



Appendix F

Comments Received on the D2 Subway Project
Supplemental Environmental Impact Statement (SDEIS)



F-2

Written Elected Official/Agency and Public Comments Received on SDEIS

From: [Lloyd, Kristine](#)
To: [Lloyd, Kristine](#)
Subject: FW: Dallas Second Light Rail Alignment D2 Subway
Date: Tuesday, June 23, 2020 10:46:08 AM
Attachments: [image003.emz](#)
[image001.emz](#)
[image003.emz](#)
[image004.png](#)

From: Gray, Natasha A CIV USARMY CESWF (USA) <Natasha.A.Gray@usace.army.mil>
Sent: Thursday, May 21, 2020 11:02 AM
To: CI_D2 MAILBOX <D2@DART.ORG>
Cc: Land, Frederick J CIV USARMY CESWF (USA) <Fred.J.Land@usace.army.mil>
Subject: Dallas Second Light Rail Alignment D2 Subway

Dear Mr. Martinez:

Thank you for your letter received May 18, 2020, concerning a proposal by Federal Transit Administration to construct a second light rail transit extending from existing Victory Station located in the City of Dallas, Dallas County, Texas. The project has been assigned Project Number SWF-2020-00199, please include this number in all future correspondence concerning this project.

Mr. Frederick J. Land has been assigned as the regulatory project manager for your request and will be evaluating it as expeditiously as possible.

You may be contacted for additional information about your request. For your information, please refer to the Fort Worth District Regulatory Division homepage at <http://www.swf.usace.army.mil/Missions/regulatory> and particularly guidance on submittals at <https://swf-apps.usace.army.mil/pubdata/enviro/regulatory/introduction/submittal.pdf> and mitigation at <https://www.swf.usace.army.mil/Missions/Regulatory/Permitting/Mitigation> that may help you supplement your current request or prepare future requests.

If you have any questions about the evaluation of your submittal or would like to request a copy of one of the documents referenced above, please refer to our website at <http://www.swf.usace.army.mil/Missions/Regulatory> or contact Mr. Frederick J. Land by telephone (817) 886-1729, or by email Fred.J.Land@usace.army.mil, and refer to your assigned project number. Please note that it is unlawful to start work without a Department of the Army permit if one is required.

Please help the regulatory program improve its service by completing the survey on the following website:
http://corpsmapu.usace.army.mil/cm_apex/f?p=regulatory_survey

Brandon W. Mobley
Chief, Regulatory Division

Please do not mail hard copy documents to Regulatory staff or office, unless specifically requested. For further details on corresponding with us, please view our Electronic Application Submittals special public notice at:
<https://www.swf.usace.army.mil/Portals/47/docs/regulatory/publicnotices/2020/PublicNoticeElectronicApplications.pdf?ver=2019-11-21-123723-627>

USACE Fort Worth District Regulatory Division Website <http://www.swf.usace.army.mil/Missions/Regulatory.aspx>

Please assist us in better serving you by completing the survey at the following website:

http://corpsmapu.usace.army.mil/cm_apex/f?p=regulatory_survey



FEMA

FEDERAL EMERGENCY MANAGEMENT AGENCY
REGION 6
MITIGATION DIVISION

RE: D2 Subway: Dallas Central Business District (CBD) Second Light Rail Alignment

NOTICE REVIEW/ENVIRONMENTAL CONSULTATION

☐ We have no comments to offer. ☒ We offer the following comments:

WE WOULD REQUEST THAT THE COMMUNITY FLOODPLAIN ADMINISTRATOR BE CONTACTED FOR THE REVIEW AND POSSIBLE PERMIT REQUIREMENTS FOR THIS PROJECT. IF FEDERALLY FUNDED, WE WOULD REQUEST PROJECT TO BE IN COMPLIANCE WITH EO11988 & EO 11990.

You are required to coordinate with your local Floodplain Administrator for Jurisdiction in which proposed work is being completed for project. You can contact Colleen Sciano if you need assistance in providing Floodplain Administrator for a specific jurisdiction.

Lissa Shepard
Senior Bridge Engineer
Dallas County Public Works Department
411 Elm Street, 4th Floor
Dallas, TX 75202
Lissa.shepard@dallascounty.org
(214) 653-7426

REVIEWER:

Colleen Sciano
Floodplain Management and Insurance Branch
Mitigation Division
(940) 383-7257

DATE: June 1, 2020



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June 3, 2020

Mr. Ernie Martinez
DART Capital Planning
PO Box 660163
Dallas, TX 75266-7213

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Carter P. Smith
Executive Director

RE: Supplemental Draft Environmental Impact Statement for Dallas Area Rapid Transit Proposed D2 Subway Project, Dallas County

Dear Mr. Ernie Martinez:

Dallas Area Rapid Transit (DART), on behalf of and in cooperation with the Federal Transit Administration, provided the Texas Parks and Wildlife Department (TPWD) with notice of the availability of the May 2020 Supplemental Draft Environmental Impact Statement (SDEIS) for the Dallas Central Business District Second Light Rail Alignment (D2 Subway) for review and comment.

A second light rail transit line is proposed through downtown Dallas that would consist of a 2.4-mile alignment extending from the existing Victory Station through the core of downtown Dallas, reconnecting to the Green Line along Good Latimer Expressway in the Deep Ellum area. Four new stations are proposed including one surface station and three underground stations. Additionally, the existing Green Line Deep Ellum Station, which is a surface station, would be relocated to the north and would become the Live Oak Station. Station access points would be provided for the underground stations in open spaces, within sidewalks, or incorporated into new or existing buildings. The alignment would be a combination of at-grade, retained cut, cut and cover, and tunnel sections.

The project occurs within an urban setting with existing vegetation occurring in urban parks, roadside plantings, and commercial developments generally comprised of non-native turf grass and ornamental trees, shrubs, and herbaceous plants. Landscaped parks would be avoided by tunneled sections except for Pegasus Plaza. The SDEIS indicates that trees removals would be conducted in accordance with city ordinances and permits. DART would coordinate with the City of Dallas and arborists to replace trees within street and sidewalk areas, as well as the reconstructed Pegasus Plaza. No other habitat types and no surface waters occur within the project area.

TPWD provided scoping comments in preparation of the SDEIS on July 27, 2018, which can be found in Appendix C of the SDEIS.

As the state agency with primary responsibility for protecting the state's fish and wildlife resources, in accordance with the authority granted by Parks and Wildlife Code §12.0011 and per coordination under National Environmental Policy Act, TPWD hereby provides the following recommendations and informational comments to minimize the adverse impacts to the state's fish and wildlife resources in the construction and operation of the proposed project.

Threatened and Endangered Species and Other Species of Concern

The SDEIS Section 4.14.3 presents information regarding threatened and endangered species and species of concern and references the U.S. Fish and Wildlife Service (USFWS) species list for Dallas County and the TPWD Annotated County List of Rare Species for Dallas County. The references are dated 2019. However, within the reference list on page R-7, both the USFWS and TPWD references are dated August 2018. The SDEIS also refers to additional information located in Appendix B.12, *Biological Resources Existing Conditions Technical Memorandum*, which references USFWS and TPWD threatened and endangered species lists, also dated August 2018.

The TPWD online application providing the TPWD Annotated County Lists of Rare Species is referred to as the rare, threatened, and endangered species by county (RTEST) application and provides information regarding state-listed species and species of concern with potential to occur within each county in Texas. Please note that RTEST has undergone a significant update to reflect changes to the state-listed threatened and endangered species lists, effective March 30, 2020, as published in the Texas Register (45 TexReg 2188). The new state-listing statuses reflect up-listing and delisting based on federal listing changes, species taxonomic reclassifications, and new state rankings. Thus, some species are no longer state-listed threatened, and new state-listed threatened species have been added.

Additionally, since 2018, RTEST has undergone updates to the species of concern and/or species of greatest conservation need (SGCN). Some of the species of concern are yet to be officially termed SGCN because they are not yet in the Texas Conservation Action Plan (TCAP), which is due for an update. Thus, the RTEST list identifies which species of concern are also TCAP SGCN.

As of the date of this letter, the updated RTEST list for Dallas County is as follows:

| Taxon | SName | CName | USESA | SPROT | SGCN |
|------------|--------------------------|---------------------------|-------|-------|------|
| Amphibians | Desmognathus conanti | southern dusky salamander | | | N |
| Amphibians | Anaxyrus woodhousii | Woodhouse's toad | | | Y |
| Amphibians | Pseudacris streckeri | Strecker's chorus frog | | | Y |
| Birds | Plegadis chihi | white-faced ibis | | T | Y |
| Birds | Mycteria americana | wood stork | | T | Y |
| Birds | Haliaeetus leucocephalus | bald eagle | | | Y |
| Birds | Laterallus jamaicensis | Black Rail | PT | T | Y |
| Birds | Grus americana | whooping crane | LE | E | Y |
| Birds | Charadrius melodus | piping plover | LT | T | Y |
| Birds | Calidris canutus rufa | Rufa Red Knot | LT | T | Y |
| Birds | Leucophaeus pipixcan | Franklin's gull | | | Y |

| | | | | | |
|----------|---------------------------------------|--------------------------------|----|---|---|
| Birds | <i>Sternula antillarum athalassos</i> | interior least tern | LE | E | Y |
| Birds | <i>Athene cunicularia hypugaea</i> | western burrowing owl | | | Y |
| Birds | <i>Vireo atricapilla</i> | black-capped vireo | | | Y |
| Birds | <i>Setophaga chrysoparia</i> | golden-cheeked warbler | LE | E | Y |
| Fish | <i>Anguilla rostrata</i> | american eel | | | Y |
| Mammals | <i>Blarina carolinensis</i> | southern short-tailed shrew | | | Y |
| Mammals | <i>Myotis austroriparius</i> | southeastern myotis bat | | | Y |
| Mammals | <i>Myotis velifer</i> | cave myotis bat | | | Y |
| Mammals | <i>Perimyotis subflavus</i> | tricolored bat | | | Y |
| Mammals | <i>Eptesicus fuscus</i> | big brown bat | | | Y |
| Mammals | <i>Lasiurus borealis</i> | eastern red bat | | | N |
| Mammals | <i>Lasiurus cinereus</i> | hoary bat | | | N |
| Mammals | <i>Tadarida brasiliensis</i> | Mexican free-tailed bat | | | Y |
| Mammals | <i>Sylvilagus aquaticus</i> | swamp rabbit | | | Y |
| Mammals | <i>Ictidomys tridecemlineatus</i> | thirteen-lined ground squirrel | | | Y |
| Mammals | <i>Microtus pinetorum</i> | woodland vole | | | Y |
| Mammals | <i>Mustela frenata</i> | long-tailed weasel | | | Y |
| Mammals | <i>Neovison vison</i> | mink | | | Y |
| Mammals | <i>Taxidea taxus</i> | American badger | | | Y |
| Mammals | <i>Spilogale putorius</i> | eastern spotted skunk | | | Y |
| Mammals | <i>Spilogale putorius interrupta</i> | plains spotted skunk | | | N |
| Mammals | <i>Conepatus leuconotus</i> | western hog-nosed skunk | | | Y |
| Mammals | <i>Puma concolor</i> | mountain lion | | | Y |
| Reptiles | <i>Macrochelys temminckii</i> | alligator snapping turtle | | T | Y |
| Reptiles | <i>Terrapene carolina</i> | eastern box turtle | | | Y |
| Reptiles | <i>Terrapene ornata</i> | western box turtle | | | Y |
| Reptiles | <i>Ophisaurus attenuatus</i> | slender glass lizard | | | Y |
| Reptiles | <i>Phrynosoma cornutum</i> | Texas horned lizard | | T | Y |
| Reptiles | <i>Thamnophis sirtalis</i> | common garter snake | | | N |
| Reptiles | <i>Thamnophis sirtalis annectens</i> | Texas garter snake | | | Y |
| Reptiles | <i>Crotalus horridus</i> | timber (canebrake) rattlesnake | | | Y |
| Reptiles | <i>Sistrurus tergeminus</i> | massasauga | | | Y |

| | | | | | |
|-------------|------------------------|-----------------------------|--|---|---|
| Crustaceans | Caecidotea bilineata | No accepted common name | | | N |
| Insects | Bombus pensylvanicus | American bumblebee | | | Y |
| Insects | Pogonomyrmex comanche | Comanche harvester ant | | | Y |
| Insects | Arethaea ambulator | No accepted common name | | | Y |
| Mollusks | Lampsilis satura | sandbank pocketbook | | T | Y |
| Mollusks | Pleurobema riddellii | Louisiana pigtoe | | T | Y |
| Mollusks | Potamilus amphichaenus | Texas heelsplitter | | T | Y |
| Mollusks | Fusconaia chunii | Trinity pigtoe | | T | N |
| Plants | Matelea edwardsensis | plateau milkvine | | | Y |
| Plants | Liatris glandulosa | glandular gay-feather | | | Y |
| Plants | Physaria engelmannii | Engelmann's bladderpod | | | Y |
| Plants | Cuscuta exaltata | tree dodder | | | Y |
| Plants | Astragalus reflexus | Texas milk vetch | | | Y |
| Plants | Dalea hallii | Hall's prairie clover | | | Y |
| Plants | Phlox oklahomensis | Oklahoma phlox | | | Y |
| Plants | Agalinis densiflora | Osage Plains false foxglove | | | Y |
| Plants | Yucca necopina | Glen Rose yucca | | | Y |
| Plants | Hexalectris nitida | Glass Mountains coral-root | | | Y |
| Plants | Hexalectris warnockii | Warnock's coral-root | | | Y |

The changes in state-listing status and SCGN reflected on the current RTEST Dallas County list supersede the information presented in the SDEIS and Appendix B.12.

Recommendation: TPWD recommends updating the SDEIS to reflect the current USFWS and TPWD threatened and endangered species lists.

Above-ground Nighttime Lighting

The SDEIS addresses lighting in sections regarding visual and aesthetic resources and construction activities. Permanent lighting is proposed at stations and ground station entrances, and temporary lighting may be used during construction. Section 4.7 indicates that the project would be constructed in accordance with approved Urban Transit Design Guidelines which include lighting that is “cut-off” to avoid illuminating the sky and surrounding developments. Also, the City of Dallas reviews development plans to ensure compliance with zoning or development code requirements including lighting. Section 5.3 indicates minimizing fugitive light from portable sources used for construction.

Mr. Ernie Martinez

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June 3, 2020

Sky glow as a result of light pollution can have negative impacts on wildlife and ecosystems by disrupting natural day and night cycles inherent in managing behaviors such as migration, reproduction, nourishment, sleep, and protection from predators.

Recommendation: Although the project area includes existing street lighting and lighting from existing development, TPWD recommends practicing dark-sky friendly lighting to minimize the project's contribution towards skyglow. As protection measures for migrant and resident birds, as well as other wildlife, and in addition to full cut-off luminaries, TPWD recommends pointing lights downward, down-shielding lights, using lighting that is on only when needed and as bright as needed, and minimizing blue light emissions. TPWD recommends using the minimum amount of night-time lighting needed for safety and security and recommends retrofitting existing lighting where feasible. Appropriate lighting technologies and beneficial management practices can be found at the International Dark-Sky Association website.

Thank you for considering the fish and wildlife resources of Texas in your project planning. If you have questions, free to contact me at Karen.Hardin@tpwd.texas.gov or (903) 322-5001.

Sincerely,

A handwritten signature in black ink that reads "Karen B. Hardin". The signature is fluid and cursive, with the first letters of each word being capitalized and prominent.

Karen B. Hardin
Wildlife Habitat Assessment Program
Wildlife Division

kbh/43919(40398)



4777 US HIGHWAY 80 EAST | MESQUITE, TEXAS 75150-6643 | (214) 320-6100 | WWW.TXDOT.GOV

June 17, 2020

Re: I-345 From I-30 to Spur 366/Woodall Rodgers Freeway
CSJ: 0092-14-094

Mr. Ernie Martinez
DART Capital Planning
P.O. Box 660163
Dallas, Texas 75266-7213

Dear Mr. Martinez:

This is to acknowledge receipt of DART D2 subway Supplemental Draft Environmental Impact Statement (SDEIS). The Texas Department of Transportation (TxDOT) Dallas District fully understands the importance of the DART D2 project to both the City of Dallas and the region and appreciates the opportunity to comment on the SDEIS.

