

Memorandum



CITY OF DALLAS

DATE April 21, 2017

TO Honorable Mayor and Members of the City Council

SUBJECT **Streetcar Ridership and Data Collection**

On March 22, 2017, Councilmembers asked staff questions about Streetcar ridership and how ridership is determined. Concerns were also raised about the intent of the system regarding when, or if initiating, a fare would be appropriate.

The Comprehensive Transportation Plan for the Dallas Central Business District was adopted by Resolution No. 05-1759 on June 8, 2005. This plan recommended a balanced transportation network and the development of a streetcar system to enhance circulation. The City Council adopted Forward Dallas in 2006, which laid out a vision for Dallas' future and included a Downtown Streetcar Action Plan element. That Plan recommended exploring public-private partnerships to implement lower-cost transit options such as the modern streetcar and exploring ways to effectively integrate new transit systems such as modern streetcar and bus rapid transit.

In September 2009, the City of Dallas and NCTCOG applied for the Transportation Investment Generating Economic Recovery (TIGER) Grant for Streetcar funding. In the following year, the City was awarded a \$26M TIGER grant to provide passenger service and promote economic recovery to the economically stressed Oak Cliff area. This recovery would become apparent through an increase in new short and long term jobs, would better link North Oak Cliff into the Dallas Central Business District, and would provide better access to DART's light rail and bus systems.

Ridership Data Collection

Each streetcar is equipped with an Automatic Passenger Counter (APC). The APC records each time a passenger boards the streetcar and when a passenger disembarks (or alights). Time of day and location are also recorded. The data that is collected can be sorted to create the following:

- Total ridership per day
- Ridership per time of day
- Maximum number of passengers on board at given time
- Boarding and Alighting at each stop

The APC has limitations, and is unable to determine how many stations or how far passengers go on the streetcar before they get off.

Ridership Trends

Ridership has varied over the first two years of service and can be attributed both to known and some unknown factors. Some of the known factors include the increased service to the Bishop Arts District in late August and adding early morning service in late October. Service was negatively impacted when construction of the southern extension required interruptions to service in May and June.

RIDERSHIP TRENDS		
Months of Service & Service Hours	Weekday Ridership	Comments
Starter System April 2015 - January 2016 Service Hours: 5:30 am to 7:00 pm	150	The Starter System opened April 15, 2015 with service from Union Station to Methodist Hospital. Ridership was steady after the initial month of service until the service hours changed.
February - August 2016 Service Hours changed: 9:30 am to Midnight	80	Early morning service was dropped and late evening service was added. Service was heavily impacted by construction of the southern extension to Bishop Arts in mid-April through mid-June.
Service Extended to Bishop Arts September - October 2016 Service Hours: 9:30 am to Midnight	185	Service from Union Station to Bishop Arts started on August 27, 2016.
November 2016 - Present Service Hours Changed: 5:30 am to Midnight	510	Early morning service was added October 25, 2016 at the request of local residents and businesses. Current trend suggest a steadily increasing ridership over the last few months.

Streetcar Fares

The Dallas Streetcar is a City owned facility constructed primarily through Federal and State grants. As a condition of receiving these grants, the City has committed to maintain and operate the streetcar system for a 30-year period. The City fulfills this requirement through an Interlocal Agreement (ILA) with DART. Currently, no fare is charged on the Streetcar; however, the agreement does not preclude our ability to charge a fare. Staff will coordinate with DART to conduct a comprehensive analysis to determine a fare structure, estimate potential fare revenue and assess the impacts on ridership. Staff is

working to identify a funding source and plan to begin the fare study by June 1, 2017. Staff expects the study will take 90 days to complete, and we will report back to you by September 2017.

Please do not hesitate to contact me if you have additional questions.



Majed A. Al-Ghafry
Assistant City Manager

c: T.C. Broadnax, City Manager
Larry Casto, City Attorney
Craig D. Kinton, City Auditor
Rosa A. Rios, City Secretary
Daniel F. Solis, Administrative Judge
Kimberly Bizer Tolbert, Chief of Staff to the City Manager
Majed A. Al-Ghafry, Assistant City Manager
Raquel Favela, Chief of Economic Development & Neighborhood Services
Jo M. (Jody) Puckett, P.E., Assistant City Manager (Interim)
Eric D. Campbell, Assistant City Manager
Jill A. Jordan, P.E., Assistant City Manager
Joey Zapata, Assistant City Manager
M. Elizabeth Reich, Chief Financial Officer
Alan E. Sims, Interim Chief of Community Services
Theresa O'Donnell, Chief of Resilience
Directors and Assistant Directors

Memorandum



CITY OF DALLAS

DATE April 21, 2017

TO Honorable Mayor and Members of the City Council

SUBJECT **Park and Recreation Board Resolution Regarding Park Classifications**

On January 18, 2017, the Dallas City Council was briefed on "The BIG Picture 2017 Capital Bond Program: Follow Up Information – Briefing Schedule and Citywide Designations." The City Council requested that the Park and Recreation Board determine which parks and projects should be considered as Citywide in relation to the General Obligation Bond Program, whether the Signature Park designation should be used, and what park classification system should be utilized.

On February 23, 2017, the Park and Recreation Board approved the attached resolution regarding the City Council's request. The Board recommended:

- The Park and Recreation Department continue to utilize the National Recreation and Park Association (NRPA)'s park classification system;
- The "Signature Park" designation continue to be used for specific parks (see Section 2 of the resolution); and
- Parks that should be considered as Citywide for future Park General Obligation Bond Propositions (see Section 3 of the resolution and Exhibit A).

If you have any questions, please contact me.

A handwritten signature in black ink, appearing to read "Willis Winters".

Willis Winters, FAIA

Director

Park and Recreation Department

c: T.C. Broadnax, City Manager
Larry Casto, City Attorney
Craig D. Kinton, City Auditor
Rosa A. Rios, City Secretary
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Dallas Park & Recreation

RESOLUTION OF THE CITY OF DALLAS PARK AND RECREATION BOARD RECOMMENDING TO THE DALLAS CITY COUNCIL WHICH PARKS SHOULD BE CONSIDERED AS SIGNATURE, PARK CLASSIFICATION SYSTEM, AND PARKS/PROJECTS CONSIDERED AS CITYWIDE FOR A PARK PROPOSITION FOR FUTURE GENERAL OBLIGATION BOND PROGRAMS

WHEREAS, the Dallas City Council on January 18, 2017 during “The BIG Picture 2017 Capital Bond Program: Follow Up Information – Briefing Schedule and Citywide Designations” briefing requested that the Park and Recreation Board consider which parks/projects should be considered as Citywide in relation to the General Obligation Bond Program; and

WHEREAS, the Dallas City Council on January 18, 2017 requested that the Park and Recreation Board consider Park Classifications; and

WHEREAS, the Dallas City Council on January 18, 2017 requested that the Park and Recreation Board consider whether the Signature Park designation should be continued, and which parks should be considered as Signature; and

WHEREAS, it is the desire of this Park and Recreation Board that City Council consider their recommendations for Citywide parks/projects, Park Classifications and Signature Park designations.

NOW, THEREFORE, BE IT RESOLVED BY THE PARK AND RECREATION BOARD OF DALLAS, TEXAS:

SECTION 1. The Park and Recreation Board recommends to the Dallas City Council that the Park and Recreation Department continue to utilize the National Recreation and Park Association (NRPA) Park Classification System.

SECTION 2. The Park and Recreation Board recommends to the Dallas City Council that the Signature Park designation continue to be used. Signature Parks are high profile components of the Dallas park system that give a distinct identity to the city and the North Texas region. The following parks shall be included in this category:



Dallas Park & Recreation

RESOLUTION OF THE CITY OF DALLAS PARK AND RECREATION BOARD RECOMMENDING TO THE DALLAS CITY COUNCIL WHICH PARKS SHOULD BE CONSIDERED AS SIGNATURE, PARK CLASSIFICATION SYSTEM, AND PARKS/PROJECTS CONSIDERED AS CITYWIDE FOR A PARK PROPOSITION FOR FUTURE GENERAL OBLIGATION BOND PROGRAMS

- Bachman Lake Park
- Crawford Memorial Park
- Dallas Arboretum
- Dallas Zoo
- Downtown Parks, including Klyde Warren (system)
- Fair Park
- Kiest Park
- Samuell Grand Park
- Turtle Creek Greenbelt Park
- White Rock Lake Park

SECTION 3. The Park and Recreation Board recommends to the Dallas City Council that the following types of parks be considered as Citywide for future Park General Obligation Bond Propositions (refer to Exhibit A):

- Parks which are classified as Metropolitan or Regional
- Some parks classified as Special Use Areas, Linear Park/Linkages and Conservancies are also considered Citywide if they serve the entire city, region or multiple Council Districts
- Signature Parks
- Linear Trails that are a part of the Citywide Trail network
- Recreation Centers - all, including new, replacements, expansions, renovations and major maintenance
- Family Aquatic Centers, Community Pools, and Spraygrounds
- Maintenance and Service Centers
- Reservation Facilities
- Large Dog Parks
- Athletic Complexes (football, soccer, baseball, softball, large skate parks, etc)
- Citywide allowances for projects such as Americans with Disability Act, code, environmental conservation, toilet facilities, etc.

SECTION 4. The Park and Recreation Board shall consider future parks, once they are developed, for Citywide and/or Signature Park designation.



Dallas Park & Recreation

RESOLUTION OF THE CITY OF DALLAS PARK AND RECREATION BOARD RECOMMENDING TO THE DALLAS CITY COUNCIL WHICH PARKS SHOULD BE CONSIDERED AS SIGNATURE, PARK CLASSIFICATION SYSTEM, AND PARKS/PROJECTS CONSIDERED AS CITYWIDE FOR A PARK PROPOSITION FOR FUTURE GENERAL OBLIGATION BOND PROGRAMS

PASSED AND APPROVED by the City of Dallas Park and Recreation Board on this the 23rd day of February, 2017.

APPROVED:

A handwritten signature in blue ink, appearing to read "Robert Abtahi".

Robert Abtahi, President
Dallas Park and Recreation Board

4 / 13 / 17

ATTEST:

A handwritten signature in blue ink, appearing to read "Dawna M. Ray".

Dawna M. Ray, Secretary
Dallas Park and Recreation Board

APPROVED AS TO FORM:

A handwritten signature in blue ink, appearing to read "Christine Lanners".

Christine Lanners
Senior Assistant City Attorney

Citywide Projects
Exhibit A

Capital Projects at the following locations are recommended by the Park and Recreation Board to be included in the Bond Program Needs Inventory under the “Citywide Funding” category.

1. Projects located at parks classified as “Metropolitan (Metro)”, “Regional”, and some “Conservancy” and “Special Use Area (Special Use)”, including:

<u>Park</u>	<u>Park Classification</u>
○ Bachman Lake Park	Metro (Signature)
○ Boulder Park	Metro
○ California Crossing	Conservancy
○ Cedar Ridge Preserve	Conservancy
○ City Park	Special Use (OCA)
○ Crawford Memorial Park	Metro (Signature)
○ Dallas Arboretum	Special Use (Arboretum) (Signature)
○ Dallas Zoo	Special Use (Zoological) (Signature)
○ Downtown Parks, including Klyde Warren (system)	Special Use (Downtown) (Signature)
○ Elm Fork Athletic Complex (MoneyGram Soccer Park)	Special Use
○ Elm Fork Shooting Range	Special Use (Gun Club)
○ Fair Oaks Park	Metro
○ Fair Park	Special Use (Fair Park) (Signature)
○ Flag Pole Hill Park	Metro
○ Freedman’s Memorial Cemetery	Special Use (Cemetery)
○ Gateway Park (2400 Jim Miller Rd.) Metro	
○ Golf Courses:	Special Use (Golf Course)
○ Cedar Crest	
○ Keeton	
○ Luna Vista	
○ Tenison Glen	
○ Tenison Highlands	
○ Stevens	
○ Great Trinity Forest	Conservancy
○ Great Trinity Forest Gateway	Conservancy
○ Harry S. Moss Park	Metro
○ Joey Georgusis Park	Special Use
○ Joppa Preserve	Conservancy
○ Juanita J. Craft House	Special Use (OCA)
○ Kiest Park	Metro (Signature)
○ L. B. Houston Nature Area	Conservancy
○ Majestic Theater	Special Use (OCA)
○ McCommas Bluff	Conservancy
○ Mountain Creek Lake Park	Regional

Citywide Projects

Exhibit A

○ Norbuck Park	Metro
○ Olive Shapiro Park	Linear(Metro)
○ Reservation facilities (such as Winfrey Point)	Special Use
○ Robert E. Lee Park	Special Use (Community)
○ Samuell -East Farm	Regional
○ Samuell-Garland	Special Use (Community)
○ Samuell-Grand	Special Use (Community)
○ Samuell New Hope	Metro
○ Simonds Lake	Metro
○ South Dallas Cultural Center	Special Use (OCA)
○ Tenison Park Picnic Area	Special Use (Community)
○ Tennis Centers:	N.A.
○ Fair Oaks	
○ Fretz	
○ Kiest	
○ L. B. Houston	
○ Samuell Grand	
○ Trinity River Audubon Center	Special Use
○ Trinity River Greenbelt	Conservancy
○ Turtle Creek Greenbelt Park	Special Use (Linear) (Signature)
○ White Rock Lake Park	Regional (Signature)
○ William B. Dean	Special Use
○ William Blair Jr. Park	Metro

2. Parks designated as “Signature”:

- Bachman Lake Park (added)
- Crawford Memorial Park
- Dallas Arboretum
- Dallas Zoo
- Downtown Parks, including Klyde Warren (system)
- Fair Park
- Kiest Park
- Samuell Grand Park (added)
- Turtle Creek Greenbelt Park
- White Rock Lake Park

3. Recreation Centers, including new, replacements, expansions, renovations and major maintenance

4. Aquatics, to include:

- Neighborhood, Community and Regional Family Aquatic Centers

Citywide Projects
Exhibit A

- Community pools
- Spraygrounds

5. Linear trails, to include:

- Bernal Trail
- Cedar Crest/Honey Springs Trail
- Chalk Hill Trail
- Circuit Trail
- Cottonbelt Trail
- Cottonwood Trail
- Cottonwood/ White Rock Creek Trail Connection
- Dixon Branch Greenbelt Trail (WRL to Sunland Road)
- Elm Fork Greenbelt Trail
- Five Mile Creek Greenbelt Trail
- Flag Pole Hill Trail
- Goat Hill Katy Trail Easement
- Highland Hills Trail
- Interurban Trail
- John C. Phelps Trail
- Katy Trail
- Katy Trail / Trinity Strand Trail Connector
- KCS Trail
- Kleberg Trail
- Lake Highlands Trail
- Lake Highlands Trail South
- Lake Highlands Trail West
- Mountain Creek Trail
- Northaven Trail
- Prairie Creek Greenbelt Trail
- Preston Ridge Trail
- Ridgewood Trail
- Runyon Creek Greenbelt Trail
- Santa Fe Trail
- Santa Fe Trestle Trail
- Scyene Trail
- SoPAC Trail
- Timberglen Trail
- Trinity Forest Spine Trail
- Trinity Strand Trail
- White Rock Creek Trail
- White Rock Lake Trail

6. Maintenance/Service Centers

7. Athletic Complexes (football, soccer, baseball, softball, large skate park, etc.)

Citywide Projects
Exhibit A

8. Other projects to be considered Citywide:

- Americans with Disabilities Act (ADA) compliance – citywide allowance
- Athletic Complexes - large (football, soccer, baseball, softball, skateparks)
- Code compliance – citywide allowance
- Environmental conservation: dam safety, erosion control, dredging – city-wide allowance
- Land Acquisition – citywide allowance
- Large Dog Parks
- Partnership match funding allowance
- Partnership playgrounds with ISDs - allowance
- Safety/security – citywide allowance
- Toilet facilities – citywide allowance

9. Future parks, as they are developed will be considered by the Park and Recreation Board for Citywide designation.

**DALLAS PARK AND RECREATION BOARD
AGENDA INFORMATION SHEET**

DATE: February 23, 2017
COUNCIL DISTRICT(S): All
STAFF: Louise Elam, 214-670-5275

SUBJECT

Authorize Park and Recreation Board recommendations to the City Council for parks/projects to be considered Citywide for future Park General Obligation Bond Propositions; Park Classifications and Signature Park designation - Financing: No cost consideration to the City

BACKGROUND

On January 18, 2017, at the City Council briefing, "The BIG Picture 2017 Capital Bond Program: Follow Up Information – Briefing Schedule and Citywide Designations," the City Council asked that the Park and Recreation Board to clarify Park Classifications, what projects should be considered Citywide and whether the Signature Park designation should continue to be used.

This agenda item action will recommend to the City Council which types of parks and projects should be considered as Citywide for a Park Proposition; recommendation on park classifications and recommendation of which parks should be designated as Signature.

While the Park and Recreation Board is hereby recommending which projects/parks are considered as Citywide, a project designated as Citywide is able to be included for bond program funding either in the Citywide or Council District category.

Park Classifications:

The Dallas Park and Recreation Department park classifications are based on the National Recreation and Park Association's (NRPA) park classification system. The Park and Recreation Board recommends to the City Council that the NRPA Park Classification System continue to be utilized for Dallas parks.

This system classifies parks as follows:

Mini Park

The mini park is used to address limited, isolated, or unique recreation needs of concentrated populations. Mini parks typically serve a quarter-mile radius. The size of a mini-park ranges between 2,500 square feet and one acre in size. These parks may be either active or passive, but address a specific recreational need rather than a particular population density, although a high population density may create a specific recreation need. Recommended improvements for mini parks may include a small pavilion, picnic area, park benches, and a 6 foot-wide perimeter trail. Off-street parking is not recommended.

