

# Memorandum



CITY OF DALLAS

DATE September 23, 2016

The Honorable Members of the Transportation and Trinity River Project Committee:  
TO Lee M. Kleinman (Chair), Deputy Mayor Pro Tem Erik Wilson (Vice-Chair), Sandy Greyson,  
Mayor Pro Tem Monica R. Alonzo, Adam Medrano, and Casey Thomas II

SUBJECT **Southern Gateway Public Green Conceptual Plan**

On Monday, September 26, 2016, you will be briefed on Southern Gateway Public Green Conceptual Plan. The briefing materials are attached for your review.

Please feel free to contact me if you have any questions or concerns.

A handwritten signature in black ink, reading "Willis C. Winters".

Willis C. Winters, FAIA, Director  
Park and Recreation Department

c: Christopher D. Bowers, Interim City Attorney  
Craig D. Kinton, City Auditor  
Rosa A. Rios, City Secretary  
Daniel F. Solis, Administrative Judge  
Ryan S. Evans, First Assistant City Manager  
Eric D. Campbell, Assistant City Manager

Jill A. Jordan, P.E., Assistant City Manager  
Mark McDaniel, Assistant City Manager  
Joey Zapata, Assistant City Manager  
M. Elizabeth Reich, Chief Financial Officer  
Sana Syed, Public Information Officer  
Elsa Cantu, Assistant to the City Manager – Mayor & Council

# **Southern Gateway Public Green Conceptual Plan**

**Transportation and Trinity River Project Committee  
September 26, 2016**



# BACKGROUND INFORMATION

- The City was given a deadline to provide a Conceptual Site Plan to TxDOT by September 30, 2016
  - TxDOT to provide the Conceptual Site Plan to their short-listed Design-Build firms in order to determine the structural loading requirements for the accommodation of the deck at I-35 from Marsalis Avenue to Ewing Avenue
- On August 30, 2016, Public Input Meeting No. 1 was to gather input to develop Programming and Visioning of the Southern Gateway Public Green
- On September 20, 2016, Public Input Meeting No. 2 was held to present the Programming and a Conceptual Plan for the Southern Gateway Public Green, based on input from the first meeting

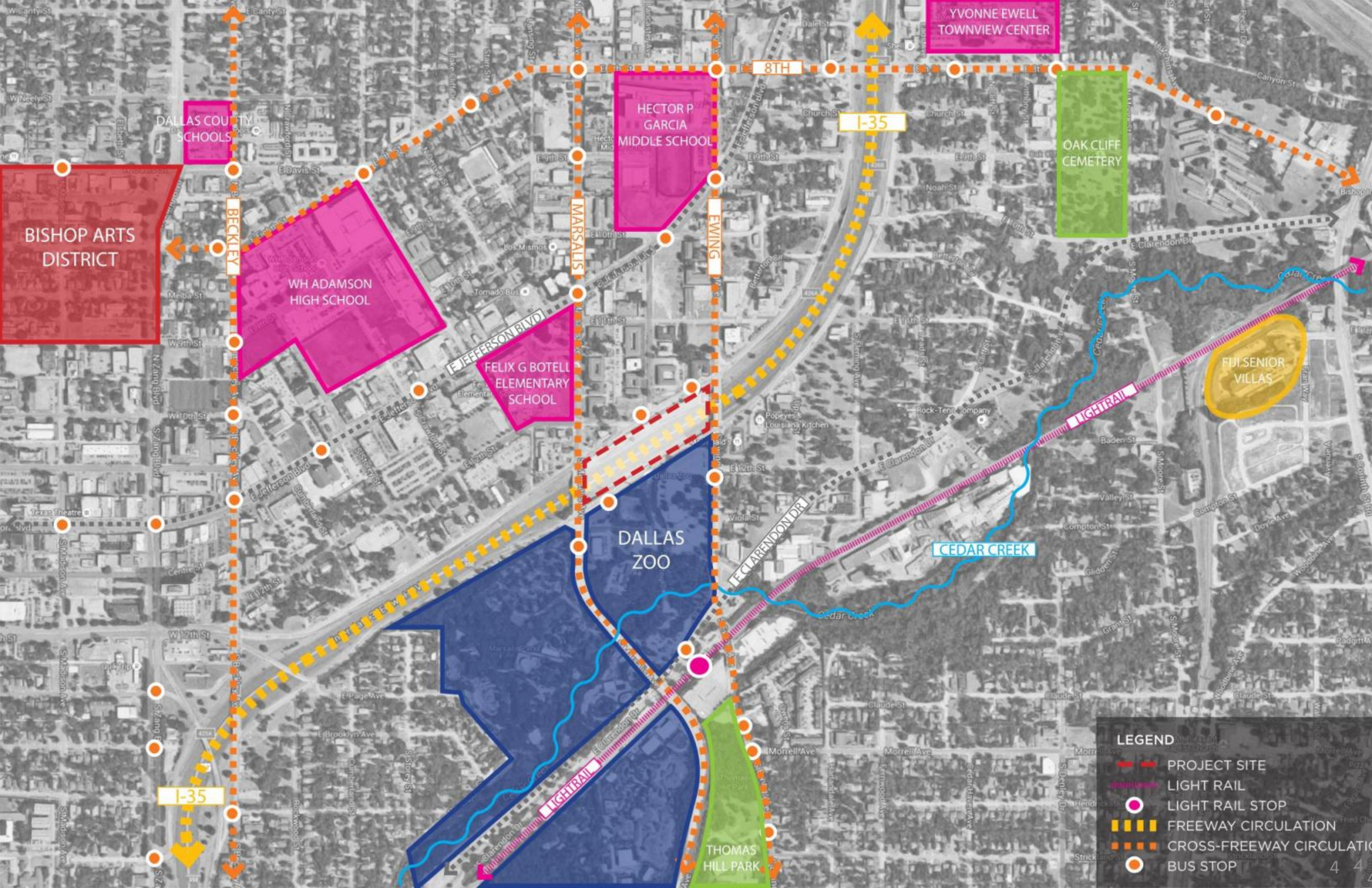
An aerial photograph of a city, likely Dallas, Texas, showing a major highway (Interstate 75) curving through the landscape. The downtown skyline is visible in the background. The foreground shows a mix of residential and commercial buildings, trees, and parking lots.