The proposed D2 alignment crosses Interstate 345 (I-345) on the east side of the Central Business District of Dallas. TxDOT is currently conducting a feasibility study for the I-345 corridor that involves traffic modeling and public outreach. The result of the study will be a technically preferred alternative that TxDOT will recommend be progressed further into a full schematic and ultimately environmental clearance. The feasibility study team completed the first of three rounds of public meetings in the fall of 2019 and continues to meet with stakeholders in the corridor. The current schedule has the team presenting three to five alternatives to the public at a second round of public meetings in the fall of 2020. Once the public has been given the chance to provide input and comment on the alternatives, a decision matrix will narrow down the alternatives to a single alignment that will be presented to the public at the end of 2021.






The D2 proposed alignment shown in the SDEIS would limit the design options for I-345 and has the potential to substantially increase the construction cost of the I-345 reconstruction. TxDOT will continue to coordinate with DART, the City of Dallas and NCTCOG on options for I-345 and potential design changes that could benefit all parties. The feasibility study will have to be progressed to its technically preferred alternative before TxDOT could enter into any agreement with DART regarding the D2 crossing.

If you have questions, please contact me at 214-320-6100 or your staff may contact the I-345 project manager, Travis Campbell, P.E. at 214-320-4466 or travis.campbell@txdot.gov.

Sincerely,

DocuSigned by:


E2627853E8DE475
Mohamed K. Bur, P.E.
Dallas District Engineer

cc: Ceason Clemens, P.E., Deputy District Engineer, TxDOT Dallas 
John Hudspeth, P.E., Director of Transportation, Planning and Development, TxDOT Dallas 
Amanda Moser, P.E., Dallas County Area Engineer, TxDOT Dallas 
Tony Hartzel, Northeast PIO Section Director, TxDOT 
Travis Campbell, P.E., Project Delivery Office Supervisor, TxDOT Dallas 

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UNITED STATES ENVIRONMENTAL PROTECTION AGENCY

REGION 6
1201 ELM STREET, SUITE 500
DALLAS, TEXAS 75270-2102

June 18, 2020

Terence Plaskon
EIS Project Manager
Federal Transit Administration
819 Taylor St.
Room 14A02
Fort Worth, Texas 76102

Dear Mr. Plaskon:

The Region 6 office of the U.S. Environmental Protection Agency (EPA) has reviewed the Draft Supplemental Environmental Impact Statement (EIS) for the Dallas Central Business District (CBD) Second Light Rail Alignment (D2 Subway) (CEQ No. 20200103). The Draft Supplemental EIS was reviewed pursuant to the National Environmental Policy Act (NEPA), the Council on Environmental Quality regulations (40 CFR Parts 1500 - 1508), and by our NEPA review authority under Section 309 of the Clean Air Act.

The D2 Subway would consist of a 2.4-mile light rail transit alignment extending from the existing Victory Station through the core of downtown Dallas, reconnecting to the Green Line along Good Latimer in the Deep Elum area. The alignment would be a combination of at-grade and below-grade sections, with the below-grade subway segment running primarily under Griffin and Commerce Streets.

EPA offers the following comment for consideration in finalizing the Draft Supplemental EIS.

Environmental Justice

The Draft EIS states that no substantial impacts to any human or natural resources are anticipated as a result of the proposed D2 Subway line or its construction. As for mitigation measures, the project is not expected to cause disproportionately high and adverse human health or environmental effects on minority populations and/or low-income populations. However, the Draft Supplemental EIS identified indirect impacts related to anticipated change in land use, transit-supportive development or redevelopment to the corridor, redevelopment intensification, etc. EPA therefore suggests the Final EIS expand discussion addressing indirect impact to the minority and low-income populations and effected populations within the redevelopment planning area. The Final Statement should consider and identify any related impacts which may include, but not limited to, displacement, relocation, noise, air quality and other, as applicable.

We appreciate the opportunity to review this Draft Supplemental EIS and look forward to reviewing the Final EIS. If you have any questions, please contact Michael Jansky, the project review lead, at 214-665-7451 or jansky.michael@epa.gov.

Sincerely,

Arturo J. Blanco
Director
Office of Communities, Tribes and
Environmental assessment

OFFICE OF HISTORIC PRESERVATION OBSERVATIONS & QUESTIONS
(amended to 9:17 am June 12, 2010)

A. B-4 Historic-Age Resource Reconnaissance Survey Report (AmaTerra
Environmental, Inc., August 2019)

Mapping

The OHP recommends that a color-coded map, showing and identifying the 90 listed and eligible historic resources identified in the Survey Report be provided at a scale that is consistent with the Street Modification Plans, and that this be undertaken at this stage to inform a more complete understanding of the potential effects and any corresponding mitigation that may need to be considered.

The OHP requests that all historic resources that were identified as not being eligible for listing in the National Register be clearly delineated on a map of historic resources so that the City be made aware of any potential adverse effects to historic resources that are important to the community.

National Register Eligibility vs Local Significance

In accordance with the provisions of Section 106, the OHP acknowledges that the identification of historic resources consists of those that are included in or eligible for inclusion in the National Register. The OHP also acknowledges the importance of consulting with local governments in the identification and nomination of properties for inclusion in the National Register. In this regard, the OHP recommends where a resource has already been identified as a City of Dallas historic landmark or is eligible for such designation, that these resources not be identified as non-contributors to a National Register District except where the Certified Local Government has concurred with such an evaluation.

Building, Structure, Object, Site and Districts

In addition to structures, the OHP recommends that the survey include the identification and mapping of any decorative hardscapes, sidewalks and curbs that would be impacted by the proposed street improvements. Where any impacts are considered to be adverse, the OHP recommends that the City be made aware of any potential adverse effects to historic resources that are important to the community.

Evaluations

For properties that were deemed not eligible for listing in the National Register, the OHP recommends that the evaluation of these properties be provided.

B. Determination of Effects Report (AmaTerra)

The Magnolia Gas Station was deemed eligible for listing in the National Register of Historic Places in 2019 by the Texas Historical Commission. In 7.3, Section 4 (f) Evaluation, page 28 of the Report, mitigation measures are set out for impacts largely centered on the setting of St. James Temple, however, there does not appear to be a discussion on mitigation measures that would

be commensurate with the magnitude of effects that would result from the complete loss of the Magnolia Gas Station.

The Office of Historic Preservation is not supportive of the proposed demolition of the Magnolia Gas Station. Given the abundance of parking lots and non-contributing structures along the proposed route, the OHP does not concur that a historic site of such significance is the only practical location for construction staging.

C. Assessment of Effects

There are a number of aspects, drawings, sections, contextual renderings that are needed at this stage in order to inform a robust assessment of effects. OHP believes that considerable information already exists that could be extracted and represented in a way that facilitates a more thorough assessment of effects. OHP does not concur with the indication that 90% completion drawings are necessary in order to undertake a more complete assessment of effects.

D. Alternatives

The OHP requests the plans that depict the alternatives considered that avoided the proposed demolition of the Magnolia Gas Station with the analysis of pros and cons along with a statement confirming the number of parking lots and non-historic structures that have a land area equal to or greater than the land area occupied by the Magnolia Gas Station, that are proposed to be acquired along the route.

E. Section 106 vs Section 4 (f)

Please clarify why Section 4 (f), which is concerned with “use” effects versus Section 106, which is concerned with “adverse effects” was sought for the “protection” of a National Register-eligible historic resource given that the likely effects that would result from its proposed demolition are significant, adverse, permanent and citywide.

Question 1

Would it not be beneficial to eliminate any historic property from consideration as a Section 4 (f) use for tunnels under Commercial Street, by making available sufficient documentation to facilitate such a determination now?

Question 2

Wouldn't this also reduce the likelihood of Late Discovery or Late Designation?

The effort to identify potential Section 4 (f) properties requires thorough documentation of communication with the likely Federal, State and Local officials with jurisdiction. The absence of such documentation and coordination may result in a Section 4 (f) use. Every precaution should be taken to avoid this type of use. Please provide documentation that confirms how and when the City of Dallas historic preservation section (now the Office of Historic Preservation) was consulted, the feedback received and how the feedback is reflected in the proposed design.

F. Drawings

The OHP recommends that all renderings and elevations of above-ground structures be shown in context as they would be experienced from the public right-of-way.

OHP recommends that the relationship between Commerce Station and Magnolia Hotel be depicted in plan, elevation and rendering.

DALLAS CBD SECOND LIGHT RAIL ALIGNMENT (D2 SUBWAY)

Supplemental Draft Environmental Impact Statement

G. Museum Way Station

OHP recommends that the Potential Secondary Access proposed for the intersection of Lamar and San Jacinto be depicted in its context and that a design statement address its consistency with the West End Historic District Ordinance.

H. Commerce Station

In relation to settings, OHP recommends that the proposed Emergency Maintenance Access Point, Commerce Station Headhouse and the "reimagined" Pegasus Plaza be depicted in context and that design statements for these new builds address their consistency with the Adolphus Hotel Ordinance, the Busch/Kirby Building and Annex Ordinance, the Magnolia Building Ordinance and Standard 9 of the *Secretary of the Interior's Standards for the Treatment of Historic Properties*, as appropriate.

I. Commerce Street

Along Commerce St, the tunnel appears to exit within the boundary of the Harwood Street Historic District and is above grade thereafter, northwards. The proximity of the above-grade line to the Western Union Building may have impacts on setting that should be considered at the early stage.

The OHP recommends that any above-grade construction including required headhouses, pedestrian portals and vent shafts (i.e. near the Dallas Power & Light Building) be depicted in their intended context as experienced from the public right-of-way.

J. CBD East Subway Station

In relation to settings, OHP recommends that the proposed streetscape improvements and the proximity of the subway line to the Western Union Building at 2028-2034 Main St. be depicted in context and that a design statement that addresses its consistency with Standard 9 of the *Secretary of the Interior's Standards for the Treatment of Historic Properties* be confirmed, as appropriate.

In relation to settings, OHP recommends that the proposed streetscape improvements and the proximity of the subway line to the Old City Hall at 106 S Harwood St be depicted in context and that a design statement that addresses its consistency with the Harwood Street Historic District Ordinance and Standard 9 of the *Secretary of the Interior's Standards for the Treatment of Historic Properties* be confirmed, as appropriate.

K. Metro Center Station

In relation to vertical relationships, the OHP recommends that the cross-sectional relationship between the tunnel excavation that depicts the east end of the Metro Center Station and the locally-designated Westin located at the corner of Griffin and Main Streets be provided.

In relation to vertical relationships, the OHP recommends that the cross-sectional relationship between the tunnel excavations that heads northeast along Commerce St show the locally-designated Santa Fe Building, the Dallas Power & Light Building, the Mercantile Bank Building, and the Allen Building in context.

Recommend a similar detail to that as depicted in the Cut-and –Cover Metro Center Station on page 18 of the DART D2 Subway Project 20% Preliminary Engineering City of Dallas Review Workshop (May 12, 2020).

In relation to vertical relationships, the OHP recommends that the Adolphus Hotel and the Magnolia Building be depicted in the Cut-and-Cover Structures Commerce Station.

This should be undertaken at the early stage of design because it can inform a robust assessment of effects and importantly, whether there might be a need for alternatives or mitigation. If such information is not made available until the latter stages of design, it risks being "design for information" rather "for informing design". It would appear that some of this information could be drawn from existing documentation in A.2 Vol B, Station Architecture Plans (March 6, 2020) however, it does not appear to have been developed in a way that would facilitate a better understanding of potential vibration effects. This information is also important to understand at this stage so that it might inform the need for mitigation and the early setting out of Temporary Protection Plans where appropriate.

L. Live Oak Station

The OHP recommends that drawings or renderings be employed to better illustrate how the proposed relocation of the Live Oak Station to the front of the St. James AME Temple would be seen from the public right-of-way. OHP further recommends that a design statement that addresses its consistency with the St. James AME Temple Ordinance and Standard 9 of the *Secretary of the Interior's Standards for the Treatment of Historic Properties* be confirmed, as appropriate.

M. Lizard Lounge

It would be helpful to receive the evaluation of the Lizard Lounge at 2424 Swiss Ave that led to the determination that it was not eligible for listing.

In relation to the line heading south along Good Latimer Expressway between Pacific Ave and the curvature that terminates at the existing Green Line, please clarify the relationship to and within the setting of the Knights of Pythias Temple.

N. D2 Subway Urban Design Process & Focus Area Subway Report (March 2020)

Historic Context

The above report states that "the D2 Subway offers a rare opportunity to establish a new urban architectural vernacular for subway stations and pedestrian portals in downtown. Good urban design has the potential to encourage ridership, maximize the project purpose, enhance the livability of downtown and create long term value. For this reason, DART is conducting a comprehensive urban design approach to consider feedback from stakeholders, riders, agencies and the City of Dallas before implementing design decisions."

A comprehensive urban design approach involving an exceptionally important infrastructure project, one that winds its way through, across, adjacent and under the City's historic core delivers a clear picture to the reader as to how the historic environment has informed the development of the urban design approach.

Question 3

In relation to urban design, how will the historic context inform design decisions? (See observation P – The Role of Character Appraisals below)

Question 4

Can the assessment of the historic environment play a role in the D2 Subway Urban Design Process & Focus Area Subway Report (March 2020) that is commensurate with the proximity proposed DART D2 Subway Project to the physical historic environment of Downtown Dallas?

Question 5

If the answer to Question 4 is no, where would the assessment be best positioned going forward, so that the reader understands how this critical aspect will inform urban design decisions?

Old Dallas Burial Ground

Under D2 Subway LPA – Commerce via Victory/Swiss, the D2 Subway Urban Design Process & Focus Area Subway Report (March 2020) the report states *"after leaving the station [Museum Way] the alignment crosses under Woodall Rogers Freeway at street level and then begins its transition underground into a tunnel portal just south of McKinney Avenue. As it descends, the alignment runs toward Griffin Street and turns under Griffin Street for several blocks where it remains"*

It would appear that the Old Dallas Burial Ground may be within the project area.

Please identify the location within existing documents that have been prepared, where we might locate an assessment of the scope and nature of investigations that confirmed that the excavations required for the tunneling would not further disturb Dallas' first known cemetery.

Question 6

Are there detailed plans and sections that depict any potential physical relationship between proposed excavations or tunneling and the cemetery?

O. The Role of Character Appraisals

Prior to designing within a historic context, it is important that an appraisal of existing conditions that make up the character and appearance of the place be undertaken. In relation to assessing the effects of change, new work should be considered in relation to the baseline conditions of the setting with a clear delineation as to those aspects of the setting that are valued for their historic character and appearance.

Character Appraisals

A character appraisal should be undertaken early so that any assessments of visual effects can inform the need for design adjustments or mitigation. In this regard, the OHP does not

recommend that assessments of visual effects be determined at the 90% design stage because their usefulness in shaping the most appropriate design response will likely be reduced to confirming effects rather than shaping or informing the design as it evolves.

The OHP recommends that each proposed above-grade new construction element be informed by a character appraisal of the historic context. A character appraisal should identify, describe and depict the existing conditions that make up the context, including but not limited to the public realm, setting, scale, orientation, siting and character of physical form and features, materials, views and vistas, circulation systems, patterns, and furnishing and fixtures.

Context Matters

There is no formula or prescription for designing compatible new construction within a historic context, nor is there generally only one possible design approach that will meet preservation standards.

Nonetheless, new construction shall encompass both the quality of the building itself and its quality as a contribution to the urban room in which it is situated. It will require certain questions to be addressed including but not limited to:

- How does the proposal relate to its wider setting?
- Are the street pattern and grain of the surroundings respected?
- Are there changes in height between the existing and new development and if so how are they managed?
- Will the result enhance or damage the quality of the streetscape?
- Has the potential impact of the proposed new construction been assessed as it would be experienced in close range?
- Is it either weak or overpowering?
- Does it respect the scale and rhythm of its neighbors?
- What materials are used and how do they relate to those of the surrounding buildings? (Note: Sensitivity to context and the use of traditional materials are not incompatible with contemporary architecture).
- Is the quality as high?
- Does the detailing of the materials show signs of careful thought or originality in the way the proposed new construction is put together?
- How will the colors work together?
- How does the architecture present itself to the viewer?
- Is there a strong composition in the pattern of solid to void in the façades that are experienced from the public right-of-way?
- What contribution, if any, does the proposal make to the public realm?
- In the wider setting, has the impact of the building in views and vistas been considered?
- Does it make a positive or negative impact?
- Does it form a harmonious group or composition with existing buildings or features in the streetscape?
- Does it distract the eye from the focus of the view and if so does it provide something better to look at?

