primary elements for determining the vitality of the downtown. Now with the resurgence of downtown residential, developing the street level character of an urban neighborhood is essential to living, working and recreating in a vital downtown. The pedestrian environment, both public and private, is critical to the positive perception of downtown.

The North/South Streets south of the Transit Mall in the historic core area were identified as the top priority for streetscape improvements for the City Center TIF District.

GOALS AND OBJECTIVES:

1. Foster downtown revitalization through a strategy of office, residential, and retail investment with a 24/7 downtown as the goal.
2. Connect the Downtown Core with the Transit Mall, Arts District, Convention Center, City Hall, Westend, Library and the Farmer's Market.
3. Support street level retail and pedestrian activity through the provision of pleasant streets for walking and feeling secure.
4. Encourage a good working relationship with business and property owners through the planning and design process.
5. Coordinate with planning studies and projects recently completed or currently underway.
6. Widen existing sidewalks in the downtown core where feasible to comply with the minimum standards of the development code.
7. Provide street trees and pedestrian lighting throughout the project area.
8. Improve traffic circulation in the Downtown District
9. Provide shade, landscaping, street furniture and public art to enhance the pedestrian environment and experience.
10. Improve short term retail oriented parking options.
11. Incorporate historical components to create a design that links Dallas's past with it's future.



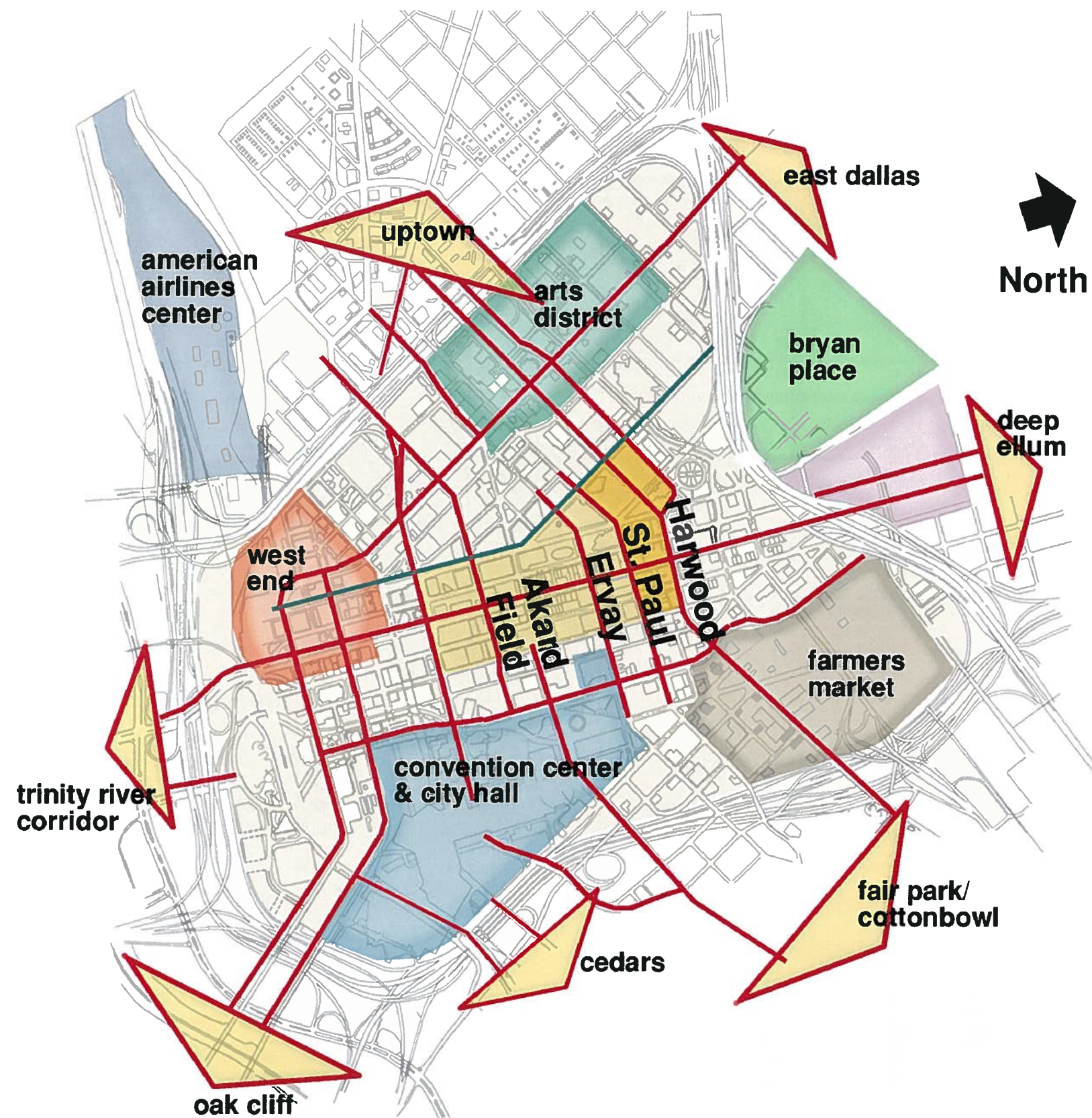
Dallas Downtown

The identity of the downtown area is largely shaped and influenced by its streets and buildings. Historical, functional, and purely physical characteristics define various subdistricts within the downtown, as shown in the adjoining diagram. The five north/south streets of the project play an important role within these districts relationships, anchoring the downtown center and linking the Civic Center with the Arts District.

The streets at the perimeter of the study area - **Field** and **Harwood** - are especially important with respect to the role they play in connecting pedestrians between the downtown center and adjoining districts. Parking systems, however, function hand-in-hand with roadway networks: secondary streets that contain parking facilities must also be regarded as critical to the complex dynamics of how people move in and out of the city. **Akard Street**, for example, is not a principle street that links districts; however, it's southbound route is considered the favored choice for suburban Neiman Marcus shoppers.

Akard and **St. Paul** Streets, on the other hand, are also essential when measured at a district or even regional scale. These two streets benefit from having DART light rail stations at their intersection with the Transit Mall. This fact has been integrated into the thinking of how to improve the respective street scapes that will attract riders disembarking to walk two or three blocks to the Main Street commercial and the historic center of downtown.

The five north/south streets represent an opportunity to establish a group of streets that "work" and define downtown center as the heart and soul of the region. As the following pages demonstrate, success depends on executing improvements at various levels - some purely functional, others focused on creating beauty. All are critical ingredients in creating a great city.



A. Hierarchy and Linkages

The central organization of downtown is anchored by three primary east-west corridors: the **Transit Mall**, **Main Street** and **Young Street**. Recent streetscape improvements to the Transit Mall and to Main Street have established them as anchors for ongoing redevelopment activities. Young Street has yet to be improved either as a street or redevelopment focus. Upgrading Young to a fully realized civic boulevard would provide a well-defined southern edge to the district and a proper front door to the Convention Center, City Hall and the Farmer's Market. **Akard Street** represents downtown's primary north-south pedestrian corridor; a significant improvement along its length would create the critical link between districts and reinforce the true "center" of Dallas by defining a "downtown crossroads" with Main Street. Elm and Commerce Streets are secondary in defining the downtown structure; other local streets such as Jackson and Wood are tertiary in nature.

B. Open Space

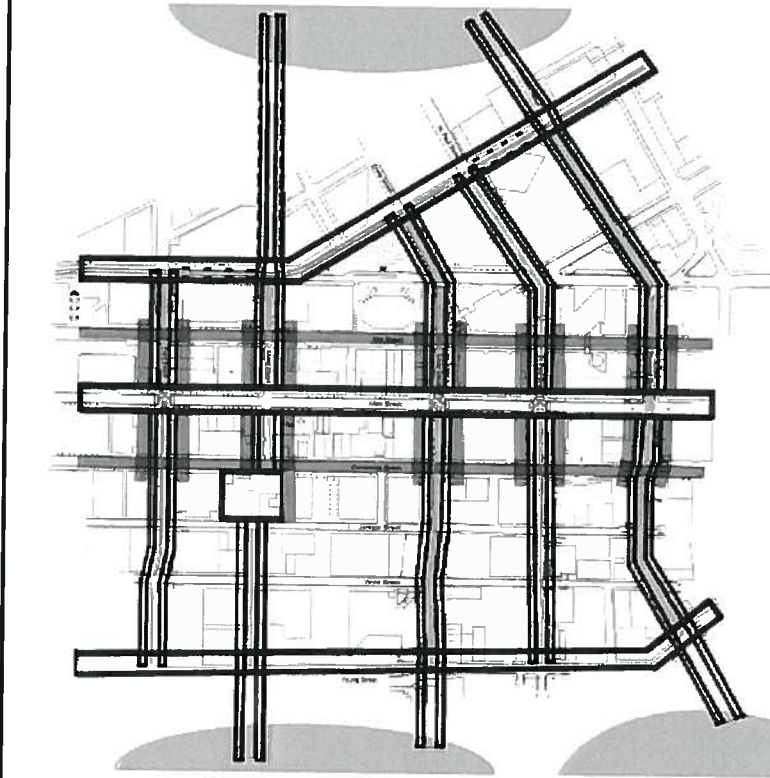
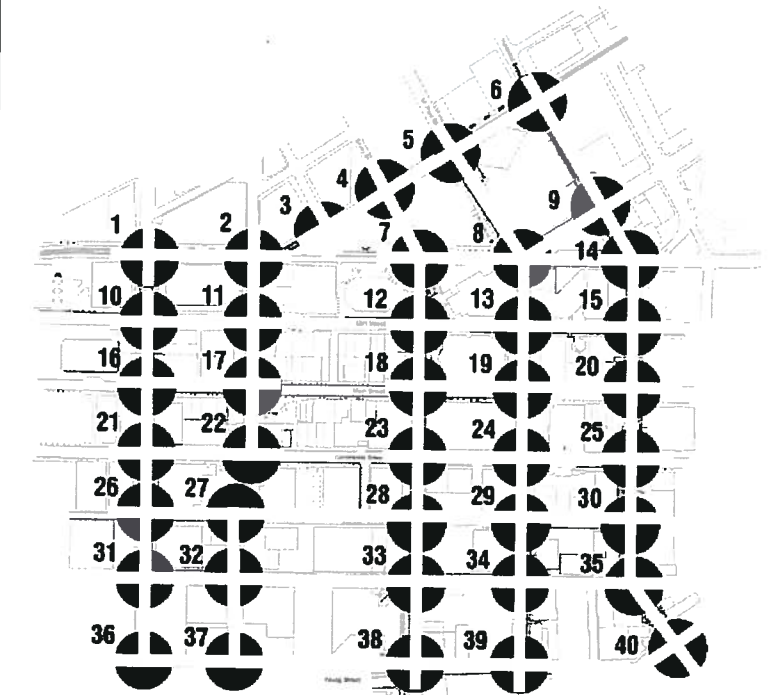
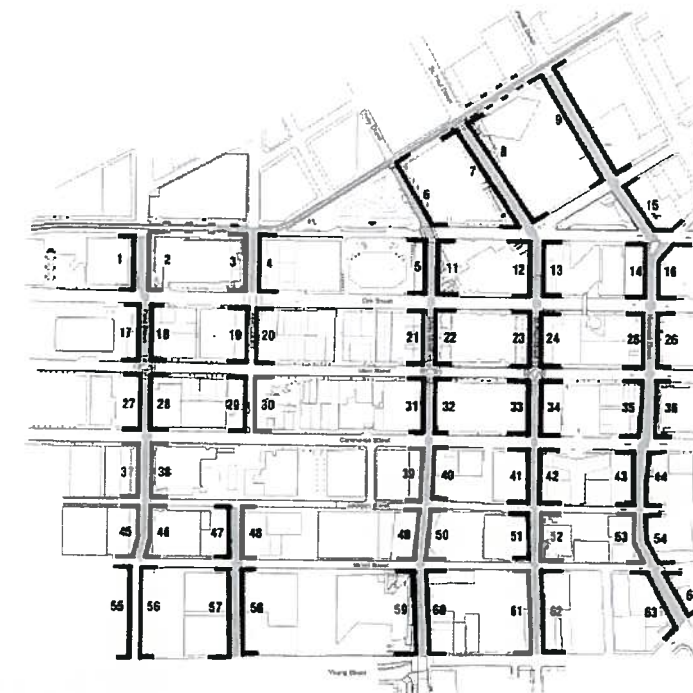
The perception of "Downtown" is experienced as a sequence of spaces, arrived at through its corresponding network of streets. In north Texas, due to the climate "green" open spaces are even more valued, reinforcing the proposal for many more trees to make the streets more comfortable and walkable. While technically defined by property lines, the space of the street is formed by building masses and further articulated by landscaping, paving, street furniture and focal points, such as monuments, fountains, and art.

C. Intersection Emphasis

One urban design approach is to regard the project as forty intersections. The redesign of **Main Street** has commenced this celebration of the intersection. An approach that focuses on the intersections should not replicate the Main Street star motif, but might treat the intersections as featured design elements that are somehow linked. The North/South streets have the short side of downtown rectangular blocks, making the distance between intersections less.

D. Street/Block Emphasis

Another design approach is to express the district as a series of sixty-four block designs. This approach could be applied to other streets, continuing a similar pattern of streetscape upgrades and redevelopment efforts. In this strategy, intersections are de-emphasized; the focus is placed on developing continuous blank wall and street edges, within a framework that clearly defines public open space.

A. Hierarchy and Linkages**B. Open Space****C. Intersections Emphasis****D. Street/Block Emphasis**

The inherent urban design challenge of this project lies in recognizing the unique personality of each street, and introducing a system of streetscape improvements that establish a level of visual consistency that begin to link areas together.

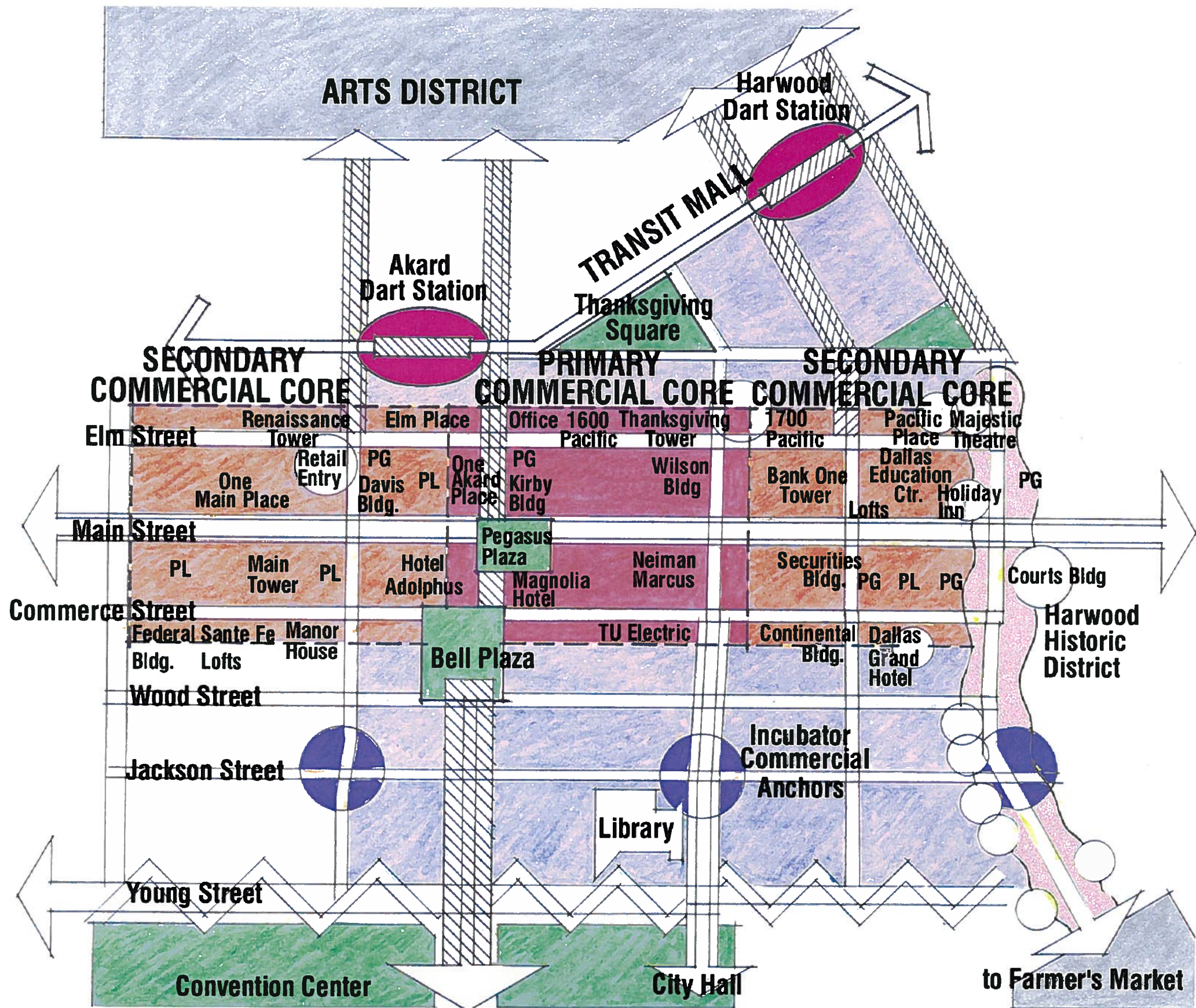
Field Street: A major objective with Field Street is to draw pedestrians from the Convention Center area up to the commercial core at Main Street. Field Street presently has numerous surface and structured parking lots; the design proposal will overcome this condition by improving the open edges and blank walls along the sidewalks. The Field Street streetscape design will respond to the unique presence of tall towers, and the dramatic view of Fountain Place.

Akard Street: While some improvements (e.g., brick paving, lighting, trees, etc.) were made in the past, the condition of the two southern blocks are dated and in poor condition. Appropriate improvements could effectively define this as a linear public plaza, connecting City Hall Plaza with Bell Plaza. North of Bell Plaza, some improvements have already begun with Pegasus Plaza and the Kirby Building. The remaining blocks need to be completed to make a definitive walking environment to the Akard DART station.

Ervay Street: Like Akard, Ervay has a civic presence, with the Library as a major anchor at Young Street. A few blocks further north is Stanley Marcus Square, defined by significant historic buildings. Another key feature that accents the walkway along Ervay is the presence of water, at Thanksgiving Square, 1700 Pacific, and Bank One Tower, and to City Hall Plaza.

St. Paul Street: Originally part of the garment district, the southern part of the district is largely vacant and under utilized around St. Paul Street. The north section of St. Paul, however, has much more activity with strong connections to the St. Paul DART station, Republic Center, and Aston Park.

Harwood Street: The southern part of Harwood is a designated historic district, deserving a distinct streetscape solution. The areas north of the commercial core have long block faces due to the changing grid; here the project will attempt to connect Aston Park with the St. Paul DART station, passing along parking/service areas.



As a starting point for establishing the streetscape improvements, the Consultant Team evaluated the feasibility of proposed roadway improvements that provide a better balance between automobile traffic and pedestrian flow. In some cases, the widening of sidewalks and the provision of streetscape features will require the elimination or narrowing of automobile travel lanes where the impact to traffic is not significant. The enhancements initially suggested by the City of Dallas Department of Economic Development, and Planning and Development were evaluated and then modified based on the results of this study, discussion with the City staff, and input from stakeholder meetings and the TIF Board.

The final report (summarized here, with backup data in the Appendix), steps through the entire process of the study and documents the results of each analyzed scenario. The study includes sections on the analysis of existing conditions, proposed enhancements with existing traffic volumes, modified enhancements with existing traffic volumes, modified enhancements with future traffic volumes, existing roadways with future traffic volumes, and modified enhancements with future traffic volumes. This step-by-step analysis allowed the study to identify the recommended configurations.

The exhibits that follow illustrate the recommended configuration of the streets based on the results of this study as well as the existing configuration and the configuration documented in the current Dallas CBD Circulation Plan:

Figure 1: Recommended Roadway Configuration Compared to Existing Conditions and Current Dallas CBD Streets & Vehicular Circulation Plan

Figure 2: Existing Lane Configuration

Figure 3: Modified Proposed Lane Configuration

The proposed changes in street geometry, number of lanes, and lane widths recommended as part of this study could be used to update the City's CBD Circulation Plan. On the other hand, the City may elect to maintain the current Circulation Plan conditions for future flexibility even though incorporation of the proposed improvements do not meet the current approved plan.