OJB

# SOUTHERN GATEWAY PUBLIC GREEN

COMMUNITY MEETING #2

20 SEPTEMBER 2016



BISHOP ARTS DISTRICT

DALLAS COUNTY SCHOOLS

WH ADAMSON HIGH SCHOOL

FELIX G BOTELL ELEMENTARY SCHOOL

HECTOR P GARCIA MIDDLE SCHOOL

YVONNE EWELL TOWNVIEW CENTER

OAK CLIFF CEMETERY

FIJI SENIOR VILLAS

DALLAS ZOO

CEDAR CREEK

E CLARENDON DR

E JEFFERSON BLVD

8TH

I-35

I-35

BECKLEY

MARSALLS

EWING

LIGHTRAIL

LIGHTRAIL

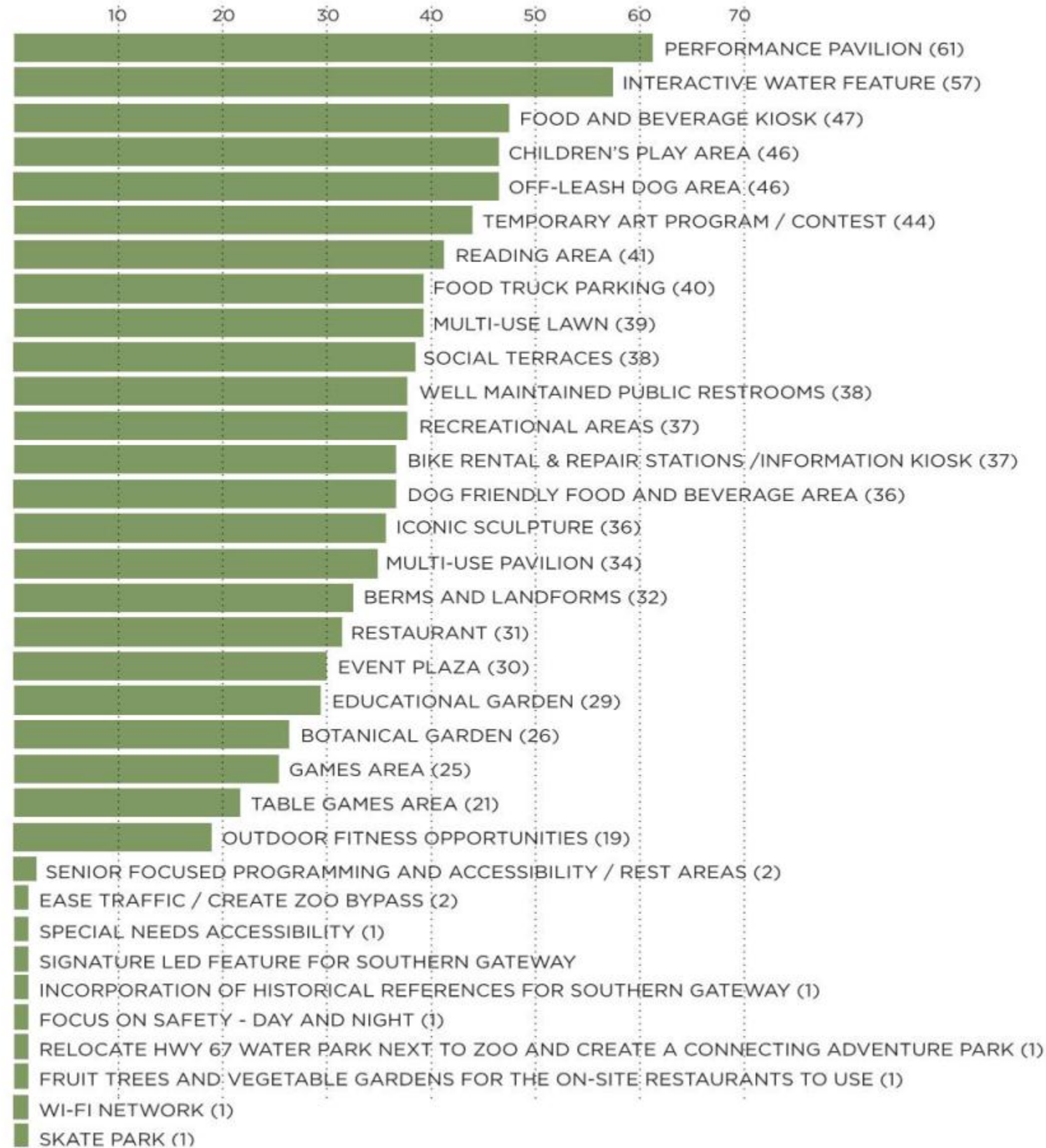
**LEGEND**

- PROJECT SITE
- - - LIGHT RAIL
- LIGHT RAIL STOP
- ▬▬▬ FREEWAY CIRCULATION
- - - CROSS-FREEWAY CIRCULATION
- BUS STOP

**COMMUNITY MEETING #1**  
RESULTS

# PUBLIC WORKSHOP #1 - SURVEY RESULTS, PREFERRED PARK PROGRAM

+150 RESPONDENTS - MULTIPLE VOTES WERE PERMITTED ON EACH ITEM.



# PUBLIC WORKSHOP #1 - RESPONDENT COMMENTS, PREFERRED PARK PROGRAM

+150 RESPONDENTS - MULTIPLE VOTES WERE PERMITTED ON EACH ITEM.

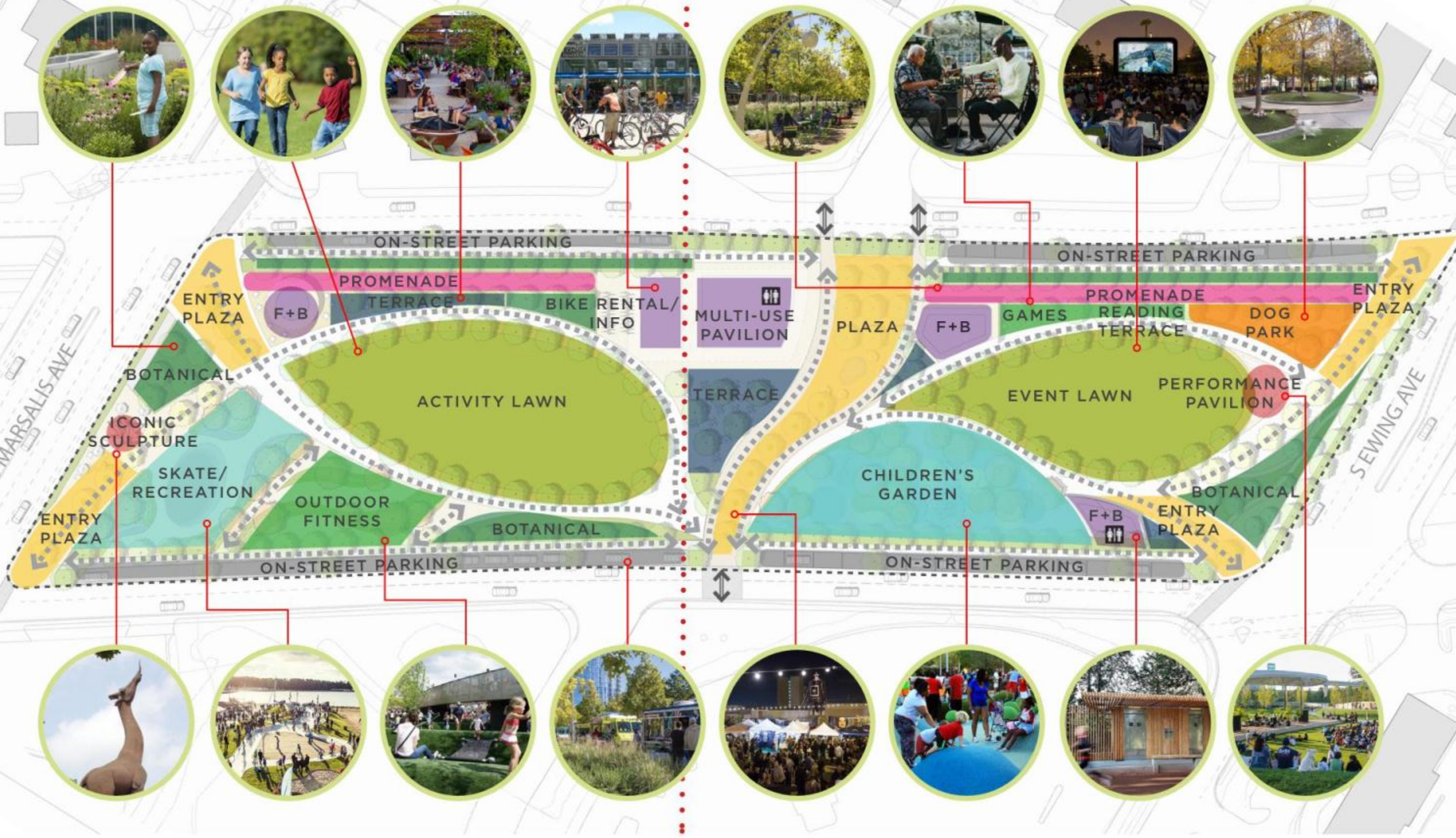
- **Shade! Shade! Shade! Trees please. Easy access for residents.**
- **Water misters in lawn areas.**
- **Parking? Who will manage? City or private?**
- **Trolley to Bishop Arts/Oak Cliff.**
- **Curbcut at Marsalis so the southbound traffic can get into the zoo easier.**
- **Trees are not the only shade source... Creativity!**
- **Ample strolling/resting areas for seniors.**
- **The park should operate a wifi network.**
- **Zoo parking! Zoo access improvements**
- **How will you discourage the homeless population from inhabiting the park?**
- **Yes: you forgot seniors. They need to be able to enjoy the same areas**
- **Parking garage adjacent to the deck park on the zoo side.**
- **Low impact development strategy. Demonstrate green infrastructure. More programming that relates to the Dallas Zoo. Walking connection to Jefferson Blvd.**
- **Look at the CAP in Columbus, Ohio.**
- **Farm to table restaurant that supports local vs. chain.**
- **Keep the "hood" in Oak Cliff!!! Not food trucks, but street vendors! Cheap and character!!**
- **Mini soccer field with nets.**
- **Easy transportation to/from deck park. Easy park options.**
- **Skateboard park.**
- **Bike repair stands and shop (public).**
- **This park should draw inspiration from the surrounding communities and incorporate some zoo/animal elements as well as a more casual, boho, art-inspired vibe reminiscent of the Bishop Arts area.**



