

# Documentation of August 5, 2021, Public Meeting

As part of the D2 East End Evaluation process, the City of Dallas, in cooperation with DART, NCTCOG, and TxDOT, held a public meeting on Thursday, August 5, 2021, from 6:30 to 7:30 p.m. Central Daylight Savings Time (CDT). The purpose of the public meeting was to provide the community an overview of the work plan, schedule, screening process, range of options considered, first level screening results as well as to provide interested persons an opportunity to ask questions and make comments. Due to the ongoing COVID-19 pandemic, the meeting was held virtually rather than in-person. Individuals could participate in the live public meeting through Microsoft Teams.

Flyer meeting notices in English and Spanish (see Figure 1) were emailed to 100+ downtown community members and stakeholders on July 22, 2021, and distributed to Mayor/City Council offices to share with constituents, as well as the City's communication team. All information was posted on the Dallas Department of Transportation website (<https://dallascityhall.com/departments/transportation/Pages/Projects.aspx>). The meeting was also posted in English and Spanish on DART.org and TransporteDART.org. Email/text notifications were sent on July 30, 2021, to subscribers of DART Community Meeting/Public Hearing Notices and D2 Updates (12,169 total recipients).

Hortencia Rubalcava (City of Dallas) moderated the meeting. Gus Khankarli (City of Dallas), Kathryn Rush (City of Dallas), and Kay Shelton (DART) presented information (see Attachment 1 for the presentation). Following the presentation, attendees were requested to type questions into the chat or "raise their hand" if they wished to speak. Over 100 people attended the meeting (see Attachment 2) and 14 questions/comments were received during the meeting (see Attachment 3). The presentation was recorded.

Following the meeting, the presentation, meeting recording, and engineering concepts (see Attachment 4) were made available on-line at:

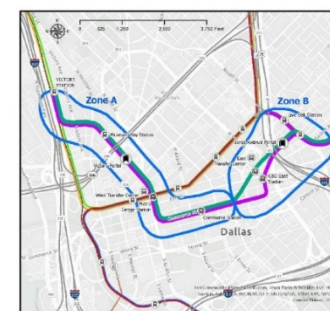
<https://dallascityhall.com/departments/transportation/Pages/Projects.aspx>  
<https://www.dart.org/about/expansion/downtowndallas.asp#meetings>

The public comment and review period was August 5 through August 26, 2021. Public comments could be sent via email to [DDOTPlanning@dallascityhall.com](mailto:DDOTPlanning@dallascityhall.com) or via mail to Department of Transportation, c/o D2 Subway, 1500 Marilla Street, L1BS, Dallas, Texas 75201. Following the meeting, 18 comments were received and documented in Attachment 3.

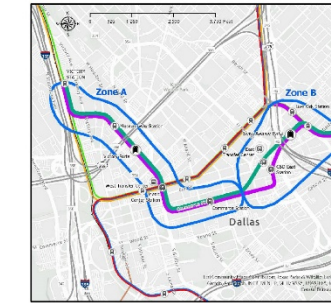
The majority of questions and comments were related to the potential impacts of a specific option on station locations, roadway access, transit operations, construction impacts, and proposed designs for I-345. Numerous comments expressed a preference for a particular option with the majority supporting Option 3-7a or 3-1a. Several comments expressed opposition to options in Family 1.

# D2 East End Evaluation

Figure 1. Meeting Flyers



Visit [DART.ORG/D2](https://DART.ORG/D2) for more information.



Visite [DART.ORG/D2](https://DART.ORG/D2) para más detalles.



Figure 2. City Website


The screenshot shows a web browser window with the URL <https://dallascityhall.com/departments/transportation/Pages/Public-Meetings.aspx>. On the left is a navigation menu with the following items: HOME, NEWSROOM, PUBLIC MEETINGS & INPUT OPPORTUNITIES (highlighted), CURRENT & UPCOMING PROJECTS, PLANNING, CONNECT DALLAS, ENGINEERING & OPERATIONS, DOCKLESS VEHICLES, HIGH SPEED RAIL, PARKING MANAGEMENT, and PERFORMANCE MANAGEMENT & COMMUNICATION. The main content area features the heading "Public Meetings & Input Opportunities" and a paragraph: "Dallas Department of Transportation hosts public meetings to provide information and gather public input on current and future initiatives that impact transportation planning, traffic safety and mobility in Dallas. Public meetings hosted by external agencies are posted with links to their respective transportation initiatives." Below this is a sub-heading "Input Opportunities" and a red text announcement: "D2 Subway East End Evaluation- feedback welcome through August 26". A paragraph follows: "The Department of Transportation held a virtual public meeting on August 5, 2021 to define and evaluate potential refinements, enhancements and/or modifications within the eastern end of the D2 Subway corridor (Zone B) to address Deep Ellum community concerns and optimize interface with I-345 as TxDOT continues their I-345 Feasibility Study. The meeting was recorded and is posted on YouTube for viewing and you can access the PowerPoint presentation here." A note states: "Comments and feedback must be submitted by email or mail no later than August 26, 2021 to be formally considered." Contact information is provided: "Email: [DDOTPlanning@dallascityhall.com](mailto:DDOTPlanning@dallascityhall.com)" and "Mail: Department of Transportation, c/o D2 Subway, 1500 Marilla Street- L1BS, Dallas, TX 75201".

Figure 3. DART Website

The screenshot shows a web browser window with the URL <https://www.dart.org/about/expansion/down-town-dallas.asp#meetings>. The page content includes a section titled "Public Meetings" with a red "New" icon and the following text: "D2 Subway East End Evaluation (Thursday, August 5, 2021, City of Dallas Department of Transportation Virtual Public Meeting)". A bulleted list follows: "Presentation (10.5MB PDF file opens in a new window)", "Meeting Video/Recording (Video opens in a new window)", and "Engineering Concepts (note 3-1a is not yet available) (44.7MB PDF file opens in a new window)". Below the list, it says: "Public comments and feedback can be submitted through August 26th via mail or email:". Contact information is provided: "Department of Transportation, c/o D2 Subway, 1500 Marilla Street, L1BS, Dallas, TX 75201" and "Email: [DDOTPlanning@dallascityhall.com](mailto:DDOTPlanning@dallascityhall.com)".

# D2 Subway East End Evaluation

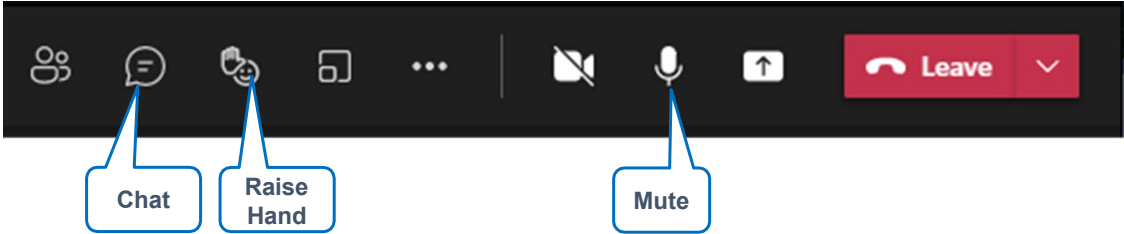
August 5, 2021 Public Meeting



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### PLEASE MUTE YOUR MICROPHONE

The presentation is being recorded and will be posted to DART.org/D2. Please use the chat box to type your questions or raise your hand if you would like to ask a question or speak. There will be a Q&A period and opportunity to comment at the end of the presentation.



Comments not received during this meeting must be submitted to [DDOTPlanning@dallascityhall.com](mailto:DDOTPlanning@dallascityhall.com) or by mail to be formally considered.

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## Agenda

1. Welcome and Introductions
2. Background
3. Overview of Process and Schedule
4. Work to Date
5. Next Steps
6. Q&A / Opportunity to Comment

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## Meeting Purpose

- Provide the community an update on the D2 East End Evaluation process and work to date
- Solicit input on the alternatives to be evaluated during the second level screening

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# Background

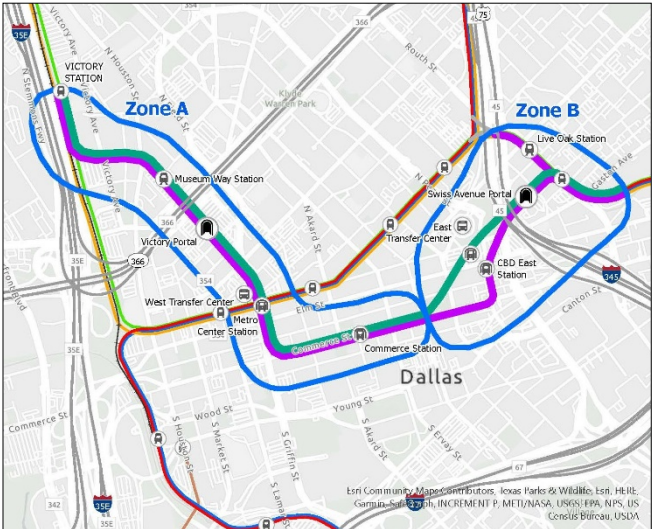
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# Background

March 24, 2021, Dallas City Council Resolution

- Advanced the D2 subway and set the Alignment in **Zone A**
- Directed city staff to work with DART, TxDOT, NCTCOG, and stakeholders to evaluate project refinements, enhancements, and/or modifications in **Zone B** to address and mitigate technical, environmental, and alignment concerns



Source: Map by Transportation GIS, February 2021

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# Vision & Key Issues for Zone B Evaluation

The overall vision will be based on looking at the D2 Subway, I-345, local street network, and other related infrastructure projects in a coordinated and holistic manner to:

- Minimize right-of-way needs
- Maximize economic development potential
- Reduce the potential for “throw-away” reconstruction of local streets
- Lessen business, property, and travel impacts during construction
- Enhance the city street grid and pedestrian network to reconnect neighborhoods
- Maximize the experience for transit, bicycle, pedestrian, roadway, and freight/goods movement