**FIGURE 1:
RECOMMENDED ROADWAY CONFIGURATION COMPARED TO EXISTING CONDITIONS AND CURRENT DALLAS CBD STREETS & VEHICULAR CIRCULATION PLAN**

Street Name / Block	Existing Condition ¹		Current CBD Streets & Vehicular Circ. Plan		Proposed Recommendation		Comment
	Width ¹	Lanes	Width	Lanes	Width	Lanes	
FIELD STREET							
Pacific to Elm ²	33/v/17	3 nb / 1sb	33/var/15-22	3nb / 1sb	33/4/22	3nb / 2sb	Add SB RT
Elm to Main	33	3 nb	33	3 nb	33	3 nb	--
Main to Commerce	33	3 nb	33	3 nb	33	3 nb	--
Commerce to Jackson	47	4 nb	47	4 nb	33	3 nb	Widen SW &
Jackson to Wood	36	3 nb	44	3 nb	30	2nb/1pkg	Align
Wood to Young	40	2nb / 2sb	44	2nb / 2sb	40	2nb / 2sb	--
AKARD STREET							
Pacific to Elm	41	4 sb	33	3 sb	33	3 sb	Widen SW
ERVAY STREET							
Bryan to Pacific	33/43	3nb / 1pkg	44	4 nb	33/43	3nb / 1pkg	--
Pacific to Elm	36	4 nb	44	4 nb	33	3 nb	Widen SW &
Elm to Main	40	4 nb	44	4 nb	33	3 nb	Align
Main to Commerce	36	4 nb	44	4 nb	33	3 nb	"
Commerce to Jackson	35	4 nb	44	4 nb	33	3 nb	"
Jackson to Wood	35	4 nb	44	4 nb	33	3 nb	"
Wood to Young	38-41	4 nb	44	4 nb	33	3 nb	"
ST. PAUL STREET							
Bryan to Pacific	44	4 sb	44	4 sb	44	4 sb	--
Pacific to Elm	45	4 sb	44	4 sb	41	4 sb	Widen SW &
Elm to Main	33	3 sb	44	4 sb	33	3 sb	Align
Main to Commerce	33	3 sb	44	4 sb	33	3 sb	"
Commerce to Jackson	33	3 sb	44	4 sb	33	3 sb	"
Jackson to Wood	33-41	3 sb	44	4 sb	33	3 sb	"
Wood to Young	33	3 sb	44	4 sb	33	3 sb	"
HARWOOD STREET							
Bryan to Live Oak	44	4 sb	44	4 sb	44	4 sb	--
Live Oak to Pacific	46	4 sb	44	4 sb	44	4 sb	Widen SW &
Pacific to Elm	48	3nb / 2sb	48	2nb / 3sb	44	2nb / 2sb	Align
Elm to Main	46	3nb / 2sb	50	2nb/2sb/ctl	46	2nb1lt / 2sb	"
Main to Commerce	45-60	2nb/2sb/ctl	50	2nb/2sb/ctl	45	2nb / 2sb1lt	"
Commerce to Jackson	40-48	2nb / 2sb	50	2nb/2sb/ctl	44	2nb / 2sb	"
Jackson to Wood	40-48	2nb / 2sb	50	2nb/2sb/ctl	44	2nb / 2sb	"
Wood to Young	50	2nb / 2sb	48	2nb/2sb/ctl	44	2nb / 2sb	"

NOTES:

1. All existing widths are measured to nearest foot from field survey data.
2. Field Street from Pacific to Elm has a variable width median, a single SB lane, and a truck loading lane along the east curb per the current CBD Circulation Plan. The proposed configuration modifies the median and roadway alignment to provide 2 SB lanes.
3. Circulation Plan values that are **bold** reflect changes from existing conditions. Proposed recommendation values in **bold** reflect proposed changes that differ from either existing conditions or Circulation Plan.

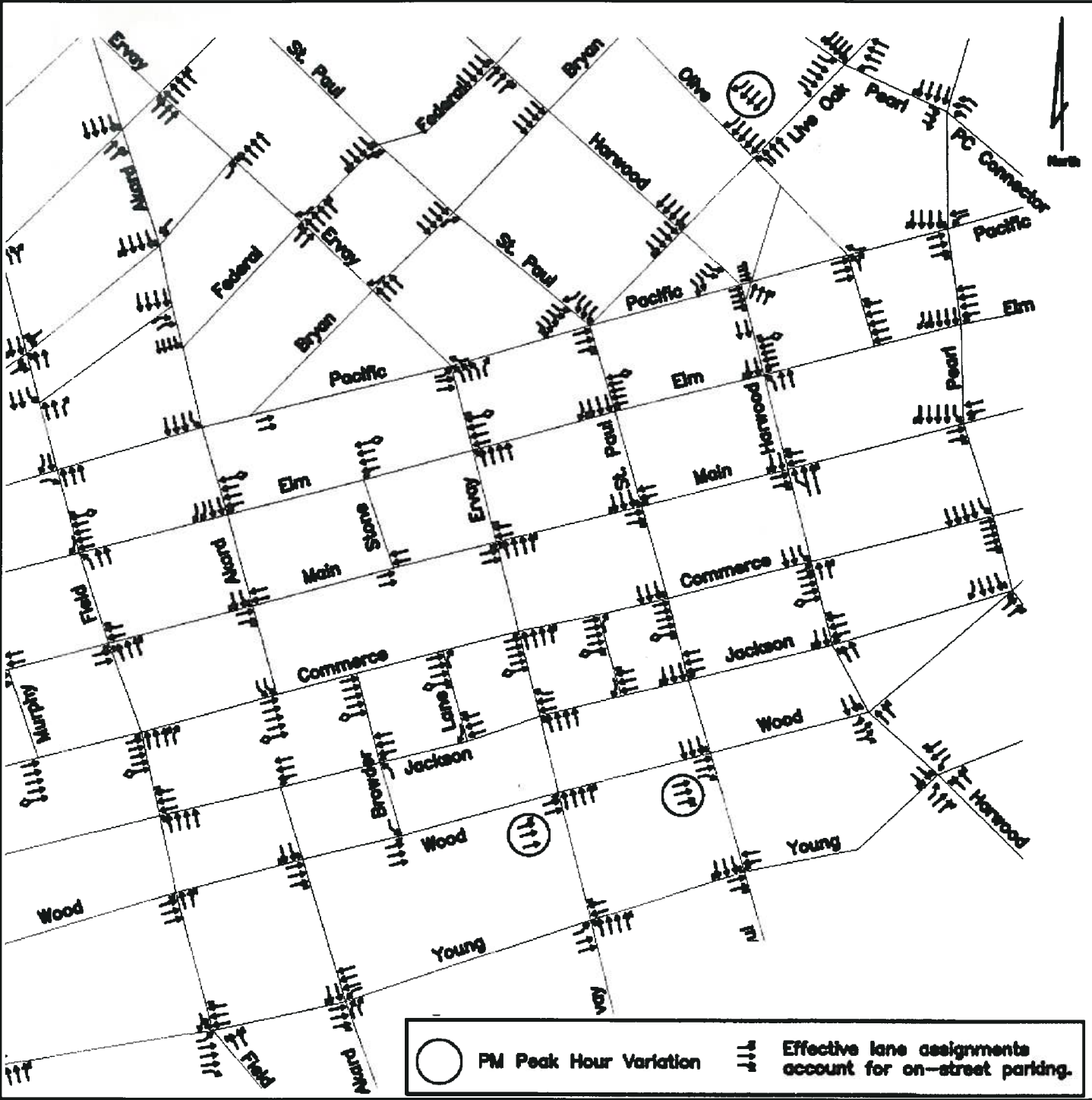


FIGURE 2: EXISTING LANE CONFIGURATION

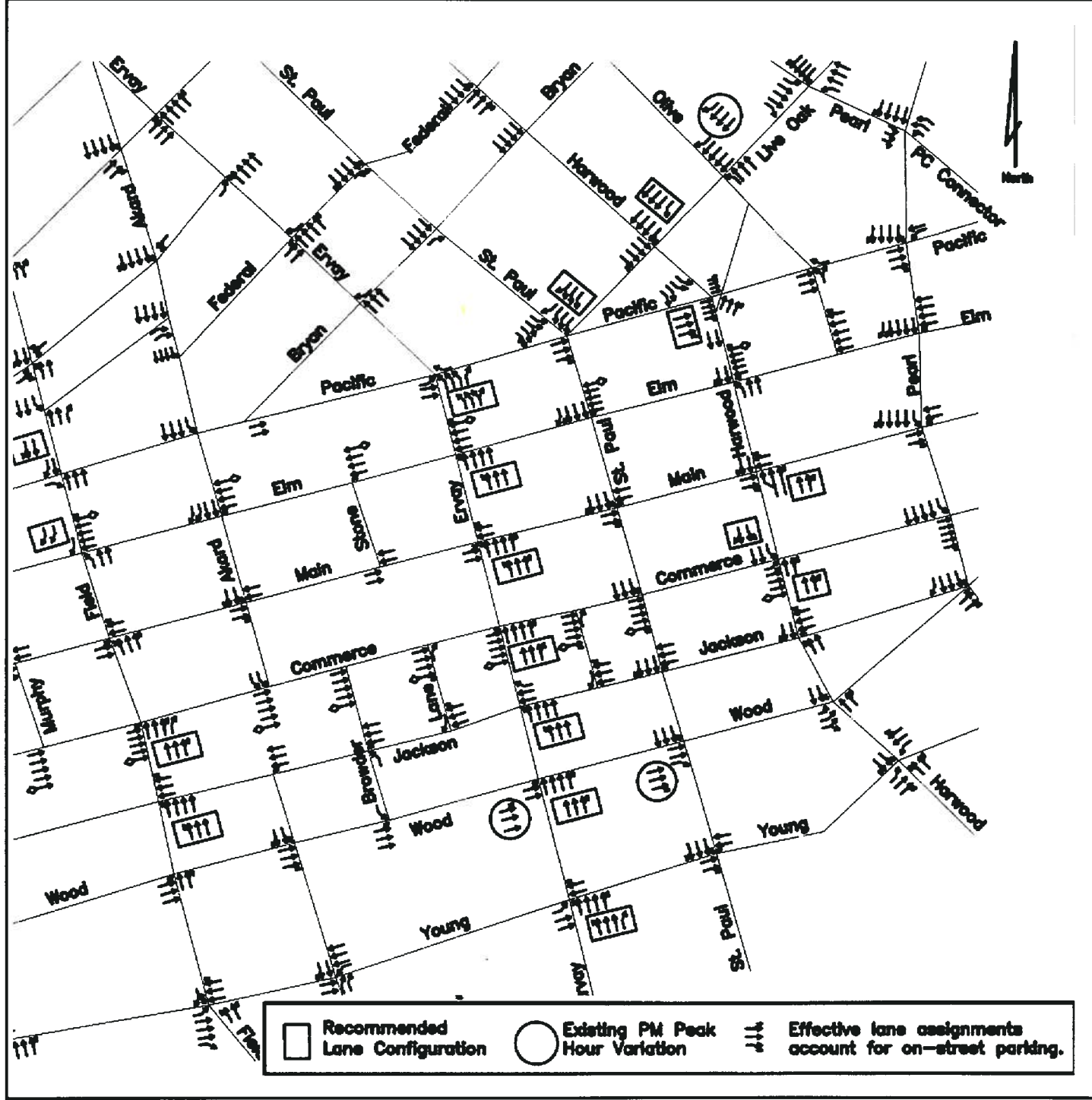


FIGURE 3: MODIFIED PROPOSED LANE CONFIGURATION

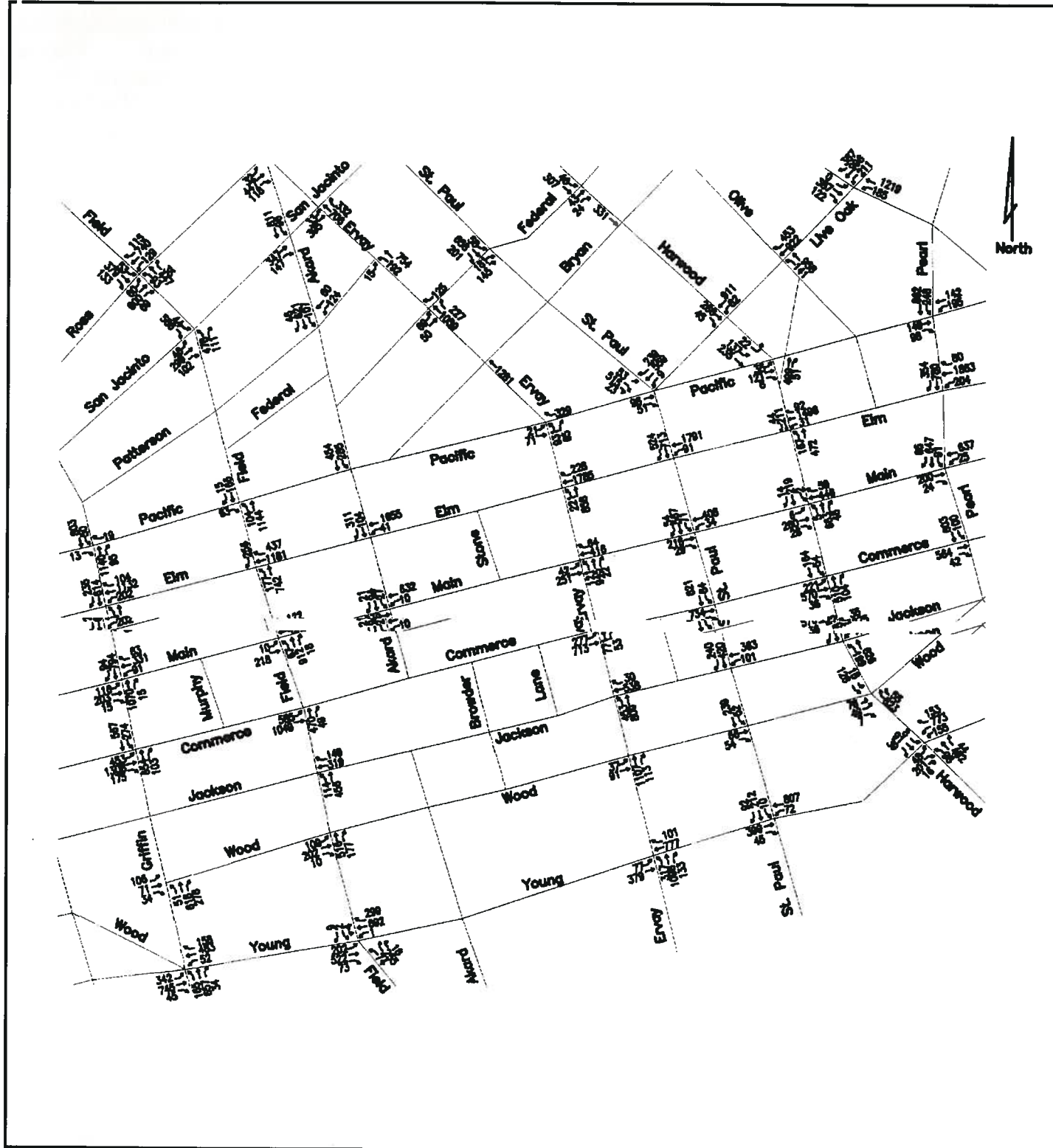


FIGURE 4: AM PEAK HOUR VOLUMES (7:30 - 8:30 AM)

NOTE: Traffic volumes do not include buses.

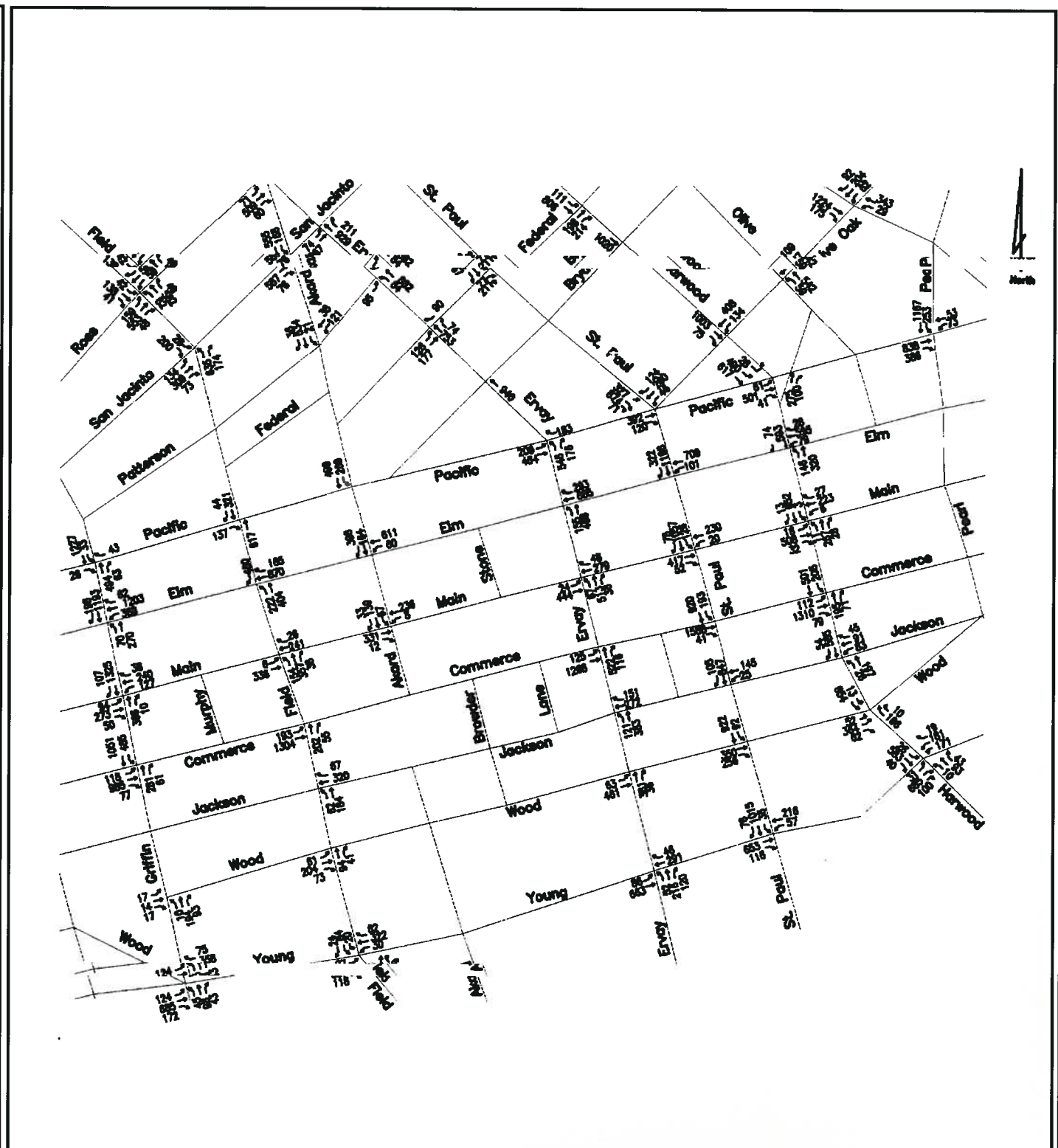


FIGURE 5: PM PEAK HOUR VOLUMES (4:45 - 5:45 PM)

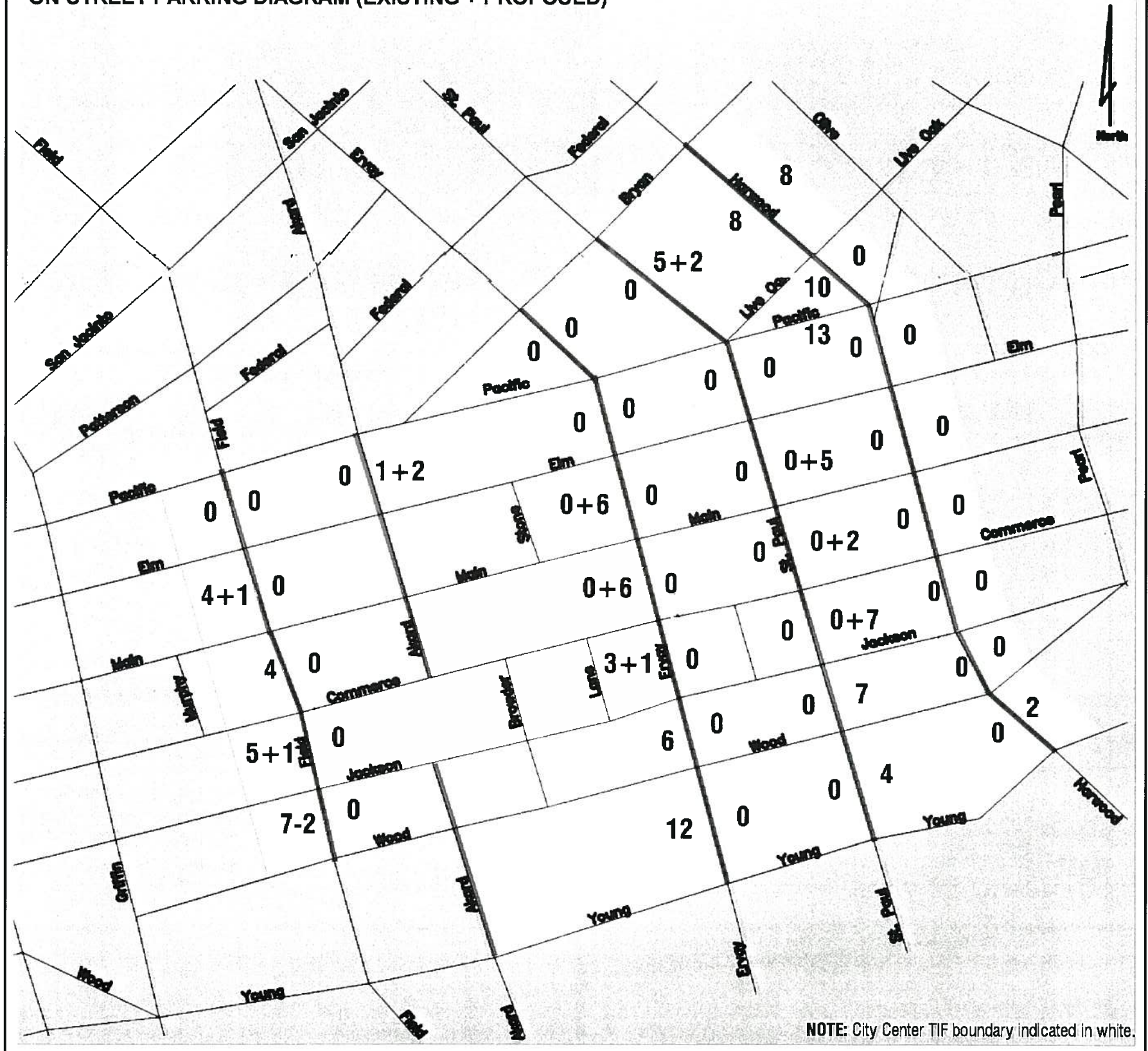
NOTE: Traffic volumes do not include buses.