Authorize Park and Recreation Board recommendations to the City Council for parks/projects to be considered Citywide for future Park General Obligation Bond Propositions; Park Classifications and Signature Park designation - Financing: No cost consideration to the City – February 23, 2017 – Page 2

BACKGROUND (Continued)

Neighborhood Park

Neighborhood parks serve a variety of age groups within a limited area or neighborhood. They range in size from 1 to 15 acres and generally serve residents within a quarter- to half-mile radius. The neighborhood park includes areas for active recreation activities such as field games, court games, playgrounds, etc. Passive recreation activities may include walking, viewing, sitting, and picnicking. Facilities are generally unlighted and off-street parking is not recommended.

Community Park

Community parks are larger than neighborhood parks and serve several neighborhoods. They range in size from 16 to 99 acres and generally serve a user area of one to two miles in radius. The community park may include areas for intense recreation activities such as competitive sports, swimming, tennis, playgrounds, volleyball, etc. There may also be passive recreation opportunities such as walking, viewing, sitting, and picnicking.

Metropolitan Park

Metropolitan parks are large park facilities that serve multiple communities. They range in size from 100 to 499 acres and serve the entire city. The metropolitan park includes natural areas or developed areas for a variety of outdoor recreation activities such as ball fields, playgrounds, boating, fishing, swimming, picnicking, and trail systems.

Regional Park

Regional parks are very large multi-use parks that serve several communities within a particular region. They are 500 acres or larger in size and serve those areas within a one-hour driving distance. The regional park provides both active and passive recreation opportunities, with a wide selection of facilities for all age groups. They may also include areas of nature preservation for activities such as sightseeing, nature study area, wildlife habitat, and conservation. National Recreation and Park Association (NRPA) standards for regional parks vary due to the specific site characteristics and natural resources.

Special Use Area

Special use areas and parks are for specialized or single-purpose recreation activities. NRPA defines these parks as historical areas, nature centers, marinas, golf courses, zoos, conservatories, arboretums, arenas, amphitheaters, plazas, or community squares. There are no specific standards for size or acreage since each site will vary. Special use parks may carry a double classification.

Linear Park / Linkages

Linear parks and linkages are built connections or natural corridors that link parks together. Typically, the linear park is developed for one or more modes of recreational travels such as walking, jogging, biking, in-line skating, hiking, horseback riding, and canoeing. Linear parks may include active play areas. The NRPA does not stipulate specific standards for linear parks other than they should be sufficient to protect the resource and provide maximum usage.

Authorize Park and Recreation Board recommendations to the City Council for parks/projects to be considered Citywide for future Park General Obligation Bond Propositions; Park Classifications and Signature Park designation - Financing: No cost consideration to the City – February 23, 2017 – Page 3

BACKGROUND (Continued)

Conservancy

Conservancies include areas for protection and management of the natural / cultural environment with recreation use as a secondary objective. Recreation use might include passive recreation such as viewing and studying nature and wildlife habitat. The NRPA does not indicate specific acreage or size standards for the conservancy other than they should be sufficient to protect the resource and provide appropriate usage.

Signature Parks:

The Dallas Park and Recreation Department's 2002 *Renaissance Plan* recommended that certain parks be designated as "Signature". Signature Parks are high profile components of the Dallas park system that give a distinct identity to the city and the North Texas region. The Park and Recreation Board recommends that the Signature Park designation continue to be utilized and that Signature Parks be considered Citywide. The Park and Recreation Board recommends that two parks be added to the list of existing Signature Parks: 1) Bachman Lake Park and 2) Samuell Grand Park.

The following list is recommended for Signature Park designation:

- Bachman Lake Park (*added*)
- Crawford Memorial Park
- Dallas Arboretum
- Dallas Zoo
- Downtown Parks, including Klyde Warren (*system*)
- Fair Park
- Kiest Park
- Samuell Grand Park (*added*)
- Turtle Creek Greenbelt Park
- White Rock Lake Park

Citywide Parks/Projects:

The Park and Recreation Board recommends to the City council that the following types of parks be considered as Citywide for future Park General Obligation Bond Propositions:

- Parks which are classified Metro or Regional, as determined by their acreage, are considered as Citywide Projects
- Some parks classified as Special Use Areas, Linear Park/Linkages and Conservancies are also considered Citywide if they serve the entire city, region or multiple Council Districts
- Signature Parks
- Linear Trails that are a part of the Trail network
- Recreation Centers
- Family Aquatic Centers, Community Pools, and Spraygrounds
- Maintenance and Service Centers
- Reservation Facilities

Authorize Park and Recreation Board recommendations to the City Council for parks/projects to be considered Citywide for future Park General Obligation Bond Propositions; Park Classifications and Signature Park designation - Financing: No cost consideration to the City – February 23, 2017 – Page 4

BACKGROUND (Continued)

- Citywide allowances for projects such as Americans with Disabilities Act (ADA), environmental conservation, toilets, code, etc.
- Large Dog Parks
- Future parks shall be considered for Citywide and/or Signature Park designation once developed

Refer to Exhibit A for a summary of parks/projects considered as Citywide.

PRIOR ACTION/REVIEW (COUNCIL, BOARDS, COMMISSIONS)

The Park and Recreation Board Planning and Design Committee was briefed on January 19, 2017 on the recommendations of Park and Recreation staff for Citywide park consideration.

The Planning and Design Committee was briefed on February 16, 2017 and will consider the item and present a recommendation to the Park and Recreation Board on February 23, 2017.

FISCAL INFORMATION

No cost consideration.

STAFF RECOMMENDATION

Staff recommends approval.

ATTACHMENTS

1. Final Resolution
2. Exhibit A - Citywide Projects List

Memorandum



CITY OF DALLAS

DATE April 21, 2017

TO Honorable Mayor and Members of the City Council

SUBJECT April 26, 2017 – Agenda Item Number 24 – Correction Memo

Please note the following corrections to the April 26, 2017 Council Agenda Item Number 24. Section 1 of the Resolution was changed to reflect what the department originally submitted:

SECTION 1. ~~The City Manager is hereby authorized to adopt~~ That the Urban Transit Design Guidelines, ~~approved as to form by the City Attorney,~~ are hereby adopted as the basis for advisory urban design review of all future Dallas Area Rapid Transit operated transit projects in the geographic area defined by the Downtown Dallas 360 Plan as amended, and generally bounded by the Trinity River to the west, Turtle Creek Boulevard, the Katy Trail, and Cole Avenue to the north; Haskell Avenue and Robert B. Cullum Boulevard to the east; and Al Lipscomb Way to the south.

A handwritten signature in blue ink that reads "Raquel Favela".

Raquel Favela

Chief of Economic Development & Neighborhood Services

c: Larry Casto, City Attorney
Craig D. Kinton, City Auditor
Rosa A. Rios, City Secretary
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Theresa O'Donnell, Chief of Resilience
Directors and Assistant Directors

KEY FOCUS AREA: Economic Vibrancy

AGENDA DATE: April 26, 2017

COUNCIL DISTRICT(S): 1, 2, 4, 6, 7, 14

DEPARTMENT: Planning and Urban Design

CMO: Theresa O'Donnell, 670-3309

MAPSCO: 35X Y; 44C D G H L R V; 45A B D E G H J K L M N P R S
U-Z; 46 E N P T W X

SUBJECT

A resolution adopting the Urban Transit Design Guidelines as the basis for advisory design review of all future Dallas Area Rapid Transit operated transit projects in the geographic area defined by the Downtown Dallas 360 Plan as amended, and generally bounded by the Trinity River to the west; Turtle Creek Boulevard, the Katy Trail, and Cole Avenue to the north; Haskell Avenue and Robert B. Cullum Boulevard to the east; and Al Lipscomb Way to the south - Financing: No cost consideration to the City

BACKGROUND

The impetus for the Urban Transit Design Guidelines arose from Downtown stakeholders' desire for well-designed integration of D2 Light Rail and Central Dallas Streetcar projects into the urban fabric. Drafted by City staff in partnership with the Downtown Dallas Inc. Mobility Committee with input from Dallas Area Rapid Transit (DART) staff, the Urban Transit Design Guidelines have been developed based on best practices in consultation with:

- Downtown Dallas 360 Plan
- Dallas Complete Street Design Manual
- Dallas Area Rapid Transit Light Rail Project Design Criteria
- City of Dallas Tax Increment Financing Districts Urban Design Guidelines
- National Association of City Transportation Officials (NACTO) Transit Street Design Guide

The Urban Transit Design Guidelines are intended to apply to all future DART operated transit projects in and around downtown, and address City of Dallas and DART rights-of-way for the full length of transit project corridors within this geography. They are intended to be advisory in nature and are intended to supplement existing DART Design Criteria through a review process that focuses on quality of the public realm, comfort and experience of pedestrians and transit passengers, and compatibility with adjacent development that adds to a vibrant downtown.

BACKGROUND (continued)

The review process is integrated into DART's Alternatives Analysis process by introducing an Urban Design Review Committee to complement DART's Stakeholder and Technical Committees. Prior to determination of the Local Preferred Alignment (LPA), the Urban Design Review Committee's role is to provide urban design input on all options. After the LPA selection, the Urban Design Review Committee plays an ongoing advisory role at key stages through project development and engineering, to facilitate a desirable urban design outcome. The role of the Urban Design Review Committee would be served by the City of Dallas Urban Design Peer Review Panel which has over five years of experience with providing urban design review for private projects receiving City incentives. The Urban Design Transit Guidelines will serve as the basis for this review. The Urban Transit Design Guidelines and process is not intended to replace the need for stakeholder input for individual projects. The City of Dallas and DART would be responsible for ensuring timely review of all project submittals and for active engagement of appropriate stakeholders. Application of the guidelines would be the responsibility of the implementing agency (DART) and its design team.

The Urban Transit Design Guidelines has the following content sections:

- Introduction content - This section provides an overview of the background, purpose, vision, and applicability of the document, as well as an outline of a general review process for applicable transit projects.
- The "Right-of-Way Design Guidelines" includes five sections related to the design of transit in the right-of-way: **(1)** Station Facility Design, **(2)** At-Grade Alignment Design Considerations, **(3)** Corridor Design Element Considerations, **(4)** Additional Design Considerations, and **(5)** Adjacent Development Considerations.

PRIOR ACTION/REVIEW (COUNCIL, BOARDS, COMMISSIONS)

Information about this item was briefed to the Transportation and Trinity River Project Committee on February 27, 2017.

FISCAL INFORMATION

No cost consideration to the City.

MAP

Attached

April 26, 2017

WHEREAS, on April 13, 2011, City Council adopted the Downtown Dallas 360 Plan, which established the mobility goal of a balanced multi-modal, regional and local transportation system that realizes transit oriented development potential, creates vibrant streets and public spaces, and ensures great urban design by Resolution No. 11-0996; and

WHEREAS, on October 11, 2016, City Council authorized construction of the second light rail transit line, called D2, through the Central Business District in a subway along an alignment to be developed by Dallas Area Rapid Transit (DART), and subject to approval by Resolution No. 16-1691; and

WHEREAS, on October 25, 2016, the DART Board approved the 2017 Twenty-Year Financial Plan which includes funding for the D2 project, and the Central Dallas Streetcar Link connecting the modern streetcar line from Union Station to the McKinney Avenue Trolley Authority System at St. Paul Street; and

WHEREAS, significant growth in housing within the greater downtown area, accompanied by shifts in demographics and user preferences, has led to a stakeholder-driven desire for better integration of transit into the urban environment and increased mobility options; and

WHEREAS, the City of Dallas and the Downtown Dallas Inc. Mobility Committee, in consultation with DART has drafted the Urban Transit Design Guidelines to provide the basis for urban design review for all DART operated transit projects in and around Downtown Dallas; and

WHEREAS, the Urban Transit Design Guidelines are intended to be advisory in nature to supplement existing DART design criteria, and are not intended to replace input from affected neighborhoods and/or stakeholders; and

WHEREAS, the Urban Design Peer Review Panel, appointed by the City Manager and comprised of respected members of the fields of architecture, landscape architecture, engineering, and planning, has significant prior experience with providing urban design review for projects receiving City incentives; and

WHEREAS, Article IV, Section 6.2 (Applicable City Codes) of the City of Dallas/Dallas Area Rapid Transit Master Interlocal Agreement dated February 28, 1990, as amended, provides that DART will comply with all applicable codes, ordinances, permit regulations, review procedures, City plans or other City regulations.

Now, Therefore,

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

April 26, 2017

SECTION 1. ~~The City Manager is hereby authorized to adopt~~ That the Urban Transit Design Guidelines, ~~approved as to form by the City Attorney,~~ are hereby adopted as the basis for advisory urban design review of all future Dallas Area Rapid Transit operated transit projects in the geographic area defined by the Downtown Dallas 360 Plan as amended, and generally bounded by the Trinity River to the west, Turtle Creek Boulevard, the Katy Trail, and Cole Avenue to the north; Haskell Avenue and Robert B. Cullum Boulevard to the east; and Al Lipscomb Way to the south.

SECTION 2. That the review of all applicable urban transit projects based on the Urban Transit Design Guidelines is included in the scope of Article IV Section 6.2 of the City of Dallas/Dallas Area Rapid Transit Master Interlocal Agreement dated February 28, 1990, as amended.

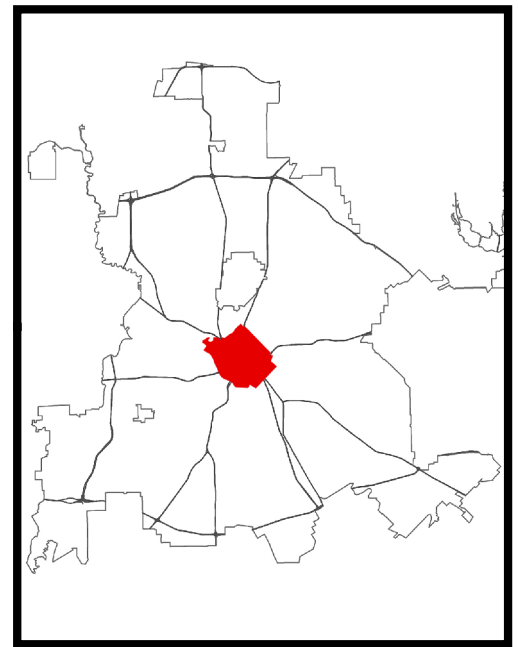
SECTION 3. That the City Manager is directed to ensure timely review of all applicable urban transit projects by the City of Dallas Urban Design Peer Review Panel based on the Urban Transit Design Guidelines.

SECTION 4. 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.

Urban Transit Design Guidelines

Council Districts: 1, 2, 4, 6, 7, 14

MAPSCO: 35X, Y;
44C, D, G, H, L, R, V;
45 A, B, D, E, G, H, J, K, L, M, N, P, R, S, U,
V, W, X, Y, Z;
46 E, N, P, T, W, X



Sources: Esri, HERE, DeLorme, USGS, Intermap, INCREMENT P, NRCan, Esri Japan, METI, Esri China (Hong Kong), Esri Korea, Esri (Thailand), MapmyIndia, NGCC, © OpenStreetMap contributors, and the GIS User Community

Urban Transit Design Guidelines

Dallas, TX



February 22, 2017





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Acknowledgements

Downtown Dallas Inc

Jacob Browning
Dustin Bullard
John Crawford
Kourtny Garrett
KeChan Patterson
Shalissa Perry
Amy Tharp
Jim Wood

Mobility Committee

Brian Adams
Tanya Brooks
Jacob Browning
Dustin Bullard
Peer Chacko
Arturo Del Castillo
Mitch Gatewood
Larry Good
Mark Goode
Jim Harris
Stephanie Hudibury
Sarah Hughes
Steve Hulse
Lance Josal
Patrick Kennedy
Jim Knight
Ramsey March
Craig Melde
Theresa O'Donnell
Shalissa Perry
Tom Persch
Ben Reavis
Scott Rohrman
Steve Salin
Jerry Smiley
Kristian Teleki
Jared White
Jim Wood
Allan Zreet - Committee Chair

City of Dallas

Tanya Brooks
Peer Chacko
Daniel Church
Arturo Del Castillo
Evan Sheets
Jared White

Consulted Documents

City of Dallas, Downtown Dallas Inc. (2011).
Downtown Dallas 360 - A Pathway to the Future

City of Dallas. (2016). *City of Dallas Complete Streets Design Manual*

City of Dallas Office of Economic Development. (2012). *Urban Design Guidelines for Projects located in City of Dallas Tax Increment Financing Districts.*

Dallas Area Rapid Transit. (2005). *Dallas Area Rapid Transit Light Rail Project Design Criteria: Volume 1, Facilities Design.*

National Association of City Transportation Officials NACTO. (2016). *Transit Street Design Guide.*

** Quoted guidelines with citations (ex: NACTO TSDG, 104) refer to the cited page (ex: Page 104) in the NACTO Transit Street Design Guide (2016)*



Vision

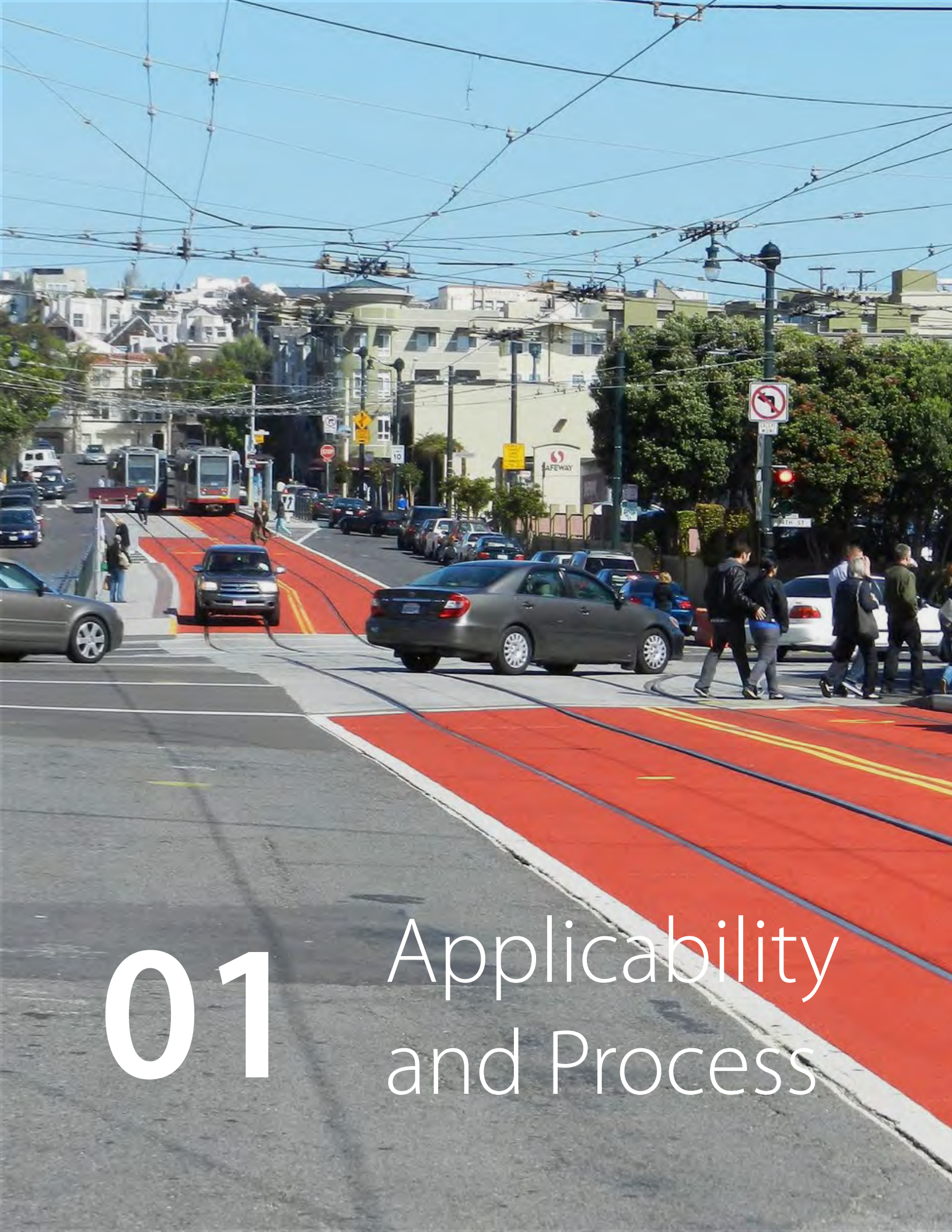
The Downtown Dallas 360 Plan established the mobility goal of creating a balanced multimodal, regional, and local transportation system that supports the urban design and livability goals for the Greater Downtown Dallas area. The intent is to improve inter-district connectivity for all modes, promote alternatives to cars for short trips, encourage mixed-use pedestrian friendly development, and respond to future demographic, user preference, and technological trends.

