

AGENDA
CITY OF GRAPEVINE, TEXAS
SPECIAL CITY COUNCIL WORKSHOP
TUESDAY, JUNE 23, 2015
GRAPEVINE CITY HALL, SECOND FLOOR
200 SOUTH MAIN STREET
GRAPEVINE, TEXAS 76051

5:30 p.m. Dinner – City Council Conference Room
6:00 p.m. Call to Order – Planning and Zoning Conference Room

CALL TO ORDER: 6:00 p.m. – Planning and Zoning Conference Room

1. Discussion on Commuter Rail Station Design.

ADJOURNMENT

If you plan to attend this public meeting and you have a disability that requires special arrangements at the meeting, please contact the City Secretary's Office at 817.410.3182 at least 24 hours in advance of the meeting. Reasonable accommodations will be made to assist your needs.

In accordance with the Open Meetings Law, Texas Government Code, Chapter 551, I hereby certify that the above agenda was posted on the official bulletin boards at Grapevine City Hall, 200 South Main Street and on the City's website on June 19, 2015 by 5:00 p.m.



Tara Brooks, City Secretary



MEMO TO: HONORABLE MAYOR AND MEMBERS OF THE CITY COUNCIL
FROM: BRUNO RUMBELOW, CITY MANAGER BR
DATE: JUNE 19, 2015
SUBJECT: RAIL STATION/DEPOT WORKSHOP – TUESDAY, JUNE 23

Attached is an informational package for your review in advance of next week's workshop.

Included you will find:

1. Agenda
2. Information to refresh Council's memory of prior meetings
 - Notes – Public meeting; October 25, 2011
 - Notes – Council Workshop; May 16, 2011
3. Potential Workshop Discussion Points – June 23, 2015

As I mentioned during Tuesday's meeting, the workshop will be facilitated by Craig Melde of ArchiTexas. As some of you may recall, Craig facilitated a similar exercise prior to the design of City Hall in the mid-1990s.

The meeting will be an interactive session for you all to discuss and, using Craig's skills, will sketch out ideas for the station. This meeting will be held in the P&Z Conference Room so you all can gather around the table and yet still be on-camera just like the P&Z sessions and your other work sessions have been the last few years.

**DEPOT WORKSHOP
JUNE 23, 2015**

AGENDA

Goals for the Station

- **What do we want to achieve?**

Determine Needs

- **Identify Functions & Amenities**
- **Calculate SF Requirements**

Concepts

- **Site and Building**
- **Historic Image**

Review Facts

- **Site Analysis**
- **Rail Requirements**
- **Conditions affecting design**
- **Economy / Budget**

Grapevine's Main Street Commuter Rail Station

October 25, 2011, 6 – 8 PM

Founder's Building, Main Street at Hudgins, Grapevine, TX

Summarized themes from the comments from the public regarding the proposed Depot building and Main Street Station.

Major concerns or discussion items were noted as follows.

- a. The 200 surface parking spaces are considered inadequate based on what the public has experienced in other transit stations, or around the Main Street area of Grapevine today. Consideration was asked for providing additional parking in a structured garage. Building the parking facilities bigger now would prevent having to expand or re-build parking facilities later which would likely be at increased and additional costs. Related to the parking is how to monitor and restrict the parking from non-transit users, especially overnight.
- b. Public meeting accommodations in a Depot or Station facility is thought not warranted considering the available space in other nearby public buildings such as the Founder's Building and the new building under construction across the street.
- c. Depot building architecture needs to be complementary to that existing along Main Street, but does not have to be very ornate as represented in some of the photos from the slide presentation. The overall look of the building must be inviting and complement the existing streetscape.
- d. The station Depot needs to include retail which could offset long term operating and maintenance costs so that the station could be cost neutral. Retailers should not directly compete with existing retailers in / along Main Street, but should be complementary to those businesses. Possible vendors that are envisioned to be compatible with the rail station use include a coffee shop, small grocer or market, dry cleaners, or a satellite store of a Main Street merchant.
- e. Green space at the station and Depot is desirable. This green space could be used during festival and special events in conjunction with the station and Depot.
- f. Bicycle facilities should include racks and/or lockers to encourage increased use of this environmentally friendly transportation mode.
- g. Pedestrian flow and walkability around, to and from the transit station and depot needs to be provided so that less motorized forms of transportation and access can be implemented in the City of Grapevine.
- h. To facilitate pedestrian, non-motorized and vehicular access to and within the transit center site, wayfinding signage will be an important consideration during design of the transit center. The City may need to extend wayfinding signage beyond the limits of the commuter rail construction project.