## PARK SCHEME

Phase II

Phase I





### PHASE II PROGRAM

<b>Activity Lawn</b>	<b>29,000 SF</b>
<b>Skate/Recreation</b>	<b>11,000 SF</b>
<b>Entry Plaza</b>	<b>8,500 SF</b>
<b>Outdoor Fitness</b>	<b>8,000 SF</b>
<b>Bike Rental/Info Kiosk</b>	<b>2,200 SF</b>
<b>F+B Kiosk</b>	<b>500 SF</b>

### PHASE I PROGRAM

<b>Event Lawn</b>	<b>21,000 SF</b>
<b>Children's Garden</b>	<b>15,000 SF</b>
<b>Plaza</b>	<b>14,000 SF</b>
<b>Entry Plaza</b>	<b>7,500 SF</b>
<b>Promenade</b>	<b>3,500 SF</b>
<b>Multi-Use Pavilion</b>	<b>5,000 SF</b>
<b>F+B Kiosk</b>	<b>3,000 SF</b>
<b>Dog Park</b>	<b>2,500 SF</b>
<b>Reading Terrace/Games</b>	<b>2,000 SF</b>



AERIAL FROM EWING LOOKING SOUTH





PARK ENTRANCE NEAR DOG PARK





VIEW OF DOWNTOWN FROM EVENT LAWN





CHILDREN'S GARDEN





CHILDREN'S GARDEN ENTRANCE





CHILDREN'S GARDEN AND CENTRAL PLAZA





CENTRAL PLAZA WATER FEATURE





MID-BLOCK PARK ENTRANCE



FOOD AND BEVERAGE KIOSK ON EVENT LAWN



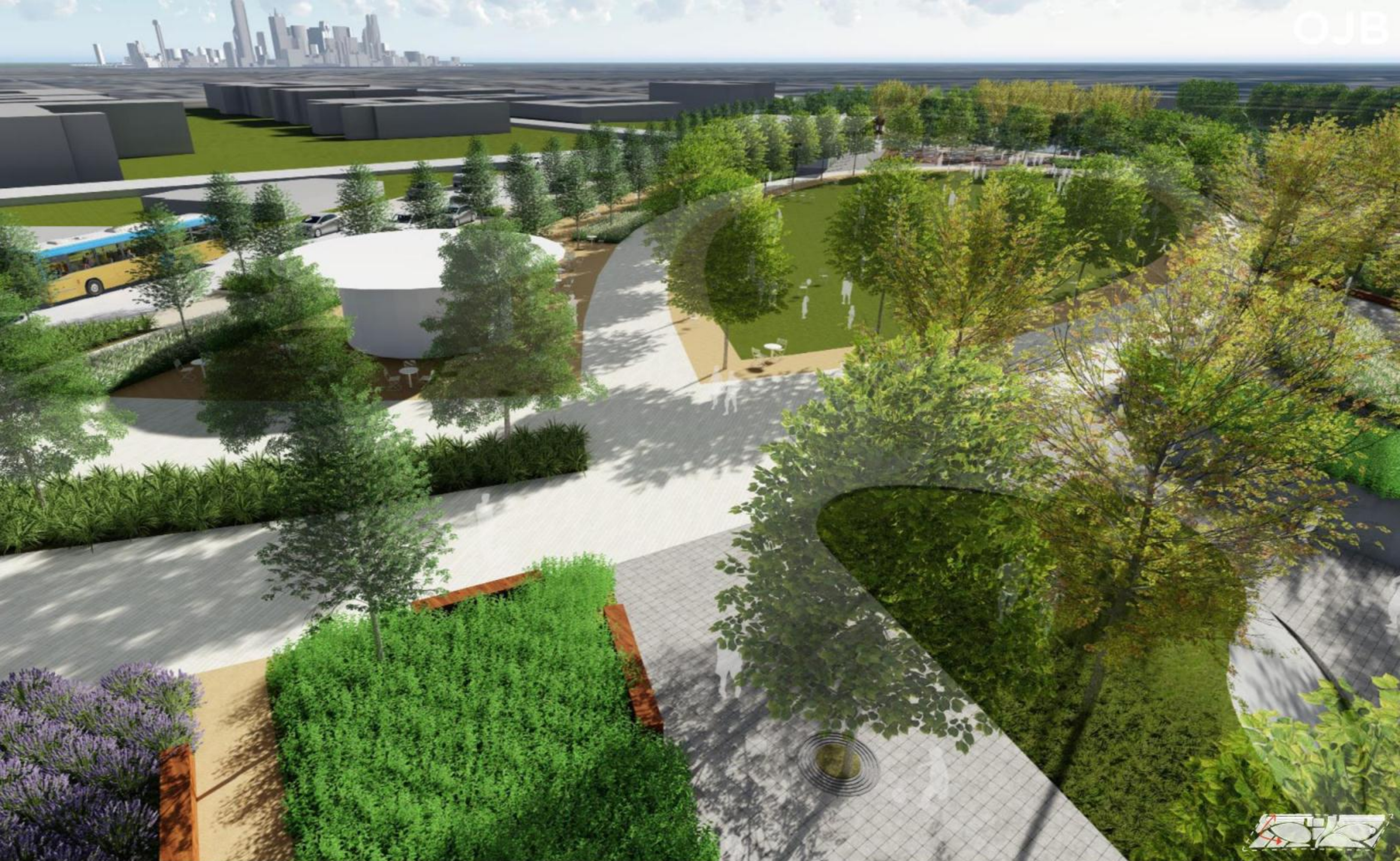
MID-BLOCK PARK ENTRANCE





ACTIVITY LAWN AND MULTI-USE PAVILION





PARK ENTRANCE NEAR SKATE AND RECREATION





SKATE AND RECREATION AREA





An aerial photograph of a city, likely Dallas, Texas, showing a dense downtown skyline with several skyscrapers in the distance. The foreground and middle ground are filled with residential neighborhoods, commercial buildings, and a network of roads and highways. The text is overlaid on the center of the image.

# **APPENDIX 1**

**Briefing dated *May 23, 2016* to the Council  
Transportation and Trinity River Project Committee on the  
four deck park locations**

# Southern Gateway Project and Public Green

Transportation and Trinity River Project  
Committee

May 23, 2016



# Purpose of Presentation

- Provide the history and an overview of the Southern Gateway Project (SGP)
- Provide input on the selection of a preferred location for the Southern Gateway Public Green (deck)
- Provide a draft Council Resolution for consideration endorsing a preferred location in concept and committing to explore funding partnerships and opportunities

# Project Location



# Purpose and Need

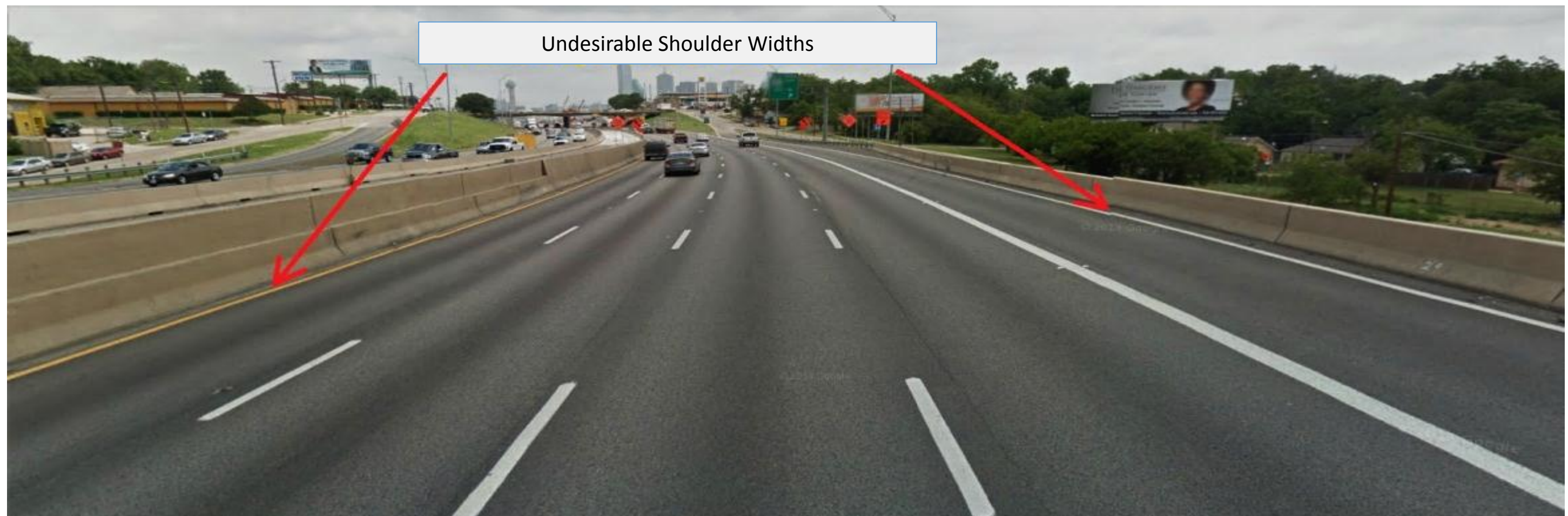
- Congestion Relief
  - Increased Capacity
- Improve Safety
  - Address Existing Design Deficiencies
- Improve Area Mobility
- Improve System Linkage