The success of urban transit corridors in the Downtown Dallas area requires balancing high-quality transit service and an inviting environment through welcoming, high-quality design. Urban transit corridors should establish a unifying and distinct identity that may vary by district. In order to achieve the best and most balanced transit outcomes, all future transit projects should emulate the following principles:

- Creation of pedestrian friendly stations that are accessible, safe, encourage transit ridership and contribute to the public realm through street-level activation and high quality materials and detailing
- Contribution to a sustainable urban environment that follows low impact development standards and incorporates appropriate native landscaping
- Integration of streetscapes that enhance and encourage pedestrian activity while safely accommodating all other modes of transportation.
- Enhancement of economic development potential along transit corridors and transit-oriented development around stations

These principles shaped the *Urban Transit Design Guidelines* and will help produce outcomes that benefit the City through economic development and quality of life, as well as DART through increased density, accessibility, and transit ridership. The *Urban Transit Design Guidelines* are intended to provide policy level design guidance for the development of at-grade and below-grade DART operated transit corridors and stations in and around Downtown Dallas. Though non-prescriptive in nature, the guidelines establish expectations for the quality of the urban environment in the vicinity of the transit corridors, based on best practices.

The goal is to provide guidance and direction to the urban transit project design team at key decision points in order to ensure desired urban design outcomes and to help facilitate consensus among project stakeholders.



01 Applicability and Process



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- 8 Process
- 9 Process Diagram



Applicability

The *Urban Transit Design Guidelines* outlined in this document apply to all future below and at-grade DART operated urban transit corridors in and around Downtown Dallas. They are intended to address the City of Dallas and DART rights-of way for the full length of the transit corridor, and also address design considerations from adjacent building-face to building face where applicable. Applying these urban design guidelines to future urban transit projects is imperative to creating a city that is inviting, pedestrian-friendly, and transit-friendly.

The Guidelines are intended to be advisory (non-regulatory) and serve as a companion document to the DART Design Criteria. The DART criteria address system compatibility, function, operations, safety and maintenance, while the Guidelines address the quality of the public realm and experience of the passenger. The Downtown Dallas 360 Plan, Dallas Complete Streets Design Manual, and TIF District Urban Design Guidelines are also intended to serve as companion reference documents.

These guidelines are an important piece of the development process, but do not replace the need for continued coordination and partnership between City of Dallas, development partners, and other stakeholders and agencies. It is also not the intent of this document to supersede or take the place of input by affected neighborhoods and/or stakeholders along transit project corridors. While this document provides important guidance and sets expectations for development of urban transit projects, each site and project will have its unique differences. Successful development can only occur if there is ongoing communication between all parties, and a commitment to good design.

Process

The following process establishes the role of an Urban Design Review Committee and describes the review procedures and expectations for application of the *Urban Transit Design Guidelines*.

The review process has been integrated into DART's typical Alternatives Analysis process by introducing an Urban Design Review Committee to complement DART's Stakeholder and Technical Committees. Application of the *Guidelines* shall be the responsibility of the implementing agency and respective project design team. The City of Dallas and DART will ensure timely urban design review at key decision points during the alternatives analysis, project development, and engineering phases of transit projects. The *Guidelines* should also be used in the development of all design, master planning, site planning and construction documentation activities.

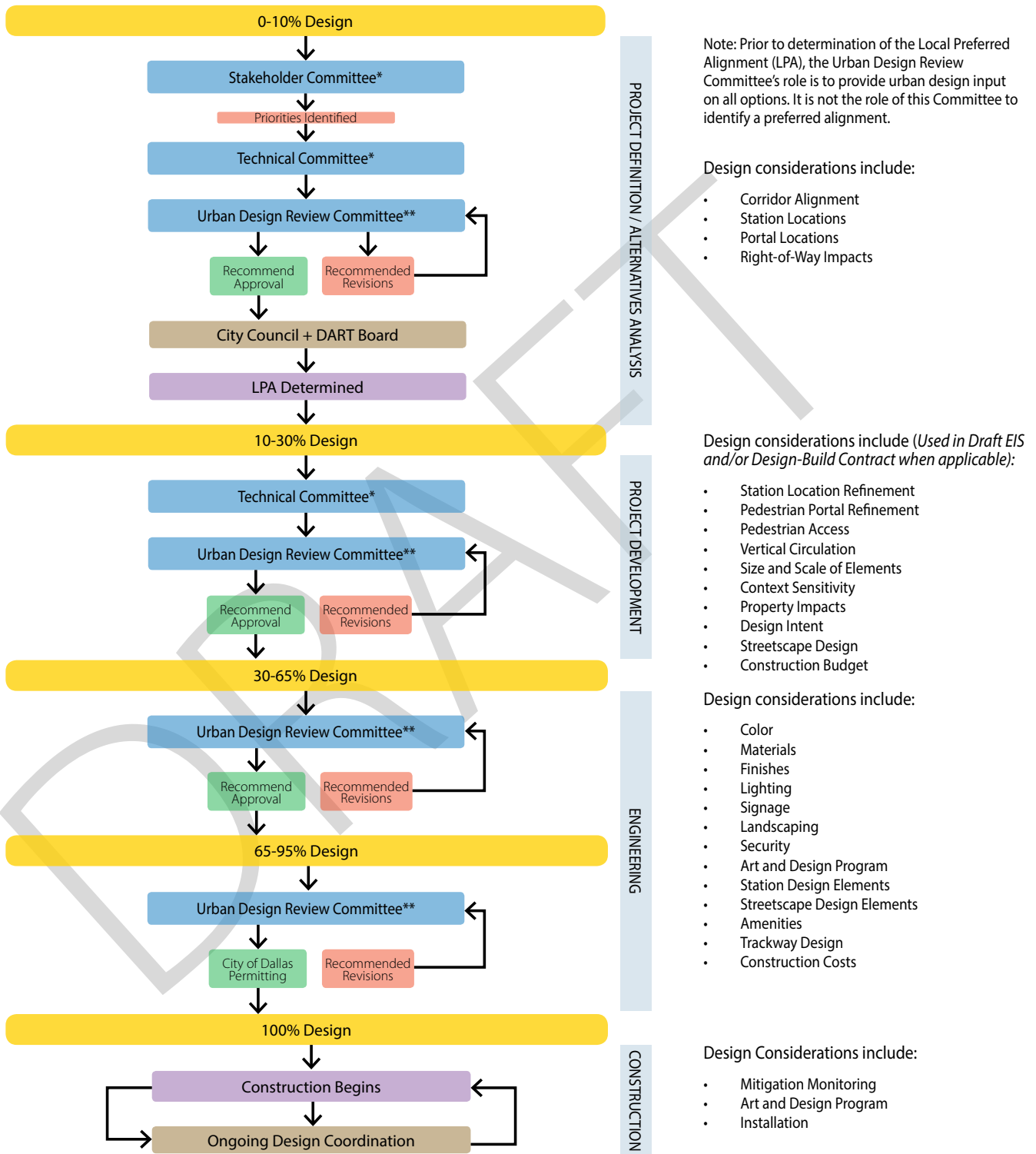
The role of the Urban Design Review Committee (see diagram) will be fulfilled by the City of Dallas' existing, City Manager-appointed, Urban Design Peer Review Panel, which currently performs review functions on private projects receiving City of Dallas incentives as well as public street projects. Prior to determination of the Local Preferred Alignment (LPA), the Urban Design Review Committee's role is to provide urban design input on all options. It is not the role of this Committee to identify a preferred alignment. After the LPA selection, the Urban Design Review Committee plays an ongoing advisory role at key stages through project development and engineering, in order to facilitate a desirable urban design outcome.

After construction begins, City of Dallas and DART staff will have a continuing role to ensure design coordination, particularly for design-build contracts.

Applicability and Process



This process lays out general expectations for the design review process, using the D2 planning and engineering process, as an example. This process may be modified on a project-by-project basis as needed.



* "Stakeholder Committee" and "Technical Committee" represent the committees organized by DART as a component of the public input process for choosing the D2 locally preferred alignment alternative

** Urban Design Review Committee role will be fulfilled by the City of Dallas' Urban Design Peer Review Panel

02

Right-of-Way Design Guidelines

TRI MET
MAX

Transit Tracker
7608

Sept 18:
MAX Green Line Service Begins

Aug 30:
MAX Yellow Line Service Begins

Sept 12:
MAX Green Line Grand Opening

GREEN MEANS GO

The MAX station area is only for boarding, waiting or waiting for a train. Non-transit use is prohibited.

Be alert and stay safe
If you see suspicious behavior or a suspicious package, call a transit vigilante at 503-233-3333.



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Station Facility Design

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Surface Station Facility Design

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Underground station design should integrate seamlessly with the surrounding public realm with pedestrian portal connections designed to provide high quality public places. The relationship of the station to any surrounding development must also be considered to ensure a positive integration that opens up views, sightlines and maximizes connectivity to adjacent development. Subway stations, specifically their portals, should be designed to either fit elegantly and seamlessly into the surrounding neighborhood's character or to make bold architectural statements of their own.

Unlike any other building typology, subway stations are buildings where the distinction between indoor and outdoor is ambiguous. These transitory spaces are complex and require functional efficiency as a minimum to bring order, balance, elegance, and coherence to satisfy the public. Due to this busy and sometimes chaotic station environment, the following environmental factors should be given due consideration:

Light - carefully consider the artificial lighting while also maximizing and controlling the amount of natural daylight in the station.

Color - the palette of colors must be calm and also compatible with the branding of the station. For people with visual impairments, surfaces must not be too reflective and vertical planes must be well contrasted from horizontal surfaces.

Sound - acoustics of the spaces must be well considered and adapted to the use of public announcement systems.

Spatial Volume – The spatial volumes must be well proportioned, appropriate for their use and feasible to maintain. Underground stations, pedestrian portals, and transition spaces have an impact beyond their immediate boundary and should be regarded as place makers which influence the local economy, its cultural identity and environmental wellbeing.



Station Portal Design

- Design underground station entrance portals to compliment the surrounding architectural character of the area, paying particular attention to historic districts.
- Scale the size of the portal to the projected amount of boarding/arrivals at station.
- Provide easily accessible elevator entries that compliment surrounding architectural context.
- Consider providing secure entry portals with paid patron control.
- Provide bicycle stairways at all stations to ease cyclists and relieve congestion at elevators.
- Elevators should be co-located with primary entrance portal (stairs/ escalator) to the extent possible.

Station Portal Placement

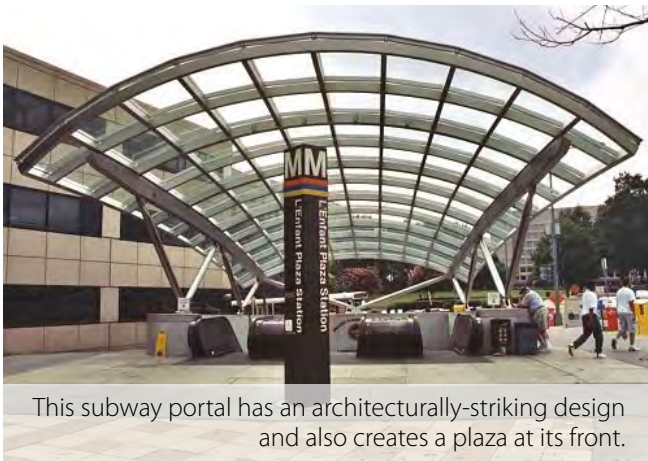
- Station portals that are incorporated into the facade or design of new or existing buildings or adjacent to existing parks or plazas are preferred to portals within existing street right-of-way. Connect station access to building lobbies when feasible
- Ensure that station portal does not obstruct pedestrian clear zone of at least 7'.
- Place fare stations either inside station or in space that provides at least 4' of queuing outside of the pedestrian clear zone in accordance with DART Design Criteria.
- Locate station portals in a manner that supports wayfinding and encourages easy transfer to other transit modes, including bus and streetcar.
- Locate portals in proximity to other transit modes and provide clear wayfinding at-grade to entrance portal locations.



This subway portal maintains a wide sidewalk adjacent to portal while also utilizing a high-quality architectural design.



This subway entry in Seattle is incorporated into the facade of a building above the station.



This subway portal has an architecturally-striking design and also creates a plaza at its front.



This subway portal in New York City has distinct features that enhance the plaza and the adjacent building



Platform Design + Amenities

- Provide a spatial volume appropriate to the station function that creates a sense of openness and place.
- Encourage design of underground platforms to reflect the station location and nearby institutions above ground.
- Encourage distinct and durable materials for the platform in accordance with DART Design Criteria.
- Provide adequate seating.
- Allow for cellular service providers to provide high-quality cell service and wi-fi in tunnels and at stations.
- Utilize color and light to create interest.
- Provide high-levels of light to ensure rider safety and comfort.



A subway station in Toronto, Ontario incorporates characteristics of the above-ground museum.



A use of high-quality materials in a subway station in Munich, Germany



Art and bright lighting is integrated into station design in Auckland, New Zealand



Wide platforms and a centrally-located elevator make this platform in New York City safe for all users

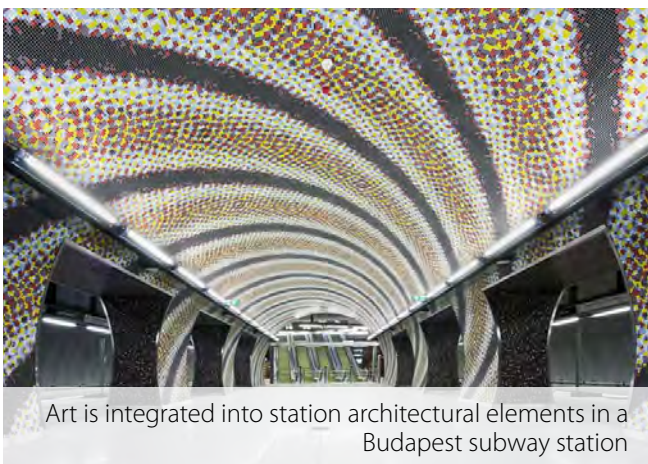


Station Artwork

- Encourage and program the placement of public artwork in station portals as well as at station platforms, avoiding conflicts with passenger operations
- Incorporate public artwork into the design of the station platform in accordance with DART Design Criteria.
- Integrate public art with architectural elements and materials to leverage budget.
- Involve City of Dallas Office of Cultural Affairs with the DART Art Program and the selection of artists.



Public art is integrated into station design at Seattle's Capitol Hill light-rail station



Art is integrated into station architectural elements in a Budapest subway station

Wayfinding

- Place wayfinding in predictable locations, such as overhead or at eye-level, at regular intervals and near intersections. NACTO TSDG, 101
- Include relevant transportation connections and services, including regional routes and bike share stations, to expand rider options. NACTO TSDG, 101
- To direct riders to and from stations to destinations in the station area, indicate travel direction and times in easily understood units such as walking time. NACTO TSDG, 101
- Provide area maps at all stations.
- Wayfinding should include clear, simple guidance to nearest street intersections, landmarks, and points of interest.



Simple wayfinding with maps are important for helping travelers unfamiliar with a station and the area



This wayfinding in Tokyo is beautiful and simple, making transfers easy for all users



Bike Parking + Facilities

- Consider providing a manned Bike Station at one key light-rail station in each district. The bike station should be immediately accessible from the station platform or portal.
- Bike parking and facilities are applicable to both underground and surface light-rail station design.
- Provide a clear zone around bicycle parking to avoid impeding traffic on adjacent sidewalks.

