



Parks and Recreation Programming Master Plan

7.5 City Gateways & Intersection Nodes

The recommended gateways for Hurst are categorized in terms of major gateways, intermediate gateways, minor gateways and intersection/node gateways. (See attached Streetscape Beautification and Gateways Plan at end of Chapter 7.)

- Major gateways are suggested for the main access roads and are typified by large/tall structures, recognizable from a distance, announcing the presence of the City.
- Intermediate gateways are typically suited for main access roads, but for various reasons may be downsized (e.g. where competition between major gateways will cause the dilution of their individual strength.)
- Minor gateways are typically suggested for the secondary access roads reminding travelers that they are entering or leaving the City.
- Intersection nodes emphasize major road intersections as orientation and reference points; as gateways, they create the sense of “entering” and “leaving” the road intersection.

Major gateways for the City of Hurst are recommended where Highway 183 enters the City from the east and where the City is entered along Highway 10 from Highway 121. The latter location is on a very visible high point where Highway 10 crosses over Highway 121.

Major Gateways

Another major gateway is recommended where Highway 183 crosses over Precinct Line Road. Precinct Line Road drops from both ends towards the bridge underpass, which creates a dramatic gateway between the northern and southern sections of the City. It also marks the location of the Hurst City Hall, which is visible from Highway 183. The upgrade of the bridge with the future widening of Highway 183 poses the ideal opportunity to design and implement a gateway concept as an integral part of the bridge.

The fourth major gateway is recommended where Highway 10 enters the City from the east. The exact location for the gateway monument is to be based on the most dramatic effect that may be achieved in terms of topography and surrounding landscape.

Intermediate gateways are recommended where Highway 121 crosses over Pipeline Road and Bedford Euless Road. Major gateways at these points will compete with the recommended major gateways discussed above. The medians of Pipeline Road and Bedford Euless Road are possibly suited for a gateway structure.

Intermediate Gateways

The location where Highway 183 enters the City from the west has the potential for a major gateway. This would compete, however, with the major gateway on Highway 183 at Precinct Line Road and is, therefore, downsized to an intermediate gateway. Even so, it is important that the



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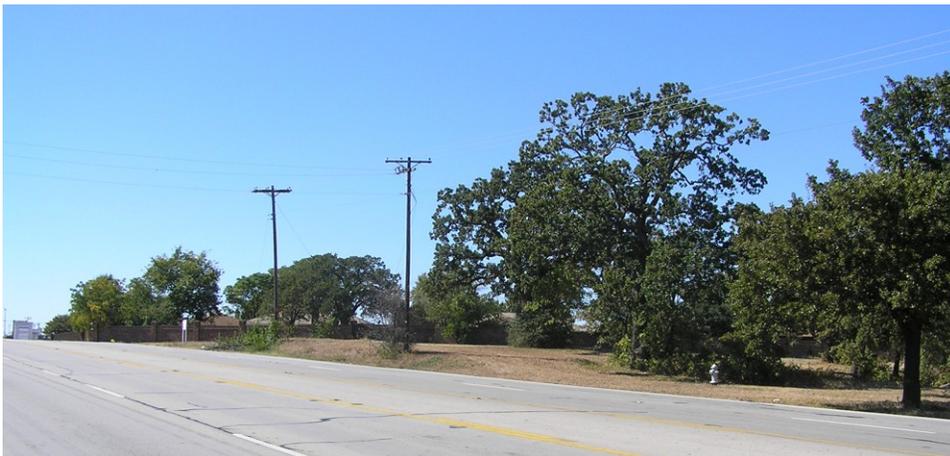
gateway theme or design language be carried through from one to the other.

Intermediate gateways are also recommended where Precinct Line Road enters the City from the south by crossing the Trinity Railway Express (TRE) line and where Precinct Line crosses the Cottonbelt Rail in the north. The railway lines, with the sensory experience they provide when crossing them by vehicle, has a special quality that adds to the physical experience of entering the City. The railway lines are thus good locations for providing intermediate gateways. The south entry has additional visibility as seen by TRE passengers, as they pass through Hurst during their daily commute.

Minor gateways are recommended where the following roads enter the City of Hurst:

Minor Gateways

- Pipeline Road from the east at the intersection with Brown Trail; the Patti Street intersection is another possible location for the gateway. However only the south side of Pipeline Drive between Patti Street and Brown Trail is located within Hurst. The planned future mixed use development along Pipeline Road should incorporate the gateway design integrally with the new development. This would provide the opportunity to announce the new development initiative to the public, as well as to market it.
- Bedford Euless Road from the east; the same principles as above would apply should mixed use development become a reality along Bedford Euless Road.
- Harwood Road from the west at the intersection with Campus Drive.
- Highway 26 from the southwest along the Tarrant County College and from the northeast at a location where the gateway monument will be offset by trees in the background and the topographical height of the terrain.



Recommended gateway location along the northeast end of Highway 26 as seen from the northeast.



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Recommended gateway location along the northeast end of Highway 26 as seen from the southwest.

No gateway is recommended where Harwood Road enters the City from the east. The reason is that the intersection with Norwood Road has such a strong presence that an intersection node gateway/monument is more fitting and dilutes the need for a gateway monument at the exact edge of the City.