# Purpose and Need – Existing Design Deficiencies



- IH 35E was designed and built in the late 1950s and early 1960s
  - Design elements that need to be updated to current design standards to improve safety and freeway operations include:
    - Undesirable Shoulder Widths



# Purpose and Need – Existing Design Deficiencies



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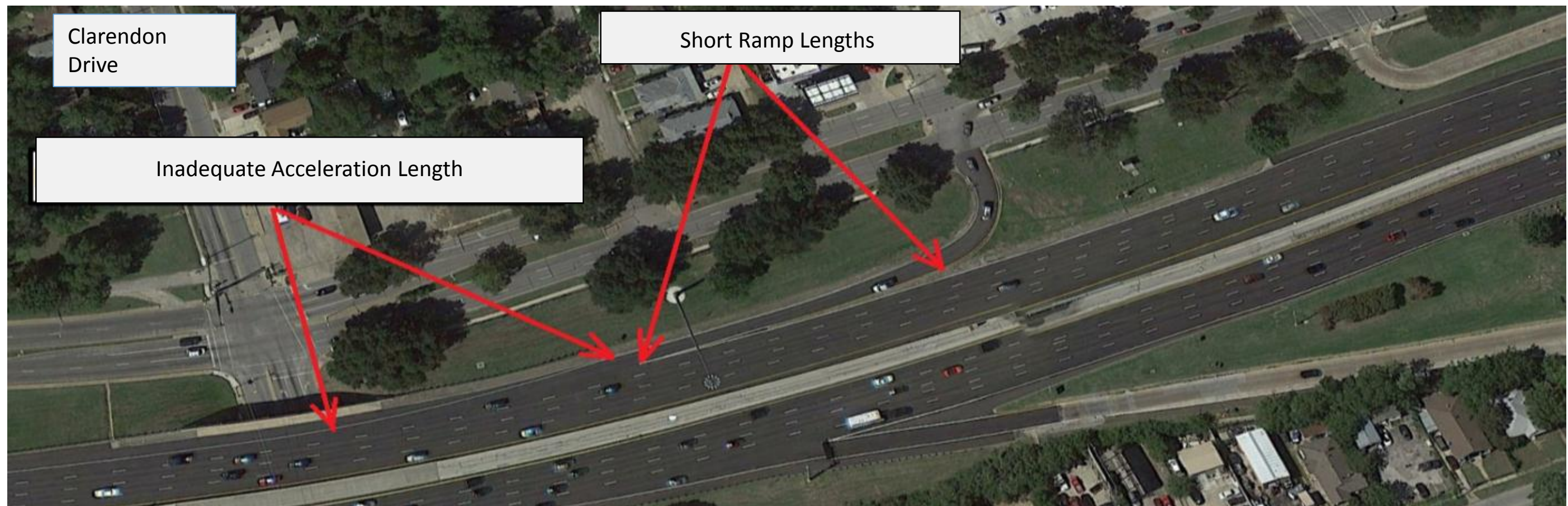


NOT DRAWN TO SCALE

# Purpose and Need – Existing Design Deficiencies



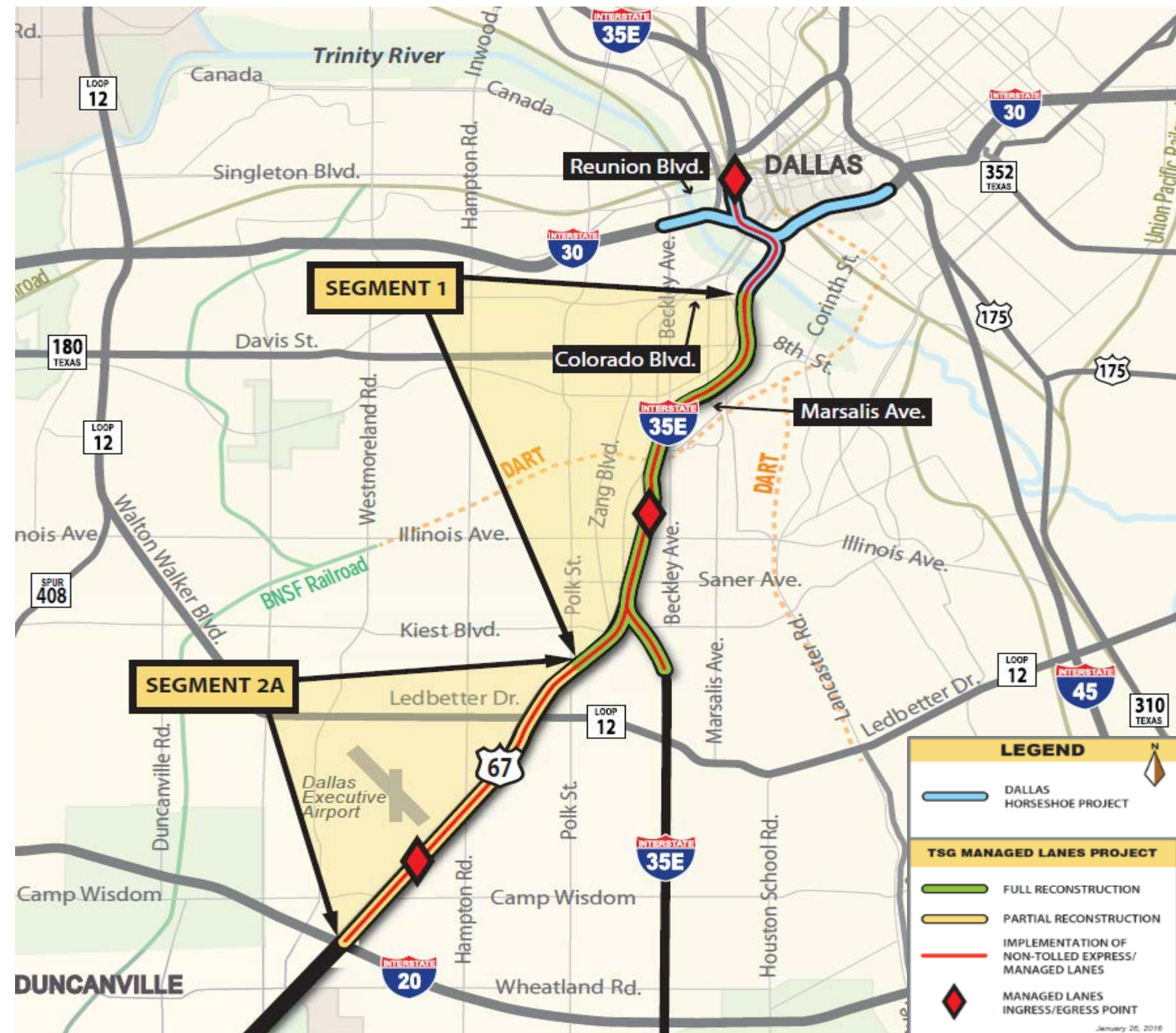
- IH 35E was designed and built in the late 1950s and early 1960s
  - Design elements that need to be updated to current design standards to improve safety and freeway operations include:
    - Undesirable Shoulder Widths
    - Horizontal Curvature





# Proposed Project

- Segment 1: IH 35E from Colorado Blvd to South of the IH 35E/US 67 interchange
  - 5.1 miles
  - Full reconstruction of the existing 8 general purpose lanes to 10 general purpose lanes, with auxiliary lanes at entrance and exit ramps
  - Reconstruction of the existing 1 reversible HOV lane to 2 reversible non-tolled managed express lanes
  - Full reconstruction of the discontinuous frontage roads and addition of new frontage roads
  - Incidental improvements extending 1.3 miles north of Colorado Blvd. to accommodate the conversion of the existing reversible HOV lane to a non-tolled reversible managed express lane