NACTO TSDG, 105

- Short-term bike parking should ideally be located within 50' of stop or station entrance.
NACTO TSDG, 105
- Bike storage “shells” should not be used in urban areas or along sidewalks.



The Union Station METRO in Washington DC has a large, protected bike storage facility



The exterior of the Washington DC Union Station METRO bike storage facility



New York City has numerous smaller, covered bike parking facilities adjacent to their subway station entries.



Small parcel cuts caused by track alignment near stations are great locations to place overflow bike parking





Surface station design should integrate seamlessly with the surrounding public realm through sidewalks and plazas designed to provide high quality public places. The relationship of the station and any surrounding development must also be considered to ensure a positive integration that encourages connectivity and transit use.

Surface stations should be seamless with the surrounding urban environment while also providing a well-defined and secure “transit space” that identifies the boarding area and related amenities. The distinction between public space and the transit function should be defined in a manner that provides consideration of the following:

Clear Lines of Sight - Crime Prevention Through Environmental Design (CPTED) principles should be followed to provide a sense of security and safety.

Definition of Space – the functional platform boarding area should clearly defined to the passenger by shelters, planters, railings, amenities, pavement treatments and subtle changes in materials.

Environmental Protection – canopies, trees and other elements should provide station identity and enhance passenger comfort through protection from sun, wind and rain.

Function and Design – Stations should convey an image of simplicity in function and modern timeless design.



Landscaping

- A high importance should be placed on increasing the “urban forest” through the introduction of trees at regular intervals, wherever possible.
- Provide landscaping and irrigation at platforms with street trees at a minimum of 30’ on center where possible. Additionally, consider tree trenching and structural soil to allow for maximum canopy.
- Consider other methods of shade provision including but not limited to canopies, awnings, and other aesthetically appealing structures.

Wayfinding

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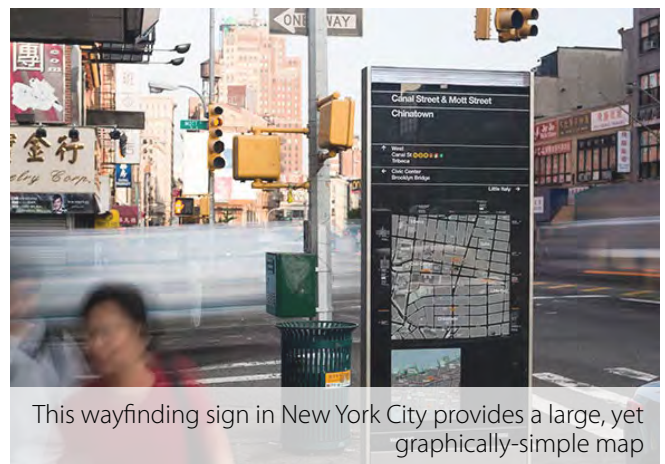
This transit mall in Portland has frequently planted trees, providing shade and beauty for waiting passengers



These wayfinding signs provide both an easy-to-read map and up-to-date bus arrival times



This transit mall in San Jose has frequently spaced street trees that produce a pedestrian-friendly street



This wayfinding sign in New York City provides a large, yet graphically-simple map



Accessibility

- For riders with visual disabilities, provide an alternative to visual display boards. Audible announcements are preferred over braille and other methods that require finding the display. Consider station/street noise and environmental characteristics during implementation. NACTO TSDG, 101
- Where pedestrian crossings traverse tracks and bus transitways, use audible warnings to ensure all pedestrians are aware of oncoming transit vehicles. NACTO TSDG, 32
- Stations and adjacent improvements must meet all Texas Accessibility Standards.
- Where passengers using wheelchairs are directed to specified doors, ensure the accessible doors are clearly communicated throughout the boarding platform using signs and markings. NACTO TSDG, 67

Lighting

- Use pedestrian-scale lighting, typically including lamps less than 25 feet high, to increase comfort and safety around stops. NACTO TSDG, 67
- Lighting shall be “cut-off” type to avoid illuminating the sky and surrounding development.
- Higher illumination around transit stops should be gradual rather than sudden to avoid creation of virtual shadows as driver and bicyclist eyes adjust. NACTO TSDG, 67



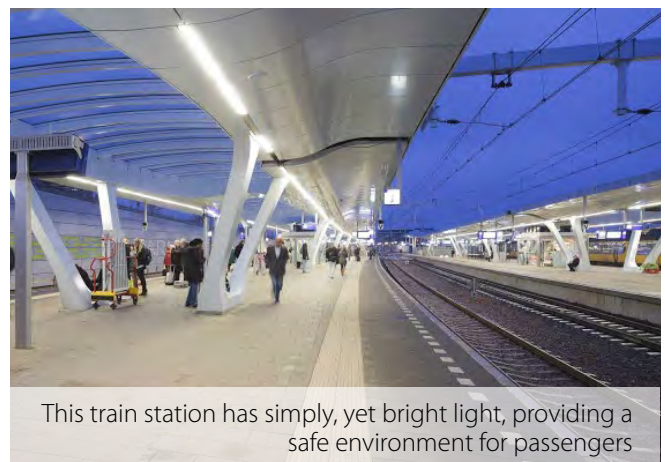
Many bus stops in Washington DC have push buttons reporting bus arrival times for the visually impaired



This light-rail station in Charlotte provides bright, white light incorporated into the train platform roof



Ensuring easy loading for all riders is imperative. At-grade loading such as this is preferred



This train station has simple, yet bright light, providing a safe environment for passengers



Bike Parking + Facilities

- Consider providing a manned Bike Station at one key light-rail station in each district. The bike station should be immediately accessible from the station platform or portal.
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NACTO TSDG, 105
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The Union Station METRO in Washington DC has a large, protected bike storage facility

Station Amenities

- Avoid using materials for benches and other sitting areas that retain heat.
NACTO TSDG, 98
Additionally, provide shade for all sitting areas.
- Seating shall not conflict with paths, leaving 6' of clear distance on all sides where pedestrians are expected.
NACTO TSDG, 98
- Install appropriate amount of seating for expected demand at each station.
- Provide passengers with amenities at station area, including seating, trash cans, wayfinding, etc. compatible with the corridor theme.
- Trash cans, seating, and other objects must not block accessible path and boarding areas.
NACTO TSDG, 99
- Integrate status displays and visual message boards into corridor design elements.



This station platform contains numerous seating options, an open and transparent design, and an arrival board



New York City has numerous smaller, covered bike parking facilities adjacent to their subway station entries.

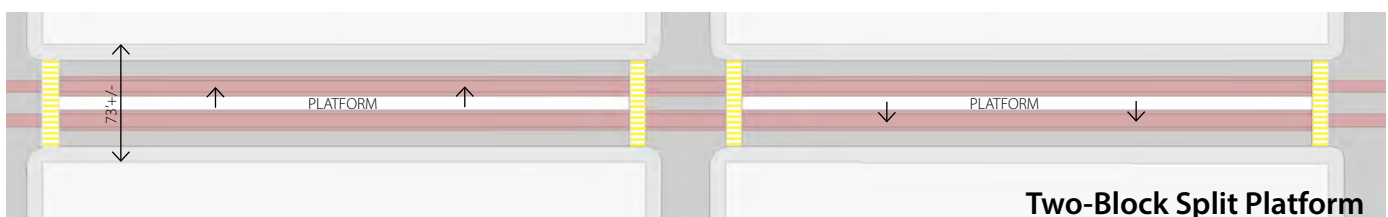
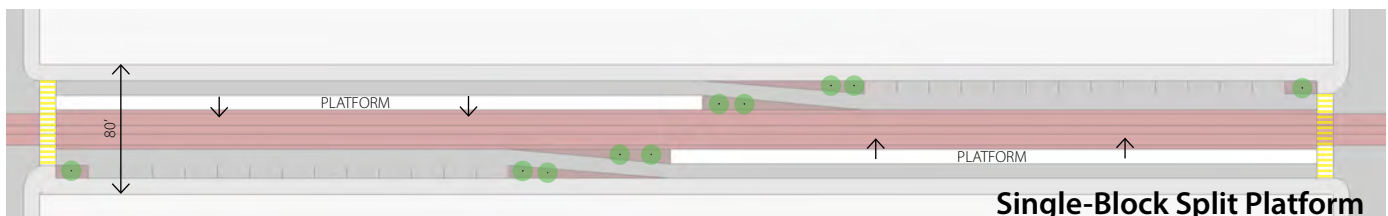


This station platform has a large and shaded canopy, seating, wayfinding, and historical education elements



Layout and Block Design

- Consider staggering at-grade light-rail platforms between blocks on narrow right-of-way streets, minimizing overall right-of-way required for station.
- Boarding bulb stops for streetcar should be considered where vehicle operates in offset lanes without rightside bike facilities. Boarding bulbs can be installed at near-side, far-side, and mid-block stops, at both signalized and unsignalized locations. NACTO TSDG, 70
- At all stops, provide at least 10' of clear sidewalk space, ahead of transit vehicle at near-side stops and behind transit vehicle at far-side stops. NACTO TSDG, 71
- If shelters are placed on boarding bulbs, they must be placed clear of front and back-door boarding areas. NACTO TSDG, 71
- An accessible boarding area, typically 8' x 5' long, must be provided to permit boarding maneuvers by a wheelchair, generally requiring islands to be at minimum 8' wide. Islands with railings along the rear side will require an extra foot of space, making total width 9'. NACTO TSDG, 83
- Ensure that pedestrian refuge islands crossing transitways are wide enough to allow crowds of people to wait, particularly near stations. Place detectable warning strips on both sides of every flush pedestrian crossing. NACTO TSDG, 83
- Railings shall be installed along platforms adjacent to the through lane to control pedestrian access and discourage dangerous crossings. Channelize pedestrian movements to platform entrances with enhanced crossing treatments. NACTO TSDG, 83





Station/ Shelter Design

- Shelter design should reflect the architectural characteristics of the surrounding neighborhood while also maintaining an identity established by DART for the corridor.
- Platform shelters must be permeable to allow for freedom of movement between each side of platform or adjacent sidewalk.
- Platform windscreens are not encouraged in order to reduce visual clutter, improve movement when boarding/ off-boarding, and limit vandalization potential.
- Placement of shelters' supporting posts/walls must not conflict with accessible travel paths, boarding areas, or transit vehicle door zones. NACTO TSDG, 16



This light-rail platform in Salt Lake City is permeable, allowing for free pedestrian movement at the station



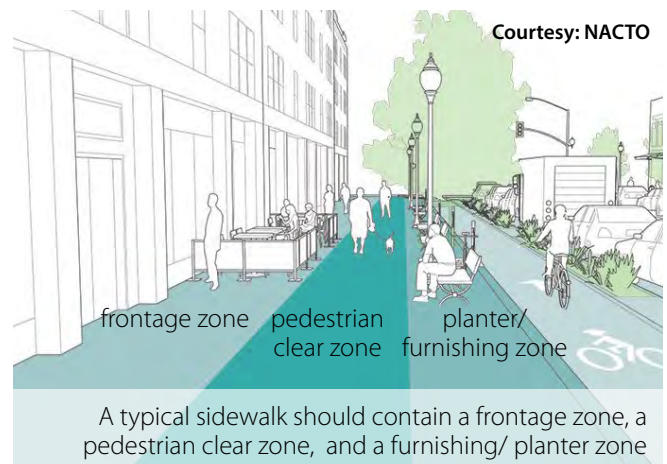
This light-rail station in Austin is both permeable and has a unique and distinct paver pattern

Passenger vs. Pedestrian Zones

- Shelter placement must allow a minimum of 6' through-path between obstructions and warning strips at platforms and around all sides when at the level of the sidewalk, or around the street side if on an elevated platform. NACTO TSDG, 16
- Sidewalk adjacent shelters/ platforms should allow for minimum of 7' pedestrian clear zone in the rear in adherence with Complete Streets Manual and Downtown Pedestrian Overlay. Dimensions may vary by location context.
- Clearly delineate passenger zones from pedestrian zones and provide fully accessible pedestrian areas with sloped walkways in lieu of stairs or ramps



This transit mall has numerous amenities such as trees and trash cans, yet keeps them out of the pedestrian zone



A typical sidewalk should contain a frontage zone, a pedestrian clear zone, and a furnishing/ planter zone





At-Grade Route Alignment Design

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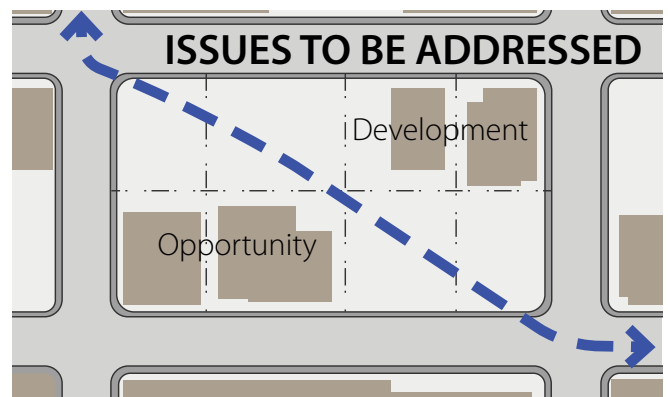
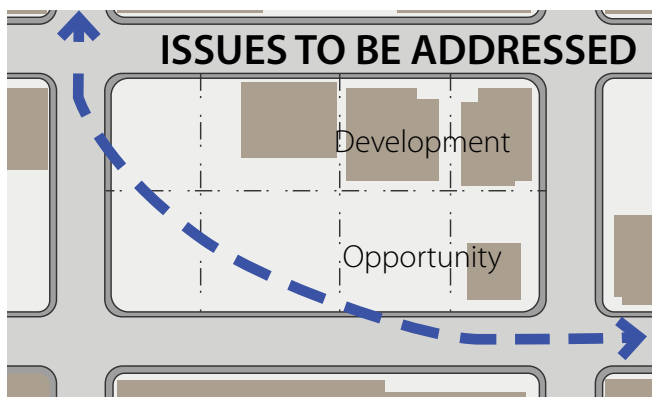
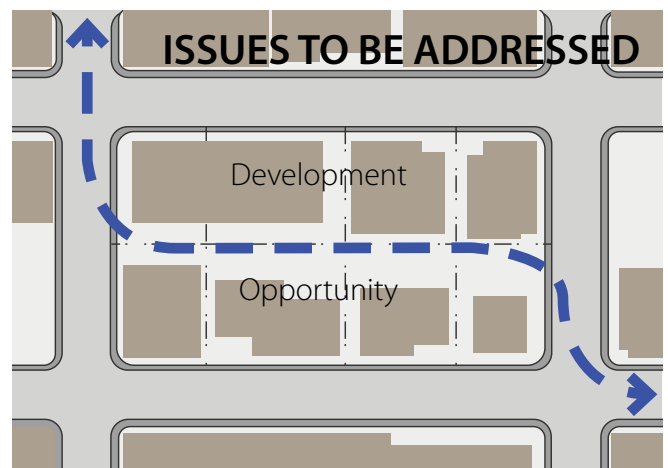
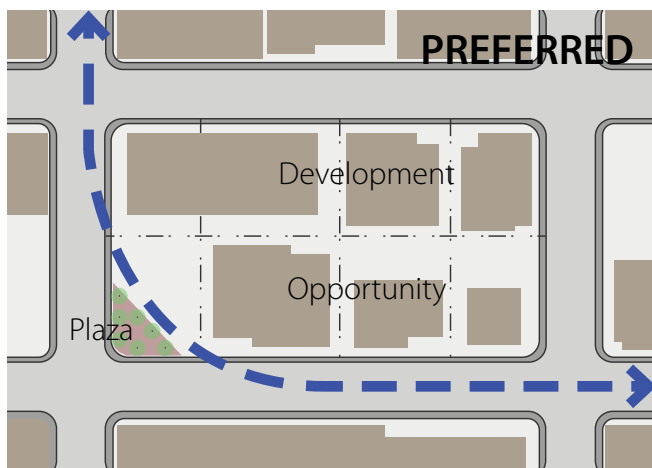


Street Grid Fabric

- Maintain the existing street grid to the extent possible by minimizing closure or interruption of existing streets that cross the rail alignment.
- Maximize extent to which DART light rail operation can occur within right-of-way when at-grade.

Development Potential

- Ensure maximum development potential of or enhancement to adjacent full and partial parcels by minimizing impact to development parcels used for rail operations.
- Provide mitigation of undesirable property conditions and partial parcels created by the alignment.
- Air rights development strategies should be pursued when ideal track alignment is not possible in order to maximize development opportunity.



At-grade Rail alignment should consider the possibility for adjacent development to occur. This diagram demonstrates ideal alignment conditions as well as rail conditions that would need improvement or mitigation.



Infrastructure Improvements

- Integrate infrastructure improvements with existing development adjacent to corridor through materials used and/or through physical design.
- Coordinate with other public capital projects and private development infrastructure improvements to extent possible.
- Assign a City of Dallas utilities facilitator to act as a point person to ensure consistent coordination between DART and the various city departments.

Stormwater Management

- Provide integrated stormwater management (iSWM) adjacent to and incorporated with tracks where possible.
- Provide bioswales with a slight longitudinal slope that moves water along the surface to allow sediments and pollutants to settle out. In place infiltration then allows localized groundwater to recharge. NACTO TSDG, 104
- Bioswales should drain within 24 hours; this is especially critical near transit stops where pooling can degrade transit access. NACTO TSDG, 104
- Incorporate updated City of Dallas Pavement and Drainage Manual requirements into stormwater management design for transit corridors.



This Portland infill development has integrated infrastructure improvements with the adjacent rail



Light rail in Portland is built with iSWM adjacent to many of their tracks



The light rail in Phoenix helped foster adjacent development such as the ASU Journalism School.