Secondary or lesser voiced issues or concerns include:

- i. Bus bays and parking lot circulation should not compromise the safety of pedestrians using and crossing the parking area.
- j. Some concern was expressed with increased traffic which the station would generate. The station site should allow for ability to drop off passengers without blocking traffic.
- k. Public safety was expressed as a concern, but others did not consider it a significant issue based upon their experience in other transit systems and within the context of the City of Grapevine. Certainly, Grapevine police could have a presence as warranted.
- l. The ability to get electronic tickets or transit passes was desired.
- m. The station and Depot could include amenities such as wi-fi (or current technology at the time) so that patrons could keep in touch with others.
- n. Since the City has a significant senior population, there was question if the City could implement some form of para-transit be set up so that this population sector would be able to get to and from the Main Street station.
- o. Some interest was indicated in what would happen to the tracts of land around or near the station site, their availability, or preservation. Such tracts could be used for transit oriented development and could be a southerly extension of the downtown area.

Detailed comments are noted as follows:

- 1. Table 1 (lady)
 - a. Not enough parking; consider parking structure?
 - b. Public safety a must.
 - c. Revenue neutral to offset sales tax, rentals, and profit centers.
 - d. Don't need conference room.
 - e. Basic architecture
 - f. Drop off without blocking traffic.
 - g. How to deal with extended stay parking?
 - h. Don't take away from the existing downtown merchants in Grapevine.

2. Table 2 (man, CR /transit rider)

- a. Parking deficient; 216 spots is not enough. Extend parking east of current site. Build enough parking as part of the initial program.
- b. Some form of retail space needed to offset long term expenses. Don't "step on toes" of existing retailers. Quality retail, not McDonald's or similar uses.
- c. Build it bigger now, instead of doing it later.
- d. Put bus bays on Dallas Rd.
- e. Be able to get ticket by mail, on-line, etc.
- f. The Depot building architecture needs to compliment what's here today. Keep that aesthetic as an important design consideration. The look is critically important to the streetscape. Needs to bridge the old and the new.

3. Table 3 (lady)

- a. Not enough parking; consider structure
- b. Need coffee shop (Starbucks or similar)
- c. Traffic is an issue; Main Street

4. Table 4

- a. Parking concern
- b. Bicycle racks need to be included, and encourage their use.
- c. Provide retail space – coffee shop, market
- d. Manned information booth to market other retailers in the area, including Main Street
- e. Like green open area to be a draw for people; make it beautiful and an attraction
- f. Central walkway for pedestrians and their safety.

5. Table 5 (man who works with TRE – mentioned CenterPort Station)

- a. How to deal with non-transit users of the parking lot who park overnight or several days? Some level of enforcement will be necessary.
- b. Long walk for those with walking problems if all ADA spaces are full
- c. Consider 2-level garage

6. Table 6:

- a. Parking is a concern; seems to be adequately covered by others
- b. Integration into other forms of transportation that needs to be tied into an overall plan, and works with Grapevine's tourist and other businesses
- c. Bicycle parking and overnight storage?
- d. Small retail – coffee shop, small grocery, dry cleaners
- e. Green space is liked, but it's recognized that this corner deserves a greater land use.
- f. Circulation for drop-off important
- g. Bike-share, especially with resort properties?

7. Table 7 (energized young lady)

- a. Bike facilities, maybe even showers
- b. Retail – eatZi's-type dinner, small restaurant space
- c. Overnight parking issue previously discussed.
- d. Don't we have a clock tower across the street? do something else here.
- e. Tie into the north parking station, even if it is on DFW; coordinate design elements so that they look / feel similar.
- f. What's going on with the grain mill? Can/should it tie in to the station?
- g. Provide Wi-fi or whatever is equivalent in 3 – 5 years from now.
- h. Make Grapevine "THE STATION" by regional approach to advertising.
- i. Could make day parking free for shopping at downtown Grapevine merchants.
- j. Grapevine has a large senior citizen population. Will there be something offered to help them get to / from the station? Maybe a 15 passenger bus? There is no para-transit in Grapevine today. Grapevine only has a destination shuttle service now. Since the City is not a full member of the T, para-transit service is not now available.
- k. TOD was overviewed and discussed. TOD will happen, but to what degree is unknown until the station is in place.
- l. Gaylord made a huge impact on downtown Grapevine, even before the hotel opened. The Station will make a great addition to the City.