Intersection nodes are recommended at the following intersections:

- Precinct Line Road and Pipeline Road; this particular location has a special feel due to the trees in front of the church on the southeast corner of the intersection.
- Precinct Line Road and Bedford Euless Road; caution should be exercised not to compete with the major gateway at the Highway 183 bridge over Precinct Line Road.
- Precinct Line Road and Harwood Road; caution should be exercised not to compete with the major gateway at the Highway 183 bridge over Precinct Line Road.
- Precinct Line Road and Highway 26.
- Harwood Road and Norwood Drive.

Intersection Nodes

These intersection nodes are ideal locations for directional signage. It may be considered to incorporate the directional information with the intersection node gateway/monument design.

The following is recommended to implement the gateway and intersection node concepts:

- Finalize concepts in terms of design approach, choice of materials, site-specific design and cost.
- Incorporate the ideas of the proposed City branding and the gateways and intersection node concepts into the City's directional and way finding signage.
- Develop a phased implementation program.

Implementation of Gateway & Intersection Node Design



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- Discuss with TxDOT the desire to create gateways along Highway 183 and Highway 121, particularly to ensure that the gateways are duly incorporated and considered with future road construction.
- Incorporate gateway and intersection monument concepts with the planned mixed-use developments within the City.
- Investigate private funding opportunities for the implementation of gateways, intersection nodes, and signage.

Before designing a gateway and intersection node for the City, it is important to understand the unique qualities of the specific site. Such qualities may include existing trees, topography, structures and views, both desirable and undesirable. The design effort should focus on emphasizing and capitalizing on the desirable characteristics and screening or eliminating the undesirable characteristics of the site.

Depending on the budget established by the City, a typical intersection node may include the following elements:

Hardscape

- Decorative paving in crosswalks (brick pavers on concrete base)
- 8" concrete edge for landscape planting beds
- Traffic light monument columns
- Handicap ramps
- Stained concrete sidewalk
- Banners
- Quarterly change of banners
- Trash receptacle

Plant Material

- Ornamental trees
- Canopy trees
- Shrubs
- Ornamental grass
- Groundcovers
- Turfgrass

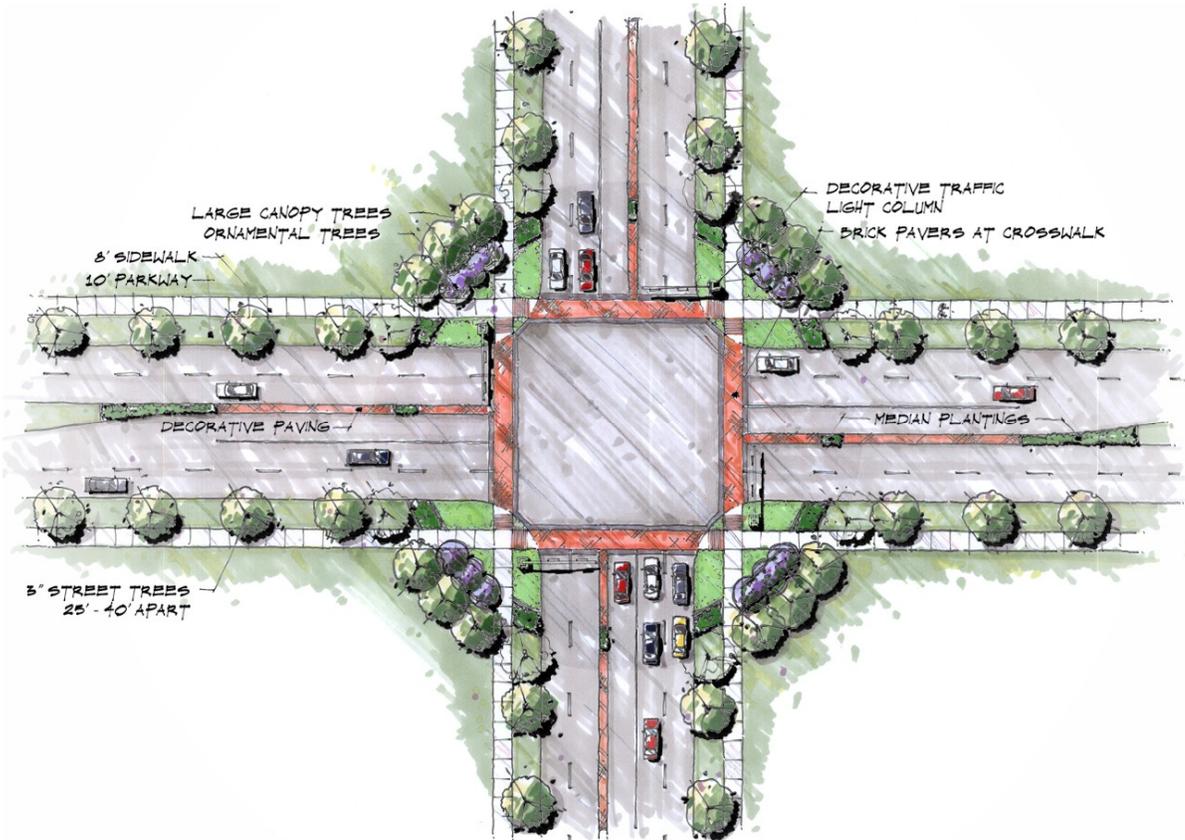
Irrigation

- Irrigation including pipe, heads, valves, etc.
- Irrigation controller
- Irrigation water service and meter
- Boring and sleeving

The cost for one node including the above elements based on 2005 rates is estimated to be about \$110,000.



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Sketch of a typical intersection node.