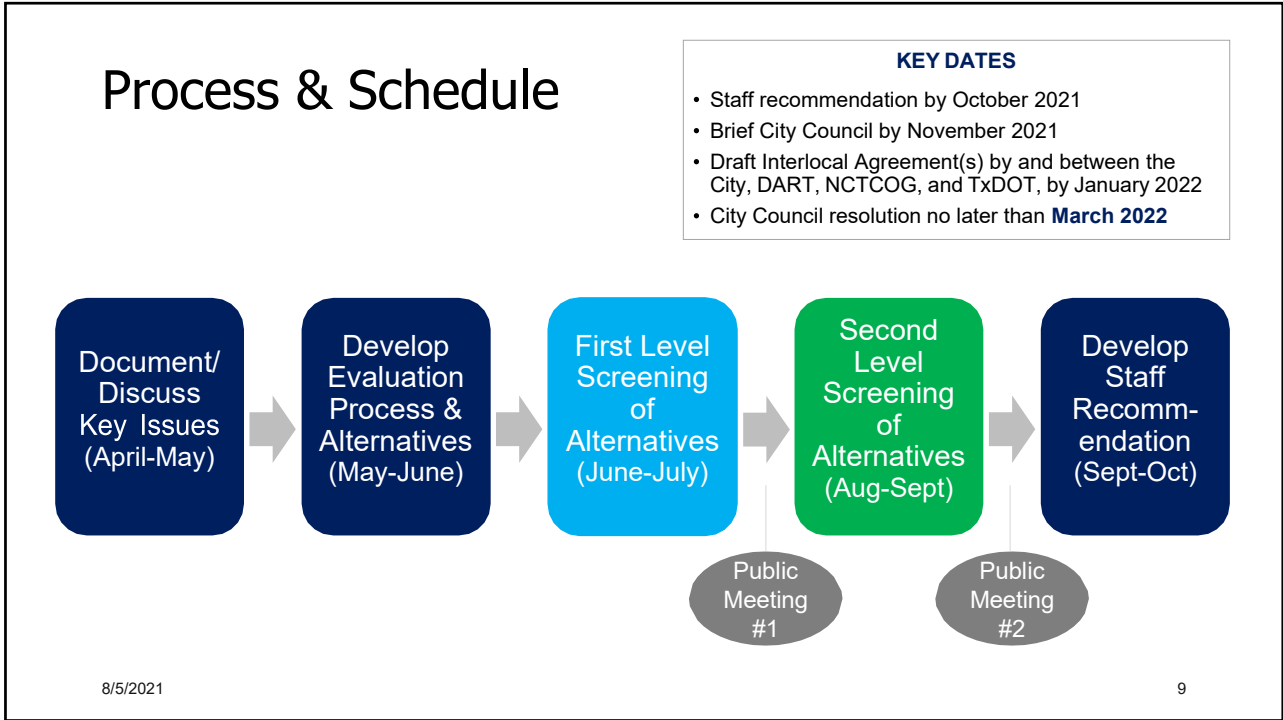
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# Overview of Process and Schedule

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## Work to Date

Evaluation Process Development  
Alternatives Development and First Level Screening

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### Evaluation Process

- Alternatives to be compared to the 30% design of the D2 Subway included in the April 2021 Final Environmental Impact Statement/Record of Decision (FEIS/ROD)
- Evaluation Categories and Stages:
  - Evaluation Vision / Project Need and Purpose
  - Design and Construction Feasibility

**First Level Screening**

  - Community, Economic, and Environmental Effects
  - Transportation Effects
  - Temporary (Construction) Effects
  - Costs/Funding/Schedule
  - Stakeholder Support

**Second Level Screening**

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### Alternatives Development & First Level Screening

- Seventeen (17) alignment alternatives were developed, in three “families”
  - Family 1 - Enhancements/refinements/modifications to FEIS/ROD (keeps the wye junction in the Swiss/Good Latimer area)
  - Family 2 - Moves the wye junction to a new location or underground along Good Latimer
  - Family 3 - Moves the wye junction and alignment to a new location along I-345 and underground
- Of the 17 alternatives, eight will be advanced to the second level screening.
- Goal is to try to find 2 to 3 alternatives for a short list after getting stakeholder feedback and second level screening

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**How to Read the Maps & Definitions**

Baseline 30%/FEIS Design	Existing Tracks	D2 Alternatives

**Portal**  
Where trains transition from being underground to the surface, and vice versa.

**Wye Junction**  
A triangular joining arrangement of three rail lines. Used to allow trains to move to alternate routes (operational flexibility is a key goal of D2).

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**First Level Screening Results: Family 1**

Advance 1-1 and 1-2

Do not advance 1-3, 1-4, 1-5

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**Option 1-1**  
FEIS LPA + Enhanced Urban Design

First Level Screening Recommendation: **ADVANCE**

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**Option 1-2**  
2017 City Council Adopted LPA

First Level Screening Recommendation: **ADVANCE**

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**First Level Screening Results: Family 2**

Advance 2-1, 2-2, 2-5

**Option 2-1**  
Elm Street Alignment/Portal, East of I-345  
First Level Screening Recommendation: **ADVANCE**

**Option 2-2**  
Commerce Street Alignment with Two Portals (Good Latimer and existing Green Line)  
First Level Screening Recommendation: **ADVANCE**

**Option 2-5**  
Original AA and 2010 DEIS  
First Level Screening Recommendation: **ADVANCE**  
• Refine alignment to minimize conflicts with existing I-345

**Do not advance 2-3, 2-4**

**Option 2-3**  
Commerce Street Alignment with One Portal (along existing Green Line)  
First Level Screening Recommendation: **DO NOT ADVANCE**  
• Poor operational flexibility for rail  
• Not feasible to connect with existing DART portal if 60' deep at I-345

**Option 2-4**  
Main Street Alignment with Split Portal (along existing Green Line)  
First Level Screening Recommendation: **DO NOT ADVANCE**  
• Not feasible with DART design criteria unless close Pacific/Guinan and eliminate station along Good Latimer

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**Option 2-1**  
Elm Street Alignment/Portal, East of I-345  
First Level Screening Recommendation: **ADVANCE**

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**Option 2-2**  
Commerce Street Alignment with Two Portals (Good Latimer and existing Green Line)  
First Level Screening Recommendation: **ADVANCE**

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**Option 2-5**  
Original AA and 2010 DEIS  
First Level Screening Recommendation: **ADVANCE**  
• Refine alignment to minimize conflicts with existing I-345

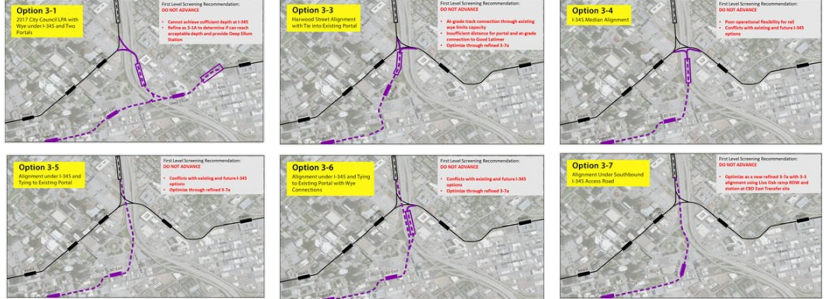
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**First Level Screening Results: Family 3**

Advance 3-1a, 3-2, and 3-7a



Do not advance 3-1; or 3-3, 3-4, 3-5, 3-6, and 3-7 (optimized as 3-7a)

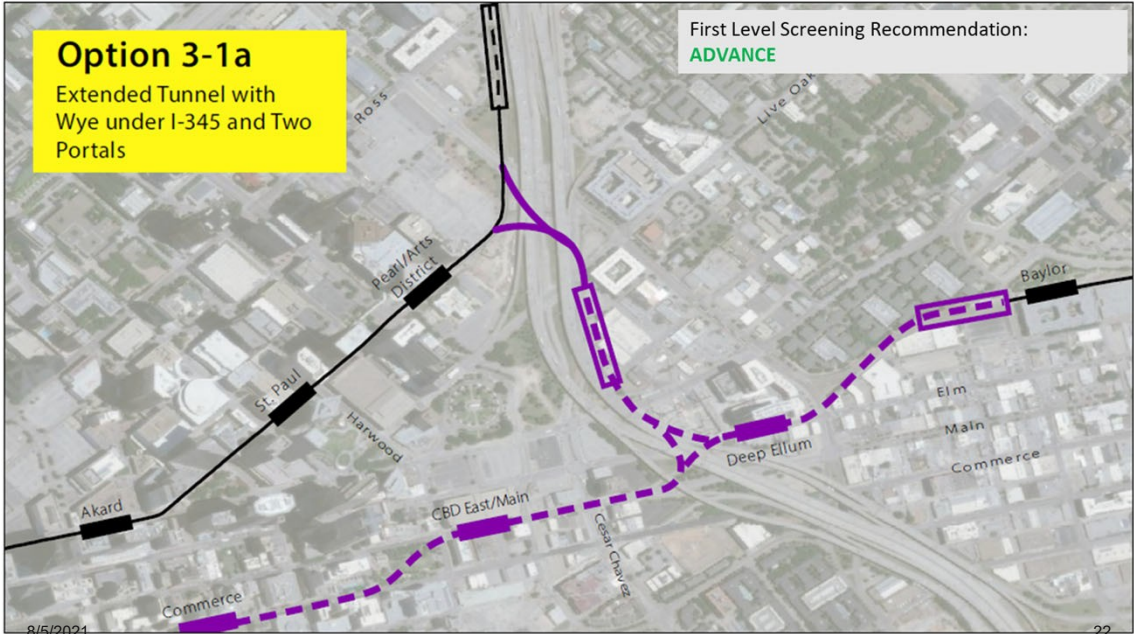


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**Option 3-1a**  
Extended Tunnel with Wye under I-345 and Two Portals

First Level Screening Recommendation: **ADVANCE**



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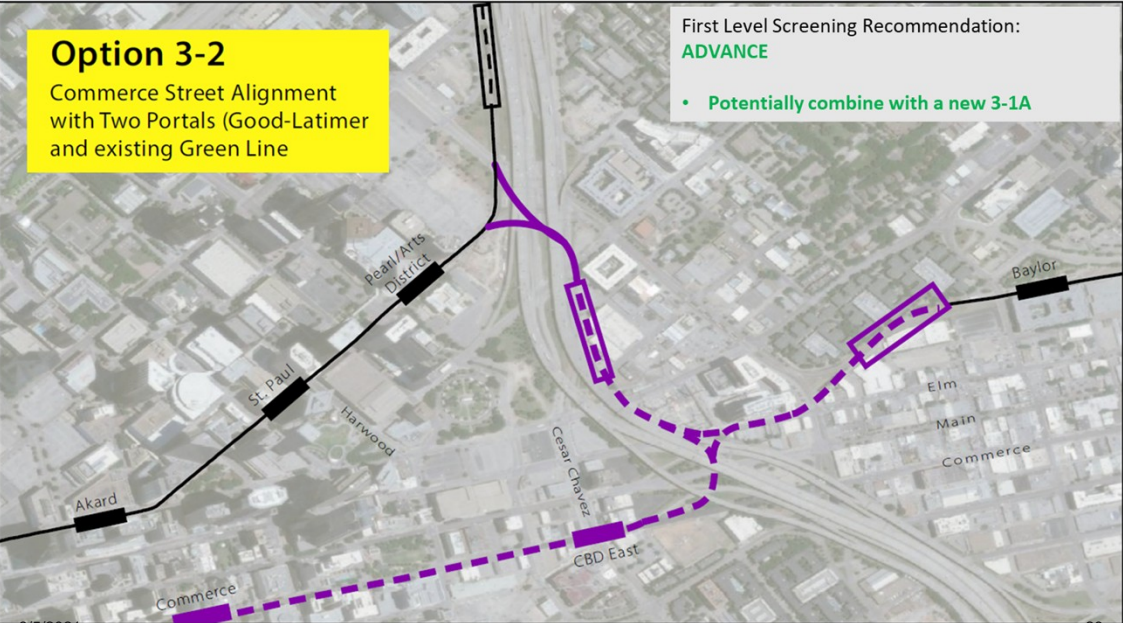
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**Option 3-2**

Commerce Street Alignment with Two Portals (Good-Latimer and existing Green Line)