The illustration at right describes the locations, block by block, of on-street parking spaces. The numbers indicate their respective side of the street, the number of existing parking spaces, followed by the number of spaces gained or lost in the planning process of this project. Net gains and losses for each street and total overall are also recorded in the table below.

ON-STREET PARKING LOCATIONS

Street Name / Block	Existing Condition		Proposed Recommendation		Comment
	East Curb	West Curb	East Curb	West Curb	
FIELD STREET					
Pacific to Elm	0	0	0	0	
Elm to Main	0	4	0	4+1	
Main to Commerce	0	4	0	4	
Commerce to Jackson	0	5	0	5+1	
Jackson to Wood	0	7	0	7-2	2 removed to provide wide sw and trees
Wood to Young	0	0	0	0	
Field Total	0	20	0	20	+0
AKARD STREET					
Pacific to Elm	1	0	1+2	0	Current space does not have a meter
Akard Total	1	0	3	0	+2
ERVAY STREET					
Bryan to Pacific	0	0	0	0	
Pacific to Elm	0	0	0	0	
Elm to Main	0	0	0	0+6	Off-peak meters only
Main to Commerce	0	0	0	0+6	Off-peak meters only
Commerce to Jackson	0	3	0	3+1	Off-peak meters only
Jackson to Wood	0	6	0	6	
Wood to Young	0	12	0	12	
Ervay Total	0	21	0	34	+13
ST. PAUL STREET					
Bryan to Pacific	5	0	5+2	0	Off-peak meters only
Pacific to Elm	0	0	0	0	
Elm to Main	0	0	0+5	0	Off-peak meters only
Main to Commerce	0	0	0+2	0	Off-peak meters only
Commerce to Jackson	0	0	0+7	0	Off-peak meters only
Jackson to Wood	7	0	7	0	
Wood to Young	4	0	4	0	
St. Paul Total	16	0	32	0	+16
HARWOOD STREET					
Bryan to Live Oak	8	8	8	8	
Live Oak to Pacific	0	0	0	0	
Pacific to Elm	0	0	0	0	
Elm to Main	0	0	0	0	
Main to Commerce	0	0	0	0	
Commerce to Jackson	0	0	0	0	
Jackson to Wood	0	0	0	0	
Wood to Young	2	0	2	0	
Harwood Total	10	8	10	8	+0
LIVE OAK STREET					
Harwood to Pacific	0	0	0+10	0	Short-term parking proposed around Ashton Park
Live Oak Total	0	0	10	0	+10
PACIFIC AVENUE					
Live Oak to Harwood	0	0	0+13	0	Short-term parking proposed around Ashton Park
Pacific Total	0	0	13	0	+13
GRAND TOTAL	27	76	68	130	+54

FIGURE 6:
ON-STREET PARKING DIAGRAM (EXISTING + PROPOSED)



NOTE: City Center TIF boundary indicated in white.

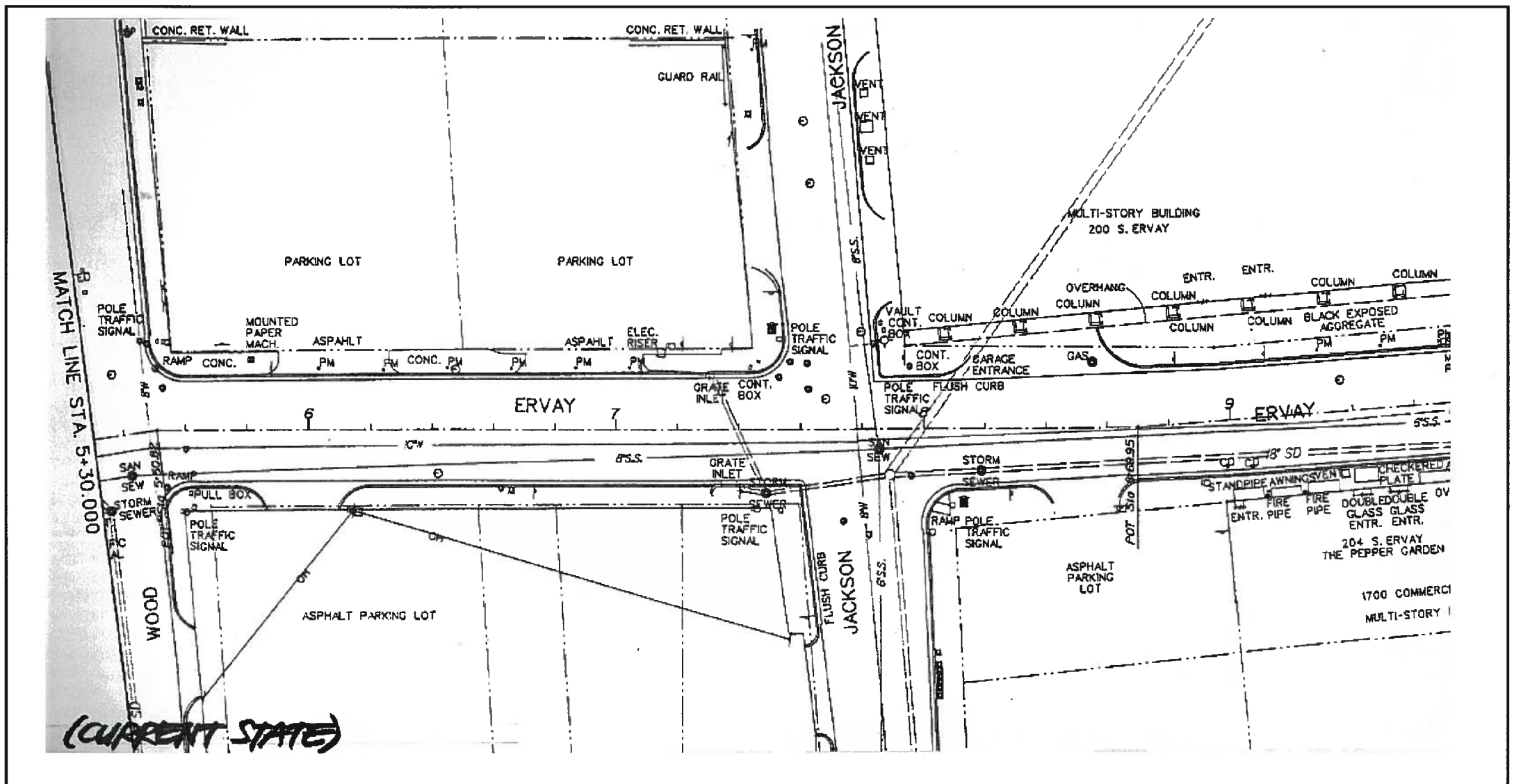
The actual driving surface of the streets are the most consistent elements in the project. While regularly dissected and patched by utility companies, the roadways are typically uniform, except at intersections, where they are treated to allow for pedestrian crossings. This proposal maintains the simplicity of the roads, with minimal exceptions - the major design proposal involves "cleaning them up".

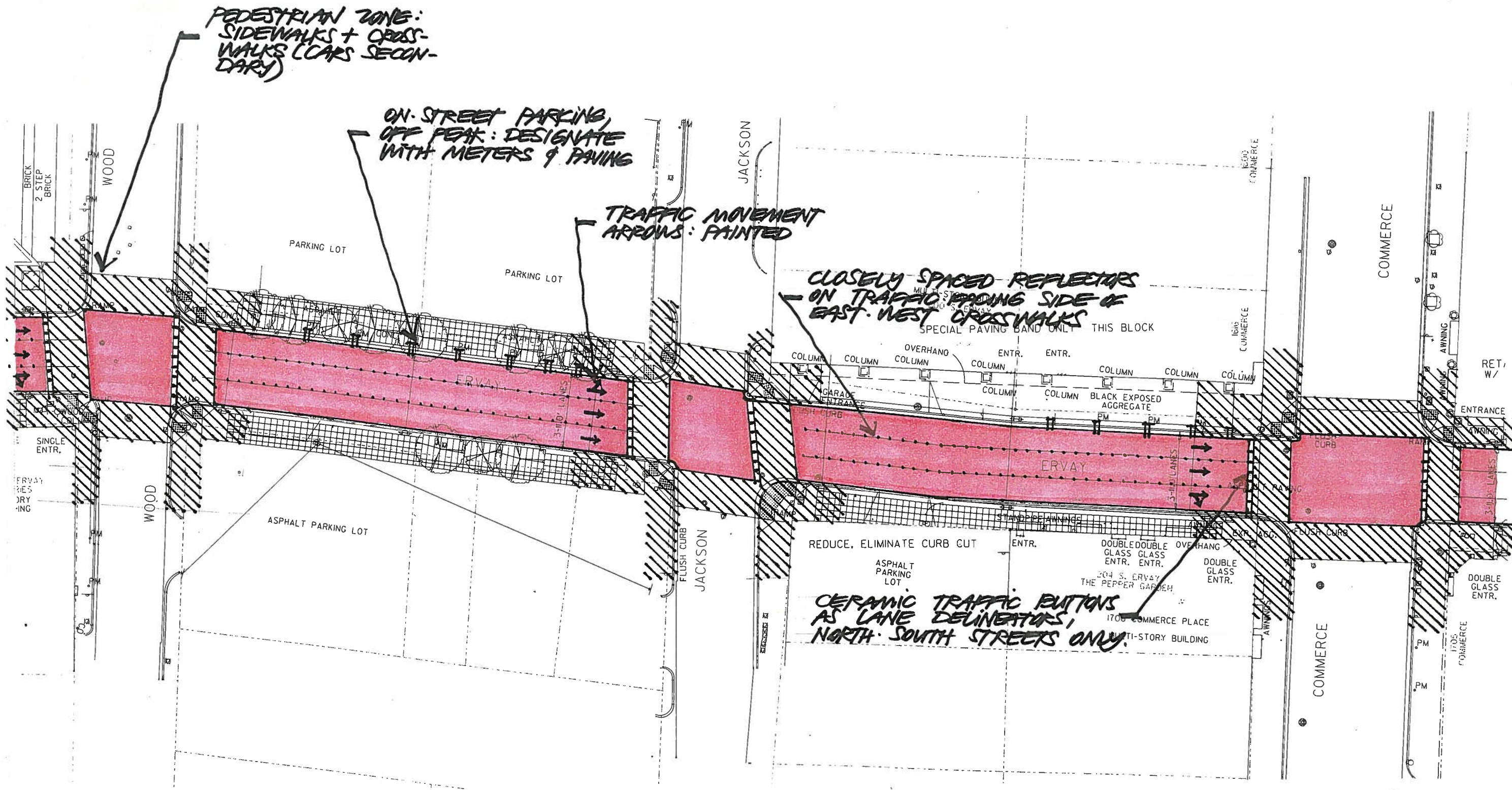
Current State:

- 1) Surfaces are primarily concrete/asphalt with various finishes, patterns, and qualities.
- 2) Some areas, such as Akard Street south of Bell Plaza, have brick panel insets to match sidewalk treatments.
- 3) Some intersections, such as Main Street, are improved with brick or concrete unit pavers placed to demarcate pedestrian crosswalk zones.
- 4) Curb/gutter conditions also vary: some existing curbs to remain need replacement because of damage; a significant amount will need to be replaced as a result of the new street alignments.

Design Proposal:

- 1) New street surfaces will be primarily concrete/asphalt, following city standards.
- 2) New curb/gutter to be (6") standard located according to new street alignments, and transition into existing curb/gutter conditions.
- 3) If the existing curb/gutter is in poor condition, it will be either repaired or replaced.
- 4) On-street parking spaces to be simply marked with paint, ceramic button or reflector.
- 5) Street areas under 2 pedestrian bridges (located at midblock) may be treated with contrasting paving material to help define them as district gateway elements.
- 6) Lane designations along length of north/south streets may be marked by regular spacing of reflectors or white ceramic buttons from one crosswalk to the other - this will represent another subtle way of distinguishing these streets from other downtown streets.





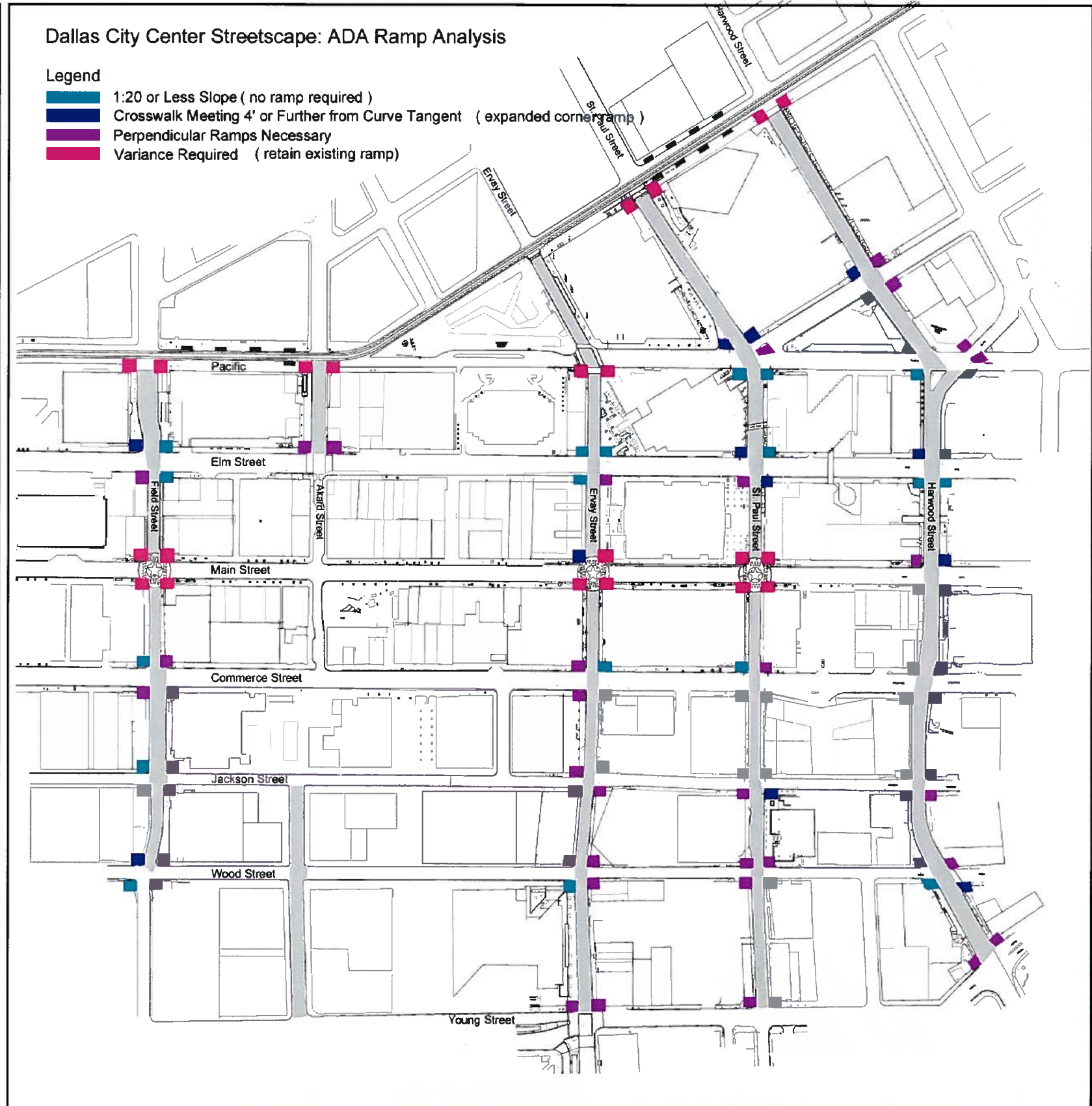
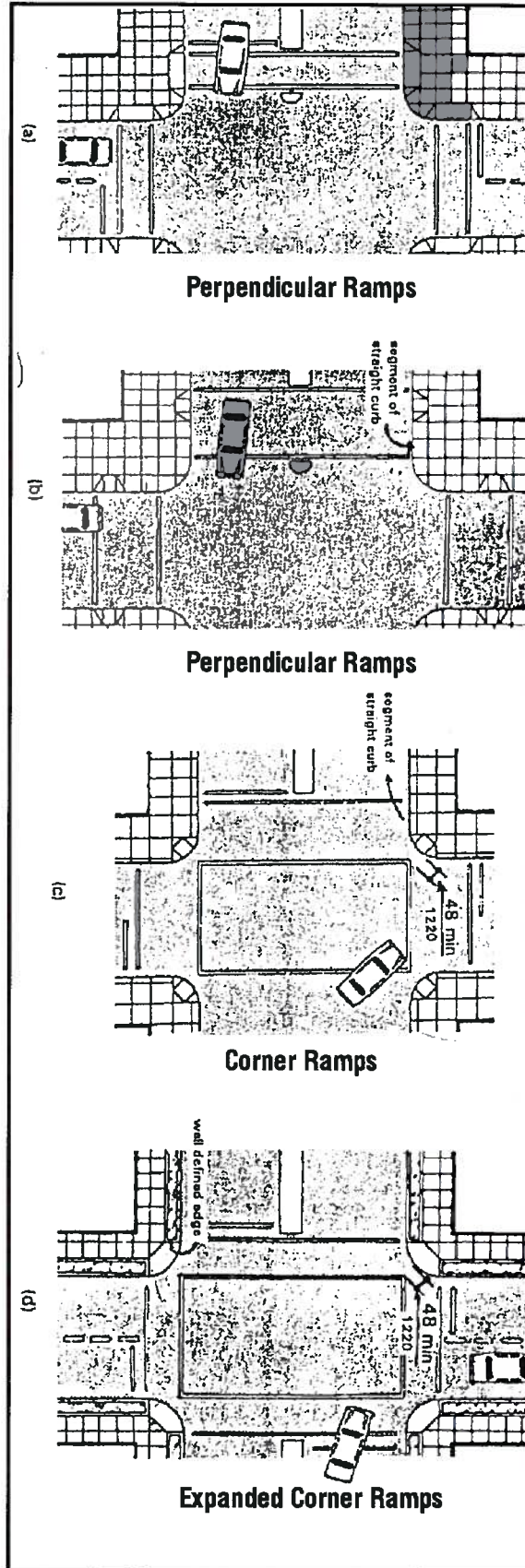
The forty intersections of the study area are indicative of the irregular existing conditions (a "typical" intersection does not exist), and the need for a flexible design proposal to improve them:

Current State:

- 1) A variety of ADA ramp conditions exist with obstruction problems.
- 2) Curb heights vary at corners; if higher than typical 6", depth of h.c. ramp extends deeper into sidewalk zone at the required slope.
- 3) Corner radii also vary between 2' - 20'.
- 4) Some corner curb areas with small radii are in poor shape due to buses/cars/trucks clipping corners with turning limitations.
- 5) Inlets function with current corner radii, but present problems with increased radii.
- 6) Crosswalks also vary widely, Some are painted parallel stripes, others brick fields, others related to Main Street design.