Light rail in Salt Lake City is also built with iSWM adjacent to many of their tracks





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Intersection Design

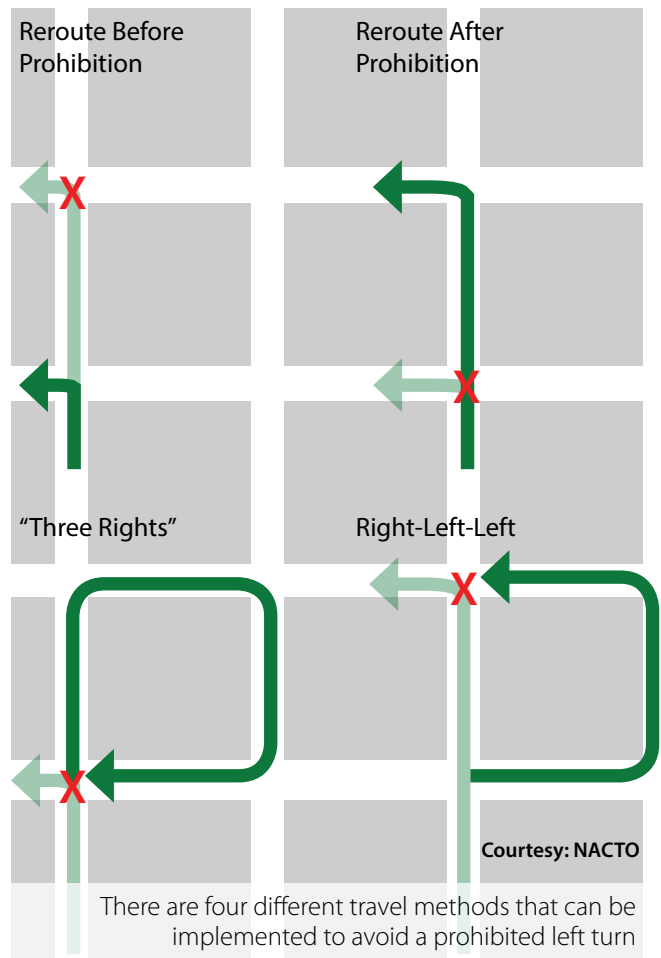
- For center-running fixed guideway transit, at intersections, use separate turn phases, prohibit left turns across median transitway, or prohibit left turns when transit vehicles are present. Extend vertical elements to the intersection edge where turns are prohibited. Use transit signals and either active Transit-Signal Prioritization or transit signal progressions (TSP). NACTO TSDG, 32
- Crosswalks must be accessible, with special attention to both people using wheelchairs and wheeled mobility devices and people with no or low vision. Curb ramps must be provided at all street crossings that involve a change in grade. Do not obstruct the top of the curb ramp. NACTO TSDG, 66
- All intersections with pedestrian, bicycle, or motor vehicle traffic must be signalized. To avoid conflicts with transit vehicles, left- and right-turning traffic across the transitway must be either prohibited or accommodated using turn lanes with dedicated signal phases. Additionally, consider TSP for intersections along route. NACTO TSDG, 130
- Clearly designate mid-block crossings where applicable to ensure pedestrian safety.
- Bike lanes shall cross tracks as close to 90° as possible (at a minimum 60°) to ensure safety for cyclists. NACTO TSDG, 166



This bike lane crosses the light rail track at a near 90° angle, protecting cyclists from falls



This light-rail platform leads to a large crosswalk that is paved with a different, distinguishable material





Track Design

- Consider a shared transitway for non light-rail modes in places where a low-curb or rumble strips increase pedestrian permeability across the entire street, maximizing available public space and emphasizing the shared condition of the street. Pedestrians can cross a shared transit street at any point, but are discouraged from walking along the central transitway by the high volume of transit vehicles. NACTO TSDG, 28
- Auto traffic is either prohibited or limited using volume management techniques that filter out thru-traffic and permit local vehicle access, especially for deliveries. NACTO TSDG, 29
- Use either rumble strips or low vertical elements between travel lanes and DART lanes. NACTO TSDG, 137
- Durable materials such as brick, stone, and unit pavers shall be used for the extent of the transitway at-grade. No non-transversible surface such as ballast shall be used.
- A minimum width of 12' and a maximum width of 15' for each LRT lane (24'-30' for dual-running lines) and maximum width of 11' for each streetcar lane should be adhered to.
- To avoid conflicts with center-running transit vehicles, left turns should be prohibited, or accommodated using left-turn lanes and dedicated signal phases. NACTO TSDG, 119



This light rail runs slowly through a plaza in Germany, creating a functioning plaza that is safe for pedestrians



The light rail in Houston has large truncated domes protecting the transit lane from the travel lane



The light rail in downtown Denver runs along side vehicles, functioning much like a streetcar



This light rail has rumble strips adjacent to the tracks to warn motorists not to enter the lane



Landscaping

- Consider providing a continuous green space between tracks and adjacent road beds if appropriate. Discontinue green space at intersections and pedestrian crossings, and provide accessible paths for pedestrians through the transitway. NACTO TSDG, 133
- Consider providing landscaping & irrigation along track where possible, with street trees at a minimum of 25' on center where possible. Additionally, consider tree trenching to improve canopy.



Landscaping beneath the tracks and along the tracks is preferred due to aesthetics and stormwater management



These light rail tracks run above grass, increasing pervious surface while also improving overall aesthetics

Sidewalk Design + Amenities

- Provide street furniture (bollards, benches, planters, street lights, bicycle parking, etc) to define shared space and integrate it into the cohesive street design. Design elements provide guidance for the visually impaired and delineate the traveled way from the pedestrian-exclusive area. Where less permeability is desired, such as just ahead of stations, use plantings, railings, and furniture to concentrate activity in desired areas and channelize pedestrian travel paths. NACTO TSDG, 28
- Sidewalk design/width and clear width to be compatible with City of Dallas sidewalk requirements for the CBD, the City of Dallas Complete Streets Design Manual, and the Downtown 360 Street Typology Guidelines.



A wide sidewalk, ideally with street trees and lighting, is preferred to protect pedestrians from the adjacent train



San Jose's transit mall has numerous sidewalk amenities including trees, planters, trash cans, and newspaper racks



Bike Lanes

- Integrate bike lanes with transit corridors and clearly designate bikeway from automobiles and transit where applicable. Bicycles may also be accommodated in shared travel lanes where speeds are low. Accommodate bicycle turns at right angles using two-stage turn queue boxes. Where motor vehicle through-traffic is prohibited, consider providing a cycle track through the plaza. NACTO TSDG, 33
- Consider bi-directional bike lanes paralleling the DART alignment on one-way streets.



These bike lanes slip behind a train and bus platform, protecting cyclists and providing a buffer to the sidewalk

Paving Materials

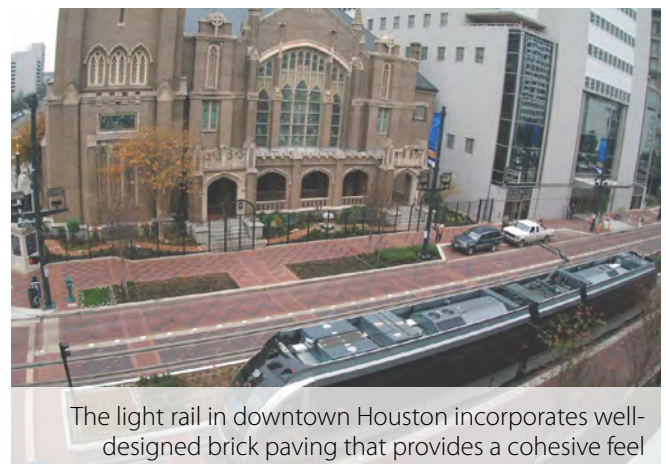
- The trackway should be designated using red or alternate, distinct color to deter drivers from entering the guideway. Also consider using distinct pavers. NACTO TSDG, 134
- Durable materials such as brick, stone, and unit pavers shall be used on the transitway or across the entire right-of-way. NACTO TSDG, 32 No non-traversable surface such as ballast shall be used.
- Provide special paving at street intersections. Consider the durability of materials based on lessons learned on the Downtown Transit Mall.
- Provide quality unit paver or integral colored concrete at pedestrian areas.
- Paving materials are to be used to clearly define transit /pedestrian/vehicle areas.



Red-painted transit lanes let drivers know that the lane is not for driving



These bike lanes are well-marked and physically separated, protecting cyclists from the rail and cars



The light rail in downtown Houston incorporates well-designed brick paving that provides a cohesive feel



Train Portals

- Consider locating stations adjacent to entrance to train portal. Additionally, consider placing portal in center of road/ boulevard.
- Shield entrance to tunnel with decorative, yet protective fencing and roof cover as well as buffering with landscaping.
- Consider making excess land adjacent to tunnel portal a harmoniously designed open space, plaza, or activated, developed parcel.
- Encourage air rights development over portals.
- Provide aesthetically appealing safety measures to prevent access into tunnel by pedestrians and vehicles.



This tunnel portal in San Francisco is incorporated into an adjacent park

Egress + Ventilation Design

- Fully integrate ventilation and emergency egress structures into new or existing development where possible.
- Full screen any ventilation structures in the right-of-way or provide flush gratings. Do not place gratings in sidewalks where possible.
- Where ventilation shafts cannot be incorporated into new or existing construction, provide context sensitive architectural design and incorporate artwork where possible.



Disguised emergency egress such as this trap door in the sidewalk are preferred



The light rail along the Embarcadero in San Francisco descends underground in the middle of the street



This emergency egress and service building is disguised through artful design in an existing park



Catenary Poles + Lighting

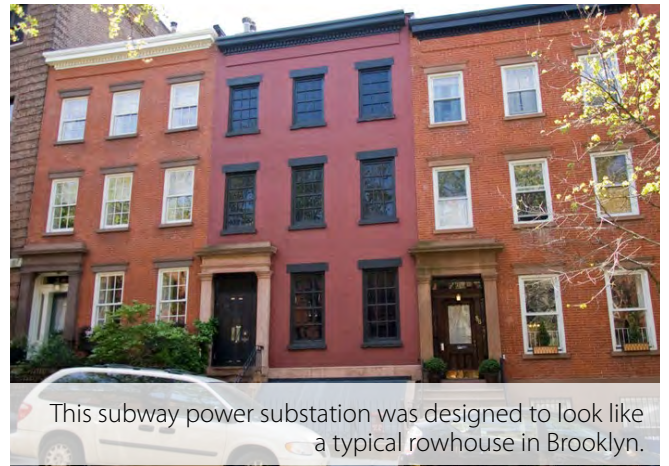
- Catenary poles and lighting are to be integrated wherever possible to avoid cluttering right-of-way.
- Catenary poles should fit the surrounding neighborhood context and should introduce minimal visual intrusion.



Catenary poles and wiring should incorporate street lighting and be aesthetically appealing

Substations + Service Buildings

- Do not place service buildings adjacent to development unless fully contained within development.
- Fully screen all service buildings with masonry walls or landscaping.
- Place service buildings on parcels that do not preclude future development.



This subway power substation was designed to look like a typical rowhouse in Brooklyn.



These catenary poles are artful and incorporate lighting into their design



The proposed subway service building matches the architectural character of the surrounding district



R & J
**JEWELRY
DIAMONDS**
BUY-SELL-PAWN
**MONEY TO LOAN
ON ALL JEWELRY**
W. JEWELRY SHOPPING
W. WATCH REPAIR & SATISFACTION
W. APPLICABLE

VTA
5:00 PM



Additional Design Considerations

Land Acquisition and Development

- 40 Pocket Parks + Plazas
- 40 Development Air Rights

Public Art

- 41 Budget
- 41 Opportunities

Sound, Vibration, and Visual Mitigation

- 42 Sound Walls
- 42 Preventative Landscaping

Operations

- 43 Safety and Security
- 43 Durability + Maintenance



Pocket Parks + Plazas

- Utilize remaining parcels and partial takes along corridor as opportunities to develop pocket parks or plazas as appropriate to land use.
- All pocket parks and plaza shall provide shade and other comfortable amenities for users.
- At stops/ stations/ station portals, provide public plazas and/or incorporate station portals into existing parks and plazas where possible to encourage activity, security, and connectivity.
- Coordinate public spaces/ plazas with City of Dallas Parks Department and consider Downtown Parks Master Plan.



Excess land between rail tracks can be designed to be enjoyable plazas for pedestrians



This light rail in Portland runs beneath a building and through a plaza.

Development Air Rights

- Maximize opportunities for developable parcels and allow development of air rights over DART right-of-way.
- Allow for development above light-rail train tunnel portals to maximize economic development, shielding tunnel portal from view while also discouraging devaluation of adjacent properties.



Allowing the development of air rights above the tracks can create great spaces atop would-be eyesores



Air development rights produce increased economic development where otherwise no development could exist

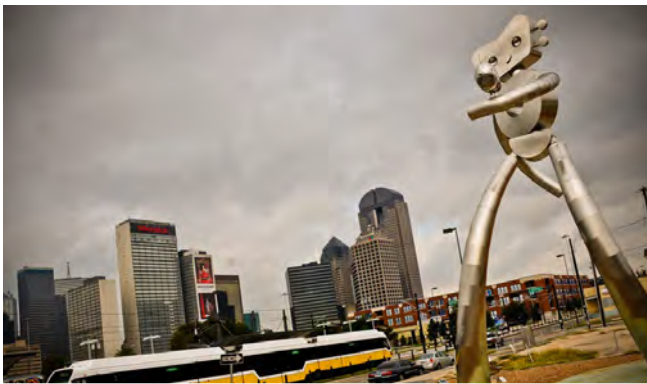


Budget

- Consider a separate budget for programming and execution of corridor level public artwork to enhance the corridor as a whole. Coordinate all artwork with the City of Dallas' Office of Cultural Affairs.
- Seek out opportunities for public/ private partnerships for art programs or installations.

Opportunities

- Consider creating a specific Art Advisory Committee for each district corridor in addition to the Station Committee.
- Provide public art along corridors in addition to at stations.
- Follow DART Art and Design Criteria at stations.



Art at a transit stop and along the route provides enjoyment for waiting passengers and people passing by



This light rail station in Minneapolis incorporates art into the facade of a stairwell



This station in Portland has a striking art piece in the center of the station

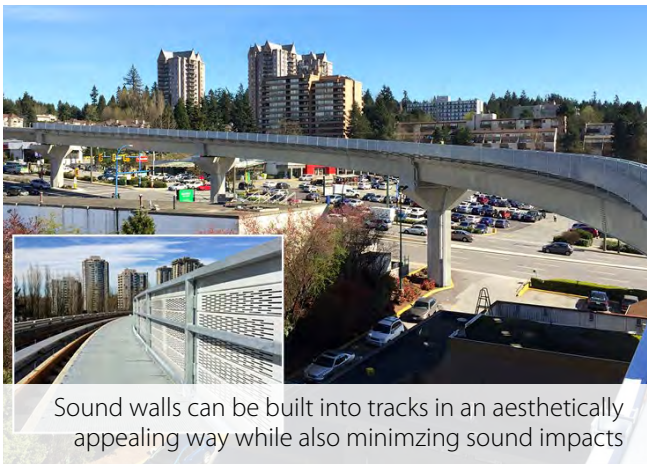


Artwork can be incorporated into the structure of the station platform, as seen here.



Sound Walls

- Provide context sensitive sound walls / landscape screening where needed to prevent visual intrusion of utilities and other elements .
- Address future development impacts as well as existing conditions where possible.



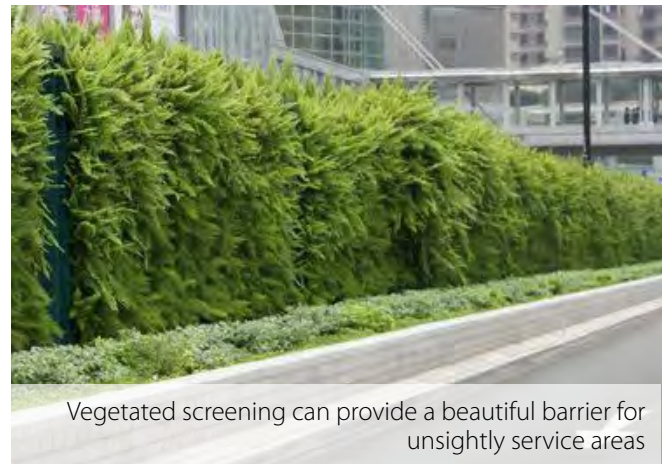
Sound walls can be built into tracks in an aesthetically appealing way while also minimizing sound impacts



These sound walls in Seattle help block sound from the train tracks from the surrounding neighborhood

Preventative Landscaping

- Provide landscape screening where needed to prevent visual intrusion of utilities and other elements .
- Provide landscaping & irrigation appropriate to the location (provide street trees at minimum 25' on center, where possible).
- Integrate landscaping into soundwalls, fencing, and screening elements.



Vegetated screening can provide a beautiful barrier for unsightly service areas



Vegetated buffers can also be designed with local plant species and serve to improve stormwater management



Safety and Security

- Coordinate pedestrian safety at crossings and along corridor with City of Dallas.
- Provide vehicle crossing protection that is fully integrated with traffic signal system in the corridor.
- Provide active surveillance in all areas that are not highly visible. Enhance surveillance in below-grade stations.
- Follow CPTED (Crime Prevention Through Environmental Design) Principles in all station and transitway design

CPTED Principle #1: Natural Surveillance--"See and be seen". Lighting and landscape play an important role. Minimize or eliminate physical obstructions that obscure views.

CPTED Principle #2: Natural Access Control-- Utilize walkways, fences, lighting, signage and landscape to clearly guide people and vehicles to and from the proper entrances.

CPTED Principle #3: Territorial Reinforcement-- Utilize pavement treatments, landscaping, signage, etc. to distinguish private and public areas.

CPTED Principle #4: Maintenance-- Neglected and poorly maintained properties are breeding grounds for criminal activity.