First Level Screening Recommendation: **ADVANCE**

- Potentially combine with a new 3-1A



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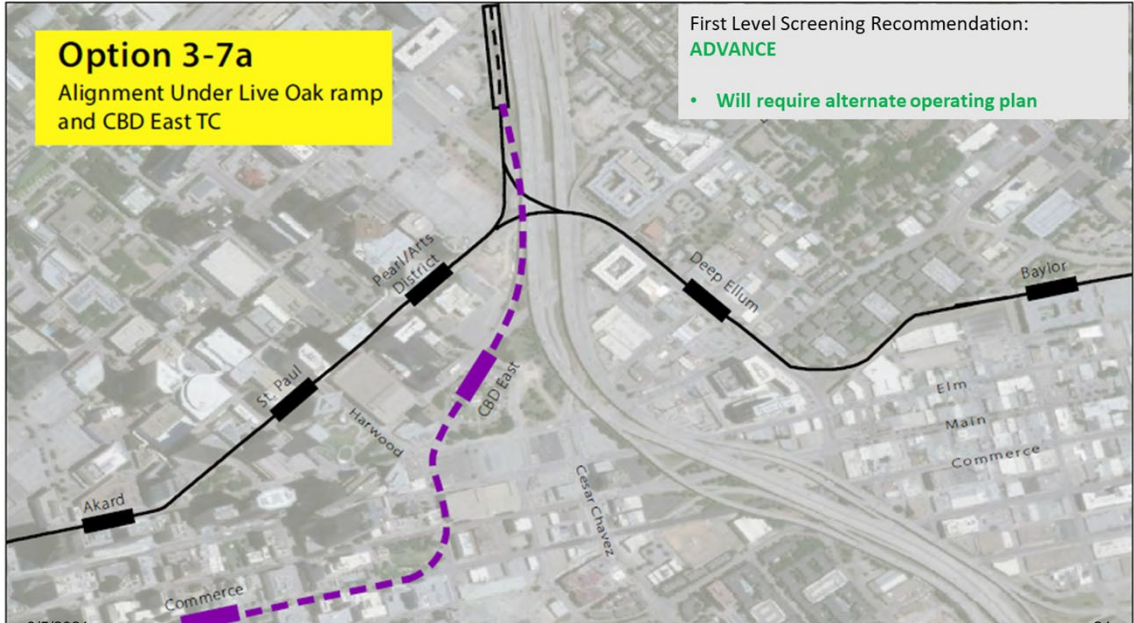
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**Option 3-7a**

Alignment Under Live Oak ramp and CBD East TC

First Level Screening Recommendation: **ADVANCE**

- Will require alternate operating plan



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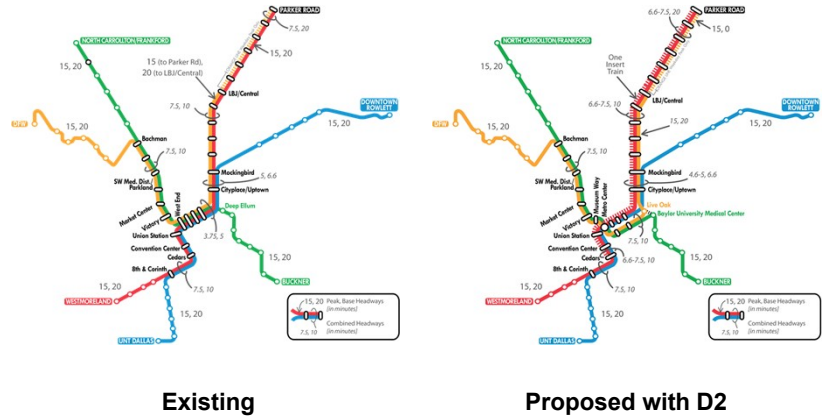
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**Family 4 – Changes to DART Operations/Service**

**Questions:**

- Can we operate DART service differently to avoid having a new wye junction in Deep Ellum?
- Can we put a wye somewhere else (e.g., west side of downtown)?



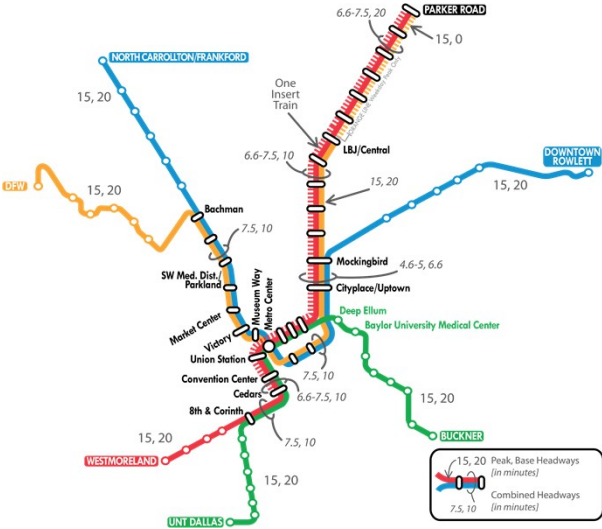
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**Family 4 – Changes to DART Operations/Service**

**Potential rail operations/service changes:**

- Red and Green lines stay on existing transit mall, and Blue and Orange lines use D2 Subway. This would be applicable for Alternative 3-7a but could be applied to the other alternatives
- TRE service to Fair Park
- Layer in additional light rail service



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**First Level Screening Results Summary**

**Alternatives to be Advanced :**

- 1-1
- 1-2
- 2-1
- 2-2
- 2-5
- 3-1a (Modified 3-1)
- 3-2
- 3-7a (Combined 3-5, 3-6, and 3-7)

**Alternatives to be Documented and Eliminated:**

- 1-3
- 1-4
- 1-5
- 2-3
- 2-4
- 3-3
- 3-4

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**First Level Screening Results Summary**

**Alternatives to be advanced to second level screening**



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## Next Steps

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## Next Steps

- Second Level Screening
  - Community, Economic, and Environmental Effects (e.g., property impacts, park impacts, TOD opportunities, and potential ridership/markets served)
  - Transportation Effects (e.g., street grid/traffic impacts, transportation safety impacts)
  - Temporary (Construction) Effects
  - Costs/Funding/Schedule
  - Stakeholder Support
- Anticipate Public Meeting #2 to occur late September/early October

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## Q&A / Opportunity to Comment

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## Q&A / Opportunity to Comment

Please use the chat box to type your questions or raise your hand if you would like to ask a question or speak.

Comments or questions not received during this meeting must be submitted by email or mail no later than **August 26, 2021** to be formally considered.

**Email:**  
[DDOTPlanning@dallascityhall.com](mailto:DDOTPlanning@dallascityhall.com)

**Mail:**  
Department of Transportation, c/o D2 Subway  
1500 Marilla Street, L1BS  
Dallas, TX 75201

Recording of the presentation and the maps will be posted to [DART.org/D2](https://www.dart.org/D2) and the City of Dallas Department of Transportation website.

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## Attachment 2 – Attendees Documentation of August 5, 2021, Public Meeting

## D2 East End Evaluation

Last Name	First Name
(none)	Scott42
(none)	Billy
(none)	Richard
(none)	Alfredo
(none)	Devyn
(none)	Mark
(none)	Breonny
(none)	Ashley
Abraham	Sherry
Al-Ghafry	Majed
Alldredge	Nicole
Allen	Joseph
allen@baskind.onmicrosoft.com	
Amy@theburrellgroup.net	
Andricopoulos	John
Atta-Fynn	Autumn
Avila	Randy
Bell	Joyce
Best	Shaun
Beyers	Ken
Brandao	Edgardo
Browning	Jacob
Bullard	Dustin
Burns	Ryan
Cass	Rich
Church	Daniel
Clemens	Joseph
Clemens	Ceason
Cordell	Fletcher
Crawford	Brandi
Del Castillo	Arturo
Devine	John
Di Conti Cole	Allyson
Diaz	Edie
Dorman	Dawn
Emerson	Donald
Ernst	Vojtech
Espiricueta	Abdon
Fitzgerald	Brian
Fry	James
Fuegenschuh	Norbert
Fulani	Kamal
Fullerton	Lisa
Granberry	Erin

Last Name	First Name
Heimbürger	Tad
Henmi	Denis
Hetzel	Jon
Hinkle	Randy
Hudiberg	Stephanie
Huerta	Carlos
Hughs	Sarah
Hunt	Denny
Jobert	Jesse
Jurisich	Gwen
Khankarli	Ghassan
King	Daphne
Lloyd	Kristine
Lober	Tracey
Martinez	Ernie
Massof	Michael
McCann	Emily
Meadows	Amy
Meyer	Melissa
Moser	Joerg
Okelo	Roman
Oliphant	Marc
Plakson	Terence
Plesko	Todd
Pratt	Ezra
Prewitt	Billy
Preziosi	David
Raines	Don
Rastogi	Dev
Reese	Minesha
Reese	Ken
Rollins	David
Rubalcava	Hortencia
Rush	Kathryn
Saunders	Kelly
Shane	Josh
Sharp	Paul
Sheets	Evan
Shelburne	Charles
Shelton	Kay
Sierra Toral	Mercedes
States	Jessie
Stevens	Van
Straight	Greg

Last Name	First Name
Strong	Ashton
Suhitha	Kosuri
Taylor	Christopher
Toffer	Jonathan
Tricia	Williamson
Turner	Frank
W	Luke
W	Tom
Weiss	Christopher
Wesch	Sandy
Williams	Joycelyn
Young	Kurtis
Zreet	Allen
(214) xxx-2098	
(214)xxx-1598	
(214)xxx-6247	
(214)xxx-1081	
(214)xxx-3201	
(469)xxx-0465	
(469)xxx-9124	

**Attachment 3 – Comment/Response Table  
Documentation of August 5, 2021, Public Meeting**

**D2 East End Evaluation**

Comment ID	Name/Contact Information	Date & Method Comment Received	Comment	Response
1	Allan Zreet	8/5/2021 Collected at meeting	What impacts does Alternative 2-1 (shallow tunnel) have on I-345	The goal of Option 2-1 was to cross I-345 closer to existing ground level to provide TxDOT more flexibility and allow the depress I-345 option to gravity drain.
2	Richard	8/5/2021 Collected at meeting	Has the city of Dallas weighed in on any of the 2nd level alternatives?	The City of Dallas is facilitating the D2 East End Evaluation process through the first level screening and will continue through the second level screening using the criteria presented.
3	Tom W.	8/5/2021 Collected at meeting	Do any of the eliminated alternatives come back with the Family 4 options? For example, if a wye on the west end is viable, does Option 1-5 become viable again?	None of the options eliminated during the first level screening would be viable if a wye was built on the west side of downtown. The options eliminated in the first level screening did not meet DART LRT design criteria and/or the purpose and need for the D2 project.
4	Devyn	8/5/2021 Collected at meeting	Hi - Is the downtown streetcar extension being considered when thinking through all the alternatives?	DART is looking at the interface and transfer opportunities with all modes including bus and streetcar. The second level screening criteria includes customer convenience and impacts to riders. We will be looking not only at streetcar opportunities but how does the DART Zoom new bus network work with the options to make sure the systems work together.
5	Paul Sharp	8/5/2021 Collected at meeting	In both Options 1-2 and 2-1, is the CBD station below the Elm St. Garage?	Yes, in both of these options the station would be located below the Elm Street Garage.
6	Tom W.	8/5/2021 Collected at meeting	What is the need to force this decision now instead of waiting for the decision on I-345? Or making a decision on both those projects at the same time?	The main reason D2 is being advanced is related to the grant/funding DART is pursuing from the Federal Transit Administration. There is a timeframe in terms of being eligible for the grant. Also, downtown and Deep Ellum are continuing to develop. There are several private properties that would be needed for the D2 project. DART has been working with developers on future plans so they can know and plan accordingly. In some cases, developers are integrating the project into new developments or accommodating it into existing buildings.  Additionally, the March 2021 Dallas City Council resolutions states we must have an agreement by March 2022. We want DART to be viable for the funding opportunity and support transit improvements in the region but also want to be sure city and stakeholder needs are being heard at the same time.
7	John Andricopoulos	8/5/2021 Collected at meeting	I live in the Live Oak Lofts building at Good Latimer and Live Oak. Are there plans to minimize impact on people who live in the areas of construction and if so, what are they? Also, once construction is complete, are there any plans to minimize noise caused by the trains? Currently they are very loud when going around corners. Thanks!  Also, will this slideshow be available online?	Construction for any project, roadway or transit, must comply with city noise ordinances to minimize the hours of operation of construction equipment. DART will work with the city to minimize noise impacts during construction. It will also be important to communicate to residents and businesses during construction about what is going to happen and when.  A noise analysis was conducted as part of the environmental impact statement. No noise impacts at Live Oak Lofts were cited because there is already train service in the area. There is a lubricating machine next to the track to minimize noise; if noise is an issue, please contact DART and we can verify the machine is working properly.  This presentation and meeting recording are posted at: <a href="https://dallascityhall.com/departments/transportation/Pages/Projects.aspx">https://dallascityhall.com/departments/transportation/Pages/Projects.aspx</a> and <a href="https://www.dart.org/about/expansion/downtowndallas.asp#meetings">https://www.dart.org/about/expansion/downtowndallas.asp#meetings</a>