Design Proposal:

- 1) New ADA ramps have been studied with the intent to introduce two ramps per corner, aligned parallel with crosswalks. This has met several problems with numerous existing obstructions, building locations, etc. and is exacerbated with larger radius requirements from Public Works and Transportation.
- 2) Current recommendation is to simplify corner ADA ramp solution similar to DART example, where possible, with 90 degree corner laydown curb from end to end of crosswalks, still allowing pedestrian movement to be parallel to crosswalks. This strategy is limited to situations where the meeting of perpendicular crosswalks occurs at least 4' from the tangent of the radius.
- 3) Traffic and pedestrian signal poles/lights are to be left intact wherever possible. With proposed grade changes, existing foundations will need to be refinished. Also, cables/pull boxes will likely need to be replaced both in corner zones and crosswalk zones.
- 4) Corner zones are to be treated simply with ground pavement - in most cases, concrete - to avoid complicated jointing, special cuts, etc. with all the equipment and ramp conditions.



Like the handicap ramps, the crosswalks also vary in their current state; a simple approach is proposed to help unify the sidewalk zones:

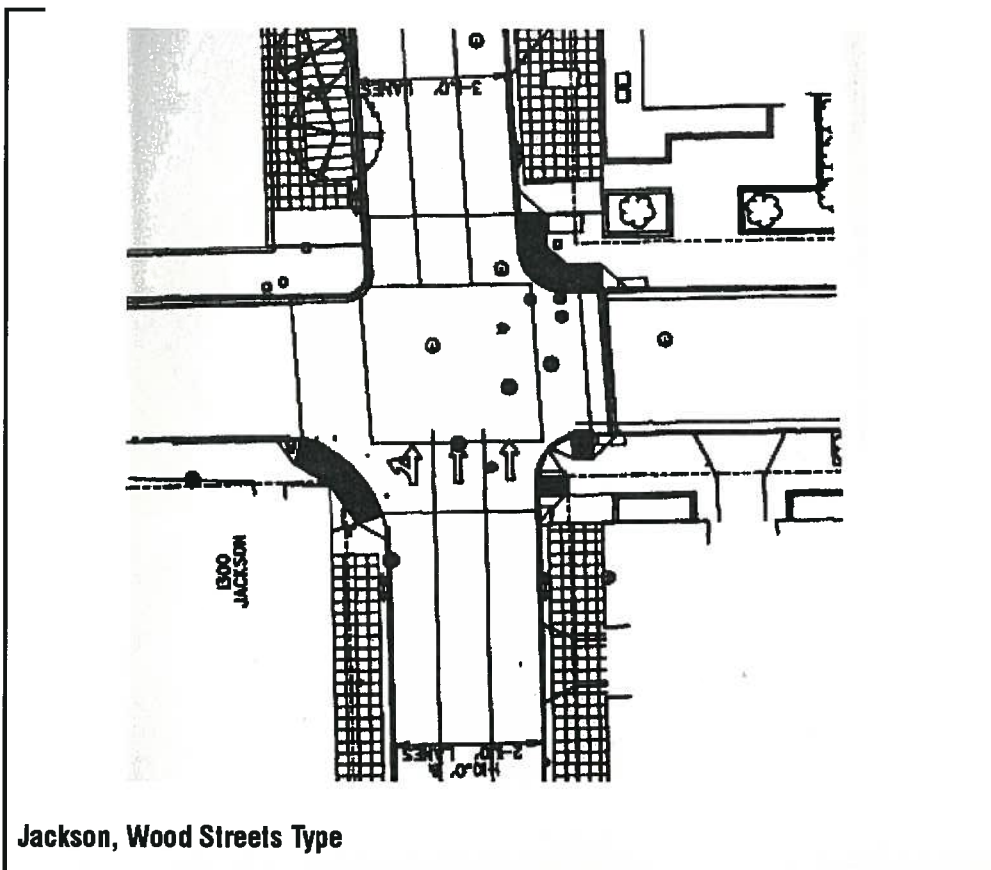
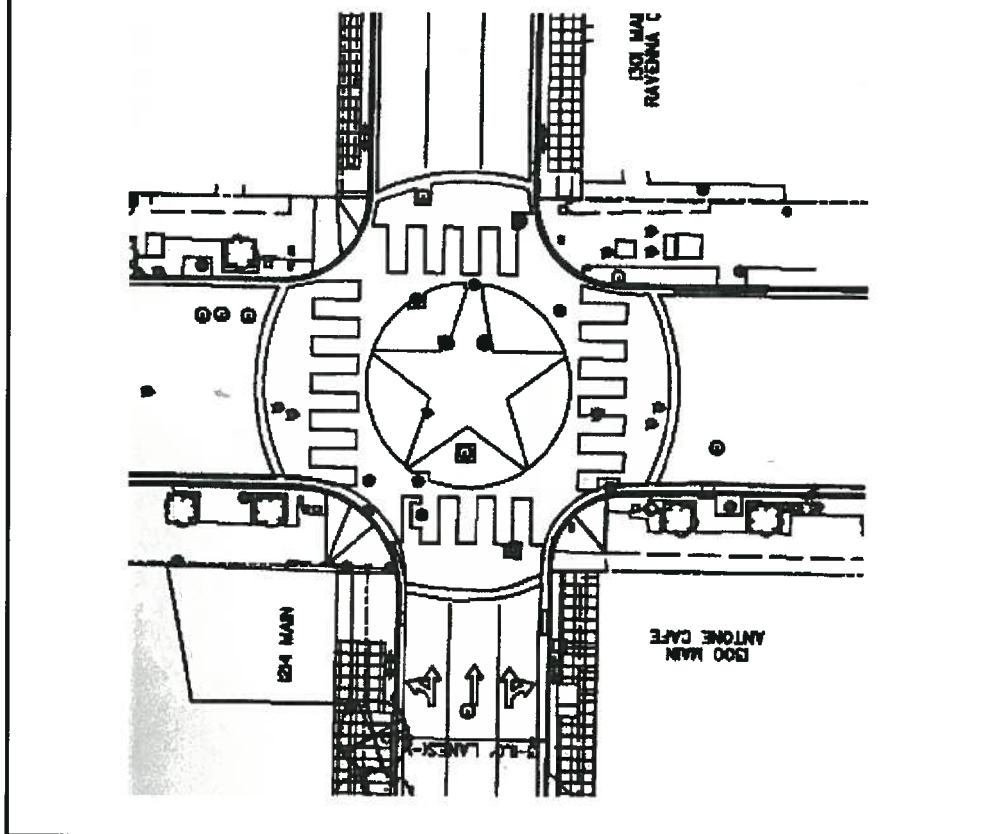
Current State:

- 1) Crosswalks also vary widely, if existing at all. Some are painted parallel stripes, others brick fields, others relate to the Main Street design.
- 2) In many cases, the misalignment of curbs and/or variations in curb radii between connecting corners creates irregularly configured crosswalks.
- 3) There exists a natural hierarchy between crosswalks, with those on Main Street, the Transit Mall and on Young Street having special paving treatments.

Design Proposal:

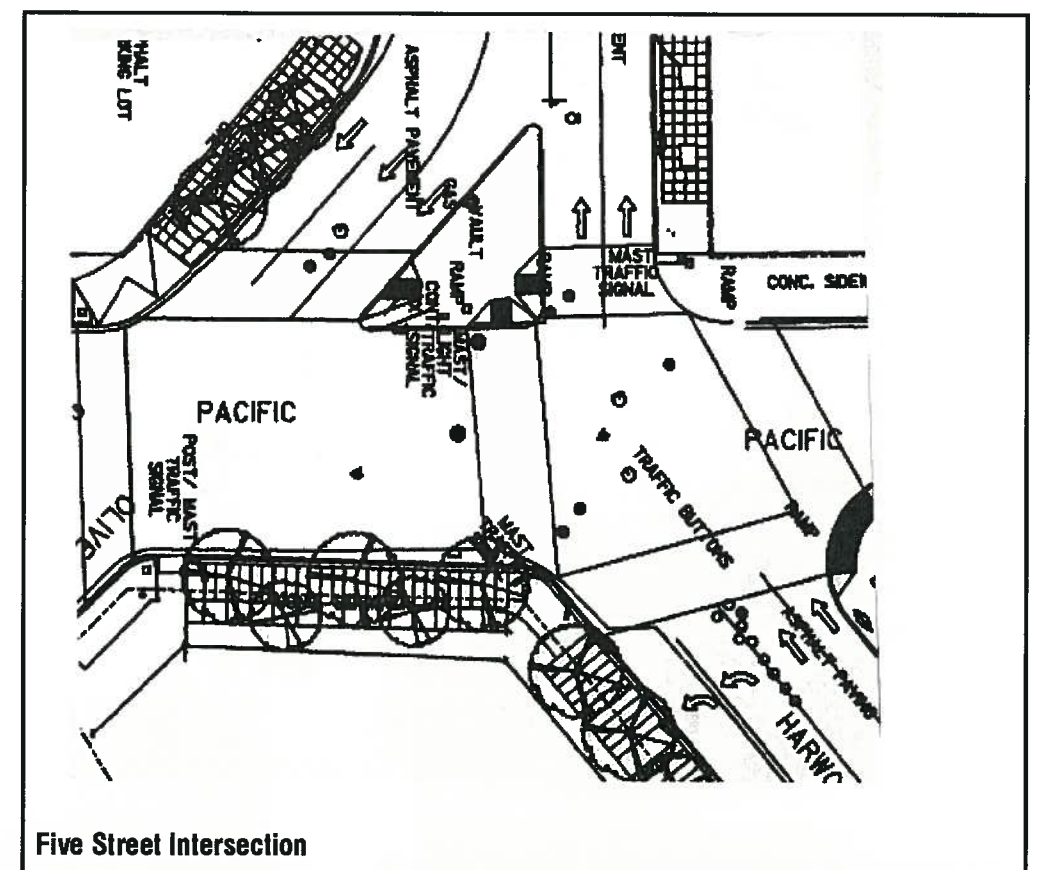
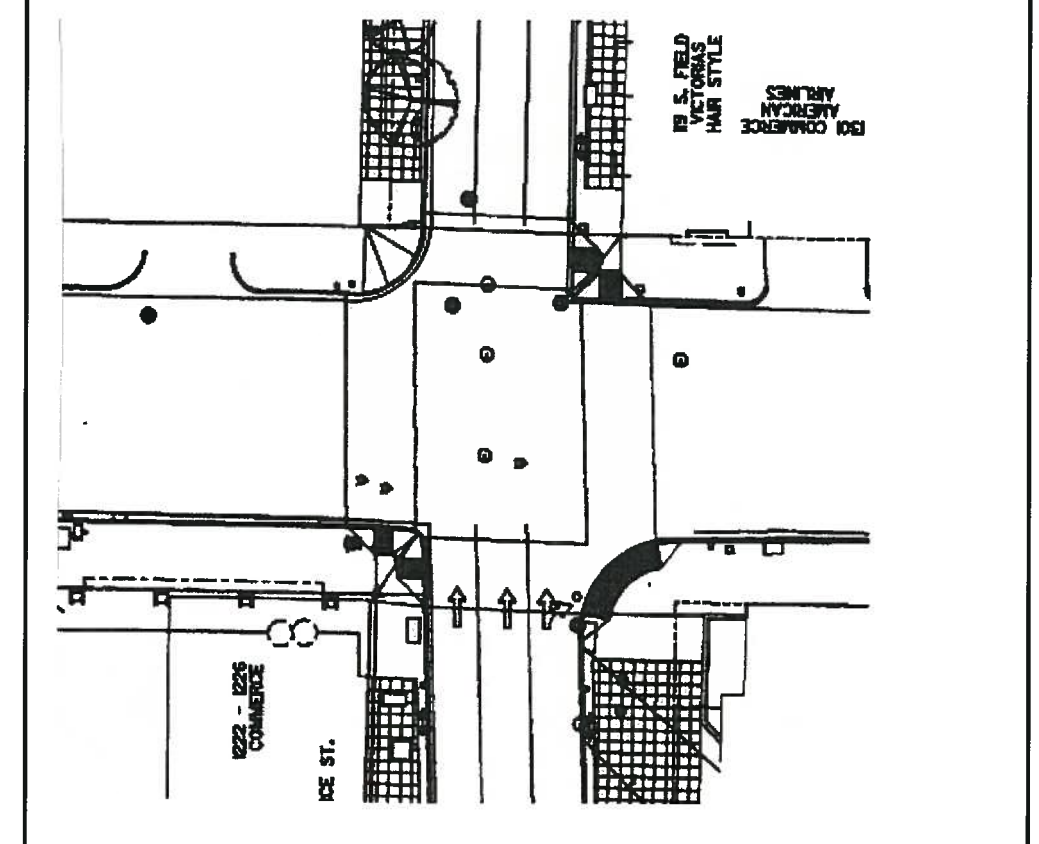
- 1) New crosswalks are to be designed to reinforce the existing hierarchy, with treatments to reinforce the District Concepts as described in Part 1; e.g. Main Street as unique, Elm and Commerce as secondary to Main, but still distinguished from other streets north and south.
- 2) New crosswalks are also to be distinguished as to their relationship to the cardinal points; e.g. the crosswalks that fall within the north/south streets are to be treated differently from those that fall within the east/west streets.
- 3) The crosswalks in the north/south direction are to be treated as a "continuation" of the sidewalk by use of similar material and patterning.
- 4) In order to increase the visibility of the pedestrian as one crosses the street, another concept for the crosswalks would be to place street reflectors along the edges of the crosswalks - perhaps only along the east/west crossings in order to further distinguish the orientation of streets.

Main Street Type



Jackson, Wood Streets Type

Commerce, Elm Streets Type



Five Street Intersection

The **vertical elements** at intersections are the features of the streetscape experienced by both pedestrian and driver. The most dominant vertical elements are the traffic control and pedestrian signals.

Current State:

The project area currently contains traffic and pedestrian signal types that vary in both type and condition. Some are positioned too close to the curb, or to the corner, and have been damaged by vehicles. The traffic signal may or may not be in combination with street lights - either the older cobra head luminaires or the newer shoe box type. Some signals have the poles and wires for the fixture, but the fixture itself has not been installed. Additionally, pole and signal colors range from dove grey to brown to aluminum as the newer streetscape poles. Pedestrian signals are similarly varied as the traffic signals/poles. Some have newer heads, some have different types of heads at the same corner. There are also pedestrian signal poles that have been painted various colors. Like the traffic poles, some of the pedestrian poles have been damaged by passing vehicles from buses to passenger cars.

A. Main Street Streetscape Fixture and Flags

B. Older Pedestrian Signal / No Lighting

C. Shoebox Light with Older Signal Heads

D. Cobra Light with Newer Signal Heads

E. Streetscape Fixture and Pole without Light

F. Streetscape Fixture and Pole with Light

Design Proposal:

It is recommended that the traffic poles and signals and their associated lamps, pedestrian poles and signals be replaced/repaired, upgraded to the same level at each intersection. It would be preferable to upgrade all signals to streetscape pole/signal/light assemblies. This single element would afford the streetscape a consistency, a rhythm of elements that along with the pedestrian lights would by themselves provide a sense of unity to downtown.



A



B



C



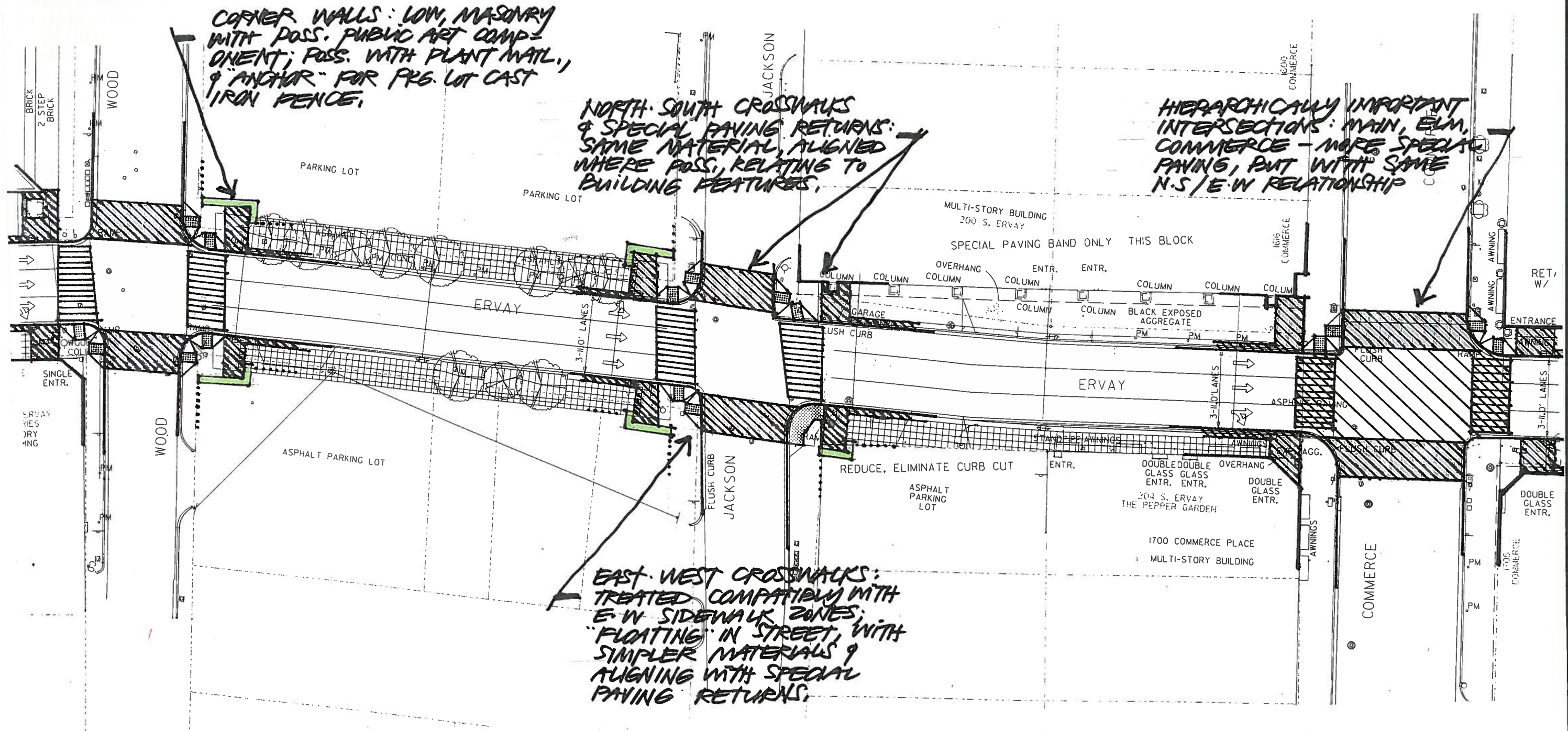
D



E



F



Planting Zone Criteria:

The "greening" of the five north/south streets is an important objective of the streetscape plan because planting will provide more pleasing pedestrian connections from the center of Downtown southward to the Civic Center area that includes City Hall, the Library and Convention Center. Proposed locations will maximize the impact of the planting by creating groves or oases of shade along the streets. This grove effect will be accomplished by planting the trees in staggered groupings within a trench system and by using different sizes of trees in the initial planting. In order to provide optimum conditions for the growth potential of the newly planted trees, extensive research was done to provide the best possible growing environment in this urban setting. The three most critical areas of investigation are:

- Tree drainage
- Sidewalk width
- Below-grade vaults, basements and structures

Tree Drainage:

Physical surveys reveal that generally most of the north-south streets do not have existing storm drainage systems. The east-west streets do have existing drainage systems, but the depths of many of these curb inlets are shallow, some as shallow as two feet. The **minimum** depth necessary to drain new tree pit and trenches is approximately 42 inches. Many of the potential new tree pits would be deeper than existing drain lines, so lack sufficient drainage. Further study of the survey and on-site investigation revealed that most of the five street corridors slope from north to south at gradients of 2 - 3% or more, and that it would be possible to locate new tree planting areas a sufficient distance uphill from the curb inlet to achieve proper drainage.

For cost reasons, it is desirable to place all of the new tree drainage lines back from the curb and have them drain into inlets located on both sides of the street, within individual blocks. This drainage concept avoids crossing the east-west intersections with new drain lines and potential interference with existing utilities. The research identifies seven intersections that will need to be crossed in order to properly drain the tree trenches. Five of these are located at the southern end of Ervay Street.

Sidewalk Width:

The study area tends to have narrow sidewalks. Careful

consideration must be given to comply with the current downtown standard that requires a minimum 7' wide clearance for pedestrian walks. For purposes of determining a planting design system, walks equal to or greater than 12', will have trees planted in staggered groupings, while walks with 10 - 12' sidewalks will have trees in rows with variable distances between the trees.

Existing Vaults, Basements and Structures:

Some tree planting opportunities have been eliminated due to a lack of sufficient planting depth created by vaults, basements, and structures. These include areas in front of Renaissance Tower on Field Street, in front of the Wilson Building on Ervay Street, on the west side of Harwood Street between Wood and Jackson Streets and on the east side of Harwood Street between Jackson and Commerce Streets.