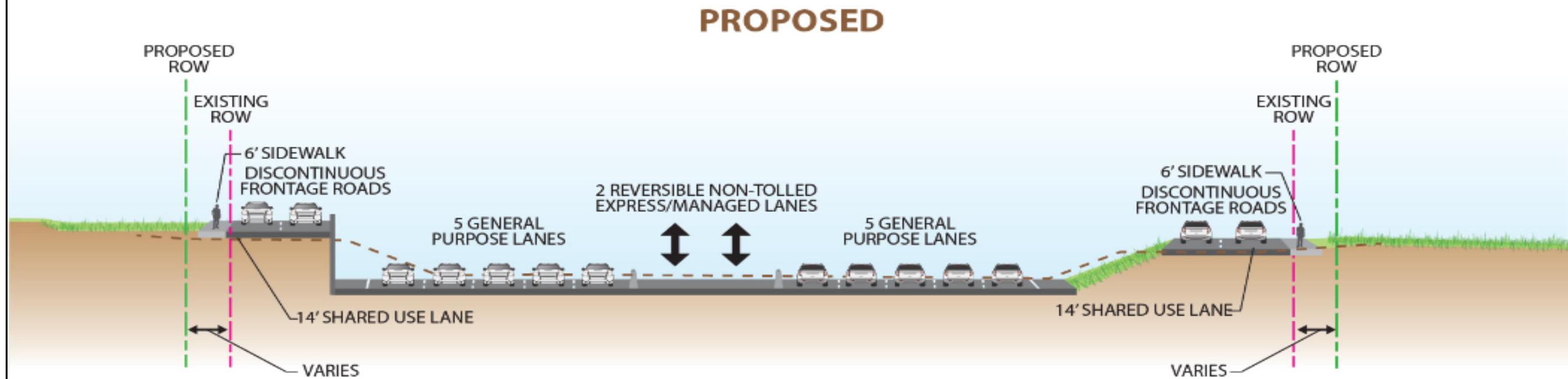
# Proposed Project

- Segment 2A: US 67 from IH 35E/US 67 interchange to IH 20
  - 4.9 miles
  - Reconstruction of the existing 2 concurrent HOV lanes to 1 reversible non-tolled managed express lane
  - Widening of the existing pavement to accommodate an additional general purpose lane in each direction for a total of 6 general purpose lanes

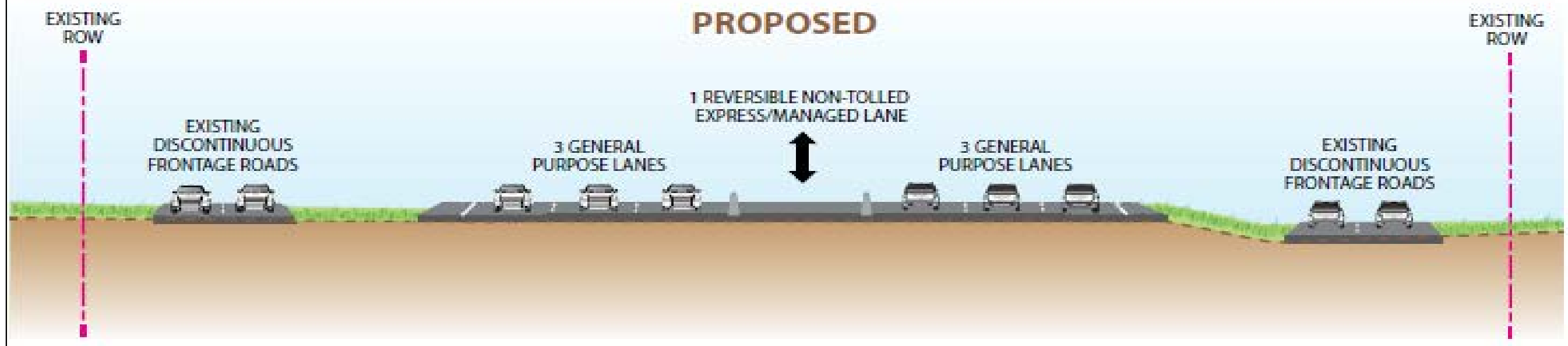


# Proposed Project

## Segment 1: I-35E between the I-35E/US 67 Split Interchange and Colorado Boulevard



## Segment 2A: US 67 from I-20 to the I-35E/US 67 Split Interchange





# TxDOT Public Meetings

## Spring 2014

- May 27, 2014

## Summer 2015

- June 23 and 25, 2015
- July 7 and 9, 2015

## Winter 2015/2016

- January 26 and 28, 2016

## Summer 2016

- Anticipate Public Hearing July/August 2016

# Southern Gateway Project and Public Green Funding Commitment

## IH 35E: SOUTHERN GATEWAY

### Project scope includes<sup>1</sup>:

- IH 35E from the Horseshoe to US 67, &
- US 67 from the IH 35E split to IH 20

### Cost is \$655.54 million:

- Base construction - \$605.54 million
- Deck park and foundations - **\$50 million (\$40 million RTC and \$10 million local)**

### Notes:

<sup>1</sup>US 67 South of IH 20 will proceed as an independent project (\$50 million Prop 1)

<sup>2</sup>\$133 million from IH 345 savings and \$5.42 million from MPO Revolver

<sup>3</sup>IH 30 Pass-Through Finance

<sup>4</sup>\$23.58 million from LBJ backstop savings and \$20 million from Horseshoe savings

### Timeline:

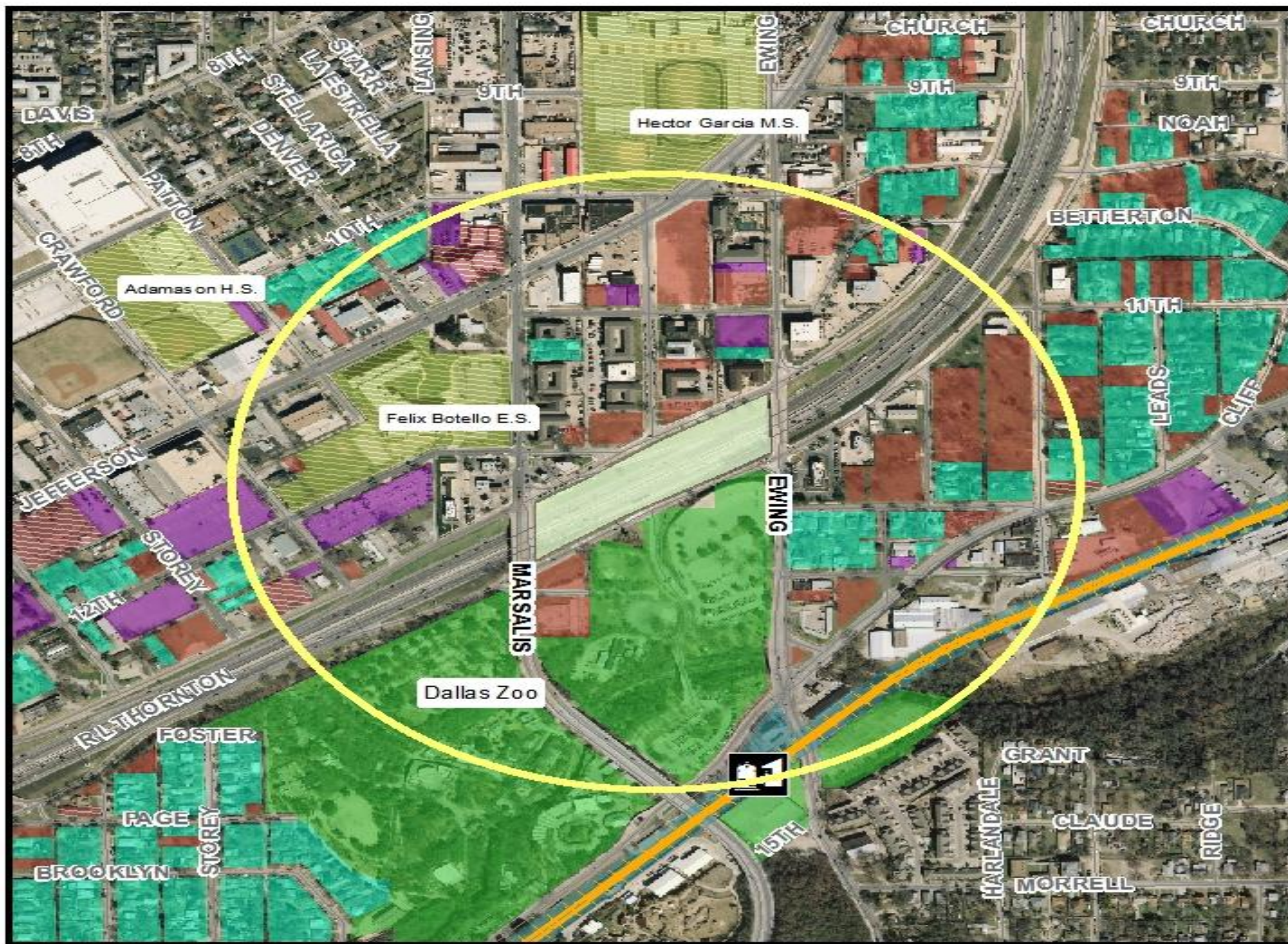
- Construction Let Date: Summer 2017
- Complete Construction: Summer 2021