**Attachment 3 – Comment/Response Table  
Documentation of August 5, 2021, Public Meeting**

**D2 East End Evaluation**

Comment ID	Name/Contact Information	Date & Method Comment Received	Comment	Response
8	Ashley	8/5/2021 Collected at meeting	Second John, I live at LOL also and DART took some of our sidewalk when they first put in Deep Ellum station and we had a hard time getting sidewalks fixed etc. I would love for transit improvements to include looking at how DART can support homeless students in Dallas ISD re: letting them ride for free so they can go to jobs, library, etc. We had 4,368 homeless students in DISD last year NYC has tons of buses and subways-hoping that's the way we go here!	Thank you for your interest. We appreciate your feedback and will take your comments into consideration.
9	Tad Heimburger	8/5/2021 Collected at meeting	Does 3-7a utilize operational changes to facility this option, such as those shown with family 4 , (Ex blue - green changes)	Yes, Option 3-7a would require operational changes. The red and Green Lines would stay on the transit mall and the Blue and Orange lines would operate on the D2 section. Part of the second level screening will help us understand the benefits and impacts of this change.
10	Jesse Jobert	8/5/2021 Collected at meeting	Are all proposed stations after the portal at-grade stations?	Yes, all of the proposed stations after the portals would be at-grade.
11	Christopher Taylor	8/5/2021 Collected at meeting	How would you use stakeholder support as screening criteria? Based on comments or will there be polling or survey process?	We are asking everyone to review the alternatives and to submit formal comments/questions via email ( <a href="mailto:DDOTPlanning@dallascityhall.com">DDOTPlanning@dallascityhall.com</a> ) or mail (Department of Transportation, C/o D2 Subway, 1500 Marilla Street, L1BS, Dallas, TX) by August 26 <sup>th</sup> .  Also, as part of the second level screening there will be another public meeting tentatively scheduled for late-September.
12	Scott 42	8/5/2021 Collected at meeting	1. Please make sure 345 can be depressed in any option. 2. Please make sure Baylor is not cut off. 3. None of the Family 1 options seem to work for Deep Ellum. 4. Why does the west side not have to have a full WYE and it is being forced onto the east side. 5. Not sure need to have a station so close to another station on one of the later Options. This is important as we do not want extraneous costs to kill an option. 6. Let's not take money from the Feds and ruin options, just to get their money. 7. Kay said "the west side only has one WYE leg and not two because of a potential development there. Is the east side getting the same consideration?	We appreciate your feedback and will take your comments into consideration.  Comment 7. The wye at Victory only has one connection. A wye to the south would not be used for regular revenue service but for incidents only. The benefit of the Victory Station is that there is a pocket track immediately north of the station that does facilitate some incident operations. It would be nice to have a full wye at that location. However, there is currently a planned developed with a building designed, if the design changes there might be an opportunity.
13	Joseph Allen	8/5/2021 Collected at meeting	Will portal options west of 345 be within existing street right-of-ways?	Two of the remaining options have portals west of I-345. For Option 3-7a the portal would be within TxDOT/DART right-of-way. The portal for Option 2-1 would be primarily within existing Elm Street right-of-way.
14	Stephanie Hudiburg	8/5/2021 Collected at meeting	First, on behalf of DEF, we appreciate this public meeting and all of the work to date by all the agencies as well as leadership of the City. DEF will be sharing comments in writing after this meeting. A quick question on 2-1: How would the station on Elm by the Epic impact the street, sidewalks and businesses on either side to include it upon Elm Street?  Thank you for those responses. I assume the possible street closure for an Elm Street station also applies to the Family 3 options?	Under Option 2-1, it is likely Elm Street would have to be closed to build the portal and station.  Under Options 3-1a and 3-2, it is likely Elm Street would have to be closed during construction.

**Attachment 3 – Comment/Response Table  
Documentation of August 5, 2021, Public Meeting**

**D2 East End Evaluation**

Comment ID	Name/Contact Information	Date & Method Comment Received	Comment	Response
15	Rich Cass City Hotel, Ltd. CTC Texas Associates, L.L.C.	8/5/2021 Sent via email	I am one of the original major property owners / redevelopers of modern Deep Ellum (1979 forward) and I am owner of multiple properties located in the 2500 block of Elm Street (2528 Elm Street via City Hotel, Ltd., 2532 Elm Street via CTC Texas Associates, LLC, and 2538 Elm Street via CTC Texas Associates, LLC) and <b>I am opposed to any plan that involves placing a transit station in the 2500 block of Elm Street</b> based upon the information shared in this evening's meeting due to the destructive impact on property and businesses that such action would pose. From what was shown this would block the flow of traffic between Deep Ellum and the downtown CBD in an already narrow thoroughfare and this is unnecessary, not to mention the disruption of operations caused by construction after having already endured years of the same during the years of construction of the Epic development. Please give the well being of those on this block due consideration and a needed break and pick another better option that will not further harm these properties and businesses there that are already struggling in the wake of a pandemic on top of everything else.	Thank you for your interest. We appreciate your feedback and will take your comments into consideration.
16	Richard Schumacher	8/6/2021 Sent via email	DART's D2 line would have better operational flexibility if there were a complete wye connection to the existing light rail line south of Victory Station. Operational flexibility, especially in the inevitable event of a service interruption on the existing downtown line, would benefit the city. However to build and operate that complete wye connection DART needs ownership of or a permanent easement on a certain parcel, now owned by a private party which plans development on that parcel. In exchange for a property swap or permanent easement the city should consider offering to the property owner a permanent tax abatement, one covering either development in the air rights above that parcel or on an equivalent parcel elsewhere on their property.	Thank you for your interest. We appreciate your feedback and will take your comments into consideration.
17	George Marcos	8/10/2021 Sent via email	<p>Greetings, as a regular DART rail and bus rider I wished to provide feedback on the August 5th presentation regarding the potential D2 alignments.</p> <p>Of the alignments presented, <b>Option 3-1a</b> appears to be the best alignment, grade separating most of the route in addition to allowing for a below-grade station at Deep Ellum, isolated from traffic and especially the congestion on weekends. Grade separation from automobile traffic is ideal as it eliminates the possibility of collisions with cars and pedestrians as well as allowing trains to traverse the route with greater speed. This alignment is also preferable as it provides a station close to the CBD East Bus Transfer Center and the Main Street Garden Park.</p> <p>Keeping grade separation a top priority, <b>Option 2-2</b> is the second best alignment. While it eliminates the Deep Ellum/Live Oak Station it again keeps trains separate from auto traffic, which I would implore should be of greater importance, as there are already other existing stations within walking distance of this area.</p> <p>Finally, if for whatever reason Option 3-1a cannot be advanced, <b>Option 3-2</b> is preferable to Option 3-7a from this category as it prevents the need to reorganize rail operations and also maintains the possibility for the Orange Line to be rerouted to Lawnview Station in anticipation for an eventual expansion to Masters Dr along Scyene Cir/Hwy 352 in the future as outlined in previous DART transit plans.</p> <p>Option 2-1 and 2-5 should be eliminated, as well as both Option 1-1 and 1-2 on the basis of trying to keep trains from surface grade for as long as it is possible.</p> <p>If alignments in the first category must be kept, I would hope Option 1-2 is advanced as opposed to 1-1.</p> <p>Thank you for your consideration.</p>	Thank you for your interest. We appreciate your feedback and will take your comments into consideration.

**Attachment 3 – Comment/Response Table  
Documentation of August 5, 2021, Public Meeting**

**D2 East End Evaluation**

Comment ID	Name/Contact Information	Date & Method Comment Received	Comment	Response
18	Chuck Hixson Vice President – Commercial Division Westdale Real Estate Investment and Management 2550 Pacific Avenue, Suite 1600 Dallas, Texas 75226	8/10/2021 Sent via email	Herein this message, I am stating preferred options of the alignment route options for DART D2: Preference #1 = 3-7; Preference #2 = 3-1a  Please consider this request. Thank you	Thank you for your interest. We appreciate your feedback and will take your comments into consideration.
19	Mitchell Fonberg	8/12/2021 Sent via email	To whom it may concern, We are long time, Circa the 1930's, property owners in Deep Ellum including 2540, 2542, 2544, 2536 Elm and numerous others. We are strongly opposed to any plan that involves placing a transit station in the 2500 block of Elm Street based upon the information shared in the meeting a few nights ago due to the destructive impact on property and businesses that such action would pose. From what was shown this would also block the flow of traffic between Deep Ellum and downtown. The CBD is in an already narrow thoroughfare and this is unnecessary, not to mention the disruption of operations caused by construction after having already endured years of the same during construction of the epic development. This would affect our family as this has been in our family for generations and being where my Great grandfather opened his first business . This would also displace numerous tenants that have established themselves over the years thru all the hard times and construction in the area . This just is not fair or necessary , please give the well being of those on this block due consideration and a needed break and pick another better option that will not further harm these properties and businesses that are already struggling in the wake of a pandemic on top of everything else. Sincerely	Thank you for your interest. We appreciate your feedback and will take your comments into consideration.
20	Dietrich Bailey	8/14/2021 Sent via email	Thanks again for reaching out to the community.  My personal votes are: 1) 3-7a 2) 2-5 3) 2-1  This is of the assumption the at grade crossing of 2-1 does not impact the matching of 345 to 45 underground. If so I only submit two choices.  Thanks	Thank you for your interest. We appreciate your feedback and will take your comments into consideration.
21	Charles Shelburne Vice President Campus Planning Real Estate Services Baylor Scott & White Health 301 N. Washington Ave Dallas, TX 75246	8/18/2021 Sent via email	Baylor Scott & White Health is an immense supporter of DART and very grateful for the DART station on our Dallas campus. In general, we are always supportive of expansions to DART and mass transportation because it enhances the quality of life for all residents of North Texas.  The Baylor Scott & White (BSWH) Dallas Campus priorities for this project are: 1. Avoiding any closure of Live Oak or Pacific / Gaston ave. These critical access lines to the campus needs to be maintained, delays and confusion related to detours and street could have life impacting consequences to our patients.  2. Avoiding any extended closure of the Greenline / Baylor station. Transfers and detour negatively impact ridership and create delays and confusion for our patients.  (cont.)	Thank you for your interest. We appreciate your feedback and will take your comments into consideration.

