



USDOT Ladders of Opportunity Every Place Counts Design Challenge

CASE STUDY: KLYDE WARREN PARK

DALLAS, TX

Klyde Warren Park is a 5.2-acre park built atop the recessed Woodall Rodgers Freeway, connecting the walkable Uptown neighborhood with the Dallas Arts District and downtown.

PROJECT TYPE

Highway Cap / “Deck Park”

DURATION

Opened in 2012. Ten years of planning, design, fundraising, and construction.

BACKGROUND

Klyde Warren Park bridged the city’s downtown cultural district and the dense mixed-use neighborhoods to the north. Built to provide connection between the two neighborhoods severed by the Woodall Rodgers Freeway, the park serves as a cultural and artistic hub where locals can gather in the variety of pedestrian-oriented spaces including a children’s park, reading room, great lawn, restaurant, performance pavilion, fountain plaza, games area, and dog park.

Klyde Warren Park was designed to attract pedestrian foot-traffic, increase value of surrounding businesses, and facilitate connection by way of vibrant public space. The walkability of the city center has significantly increased since the park’s integration of pedestrian, streetcar, and bicycle accessibility. Klyde Warren Park stands as a model of sustainable landscape design with its integration of native plantings, stormwater reclamation, and use of solar and geothermal energy for park buildings.

PARTNERSHIPS

The Park was made possible through a public-private partnership between:

- City of Dallas
- Texas Department of Transportation
- US Department of Transportation
- Woodall Rodgers Park Foundation

PROJECT FUNDING

Total cost of the park: \$110 million.

- City of Dallas: \$20 million (bond funds)
- Texas DOT: \$20 million (highway funds)
- USDOT: \$16.7 (stimulus funds)
- Private donations: \$50 million

BENEFITS

The park stimulated adjacent real estate development and increased tax revenue. Impact studies project \$312.7 million in economic benefit and \$12.7 million in direct tax revenue. Adjacent commercial rents have increased 32%.

The park has contributed significantly to the local social environment; 90.9% of park users surveyed responded that their quality of life was significantly improved by the addition of the park. The park has come to be known as a must-see for a visitor to Dallas and has led to a 61% increase in streetcar ridership. The park has made significant local environmental benefits. The addition captures 18,500 lbs. of carbon dioxide by way of planted trees and reduces stormwater drainage by 64,214 gallons annually.

CHALLENGES & LESSONS LEARNED

Getting the Funding Mix Right: A number of groups funded the project; this provided a solid foundation of support and also led to a need to balance competing interest.

Moreover, the project was expensive to build and continues to be expensive to maintain and program.

Meet Challenges Head On: Engineering concerns proved challenging including climate, the weight of park greenery, and existing topography (a significant land slope).

Anticipate Changes to Policy: Newly adopted national and state highway regulations introduced challenges mid-construction; these unforeseen obstacles were balanced with new municipal regulations.

Changing Culture: While Klyde Warren Park reconnecting neighborhoods and spurred economic development, the deck park maintained the Woodall Rogers Freeway below, and with it, a dependence on freeway travel even for local trips.

PROJECT WEBSITE

www.klydewarrenpark.org/

MORE INFORMATION

www.dmagazine.com/publications/d-magazine/2012/special-report-the-park/how-klyde-warren-park-was-built