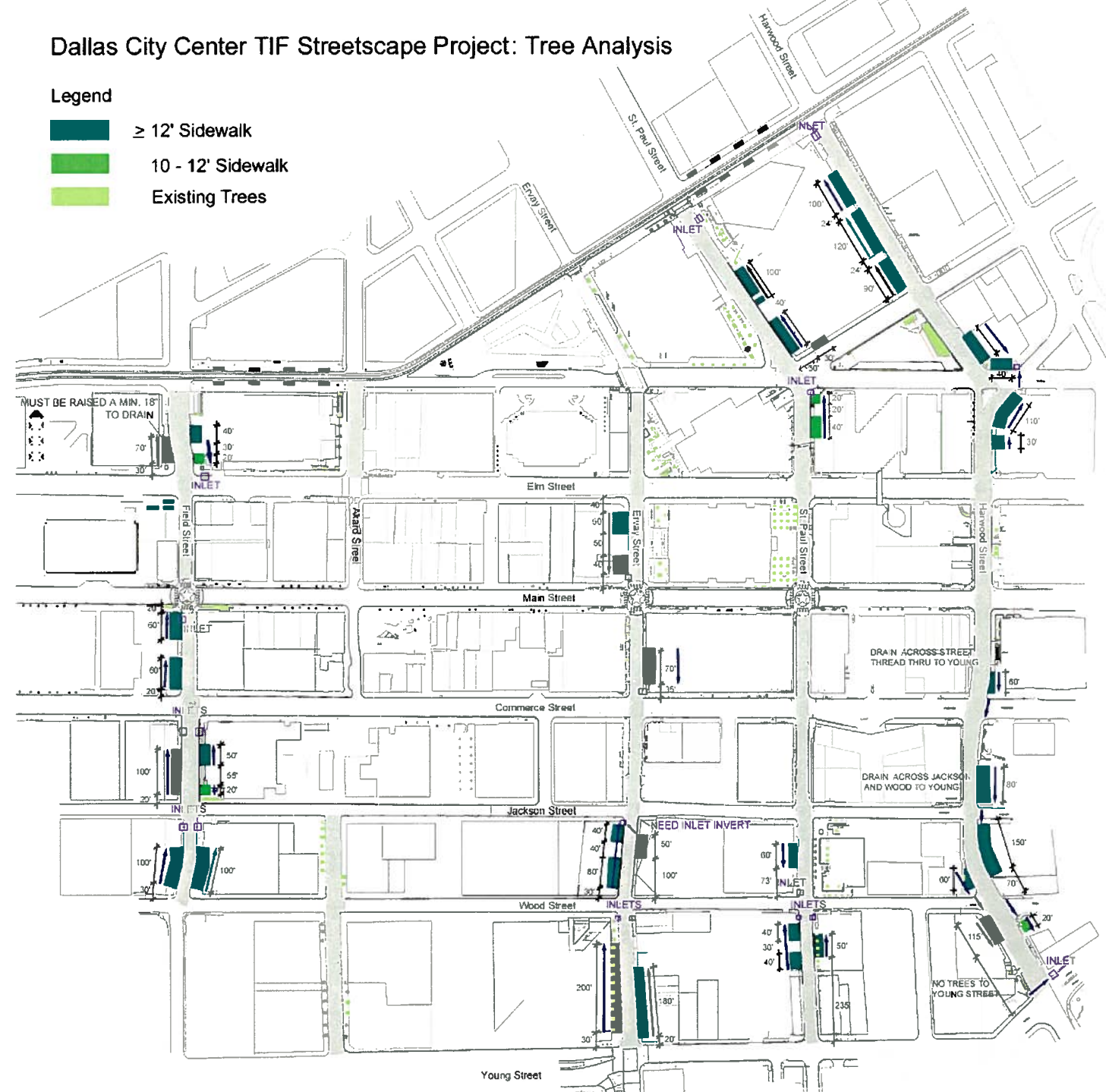
Planting Systems - Tree Trenches:

Maximum tree growth and vigor is most likely to be achieved when proper steps are taken in tree planting. In addition to the drainage of tree pits construction of the largest possible tree pits will help to prevent compaction of the root ball. Tree trenches are set immediately behind the curb, covered with a galvanized metal grate system. The grate is supported by a concrete perimeter beam and topped with unit pavers. The tree trenches are designed in 8' and 10' widths. All of the tree trench grates are planned in 30" wide modules and have 12" square metal openings for the tree trunks. The openings are expandable to 30" to accommodate future growth of the tree trunk.

Dallas City Center TIF Streetscape Project: Tree Analysis

Legend

- ≥ 12' Sidewalk
- 10 - 12' Sidewalk
- Existing Trees



Proposed Plant Species:

All trees shall be selected from nursery-grown stock in groups of matched species derived from the same seed source. The species shall be limited to hardy native and adapted shade trees such as: Shumard Oak, Live Oak, Bald Cypress, Cedar Elm and Urbanite Ash. Trees will be specified in both 200 gallon (5-1/2" - 6" caliper) and 100 gallon (3" - 3-1/2" caliper) sizes and planted in staggered fashion to achieve a grove effect.

Ornamental and flowering trees with understory shrubs, ground cover, and vines can be used along surface parking frontages. The ornamental and flowering trees shall be limited to the following: Tree Crape Myrtle, Tree Yaupon, Possumhaw, Wax Myrtle, Pear (var) and Redbud. Shrubs shall be limited to the following: Carissa Holly, Dwarf Burford Holly, Dwarf Chinese Holly, Dwarf Indian Hawthorn, Dwarf Abelia and Dwarf Nandina. Groundcover shall be limited to: Asian Jasmine, Monkey Grass, Liriope and English Ivy. Vines shall be limited to: Boston Ivy, Carolina Jessamine and Trumpet Vine.

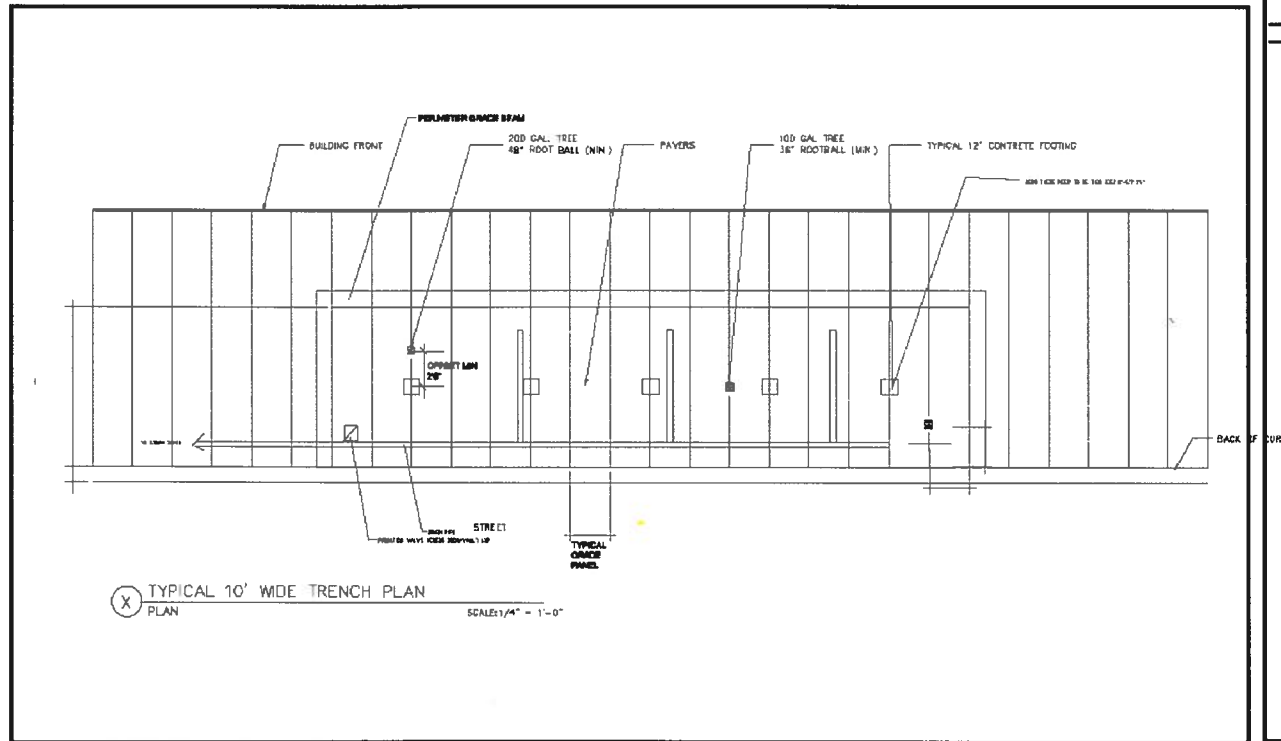
Tree Lighting:

The up-lighting of tree groves is desired to provide general illumination of sitting area under the tree canopies. This lighting technique offers supplemental light to the pedestrian and street lights, creating a more festive pedestrian-friendly evening setting.

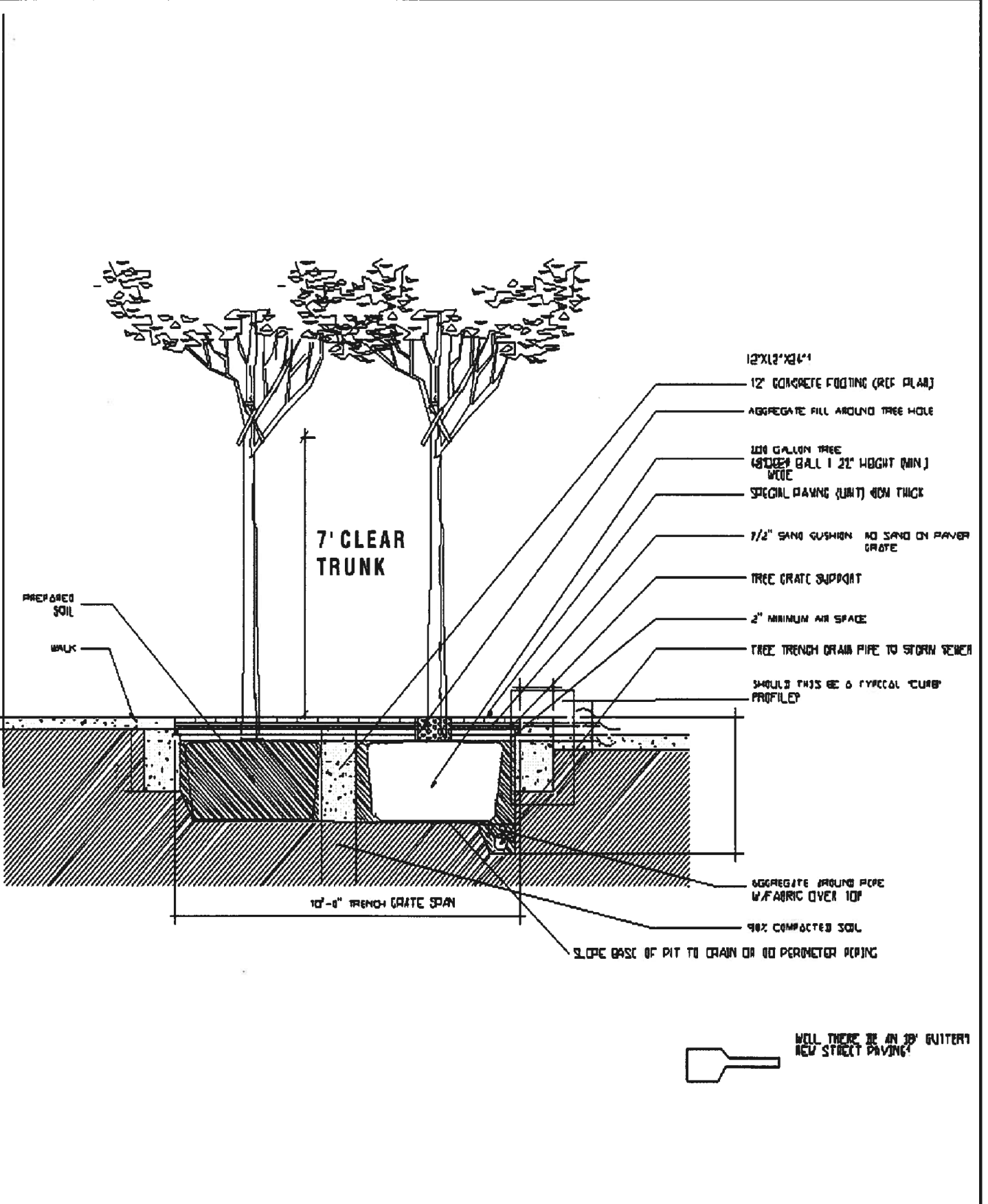
The up-lights will be set in the paving below each tree, and are intended to provide reflected light onto these special paving surfaces within the tree groves. It is not intended to mount any fixture within the canopy of newly planted trees.

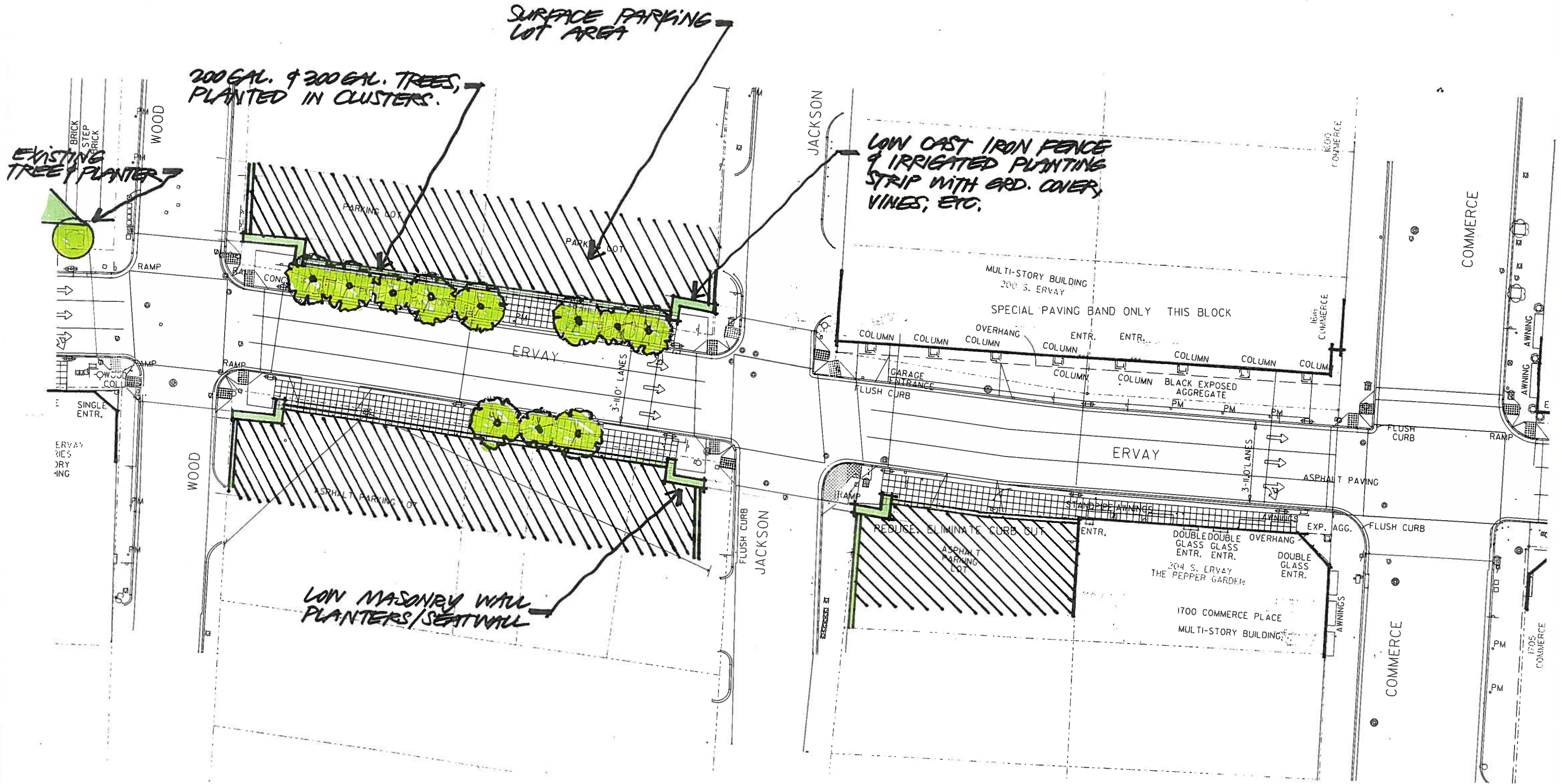
It is recommended that proper maintenance provisions, such as lamp and ballast replacement and lens cleaning, be initiated to keep these evening amenities in proper working condition.

Waterproof duplex electrical outlets shall be installed at the base of each tree to enable seasonal lighting to be used.



STORE FRONT





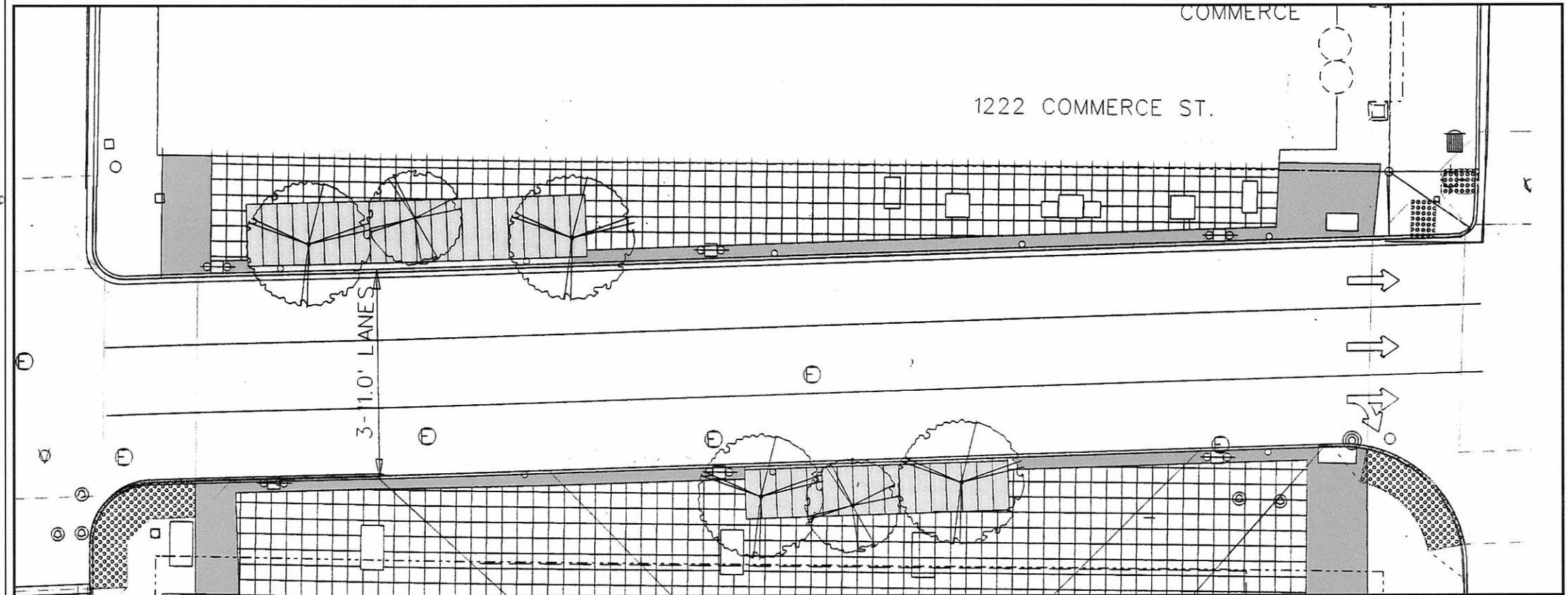
As with other streetscape elements, the sidewalk surface treatment varies dramatically creating a more consistent look for the walks in the district is needed. This can be achieved by repeating a common element on all streets and by using materials that are unique to this district.