**Attachment 3 – Comment/Response Table  
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**D2 East End Evaluation**

Comment ID	Name/Contact Information	Date & Method Comment Received	Comment	Response
21 (cont.)	Charles Shelburne (cont.) Vice President Campus Planning Real Estate Services Baylor Scott & White Health 301 N. Washington Ave Dallas, TX 75246	8/18/2021 Sent via email	<p>3. Future extension of rail access from the north to the Baylor. Many of our employees, physicians and patients' interface with the Dallas campus from that direction.</p> <p>4. Ability to add a new rail station near Exposition Plaza to support our new 300,000sf administrative support facility which will house up to 2,000 assigned employees. Pre-pandemic 17% of our employees utilized DART for their transportation to and from work. 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 1/3 this distance.</p> <p>5. Limiting the cut and cover construction in the community and around the campus. Some of the options presented show an underground sub-way, however I do not think it was clearly communicated that much of that work would be completed from the surface, requiring cut and cover construction technique. This technique is traumatic to the street grid and access to business, especially when there are other options available.</p> <p>At first review, option 3-7a seems to be an option worth exploring in more detail. I am sure there are others, however this one specifically seems to allow for the priorities mentioned above.</p> <p>Lastly, the North Texas community in general and the City of Dallas in particular rely on Baylor Scott and White Health to provide emergency care for citizens. Baylor University Medical Center as one of two Level 1 trauma centers for adults in North Texas is particularly critical for Dallas. The scientific literature is filled with empirical data that illustrate how rapid response can save lives. The difference between life and death for patients in accidents is sometimes minutes. The difference between permanent paralysis and complete recovery for a stroke patient is often minutes. Traffic delays have the potential to impact care.</p> <p>We look forward to hearing the final solution for expansion of DART and as always, are very grateful for your service to the community.</p> <p>Thank you</p>	
22	Kristian Teleki PEng MBA Senior Vice President Matthews Southwest 320 W Main St., Lewisville TX 75057	8/24/2021 Sent via email	<p>We would be supportive of Option 3-7A, per presentation we had yesterday from Daniel Church and Sandy Wesch.</p> <p>Seems to be a cost effective option that doesn't interfere with any of the possible 345 options that are still being reviewed.</p>	Thank you for your interest. We appreciate your feedback and will take your comments into consideration.
23	Doug Brunker	8/25/2021 Sent via email	<p>Hi, I own a condo in Live Oak Lofts, 2502 Live Oak Street. Of the proposals available for viewing, I prefer either 2-1 or 2-5.</p> <p>thank you!</p>	Thank you for your interest. We appreciate your feedback and will take your comments into consideration.
24	Amy Malone Asset Manager CWS 9606 N Mopac Expy, Suite 500 Austin, TX 78759	8/26/2021 Sent via email	<p>The Marquis on Gaston ownership would like to respond to The City of Dallas on our preferred option for the D2 Subway. Our preferred options presented during the public meeting held virtually on August 5th, 2021, are listed below.</p> <p>Preferred Options for The Marquis on Gaston Ownership:</p> <ul style="list-style-type: none"> <li>• Family 1: Option 1.1 and Option 1.2</li> <li>• Family 3: Option 3.7a</li> </ul> <p>(cont.)</p>	Thank you for your interest. We appreciate your feedback and will take your comments into consideration.



**Attachment 3 – Comment/Response Table  
Documentation of August 5, 2021, Public Meeting**

**D2 East End Evaluation**

Comment ID	Name/Contact Information	Date & Method Comment Received	Comment	Response
24 (cont.)	Amy Malone (cont.) Asset Manager CWS 9606 N Mopac Expy, Suite 500 Austin, TX 78759	8/26/2021 Sent via email	<p>The majority ownership of The Marquis on Gaston is opposed to all options listed in Family 2 and the remaining options in Family 3. We are not interested in advancing any options that would result in a taking of any proportion of our property or cause significant disruption to the operation of our property. In the event these options are advanced we will be forced to take legal action necessary to protect our investment.</p> <p>The owners of the Marquis on Gaston are long term owners. The property is not for sale and there are no current discussions taking place of selling the property. Over the last 5 years we have invested over \$3.0 million back into the asset (\$2,117,555 in capital projects plus \$948,437 in unit renovations). Additionally, by the end of 2021 we plan to invest an additional \$765,000 in capital projects into the asset.</p> <p>Lastly, and very important to us, The Marquis on Gaston is a very important source of housing for the medical work force in the area. As you are aware numerous Baylor Medical employees consider the Marquis on Gaston home, and this will continue for the long term because of location and the value of housing the property provides.</p> <p>Please consider this letter The Marquis on Gaston's response to the D2 Subway Options.</p>	
25	Eric Wagliardo	8/26/2021 Sent via email	<p>Hello, first off I want to thank everyone working on this project for your ongoing efforts and hard work!</p> <p>I live at the Live Oak lofts and will be directly impacted by the planned changes. As a (small) stakeholder, I would like to voice my support for <b>3-1A</b>, offer a comment on <b>3-2</b> and voice serious concern and opposition for the <b>Family 1</b> options.</p> <p><b>3-1a</b> Very strongly support this option. It provides an appealing alternative to the rampant drinking and driving in Deep Ellum. The improved traffic flow on Good Latimer is also a significant advantage and will improve noise and other issues created by late night traffic exiting Deep Ellum and congestion created by Bottled Blonde. Hopefully the station on Elm street will also support future economic growth through improved access and a reduced need for parking.</p> <p><b>3-2</b> is also very attractive for similar reasons with the caveat that a future expansion would add an underground station at the proposed portal along Central during the reconfiguration of i345. The intersection of Good Latimer and Central are complicated and convoluted at best. Assuming <b>i345</b> is moved below grade, this intersection will be redesigned. This presents an opportunity to move the D2 line below grade with a similar connection to the portal north of Ross seen in option <b>3-7a</b>. This will drastically simplify street level traffic and restore access to neighborhoods to the east. The addition of a deck park connecting Carpenter Park with a brand new Carpenter Station would be the cherry on top creating a dynamic gateway between Downtown to Deep Ellum! Likely spurring significant private capital investment similar to the explosive development seen around Klyde Warren Park.</p> <p>Thanks again for your hard work! I appreciate your time reading this.</p> <p>Sincerely,</p>	Thank you for your interest. We appreciate your feedback and will take your comments into consideration.

**Attachment 3 – Comment/Response Table  
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**D2 East End Evaluation**

Comment ID	Name/Contact Information	Date & Method Comment Received	Comment	Response
26	Benton Payne	8/26/2021 Sent via email	<p>In my opinion, the only D2 options that should be considered are the Family 3 options, especially option 3-7a.</p> <p>This is a 50 year infrastructure decision, and Dallas &amp; its citizens should not be forced to accept a sub-par solution and live with it for generations because of the capricious rules of a forgotten federal grant.</p> <p>It is time to take DART into the future with efficient, well-thought out planning.</p> <p>Please only focus on the Option 3 bunch.</p> <p>Thank you,</p>	Thank you for your interest. We appreciate your feedback and will take your comments into consideration.
27	Mary H. Barkley Cantey Hanger LLP 600 W. 6th Street, Suite 300 Fort Worth, Texas 76102	8/26/2021 Sent via email and certified mail	<p>To the Honorable Dallas Department of Transportation:</p> <p>I represent James Grey, owner of Block 136 in downtown Dallas, also known as 2200 Pacific Avenue. I am providing the following comments for the evaluation of the design for the D2 Subway East End.</p> <p>The proposed alignment continues to show that the D-2 line will bisect the downtown block owned by Mr. Grey. Mr. Grey has been and continues to be actively engaged in mixed use development (including hotel and multi-family residences) for that property, which contemplates a 76-story tower on that site with substantial underground infrastructure, renderings of which have been previously provided to DART through Mr. Ernie Martinez. Mr. Grey requests that DART and the City of Dallas reconsider the alignment to avoid block 136 entirely because there are feasible alternatives along either Pearl Street or Cesar Chavez Boulevard which will not impact commercial development. We trust that the City of Dallas will thoughtfully consider Mr. Grey's concerns.</p> <p>Sincerely,</p>	Thank you for your interest. We appreciate your feedback and will take your comments into consideration.
28	Harris Corrigan Todd Interests	8/26/2021 Sent via email	<p>To whom it may concern –</p> <p>Thank you to DART and its partnership with the city for the continued commitment to D2. As stakeholders and residents of Downtown, we appreciate your efforts for this long-term investment to support our growth and improved connectivity to jobs throughout the city and metroplex. Todd Interests would like to show its support for 1-1, which has previously been approved, coupled with the environmental studies already executed.</p> <p>Thank you</p>	Thank you for your interest. We appreciate your feedback and will take your comments into consideration.

**Attachment 3 – Comment/Response Table  
Documentation of August 5, 2021, Public Meeting**

**D2 East End Evaluation**

Comment ID	Name/Contact Information	Date & Method Comment Received	Comment	Response
29	<p>Allen F Baskind MD 18610 Turnbridge Dr. Dallas TX 75252-5023</p> <p>For:- Pacifco Partners Ltd., Lezily LP Nolimiter LLC, Francor LLC Alfralyn LLC Tales and Spirits LP dba Stars and Spirits Minstrel LLC</p>	8/26/2021 Sent via email	<p><u>To Whom it May Concern.</u></p> <p>The “Good Latimer area” emphatically votes for Option 3-7a or a less desirable but acceptable 3-1a</p> <p>The many property owners ( including Pacifco Partners Ltd., Nolimiter LLC, Francor LLC and Alfralyn LLC) and the many businesses lying within the Deep Ellum area bounded by Good Latimer Rd., Pacific Ave and Interstate 345 (“Good Latimer area”) are absolutely <u>totally opposed</u> to the DART D2 planned project intruding into those properties at an <u>above ground/ surface level</u> in any way whatsoever. They uniformly regard the Dart D2 plan to use any above ground surface level properties as not only a very poorly conceived but seriously destructive project that would result in significant hardship for the many residents living there and in the surrounding densely occupied areas as well as the loss of numerous jobs for the employees working there and the certain total elimination of the many very successfully currently operating businesses within that area.</p> <p>The stated objectives of DART to have an alternative route between their multiple light rail lines lying on the East to those to the West can be far better and <u>more economically</u> accomplished without the destruction of the multiple livelihoods and businesses by the adoption of the <u>Option 3-7a or a less desirable but acceptable 3-1a.</u></p> <p>Option 3-7a besides avoiding the many obvious and possible unforeseen obstacles impairing the <u>TX DOT reconstruction of the Interstate-345</u> would ensure the continued economic success of the “Good Latimer Area” and continued existence of the many businesses, jobs and its associated tax revenue to the City of Dallas.</p> <p><u>Option 3-7a</u> would be maintaining the current important <u>desirable aesthetic appeal</u> of the main entrance to Deep Ellum directly off of US 75 and thereby continue to attract and encourage visitors to a quick easy access to its multiple attractions.</p> <p><u>Option 3-7a</u> would avoid the <u>inevitable years of disruption of traffic</u> to this main entrance to Deep Ellum occasioned by the necessity of having huge 18 wheelers constantly hauling away enormous amounts of dirt and debris thrown up by the huge tunnelling operation if the DART D2 were to occupy the “<u>Good Latimer area</u>”.</p> <p><u>Option 3-7a</u> would prevent a constant large <u>atmospheric contamination by the dust and debris</u> throughout a large area surrounding the enormous huge tunneling operation occurring over many years. The “<u>Good Latimer area</u>” would thus preserve the enormous appeal and desirable reputation of the whole of Deep Ellum thereby attracting visitors to this concentrated area of great appeal for wining and dining relaxation and great music.</p> <p>Because of its rare and strategic zoning the Good Latimer Area is ripe for <u>large scale integrated garden project developments including high-rises</u> comparable to that of the adjacent Westdale EPIC project; with enormous potential for increasing the tax basis to the City of Dallas. Multiple planned developments have been stalled or abandoned by the looming threat of the planned DART D2 project intruding into The “Good Latimer area” at an above ground/ surface level.</p> <p>(cont.)</p>	Thank you for your interest. We appreciate your feedback and will take your comments into consideration.