P. Design Considerations

1. Preservation Principles

In each case, regard will need to be had for City of Dallas historic property ordinances and Standards 9 and 10 (Rehabilitation) of the Secretary of the Interior's Standards for the treatment of Historic Properties.

2. Compatible and Distinguishable

- a. Carefully consider the historic context of the block and surrounding district when designing a new structure. New construction should be distinguishable from historic structures in the district without detracting from them. In relation to historic properties, new construction needs to be distinguishable and compatible.
- b. Compatibility of new structures may be accomplished through the use of a similar scale and mass as the nearby historic structure(s) and the use of similar proportion of windows to wall area.
- c. New construction that is either identical to historic buildings or in extreme contrast are not compatible.
- d. Design new buildings to reflect their time while respecting the historic context. While new construction should not attempt to replicate historic features, new work should not be so dissimilar as to distract from or diminish the historic character and appearance of the district.
- e. Contemporary interpretations of traditional designs and details for new construction may be appropriate when they also satisfy the preservation principles that ensure distinguishability and compatibility.

3. Entrances

While existing building forms along the DART D2 Subway route vary, consistent building and entrance orientation along urban block faces create a pedestrian-friendly character within historic commercial districts.

4. Alignment

Typically, storefronts are aligned with the back of the sidewalk and their entrances are clearly visible along the street frontage.

5. Adjacency

- a. Consider any aspects of adjacency where a historic structure is involved and ensure that any aspects of prominence associated with the historic structure are not diminished.
- b. Utilize transitions in building height, wall-plane offsets, and other variations in building massing to provide a visual transition between new construction and that of adjacent historic buildings.

- c. Incorporating a simple, recessed, small-scale hyphen, or connection, to physically and visually separate adjacent new work from the historic building.
- d. New construction should be consistent with adjacent historic buildings in terms of their urban footprint.
- e. Protect buildings and landscape features when undertaking work in the setting. Temporary Protection Plans may need to be considered in a way that informs design evolution.

6. Height and Scale

Design new construction so that its height and overall scale are consistent with nearby historic buildings. In commercial districts, building height shall conform to the established pattern.

7. Public Realm

Retain the historic relationship between buildings and the public realm in the setting.

8. Roofs

Incorporate roof forms that are consistent with those predominantly found on the block.

9. Fenestration Pattern

Incorporate window and door openings with a similar proportion of solid to void as typical with nearby historic facades.

10. Façade Composition

- a. The primary façade of new commercial buildings should be in keeping with established patterns.
- b. Maintaining horizontal elements within adjacent cap, middle, and base precedents will establish a consistent street wall through the alignment of horizontal parts. Avoid blank walls, particularly on elevations visible from the public right-of-way.

11. Materials

- a. Materials that are dramatically different in scale, texture, and proportion as those historically used in the district can result in new construction that appears out of context and incompatible with the predominant character and appearance of the historic district.
- b. Use materials that complement the type, color, and texture of materials traditionally found in the district. Materials should not be so dissimilar as to distract from the historic character and appearance of the district.

12. Details

Incorporate architectural details that are in keeping with the predominant character and appearance along the block face or within the district. Details should be simple in design and should complement, but not visually compete with, the character of adjacent historic structures or other historic structures within the district. Architectural details that are more ornate or elaborate than those found within the district are inappropriate.

13. On-Site Features

- a. Designing new onsite features (such as parking areas, access ramps, or lighting), when required by a new use, so that they are as unobtrusive as possible, retain the historic relationship between the building or buildings and the landscape, and are compatible with the historic character of the property.
- b. Complying with barrier-free access requirements in such a manner that the historic building's character-defining exterior features, interior spaces, features, and finishes, and features of the site and setting are preserved or impacted as little as possible.

14. Non-Contributors

Consider removing non-significant buildings, additions, or site features along the proposed DART D2 Subway route that detract from the historic character and appearance of the district.

15. Screening of Appurtenances

Design the siting and screening of mechanical equipment and roof appurtenances in such a way that it does not detract from the character and appearance of the historic context.

Q. Design Review – Office of Historic Preservation/Landmarks Commission

Review Process

Any exterior change to a locally-designated landmark or historic district within the City of Dallas will require a Certificate of Appropriateness. The Landmarks Commission will have original jurisdiction for certain scopes of work.

R. Costs

Question 7

What is the cost of acquisition of the Magnolia Gas Station?

Please provide a cost estimate for its proposed demolition and the cost to dispose.
Please provide a calculation of the embodied energy for the historic structure.

S. Demolition vs Deconstruction

Question 8

In relation to the Magnolia Gas Station, if demolition were the only feasible alternative, what method of demolition would be undertaken?

Question 9

How would the method satisfy environmental sustainability objectives?

Question 10

What consideration has been given to deconstruction? Please explain.

T. Public Comment Timeline

In the absence of items A-T, the OHP considers that the public would not have had a sufficiently complete understanding of the potential impacts on the City's historic resources in order to provide informed feedback by the June 29th deadline posted on DART's web site.

Complete DART D2 UDPRP Comments with Clarifications
June 2020

| | Comment | Notes |
|---|--|-------------------------|
| | Process and Scope | |
| 1 | The Panel stresses the need for clarity within the design-build contract to ensure the securing of the level of design and contextual sensitivity exhibited in the alignment analysis presented during the three reviews and recommends specific provisions to achieve the presented and expressed level of design for portals and stations. Furthermore, the Panel hopes to ensure that all Urban Design Peer Review Panel comments are incorporated into the design as well as the potential design-build contract and the subsequent urban design comments at the 20% design milestone. | |
| 2 | The Panel urges City staff and DART to develop a clear mechanism for staff review of key project design milestones during the design-build process in order to provide opportunities for critical design input to secure conformance with the Urban Design Transit Guidelines and Panel recommendations throughout the project design and development. | |
| 3 | The Panel is encouraged by the current approach to project development assuring that technical considerations are evaluated alongside the resulting urban design conditions as a direct component of the D2 design decision making process and encourages this approach to continue as the project develops further. | |
| 4 | The Panel recommends that the City be proactive on this project to work with appropriate parties and stakeholders to organize meetings and work sessions as necessary to better understand the urban design implications of the proposed eastern alignment, specifically related to the design of the street fabric. | |
| 5 | The panel discussed that when designing within a historic context, it is important that an appraisal of existing conditions (including historic resources) that make up the character and appearance of the place be undertaken. In accessing the effects of a change, new work should be considered in relation to the baseline conditions of the setting, including their historic character and appearance. These appraisals should be completed as part of the early design phase. The Panel requests the opportunity to provide input and recommendations regarding historic preservation and context issues related to current alignments, construction, and staging operations and their direct impact on any adjacent existing and potential historic building or district. | Note clarified language |
| 6 | The Panel recommends expanding the scope of the project to include enhancement of pedestrian access to the East Transfer Center and Carpenter Park while also exploring developing the East Transfer Center as a future transit-oriented development site. | |

| | | |
|---|---|-------------------------|
| | Project Design and Urban Fabric | |
| 1 | The Dallas DART D2 should implement best management practices from the City of Dallas Integrated Stormwater Management guidance for all above ground facilities within the scope of the project. Based on the project's nature, integrate design solutions to reduce the amount of pollutant runoff, reduce the volume of runoff and create strategies for water conservation for each individual station area. | Note clarified language |
| 2 | The proposed demolition of historic structures solely for use of the site during construction seems is not acceptable as such is consistent with modern preservation or sustainable practices. Specifically, the Magnolia Gas Stations is | Note clarified language |

| | | |
|----|--|-------------------------|
| | a representative remnant of a building type that derives from the early influence of the automobile and is thus representative of major urban design forces that have most substantially shaped our city over the past 100 years. | |
| 3 | The Panel recommends DART establish a strong design language for maintaining a unified design identity for the entire alignment while also encouraging unique individual characteristics of each station/ station area. | |
| 4 | The Panel encourages further refinement of the design of all stations to improve integration into their existing surroundings, enhancing street hospitality and vitality through landscaping and activity generators such as concessions and vendors. | |
| 5 | In order to improve general access and functionality of the Commerce Street Station, the Panel recommends reducing escalator runs and shortening the length of access to the platform if at all possible. The design team should enhance the experience of the transit user by carefully choreographing placement and movement of escalators to create a strong sense of arrival at Pegasus Plaza above and at the platform below. | |
| 6 | <p>Design considerations within a historic context are important. The Panel notes that the corner of Main and Akard is the historic and current center of downtown Dallas, and, along with Pegasus Plaza, is of high historic significance to Dallas. This historic context must be considered and form the basis for design of DART's station structure/s in this area – which should be respectful of this historic location, and be of the highest level of both architectural and urban design possible.</p> <p>More specifically, the Panel recommends that the design team explore alternative designs, with the design approach of the headhouse for the Commerce Street Station in Pegasus Plaza be informed by and be compatible with the very significant surrounding historic context, presenting the most minimal physical intrusion possible. The architectural impacts on the park should be integral with the park's plan and landscape, while considering pedestrian traffic and access as a part of the design.</p> <p>Other design considerations while designing within historic contexts addressed by the Panel include Preservation Principles (per Dallas's historic ordinances and the <i>Secretary of the Interiors Standards</i>) relative to compatible and distinguishable design relative to context and design of specific features including entrances, alignment, adjacency, height and scale, relationship between new work and the public realm, roofs, fenestrations, façade composition, materials and details.</p> | Note clarified language |
| 7 | The Panel expresses concerns for the potential detrimental effects created by locating bus transfer below-grade at the West End Transfer Center, specifically the need for necessary ramping and ingress/egress. | |
| 8 | The panel expresses concern regarding the resulting pedestrian experience from transit to the east portal area generated by moving the existing Deep Ellum Station, and strongly recommends great care be given toward introducing a safe and convenient pedestrian connection from the station, through the station portal area, to Carpenter Park. | |
| 9 | As project development advances, the panel recommends continued effort be made to shorten distances between pedestrian access points to below-grade station platforms wherever possible. | |
| 10 | <p>Make specific effort to design the Swiss Avenue junction to allow for development to occur on either side of the "Y" to minimize the disruption caused by the surface infrastructure within the surrounding urban fabric.</p> <p>Additionally, the Panel advises enhancing the design of the space between and around the eastern "Y" at Swiss/Good Latimer with landscaping and public art in order to beautify it and prevent it from becoming a purely utilitarian space.</p> | |

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| 11 | <p>The panel expresses significant concern around the amount of disruption being proposed at the east portal location, and suggests great care be taken to minimize or limit such disruption through the following means:</p> <ul style="list-style-type: none"> a. Continued exploration of alternatives within the east portal area that more closely align track and portal infrastructure with the existing street grid and fabric minimizing disruption to valuable land within the potential future urban neighborhood. b. Additional study of the east portal area and alignment should be explored through the engagement of local urban design expertise, area stakeholders, DART and the City to work toward envisioning and securing the best possible urban design outcome for the eastern end of the project. | |
| 12 | <p>The panel recommends a careful approach in regard to property acquisition particularly along the Swiss avenue alignment, focusing on staying within the right of way wherever possible. Where property acquisition cannot be avoided, ensure that track and station infrastructure are designed to allow for desirable future development scenarios.</p> | |
| 13 | <p>In all instances, avoid splitting existing blocks wherever possible, particularly in regard to surface alignments.</p> | |
| 14 | <p>The panel urges that attention be given to the alignment and location of the western portal, potentially adjusting the alignment to westwards, to ensure the resulting parcellation will allow for seamless integration of future developable blocks and street connections.</p> <p>Additionally, the panel expresses concern with the loss of east to west connectivity at the west portal area, recommending great care be given toward maintaining pedestrian and vehicular connectivity at Horde Street, and at minimum a pedestrian connection at Corbin Street.</p> | |
| 15 | <p>The panel recommends DART's design team consider contextual integration of the east and west portals into their immediate surroundings. Air right development partnership opportunities and public space integration should be explored and used to enhance the character of each portal.</p> | |
| 16 | <p>The Panel recommends DART further explore partnering with private developers to develop air rights above all proposed stations while also ensuring station design can accommodate future development.</p> | |



METROPOLITAN PLANNING ORGANIZATION
FOR THE DALLAS-FORT WORTH REGION



Statement of Support
D2 Light Rail Expansion Project

Submitted by the Regional Transportation Council and the North Central Texas Council of Governments, together serving as the Metropolitan Planning Organization for the Dallas-Fort Worth area, on June 26, 2020

The North Central Texas region is home to the longest light rail transit (LRT) system in the United States. To accommodate planned and programmed improvements to the DART system, additional capacity is required through the Downtown Dallas area. The current LRT system converges four lines onto one alignment in Downtown Dallas. To increase LRT system efficiency and effectiveness, an additional alignment through Downtown Dallas is essential.

Light rail transit in the Dallas area provides a vital transportation choice for travelers. The Regional Transportation Council and the North Central Texas Council of Governments support the proposed D2 project. However, planning and implementation of D2 should also consider proposed improvements to IH-345 in Downtown Dallas. Both projects are vital transportation components to the DFW region transportation system and the City of Dallas. While all agencies are working diligently to advance both projects, agreement on the design of both must be coordinated. Coordinating the projects to ensure each is implemented in conjunction with the other will provide an opportunity to move the D2 project forward. Being able to advance D2 in a timely manner is important in post-COVID19 pandemic conditions, there may be an opportunity to advance critical projects such as this in a way to provided critical economic stimulus to the regional, and national, economy.

The proposed DART D2 Light Rail Transit line expansion project is consistent with Mobility 2045: The Metropolitan Transportation Plan for North Central Texas. Due to the project's critical nature, the North Central Texas Council of Governments is willing to provide any assistance in the planning, design, and implementation for the proposed improvements.

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About the Regional Transportation Council

The Regional Transportation Council (RTC) of the North Central Texas Council of Governments has served as the Metropolitan Planning Organization (MPO) for regional transportation planning in the Dallas-Fort Worth area since 1974. The MPO works in cooperation with the region's transportation providers to address the complex transportation needs of the rapidly growing metropolitan area. The 12-county Dallas-Fort Worth Metropolitan Planning Area includes Collin, Dallas, Denton, Ellis, Hunt, Hood, Johnson, Kaufman, Parker, Rockwall, Tarrant and Wise counties. The RTC's 44 members include local elected or appointed officials from the metropolitan area and representatives from each of the area's transportation providers. More information can be found at www.nctcog.org.

