

WHEREAS, on February 28, 1990, a Master Interlocal Agreement was executed between Dallas Area Rapid Transit (DART) and the City of Dallas including language stating that a subway remains the City's preferred solution for light rail transit passing through the Dallas Central Business District (CBD) and requiring DART to begin planning for a subway within the CBD when certain stated capacity triggers are met; and

WHEREAS, DART has subsequently proposed the Downtown Second Light Rail Alignment (D2) as a reliever route to Bryan/Pacific CBD Transit Mall to ensure long term light rail transit service reliability, operational flexibility, and system capacity, as well as enhanced Downtown circulation and economic development; and

WHEREAS, in May 2007, in anticipation of pursuing federal funding, DART initiated an Alternatives Analysis (AA) and Draft Environmental Impact Statement (DEIS) process in accordance with federal guidelines, to identify and evaluate alternative D2 alignments, and has conducted extensive stakeholder and community engagement through this process; and

WHEREAS, the AA/DEIS was published by the Federal Transit Administration (FTA) in March 2010 and was circulated for a 45-day public comment period, wherein comments included examination of additional alternatives; and

WHEREAS, the AA process was reinitiated in 2013 to evaluate and advance alternative alignments to the two percent design stage and is concluded by selection of a Locally Preferred Alternative, leaving more detailed design and alignment refinement to subsequent phases of the design process; and

WHEREAS, Texas Central Railway, a private Texas based company, is proposing inter-city high speed rail service between Dallas-Fort Worth and Houston, with a potential Downtown high speed rail station in the vicinity of the Dallas Convention Center; and

WHEREAS, providing convenient linkage between a Downtown high speed rail station and local and regional DART light rail service will be critical to take advantage of transit-oriented development opportunities associated with a well-connected inter-city high speed rail station; and

WHEREAS, on August 10, 2015, DART staff briefed the Dallas City Council Transportation and Trinity River Committee on D2, providing an update on the evaluation of alternative alignments, and identifying a window of opportunity for a Federal Transit Administration Capital Investment Grant for implementation of D2 as a Core Capacity project; and

WHEREAS, based on DART's evaluation, the B4 Jackson alternative with potential alignment modifications that may further reduce impacts provides the best balance between serving existing Downtown population centers, generating new ridership, creating opportunities for future transit-oriented development, limiting cost, and meeting the Federal Transit Administration grant criteria for Core Capacity; and

WHEREAS, a Dallas City Council resolution endorsing a preferred D2 alignment would significantly strengthen DART's application for a Federal Capital Investment Grant;

Now, Therefore,

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

SECTION 1. In consideration of taking timely advantage of the FTA Capital Investment Grant opportunity within the 2017 federal funding cycle, the Dallas City Council only endorses the B4 Jackson alternative in concept with additional consideration of potential alignment modifications as shown in EXHIBIT 1 as the preferred D2 alternative with the understanding that DART will address the following City priorities during future detailed design of the alignment:

- (a) Integration of the at-grade light rail line within street rights-of-way will be designed and constructed in a manner that enhances the quality of the street environment through balanced consideration of multimodal accessibility to adjacent buildings and development sites.
- (b) Sufficient engineering analysis will be undertaken during the design process to study and take into consideration the impact of train operations on street-level traffic operations.
- (c) Alternative locations of the transition from at grade to below grade rail will be examined to optimize development potential on adjacent property, and to minimize street closures.
- (d) The alignment will be refined to minimize to the extent feasible negative impacts on adjacent properties.
- (e) A minimum of five four new stations will be added in order to maximize transit oriented development potential.
- (f) Necessary planning and design will be undertaken to maximize the flexibility of D2 to accommodate to the extent possible operation of all lines through Downtown, and to preserve the option for future extension of the D2 alignment or other appropriate linkages to connect to the Red and Blue line alignment south of Downtown.

SECTION 2. That the D2 alignment will be brought back for Council approval, once the FTA Project Development phase (ten percent design stage) is complete and prior to incorporation of the alignment into the DART Service Plan under section 452.304 of the Texas Transportation Code, with regard to integration of the at-grade light rail line within street rights-of-way and the analysis of impacts on adjacent properties.

