

Exhibit D

City of Dallas

UDPRP Review Summary

Urban Design Peer Review Panel

DATE: 01.17.25

TIME: 8:30am

PROJECT: Bank of America Plaza

LOCATION: City Hall 5ES

Overview

Below is a summary of the Urban Design Peer Review Panel's advice for the Bank of America Plaza project as derived from the January 17th Peer Review session.

Advice Summary

- [1] The Panel advises as the plan continues to progress, the design team ensure the pedestrian connection across Main Street is well thought out to ensure comfort, safety, and interest. The Panel requests the applicant return before this group as additional phases are drafted.

Applicant Response (1.28.25) - The developer intends to continually work with the city and adjacent properties in the effort to catalytically drive the development and redevelopment of this end of Main Street, filling the void between the West End, the existing Main Street fabric to the east of the subject property, the Dallas Community College campus, and the to-be-redeveloped Dallas Convention Center campus; and in so doing, continue to work with Dallas project groups such as the UDPRP.

City Response (1.29.25) – As additional phases are designed, please return to Urban Design Peer Review Panel. With this update, you have met the Panel's recommendation.

- [2] The Panel suggests continuing to find ways to activate the Main Street corridor with active uses and pedestrian improvements.

Applicant Response (1.28.25) - The developer concurs with the desire and need to nurture the pedestrian connections between the West End, the existing Main Street fabric to the east of the subject property, the Dallas Community College campus, and the to-be-redeveloped Dallas Convention Center campus. We intend to further the pedestrian experience by bringing retail, formerly in the tunnels, back up to Main Street, complimented by additional retail and landscaping, articulated paving and hardscape, and a focus on safety, comfort, and enjoyment along the property edge.

City Response (1.29.25) – Please provide a site plan update showing additional outdoor seating, paving materials, and landscaping along Main Street that activates the proposed retail spaces and elevates the pedestrian realm as people enter the site.

City Response (2.25.25) Addressed with updated site sketch diagram exhibit received 2.18.25.

- [3] The Panel recommends continuing to work with the City and stay engaged on any future public transportation changes that may occur to ensure the development can complement any proposed improvements.

Applicant Response (1.28.25) – The developer understands this portion of city fabric needs to include a high level of sensitivity to all transportation systems: the sharing economy (Uber, Lift, Alto, etc.), cabs

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and limos, just-in-time delivery (Amazon, Fed-Ex, Uber-eats, etc.), bike and pedestrian, and public transportation (DART). The developer will endeavor to work in the most complimentary way with evolving public transportation changes and improvements.

City Response (1.29.25) – Continue to coordinate transportation planning efforts with the City's Department of Transportation and Public Works. With this update, you have met the Panel's recommendation.

[4] The Panel states that as a conceptual proposal, there are more urban design opportunities that should continue to be explored including:

- Soften the excess of pavement on site and create opportunities for shade and landscaping

Applicant Response (1.28.25) - The developer agrees that patterned/textured/articulated hardscape, and softscape landscaping providing, interest, shade, comfort, and safety, are essential parts of the urban pedestrian experience, and will include all the above as much as possible within the tight project area.

- Play-up the street experience through attention to scale, color, and visual intrigue

Applicant Response (1.28.25) - The developer agrees that scale, color, and visual intrigue, found in architectural forms and material, including patterned/textured/articulated hardscape, and softscape landscaping, providing interest, shade, comfort, and safety, are essential parts of the urban pedestrian experience, and will include all of the above as much as possible within the tight project area.

- Ensure vehicle ingress/egress point and drop off areas don't impact the free and clear movement of pedestrians

Applicant Response (1.28.25) - The developer acknowledges that the pedestrian experience, in and around the entirety of the site, including areas where the vehicular traffic will ingress and egress the project, is essential. The developer will pay special attention to these areas, utilizing changes in paving, bollards, hardscape, and softscape to ensure the pedestrian experience is as seamless, enjoyable, interesting, and well-marked for safety as possible.

City Response (1.29.25) – Provide an updated site plan, plan enlargement, section or exhibit ensuring level sidewalks across all driveway cuts to increase pedestrian safety. Continue to explore ways of visually enhancing the street experience through additional tree coverage, façade treatments, and ground-plane material choices. Please send any applicable updated drawings as this phase of the project is finalized.

City Response (2.25.25) – The applicant submitted Figure 1 and Figure 2 perspectives on 2.18.25 that included additional canopy trees and a mix of groundcover ornamental plantings and outdoor seating. The applicant has acknowledged designing curb cut locations with pedestrian safety as a priority so that a pedestrian is not forced to walk around any vehicular drop off area because of obstructions. With these updates, the Panel's recommendations have been met.