Main Street Commuter Rail Depot Discussions

City Council Workshop

May 16, 2011

These Notes are based upon memoranda from Tim Baldwin, AICP, Steer, Davies, Gleave and from Tony Sosebee, PE, Huitt Zollars, Inc.

Introduction

This memorandum summarizes the discussions during the initial downtown station design workshop with City Council on Monday, May 16, 2011. The discussions followed after reviewing a PowerPoint presentation by Tim Baldwin, AICP, with the firm of Steer, Davies, Gleave in which he discussed key elements of station design and examples from other cities.

Summary of Comments

Building Scale and Integration

The station building should be proportional to the surrounding area, probably no more than two stories in height.

Building Design Themes

The building should include elements of the City's farming/agricultural heritage, including cast stone elements, similar to other buildings downtown.

The station should retain the historic flavor of downtown with heritage architecture.

Building Design Details

The station building should reflect the traditional Grapevine style of red brick, and possibly include columns in its design.

The canopy design for the Little Rock River Cities Transit Center is one that could fit in Grapevine.

A police substation would fit in well in a facility of this type and could serve the community well at this location.

The central park or plaza fronting on Main Street is especially important, primarily to provide good sight-lines for the Vintage Railroad depot on Main.

The central plaza could also be a community facility, possibly including elements such as a performance stage.

The station could include some type of food or restaurant facility (one suggestion: a sno-cone stand).

The facility should include bicycle facilities (including good integration with nearby bicycle paths).

Public storage lockers were suggested to allow visitors to stow luggage after arriving on the train.

A clock tower (common at many other facilities around the country) may not be needed or advisable given the tower at the Convention and Visitors Bureau building.

Residential development in the station building is not desired. However, commercial/office development in the building would seem to be a good fit.

The facility could have a retail component of some type.

The station could include a museum of some type to promote local tourism and heritage.

Other Issues

Learn from the design of other depots and stations in other cities and survey books, photos, and the Internet to accumulate example designs. (Skagway, AK Station)

Before focusing on the details of the design, decide on the overall vision for the facility – with the major question being, should this facility be a 'destination' in addition to a transit facility?

The facility should add to the City's overall parking supply, providing parking for special events. A structured parking facility may ultimately be advisable (with one suggestion being an underground parking facility).

Any parking facility at the station should be designed with historic architecture themes to blend into the local community.

There should be a pro-active outreach program to the local citizens to get their input into the station design, such as a design workshop or charrette.

The City's 4(B) Economic Development Board members should be consulted about potential elements to include in the station's design.

Council saw the need for land planning for a Zoning District or overlay on / around the station site, but this needs to be discussed in a later meeting and that the public needs to be involved in that process.

Transit Oriented Development (TOD) discussion:

- Establish streets as places. They have to be human scale with landscaping, walks, patios, lighting, etc. so that they have "life".
- Manage parking on the station site and around the area, especially along streets.
- An analysis should be considered for Market Potential of surrounding land. There are many under-utilized tracts which developers will buy up and develop as the rail station becomes more of a reality. Having a unified plan in place to guide such development patterns is an important issue for consideration.
- Earlier analysis by URS provided a rough Framework Plan

500 additional DU (townhomes, condos, multi-family)
New retail
Infill uses (mixture)
Maximum sensitivity to external users.

- Develop a TOD Overlay or district with a regulatory framework and the adoption of form based codes and design standards. An example has been provided in the TOD guidebook
- Consider land banking for vacant and/or underdeveloped parcels.

Next Steps

At the conclusion of the meeting, staff noted two specific actions to take as 'next steps':

Holding a public design workshop to solicit local citizens' views on the design of the station and its amenities; and

Holding a follow-up workshop with Council to explore transit-oriented development / station area planning ideas and issues for the area surrounding the station.