SECTION 3. That the Dallas City Council recommends that funding be set aside in DART's financial plan in a timely manner to enable construction of an extension of the D2 alignment to serve future high speed rail and the Convention Center station.

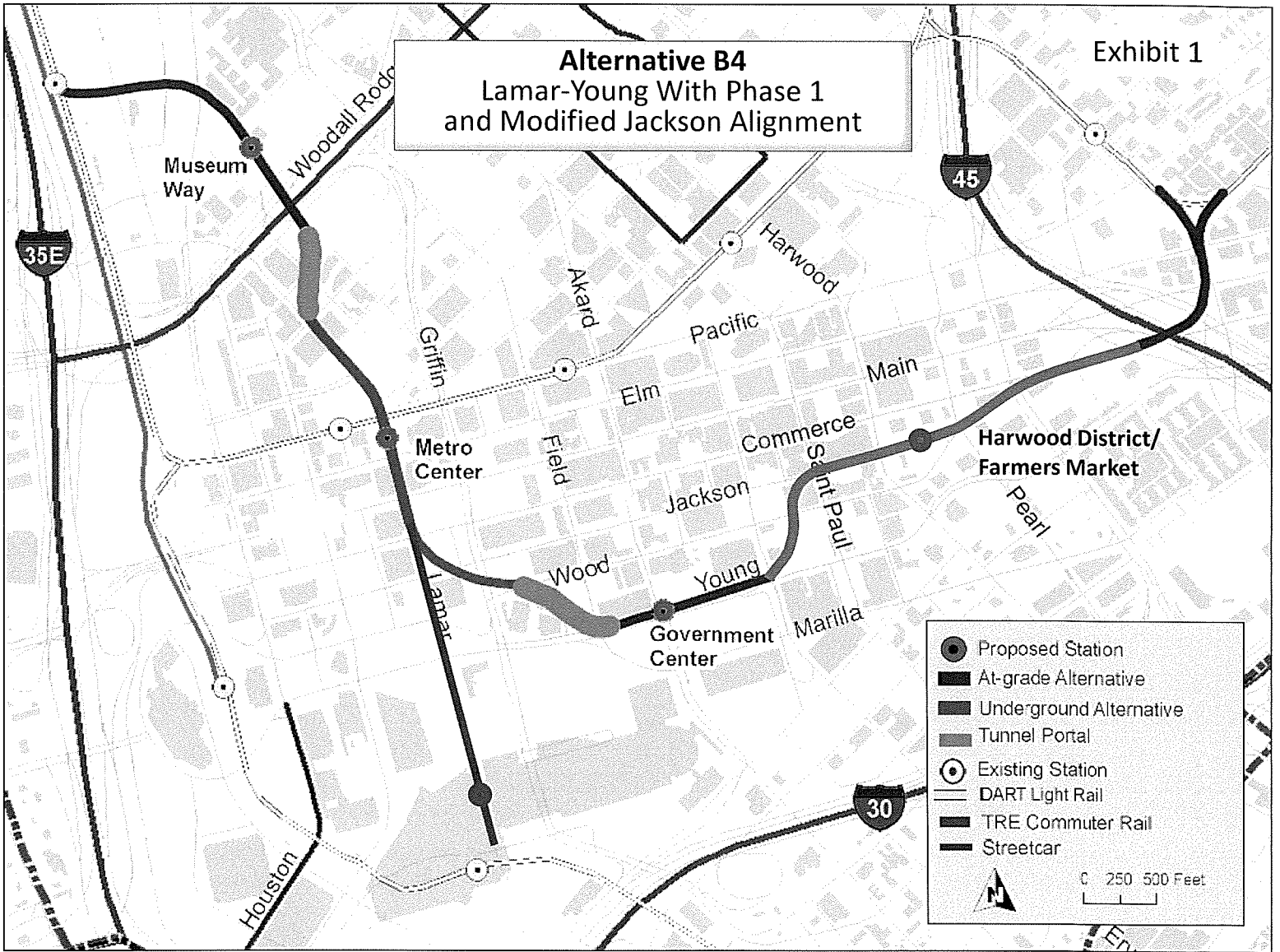
SECTION 4. That the Dallas City Council endorsement of the B4 Jackson alternative with potential alignment modifications does not in any way alter DART's commitment per the Master Interlocal Agreement to build a subway within the CBD.