www.klydewarrenpark.org/About-the-Park/our-story.html

landscapeperformance.org/case-study-briefs/klyde-warren-park#/lessons-learned

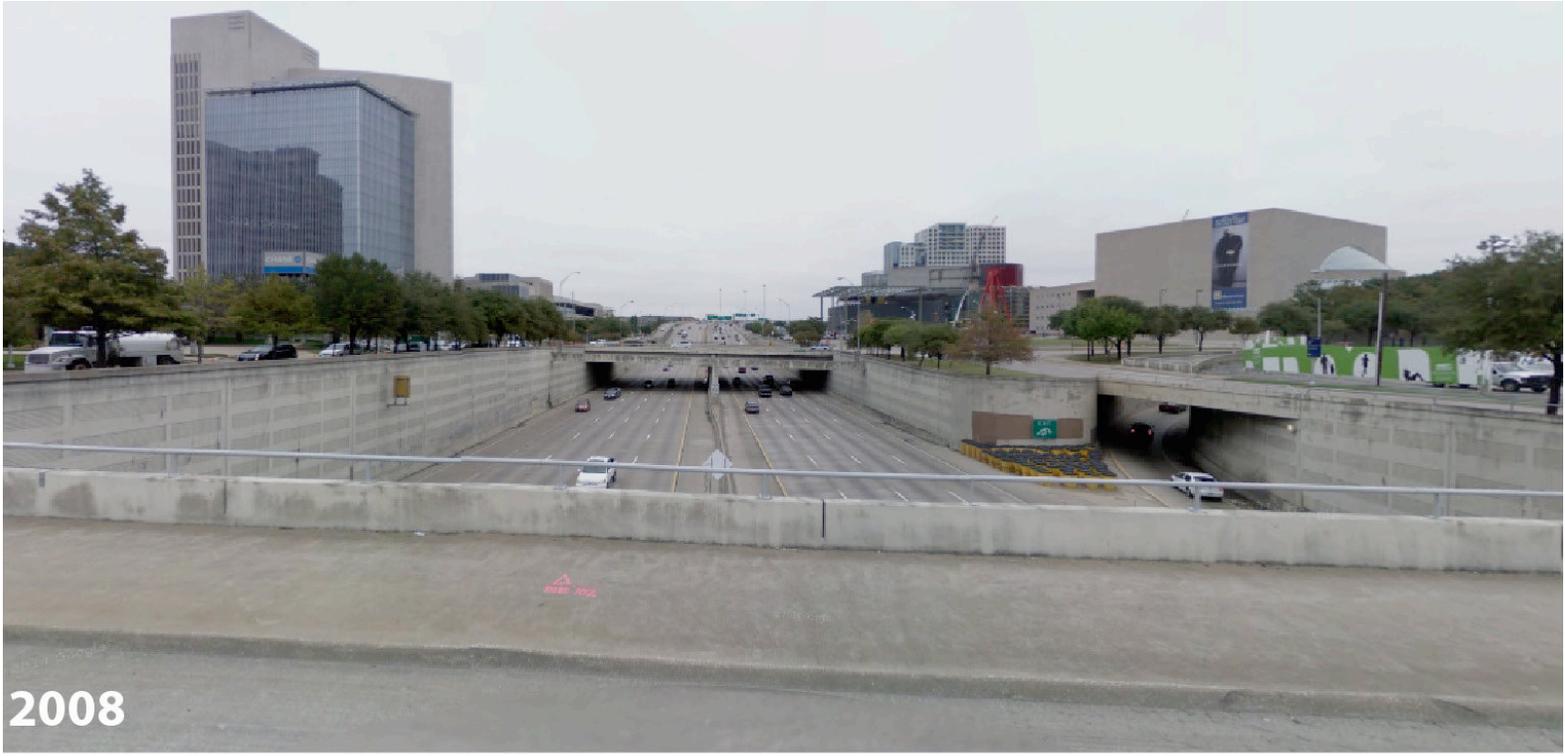


Woodall Rogers Freeway before being decked with Klyde Warren Park. Photo Credit: Klyde Warren Park



Klyde Warren Park Today. Photo Credit: Thomas McConnell

Cover page: Klyde Warren Park today. Photo Credit: Office of James Burnett



2008



2014

Top photo: Woodall Rogers Freeway in 2008, photo taken from the Olive St. overpass..

Bottom photo: Klyde Warren Park decked over the Woodall Rogers Freeway in 2014, taken from the same vantage. Photo credits: Urb-i and Google Streetview