Funding Source	(\$ in Millions)		
	TxDOT	RTC	Local
Category 12	138.72 <sup>2</sup>	25.25 <sup>3</sup>	
Category 2		50.00	
CMAQ		54.31	
STP-MM		54.11	
RTR		43.58 <sup>4</sup>	
TxDOT Congestion Relief	264.00		
TAP/RTC Other		16.00	
Local/Private			10.00
<b>Total</b>	<b>402.72</b>	<b>243.25</b>	<b>10.00</b>

\*Regional Transportation Council presentation slide, February 11, 2016

# Southern Gateway Public Green Location Options and Analysis

# Option A – Marsalis to Ewing, 5.5 acres



## Southern Gateway Public Green

### Marsalis to Ewing

#### Legend

-  1/4 mile buffer around Deck
-  Southern Gateway Public Green
-  DART Rail Station
-  DART Rail Lines
-  CHURCH
-  ZOO
-  DART
-  PARKING
-  RESIDENTIAL
-  DISD
-  VACANT



# Option A – Marsalis to Ewing, 5.5 acres

## PROS

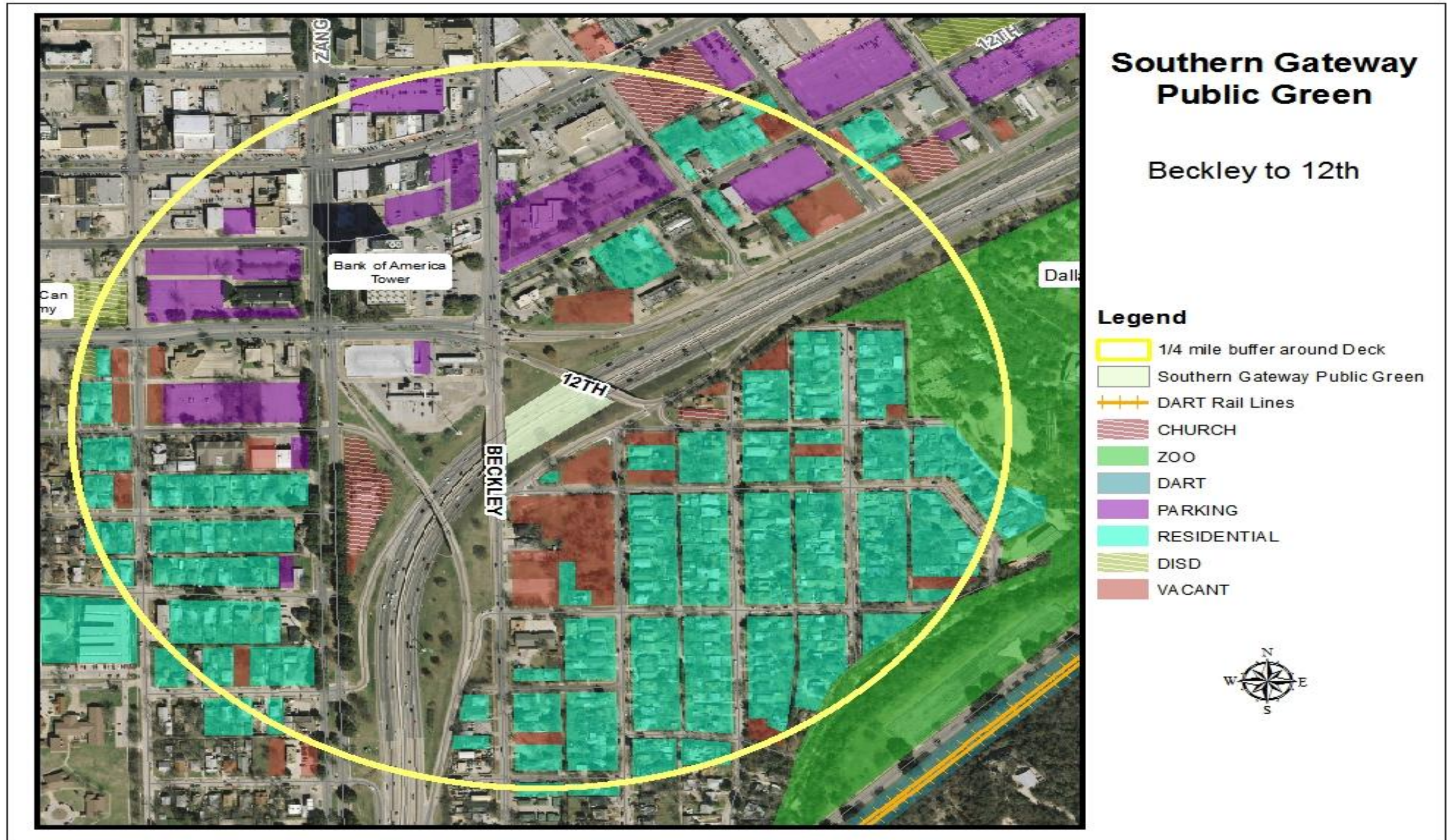
- Creates a deck that is accessible on all sides and provides connectivity to neighborhoods and destinations;
- Provides enhanced pedestrian linkages to the Dallas Zoo;
- Larger size will accommodate more amenities;
- Provides economic development opportunities with vacant land adjacent to location;
- No freeway ramps, provides opportunity to create parallel parking along the frontage roads to calm traffic;
- Creates opportunities for pedestrian, vehicular and bicycle connectivity to existing development on Jefferson Boulevard, nearby schools and DART Transit Station.

## CONS

- Recommends relocating Zoo entrance from frontage road to Ewing Boulevard;
- Most expensive option;
- Size of deck triggers a tunnel and increases capital, operational, and maintenance costs.