About the North Central Texas Council of Governments

The North Central Texas Council of Governments (NCTCOG) is a voluntary association of local governments established in 1966 to assist local governments in planning for common needs, cooperating for mutual benefit, and coordinating for sound regional development. NCTCOG's purpose is to strengthen both the individual and collective power of local governments and to help them recognize regional opportunities, eliminate unnecessary duplication, and make joint decisions. NCTCOG serves a 16-county region of North Central Texas, which is centered around the two urban centers of Dallas and Fort Worth. Currently, NCTCOG has 240 member governments including 16 counties, 170 cities, 24 school districts, and 30 special districts.

| NCTCOG Comments on May 2020 SDEIS for DART D2 | | | | | | | | |
|---|-----------|-----------------------|---------|------|---------------------------|-----------------|-----------------------------------|--|
| Agency Comment ID # | Commentor | Chapter # or Appendix | Section | Page | Paragraph | Type of Comment | | Comment |
| 1 | to | ES | ES | 5 | Table ES-1 Rows 1 and 4 | Issue | Executive Summary ES-5 Table ES-1 | Clarify how D2 will not change ridership but still reduce VMT-- often are antithetical, so small description in exec summary would be helpful. |
| 2 | sw | 1 | 1.4.2 | 1-12 | 3rd, last sentence | Info | 1.4.2 1-12 3rd | Mobility 2045 recommends a high-speed not a higher-speed connection between Dallas and Fort Worth. It should be noted that in June 2020, NCTCOG, in coordination with FRA and FTA, began an alternative analysis for a high-speed passenger service between downtown Dallas and downtown Fort Worth. |
| 3 | pr | 2 | 2.1 | 2-2 | LPA Refinement | Editorial | 2.1 2-2 LPA Refinement | Include reference to Appendices B.20, B.22, B.23 |
| 4 | pr | 2 | 2.2.1 | 2-3 | Fig. 2-1 | Editorial | 2.2.1 2-3 Figured 2-1 | Silver Line Rail is shown in dashed gray line but not labeled on map or included in the legend. |
| 5 | pr | 2 | 2.2.2 | 2-4 | 2 | Info | 2.2.2 2-4 2nd | IH 345 coordination needed from TXDOT |
| 6 | sw | 2 | 2.2.2 | 2-4 | 3rd | Info | 2.2.2 2-4 3rd | Improvements to I-345 are programmatically included in Mobility 2045. Specific improvements to I-345 were not included in the MTP to avoid the perception that the type of improvements had been pre-determined. NCTCOG is awaiting the outcome of the TxDOT feasibility study before listing project specifics. |
| 7 | pr | 2 | 2.3.1 | 2-7 | Fig. 2-3 | Issue | 2.3.1 2-7 Figure 2-3 | Replace Fig. 2-3 with Fig. 3.3 Transportation Network in Study Area; Fig. 3.3 would be more helpful to follow the narrative. |
| 8 | pr | 2 | 2.4 | 2-24 | 4th | Issue | 2.4 2-24 4th | Include Alternative Comparison Summaries for Pacific, Elm and Commerce Street options. Reference DART Public Meeting 6/21/2017 |
| 9 | pr | 3 | 3.2.2 | 3-13 | 4th | Issue | 3.2.2 3-13 4th | Maintain visibility and integrity of water wall and statue at Rosa Parks Plaza |
| 10 | sw | 3 | 3.3.3 | 3-27 | Tables 3-11 and 3-12 | Editorial | 3.3.3 3-27 Table 3-11 and 3-12 | Tables 3-11 and 3-12 seem to indicate a high level of precision; data shown to the single-digit. Suggest rounding to the nearest hundredth. |
| 11 | nd | 4 | 4.9.4 | 4-74 | 3rd, last sentence | Issue | 4.9.4 4-74 3rd | Qualifying that renewable energy sources will increase over time needs some backup source. Is there a DART policy dedicated to this? |
| 12 | sw | 4 | 4.9.4 | 4-74 | Table 4-12 | Issue | 4.9.4 4-74 Table 4-12 | Table 4-12 seem to indicate a high level of precision; data shown to the single-digit. Suggest rounding to the nearest hundredth. |
| 13 | pr | 4 | 4.10.5 | 4-77 | 3rd | Info | 4.10.5 4-77 3rd | Provide safety guarantees of DART security app reliability/mobile service in underground locations. |
| 14 | nd | 4 | 4.14.3 | 4-94 | 1st, penultimate sentence | Issue | 4.14.3 4-94 1st | The interior least tern has been known to nest on gravel rooftops in the urbanized area of the City of Dallas. More investigations will need to be conducted for this habitat and presence of the tern. |

| | | | | | | | | |
|----|----|-----|------------|-------|-----------------------|-----------|--------------------------------------|---|
| 15 | nd | 4 | 4.16.3 | 4-111 | Table 4-17 | Issue | 4.16.3 4-111 Table 4-17 | Redevelopable land is only listed as vacant or parking. But other buildings, offices, etc. can be redeveloped. Define what you consider redevelopment and address how current business and sites could change due to redevelopment of those sites. |
| 16 | nd | 4 | 4.16.3 | 4-113 | 2nd and 3rd paragraph | Issue | 4.16.3 4-113 2nd and 3rd | The cumulative impacts sections seems incomplete. It is mentioned how cumulative impacts are done, but it doesn't list the resources evaluated (if any), any parameters (temporal, etc.) for the resources and any potential cumulative impacts, if any. If there were no impacts or investigations, no negative statements were included and the section reads as incomplete. |
| 17 | pr | 5 | 5.3.1 | 5-19 | 1st | Info | 5.3.1 5-19 1st | DARTzoom Network redesign recommendations are needed to evaluate redesign of Rosa Parks Plaza. Reference items needed in Appendix. |
| 18 | pr | 5 | 5.3.3 | 5-25 | 4th | Issue | 5.3.3 5-25 4th | Is additional evaluation needed for construction and train operational vibration effects to sensitive sites such as Dallas World Aquarium. |
| 19 | pr | 5 | 5.3.5 | 5-27 | 1st | Issue | 5.3.5 5-27 1st | With 24/7 construction, noise mitigation will be needed in sensitive areas (residential & hotel) |
| 20 | dp | B21 | 3 | 7 | Figure 4 | Editorial | Appendix B-21 3 7 Figure 4 | Suggest adding a dot for the new Live Oak station |
| 21 | dp | B21 | 6.1 | 16 | Table 8 | Issue | Appendix B-21 6.1 16 Table 8 | The difference in VMT from the No-Build scenario to the Build scenario ranges from about 0.04% at the regional level to 0.12% for the Dallas 360 study area. Section 5.1.1 downplayed the 2% drop in light rail ridership as being within the margin of error. Moreover, nearly two-thirds of the reduction in VMT appears to be generated from outside the DART service area. Some discussion of why this drop in VMT is statistically significant (and not just attributable to model error) would be appropriate--especially since these numbers are used to calculate monetized air quality and safety benefits in section 6.2. |
| 22 | dp | B21 | 6.1 | 16 | Table 9 | Issue | Appendix B-21 6.1 16 Table 9 | As with VMT, the improvements in VHT are also very small. Some discussion of their significance would be appropriate. Also, is the benefit to VHT offset by the increased travel time on the Orange (and presumably Green) line as described in 5.1.2? Also, the title for Table 9 says "Vehicle Hours of Congestion Delay" but the columns say VHT, which is Vehicle Hours of Travel. These are two slightly different concepts. Which is shown in the table? |
| 23 | dp | B21 | Appendix D | 32 | Table D1 | Editorial | Appendix B-21 Appendix D 32 Table D1 | This table exists in isolation, with no reference in the earlier text and no explanation, although it seems to be an expansion of Table 6 in 5.1.3. Suggest adding a reference to this table (D1) in the discussion of Table 6. Also suggest adding a description of the various modes, e.g. what is the DART CBD mode vs the DART Feeder, as well as which scenario this dataset represents. It might be worth adding a version of this table for the other scenario as well. |

TEXAS HISTORICAL COMMISSION
real places telling real stories

June 29, 2019

Ernie Martinez
DART Capital Planning
PO Box 660163
Dallas, Texas 75266-7213

Re: *Project Review under Section 106 of the National Historic Preservation Act, DART D2 Subway, Supplemental Draft Environmental Impact Statement, Dallas, Dallas County (FTA/DART/106, THC #202012927)*

Mr. Martinez:

Thank you for the recent notice of the publication of the Supplemental Draft Environmental Impact Statement (SDEIS) for the Dallas Area Rapid Transit (DART) D2 Subway Project, prepared by the Federal Transit Administration (FTA) and DART. This letter serves as comment on the proposed undertaking from the State Historic Preservation Officer, the Executive Director of the Texas Historical Commission (THC).

THC staff, led by Justin Kockritz, Rebecca Shelton, and Pam Opiela, have completed their review of the SDEIS and offer the following comments on the potential effects of the proposed project on historic properties.

- THC concurs that because the effects on historic properties cannot be fully determined prior to approval of the undertaking, developing and executing a programmatic agreement (PA) will ensure that FTA's responsibilities for compliance with Section 106 of the National Historic Preservation Act are met. To the suggested PA stipulations found at Chapter 4.6.5 of the SDEIS, THC also recommends including:
 - Identifying how design/build contractors, if any, will be bound to the PA and its terms;
 - Identifying what aspects of the project may not be altered by a design/build contractor, if any;
 - A process for evaluating and consulting on any post-review design changes;
 - A process for monitoring, evaluating, and consulting on any discovery of unanticipated effects to historic properties;
 - A process for evaluating potential construction by entities other than DART, including the City of Dallas or non-profit organizations, that are part of this FTA undertaking, or clarifying that such construction is *not* part of the FTA undertaking;
 - Provisions for annual or semi-annual reporting by DART to the consulting parties summarizing the design and construction progress and compliance with the PA;
 - A process for amending the PA as needed; and,
 - A process for resolving any disputes related to the PA or its implementation.

Further consultation will likely be required to develop mitigation appropriate for, and commensurate with, the proposed adverse effects to historic properties.

- The Deep Ellum Historic District (DEHD) was previously determined eligible for listing in the National Register of Historic Places; see the Historic-Age Resource Reconnaissance Survey Report (Appendix B.4, Survey Report) and our related correspondence for more information. Because the full boundaries of the DEHD likely extend far beyond the D2 Subway Project's Area of Potential Effect (APE), THC agreed that delineating the full boundaries of the district was beyond the scope of this project. However, several properties within the APE were determined to be contributing to the DEHD. We recommend adding the DEHD and the identified contributing resources within the APE to Table 4-8 and ensuring that the DEHD is identified consistently throughout the SDEIS.

- Since the Survey Report was completed and our concurrence regarding the identification of historic properties within the APE, an amendment to the National Register nomination for the Dallas Downtown Historic District was accepted by the National Park Service, which justified the historic significance of the DalPark Garage at 1600 Commerce Street (also known as the Neiman Marcus Parking Garage). Based on this documentation, the DalPark Garage was determined to be a *contributing* resource to the Dallas Downtown Historic District. A copy of this amendment was provided to Deborah Dobson-Brown of AmaTerra Environmental, Inc., on May 29, 2020. If the Commerce Station Access Portal Option through the vacant DalPark Garage lease space is pursued, further consultation will be required as part of the planned PA to evaluate the effect of the access portal on the historic property.
- Many properties shown on Figures 4-13, 4-14, and 4-15 are symbolized as “NRHP Recommended Eligible Resource” when they were determined *not* eligible for listing in the National Register during consultation on the Survey Report. Examples include property #4 Dallas World Aquarium, #26 Jackson Street Garage, and #DE01 615 North Good-Lattimer Expressway. Please ensure that these maps match FTA’s determinations of eligibility resulting from the consultation on the Survey Report. For clarity, properties that were evaluated in the Survey Report and determined *not* eligible for listing in the National Register could be removed from these maps. There are also some minor spelling errors in the lists accompanying Figure 4-13, including #53 that should read “Sanger Brothers” and #54 that should read “Metropolitan.” For properties without a historic or common name, we recommend including the address in the list accompanying these figures, rather than “Unknown.”

We look forward to further consultation with your office and hope to maintain a partnership that will foster effective historic preservation. Thank you for your cooperation in this federal review process, and for your efforts to preserve the irreplaceable heritage of Texas. If you have questions concerning the identification and evaluation of non-archeological historic properties, please contact Justin Kockritz at Justin.Kockritz@thc.texas.gov or 512-936-7403; for questions concerning potential effects to non-archeological historic properties, please contact for Pam Opiela at Pamela.Opiela@thc.texas.gov or 512-463-8952; or, for questions concerning archeological resources, please contact Rebecca Shelton at Rebecca.Shelton@thc.texas.gov or 512-463-6043.

Sincerely,



Justin Kockritz
For: Mark Wolfe, State Historic Preservation Officer

cc: Terence Plaskon, Federal Transit Administration *via email*
Kay Shelton and Victor Ibewuiké, DART *via email*
Murray Miller and Liz Casso, City of Dallas Office of Historic Preservation *via email*
David Preziosi, Preservation Dallas *via email*
Deborah Dobson-Brown, AmaTerra Environmental, Inc. *via email*





June 29, 2020

DART
1401 Pacific Ave.
Dallas, Texas 75202

RE: Comments on DART D2 SDEIS

Dear DART:

*Board of Trustees
2019 – 2020*

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Fred Peña, RA
Diane Sherman
Joan Walne*

*David Preziosi, FAICP
Executive Director*

Preservation Dallas would like to submit comments regarding the May 2020 Supplemental Draft Environmental Impact Statement (SDEIS) for the DART D2 subway project. We are pleased to see that a thorough review and inventory of historic structures in the APE and along the proposed subway line has been undertaken and the potential impacts to those structures have been evaluated.

After our review of the SDEIS and Appendix B for impacts to historic resources, we have the following comments:

1. Magnolia Gasoline Station at 902 Ross Avenue – As stated in the SDEIS, this historic building is eligible for the NRHP and is proposed for demolition with the rest of the buildings on the block to serve as a temporary construction site for D2. We would request that all possible alternatives be explored for other areas to serve as a construction site, or that the corner of the block with the Magnolia Gasoline Building be excluded from the construction site since it is furthest from where the line is proposed to be built. Another alternative would be to temporarily relocate the building to another site during construction and return it to the site when construction is finished or to permanently relocate it to another site. Those and other options can be explored as part of the Programmatic Agreement process, which we would like to be a part of.
2. St. James A.M.E. Temple at 624 N. Good Latimer Expressway – The site of this significant City of Dallas Landmark building is proposed to be impacted with the relocation of the Deep Ellum Station to become the new Live Oak Station. There are potential impacts to the sidewalk, historic marker, and foliage with the expansion of the right-of-way for Good Latimer to accommodate the new station. We share The Meadows Foundation's concerns about ADA access to the building if the City of Dallas revokes the use of the rear parking lot. The parking lot off of Good Latimer is not accessible from the street and the proposed 14% grade on the driveway caused by the right-of-way expansion does not meet ADA access standards. If that can be addressed, it would provide necessary access to this building.

3. 2424, 2500, 2511 Swiss Avenue and 2441 Pacific Avenue – These buildings are proposed for acquisition for the construction and staging area for the Swiss Avenue portal and Y connection with the Green Line. All of the buildings are historic by age but are not considered eligible for the NRHP according to the SDEIS. As mitigation for their demolition, we request that additional documentation is completed for those buildings including as-found drawings, elevation photographs, and any additional research that can be located.
4. Commerce Station at Pegasus Plaza – The headhouse for the Commerce Station is proposed to be located in Pegasus Plaza. Although the plaza is not technically considered historic, it does abut the Magnolia Hotel. The Magnolia is a City of Dallas Landmark and a contributing resource in the NRHP Dallas Downtown Historic District. We request that all care be taken when designing and building the headhouse so it does not negatively impact or damage the historic Magnolia Hotel.

If any additional information or clarification is needed on the comments submitted in this letter, please let us know. Preservation Dallas is appreciative of DART's efforts in preparing the SDEIS and for following the Sections 106 and 4(f) review process for historic resources in the D2 APE.

Sincerely,



David Preziosi, FAICP
Executive Director



Will Stovall
President



June 25, 2020

Mr. Ernie Martinez
Project Manager
Capital Planning
DART
PO Box 660163
Dallas, Texas 75266-7213

**Re: DART D2 Subway, Supplemental Draft Environmental Impact Study
(SDEIS, May 2020)**

Dear Mr. Martinez,

Thank you for the opportunity to participate in this important regional mobility project. Based on city staff review of the reference document, we offer the comments listed below.

- We concur with the development of the D2 Subway (the *Build Alternative*) that provides additional capacity for the overall rail system.
- We concur with an alignment of the subway that tends to shift Carrollton Green Line riders from the existing Transit Mall to the proposed D2 Subway. The proposed, 2.4 mile alignment generally north-south along Griffin Street, and then generally east-west along Commerce Street is acceptable.
- We concur with the development of four new stations, and one relocated station in Downtown Dallas that provide a wide accessibility coverage, and which serve Carrollton riders.
- We concur with the use of bus routes and/or street cars to increase accessibility in Downtown Dallas, and which serve Carrollton riders.
- We concur with the use of federal financing to develop the D2 Subway, such as with an FTA Capital Investment Grant (CIG), while maintaining priority on the design and construction of the Silver Line further north in the DART System.

Page 2/2
June 25, 2020
Ernie Martinez
D2 Subway SDEIS

We look forward towards the successful development of this project.