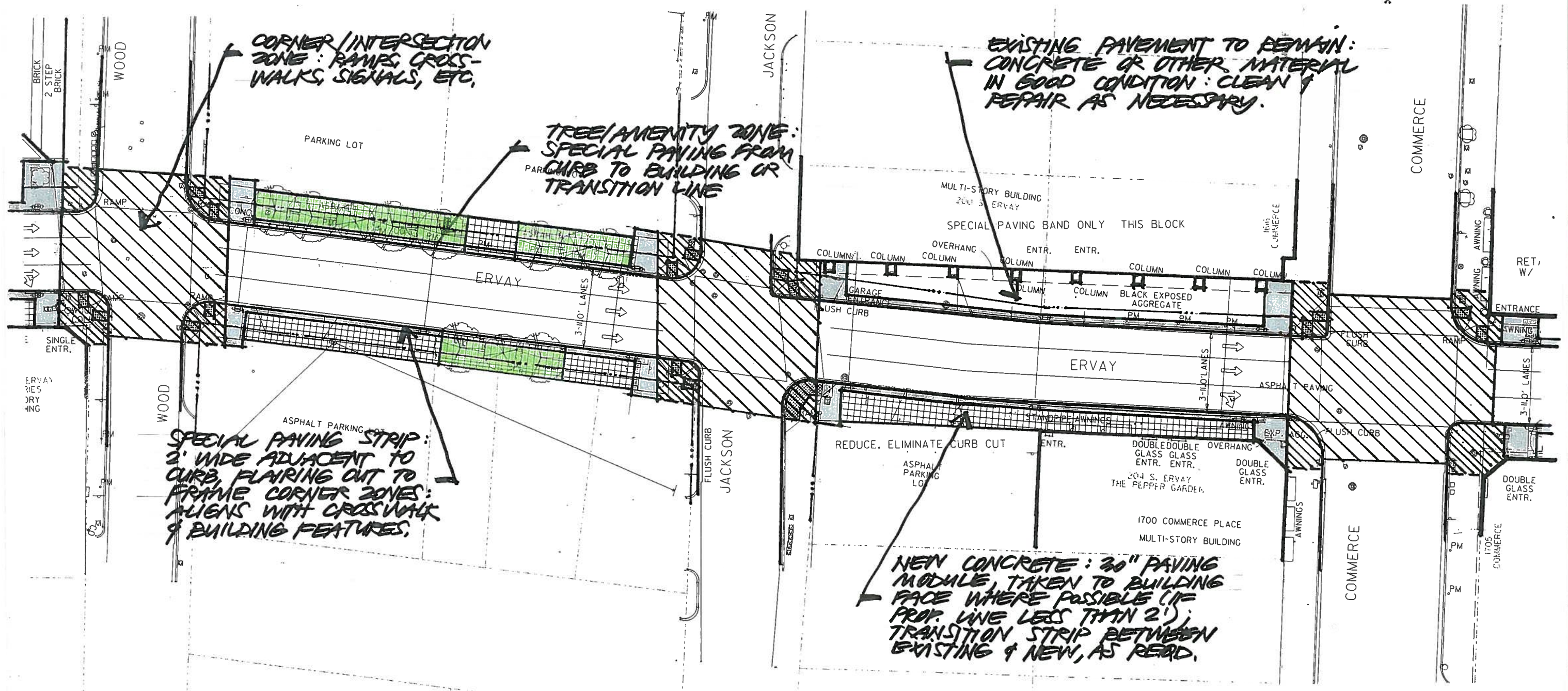
Current State:

- 1) The existing sidewalks are primarily concrete surfaces with a variety of finishes, patterns, and quality.
- 2) Some newer buildings have higher quality materials, including granite, scored concrete aggregate, brick, concrete, unit pavers, etc.

Design Proposal:

- 1) Existing sidewalk surfaces are primarily concrete, new material will also be primarily concrete.
- 2) Where new sidewalks are to be provided it is recommended that new concrete extend to the building face. Where that is not possible, the new concrete may be brought to the property line. Where the dimension between the property line and building is less than (12"), new concrete may extend to the building face. In some cases a line not necessarily coinciding with property line may determine the limit of new concrete.
- 3) If the sidewalk dimension is less than 7' in front of a surface parking lot, it is recommended that additional r.o.w. be considered where new trees are proposed. The new concrete/sidewalk area would be extended to a minimum 14' dimension; city standards for new development require an 18' sidewalk zone.
- 4) New concrete to have 30" joints, consistent with the downtown standard. Where new and existing concrete meet, a "transition band" should be introduced to reduce conflict of joints/finishes not matching.
- 5) New concrete may have more pronounced aggregate and perhaps tone/color.
- 6) In certain areas, "fragments" and "impressions" may be integrated into the surface and finish of the walks as visual element (to be coordinated with artists).
- 7) A 2' paving band at the back of curb will define where lights, signs, etc. are placed. This band turns 90 degrees at ends of blocks to frame the intersection/crosswalk areas.
- 8) Tree planting zones shall receive special pavement treatment. The paving over the tree grates will provide access to irrigation/root systems below.





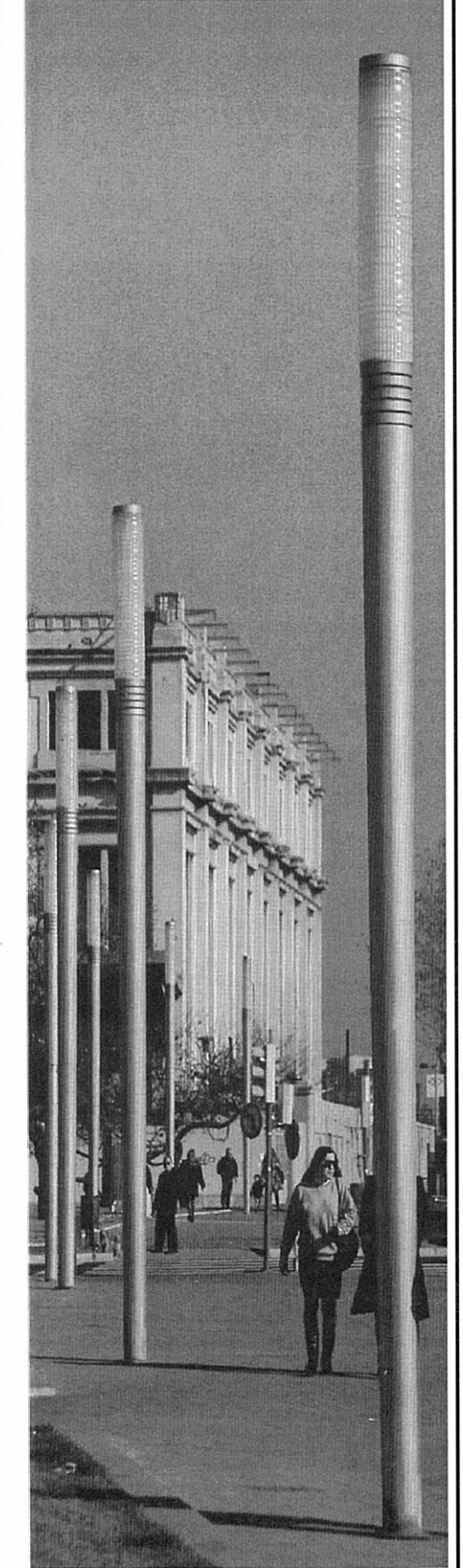
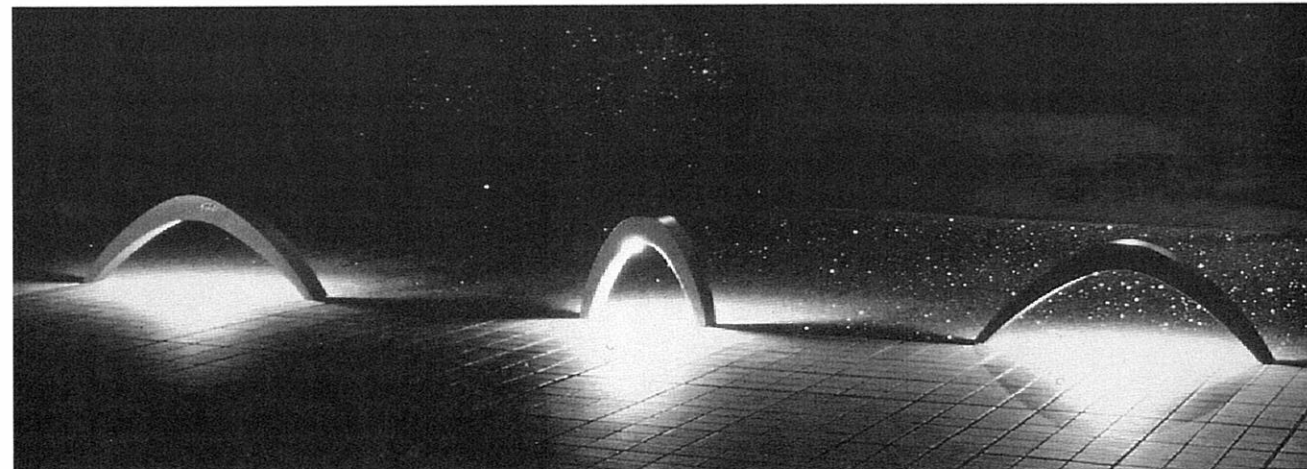
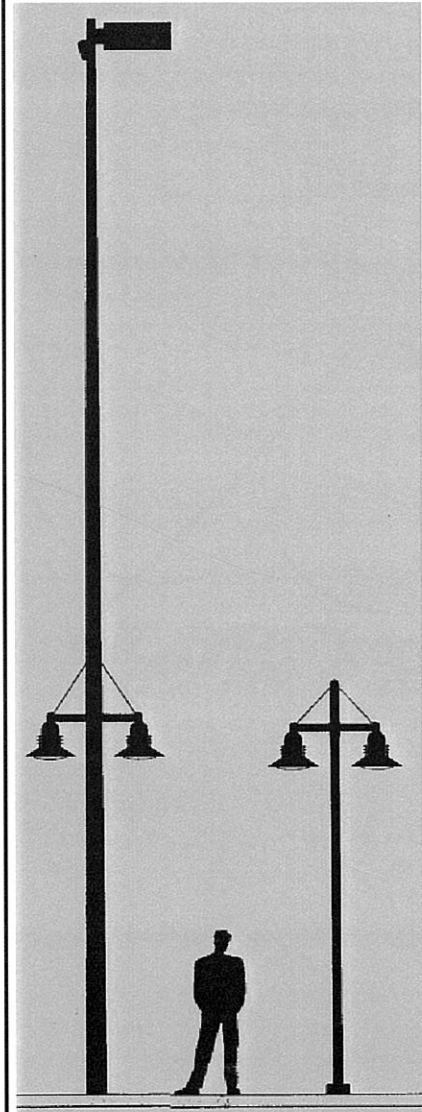
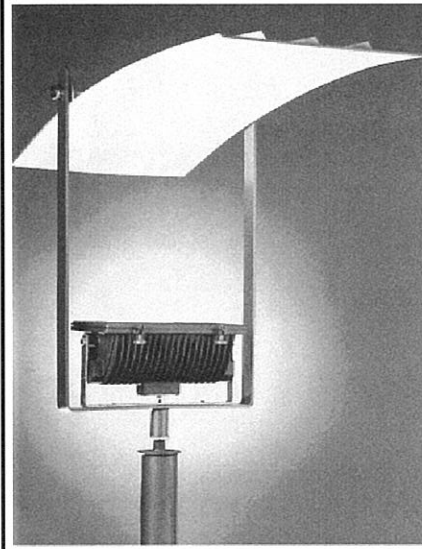
One of the most dramatic ways to change a street environment is by introducing lighting. Obviously different lighting is possible, ranging from standard street illumination standards to accent lighting of specific building features. This also implies lighting of both **public** and **private** areas, which should be done in concert with each other.

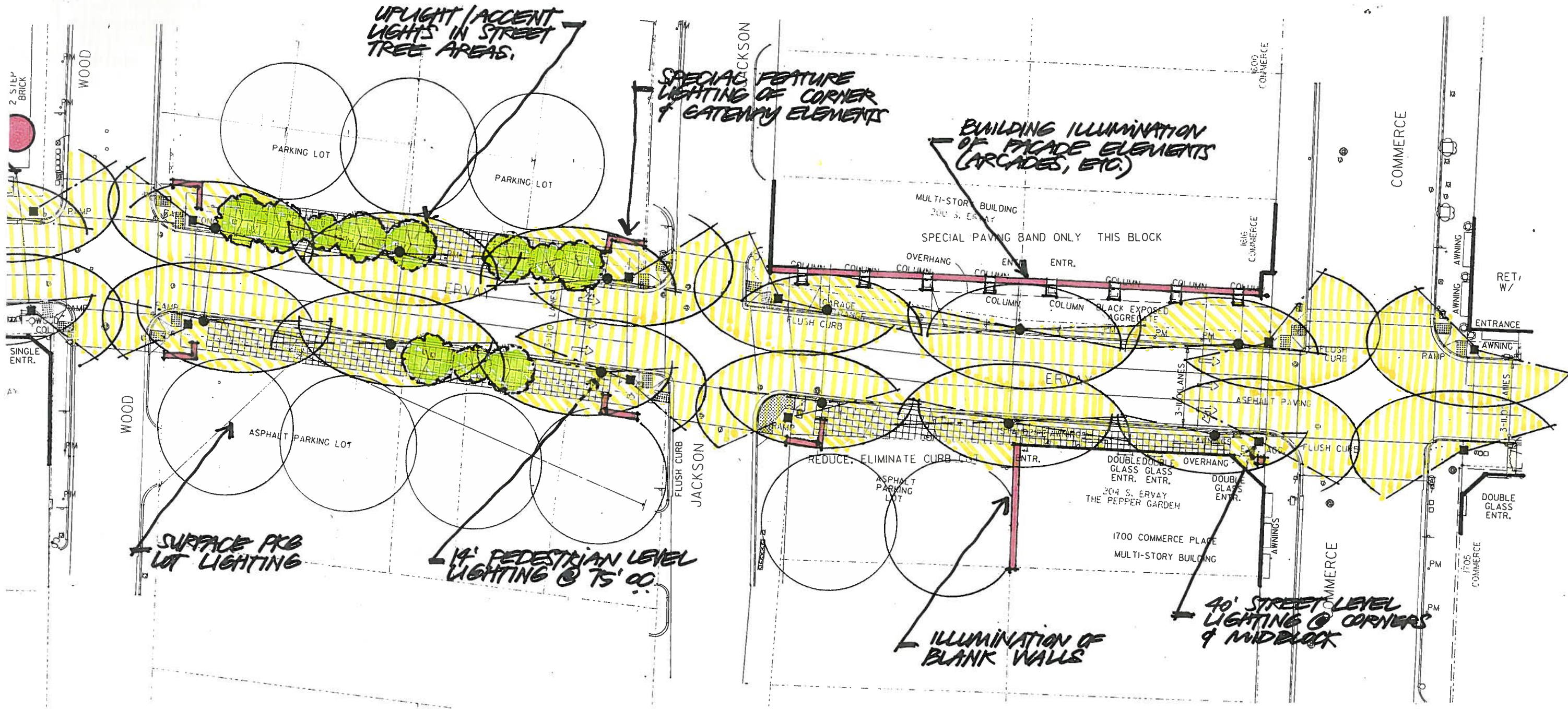
Current State:

- 1) Two types of street lighting are currently being used, 40' shoebox street lights and 14' pedestrian lights. A number of differing styles currently exist. Akard Street, for example, has a version similar to a residential colonial style; Bell Plaza has an arched double head fixture; 1700 Pacific has the clear globe clusters similar to those in City Hall Plaza.
- 2) The Downtown Lighting Plan calls for an AAL pedestrian light style. The Kirby Building is the most recent example of this type, using a double head with straight arm supports (rather than arched) installed parallel to street.
- 3) Some streets also have bollard and/or indirect lighting.

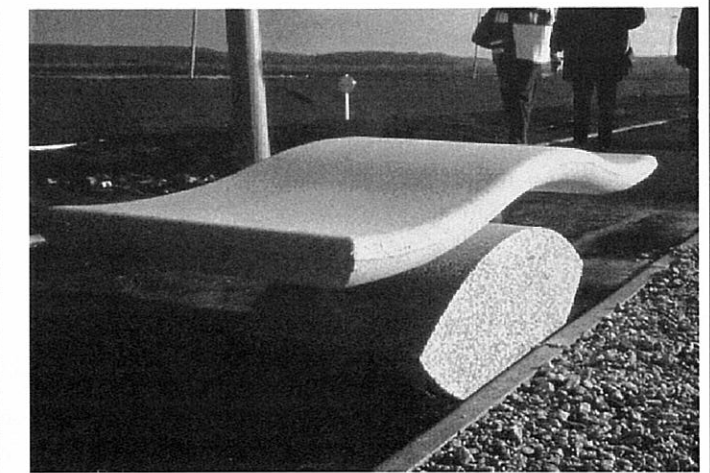
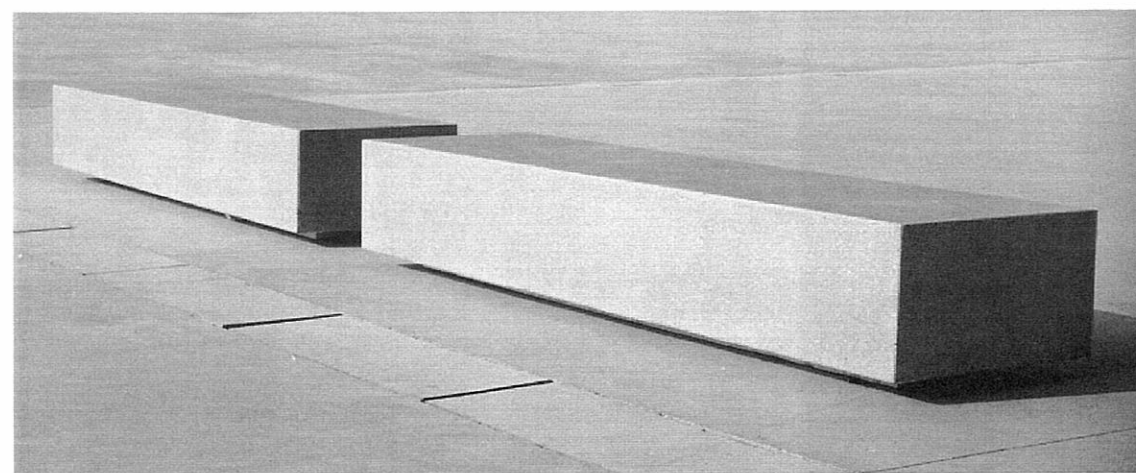
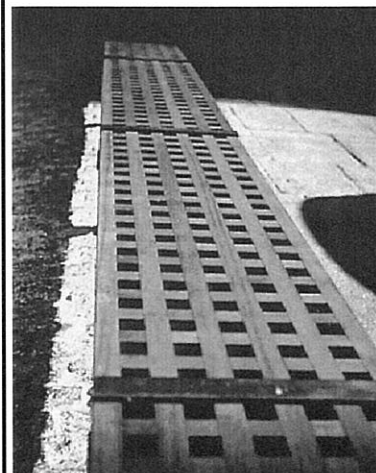
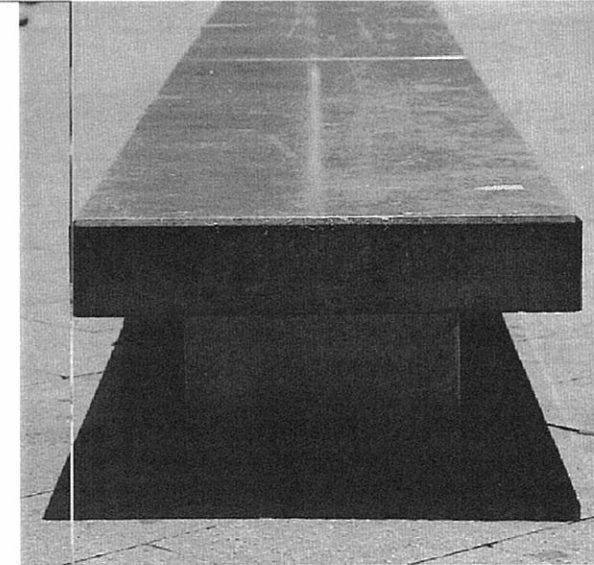
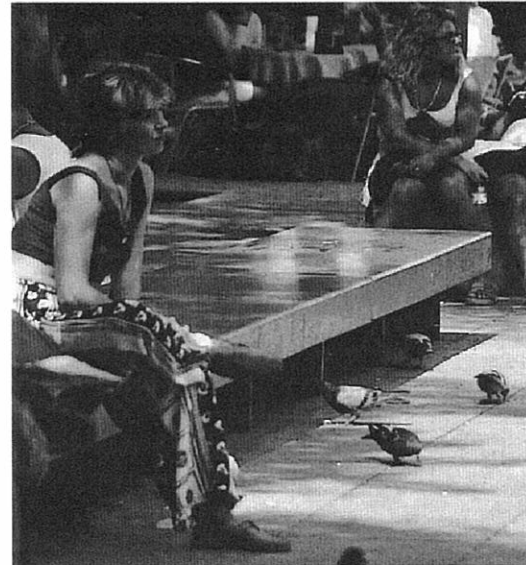
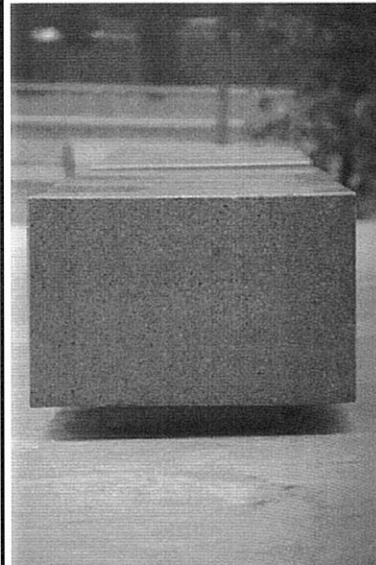
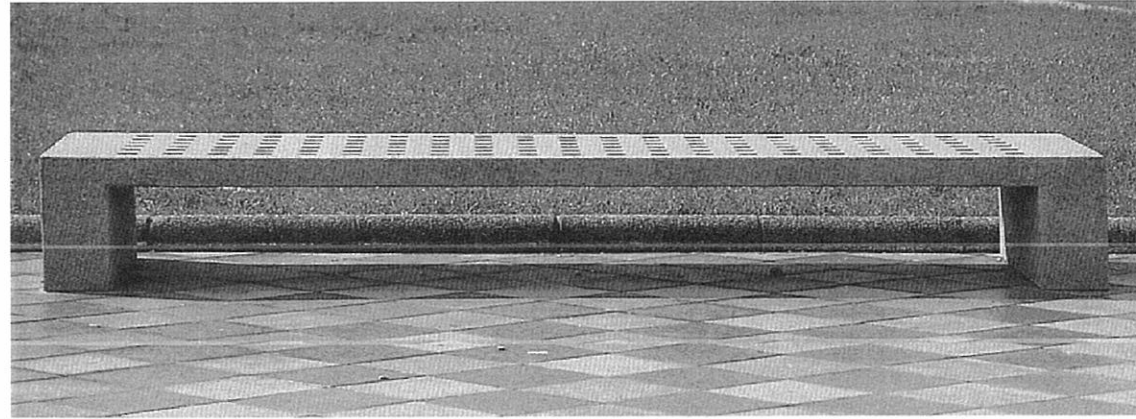
Design Proposal:

- 1) Street and pedestrian light types will be incorporated as prescribed under the Downtown Lighting Plan.
- 2) The Harwood Street Historic District may have a distinct lighting style, compatible and representative of its historic nature.
- 3) Variations to the basic solution may also include introducing pairs of pedestrian lights at certain street corners, to not only light the sidewalk but to also act as gateways.
- 4) Special area spot lights should also be considered. They can be done by adding fixtures to an "existing" street light pole or by adding a new pole.
- 5) Lighting being explored as public art opportunity.
- 6) Lighting on private property can also be similarly matched with this project to develop an overall lighting solution.





