The I-345 Removal Debate
D Magazine and Civic groups have debated the benefits for urban living with removal of the freeway. Our Scenarios show alternatives for thru traffic, Infrastructure costs offset by increased density and new TIF generated, Residential and modern Workplace choices. Thus each Scenario covers Infrastructure at no new cost to the Public.

Three Alternative Scenarios

The CfMD Advanced Design Studio analyzed three alternative layouts to continue thru traffic and provide local access. All involve demolition of the existing I-345 freeway, re-use of ROW, and vacant parcel acquisitions, with high density MXD.

Boulevard

Least expensive Scenario utilizes new Boulevards on either side of the existing freeway, with subsequent demolition and Park replacement. Excess right-of-way reclaimed for high density MXD with the acquisition of vacant or underutilized sites.

Center Park

Mid-range cost Scenario features Roundabout connections, a reconfigured Cesar Chavez Boulevard with a new Boulevard to the East. Significant parcels acquired for high density MXD development will offset Infrastructure costs.

Park-Covered Tunnel

Most expensive Scenario offers thru traffic By-Pass with Park-covered Tunnel as focus for significant underutilized parcel acquisitions for high density Live/Work, Family Courtyard Residential, SkyRide transit loop, and DART-Oriented Ctr Center.

Three Alternative Scenarios

Scenario Comparisons --Costs/Density

Chart below compares the three Scenarios and resulting density of land uses, generation of Tax Increment allocated to Infrastructure, and new Jobs and Residents produced.
The Park provides open space for children with significant pre-school Childcare facilities. Landscaped courtyards feature recreational and leisure amenities, and adjacency to Townhomes, offering a variety of Residential choice.

Located on ten sites directly facing the landscaped Park deck, Family-oriented Courtyard Residential is the focus for a new Workplace expansion of the Dallas Office Core, high-rise Office and Boutique Hotel enjoy the CitiSquare address premium and transit options.

CitiSquare will be one of the largest public Open Spaces in Dallas. Animated by Transit choices, the high density envelope created by the Office and Hotel, and Urban Square with sidewalk Cafés.

Interactive Media Forum
CitiCenter features a semi-enclosed Interactive Media Forum. Large scale Digital Displays show information, world news, local events, online opinion poll, and interactive Artline with access from Plaza kiosks and mobile devices.

The Media Forum could become a venue for performances, political events, and displays of new products and technology. Media Forum will be a major attraction, representing an urbane counterpoint to the Arts District and CitiPark.

K – 5 Magnet School
Located on the Park deck with lightweight structure, the merit-based K – 5 Magnet School is a key feature for the Family Courtyard Residential and surrounding neighborhoods.

Park Themed Landscapes
Park features special Theme zones such as Earth, Air, Fire and Water. Landscapes express these basic elements, as the above sketch illustrates the Water theme.

The park serves as a “Value Address” and a proven urban amenity for high density Residential.

SkyRide People Mover
Elevated SkyRide monorail with automated tandem vehicles operates with short headways on a loop through the Park and CitiCenter, connecting the Office core, Arts District Convention Center and in the near future, the Houston/DFW Fast Train Terminal.

Citi Center and Urban Square
At the crossing of two DART lines and the Skyline loop, the CitiCenter Square, lined with Cafés and Retail, is the focus for the new Urban Retail Village offers a walkable expansion of Dallas-urban Core.

Thru Traffic By-Pass
Elevated SkyRide people mover loops the CitiSquare, connecting Transit to Dallas’ existing Office Core, and Civic/ Cultural institutions.

Scenario Summary
Chart on left shows total Scenario Development of $4.2 Billion generating $338.5 Million of Tax Increment for infrastructure.

UTA Center for Metropolitan Density
Public Infrastructure Costs

All Scenarios carry at least $318 Million Infrastructure burden for new Roadways and Parks. We assume no significant TXDOT contribution as Scenarios eliminate a State-owned freeway. Hence, Infrastructure Costs must cover Demo, ROW Parcel purchases, Streetscapes, Roadways and funding of a new Special Purpose Entity “Master DevCorp” for long term implementation over several Political cycles.

Tax Increment Finance funds Infrastructure, particularly for Park-Covered Tunnel, which is the only Scenario that permits thru-traffic, featuring a Park Cover as “Address Value” for high density Residential and creates the largest TIF. ROW and Parcels purchased by the “Master DevCorp” are later sold to developers at increased prices based on the created environment. Each Scenario passed Feasibility tests using market rate Capitalization and Discount rates, and IRR targets.

Infrastructure Pay-Back

Chart at right shows Infrastructure Costs are recovered by new TIF generated by projects, and Parcel sales to developers from the Public/ Private DevCorp.

Infrastructure includes funding the DevCorp as Master Developer for public improvements, developer selection, and design review, all at no new cost to the public with a Net Reserve Constingency.

City/Stakeholders Roundtable

Panel explored current Civic and City Agency thinking on the viability of the undertaking, the political will required to execute Scenarios over multiple administrations, and Market forces that drive absorption of Office and Residential.

Developers/Designers Roundtable

Panelists identified the need for Residential Choice, and insisted Retail is a critical amenity for Workforce and Residents. Long-term development expected as Uptown Dallas required 15 years to mature.

Downtown Parking ratios are lower than suburban due to cost. Hence, two Mothership Garages, owned by a new Parking Authority were proposed for each Scenario.

I-345 Tunnel By-Pass Scenario Benefits

Economic Development War Chest

- City Tax NPV (over 60 yrs) to $1.3 Billion
- TIF pays Infrastructure to $318.5M
- Cumulative City Tax (60 yrs) to $7.3 Billion

Expands Workplace and Regional Impact

- High value Workplace and increased Residential choices
- Re-branded Urban experience captures DFW fair share

Live/Work/Learn District

- Produces 41,500 Employees and Vendor Jobs
- Walkable Neighborhoods with Parks, Retail, and Cafes
- Residential MXD creates 14,200 new Residents as a Voter Block.