**Attachment 3 – Comment/Response Table  
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**D2 East End Evaluation**

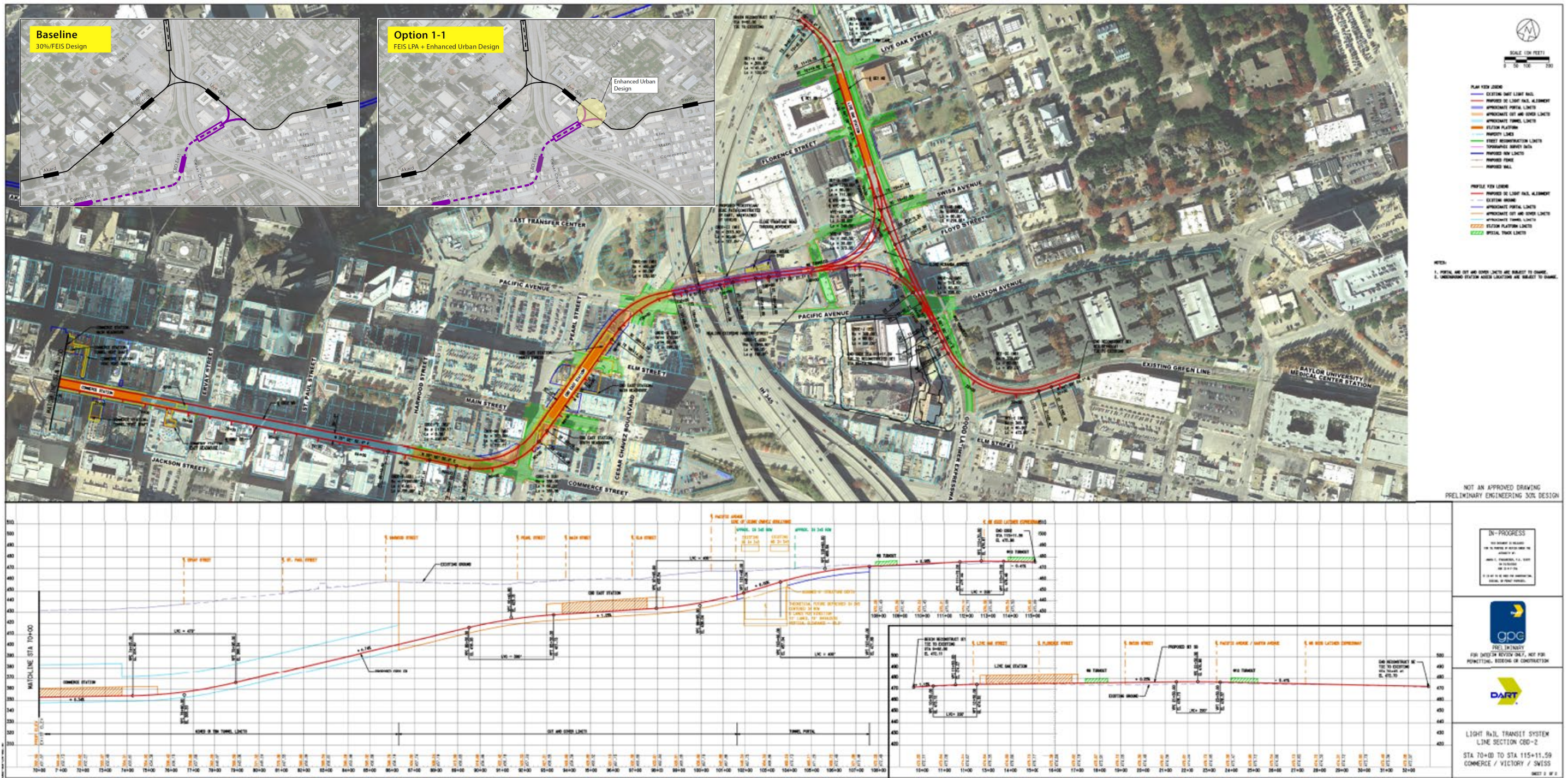
Comment ID	Name/Contact Information	Date & Method Comment Received	Comment	Response
29 (cont.)	<p>Allen F Baskind MD (cont.) 18610 Turnbridge Dr. Dallas TX 75252-5023</p> <p>For:- Pacifco Partners Ltd., Lezily LP Nolimiter LLC, Francor LLC Alfralyn LLC Tales and Spirits LP dba Stars and Spirits Minstrel LLC</p>	8/26/2021 Sent via email	<p>With Option 3-7a the businesses in the “Good Latimer area” and its immediate environs, including those involved in residential, entertainment and parking, will in the near future provide jobs directly and indirectly for well over 500 Dallas citizens and the combined annual revenue of the “Good Latimer area” is estimated to exceed \$50 million.</p> <p>This scenario of prosperity and success will most certainly be seriously impaired if DART D2 was to pursue any of the above ground/ surface level projected plans in the “Good Latimer area”.</p>	Thank you for your interest. We appreciate your feedback and will take your comments into consideration.
30	<p>Mark Hardaway Greenway Investment Company 2808 Fairmount, Suite 100 Dallas, Texas 75201</p>	8/26/2021 Sent via email	<p>Dear Ms. Rubalcava,</p> <p>Greenway Investment Company (“Greenway”) appreciates the opportunity to provide feedback on the options presented at the public meeting on August 5th. After careful review of the all options presented, Greenway is in support of Options 3-1A and 3-7A as they appear to mitigate/alleviate many of the concerns that have been raised by East End stakeholders in the past few years. Greenway is in strong opposition to the Family 1 option supported by DART.</p> <p>Greenway is the owner of multiple properties totaling almost 75,000 sf of building area on over 3 acres of land. These buildings have been converted or are in the process of being converted to food and beverage establishments that will employ over 200 individuals and have the potential to generate monthly revenues in excess of \$4M. Long-term plans for the property include re-development with high-rise office, restaurant and residential that could easily eclipse 1.5M GLA. These long-term plans and current operations would be in certain jeopardy should DART move forward with a version of Family 1 at the East End.</p> <p>As an active member of the Deep Ellum Foundation's Good Latimer Committee, Greenway has attended numerous meetings and presentations regarding D2 over the last 3-4 years and is supportive of the Committee's direction.</p> <p>Please feel free to contact me should you have any questions.</p>	Thank you for your interest. We appreciate your feedback and will take your comments into consideration.
31	<p>Kourtny Garrett President &amp; CEO Downtown Dallas, Inc. 1401 Elm Street, Suite 500 Dallas, TX 75202</p>	8/26/2021 Sent via email	<p>Mr. Khankarli:</p> <p>Downtown Dallas, Inc. (DDI) is pleased to continue its support of DART’s Central Business District Second Alignment (D2 Subway) project and the interagency effort to determine the most appropriate design modifications to the east end alignment (Zone B).</p> <p>Upon review of the 17 alignment alternatives presented at the August 5, 2021, meeting, DDI staff proposes the following design objectives as DART and City staff perform the second-level screening process of the eight advanced proposals:</p> <p>(cont.)</p>	Thank you for your interest. We appreciate your feedback and will take your comments into consideration.

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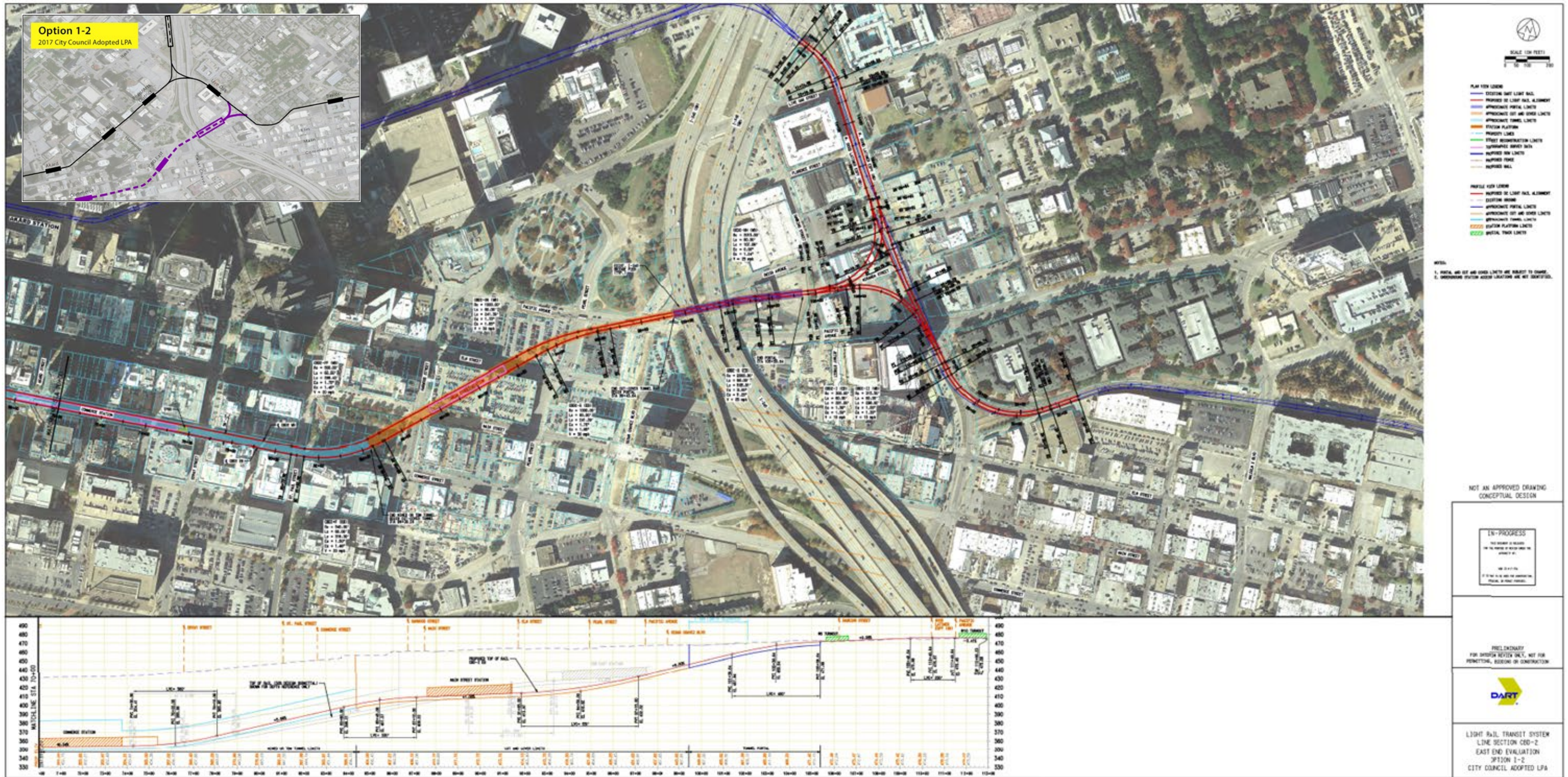
**D2 East End Evaluation**