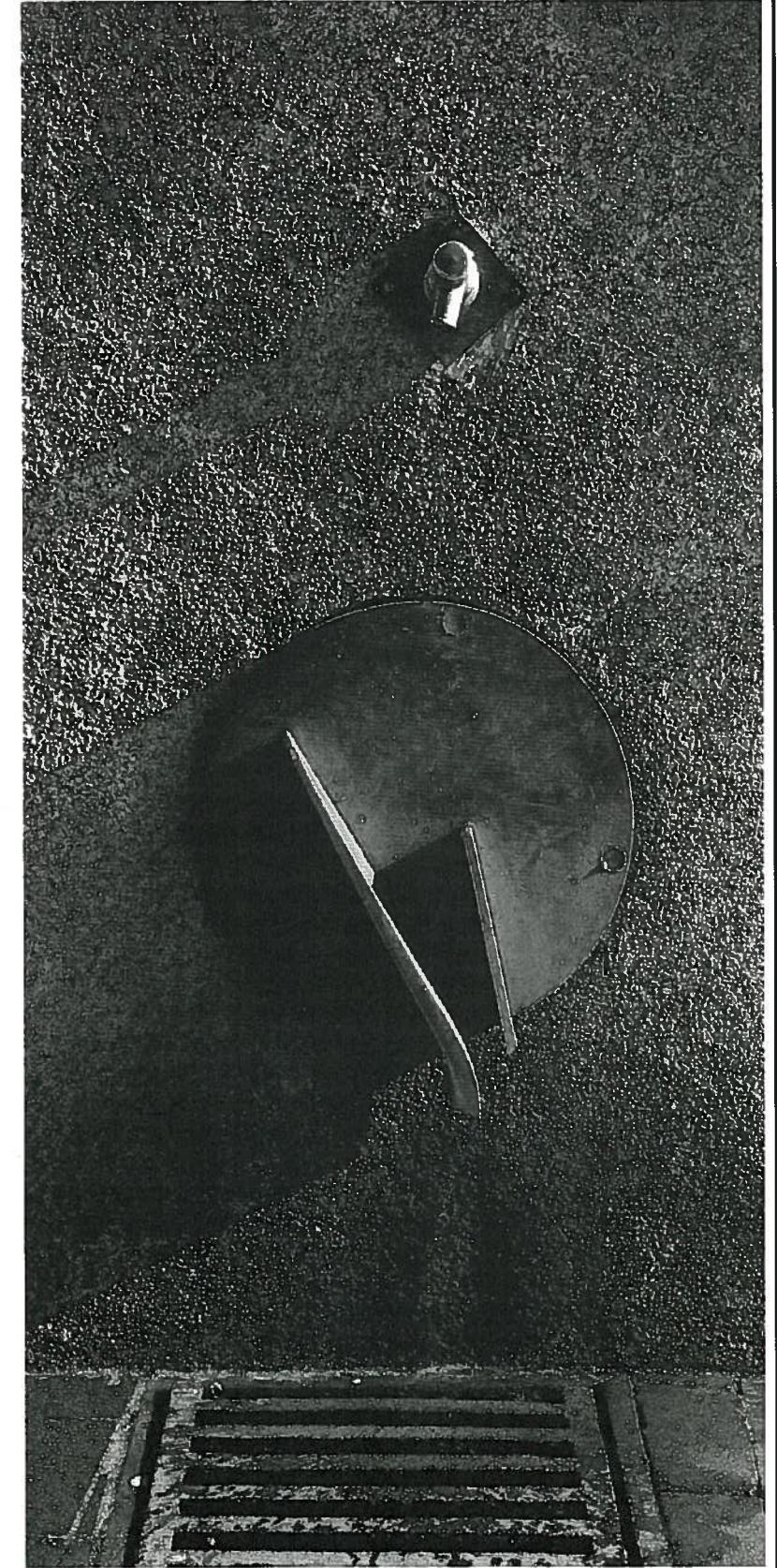
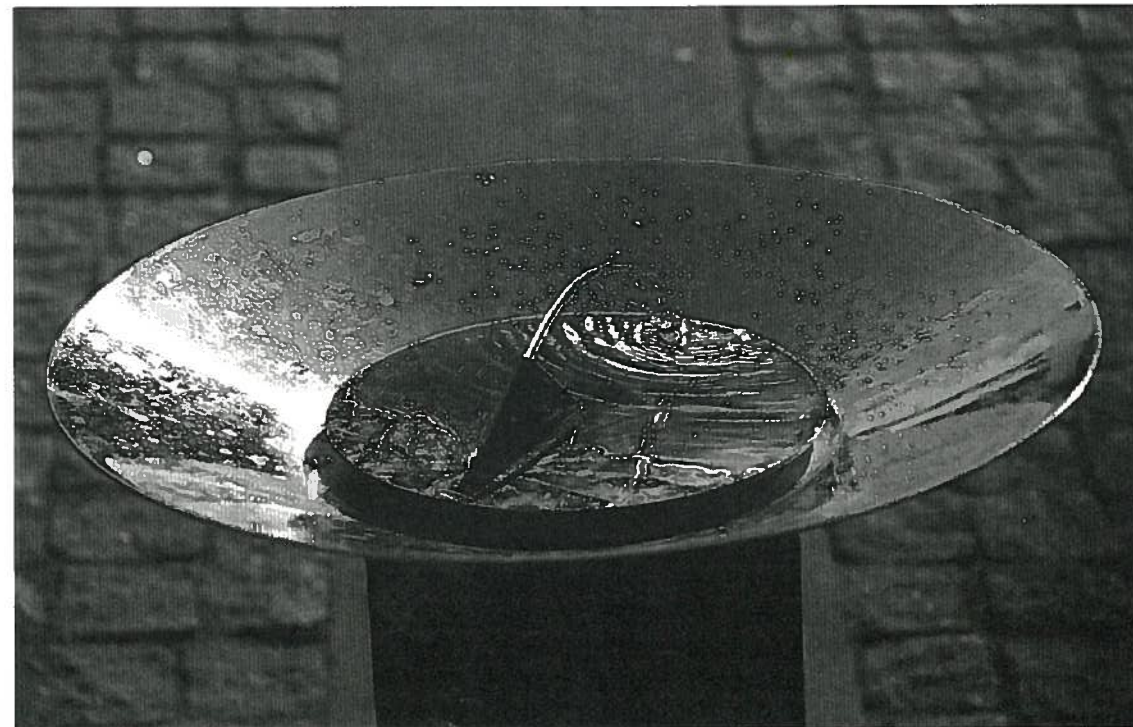
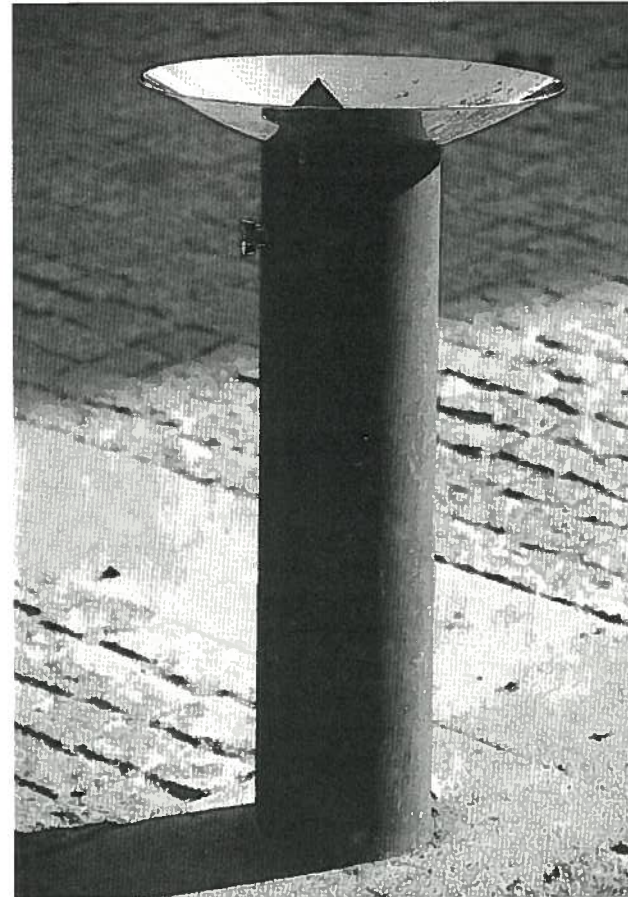
Downtown Dallas currently has a variety of bench types, with recent projects such as Main Street and the Kirby Building streetscape (using the bench in the upper right illustration). While this metal bench is the standard bench style for downtown, a new bench type - possibly designed by the public art program - is a possibility that is explored in the subsequent design phase.



Water fountains are an amenity found in cities all over the world. They are generally not attractive, however, when they fall into disrepair. Downtown Dallas has fountains that are in different states of repair, and therefore, any new proposed fountains are being considered with the issue of maintenance in mind.

When considering fountains as a design element in the next phase, two types are under study: decorative fountains, and drinking fountains. These two types may be designed together, but their basic functions have differing social implications within the street environment.

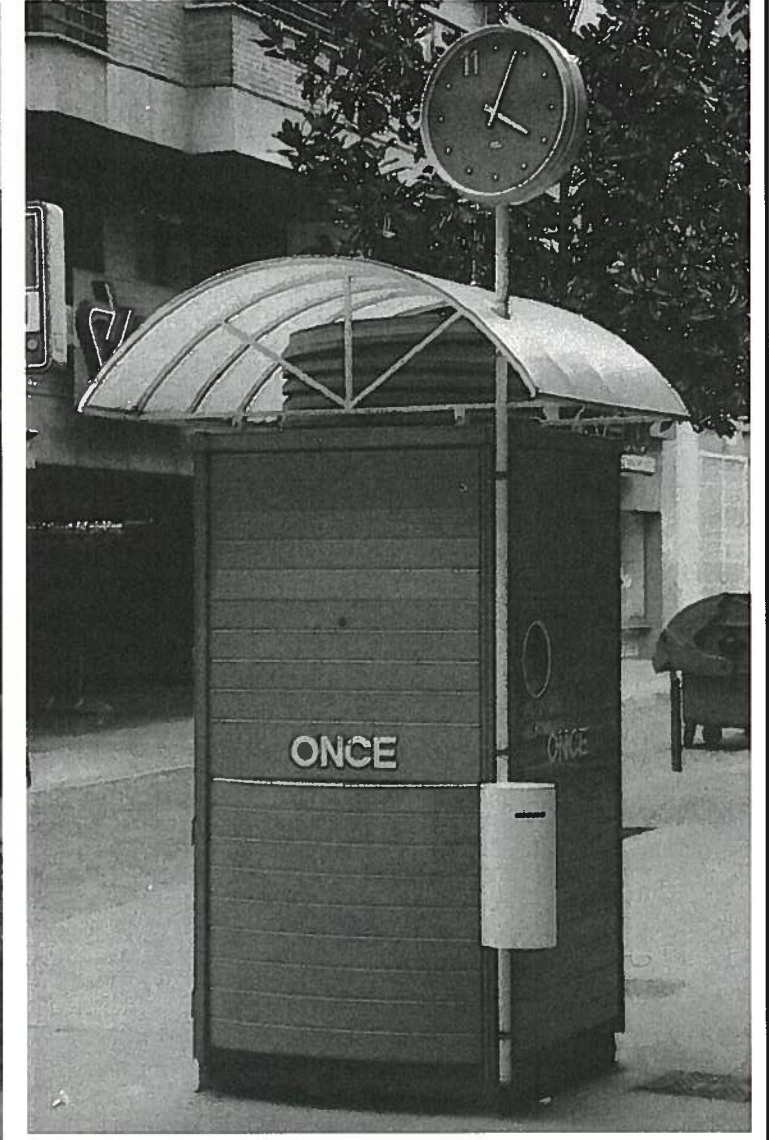
It is important, however, to realize that the presence of water can be achieved with simple, small fountains that achieve large effects, especially if repeated through the project.



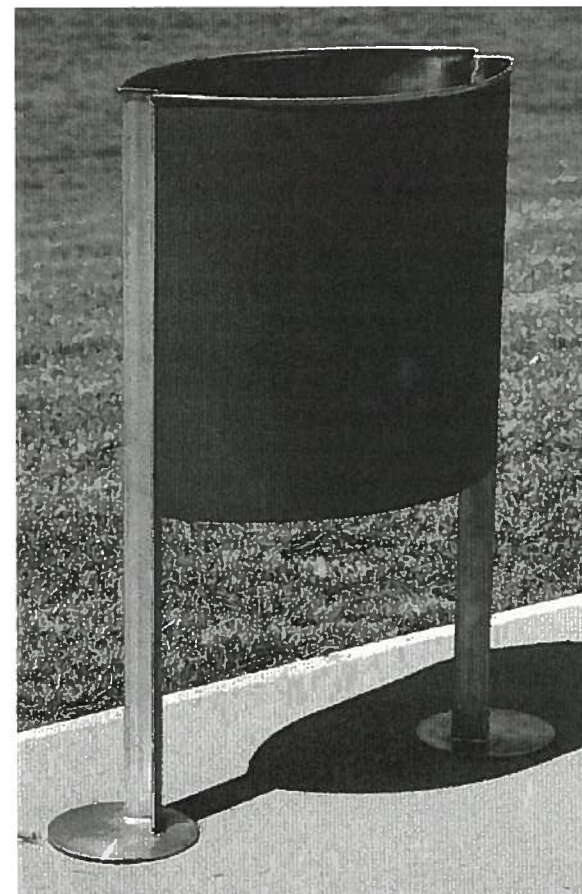
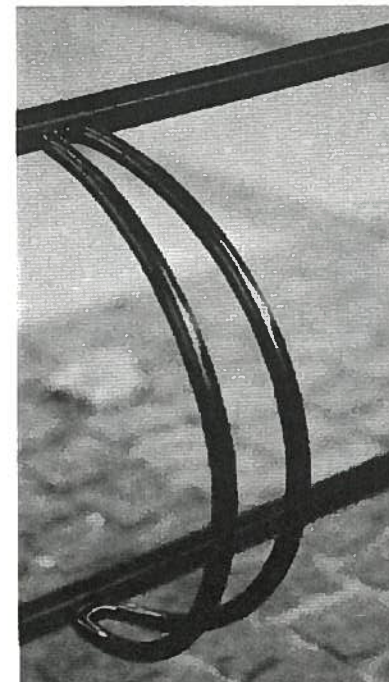
Another possible streetscape element to consider in the downtown area are kiosks. These small structures can provide a variety of uses ranging from newspaper and magazine sales, information/way finding, public bathrooms, parking lot attendant booths, etc.

Several cities have good examples of how kiosk structures can add a positive level of identity and friendliness for visitors, workers and residents of urban neighborhoods. One such example is the "Koban" type of kiosk found in downtown Tokyo, which functions as a street outpost for local police. The community police function extends to helping with directions and information, as well as basic assistance. From an urban design standpoint, they have resulted from public competitions, and their innovative appearances have helped to shape the identity of local areas of the city.

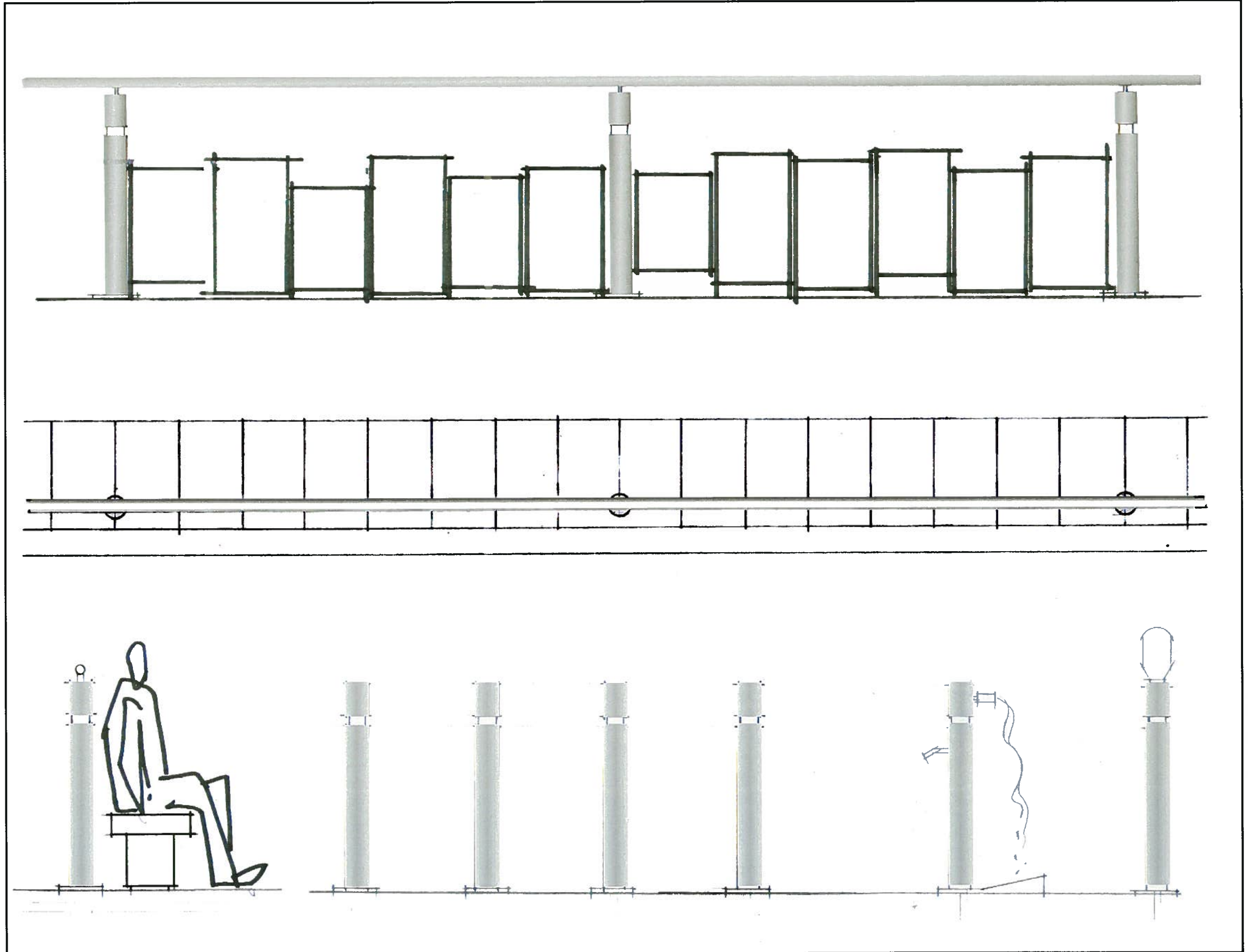
Downtown Dallas can benefit from the addition of some type of kiosk structure, designed with the appropriate use and style. A series of them would help to orient pedestrians, and provide a more identifiable statement of downtown's image. This project is currently evaluating possible locations and functions as they relate to the five streets in the study area.