# Option B – Beckley to 12<sup>th</sup>, 3.1 acres



# Option B – Beckley to 12th, 3.1 acres

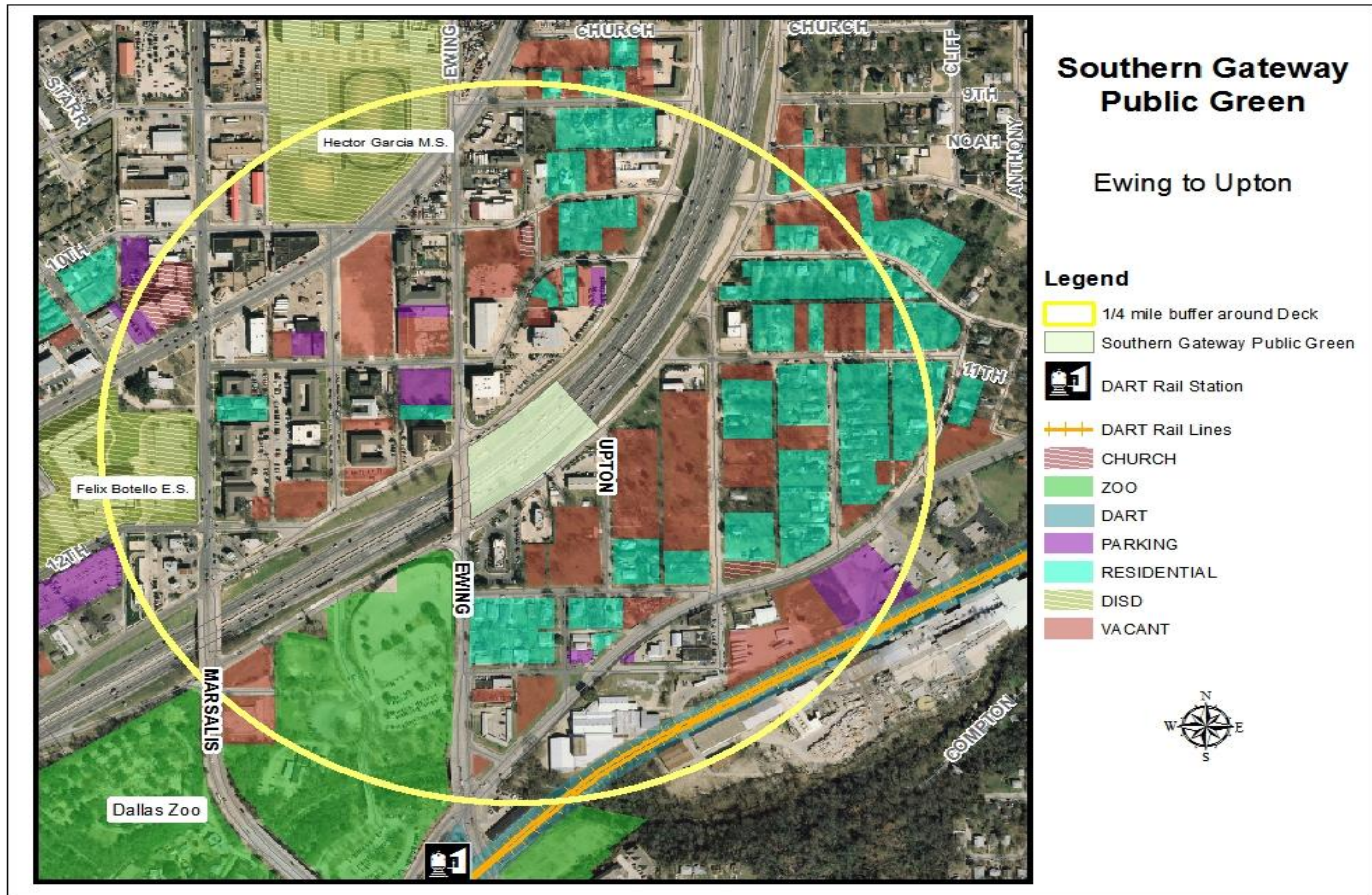
## PROS

- Creates opportunities for pedestrian, vehicular and bicycle connectivity to existing development on Jefferson Boulevard and Bank of America;
- Provides economic development opportunities with vacant land adjacent;
- Size of deck does not trigger a tunnel, reduces capital, operational and maintenance costs;
- Less expensive than Option A.

## CONS

- Limits pedestrian access on two sides;
- More than one mile from DART Transit Station;
- Access ramps create conflicts for pedestrians.

# Option C – Ewing to Upton, 2.2 acres



# Option C – Ewing to Upton, 2.2 acres

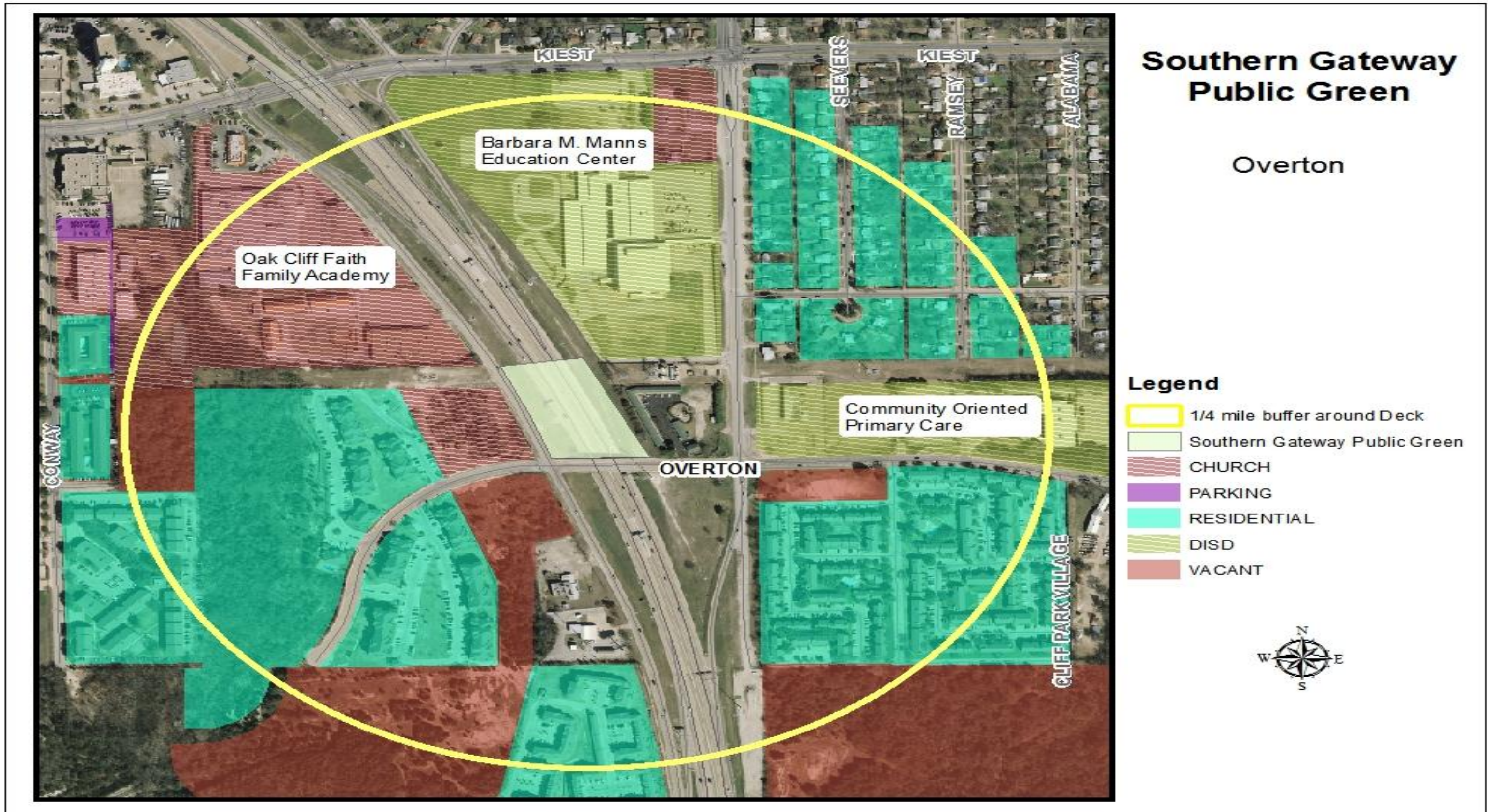
## PROS

- Provides enhanced pedestrian linkages to the Dallas Zoo;
- Provides economic development opportunities with vacant land adjacent to location;
- Size of deck does not trigger a tunnel, reduces capital, operational and maintenance costs;
- Creates opportunities for pedestrian, vehicular and bicycle connectivity to existing development on Jefferson Boulevard, nearby schools and DART Transit Station.

## CONS

- Limits pedestrian access to one side;
- Access ramps create conflicts for pedestrians.

# Option D – Overton, 1.7 acres



# Option D – Overton, 1.7 acres

## PROS

- Provides enhanced pedestrian linkages to the DISD Educational Complex;
- Provides economic development opportunities with vacant land adjacent;
- Least expensive option;
- Size of deck does not trigger a tunnel, reduces capital, operational and maintenance costs.

## CONS

- Outside of the project scope;
- Limits pedestrian access to one side;
- Utility right-of-way adjacent to the location.