Comment ID	Name/Contact Information	Date & Method Comment Received	Comment	Response
31 (cont.)	Kourtny Garrett (cont.) President & CEO Downtown Dallas, Inc. 1401 Elm Street, Suite 500 Dallas, TX 75202	8/26/2021 Sent via email	<ul style="list-style-type: none"> <li>Minimize disruptions to the Zone B street grid in both the construction and operation of the D2 Subway in order to maintain multimodal connections between Downtown and Deep Ellum (Options 1-1, 3-1a, 3-2, and 3-7a);</li> <li>Avoid permanent closure and displacement of the Elm Street garages in order to retain critical parking infrastructure for adjacent office towers (Options 1-1, 2-2, 3-1a, 3-2, and 3-7a);</li> <li>Allow the constructability of any proposed I-345 design scenario at its intersection/interaction with the D2 Subway (Options 1-1, 2-2, and 3-7a); and</li> <li>Minimize impacts to Carpenter Park during construction and operation of the D2 Subway (Options 1-1, 2-2, 3-1a, and 3-2).</li> </ul> <p>Evaluating these design objectives, several alternatives (Options 1-2, 2-1, and 2-5) pose significant challenges impacting existing development and affecting the efficient circulation of Downtown traffic and/or the overall cost, constructability, and operation of the D2 Subway.</p> <p>The D2 Subway is a significant transportation investment that will support a comprehensive, balanced, and efficient multimodal system in Downtown Dallas, as envisioned in the 360 Plan. DDI looks forward to its continued partnership with DART and the City of Dallas to deliver the most impactful, well-designed project possible.</p> <p>Sincerely,</p>	
32	Phyllis Silver	Postmarked 8/20/2021 Sent via US Mail	<p>Dear Transportation Representative:</p> <p>As a loyal supporter of DART and a transit rider interested in the success of the D2 Project, I have reviewed the hand out of the August 5, 2021 Public Meeting on the Deep Ellum alignment.</p> <p>I am most in favor of Family 1 – option 2-2 or 3-2. Each offers 2 portals, which I think is important. It would be a nice feature to also include an Enhanced Urban Design, as shown in Option 1-1.</p> <p>Thank you for the opportunity to provide input on this important matter.</p> <p>Sincerely,</p>	Thank you for your interest. We appreciate your feedback and will take your comments into consideration.