Sincerely,



Tom Hammons
Interim Director of Engineering

xc:

Doug Hrbacek, DART Board
Erin Reinhart, City Manager
Marcos Fernandez, Engineering

Engineering Department

1945 E. Jackson Rd., Carrollton, TX 75006 | 972.466.3200 | Fax: 972.466.3193
P.O. Box 110535, Carrollton, TX 75011-0535 | cityofcarrollton.com

-----Original Message-----

From: Dietrich Bailey <dietrichbailey@mac.com>

Sent: Wednesday, May 20, 2020 9:39 AM

To: CI_D2 MAILBOX <D2@DART.ORG>

Subject: D2 Subway SDEIS Comments

To whom it may concern,

I have a question on the noise and vibration studies.

While the documents are quite technical, the basics of what I read is because the noise is not expected to be increased Greater than 3 decibels mitigation is not required per the FTA. However, some will be considered at several locations.

As a resident of Live Oak Lofts which predicted to be the closest building to the tracks and have the second highest noise increase. Can you please explain how this 3 decimal increase is calculated. Prior to the construction of the Green line the noise was quite low. In your documents I only see increases from today's noise not the overall noise increase for the green line since construction. Seems as long as the construction is in phases the 3 decimal increase is not cumulative.

Thanks

Dietrich

From: CI_D2 MAILBOX [mailto:D2@DART.ORG]

Sent: Monday, June 15, 2020 1:31 PM

To: Lloyd, Kristine <Kristine.Lloyd@hdrinc.com>; Kay Shelton <KShelton@dart.org>; Carlos Huerta <CHuerta@dart.org>

Subject: FW: D2 Subway SDEIS Comments

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From: Caleb Jiang <cjiang2002@gmail.com>

Sent: Thursday, June 11, 2020 12:44 PM

To: CI_D2 MAILBOX <D2@DART.ORG>

Subject: D2 Subway SDEIS Comments

I am concerned about the fare gates in the D2 station designs. Since all of the existing stations do not have fare gates and it would be especially costly and difficult to add them given their open design, it seems as if the fare gates' only purpose is to exist as a costly way to try to keep homeless people out of the stations. Some of the currently accepted forms of fare media such as the GoPass app have no way of communicating with fare readers in their current state and will need to be redesigned, increasing costs. Magnetic stripe cards as used for local and regional passes in the three DFW transit agencies are slow, frustrating, and unreliable to use (see NYC metrocard). Even if every single DART rider were issued a free GoPass tap card, station capacity will still be reduced as paying riders need to line up to use the fare gates when entering and exiting. People looking for a free ride will simply walk north two blocks (or less) and be able to hop on a train at one of the existing downtown stations. In summary, fare gates should be removed from D2 because they slow down and inconvenience paying customers while having a minimal impact at reducing fare evaders.

Name: Caleb Jiang

Address: 3000 Northside Blvd, Apt 1123, 75080



**ARCHITECTS
INTERIORS
LANDSCAPE
PLANNING**

Dallas
2808 Fairmount Street, Suite 300
Dallas, Texas | 75201
214.303.1500

Fort Worth
3300 West 7th Street, Suite 110
Fort Worth, Texas | 76107
817.303.1500

Austin
800 Brazos Street, Suite 670
Austin, Texas | 78701
512.807.0433

June 16, 2020

Mayor Eric Johnson
1500 Marilla Street
Suite 5EN
Dallas, TX 75201

Gary Thomas, President/Executive Director
Dallas Area Rapid Transit
PO Box 660163
Dallas, TX 75266-0163

Re: Comments to D2 SDEIS

Honorable Mayor Johnson and Mr. Thomas:

Last week I received a link to the Supplement Draft EIS for the proposed DART downtown subway (D2), which I carefully and eagerly reviewed. For more than a decade I have been a frequent participant in stakeholder meetings regarding D2, and have been particularly invested in matters of urban design for the project, such as planning charrettes for the Deep Ellum connection and the Pegasus Plaza portal to the Commerce Street Station. While on DDI's Transportation Committee, we were actively involved in formulating the urban design standards which will govern D2. Therefore, I bring a great deal of familiarity with the project and want to express my enthusiastic support.

The SDEIS is a thorough document which is comprehensive in identifying probable impacts. The mitigation measures which are outlined are appropriate. I am very pleased with the station locations which have been selected and I agree with the access strategies for the street level pedestrian portals to the underground stations.

In particular, I want to comment on the redesign of Pegasus Plaza to accommodate the headhouse for the Commerce Street Station, which I endorse conceptually. I was a part of the design team which created Pegasus Plaza in 1991, so I would typically be guilty of being over-protective of the park. But that park needs revitalization and will greatly benefit from the increased pedestrian activity brought by DART riders. The architectural concept of a transparent glass box for the headhouse is a dynamic idea, and very appropriate. I do understand that the entire park site will be excavated as a function of its use as a staging/muck out location, and will then be completely rebuilt afterwards. Providing the key art components are safely preserved in a warehouse, and that the best healthy trees are cared for off-site, the prospect of a refreshed Pegasus Plaza after 20 years is a positive benefit indeed.

We spent a lot of time assisting DART with the details of the D2 alignment adjacent to Carpenter Park, under Interstate 345 and along Swiss Avenue into Deep Ellum, where the tracks rise to grade and a "Y" connection to the Green Line is required. This has been carefully refined as a result of our charette, and I am very pleased with what is illustrated in the SDEIS, particularly the relocation of the Deep Ellum/Live Oak Station. (As a side comment, I want to state my opinion that the much-altered former "Lizard Lounge" building at 2424 Swiss Avenue is not an historically significant structure and should not cause any further debate, leading to adjustments to the alignment in this area.)

In summary, I believe that the SDEIS defines the D2 project in a manner which is consistent with the input and direction of the project stakeholders as well as the Dallas City Council. The sooner we proceed, the better!

Sincerely,

R. Lawrence Good FAIA
Retired Chairman and Co-Founder GFF

From: Kay Shelton [mailto:KShelton@dart.org]
Sent: Wednesday, June 17, 2020 7:29 AM
To: Lloyd, Kristine <Kristine.Lloyd@hdrinc.com>; CI_D2 MAILBOX <D2@DART.ORG>
Subject: Fw: D2

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For SDEIS comments

From: Frank Turner <frank@urbanopportunity.com>
Sent: Tuesday, June 16, 2020 11:32 PM
To: Steve Salin <SSalin@dart.org>; Kay Shelton <KShelton@dart.org>
Subject: FW: D2

FYI

From: Arthur Santa-Maria <Arthur@HoqueGlobal.com>
Sent: Tuesday, June 16, 2020 9:23 PM
To: emartine@dart.org
Cc: Frank Turner <frank@urbanopportunity.com>
Subject: D2

Ernie,

I'd like to share with you and the D2 team at DART Hoque Global's support for the project. As long time downtown stakeholders, we keenly understand the importance of a second alignment in downtown, particularly to provide operational relief and eliminate the single track bottle neck the whole system suffers currently. As the bottle neck removal allows for greater service frequency, we strongly believe that the whole city and region will benefit from more frequent service and better functionality in the transit system. As Dallas looks to grow South with Uptown and other northern markets largely built out, D2 can play a significant role in stewarding inclusive development and renewed urban growth to our south. Maintaining the subgrade tunnel is also an important benefit to keep downtown vibrant and encourage pedestrian traffic. We are excited to see Dallas and our region take this important step in improving mobility and transit in our area.

Best regards,
Arthur



Arthur Santa-Maria
Vice President, Real Estate

O: 214.461.1191
C: 469.878.9038
E: arthur@hoqueglobal.com

1717 Main Street, Ste. 5630 Dallas, TX 75201

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From: CI_D2 MAILBOX [mailto:D2@DART.ORG]

Sent: Thursday, June 18, 2020 3:02 PM

To: Kay Shelton <KShelton@dart.org>; Lloyd, Kristine <Kristine.Lloyd@hdrinc.com>; Carlos Huerta <CHuerta@dart.org>

Subject: FW: West End

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From: TAMMY GREENBERG <mickeymouse1@prodigy.net>

Sent: Thursday, June 18, 2020 9:27 AM

To: CI_D2 MAILBOX <D2@DART.ORG>

Subject: West End

I understand you will have an entrance in West End? I am very concerned about this entrance because we already have problems with this station. This will cause a lot of problems for West End Commons

Here are my concerns

1. People hang around
2. panhandling problem
3. People hang around the underground at city place
4. Urinate in the elevator
5. If you do have this be like New York or Boston allow tickets only and West End and City place tickets only
6. I stop using the train since before the virus hit two weeks before because city place is not clean. I was only use buses and taking a longer route to downtown.
7. Dart police needs to be restructure most of the time they are not paying attention. If you going to have this Station you need an officer upper level and the lower level
8. I do miss riding the train however I am walking to downtown and avoid the West End right now
9. I walk to West End if I need to

Tammy GreenbergDuble

469 358 8476

1529 Hickory Street
Dallas Texas 75215

[Sent from AT&T Yahoo Mail on Android](#)

From: CI_D2 MAILBOX [mailto:D2@DART.ORG]

Sent: Thursday, June 18, 2020 3:04 PM

To: Kay Shelton <KShelton@dart.org>; Lloyd, Kristine <Kristine.Lloyd@hdrinc.com>; Carlos Huerta <CHuerta@dart.org>

Subject: FW: West End Commons Station

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From: Gina Whitlock <gina.whitlock@yahoo.com>

Sent: Thursday, June 18, 2020 9:40 AM

To: CI_D2 MAILBOX <D2@DART.ORG>

Subject: West End Commons Station

A building containing nothing but elevators and escalators that occupies the majority of the Commons site will do nothing to address the quality of life issues present at the location and on the nearby streets. In fact, it will likely aggravate them by reducing visibility in and around the site and also giving people no room to do much of anything else except loiter, panhandle, and sell drugs. The site is an important gateway for the West End and downtown and should be treated as such, and not like a throwaway spot only suited for a bland, utilitarian building.

From: [CI_D2 MAILBOX](#)
To: [Kay Shelton](#); [Lloyd, Kristine](#); [Carlos Huerta](#)
Subject: FW: D2 Subway SDEIS Comments
Date: Wednesday, June 24, 2020 8:00:14 AM

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From: darcy@zarubiak.com <darcy@zarubiak.com>
Sent: Tuesday, June 23, 2020 4:35 PM
To: CI_D2 MAILBOX <D2@DART.ORG>
Subject: D2 Subway SDEIS Comments

I have a number of concerns with omissions in the technical analysis contained in the SDEIS, including:

1. Document is a federal document but is not compliant with Section 508, this should be remedied and the publication of the draft document should be rereleased.
2. The Section 106 analysis does not indicate there was any consultation with ancestral tribes to determine if there is any religious or cultural significance of the project area. Absent the coordination, 36 CFR 800 has not been satisfied and the SDEIS can not satisfy as the public notification obligations of the FTA under Section 106.
3. The noise analysis notes an increase in noise on 176 residential units, however, the EJ analysis chooses to analyze by census blocks. It seems disingenuous to look at a sample size of 16,316 residences when the impacts are only experienced by 176. This looks like an attempt to obfuscate a clear presentation of the facts related to the potential to disparately impact disadvantaged communities.
4. The soils and geology section appears inconsistent with the water resources section – if there will be a long term draw in water because of the underground structures, this would likely have an impact on localized water tables, potentially impacting constructability on surrounding land.

From: [CI_D2 MAILBOX](#)
To: [Kay Shelton](#); [Lloyd, Kristine](#); [Carlos Huerta](#)
Subject: FW: D2 Subway SDEIS Comments
Date: Sunday, June 28, 2020 9:01:34 PM

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From: Marcus Wood <mwood@advico.com>
Sent: Friday, June 26, 2020 9:16 PM
To: CI_D2 MAILBOX <D2@DART.ORG>
Subject: D2 Subway SDEIS Comments

I write in support of the D2 SUBWAY SDEIS as presented, except it is important to note the DEIS alternatives from years ago regarding No-Build and all surface rail alternatives as presented, evaluated, and discussed in general and in detail are obsolete and invalid. Thus if for any reason the D2 Subway alternative is rejected or compared to any of the surface alternatives the whole process needs to start all over again.

Marcus Wood
5335 Ridgelawn Drive
Dallas, Texas 75214-2034
214-215-2235

If you do not wish to receive future messages please reply with a Subject "Decline Further E-Mails."

From: [Ernie Martinez](#)
To: [Kay Shelton](#); [Lloyd, Kristine](#); [John Hoppie](#)
Cc: [Shelton, Tom](#)
Subject: FW: Dart 2 Concerns
Date: Sunday, June 28, 2020 8:28:13 PM
Attachments: [image001.png](#)

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Fyi,

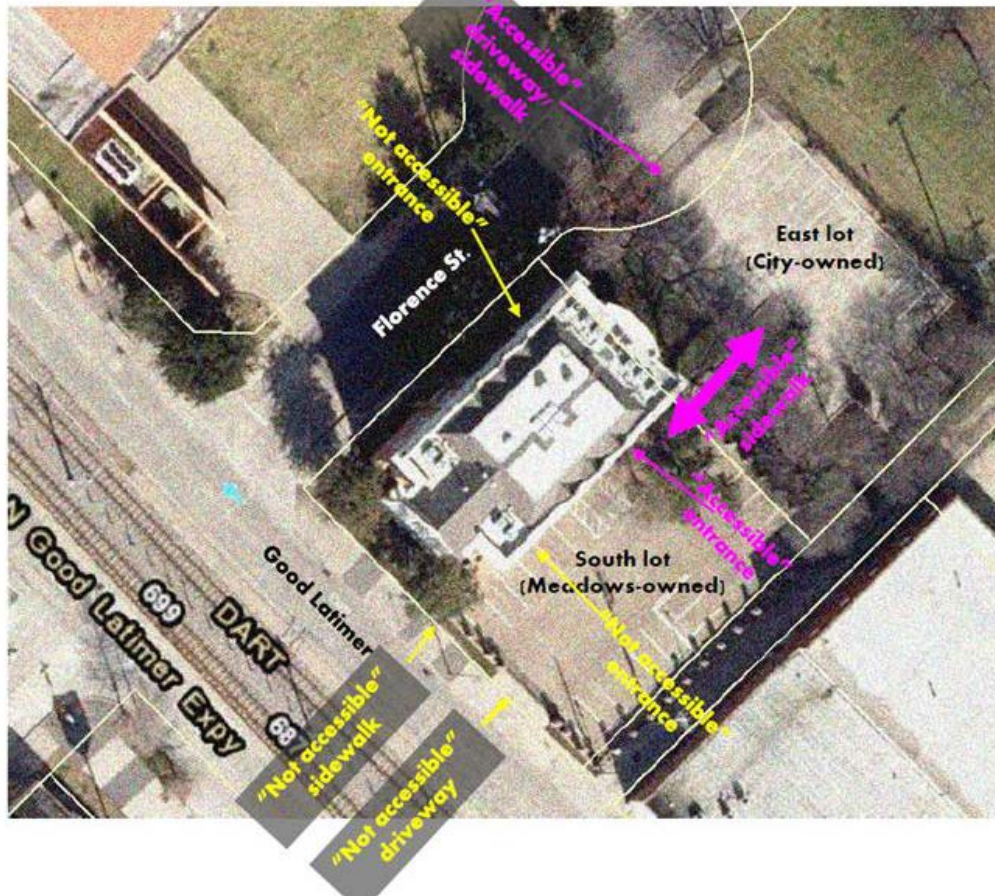
Guys I received this email from The Meadows Foundation late Friday afternoon. From what I can tell,

- The facility has three walk-in entrances: one minor door service/delivery entrance off of Florence (not “accessible”), another minor door service/delivery on the south side (not “accessible”) and the Main Door on the south side of the building (“accessible”).
- The facility is served by two parking lots:
 - The one on the south side (Good Latimer access) is owned by The Meadows Foundation,
 - The one on the east side/rear (Florence access) is owned by the City of Dallas,
 - The two lots can function independently of each other,
- Mobility-impaired individuals arriving to the facility in automobiles can access the building regardless of which lot they park in (an accessible sidewalk connects the east lot to the south lot), and
- If the slopes/design standards described by Meadows are accurate: then mobility-impaired individuals that aren’t in automobiles driven to the facility, can currently only maneuver the gradual slope from east parking lot entrance off of Florence (NOTE: There doesn’t appear to be a separate pedestrian sidewalk from Florence), where they make their way to the south side entrance off of the other parking lot.