SECTION 5. 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.

APPROVED BY
CITY COUNCIL

SEP 09 2015

Lucas C. Pineda
City Secretary



August 27, 2015

To: Dallas City Council and DART Board Members:

We the undersigned stakeholders represent Lone Star Gas Lofts, the Continental Building, the Statler Hilton, and the Jackson Street Garage. We were surprised this week to learn that the City Council Transportation Committee recommended to the City Council a D2 alignment that is called B4 Young Street Alternate with a jog in the line to Jackson Street as the "only" alternative for the City Council to consider. This is not what DART recommended to the downtown stakeholders, it is not what they were prepared to recommend to their Board and it is not what Downtown Dallas, Inc. recommended to the City Council. We all would be directly affected by the proposed D2 alignment along Jackson Street and we oppose this alignment as this has not been studied or vetted with the downtown stakeholders. We are willing to work with the City and DART to study the Jackson Street Alignment alternative but we believe it is extremely premature to make Jackson Street the "only" alignment to further evaluate at this time.

The B4 family of D2 alignments, specifically the B4 alignment along Young Street has been in the mix for consideration for almost 10 years. The property owners along that alignment have had the opportunity to confer with the City and DART to express their concerns and make suggestions for improvements. The Jackson Street alignment has only been proposed over the last 3-4 weeks and that simply is not enough time to study the feasibility and impact of the alignment. For this reason we vigorously oppose narrowing the choices to the Jackson Street "only" alignment.

Some of the initial concerns we have about a Jackson Street Alternative are listed below:

1. One of the objectives a new D2 alignment was to encourage new development. The B4 Young Alignment with the Jackson Alternative bisects two of the most valuable development sites in the core.
2. The City, or DART, will have to acquire or condemn at least 2-3 land tracts and acquire the Jackson Street Garage that is fully leased.
3. Another objective of a D2 alignment was not to create a traffic and pedestrian barrier. We believed a Young Street alignment accomplished this due to the generous width of the public right of way. Jogging the line to Jackson and then putting it into a 3 lane street will in our opinion be more dangerous and will create a barrier for traffic and pedestrians. We further believe this alignment will create logistical challenges that have not been identified yet.
4. In the stakeholders meeting on August 19, 2015 DART could not affirmatively say that vehicular traffic would be allowed on Jackson Street. Most all of these buildings have either customer parking, loading and move-in/out or trash removal off Jackson Street. If access

is denied, or negatively impacted, this will have a material impact on the viability of these buildings resulting in millions of dollars of damages.

We do not want to delay DART's submission of a funding request for D2. We want it to proceed in September, and we request that the submission include both the Young Street alignment with the potential Jackson Street alternative alignment, along with some other alignment ideas that have surfaced as a result of these discussions, one of which is a Wood Street Alternative. We do not believe that it is appropriate for the City to recommend that the Jackson Street alternative is the "only" alternative that can be supported at this time because it has not been properly studied and vetted.

We thank you for considering our request and we sincerely hope that you will further study the different alignments for the eastern portion of the B4 Young Alternative and not narrow it down to one alternative that has not been studied or vetted with the stakeholders. We look forward to working with the City and with DART to design a final B4 alignment that is a "100 year solution" that will be the best route for our City with the least impact to the fewest number of stakeholders.

Sincerely yours,

LONE STAR GAS LOFTS

By 

Hamilton Properties Corporation

STATLER HILTON

By 

Centurion American

CONTINENTAL BUILDING

By 

Forest City Enterprises Residential

JACKSON STREET GARAGE

By 

RP Texas Mgt

Cc: A.C. Gonzalez
Gary Thomas