Durability + Maintenance

- Materials should be selected based upon durability and low maintenance requirements.
- Materials should incorporate integral color wherever possible.
- Materials should deter vandalism as outlined in DART Design Criteria.
- Long term maintenance agreements for all improvements are encouraged to clearly identify maintenance responsibility. These entities include but are not limited to organizations such as City of Dallas, Downtown Dallas Inc., and DART.



AR





Adjacent Development Considerations

- 46 Development Character
- 46 Street and Block Design
- 47 Pedestrian Level Design
- 47 Sidewalk and Landscape Design



Development Character

Transit corridor design should:

- Allow for greater density near light rail stations.
- Not preclude the ability for adjacent development to maintain a consistent and continuous street wall with a pedestrian-oriented edge.
- Enhance the ability for adjacent development to collectively create spaces where pedestrians feel comfortable and protected rather than overwhelmed or vulnerable.
- Not preclude adjacent development from creating continuously lively and inviting street-level façades with storefronts, display windows, entrances, or other forms of architectural relief.
- Allow adjacent development to provide awnings and/or architectural detail.

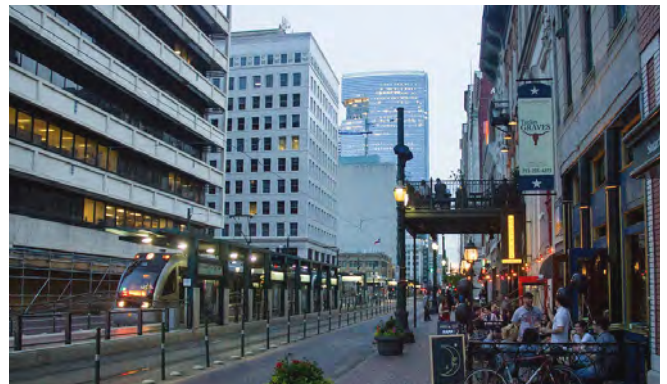


Transit-oriented development near light rail helps increase ridership and overall residential density

Street and Block Design

Transit corridor design should:

- Allow adjacent development to maintain or create short blocks with frequent intersections, avoiding super-blocks and multiple block developments that close streets.
- Allow for adjacent development to provide on-street parking where possible.
- Preserve important views.
- Not increase the number of curb cuts and vehicular access points to adjacent development.
- Consider local TIF district guidelines, including TIF district goals, character, and other special considerations, when designing DART lines through these particular geographies.



The light rail in Downtown Houston has an active public realm with numerous cafes with outdoor dining



Storefronts in Downtown Portland open out to the light rail very similar to streets with vehicular traffic



Providing alleyways, such as Linden Alley in San Francisco, increase connectivity on large sites



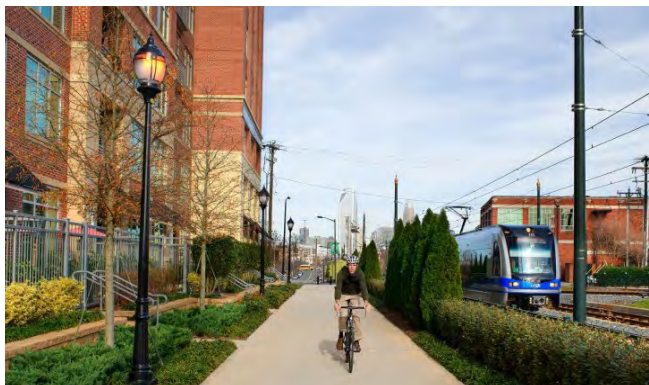
Pedestrian Level Design

Transit corridor design should:

- Not preclude the ability for adjacent development to provide raised or setback ground-level entries such as stoops and porches. Additionally, design shall not preclude adjacent buildings to provide prominent and accessible entrances connecting the private and public realms.
- Allow for a variety of signage at ground level including awning signage, projecting signage, window signs, blade signs, and temporary sandwich boards. Additionally, design shall not obscure sight lines of building entrances and signage.
- Not preclude adjacent development from providing sidewalk vendors, cafes, or restaurant patios adjacent to the curb where space permits.



Portland's light rail transit mall has a design that allows for numerous entrances to retail and commercial spaces



This development in Charlotte provides a trail and residential stoops that look onto the adjacent rail line

Sidewalk and Landscape Design

Transit corridor design should:

- Preserve significant trees within public right-of-way and on adjacent property.
- Allow for proper drainage and irrigation for street trees and trees on adjacent properties.
- Allow adjacent development to locate benches and seating near building entrances and in public realm away from street. Additionally, the design shall allow for non-permanent amenities such as seating and tables.
- Not preclude adjacent development to provide ample lighting on sidewalks, streets, walkways and plazas to enhance safety, including street lights spaced a maximum of 75' apart.



Wide sidewalks provide a large clear-zone as well as street trees and other street furniture



This light rail station in Charlotte has flexible furniture and cafe seating adjacent to private development



City of Dallas



DOWNTOWN
DALLAS INC

Memorandum



CITY OF DALLAS

DATE April 21, 2017

TO Honorable Mayor and Members of the City Council

SUBJECT **April 27, 2017 Council Agenda Item No. 46 – Z167-166(PD)**

Subsequent to the April 27, 2017, Council docket distribution, staff discovered the CPC approved development plan was not included in the case report for Item no. 46 – Z167-166(PD).

The revised case report has two changes. On page 5 under Off-Street Parking, the minimum number of spaces was corrected from 320 in the original report to 262 in the revised report. The proposed development plan on page 11 was replaced with the CPC approved development plan. The changes in the development plan are the removal of parking spaces north of the building and changing the orientation of the remaining surface parking spaces on the west side of the building from diagonal to head-in parking.

Please contact David Cossum, Director, Sustainable Development and Construction Department at 214-671-9293 if you have any questions or need additional information.

A handwritten signature in black ink, appearing to read 'Majed A. Al-Ghafry'.

Majed A. Al-Ghafry
Assistant City Manager

c: T.C. Broadnax, City Manager
Larry Casto, City Attorney
Craig D. Kinton, City Auditor
Rosa A. Rios, City Secretary
Daniel F. Solis, Administrative Judge
Kimberly Bizor Tolbert, Chief of Staff to the City Manager
Raquel Favela, Chief of Economic Development & Neighborhood Services

Jo M. (Jody) Puckett, P.E., Assistant City Manager (Interim)
Eric D. Campbell, Assistant City Manager
Jill A. Jordan, P.E., Assistant City Manager
Joey Zapata, Assistant City Manager
M. Elizabeth Reich, Chief Financial Officer
Alan E. Sims, Interim Chief of Community Services
Theresa O'Donnell, Chief of Resilience
Directors and Assistant Directors

FILE NUMBER: Z167-166(PD)

DATE FILED: December 22, 2016

LOCATION: Between Maple Avenue and the Dallas North Tollway, southeast of the intersection of Maple Avenue and the Dallas North Tollway.

COUNCIL DISTRICT: 2

MAPSCO: 34Z, 35W, 44D, 45-A

SIZE OF REQUEST: Approx. 1.27 Acres

CENSUS TRACT: 5.00

APPLICANT/OWNER: Old Parkland Unit K

REPRESENTATIVE: Rob Baldwin, Baldwin Planning

REQUEST: An application for a Planned Development Subdistrict for GR General Retail Subdistrict uses on property zoned a GR General Retail Subdistrict within Planned Development District No. 193, the Oak Lawn Special Purpose District.

SUMMARY: The applicant is proposing to develop the property with an office building with underground parking. A Planned Development Subdistrict is proposed to 1) reduce setbacks adjacent to the existing TH-3(A) Subdistrict; 2) reduce setbacks required for utilities, transformers and covered stairwells for parking structures and 3) calculation of parking at minimum of one off-street parking space for every 400 square feet; 4) remove front yard designation on Dallas North Tollway; 5) a minimum front yard setback of 15 feet; 6) fencing in a required yard is permitted to exceed nine feet in height as shown on the development plan; and 7) generators and equipment less than eight feet in height need not be shown on the development plan.

CPC RECOMMENDATION: Approval, subject to a development plan and conditions.

STAFF RECOMMENDATION: Approval, subject to a development plan and conditions.

BACKGROUND INFORMATION:

- Planned Development District No. 193 was established by Ordinance No. 18580 on February 8, 1985.
- The ±1.27-acre request site is undeveloped and surrounded by retail and personal service uses to the east, single family uses to the west, office uses to the south and a general retail use to the north.
- The request for a Planned Development Subdistrict is to construct a 96,000 square foot office building with underground parking at a maximum height of 120 feet.
- The request site is immediately adjacent north of the Old Parkland Campus North and will be similar in density, scale, and streetscape.

Zoning History: There have been no recent zoning changes requested in the area within the last five years.

Thoroughfares/Streets:

Thoroughfare/Street	Type	Existing ROW
Maple Street	Community Collector	42 feet

Traffic:

The Engineering Division of the Department of Sustainable Development and Construction Department has reviewed the request and has no objections if a traffic impact analysis is submitted and complies with all requirements by the City's Traffic Engineers.

STAFF ANALYSIS:

Comprehensive Plan:

The *forwardDallas! Comprehensive Plan* was adopted by the City Council in June 2006. The *forwardDallas! Comprehensive Plan* outlines several goals and policies which can serve as a framework for assisting in evaluating the applicant's request.

In general, the applicant's request is consistent with the following goal and policy of the Comprehensive Plan.

URBAN DESIGN ELEMENT

GOAL 5.3 ESTABLISHING WALK-TO CONVENIENCE

Policy 5.3.1 Encourage a balance of land uses within walking distance of each other.

Area Plan:

The Oak Lawn Special Purpose District and the Oak Lawn Plan include the following objectives:

- (1) To achieve buildings more urban in form.
- (2) To promote and protect an attractive street level pedestrian environment with continuous street frontage activities in retail areas.
- (3) To encourage the placement of off-street parking underground or within buildings similar in appearance to non-parking buildings.
- (4) To promote development appropriate to the character of nearby neighborhood uses by imposing standards sensitive to scale and adjacency issues.
- (5) To use existing zoned development densities as a base from which to plan, while providing bonuses to encourage residential development in commercial areas.
- (6) To discourage variances or zoning changes which would erode the quantity or quality of single-family neighborhoods, or would fail to adhere to the standards for multiple-family neighborhoods and commercial areas.
- (7) To promote landscape/streetscape quality and appearance.

The proposed development will have design elements comparable to those of Old Parkland North. These elements are more urban in form by constructing the building closer to the street, ensuring that primary entrances are prominent and street-facing, allowing on-site surface parking to be behind the front yard setback and to the rear of the building as well as providing an underground parking garage. The development also proposes enhanced sidewalks and landscaping along Maple Avenue. The applicant is proposing underground parking and is compatible with the surrounding uses with respect to scale and adjacency.

While the applicant's request for a PDS for general retail uses meets objectives 1, 2, 3, 4, 6, 7; the remaining objectives are not applicable to the proposed development

because the use does not meet the entire statement of the objectives in the Oak Lawn Special Purpose District and the Oak Lawn Plan.

Surrounding Land Uses and Zoning:

Direction	Zoning	Land Use
Site	PD No. 193 (GR)	Vacant, undeveloped
North	PD No. 193 (GR),	Screened Receptacle
East	PD No. 193 (GR)	Retail & Personal Service
South	PD No. 193 (GR)	Office
West	PD No. 193 (TH-3)	Single Family & Dallas North Tollway

Land Use Compatibility:

The request site is 1.274 acres and is currently undeveloped. The proposed use is for a 96,000 square feet office building with a maximum height of 120 feet and an underground parking garage as depicted on the development plan. The property is immediately adjacent to office uses on the south. The area along both sides of Maple Street is generally developed with office/commercial/utility uses east of the site, with developed single family property east, towards the depressed lanes of the Dallas North Tollway and a screened outside receptacle to the north. The proposed use will be compatible with the surrounding development.

While the applicant is not requesting an increase in maximum height allowed in GR Subdistrict within PDD No. 193; the applicant is requesting relief from an additional front yard setback. The additional front yard setback requires that in addition to the 10-foot front yard setback, if adjacent to a TH-3 Subdistrict, the front yard must also provide for a setback equal to one-half of the portion of the building that exceeds 36 feet in height, up to a maximum total front yard setback of 50 feet. Due to the odd shape of the property, its adjacency to the Tollway and the proposed use, staff supports the relief of the front yard setback.

As the current zoning permits the office use by right, the applicant’s request is to not only establish the above referenced front yard setback relief, but to establish an off-street parking ratio that is not only specific to the development but also comparable to the Old Parkland Campus North development to the south; reduce setbacks required for utilities, transformers and covered stairwells for parking structures; require a minimum front yard setback of 15 feet instead of the average of the block; allow fencing in a required yard to exceed nine feet in height as shown on the development plan; and allow generators and equipment less than eight feet in height not to be shown on the development plan as they are not considered as structures.

In summary, the proposed development is considered compatible with surrounding uses and consistent with the established character of the area. Staff supports the request subject to the attached recommended conditions and development plan.

Development Standards:

DISTRICT	Setbacks		Density	Height	Lot Coverage	FAR	Primary Uses
	Front	Side/Rear					
Existing							
PDD No. 193, GR	10'	0'	N/A	120'	80%	2:1	General Retail
Proposed							
PDS (GR)	15 _*	0'	N/A	120'	80%	2:1	General Retail

* For the purpose of this PDS, Dallas North Tollway is not considered a front yard.

Landscaping:

The landscape plan will meet the landscape requirements in accordance to Part 1 of PDD No. 193 except for the portion of the site that has frontage along the Dallas North Tollway. The applicant is requesting relief from this condition and is thereby requesting that the Dallas North Tollway not be considered a front yard. The language has been incorporated into the PDS conditions.

Off-Street Parking:

The off-street parking requirement for an office use with a development of this size is a minimum of **262** ~~320~~ spaces with a parking ratio of 1:366. In an effort to maintain consistency with the off street parking ratio of the Old Parkland Campus North, the applicant is requesting a decrease in the number of off street parking to 240 spaces with a ratio of 1:400 with a minimum of 90 percent of the required parking must be located underground. Staff supports this reduction in parking because the site will be secured and only allow parking for approved staff. Therefore staff believes the request is reasonable in that it will not infringe significantly upon the adjacent land uses.

Z167-166(PD)

Old Parkland Hospital Campus
North Area
Ownership & Officers

Old Parkland Unit A, L.L.C.

3819 Maple Avenue
Dallas, Texas 75219
Manager = CH/OP Campus Services, Inc.

Old Parkland Unit K, L.L.C.

3819 Maple Avenue
Dallas, Texas 75219
Manager = CH/OP Campus Services, Inc.

CH/OP Campus Services, Inc.

3819 Maple Avenue
Dallas, Texas 75219

Officers:

Anne L. Raymond, Director, President
Cathy Golden, Vice President
M. Kevin Bryant, Vice President, Secretary
Jackie L. Close, Assistant Secretary

Z167-166(PD)

City Plan Commission Action:
March 16, 2017

Motion: It was moved to recommend **approval** of a Planned Development Subdistrict for GR General Retail Subdistrict uses, subject to a development plan and conditions on property zoned a GR General Retail Subdistrict within Planned Development District No. 193, the Oak Lawn Special Purpose District, between Maple Avenue and the Dallas North Tollway, southeast of the intersection of Maple Avenue and the Dallas North Tollway

Maker: Rieves
Second: Houston
Result: Carried: 14 to 0

For: 14 - Anglin, Rieves, Houston, Davis, Shidid,
Anantasomboon, Mack, Jung, Housewright,
Schultz, Peadon, Murphy, Ridley, Tarpley

Against: 0
Absent: 1 - Haney
Vacancy: 0

Notices: Area: 500 Mailed: 75
Replies: For: 13 Against: 1

Speakers: None

Proposed PD conditions

Division S-____. PD Subdistrict ____.

SEC. S-____. LEGISLATIVE HISTORY.

PD Subdistrict ____ was established by Ordinance No. ____, passed by the Dallas City Council on ____.

SEC. S-____.102. PROPERTY LOCATION AND SIZE.

PD Subdistrict ____ is established on property located between Maple Avenue and the Dallas North Tollway, southeast of the intersection of Maple Avenue and Dallas North Tollway. The size of PD Subdistrict ____ is 1.274 acres.

SEC. S-____.103. DEFINITIONS AND INTERPRETATIONS.

(a) Unless otherwise stated, the definitions and interpretations in Chapter 51 and Part I of this article apply to this division. If there is a conflict, this division controls. If there is a conflict between Chapter 51 and Part I of this article, Part I of this article controls.

(b) In this division, SUBDISTRICT means a subdistrict of PD 193.

(c) Unless otherwise stated, all references to articles, divisions, or sections in this division are to articles, divisions, or sections in Chapter 51.

(d) This subdistrict is considered to be a nonresidential zoning district.

SEC. S-____.104. EXHIBIT.

The following exhibit is incorporated into this division: Exhibit S-____A: development plan.

SEC. S-____.105. DEVELOPMENT PLAN.

Development and use of the Property must comply with the development plan (Exhibit ____). If there is a conflict between the text of this article and the development plan, the text of this article controls.

SEC. S-____.106. MAIN USES PERMITTED.

The only main uses permitted in this subdistrict are those main uses permitted in the GR General Retail Subdistrict, subject to the same conditions applicable in the GR

General Retail Subdistrict, as set out in Part I of this article. For example, a use permitted in the GR General Retail Subdistrict only by specific use permit (SUP) is permitted in this subdistrict only by SUP; a use subject to development impact review (DIR) in the GR General Retail Subdistrict is subject to DIR in this subdistrict; etc.

SEC. S-____.107. ACCESSORY USES.

As a general rule, an accessory use is permitted in any subdistrict in which the main use is permitted. Some specific accessory uses, however, due to their unique nature, are subject to additional regulations in Section 51P-193.108. For more information regarding accessory uses, consult Section 51P-193.108.

SEC. S-____.108. YARD, LOT, AND SPACE REGULATIONS.