**DEPOT WORKSHOP
POTENTIAL DISCUSSION POINTS
JUNE 23, 2015**

WHERE WE ARE TODAY – TEXRAIL SCHEDULE

PUBLIC WORKSHOP 2011 – RESULTS / KEY POINTS

STEPS TO BE COMPLETE BY 2018

**WHAT COMMUTER RAIL STATIONS CAN DO FOR DEVELOPMENT IN THE AREA
AND ALONG THE CORRIDOR?**

**GOAL – ICONIC SOUTH ANCHOR TO HISTORIC DISTRICT SUPPORTING THE
DESIRED RAIL CORRIDOR DEVELOPMENT**

FUNCTION SPACE

- RETAIL
- EVENTS / SPECIAL ACTIVITIES
- MEETING
- LOCAL GROCERY / MARKET
- RESTAURANT
- TICKET OFFICE
- SUPPORT MXU / TOD DEVELOPMENT IN RR CORRIDOR
- BOUTIQUE HOTEL
- OPEN AIR PLAZA

SPACE

- LIMITATIONS
 - LOT SF
 - HEIGHT OF BUILDING / FLOORS
 - CONNECTIVITY WITH PARKING LOT / GARAGE
- PREFERRED COMPATIBLE USES
- CONSISTENT WITH CORRIDOR USES
- DESIRABLE SF OF EACH



Downtown Grapevine Station Planning

June 2015

Agenda

- **Station Goals Discussion: What do you want the downtown Grapevine station to be?**
- **Determine needs (functions/amenities, space)**
- **Concepts (site and building, historic image)**
- **What's needed to move forward**

Goals Discussion :

What do you want the station to be?



Suggested Goal Statement :

Creation of an iconic southern anchor to the Historic District supporting the desired rail corridor development.



2011 Public Workshop Summary

Depot Design Issues:

- Complementary to surroundings
- Quality commuter-focused retail, but don't compete with Main Street
- Plaza/park for special events
- Regional 'signature' building
- Good multi-modal connections and more parking



Station Needs

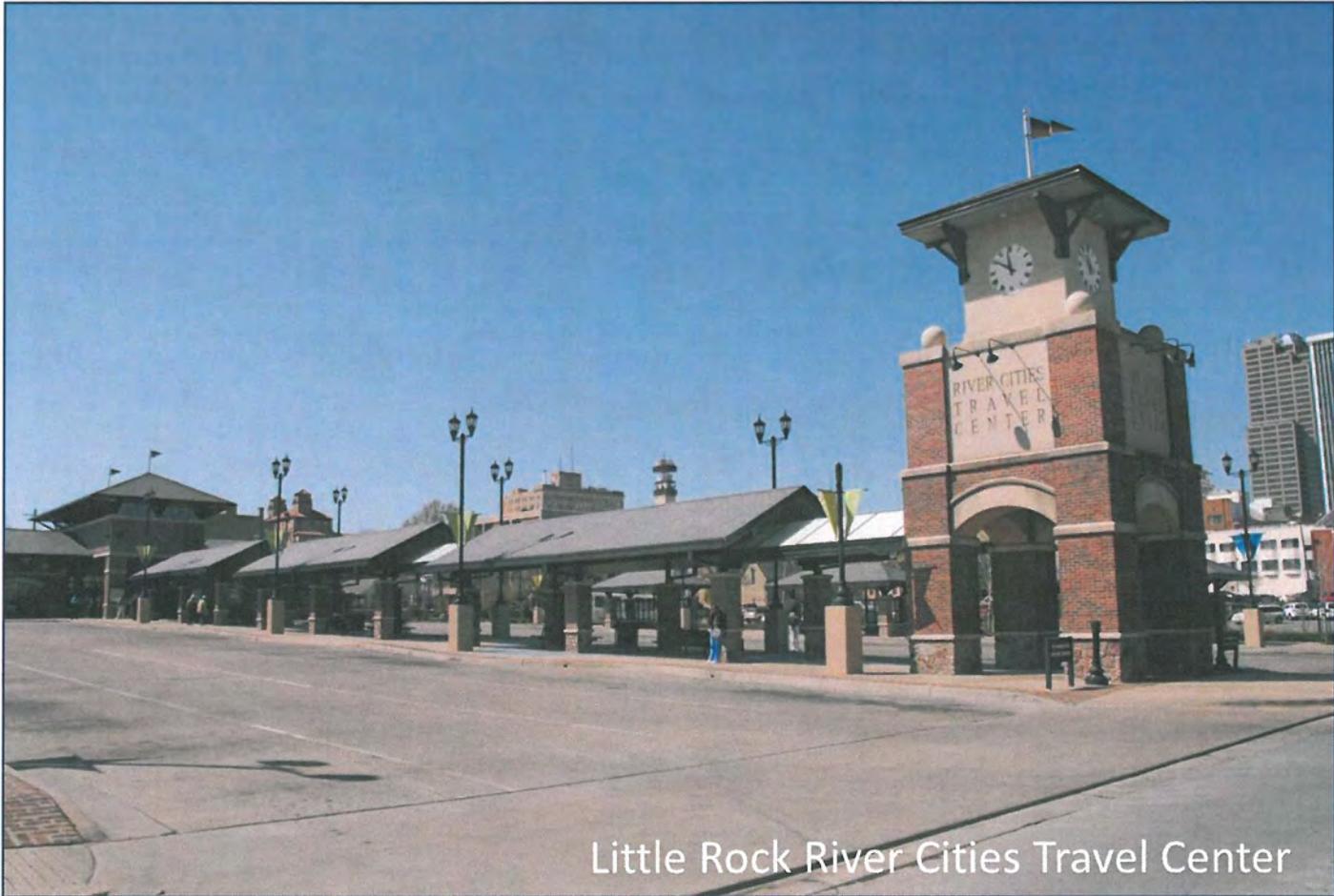
- Functions and Amenities:
 - Iconic/landmark architecture
 - Transit plaza
 - Public plaza
 - Enclosure/interior space
 - Transit information
 - Tourist information
 - Restaurant/retail
 - Community facilities
 - Mobility hub
- Space needed