This seems to function well for them now. But since they don’t own the east lot, if it ever became unavailable to them (sold, used for other purpose, etc), their facility would be deemed inaccessible by non-driving individuals

A site plan of what I described above is shown below.

Meadows Foundation's St. James AME Temple



From: Deborah H. Fitzpatrick <DFitzpatrick@MFI.ORG>

Sent: Friday, June 26, 2020 4:36 PM

To: Ernie Martinez <EMartinez@dart.org>

Subject: Dart 2 Concerns

Hi Ernie,

Sorry for the delay in our response. We remain concerned about ADA access to the building. We do not own the rear parking lot and if the City of Dallas revokes our use of the parking lot, we will not have ADA access to 624 Good Latimer since the parking lot off of Good Latimer is not ADA accessible from the street. The current grade and the proposed 14% grade on the driveway does not meet ADA access standards. ADA ramp slope needs to be 1:12 or 4.8%, which should have been addressed when the DART rail was installed.

We look forward to hearing how this issue will be addressed.

Best regard,

Deborah

Deborah Fitzpatrick

Vice President of Human Resources & Administration

3003 Swiss Avenue | Dallas, Texas 75204

214-860-8134 Phone
800-826-9431 Toll-Free | 214-751-2061 Fax
www.mfi.org



-

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From: [CI_D2 MAILBOX](#)
To: [Kay Shelton](#); [Lloyd, Kristine](#); [Carlos Huerta](#)
Subject: FW: D2 Subway
Date: Monday, June 29, 2020 11:13:37 AM

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From: Ernie Martinez <EMartine@dart.org>
Sent: Monday, June 29, 2020 9:05 AM
To: CI_D2 MAILBOX <D2@DART.ORG>
Subject: FW: D2 Subway

From: Frank Turner <frank@urbanopportunity.com>
Sent: Friday, June 26, 2020 5:05 PM
To: Ernie Martinez <EMartine@dart.org>
Subject: FW: D2 Subway

FYI

From: Larry Hamilton <Larry@hamiltonproperties.com>
Sent: Friday, June 26, 2020 4:01 PM
To: D2@dart.dart.org
Cc: Frank Turner <frank@urbanopportunity.com>
Subject: D2 Subway

Our company has been a participant in the evolution of the D2 for the past several years. We own the DP&L complex on Commerce Street and are one of the major stakeholders that would be affected. While we expect a degree of inconvenience during construction, we feel that the plans developed by DART would mitigate the inconveniences to the extent possible and the project once completed will be an asset to Dallas and well worth the inconvenience. The use of Pegasus Park as the staging/construction area will mitigate the construction interference with the normal functioning of the Main Street area as much as possible and is a smart way to build the new line.

-Larry Hamilton
Lawrence E. Hamilton, CEO
Hamilton Properties Corporation
311 S. Harwood Street
Dallas, TX 75201
www.hamiltonproperties.com

214-741-5100x4

cell 214-862-5564

larry@hamiltonproperties.com

From: [CI_D2 MAILBOX](#)
To: [Kay Shelton](#); [Lloyd, Kristine](#); [Carlos Huerta](#)
Subject: FW: D2 Subway SDEIS Comment
Date: Monday, June 29, 2020 11:14:30 AM

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This is another elder from the First Presbyterian Church that we worked with years ago.

From: Russell F. Coleman <russell.f.coleman@gmail.com>
Sent: Monday, June 29, 2020 9:42 AM
To: CI_D2 MAILBOX <D2@DART.ORG>
Subject: D2 Subway SDEIS Comment

I support the D2 SUBWAY SDEIS as presented. However, DEIS alternatives dating back many years - relating to No-Build and all surface rail alternatives, all as presented, evaluated, and discussed in general and in detail, are significantly obsolete and resultingly invalid.

As a result of that obsolescence, in the highly unlikely event that the D2 Subway alternative is rejected or compared to any of the surface alternatives then the entire route selection process must begin anew.

Thank you.

Russell F. Coleman
1900 McKinney Ave. #1511
Dallas, Texas 75201

June 28, 2020

RE: D2 PUBLIC COMMENT

Ladies and Gentlemen:

We have reviewed the engineering drawings and other descriptive material for the proposed D2 Subway in Downtown Dallas being circulated for public comment and offer the following for the Record:

Dalpark Garage

The concept of location an eastern subway station entrance from Commerce Street in the historic lobby at 1616 Commerce is appealing, and, from the conceptual planning and preliminary reviews to date by DART, THC, and Owner, appears to be feasible and historically appropriate. However, lease terms and conditions for DART's construction and long-term use of the property must be finalized sooner rather than later as the proposed use creates potential conflicts for the success of our rehabilitation of the larger Dalpark property.

When we begin the restoration and redevelopment of Dalpark's ground floor premises at 1616 Commerce, great attention should be paid to protecting and enhancing the original banking entry (existing) and potential for new outdoor terraces (corner Commerce and Ervay streets).

Most importantly, as has been stated at every opportunity for public comment, the option of locating station access through two elevators and a stair to be placed in existing Commerce Street ROW and in front of 1616 Commerce primary façade 1) will obscure the historically restored building entry, specifically, and detract from the quality of rehabilitation of the larger property at 1600 Commerce, and 2) will likely overwhelm the opportunity for new restaurant terraces with increased traffic, noise and trash. This alternative location for station access will likely not survive Sec. 106 review and should not be pursued.

1520 Main/Pegasus Plaza (Iron Cactus)

The restored Thompson Building at 1520 Main and its new terraced addition in Pegasus plaza has housed a successful and iconic restaurant since 2004. This (or specialty retail or headquarters office) is an ideal use for the plaza environment and will serve as the foundation of new TOD activity envisioned for the station entry and rebuilt plaza fronting our building. Every effort should be made to 1) minimize disruption and other adverse impacts during construction, specifically, restricting intrusion to the east side of the plaza adjoining restaurant terraces, landscaping and existing "muse stones", 2) restore the mature trees which create an inviting "public use" atmosphere for new restaurant, retail and destination

uses, and 3) restore the existing pedestrian access and enhance access to the station entry in ways supportive of 1520 Main.

Finally, the owners are aware of FTA's recent award for TOD studies and planning at Commerce and other D2 stations and are enthusiastic about participating in that effort.

Sincerely,

Dalpark Partners, Ltd.

John C. Tatum, Jr., President
MyParking Corporation, General Partner

Main Street Investors Joint Venture

Main Street Retail, Ltd., Co-venturer
John C. Tatum, Jr., President
Elm Development Company, General Partner

Cc: Thomas Taylor
DARTD2Comment062720

From: [CI_D2 MAILBOX](#)
To: [Kay Shelton](#); [Lloyd, Kristine](#); [Carlos Huerta](#)
Subject: FW: Commerce station
Date: Wednesday, July 1, 2020 1:24:35 PM

CAUTION: [EXTERNAL] This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

From: Kay Shelton <KShelton@dart.org>
Sent: Thursday, June 25, 2020 10:24 AM
To: CI_D2 MAILBOX <D2@DART.ORG>
Subject: FW: Commerce station

Kay Shelton, AICP
Assistant Vice President
DART Capital Planning
kshelton@DART.org
214-749-2841

From: John Tatum <jctatum2@aol.com>
Sent: Friday, May 15, 2020 1:51 PM
To: Kay Shelton <KShelton@dart.org>
Cc: frank@urbanopportunity.com; sibley@camarasibley.com
Subject: Commerce station

Hello Kay and Frank - I have reviewed the federal submission for D2 and must tell you 1) I have lost confidence in what seemed like good faith negotiations for access to our property at 1616 Commerce for an eastern entrance to the Commerce Street subway station, 2) consideration of the possible impacts to our NR-eligible property (on which certified rehabilitation is now underway) must be included in this publication (by amendment I presume) for formal public review and comment, and 3) without an agreement between Dalpark Partners, Ltd. and DART by June 15, 2020 I will assume none is forthcoming and therefore will proceed accordingly to protect our property interests which may be adversely impacted and otherwise affected by the proposed D2 project. I look forward to hearing from you in response to my "deal points" memo of March 23, 2020 which you had requested and trust we will be able to work successfully together in the future.

John Tatum
Dalpark Partners, Ltd.

From: [CI_D2 MAILBOX](#)
To: [Kay Shelton](#); [Lloyd, Kristine](#); [Carlos Huerta](#)
Subject: FW: Commerce station
Date: Wednesday, July 1, 2020 1:24:35 PM

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From: Kay Shelton <KShelton@dart.org>
Sent: Thursday, June 25, 2020 10:24 AM
To: CI_D2 MAILBOX <D2@DART.ORG>
Subject: FW: Commerce station

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Cc: frank@urbanopportunity.com; sibley@camarasibley.com
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John Tatum
Dalpark Partners, Ltd.

From: [CI_D2 MAILBOX](#)
To: [Kay Shelton](#); [Lloyd, Kristine](#); [Carlos Huerta](#)
Subject: FW: Commerce station
Date: Wednesday, July 1, 2020 1:24:49 PM

CAUTION: [EXTERNAL] This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

From: Kay Shelton <KShelton@dart.org>
Sent: Thursday, June 25, 2020 10:24 AM
To: CI_D2 MAILBOX <D2@DART.ORG>
Subject: FW: Commerce station

Kay Shelton, AICP
Assistant Vice President
DART Capital Planning
kshelton@DART.org
214-749-2841

From: John Tatum <jctatum2@aol.com>
Sent: Friday, May 15, 2020 5:13 PM
To: Kay Shelton <KShelton@dart.org>
Cc: sibley@camarasibley.com
Subject: Re: Commerce station

Kay -- Thanks for your timely response. I do hope you will update the information and your presentation and public filing with the most current information from THC -- as you have recently been informed of Dalpark's eligibility for NR by our architect Architeaxs. Your presentation is not an accurate reflection of the availability of the property for DART's use, as it creates a false impression that agreement exists between DART and the property owner. What if there is a question as to whether that location is not available -- is there an alternative location proposed? If so, what is that? If not, do you propose condemnation?

Please make every effort to respond by June 15, Covid-19 or not. To my knowledge, the current health situation has apparently neither held up this engineering effort, nor your public presentations, federal filings and negotiations and agreements with other private property owners.

I look forward to concluding an agreement in the next 30 days. Please call if you have questions or need additional information.

In a message dated 5/15/2020 4:21:18 PM Central Standard Time, KShelton@dart.org writes:

|

Hello John,

Thanks for your email. I appreciate your comments and we hope to also be able to work successfully together. In response to your points, the COVID-19 discussions happening with our Board may influence our speed/ability to negotiate until schedule is more certain.

Also, as I mentioned in response to Craig's email, the SDEIS does not reflect the NHRP eligibility since THC concurred that it wasn't eligible based on their prior review. THC did not mention it in their recent review of effects, so we will follow up with them to see if its now showing up in their database - could have been a timing issue at they time they reviewed our information. If they amend eligibility determination then of course we'll include information in the Final EIS and any future agreements.

While June 15 is around the corner, we may not know our ability to move forward until late summer when the financial plan and project cash flows are determined by the DART Board. We will plan to keep you informed as we try to advance some real estate activities early as part of the strategy to continue to advance the project.

Since our 45-day comment period is open for the SDEIS, we encourage you to provide any official comments on the project in writing or through D2@DART.org.

Thank you and have a great weekend,
Kay

From: John Tatum <jctatum2@aol.com>

Sent: Friday, May 15, 2020 1:50 PM

To: Kay Shelton <KShelton@dart.org>

Cc: frank@urbanopportunity.com <frank@urbanopportunity.com>;
sibley@camarasibley.com <sibley@camarasibley.com>

Subject: Commerce station

Hello Kay and Frank - I have reviewed the federal submission for D2 and must tell you 1) I have lost confidence in what seemed like good faith negotiations for access to our property at 1616 Commerce for an eastern entrance to the Commerce Street subway station, 2) consideration of the possible impacts to our NR-eligible property (on which certified rehabilitation is now underway) must be included in this publication (by amendment I

presume) for formal public review and comment, and 3) without an agreement between Dalpark Partners, Ltd. and DART by June 15, 2020 I will assume none is forthcoming and therefore will proceed accordingly to protect our property interests which may be adversely impacted and otherwise affected by the proposed D2 project.

I look forward to hearing from you in response to my "deal points" memo of March 23, 2020 which you had requested and trust we will be able to work successfully together in the future.

John Tatum

Dalpark Partners, Ltd.

From: [CI_D2 MAILBOX](#)
To: [Kay Shelton](#); [Lloyd, Kristine](#); [Carlos Huerta](#)
Subject: FW: Commerce station
Date: Wednesday, July 1, 2020 1:25:08 PM

CAUTION: [EXTERNAL] This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

From: Kay Shelton <KShelton@dart.org>
Sent: Thursday, June 25, 2020 10:25 AM
To: CI_D2 MAILBOX <D2@DART.ORG>
Subject: FW: Commerce station

Kay Shelton, AICP
Assistant Vice President
DART Capital Planning
kshelton@DART.org
214-749-2841

From: John Tatum <jctatum2@aol.com>
Sent: Monday, June 15, 2020 4:33 PM
To: Kay Shelton <KShelton@dart.org>
Cc: frank@urbanopportunity.com
Subject: Re: Commerce station

Kay -- While I appreciate the "financial uncertainty" that DART must accept these days, I will note that hearing of your "interest" is giving me nothing substantial on which we can proceed with our development planning.

To restate, I adamantly oppose the proposed location of access stairs and elevators in existing Commerce Street right of way immediately in front of the main entrance to the historic banking lobby at 1616 Commerce. This construction would render our investment to redevelop that space for retail and retail-related uses ultimately unsuccessful. I suggest if you want to move forward with planning an entrance here, you should propose an option contract (I detailed in earlier memo) to conditionally commit the space for your future use. I do not support the planning currently underway presenting the station entrance located on our property for public review without a definitive agreement.

Your finances notwithstanding, your engineers are roaring ahead with their multi-million dollar effort in the face of greater uncertainty than has ever existed as to the feasibility and schedule for this project. I will not allow your efforts to frustrate the redevelopment of our historic Dalpark Garage. Thank you.

John Tatum

In a message dated 6/15/2020 4:09:02 PM Central Standard Time, KShelton@dart.org writes:

Hello John,

Hope all is well with you. Wanted to let you know that DART is still interested in working with you on an access point in your building. Potential early real estate activities were briefed to the DART Board Planning and Capital Programs Committee during closed session last week on June 9. While there is no clear direction at this time given the ongoing financial plan discussions, we do have a Letter of Interest in review/circulation and hope to send that to you this week once approved. It will have some initial thoughts relative to terms of an agreement(s).

Thank you for your patience.

Kay

From: Kay Shelton <KShelton@dart.org>

Sent: Friday, May 15, 2020 4:21 PM

To: John Tatum <jctatum2@aol.com>

Cc: frank@urbanopportunity.com <frank@urbanopportunity.com>;
sibley@camarasibley.com <sibley@camarasibley.com>

Subject: Re: Commerce station

Hello John,

Thanks for your email. I appreciate your comments and we hope to also be able to work successfully together. In response to your points, the COVID-19 discussions happening with our Board may influence our speed/ability to negotiate until schedule is more certain.

Also, as I mentioned in response to Craig's email, the SDEIS does not reflect the NHRP eligibility since THC concurred that it wasn't eligible based on their prior review. THC did not mention it in their recent review of effects, so we will follow up with them to see if its now showing up in their database - could have been a timing issue at they time they reviewed our information. If they amend eligibility determination then of course we'll include information in the Final EIS and any future agreements.

While June 15 is around the corner, we may not know our ability to move forward

until late summer when the financial plan and project cash flows are determined by the DART Board. We will plan to keep you informed as we try to advance some real estate activities early as part of the strategy to continue to advance the project.

Since our 45-day comment period is open for the SDEIS, we encourage you to provide any official comments on the project in writing or through D2@DART.org.