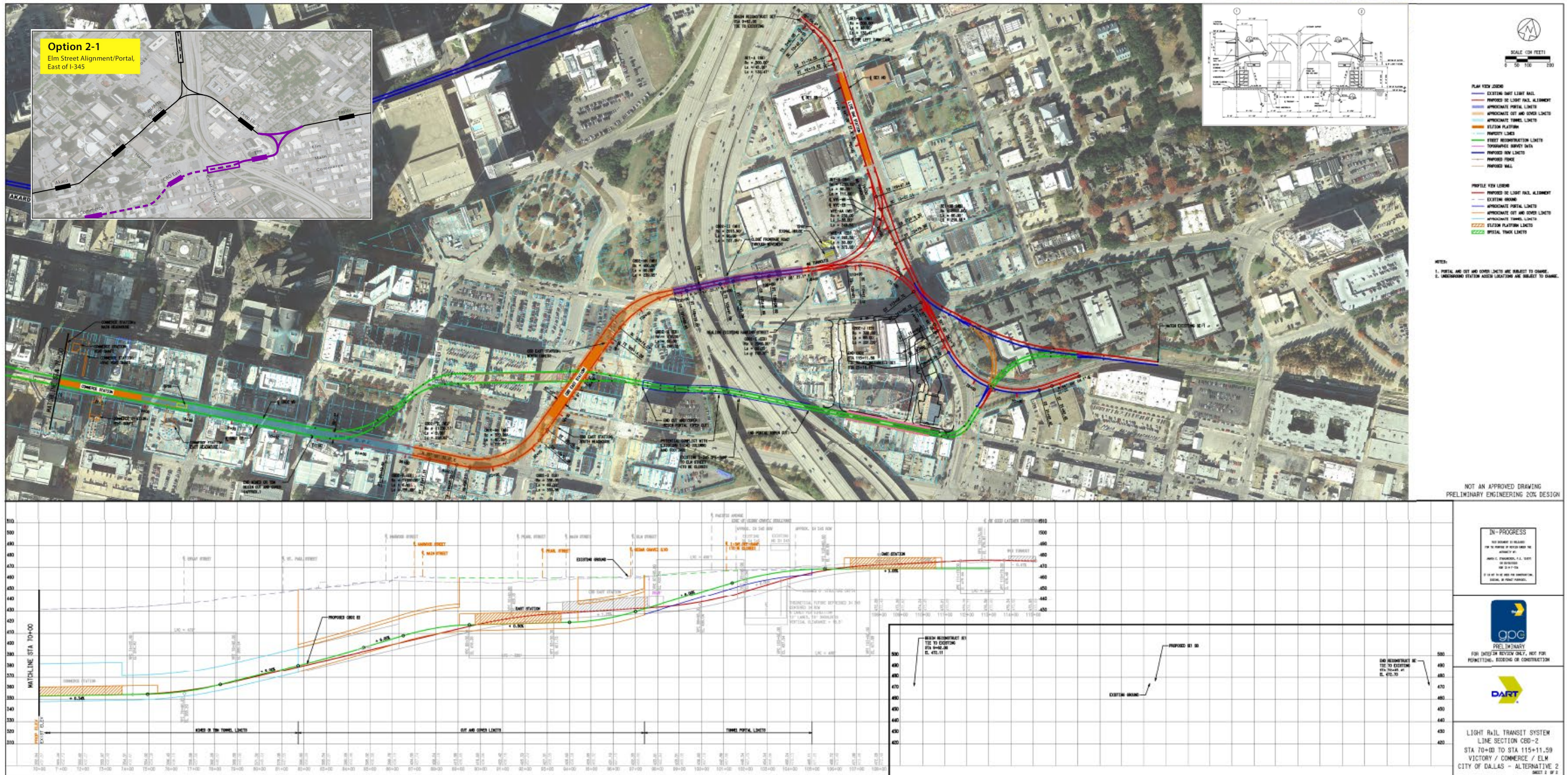
**Baseline & Option 1-1**



Option 1-2

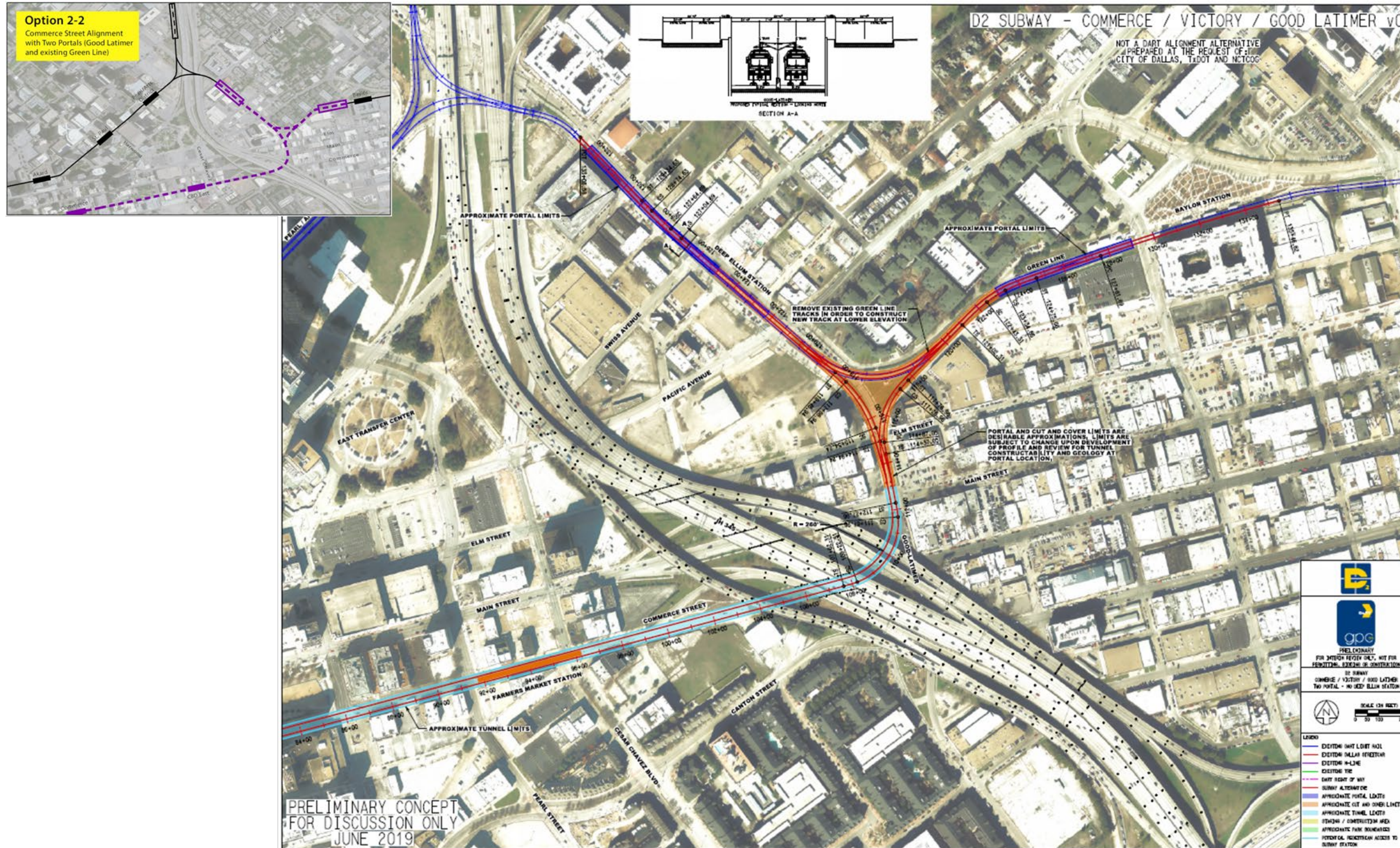


Option 2-1





**Option 2-2**



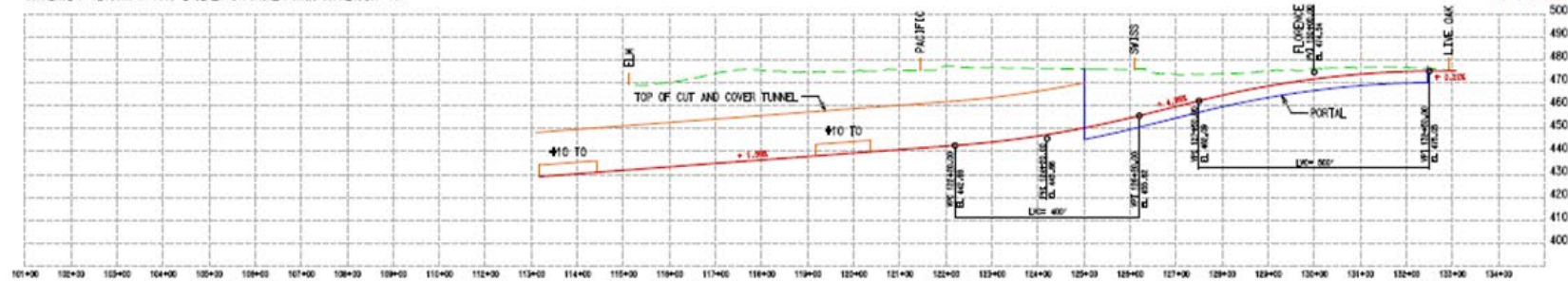
Option 2-2



DRAFT - FOR DISCUSSION ONLY  
SUBJECT TO CHANGE

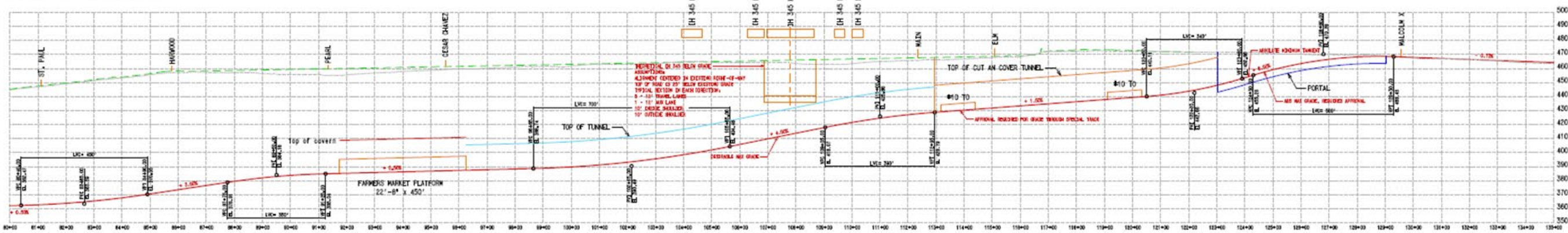
NOT A DART ALIGNMENT ALTERNATIVE  
PREPARED AT THE REQUEST OF:  
CITY OF DALLAS, TxDOT AND MCTCOG

COMMERCE / VICTORY / GOOD LATIMER 2 PORTAL NORTH CONNECTION v0



PRELIMINARY

COMMERCE / VICTORY / GOOD LATIMER 2 PORTAL v0

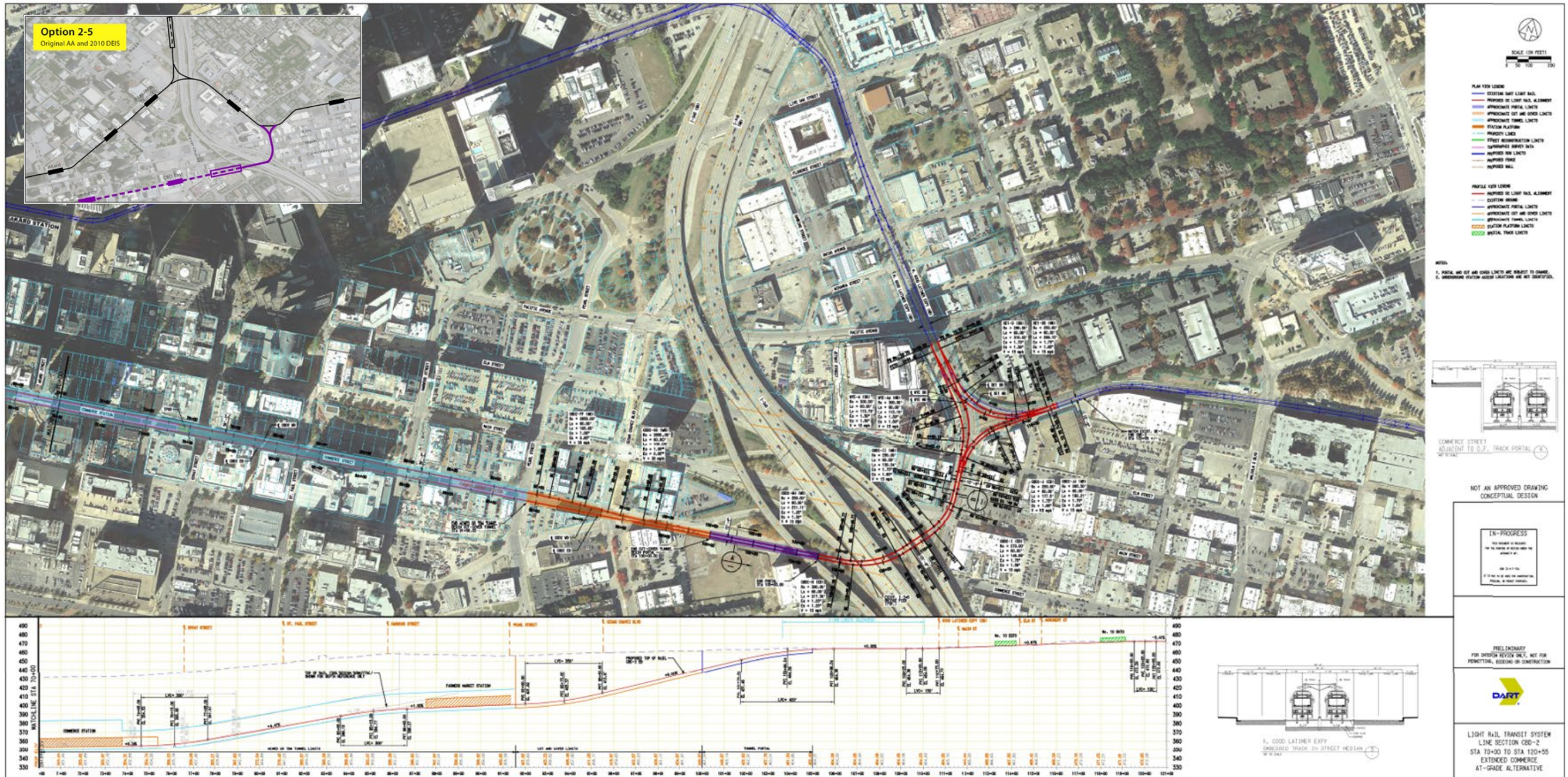


PRELIMINARY

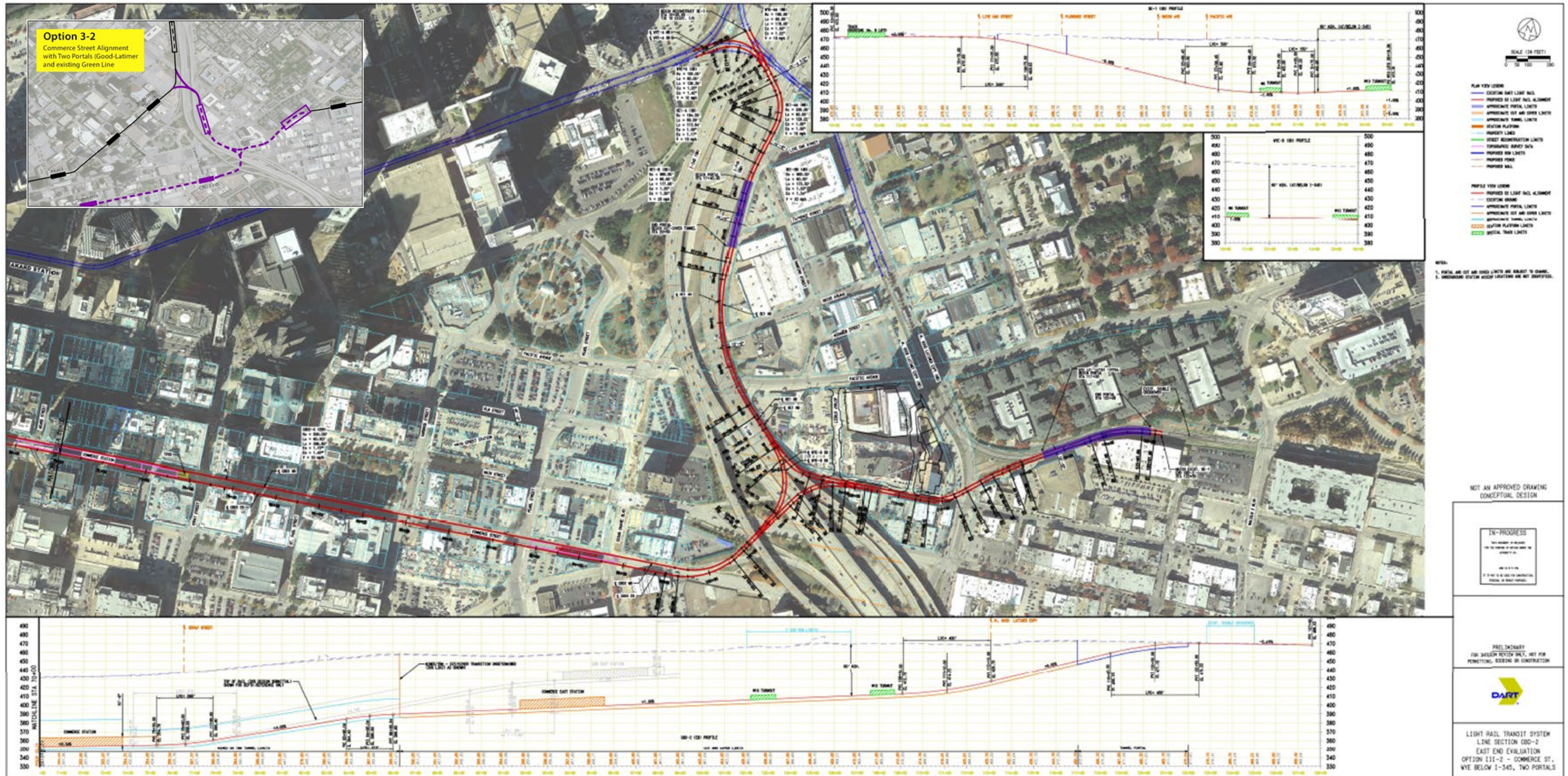


PRELIMINARY  
FOR INTERIM REVIEW ONLY. NOT FOR  
PERMITTING, BIDDING OR CONSTRUCTION

Option 2-5



Option 3-2



Option 3-7a