Station Design Elements



Iconic/landmark architecture

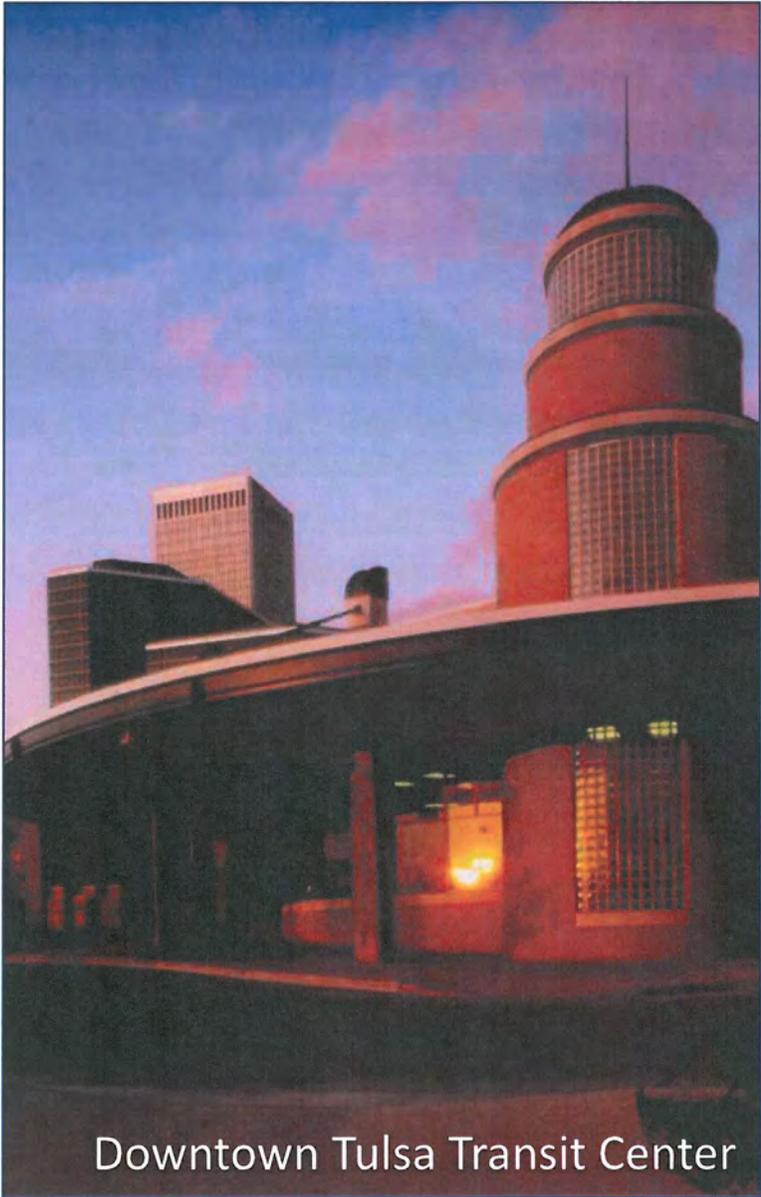
Station Design Elements



Little Rock River Cities Travel Center

Iconic/landmark architecture

Station Design Elements



Iconic/landmark architecture

Station Design Elements



Los Angeles Union Station

Iconic/landmark architecture

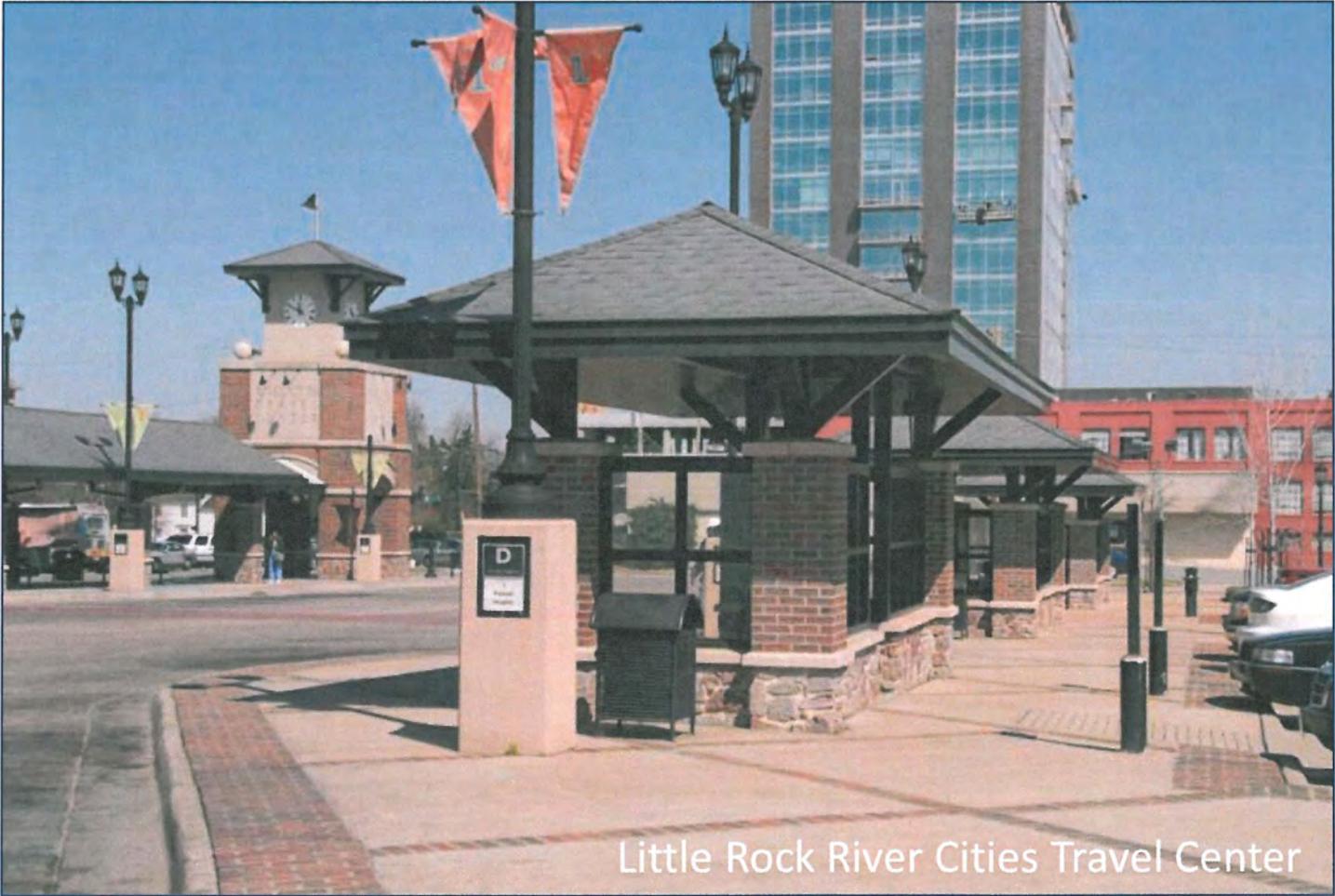
Station Design Elements



Downtown Fort Collins Transit Center

Iconic/landmark architecture

Station Design Elements



Little Rock River Cities Travel Center

Transit plaza

Station Design Elements



Little Rock River Cities Travel Center

Transit plaza

Station Design Elements



Little Rock River Cities Travel Center

Transit plaza

Station Design Elements



Transit plaza

Station Design Elements



Downtown Oklahoma City Transit Center

Transit plaza