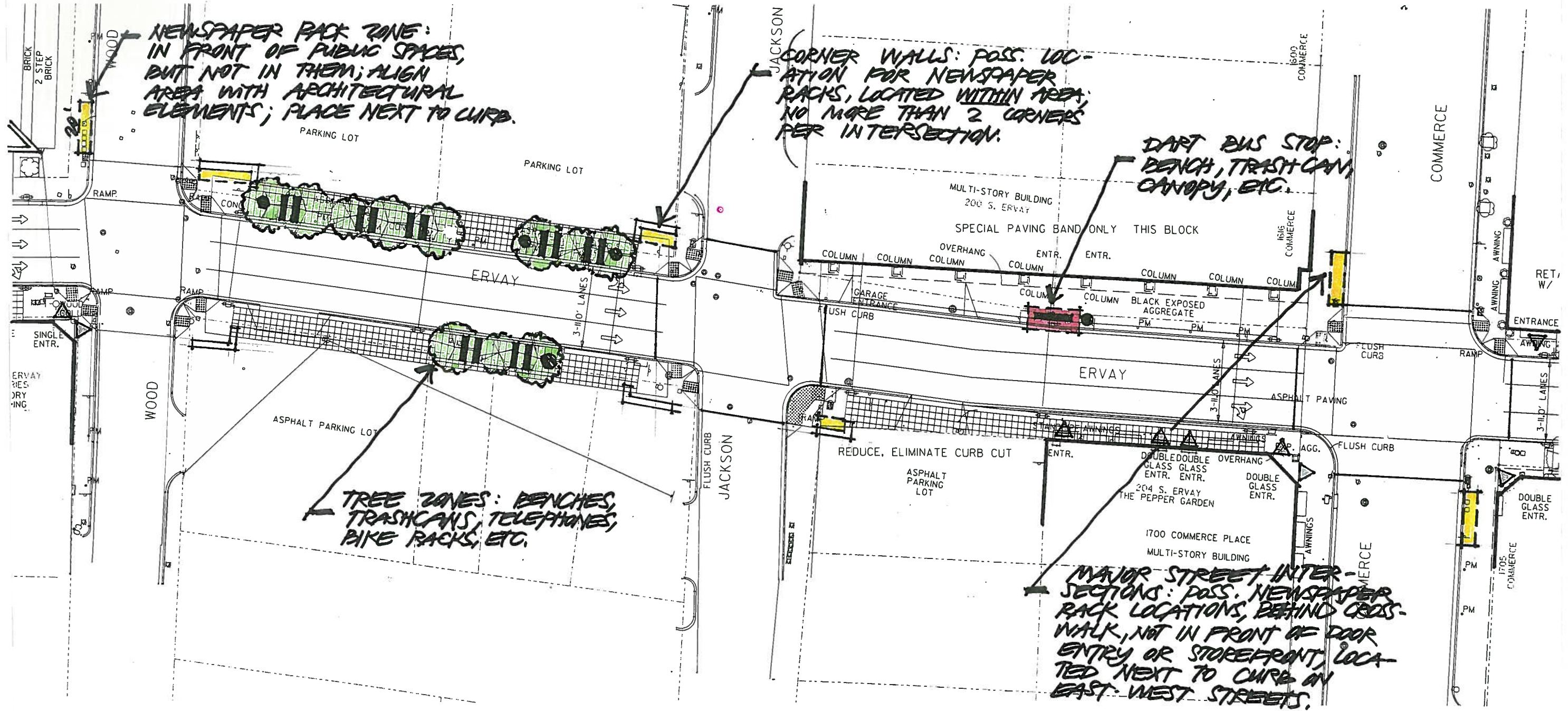


Like the benches, downtown Dallas has a variety of trash receptacles. The most common is illustrated in the lower right photograph. Again, the input of public artists may influence the choice of a new design more appropriate to the downtown area. Bicycle riding in downtown Dallas is not very prevalent, compared to other more pedestrian friendly such as Portland or Boston. However, bicycle racks should be a part of the family of streetscape elements, to encourage such uses as more residential and commercial uses return.



One element of downtown sidewalks that serves a purpose, but in an uncontrolled manner is the placement and appearance of newspaper dispenser boxes. Two proposals are currently being studied which will help to organize them in a way that fits with the overall streetscape design improvements. The first concept is to introduce a "corral" (u-shaped metal rail element) that contains the individual boxes in specified locations, as illustrated in this diagram. Similar applications of the same rail element may be transformed to other streetscape elements such as the posts for parking meters, fence posts, etc. in order to repeat a system throughout the downtown area. The second concept is to introduce a uniform bank of prefabricated dispensers, which would hold the various publications. Both approaches are under investigation.



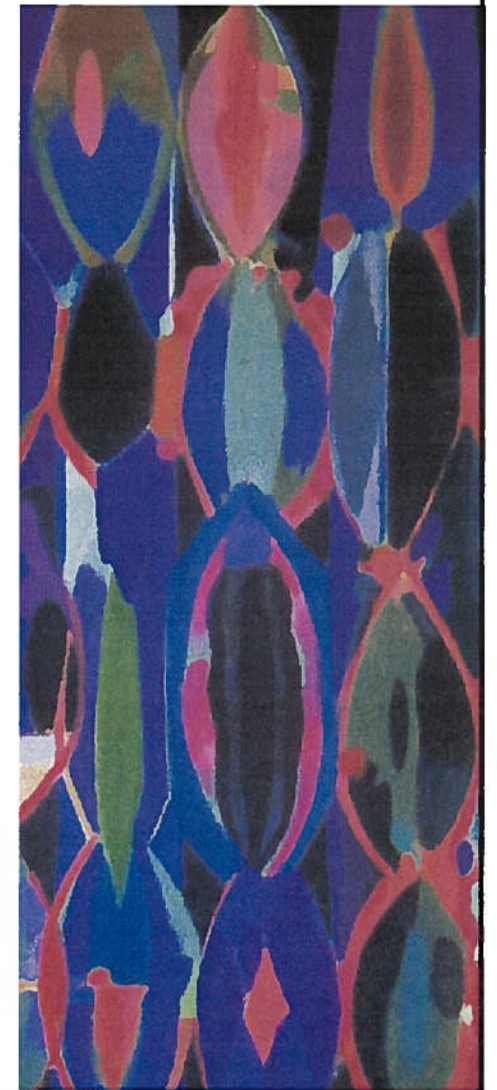
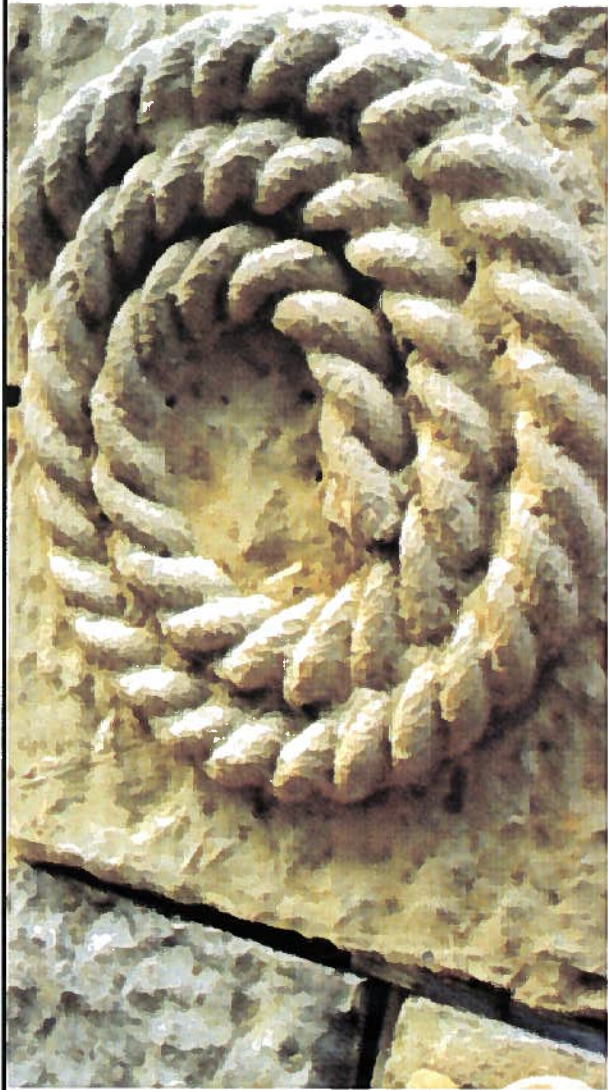
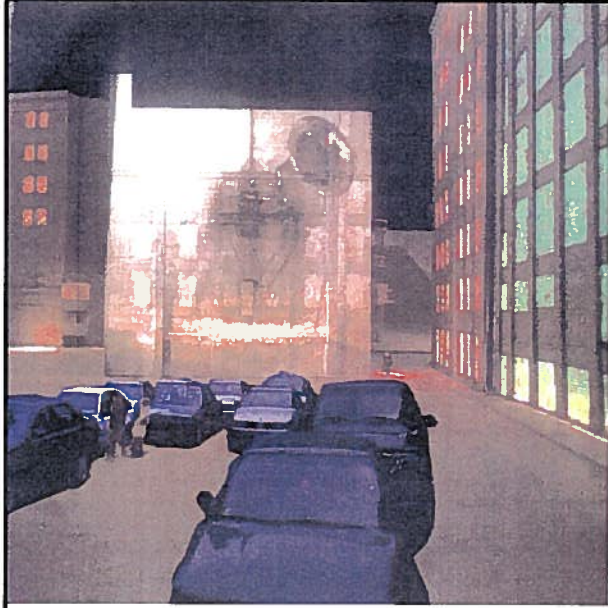


The Dallas City Center Streetscape Project includes a public art component. The client has retained the services of **Brad Goldberg** as Public Art Coordinator. Following the artist selection process guidelines of the City of Dallas Office of Cultural Affairs, a Call for Artists was prepared and widely distributed. The project was open to professional artists, currently living and working in the Dallas/Fort Worth Metropolitan area. The stated criteria for selection were: (1) Quality of previous work (2) Materials and Areas of expertise (3) Willingness to participate with the project design team (4) Interviews and Ideas for Art Opportunities and (5) Availability.

A selection committee was assembled and convened to review the submissions and interview the candidates. Interviews were held on April 6, where three artists were selected to work on the project: **Roberto Munguia**, **Pamela Nelson** and **David B. Hickman**. Contracts between the City and the artists have recently been finalized and meetings with design team have also begun. The images on this page include examples of works by these artists; they do not represent design proposals for this specific project.

The basic concept for the public art component of the project is one of integration with the streetscape elements. This may take the form of paving materials, landscape, street furniture, lighting, etc. The intent is to develop public art that will enhance the pedestrian experience by creating compelling environments that further define the essence of "Dallas". The artworks should also help to establish visual linkages to the DART Transit Mall, the Civic/Convention Center area, the Arts District, the West End, Deep Ellum, and the Farmer's Market. The artists' role is to identify public art opportunities and provide artistic vision through a process of creative problem solving and idea generation with the design team. The artists will also be part of the development and supervision of the final implementation of the ideas.

The process for development of the public art will include presentations by the artists showing progress of the design. This will be followed by walking tours of the project area. Several meetings between the design team and artists will follow, providing the greatest opportunity for collaboration and development of the public art pieces. At appropriate intervals, presentations will be made to public groups to update the design concepts.



Some design recommendations are located within the public right-of-way; others require coordination with private property. For example: a property line frequently is located in the middle of the sidewalk, but not "perceived". Improvements may involve new concrete that extends beyond the property line up to the building. Proposed tree planting locations represent another example. The locations will be coordinated with individual property owners, especially as they relate to improving parking lot edges.

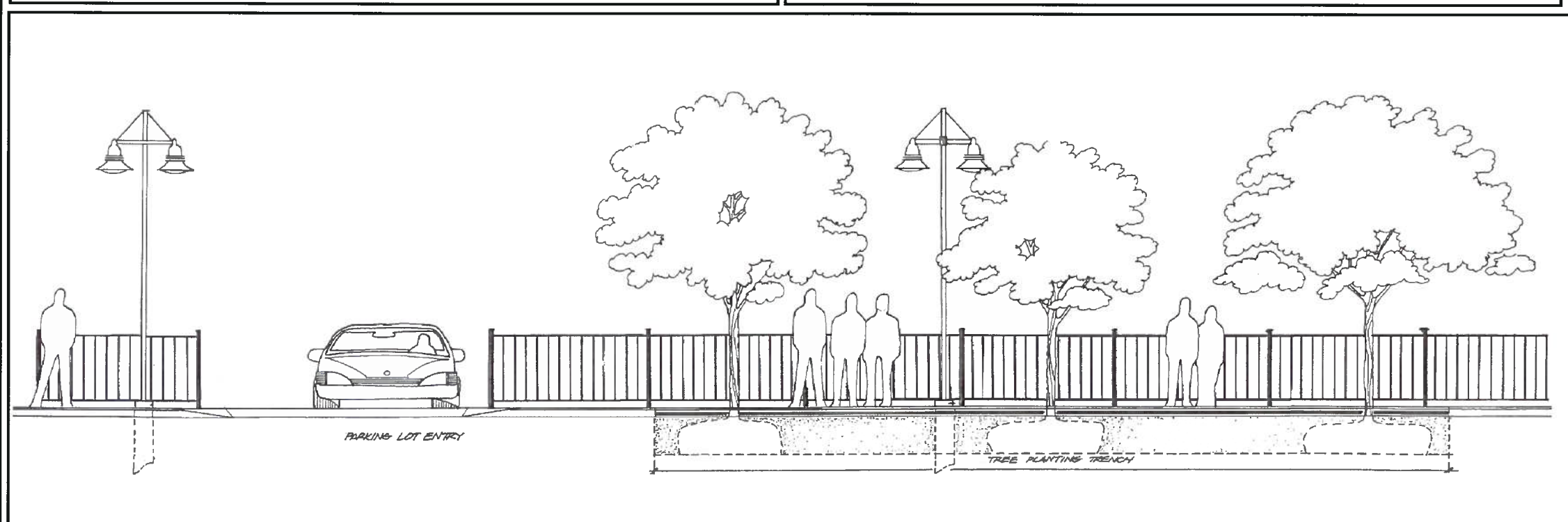
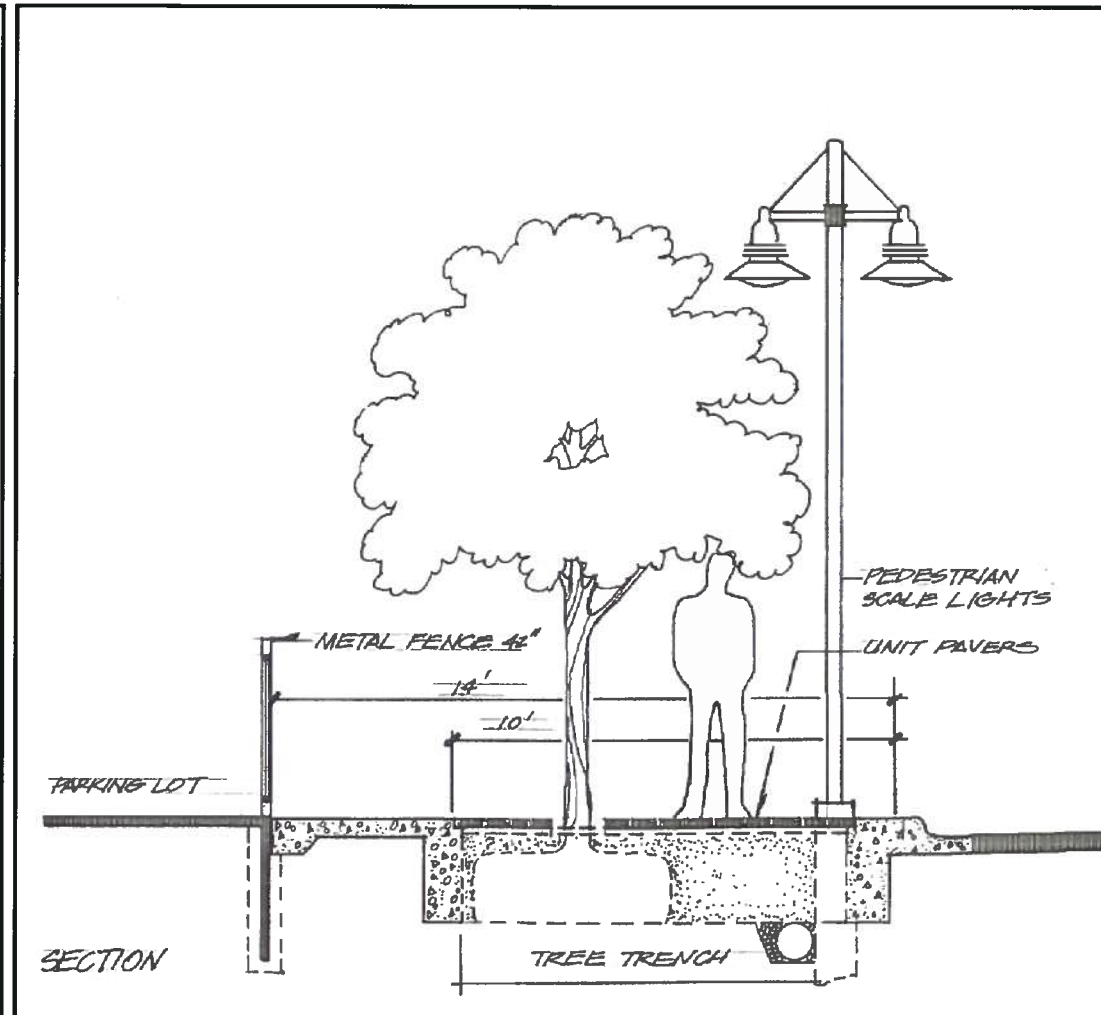
Parking Lot Edges:

Current State:

- 1) A range of sidewalk edge conditions exist, from no fencing with cars directly next to the sidewalk, to fencing and planting around the full perimeter.
- 2) A range of lighting conditions exist, that impact the perception of safety on adjacent pedestrian routes.
- 3) The sidewalks tend to be narrow and, in some instances, encroach the parked cars on the public right-of-way.
- 4) Oversized and unused driveways make use by pedestrians difficult or unpleasant.
- 5) Larger lots often have multiple owners, or managers, but often share access. Therefore, coordination with owners and operators is critical to the success of any recommended improvements.
- 6) Provision of trees in the sidewalks will in many cases require encroachment onto private property.

Design Proposal:

- 1) A consistent edge treatment is recommended for surface parking lots. This will improve the perception of safety and enhance the value of the property.
- 2) The recommended edge treatment is a 4' tall iron rail fence, coordinated in color and finish with other streetscape elements (such as benches and trash receptacles). A consistent edge treatment will prevent cars from intruding into pedestrian zones.
- 3) Where positive drainage exists, it is recommended that a 14' right-of-way be provided to allow trees to be planted.
- 4) Owners of surface parking lots should be encouraged to voluntarily upgrade the lighting of lots to a consistent and safe level. The use of layered lighting is recommended, possibly using an adaptation of the pedestrian lighting within the body of the lots.
- 5) The layouts of these lots should be reviewed to minimize curb cuts and driveways.
- 6) Parking lot corners near intersections represent a primary streetscape design opportunity to be studied.
- 7) Graphics and signage should also be examined for opportunities to improve and standardize.



The improvements to streets, sidewalks, intersections, landscaping, lighting and other amenities have, as the primary goal, to enliven the streets of Dallas' downtown. A parallel strategy for creating pedestrian activity is to examine the existing buildings for opportunities to open facades to the street and provide street level retail and visual interest for pedestrians.

The project design team has completed a detailed analysis of potential opportunities for increasing street level activity. The results of this research is represented by the diagram at right. Several condition classifications were determined and each building examined against specific criteria.

The structures that are designated "viable" show a reasonable level of activity and are judged to be a positive contribution to the aesthetic qualities of the street.

The buildings that are designated "upgrade" are in need of a range of improvements. Some have street level activity, but are in need of upgrades to signage or facades, or in some cases have potential, but unrealized street level uses.

The buildings and lots that are classified as "vacant", and areas of vacant lots have significant potential for development and therefore have excellent potential for adding to street level activity.

The specific symbols of the diagram address a more detailed study of specific storefronts, entrances, and the general quality of the street level facades. These criteria are intended to be used in development of plans for targeted improvements to private property, either as part of this project, or associated with the City of Dallas' ongoing efforts to rejuvenate downtown.