Thank you and have a great weekend,
Kay

From: John Tatum <jtatum2@aol.com>
Sent: Friday, May 15, 2020 1:50 PM
To: Kay Shelton <KShelton@dart.org>
Cc: frank@urbanopportunity.com <frank@urbanopportunity.com>;
sibley@camarasibley.com <sibley@camarasibley.com>
Subject: Commerce station

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John Tatum
Dalpark Partners, Ltd.

From: [CI_D2 MAILBOX](#)
To: [Kay Shelton](#); [Lloyd, Kristine](#); [Carlos Huerta](#)
Subject: FW: Re: Commerce station
Date: Wednesday, July 1, 2020 1:25:26 PM

CAUTION: [EXTERNAL] This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

From: Kay Shelton <KShelton@dart.org>
Sent: Thursday, June 25, 2020 10:25 AM
To: CI_D2 MAILBOX <D2@DART.ORG>
Subject: FW: Re: Commerce station

Kay Shelton, AICP
Assistant Vice President
DART Capital Planning
kshelton@DART.org
214-749-2841

From: John Tatum <jctatum2@aol.com>
Sent: Tuesday, June 23, 2020 2:11 PM
To: Kay Shelton <KShelton@dart.org>
Subject: Re: Re: Commerce station

Kay — what is the plan for work of TOD grant just received for D2 including Commerce station affecting both iron cactus on Pegasus plaza and Dalpark? Looks good
John

-----Original Message-----

From: Kay Shelton <KShelton@dart.org>
To: John Tatum <jctatum2@aol.com>
Cc: frank@urbanopportunity.com <frank@urbanopportunity.com>
Sent: Mon, Jun 15, 2020 04:09 PM
Subject: Re: Commerce station

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Subject: Re: Commerce station

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John Tatum

Dalpark Partners, Ltd.

June 28, 2020

RE: D2 PUBLIC COMMENT

Ladies and Gentlemen:

We have reviewed the engineering drawings and other descriptive material for the proposed D2 Subway in Downtown Dallas being circulated for public comment and offer the following for the Record:

Dalpark Garage

The concept of location an eastern subway station entrance from Commerce Street in the historic lobby at 1616 Commerce is appealing, and, from the conceptual planning and preliminary reviews to date by DART, THC, and Owner, appears to be feasible and historically appropriate. However, lease terms and conditions for DART's construction and long-term use of the property must be finalized sooner rather than later as the proposed use creates potential conflicts for the success of our rehabilitation of the larger Dalpark property.

When we begin the restoration and redevelopment of Dalpark's ground floor premises at 1616 Commerce, great attention should be paid to protecting and enhancing the original banking entry (existing) and potential for new outdoor terraces (corner Commerce and Ervay streets).

Most importantly, as has been stated at every opportunity for public comment, the option of locating station access through two elevators and a stair to be placed in existing Commerce Street ROW and in front of 1616 Commerce primary façade 1) will obscure the historically restored building entry, specifically, and detract from the quality of rehabilitation of the larger property at 1600 Commerce, and 2) will likely overwhelm the opportunity for new restaurant terraces with increased traffic, noise and trash. This alternative location for station access will likely not survive Sec. 106 review and should not be pursued.

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uses, and 3) restore the existing pedestrian access and enhance access to the station entry in ways supportive of 1520 Main.

Finally, the owners are aware of FTA's recent award for TOD studies and planning at Commerce and other D2 stations and are enthusiastic about participating in that effort.

Sincerely,

Dalpark Partners, Ltd.

John C. Tatum, Jr., President
MyParking Corporation, General Partner

Main Street Investors Joint Venture

Main Street Retail, Ltd., Co-venturer
John C. Tatum, Jr., President
Elm Development Company, General Partner

Cc: Thomas Taylor
DARTD2Comment062720



GREATER DALLAS PLANNING COUNCIL

TO SHAPE, PROMOTE AND ADVOCATE A CREATIVE SUSTAINABLE FUTURE FOR THE DALLAS REGION.

June 29, 2020

Dallas Area Rapid Transit
1401 Pacific Avenue
Dallas, Texas 75202

Re: D2 Subway Project SDEIS

To whom it may concern,

Greater Dallas Planning Council (GDPC) is a locally based, volunteer professional organization that shapes, promotes, and advocates for the creative, sustainable future of the Dallas region. GDPC supports the proposed D2 project as an important priority for the DART system and downtown Dallas.

On behalf of the Greater Dallas Planning Council (GDPC) we are pleased to provide input to your D2 Subway Project SDEIS. GDPC sees this as a very important project for Downtown Dallas and DAR. With this perspective, we request and encourage that the DART D2 project include a robust program of urban design enhancements along all at-grade segments with a higher level of urban design improvements in the vicinity of stations. Regarding the latter, we see the need for this project to complement the environments that it is built within, as a context sensitive design approach to environmental impacts.

Dallas, like most cities, requires additive enhancements of nearly everything constructed within the city. Enhanced development criteria such as building setbacks, material requirements, buffering, landscaping, and site improvements are standard public expectations within the urban environment. We believe comparable enhancements are appropriate for D2 project. The GDPC requests that funding allowances and implementation of these types of urban design improvements be made a part of project-wide mitigation for visual and aesthetic, transportation and construction disruption, congestion and adjacency impacts on one of the most valued real estate districts within the DFW region. These provided comments are toward our goal that the completed project serves both entities in a complimentary fashion for the long-term good of both. By means of our review comments, we reinforce our support of this project as interested community stakeholders shaping, promoting and advocating a creative, sustainable future for the Dallas region.

We stand ready to provide ongoing input toward further design definition and funding of improvements, in particular for the upcoming 30% design package. We recognize the ambitious goals of this project will require partnerships of various types. We offer our ongoing support to help refine the positions and outcomes we encourage in our enclosed statement. The GDPC applauds DART for taking such a forward-thinking approach to our City's and region's sustainable future. As an organization the GDPC wishes to be included on any advisory or review committees. We also extend our support, advocacy and assistance to this continued effort for our Region's future.

Sincerely,

A handwritten signature in black ink that reads "W. Brian Keith". The signature is fluid and cursive, with the first name "W." and last name "Keith" clearly legible.

W. Brian Keith; AIA-AICP
GDPC President

cc: GDPC Executive Committee
Chief Planning Officer & Director – Peer Chacko
Dallas City Mayor – Eric Johnson

From: [CI_D2 MAILBOX](#)
To: [Kay Shelton](#); [Lloyd, Kristine](#); [Carlos Huerta](#)
Subject: FW: Public Comments for the SDEIS for the DART 2nd downtown rail alignment (D2)
Date: Monday, June 29, 2020 5:52:14 PM

CAUTION: [EXTERNAL] This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

From: Benton Payne <mbentonpayne@gmail.com>
Sent: Monday, June 29, 2020 4:12 PM
To: CI_D2 MAILBOX <D2@DART.ORG>
Subject: Public Comments for the SDEIS for the DART 2nd downtown rail alignment (D2)

My name is Benton Payne and I live at 5738 Vanderbilt, Dallas, TX 75206

I work for a real estate development group which owns properties along the LPA and have worked alongside many organizations which have opinions on this project, but the views that I am representing are mine alone.

I do not support this alignment, particularly the eastern end of the alignment.

I do not believe that this alignment is in the best interests of Dallas citizens or Downtown Dallas.

I do not believe that D2 is as necessary as DART claims. If operational flexibility & alleviating bottlenecks were the primary concern, the current train line through the service yard could be modified to provide a reliever route in case of incidents on the downtown mall.

I do not believe the "Y" junction where the new route intersects with the current rail line on Good Latimer is necessary for the Core Capacity element of the project. The junction will do little but render a great deal of developable land useless.

I do not believe that DART has done its full due-diligence with TxDOT, NCTCOG, and the City of Dallas as it relates to IH-345 and many other issues. DART was acting alone trying to get ahead of other agencies rather than trying to work with them. There are too many projects happening in and around the same area for agencies to work in silos.

I believe that DART has been untruthful. DART has described "consensus" around a refinement of the alignment near the proposed CBD East station. A February 22, 2019 letter from DART to TC Broadnax (included in the SDEIS) attaches what are said to be letters of support for this refinement, however only one of the three attached letters appears to be supportive. This is not consensus.

Lastly, I believe that DART is currently acting without the support of the City of Dallas. Section 2 of the City of Dallas resolution on the LPA (#171426 dated September 13, 2017) clearly states:

That the D2 alignment will be brought back for City 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.

This City Council Approval has not happened. There has been no vote to satisfy this condition. DART says that the next City Council vote will be the incorporation of the D2 alignment into the service plan, which is tentatively scheduled for Q4 of 2020. There must be another vote from City Council in order for DART to comply with the wishes of the City Council. Until this happens, I believe that DART is acting without City of Dallas approval.

Thank you,
Benton Payne

From: [CI_D2 MAILBOX](#)
To: [Lloyd, Kristine](#); [Kay Shelton](#); [Carlos Huerta](#)
Subject: FW: D2 Comments
Date: Monday, June 29, 2020 5:54:21 PM

CAUTION: [EXTERNAL] This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

From: Ernie Martinez <EMartine@dart.org>
Sent: Monday, June 29, 2020 5:49 PM
To: CI_D2 MAILBOX <D2@DART.ORG>
Subject: FW: D2 Comments

From: Crispin Lawson <crispinrl@yahoo.com>
Sent: Monday, June 29, 2020 3:38 PM
To: Ernie Martinez <EMartine@dart.org>
Subject: D2 Comments

Hi Ernie

Even though you're well-aware of my D2 thoughts, I wanted to send another note just for the record for the public comment period.

All-in-all, I'm a strong proponent of D2 and think you guys are doing a fine job with the design so far. I know it's a very complicated project. The primary concerns I have, of course, are with regards to the station entrance proposed for the Commons site. I and many other people in the neighborhood are worried that the existing plan for the entrance won't address the quality of life problems (drug-dealing, panhandling, etc.) at and around the site. The only thing preventing the problems from being as bad now as in past years is a constant, heavy DART PD presence. The high volume of pedestrian traffic plus the lack of much else to do will continue to attract people engaged in those activities unless the site's design is improved. A simple station entrance won't do that, and may even make things worse by making it harder for the police and concerned citizens to see everything happening at the site, and also because it removes room for other possible activities (for example, it would take out the only seating area that exists).

There is also a significant opportunity cost. The West End could use an impressive and enjoyable gateway between it and the rest of downtown, particularly since the DART facilities make it an entrance point for many visitors from outside Dallas as well. By offering a range of positive activities and some programming, it could be an actual asset to DART and the neighborhood. It could showcase downtown, the West End, and DART itself. Since the planning is already finished and some of the implementation work had already been started (and completed in the case of some of the public art and historical markers), it could be constructed faster than identifying another site and starting over from scratch.

Just this brief summary indicates that the station entrance would be better located elsewhere. One potential alternative is the parking lot on the south side of the tracks. Another would be to build enhanced pedestrian crossings across Lamar to entrances on the east side of Lamar. Those enhanced crossings

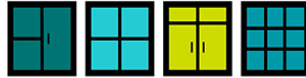
would likely be cheaper and additionally would benefit many more pedestrians than only those transferring between stations.

In summary, we need to deliver a solution that's about more than just mobility. We should be committed to creating a true asset for the West End that's beneficial on multiple levels: safe, fun, pleasant. I look forward to continuing to work with you all to develop the D2 plans.

- Crispin

"I find it stimulating to live in a place that's on the make."

- Stanley Marcus on Dallas, 1950



**DEEP ELLUM
FOUNDATION**

Stephanie Keller Hudiburg
Executive Director
Deep Ellum Foundation
PO Box 710596,
Dallas, Texas 75371

June 29, 2020

Dear Mr. Martinez,

At the Deep Ellum Foundation, mobility and transportation accessibility are critical priorities identified by our stakeholders that we work on every day. From the introduction of new micro-mobility options to the reimagining of major vehicular infrastructure, Deep Ellum is at the center of how the Dallas region's transportation landscape is transforming. The D2 project, in its current proposed form outlined in the Supplemental Draft Environmental Impact Statement, will have significant negative impacts on the Deep Ellum area. The properties and businesses surrounding North Good Latimer Expressway and Swiss Avenue will especially bear the burden of this project's impacts. The majority of these area owners who serve on our Good Latimer Committee have voiced opposition to the project. While we understand the regional importance of expanded core capacity and the need for a wye junction, the D2 project's alignment and current plan to resurface to be at-grade along this corridor will disproportionately hamper area development, connectivity and traffic.

Deep Ellum is an economic and entertainment hub attracting residents and businesses from across the region and the country. How the D2 project engages this historic neighborhood driving growth in Dallas will have significant implications for the entire region. In 2018, we shared a letter outlining the greatest collective concerns and priorities relative to the proposed D2 project's advancement. Please find that letter enclosed here. Should the D2 project proceed, we reaffirm that these priorities and needs for mitigation must be addressed. We have appreciated the opportunity to share questions, concerns and proposed solutions with DART related to this transit project and thank you for the consideration of area stakeholder input.

On behalf of the Deep Ellum Foundation,

Stephanie Keller Hudiburg, Executive Director
Stephanie@deepellumtexas.com
Office: 214-984-7300 | Direct: 314-973-4049



DEEP ELLUM FOUNDATION

Stephanie Keller Hudiburg
Executive Director
Deep Ellum Foundation
PO Box 710596,
Dallas, Texas 75371

December 5, 2018

Dear Mr. Salin and DART D2 Team,

At the Deep Ellum Foundation (DEF), we know the district we serve is at the nexus of transportation system issues as well as opportunities in the Dallas region. In DEF's efforts to encourage sustainable growth in the area, we provide feedback to the City of Dallas, regional planners and related agencies regarding infrastructure projects within our district.

After convening area stakeholders, in-depth deliberation, and ongoing conversations with DART representatives, the Deep Ellum Foundation (DEF) Board of Directors does not offer a recommendation as to the Swiss Avenue alignment or any alignment at this time but would like to offer input on the newly revised Swiss Avenue alignment of the DART D2 project including several major conditions. We recognize that D2 may provide capacity and safety benefits to the region in the long term. At the same time, however, this project imposes significant disruptions to multimodal traffic and development patterns and this burden appears to be born most heavily within our district.

The loss of a DART station poses a serious challenge to future accessibility and circulation precisely during a time of tremendous residential and commercial growth in this particular segment of the Deep Ellum area. Moreover, the eminent domain (condemnation) requirements of the Swiss Avenue alignment are vast and the threat that the Y junction configuration raises for pedestrian, bicycle and vehicular connectivity to and within this area is highly problematic.

With these long-term impacts in mind, in addition to midterm construction-related disruption, we offer several input items including but not limited to the following regarding our priorities and requirements for this D2 alignment:

1. **Improved DART Rail Service** – As Dallas continues to grow, specifically through greater infill development, reliable and convenient transit options will increasingly serve a critical role in our economy and quality of life. Thus, improved rail service with shorter wait times as well as extended evening and early morning operations will be required to make transit a viable option for many employees and visitors to Deep Ellum and surrounding areas. Wait times of 15 to 20 minutes max as opposed to the current 30 to 45 minutes and beyond will facilitate consistent rider use. Just as important, extending operations to 3:30am will more appropriately serve Deep Ellum as the City's premier nighttime commercial destination. Extended hours will

serve not only customers but bartenders, wait staff and other staff who close down area businesses between 2:00am and 4:00am. Most late-night employees spend an hour closing up and cleaning up. Thus, a 3:30am final scheduled stop in Deep Ellum will allow more time for these employees to get to the train station.