Station Design Elements



Transit plaza

Station Design Elements



San Bernardino Transit Center

Transit plaza

Station Design Elements



Fort Worth ITC

Enclosure/interior space

Station Design Elements



Enclosure/interior space

Station Design Elements



Enclosure/interior space

Station Design Elements



Indianapolis Downtown Transit Center

Enclosure/interior space

Station Design Elements



Charlottesville Downtown Transit Center

Enclosure/interior space

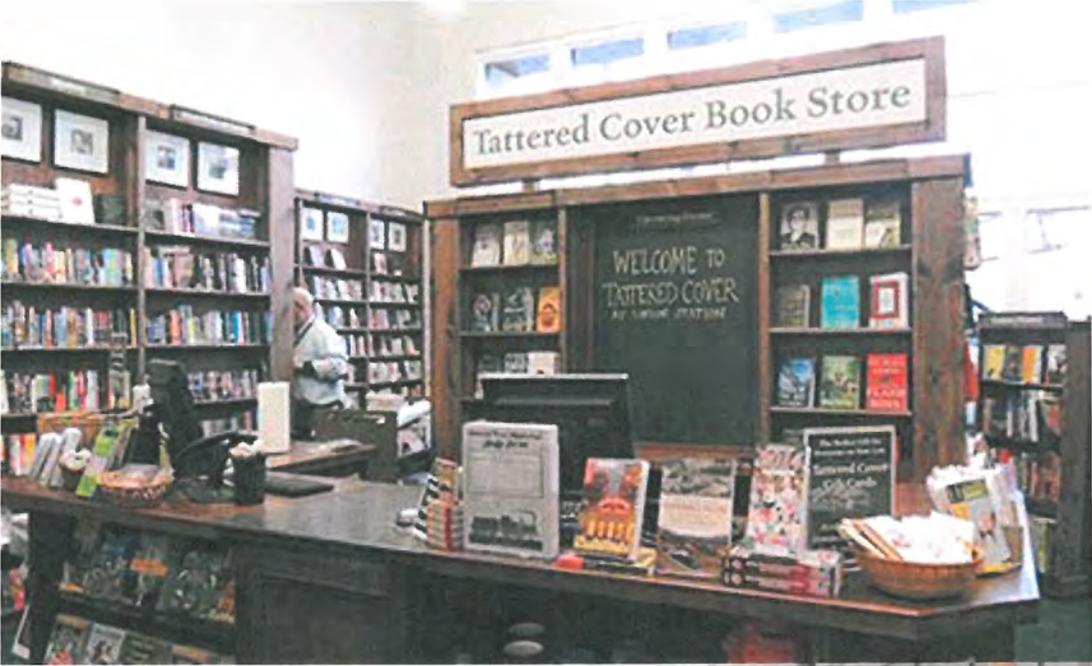
Station Design Elements



Pueblo CO Transit Center

Enclosure/interior space

Station Design Elements



Denver Union Station

Enclosure/interior space

Station Design Elements



Enclosure/interior space

Station Design Elements



Tucson Ronstadt Transit Center

Public plaza

Station Design Elements



Santa Fe Railyard

Public plaza

Station Design Elements



Downtown Indianapolis Transit Center

Public plaza

Station Design Elements



Public plaza

Station Design Elements



Public plaza

Station Design Elements



Community facilities

Station Design Elements



Community facilities

Station Design Elements



Community facilities

Station Design Elements



Community facilities

Station Design Elements

Mobility Hub: 'A high tech mini-transportation center that is integrated into a transportation network where different modes connect or intersect. It provides 24/7 electronic access to transportation options (bus, rail, bicycle, car sharing, taxis), an “electronically hip” convenience stores for travelers.'



Mobility hub

What's Needed to Move Forward:

- **Site Analysis**
- **TEX Rail Requirements**
- **Conditions Affecting Design**
- **Economy/budget**