- (a) Except as provided, the yard, lot, and space regulations for the GR General Retail Subdistrict apply.
- (b) Dallas North Tollway is not considered a front yard.
- (c) No additional setback is required for portions of a building above 36 feet.
- (d) No setback is required for covered stairwells for parking structures.
- (e) No setback is required for utilities and transformers.
- (f) A minimum front yard setback of 15 feet.

SEC. S-____.109. OFF-STREET PARKING AND LOADING.

- (a) Except as provided, consult Part I of this article for the specific off-street parking and loading requirements for each use.
- (b) For an office use, a minimum of one off-street parking space for every 400 square feet is required.
- (c) A minimum of 90 percent of the required parking must be located underground.

SEC. S-____.110. ENVIRONMENTAL PERFORMANCE STANDARDS.

See Article VI.

SEC. S-____.111. LANDSCAPING.

- (a) Landscaping must comply with Part I.

- (b) Plant materials must be maintained in a healthy, growing condition.

SEC. S-____.112. SIGNS.

Signs must comply with the provisions for business zoning districts in Article VII.

SEC. S-____.113. ADDITIONAL PROVISIONS.

(a) The Property must be properly maintained in a state of good repair and neat appearance.

(b) Development and use of the Property must comply with all federal and state laws and regulations, and with all ordinances, rules, and regulations of the city.

(c) Development and use of the Property must comply with Part I of this article.

(d) Fencing in a required yard is permitted to exceed nine feet in height as shown on the development plan.

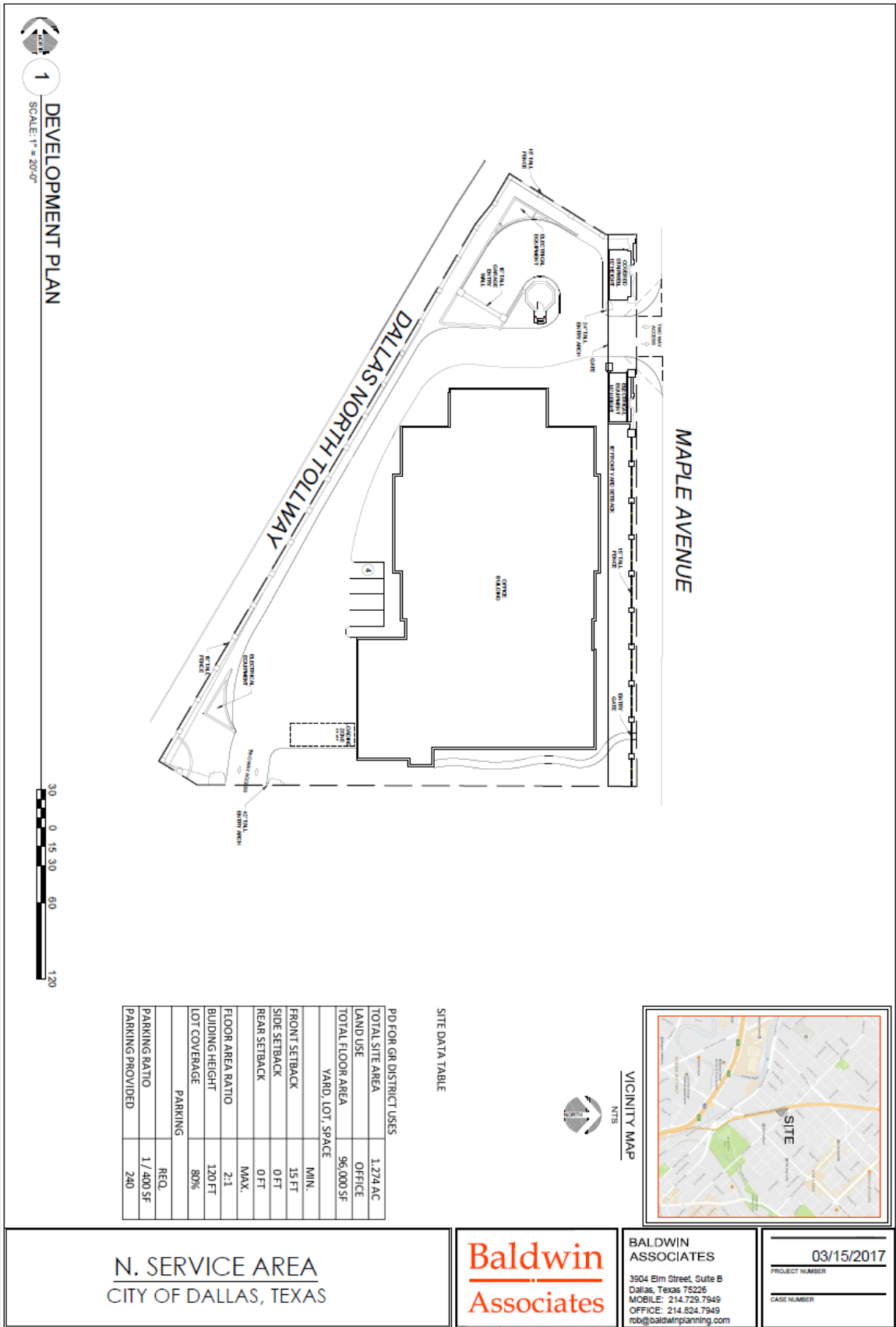
(e) Generators and equipment less than eight feet in height need not be shown on the development plan.

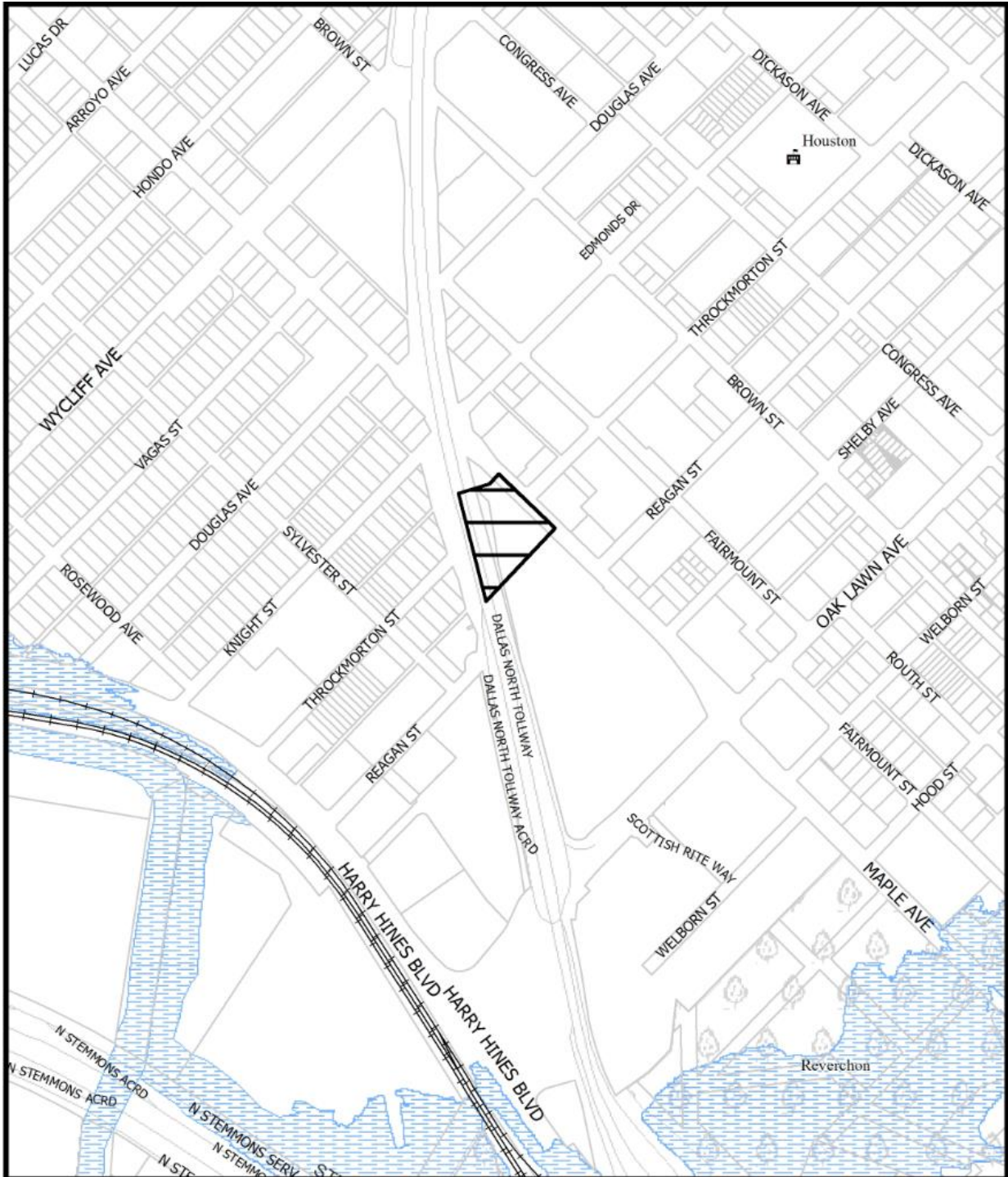
SEC. S-____.114. COMPLIANCE WITH CONDITIONS.


(a) All paved areas, permanent drives, streets, and drainage structures, if any, must be constructed in accordance with standard city specifications, and completed to the satisfaction of the city.

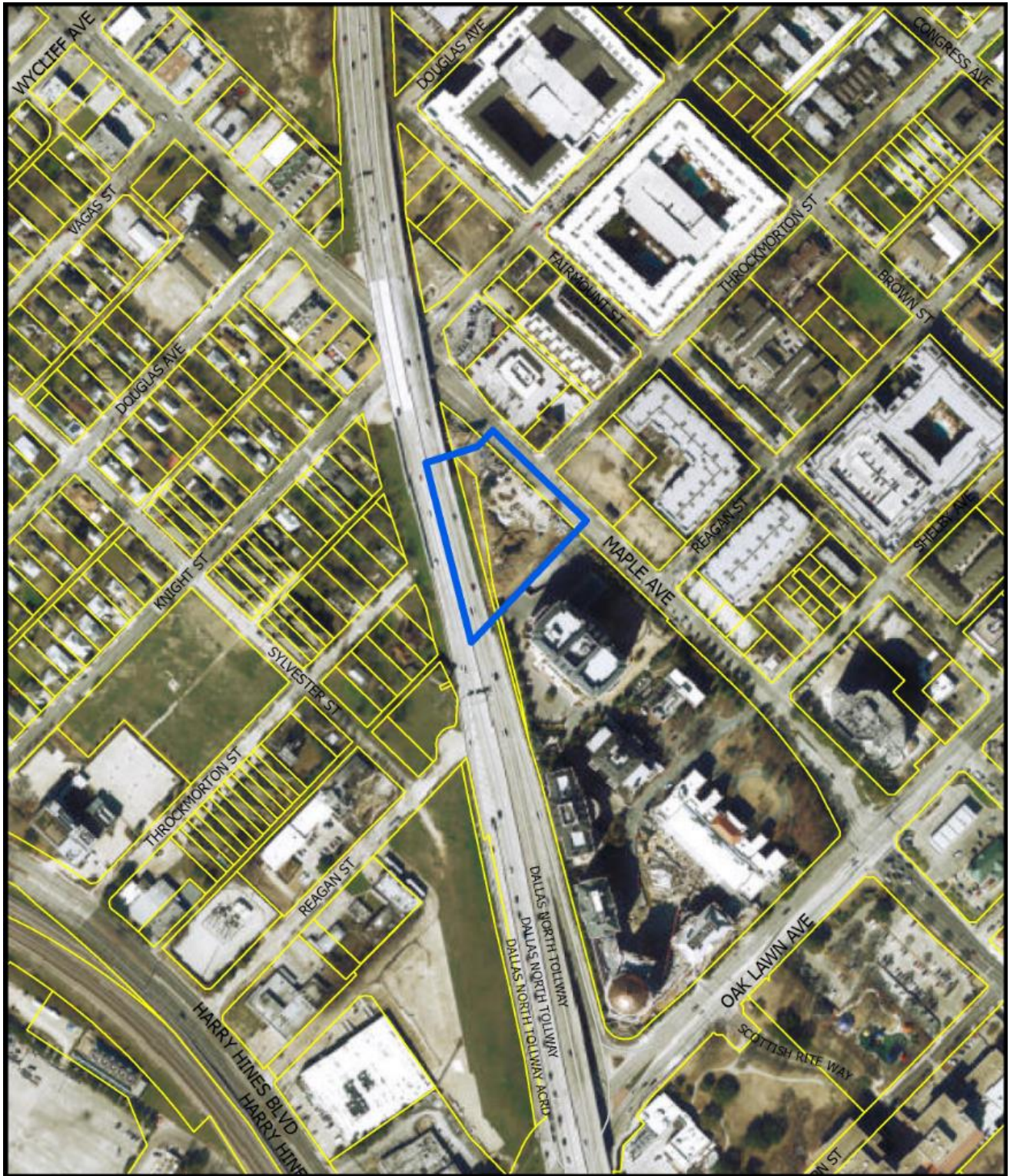
(b) The building official shall not issue a building permit to authorize work, or a certificate of occupancy to authorize the operation of a use, in this subdistrict until there has been full compliance with this division, the Dallas Development Code, the construction codes, and all other ordinances, rules, and regulations of the city.

Proposed Development Plan - REVISED





 1:6,000	<h2>VICINITY MAP</h2>	Case no: <u> Z167-166 </u> Date: <u> 1/10/2017 </u>
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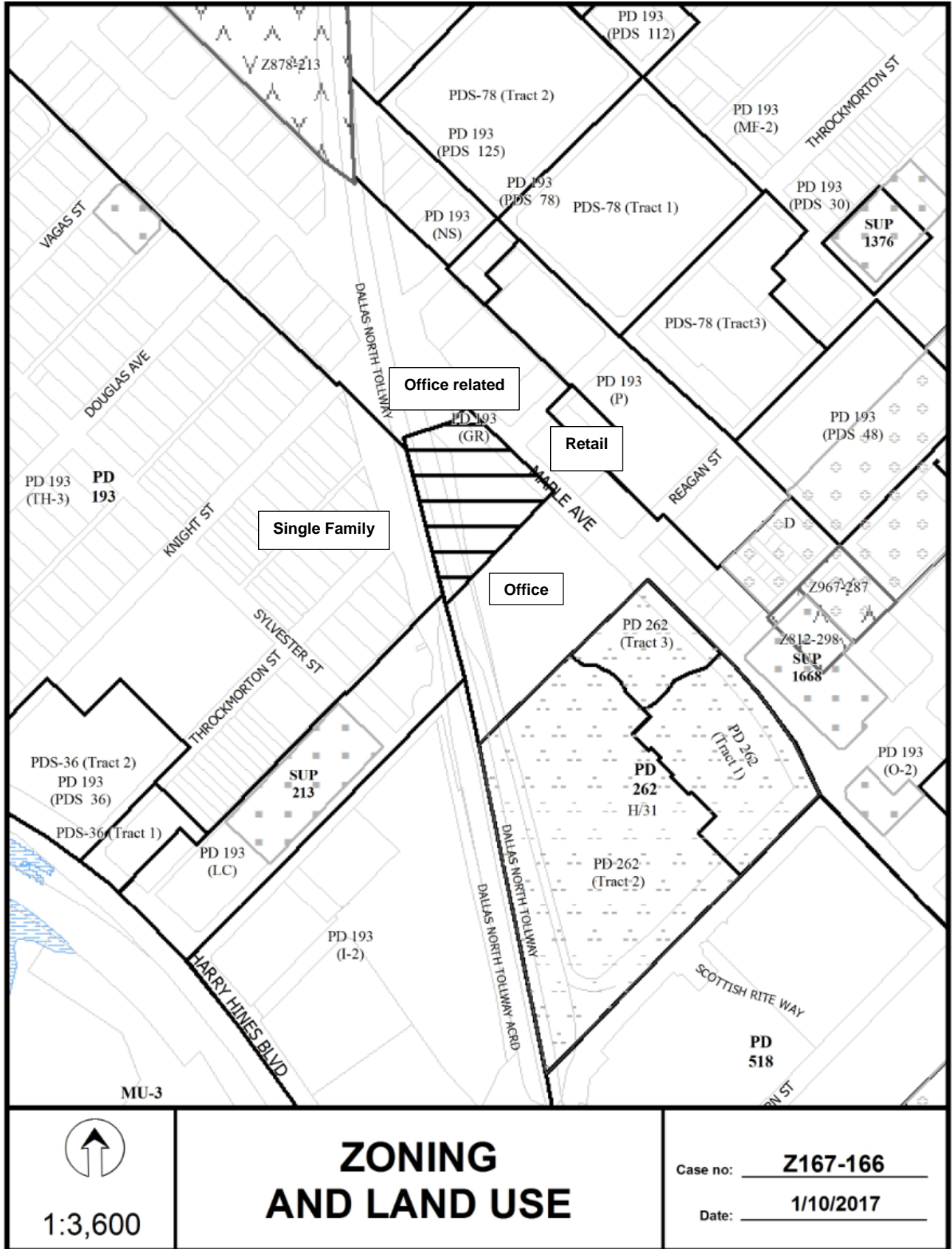