2. **More Apt Orange Line Rail Access to Economic Hub** – Improving service also means improving access where Dallasites need it most. We know from Downtown Dallas Inc.'s 360 plan research that east-west trips from Baylor and Deep Ellum to the North Central Expressway corridor are amongst the highest frequency in the City. Thus, extending Orange Line access to Deep Ellum and the renewed Deep Ellum/Baylor Station will increase utility of the DART system as a whole and best serve the local workforce and economy.
3. **Provide Inter-Transit Connectivity as Alternative to Lost Rail Stop through a Good Latimer Trolley Stop** – As the subway alignment is refined, so should the plans for intuitive streetcar and bus connections and expansions be solidified. While DART has made clear that the existing Deep Ellum station at Good Latimer Expressway will no longer be feasible due to the new Y junction, future trolley service to an adapted Good Latimer station should be seriously considered. The Good Latimer area is experiencing tremendous commercial and residential growth with over 250,000 sqft of new office space, nearly 700 multifamily units, and close to 100,000 sqft of new retail and restaurant space including a Tom Thumb grocery store all currently underway. Moreover, with high density CA-2 and PD 298 zoning, the area still has immense untapped development potential. Several owners are already in the beginning stages of planning large projects here. Therefore, if the rail stop is to be removed for the betterment of the entire system, the minimal replacement must include a trolley stop to continue to serve this growing economic center point. In the interim, reliable and efficient improvements to the bus system, especially the downtown area circulator system, must continue to be developed. DEF would like to be included in related discussions and planning in order to ensure minimized disruption and continuity in level of service even as DART modes of service alternate.
4. **Update and Enhance Renewed “Deep Ellum/Baylor” Station** – With the loss of the full Good Latimer Deep Ellum station, it will be critical that DART update the current Baylor Station to both accommodate the shifted ridership and better integrate within the surrounding neighborhood. First, the Deep Ellum Foundation supports renaming the stop “Deep Ellum/Baylor” or “Baylor/Deep Ellum” to continue to indicate to riders and travelers throughout the system that the Deep Ellum district is accessible via rail. Secondly, security has been and continues to be a consistent concern at the current Baylor stop. Therefore, instating permanent security personnel coverage at this stop during early morning and late-night hours, especially on the weekends, is crucial to closing the gap in our comprehensive security program for this district. Third, this stop is currently difficult to find and suffers from extremely poor visibility along the main pedestrian routes from the station into Deep Ellum. Thus, improved lighting and better wayfinding signage not just directly at the stop but along the passageways of blocks surrounding the stop will be precursors to better rider awareness and accessibility to and from the core of Deep Ellum.

5. **Explore New Rail Station Near Exposition Plaza** – In the process of making system-wide improvements through D2, DART also has the opportunity to create a strategic impact along the Green Line by adding a new station location at Main Street and La France Street (or, alternately Main Street at Eastside Ave). The current distance between Baylor Station and the next closest stop at Fair Park is over 1 mile (a roughly 25-minute walk) whereas the average distance between downtown stops is less than $\frac{1}{3}$ this distance. As the Deep Ellum area continues to boom, growth is moving east toward Exposition Plaza starting with Baylor's new 300,000 sq ft office building. A forward-looking plan would account for this gap as well as this growth trajectory and even spur it by planning a new station near Exposition Plaza.
6. **Create Continuous Greenway Bike Lane along DART Line to Santa Fe Trail** – As Deep Ellum necessarily loses some opportunities for connectivity due to D2, The Deep Ellum Foundation fully supports new opportunities being explored and implemented including establishing a dedicated greenway along the DART Rail Green Line. The new greenway should include both bike and pedestrian paths, from the Y junction at Good Latimer, along CBD Fair Park Link and finally connecting to the Santa Fe Trail. To make most efficient use of funds, minimize disruption, and ensure new connectivity opportunities come to life as others are removed, the greenway's construction should coincide with D2's construction and the Deep Ellum/Baylor Station's enhancement.
7. **Position East Portal Closest to Deep Ellum** – While it is our understanding that D2's main purpose is redundancy rather than to pick up ridership, DART does have the greatest opportunity to prevent ridership loss by positioning the new East End Station as close as possible to Deep Ellum. Downtown has no shortage of nearby station options while the Deep Ellum rail stop will be lost. Therefore, an East End station at Pacific Avenue and Cesar Chavez Blvd will have the greatest potential effect on maintaining a diversified ridership base (as City stakeholders have repeatedly called for) and the pedestrian portal should be placed as close to Deep Ellum as is practical.
8. **Ensure No Interruption to All Future I-345 Options** – While the interconnectivity of public transit options are key, so is the impact of the D2 project on vehicular traffic. The Deep Ellum Foundation continues to hold that this transit project should in no way interfere with any future potential options for I-345.
9. **Minimize Eminent Domain** – Currently, there are several viable operating businesses as well as projects under construction and in the planning stages which will be significantly negatively impacted by DART's Swiss Avenue alignment for the D2 project. It is DART's obligation to make every effort to minimize eminent domain takings, as well as related impacts to these businesses at each stage of this process whether it be with alignment, construction, connectivity and transportation planning or final design. It is also imperative that DART communicate to DEF and all impacted businesses and owners in a timely manner and continuously as the project evolves. This will allow DEF and impacted business and owners ample opportunity to prepare for the negative impacts they will bear and provide feedback which may mitigate unintended consequences. For instance, if a stakeholder attends a stakeholder meeting and then, after that meeting, there is a change in DART's plans (e.g. a route change or "tweak"), all stakeholders at the previous stakeholder

meeting should be notified by email. Also, all owners in the area should receive mailers well in advance of any stakeholder meeting as well as mailers notifying the owners about any changes since the last meeting.

10. **Multimodal Connectivity at Forefront in Redesign** – Multimodal connectivity is already a major challenge for much of the Good Latimer Expressway portion of the Deep Ellum Public Improvement District. Businesses and residents alike are nestled into the curve of I-345 which blocks both east-west connections and north-south access except along Good Latimer. The neighborhood also contends with multiple rail crossings (pre-D2) with heavy traffic. This poor connectivity is at great threat of being exacerbated if this area is further cut off from the surrounding neighborhood because DART's D2 project creates a Y junction directly upon the only remaining north-south throughway into Deep Ellum. Thus, it is vital that Good Latimer Expressway remain open to all transportation modes (including pedestrians and cyclists), at-grade at the Florence Street or Swiss Avenue (preferably both), and the Live Oak Street and Pacific Avenue intersections. While we recognize there are operational and safety needs that must be accounted for, connectivity within and across the infrastructure resultant of the Y junction will also be important as Good Latimer continues to grow as a pedestrian corridor connecting the area's burgeoning businesses to Deep Ellum's existing commercial district. Thus, seamless design and integration of elevated "eyebrow" accessways need to be studied and vetted with DEF and stakeholders as they may help mitigate the loss of connectivity, but this remains to be seen. Finally, as North Central Expressway access is severed by the new D2 alignment, DART must make accommodations to reconnect north-south accessways and the impacted properties into the street grid through other means. Before offering a letter of support, DEF and our area stakeholders need to see much greater detail regarding these issues. Retaining at-grade or near at-grade access to all transportation modes (including pedestrians and cyclists) especially along Hawkins Street will be crucial to preventing the creation of two islands unto themselves on the west side of Good Latimer. With CA-2 zoning, local stakeholders have major plans to develop these areas with significant density, knitting Deep Ellum more closely with downtown and the Arts District. D2 resulting in the creation of new no-man's land islands isolated from both Deep Ellum and surrounding neighborhoods is therefore not acceptable and is inconsistent with the trajectory of this area.
11. **Study of Depressed Y Opportunities** – Related to the extreme value and necessity of ensuring connectivity in the redesign of the street grid including D2, the Deep Ellum Foundation requests DART study opportunities to depress the Y junction to several different degrees. A greater understanding of how a depressed Y might enable connectivity will be an important component of area stakeholders' ability to accurately anticipate and offer constructive feedback on the best reconstruction and new construction opportunities along with envisioning the Good Latimer cross sections and elevated passageways in greater design detail.
12. **Improved Live Oak Intersection and Routh Street Safety** – Currently the intersection at Live Oak Street and Good Latimer Expy pedestrian connectivity over the DART rail is almost impossible and what minimal connectivity that is there is highly dangerous. There are major safety issues for vehicles as well. The southbound lanes split and go on either side of the DART rail lines causing confusion

resulting in additional hazards for pedestrians and poor safety for vehicles. Moreover, there are no bike nor scooter lanes enabling expanded multimodality. Thus, this intersection's safety and design need to be addressed whether or not the Swiss Alignment is chosen, but especially if it is chosen. Routh Street has major delays at certain periods of time due to the large amount of DART infrastructure and traffic at this conglomeration of intersecting roads and trains. The D2 planning should be broadened to examine this area. Other areas outside but nearby the Swiss Avenue alignment should also be studied like this one.

- 13. Minimal Construction Interruption** – Finally, we ask that DART make every effort to minimize as much as possible the disruption to the neighborhood caused by construction of this project. Deep Ellum is slated for no less than four other major infrastructure-related construction projects between 2020 and 2022, precisely when D2 is also anticipated to begin construction. For an already congested area with few major thoroughfares, minimized construction interruption can make the difference between local businesses surviving or not. Thus, appropriate planning along with DEF, followed by continuous monitoring, communication, coordination and mitigation as issues arise are priority for the Deep Ellum Foundation.

The Deep Ellum Foundation and area stakeholders are intimately aware that this major transit and infrastructure project comes with major costs to the City and to the Deep Ellum area. Identifying and seeing through to completion the best opportunities for mitigation and, where mitigation is not possible, appropriate trade-offs are therefore paramount to our support of D2.

We greatly appreciate DART staff's willingness to work with the Deep Ellum Foundation and area stakeholders as well as their continued accessibility throughout the design, development and construction processes. We support DART's overarching aim to improve transit service and reliability in the region and are confident fulfilling the conditions outlined above will solidify a more successful outcome for the region, the City of Dallas and Deep Ellum in the next 10 to 100+ years.

The Deep Ellum Foundation appreciates DART's and the City of Dallas' efforts to make the region better while not impairing the City of Dallas itself, including its neighborhoods. To that end, we look forward to more information and discussion regarding items including but not limited to the above.

On behalf of the Deep Ellum Foundation,



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Dallas Area Rapid Transit
P.O. Box 660163
Dallas, TX 75266-0163
214-749-3278

July 20, 2020

Stephanie Keller Hudiburg
Executive Director
Deep Ellum Foundation
PO Box 710596
Dallas, Texas 75371

Dear Ms. Hudiburg,

Thank you for your letter dated June 29, 2020 providing comments on the D2 Subway Supplemental Draft Environmental Impact Statement (SDEIS), and specifically resubmitting your letter of December 5, 2018 restating key priorities of the Deep Ellum area. We understand the concerns of the property owners and businesses surrounding Swiss Avenue and North Good Latimer Expressway, especially those that will be directly impacted, and the SDEIS includes a range of mitigation measures to address them. As you may know, DART received a \$1 million Transit Oriented Development (TOD) planning grant to focus on land use, zoning, and multi-modal connectivity along the D2 Subway corridor. As both the D2 Subway project and this TOD planning effort move forward, a strong working relationship with Deep Ellum Foundation (DEF) will be critical.

We wanted to take an opportunity to highlight some of the progress that has been made to directly address your input items as well as highlight several we will address in the future:

- DART has been able to retain a station within Good Latimer Expressway by shifting the Deep Ellum Station to Live Oak. Even though a station will be maintained in this corridor, DART staff is open to discussing the potential to rename the Baylor Station to include “Deep Ellum” if that is viewed as the primary station serving Deep Ellum.
- The Live Oak Station, CBD East Station, and Baylor Station are all within walking distance to Deep Ellum. As part of the TOD planning grant effort, DART and the City will engage DEF in discussions on infrastructure (sidewalks, paths, utilities, etc), lighting, and wayfinding programs to enhance security and access.
- Potential bike and pedestrian paths along the DART Green Line can be explored as part of the TOD planning grant effort to assess feasibility and funding options.
- As part of the DART 2045 Transit System Plan effort, DART is evaluating the potential for a future infill station near Main Street and Baylor’s new administration building to further enhance access as development moves eastward.
- DART continues to meet regularly with TxDOT, City of Dallas and NCTCOG to review future potential options for I-345. To date, I-345 design concepts accommodate the D2 Subway project as reflected in our 20% plans and SDEIS.

Stephanie Keller Hudiburg

July 20, 2020

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- Enhanced east-west pedestrian crossings are planned at Swiss Avenue, Live Oak Street and Pacific Avenue. Pedestrian access would continue along both sides of Good Latimer Expressway, with special emphasis on safety treatments at the D2 wye intersection. Also, Hawkins Street would be realigned with Jett Way to enhance pedestrian access and the street grid in this area.
- Within Good Latimer Expressway, the ballasted track would be rebuilt as embedded track, creating a more seamless urban streetscape and pedestrian friendly environment.
- DART and Westdale are conducting a feasibility study to integrate the D2 Subway tunnel portal into future Epic Phase 3 site development concepts. Opportunities for elevated connections between new buildings may be explored as development occurs on their property and other surrounding sites.
- DART proposes to improve the Live Oak/Good Latimer intersection to widen the tracks for the station south of Live Oak. The southbound split left turn lane would be removed. This will simplify the intersection for pedestrians and automobiles.
- DART will make every effort to minimize disruption associated with construction of this project. Construction and traffic management plans will be developed during the final design phase and your input will be key to ensuring their success.
- As our region recovers from COVID-19, we will continue to explore the possibilities for expanded service hours and enhanced frequencies to support the growth of Deep Ellum, Baylor and the surrounding east Dallas neighborhoods, including new emerging mobility options.

Thank you again for your continued support and participation in the D2 Subway project development process. We are confident that by working together we can achieve a positive long-term outcome for the region, the City, and Deep Ellum. If you have any other comments or concerns, please don't hesitate to contact me at ssalin@DART.org, or Kay Shelton at kshelton@DART.org.

Sincerely,

/s/ Stephen L. Salin, AICP

*Approved, but not signed due to
COVID-19 Coronavirus Pandemic

Stephen L. Salin, AICP

Vice President, Capital Planning

c: Jon Hetzel, President Deep Ellum Foundation
Kay Shelton, Capital Planning
Ernie Martinez, Capital Planning



4777 US HIGHWAY 80 EAST | MESQUITE, TEXAS 75150-6643 | (214) 320-6100 | WWW.TXDOT.GOV

June 17, 2020

Re: I-345 From I-30 to Spur 366/Woodall Rodgers Freeway
CSJ: 0092-14-094

Mr. Ernie Martinez
DART Capital Planning
P.O. Box 660163
Dallas, Texas 75266-7213

Dear Mr. Martinez:

This is to acknowledge receipt of DART D2 subway Supplemental Draft Environmental Impact Statement (SDEIS). The Texas Department of Transportation (TxDOT) Dallas District fully understands the importance of the DART D2 project to both the City of Dallas and the region and appreciates the opportunity to comment on the SDEIS.

The proposed D2 alignment crosses Interstate 345 (I-345) on the east side of the Central Business District of Dallas. TxDOT is currently conducting a feasibility study for the I-345 corridor that involves traffic modeling and public outreach. The result of the study will be a technically preferred alternative that TxDOT will recommend be progressed further into a full schematic and ultimately environmental clearance. The feasibility study team completed the first of three rounds of public meetings in the fall of 2019 and continues to meet with stakeholders in the corridor. The current schedule has the team presenting three to five alternatives to the public at a second round of public meetings in the fall of 2020. Once the public has been given the chance to provide input and comment on the alternatives, a decision matrix will narrow down the alternatives to a single alignment that will be presented to the public at the end of 2021.






The D2 proposed alignment shown in the SDEIS would limit the design options for I-345 and has the potential to substantially increase the construction cost of the I-345 reconstruction. TxDOT will continue to coordinate with DART, the City of Dallas and NCTCOG on options for I-345 and potential design changes that could benefit all parties. The feasibility study will have to be progressed to its technically preferred alternative before TxDOT could enter into any agreement with DART regarding the D2 crossing.

If you have questions, please contact me at 214-320-6100 or your staff may contact the I-345 project manager, Travis Campbell, P.E. at 214-320-4466 or travis.campbell@txdot.gov.

Sincerely,

DocuSigned by:


E2627853E8DE475
Mohamed K. Bur, P.E.
Dallas District Engineer

cc: Ceason Clemens, P.E., Deputy District Engineer, TxDOT Dallas 
John Hudspeth, P.E., Director of Transportation, Planning and Development, TxDOT Dallas 
Amanda Moser, P.E., Dallas County Area Engineer, TxDOT Dallas 
Tony Hartzel, Northeast PIO Section Director, TxDOT 
Travis Campbell, P.E., Project Delivery Office Supervisor, TxDOT Dallas 

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