CONSIDERATIONS	OPTION A MARSALIS to EWING	OPTION B BECKLEY to 12TH	OPTION C EWING to UPTON	OPTION D OVERTON
<b>Access on Multi-Sides</b>	Marsalis; Ewing; NB Service Road; and SB Service Road	12 <sup>th</sup> Street; and Beckley	Ewing	Overton
<b>Size of Deck</b>	5.5 acres	3.1 acres	2.2 acres	1.7 acres
<b>Adjacency to existing attraction</b>	Dallas Zoo	Bank of America Tower	Dallas Zoo	Education Complex
<b>Availability of Parking Adjacent to Deck (within 2 blocks)</b>	Yes	No	Yes	No
<b>Existing Density - Population within 1/4 mile, (local resident activity - walking dogs, etc.) (2010 Census Block population)</b>	1,839	1,601	1,807	3,992
<b>Proposed Density/Catalyst Opportunity - Vacant land and developable lots within 1/4 mile</b>	Yes	Yes	Yes	Yes
<b>Proximity to Public Transit/DART Station</b>	0.3 miles	0	0.3 miles	0
* Deck sizes above are estimates and could change once a site plan has been finalized.				

<b>COSTS</b>	<b>OPTION A MARSALIS to EWING</b>	<b>OPITON B BECKLEY to 12TH</b>	<b>OPTION C EWING to UPTON</b>	<b>OPTION D OVERTON</b>
<b>Cost for Foundation and Deck Only</b>	\$95,745,480.00	\$55,268,340.00	\$57,613,500.00	\$27,952,800.00
<b>Cost for Amenities and Programming (\$75/square foot)</b>	\$17,968,500.00	\$10,127,700.00	\$7,187,400.00	\$5,553,900.00
<b>Tunnel Maintenance (Annual)</b>	\$1,200,000.00	\$0.00	\$0.00	\$0.00
<b>Cost for Operations &amp; Maintenance (Annual estimate)</b>	\$3,300,000.00	\$1,860,000.00	\$1,320,000.00	\$1,020,000.00
<b>TOTAL COST</b>	<b>\$118,213,980.00</b>	<b>\$67,256,040.00</b>	<b>\$66,120,900.00</b>	<b>\$34,526,700.00</b>
<b>SOURCE OF FUNDING</b>				
<b>RTC Contribution</b>	\$ 40,000,000.00	\$ 40,000,000.00	\$ 40,000,000.00	\$ 40,000,000.00
<b>City/Private Cost Balance</b>	\$78,213,980.00	\$27,256,040.00	\$26,120,900.00	(-\$5,473,300.00)

\* Costs above are estimates and are subject to change.



# United States Department of Transportation “Every Place Counts Design Challenge”

- Technical Assistance Grant intended to address the impact of transportation infrastructure on communities
- Program purpose is to reconnect communities to job opportunities, healthcare, education, and other critical services by correcting existing infrastructure problems
- Recipients would receive a two-day design technical assistance workshop on transportation and conceptual design
- Workshop would be held in Dallas over 2 days between July 6 – 20, 2016
- Application Deadline: June 3, 2016



# Resolution Key Considerations

- No Higher, No Wider – Reduced right-of-way impacts;
- Increase Capacity – Addition of travel lane in each direction and non-tolled Express Managed Lanes
- Provide access to Southwest Center Mall – Direct connector ramps from US 67 to Camp Wisdom Road
- Multi-modal bridge crossings consistent with the City's Complete Streets Manual
- Enhanced landscaping and accommodations for a Southern Gateway Public Green

# Next Steps - Timeline

- May 13, 2016 - TxDOT released Request For Qualifications; plan to short list by July 28, 2016;
- June - Resolution from City of Dallas identifying preferred location for Southern Gateway Public Green and funding commitment;
- July/August - TxDOT Public Hearing (to move project into Environmental Clearance);
- TxDOT plan to release draft Request For Proposals - August 2016
- TxDOT plan to release final Request For Proposals - October 2016
- Construction Start - Fall 2017
- Construction Ends - 2021

# Appendix

- Draft Council Resolution

An aerial photograph of a city, likely Atlanta, Georgia, showing a dense urban area with a prominent skyline of skyscrapers in the distance. A major highway, likely I-75, runs diagonally across the middle of the image. The foreground is dominated by a large, green, tree-filled area, possibly a park or residential neighborhood. The sky is clear and blue.

## **APPENDIX 2**

**Resolution adopted by City Council on June 22, 2016  
endorsing a deck park at the Marsalis Ave to Ewing Ave  
location**

**WHEREAS**, Dallas traffic has consistently been ranked among the most congested in the nation; and

**WHEREAS**, the Texas Department of Transportation (TxDOT) has received Congestion Relief Funding and has been directed to accelerate projects in the state that will improve mobility and safety on the most congested interstates; and

**WHEREAS**, the Southern Gateway Project is a proposed freeway improvement project that will provide congestion relief and widen I-35E from the Horseshoe Project terminus (at Colorado) to US 67 to ten main lanes and two reversible, non-tolled, managed express lanes, and to widen US 67 from the I-35E split to I-20 to six main lanes and one reversible non-tolled managed express lane; and

**WHEREAS**, the Regional Transportation Council (RTC) included the Southern Gateway Project in the region's Metropolitan Transportation Plan, called the Mobility 2040 Plan, and has consistently identified the Southern Gateway Project as the highest priority project in the eastern side of the Dallas-Fort Worth region; and

**WHEREAS**, on March 10, 2016, the RTC approved a \$656 million package of state and regional funding to construct the Southern Gateway Project; and

**WHEREAS**, I-35E was designed and built in the late 1950's and early 1960's with a horizontal curvature at Zang Boulevard that does not meet current design standards; and

**WHEREAS**, the existing highway ramp configurations do not provide direct access to the Southwest Center Mall area; and

**WHEREAS**, the Southern Gateway Project runs through and provides access to vital parts of the Southern Dallas community and offers an opportunity to include design elements that improve mobility and safety, enhance quality of life for the surrounding community, and encourage economic development; and

**WHEREAS**, the Green Ribbon Fund is a TxDOT program intended to provide a higher level of visual appeal to freeway projects through landscaping and other aesthetic enhancements; and

**WHEREAS**, The Southern Gateway Public Green has been identified in the CityMAP document as a transformational economic catalyst for Southern Dallas and furthermore that the optimal location is between Ewing and Marsalis.

**Now, Therefore,**

**BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF DALLAS:**

**SECTION 1.** That the City Council supports the Southern Gateway Project subject to the following conditions:

- a. Improved access will be provided to the Southwest Center Mall via a new northbound US 67 exit ramp to Camp Wisdom Road;
- b. The I-35E mainlane alignment from Colorado Boulevard to the US 67 split will be designed and constructed to meet a 60 mile per hour design speed;
- c. A deck will be constructed between Marsalis Avenue and Ewing Avenue, to support a future public open space (Southern Gateway Public Green) that connects the communities on both sides of the freeway;
- d. Noise walls will be built, preferably during the Phase I, where required as a result of the finalized noise analysis and per Federal Highway Administration (FHWA) guidelines to protect residential areas;
- e. New frontage roads will be included in the project to provide access to adjacent properties;
- f. Bridges crossing the freeway will be enhanced to accommodate multi-modal connectivity and designed to be consistent with the City's Complete Streets Design Manual;
- g. Opportunities to apply for Green Ribbon Funding for enhancements along the corridor can be pursued by the City of Dallas; TxDOT will give consideration to use of Green Ribbon Funds to address areas for landscaping enhancements along the corridor;
- h. TxDOT will explore pavement options to further reduce noise;
- i. TxDOT will minimize the acquisition of property associated with this project; and
- j. TxDOT will encourage participation of Disadvantaged Business Enterprises (DBEs), historically underutilized businesses, women owned business enterprises and minority business enterprises in all facets of the business activities of TxDOT consistent with applicable laws and regulations.

**SECTION 2.** That the City Council supports the Southern Gateway Public Green Option A between Marsalis Avenue and Ewing Avenue over the freeway lanes with the Regional Transportation Council \$40 million toward the construction and the City of Dallas commits to explore funding for the remaining cost of construction, amenities and programming, and the ongoing operation and maintenance of the Southern Gateway Public Green through public/private partnerships. Funding options may include public and private partnerships and shall not include a reduction in the Council District specific allocation from the General Fund and Bond Program proceeds as it pertains to this project unless authorized by District Councilmembers. Furthermore, the Council intends that the Southern Gateway Project and Public Green minimize the impact to the adjacent single family neighborhoods and the Council recognizes and intends to preserve the historic nature of these communities.

**SECTION 3.** That this resolution shall take effect immediately from and after its passage in accordance with the provisions of the Charter of the City of Dallas, and it is accordingly so resolved.

APPROVED BY  
CITY COUNCIL

JUN 22 2016

*Lucas D. Pineda*  
City Secretary