1:3,600

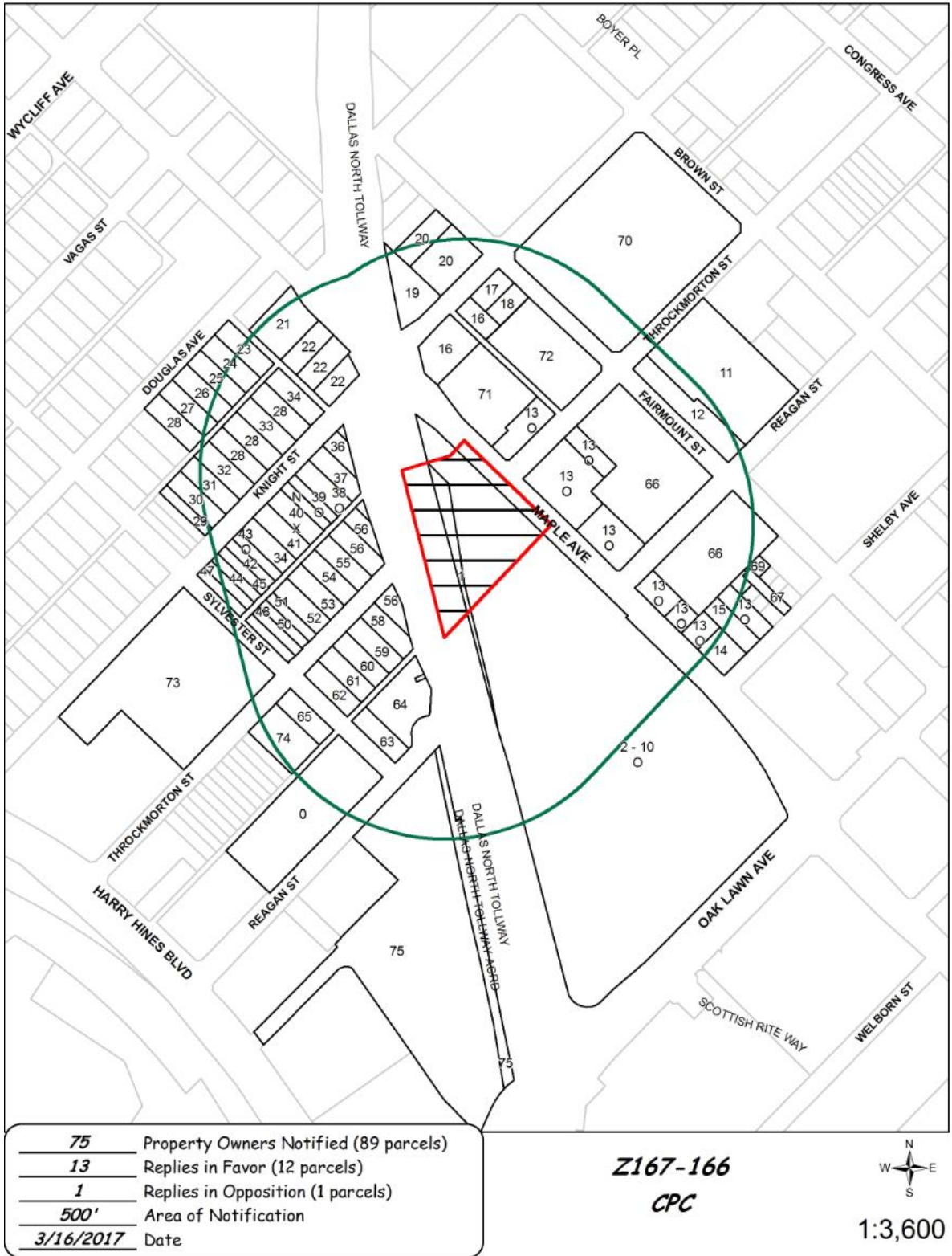
AERIAL MAP

Case no: Z167-166

Date: 1/10/2017



CPC Responses



03/15/2017

Reply List of Property Owners***Z167-166******75 Property Owners Notified******13 Property Owners in Favor******1 Property Owners Opposed***

<i>Reply</i>	<i>Label #</i>	<i>Address</i>	<i>Owner</i>
	1	3819 MAPLE AVE	OLD PARKLAND UNIT K LLC
O	2	3819 MAPLE AVE	OLD PARKLAND UNIT A LLC
O	3	3949 OAK LAWN AVE	OLD PARKLAND UNIT B LLC
O	4	3953 MAPLE AVE	OLD PARKLAND UNIT C LLC
O	5	3963 MAPLE AVE	OLD PARKLAND UNIT D LLC
O	6	4001 MAPLE AVE	TRT OLD PARKLAND LLC
O	7	2215 OAK LAWN AVE	OLD PARKLAND UNIT F LLC
O	8	2215 OAK LAWN AVE	OLD PARKLAND UNIT G LLC
O	9	2215 OAK LAWN AVE	OLD PARKLAND UNIT H LLC
O	10	3819 MAPLE AVE	OLD PARKLAND UNIT K LLC
	11	2612 THROCKMORTON ST	VILLAGE SQUARE APARTMENTS LLC
	12	4014 FAIRMOUNT ST	VILLAGE SQUARE APARTMENTS LLC
O	13	4024 MAPLE AVE	SOUTH TOLLWAY 3920 LP
	14	3902 MAPLE AVE	PAPPAS JASON &
	15	2507 SHELBY AVE	PAPPAS HARRIS PROPERTIES LLC
	16	4122 MAPLE AVE	4122 MAPLE LLC
	17	4125 FAIRMOUNT ST	WALIZADA MOHAMMAD S &
	18	4121 FAIRMOUNT ST	PENFOLD CRAIG PPTIES INC
	19	2507 KNIGHT ST	CHERTKOEV GOCHA
	20	4201 FAIRMOUNT ST	FAIRKNIGHT PARTNERS LTD
	21	4215 MAPLE AVE	DALLAS COMMUNITY CENTER
	22	4211 MAPLE AVE	ALZATE ALDEMAR
	23	2438 DOUGLAS AVE	MARTINEZ CONSEPCION &
	24	2432 DOUGLAS AVE	GARZA CHRISTOPHER
	25	2430 DOUGLAS AVE	MEDRANO PROPERTIES LTD
	26	2426 DOUGLAS AVE	VASQUEZ MIKE R

03/15/2017

	<i>Reply</i>	<i>Label #</i>	<i>Address</i>	<i>Owner</i>
		27	2422 DOUGLAS AVE	GARCIA EDGARDO
		28	2418 DOUGLAS AVE	MEDRANO PROPERTIES LTD
		29	2407 KNIGHT ST	VILLAVERDE ROBERTA L
		30	2411 KNIGHT ST	RIZOS NICK S
		31	2415 KNIGHT ST	MUNOZ OSCAR &
		32	2417 KNIGHT ST	WYCLIFF INVESTMENTS LLC
		33	2429 KNIGHT ST	MEDRANO RICARDO & JANIE
		34	2437 KNIGHT ST	MCCLAIN CAROLYN
		35	2440 KNIGHT ST	MATISE HOYT R
		36	2438 KNIGHT ST	GARCIA PATRICIA ANN
		37	2434 KNIGHT ST	SOSA FERNANDO & DORA H
	O	38	2428 KNIGHT ST	JOHNSON MICHAEL B
	O	39	2426 KNIGHT ST	FINLEY LEWIS W
	X	40	2422 KNIGHT ST	LERMA SANDRA E
		41	2416 KNIGHT ST	ALEMAN PEDRO B
		42	2408 KNIGHT ST	CHEN CHARLIE
	O	43	2410 KNIGHT ST	LANGE STEVEN
		44	2404 KNIGHT ST	DUPREE JANET LEE
		45	2406 KNIGHT ST	MASTERTON CATHERENE MARLENE
		46	2400 KNIGHT ST	HARPER JOHN R
		47	2402 KNIGHT ST	HENLEY BRET L
		48	2403 THROCKMORTON ST	VOORHEES WYNNE J
		49	2401 THROCKMORTON ST	BOECK CHRISTOPHER M
		50	2407 THROCKMORTON ST	BASINGER GREGORY L
		51	2405 THROCKMORTON ST	NAEEM USMAN SYAL
		52	2411 THROCKMORTON ST	GARAY JOHN D
		53	2415 THROCKMORTON ST	RODRIGUEZ LUIS M
		54	2419 THROCKMORTON ST	WYCLIFF INVESTMENTS LLC
		55	2423 THROCKMORTON ST	PALETTI SONIA L &
		56	2427 THROCKMORTON ST	GARRISON RICHARD T
		57	2431 THROCKMORTON ST	SOLTES KAYLEE ET AL

03/15/2017

<i>Reply</i>	<i>Label #</i>	<i>Address</i>	<i>Owner</i>
58	2418	THROCKMORTON ST	HERNANDEZ JOEL
59	2414	THROCKMORTON ST	RAMOS CLEMENTINA M
60	2410	THROCKMORTON ST	MANZANARES MARY L
61	2406	THROCKMORTON ST	PINEDA JOSEPHINE EST OF
62	2402	THROCKMORTON ST	BALLAS BARRY BULL INC
63	2359	REAGAN ST	PRESCOTT INTERESTS LC
64	2363	REAGAN ST	PRESCOTT INTERESTS LTD
65	2350	THROCKMORTON ST	LEE ANNIE D
66	2525	REAGAN ST	IMT CAPITAL SEVILLE LP
67	2517	SHELBY AVE	SHELBY TOWNHOMES OWN ASSO
68	2517	SHELBY AVE	GARZA LORI A
69	2519	SHELBY AVE	PATEL NIMIT
70	4110	FAIRMOUNT ST	BEHRINGER HARVARD FAIRMOUNT
71	4114	MAPLE AVE	ASHMORE RETAIL PROPERTIES INC
72	4111	FAIRMOUNT ST	BEHRINGER HARVARD FAIRMOUNT
73	4100	HARRY HINES BLVD	4100 HARRY HINES PTNRS LP
74	2344	THROCKMORTON ST	LEWIS JACK V &
75	2338	REAGAN ST	NORTH TEXAS TOLLWAY

Memorandum



CITY OF DALLAS

DATE April 21, 2017

TO Honorable Mayor and Members of the City Council

SUBJECT **Dallas Book Festival on April 29, 2017**

Please join us for the **2017 Dallas Book Festival**, the **Dallas Public Library's** premiere literary event to take place on Saturday, April 29 from 10 a.m. to 6 p.m. at the J. Erik Jonsson Central Library. This year the Dallas Book Festival is being held in conjunction with the **Dallas Festival of Ideas** to create a unique, unprecedented event in downtown Dallas. The two events will share several headliners including: Jeff Chang (*We Gon' Be Alright: Notes on Race and Resegregation*), Nadia Lopez (*The Bridge to Brilliance: How One Principal in a Tough Community Is Inspiring the World*), Andrew Solomon (*Far & Away* and the multiple-prize-winning *Far from the Tree: Parents, Children, and the Search for Identity*) and Yaa Gyasi, whose *Homegoing* won the National Book Critics Circle's award for best debut novel earlier this year.

This event is free and open to the public. For a complete listing of the authors and activities to take place at the Library visit DallasBookFestival.org. A Festival poster is attached to share with your constituents. Please RSVP for parking accommodations in the Library's underground garage by emailing Friends@FoDPL.org.

If you should have any further questions please let me know.



Joey Zapata

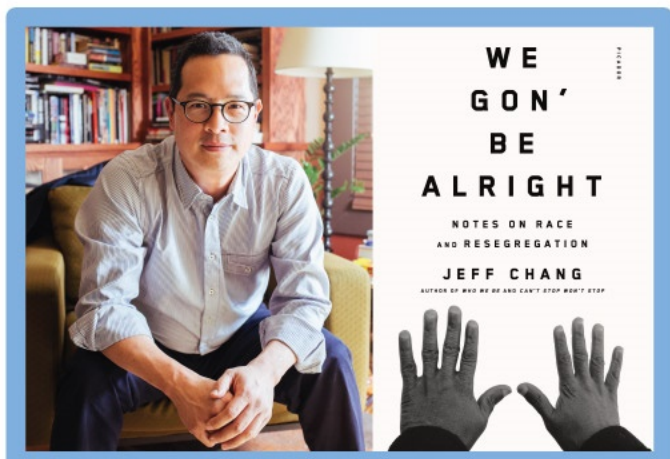
Assistant City Manager

c: T.C. Broadnax, City Manager
Larry Casto, City Attorney
Craig D. Kinton, City Auditor
Rosa A. Rios, City Secretary
Daniel F. Solis, Administrative Judge
Kimberly Bizzor Tolbert, Chief of Staff to the City Manager
Majed A. Al-Ghafry, Assistant City Manager
Raquel Favela, Chief of Economic Development & Neighborhood Services

Jo M. (Jody) Puckett, P.E., Assistant City Manager (Interim)
Eric D. Campbell, Assistant City Manager
Jill A. Jordan, P.E., Assistant City Manager
M. Elizabeth Reich, Chief Financial Officer
Alan E. Sims, Interim Chief of Community Services
Theresa O'Donnell, Chief of Resilience
Directors and Assistant Directors

2017 Dallas Book Festival

Saturday April 29, 2017 - 10am-6pm - Free Event!

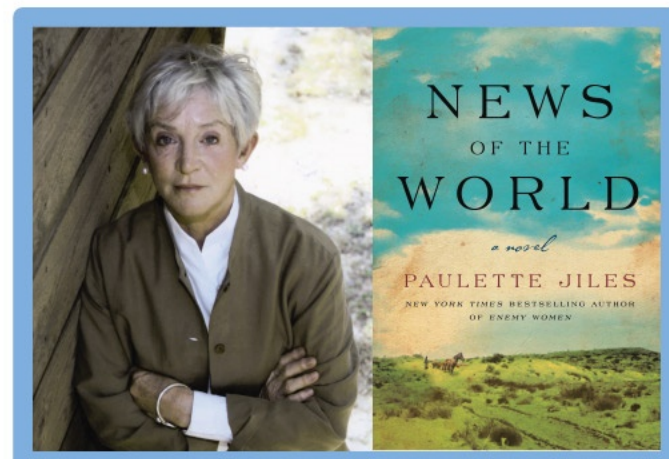


Jeff Chang

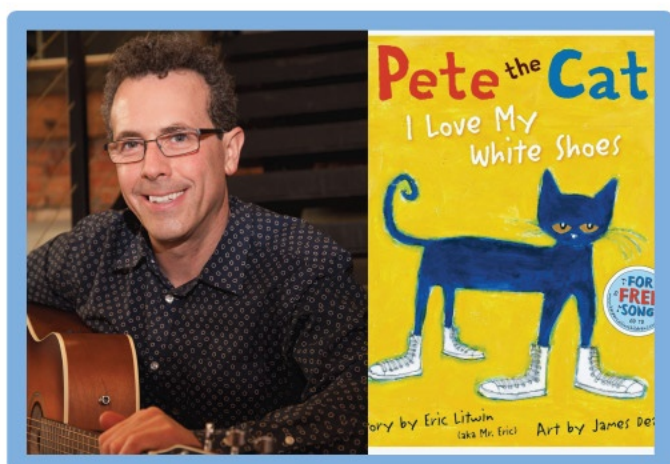
Photo: Jeremy Keith Villaluz



Yaa Gyasi



Paulette Jiles



Eric Litwin



Jeff Guinn

Photo: Jill Johnson

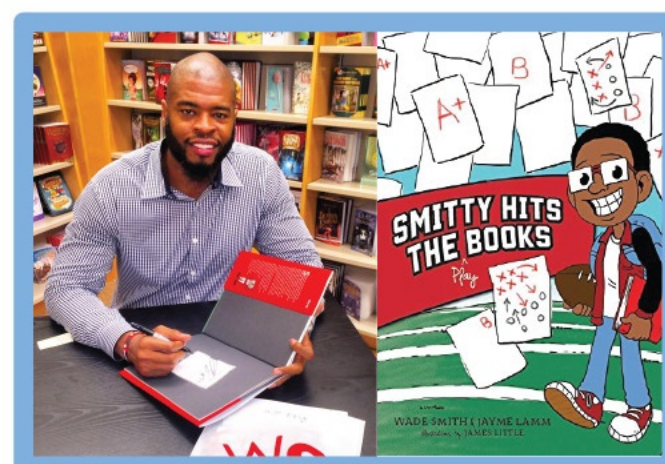


Kristen Radtke

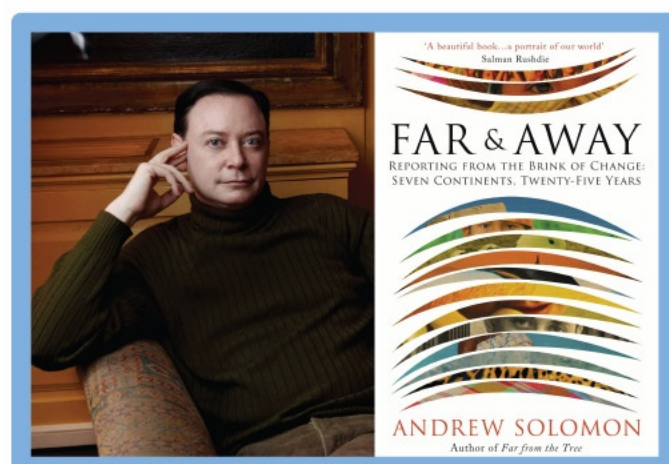
Photo: Greg Salvatori



Denyse Schmidt



Wade Smith



Andrew Solomon

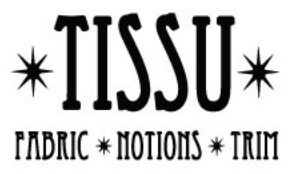
Photo: Timothy Greenfield Sanders

Fun for the whole family! Story Time - Writing Workshops - Dallas Poetry Slam - Music & Dance Performances - Local & National Authors - Food Trucks - Book Sales & Signings - Author Discussions

All 8 Floors of the J. Erik Jonsson Central Library
1515 Young Street Dallas, Texas 75201

Presented by:   dallaspubliclibrary

The Roy and Christine Sturgis Charitable Trust  The Dallas Morning News



dallasbookfestival.org


Memorandum



DATE April 21, 2017
TO Honorable Mayor and Members of the City Council
SUBJECT **City License Applications**

There were no Dance Hall and/or Sexual Oriented Business applications received for the week of April 10-14, 2017 by the Narcotics Bureau Licensing Squad of the Dallas Police Department.

Please have your staff contact Sergeant Lisette Rivera, #7947 at (214) 670-4811 and/or by email at lisette.rivera@dpd.ci.dallas.tx.us should you need further information.


for Eric D. Campbell
Assistant City Manager

cc: T.C. Broadnax, City Manager
Larry Casto, City Attorney
Craig D. Kinton, City Auditor
Rosa A. Rios, City Secretary
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