Memorandum

DATE January 13, 2017

TO Honorable Mayor and Members of the City Council

SUBJECT Southern Gateway Public Green Conceptual Plan Briefing

On Wednesday, January 18, 2017, you will be briefed on the Southern Gateway Public Green Conceptual Plan. The briefing materials are attached for your review.

Please feel free to contact me if you have questions or need additional information.

Jill A. Jordan, P.E.
Assistant City Manager

Attachment

c: Honorable Mayor and Members of the City Council
A.C. Gonzalez, City Manager
Larry Casto, City Attorney
Craig D. Kinlon, City Auditor
Rosa A. Rios, City Secretary
Daniel F. Solis, Administrative Judge
Ryan S. Evans, First Assistant City Manager

Eric D. Campbell, Assistant City Manager
Mark McDaniels, Assistant City Manager
Joey Zapata, Assistant City Manager
M. Elizabeth Reich, Chief Financial Officer
Sana Syed, Public Information Officer
Elsa Cantu, Assistant to the City Manager – Mayor & Council
Rick Galceran, P.E., Director, Mobility and Street Services

“Dallas, the City that Works: Diverse, Vibrant and Progressive”
Southern Gateway Public Green
Conceptual Plan
City Council Briefing
January 18, 2017
Purpose

• Provide Southern Gateway Project background information

• Discuss City Council endorsed Southern Gateway Public Green location

• Project Timeline & City Costs

• Next Steps
The Southern Gateway Project (SGP) is a highway improvement project to

- Provide Congestion Relief
  - Increase Capacity
- Improve Safety
  - Address Existing Design Deficiencies
- Improve Area Mobility

The scope of the SGP is to

- Widen Interstate 35E, to five lanes in each direction with two reversible managed lanes in the center
- Widen US 67, to three lanes in each direction and with a reversible managed lane in the center
- Improve access to Southwest Center Mall from US 67
Southern Gateway Public Green Background

• Deck park not included in the original Southern Gateway Project scope

• March 21, 2015 – Southern Gateway Task Force created during Senator West “Eggs & Issues” community forum held at UNT Dallas

• Task Force asked TxDOT to consider adding a deck to the project to:
  – reconnect Oak Cliff
  – provide a community gathering place
  – generate economic development opportunities

• TxDOT analyzed the feasibility of four deck park locations
Southern Gateway Public Green Funding

• March 10, 2016 – Regional Transportation Council (RTC) approved $40 million towards the Southern Gateway Public Green, contingent on City’s $10M match

• June 22, 2016 – Dallas City Council adopted a resolution endorsing the Southern Gateway Public Green location between Marsalis and Ewing and committed to explore funding to cover the remaining cost of construction, amenities and programming, and the ongoing operation and maintenance
Southern Gateway Project – City of Dallas Public Meetings

- April 28, 2016 – Project Aesthetics package presented to the community at the Beckley Saner Recreation Center

- May 23, 2016 – the Transportation and Trinity River Project Committee (TTRPC) was briefed on deck location options

- May 24, 2016 – Councilmember Arnold, District 4 Community Meeting at the Beckley Saner Recreation Center to discuss Southern Gateway Project and deck location options

- August 30, 2016 – Community Meeting held at the Dallas Zoo to petition stakeholder input for deck programming

- September 20, 2016 – Community Meeting held at Hitt Auditorium to present conceptual plans for deck programming

- September 24, 2016 – Conceptual programming plans presented to TTRPC
Southern Gateway Project – TxDOT Public Meetings

- Spring 2014
  
  May 27, 2014

- Summer 2015
  

- Winter 2015/2016
  
  January 26, 2016, January 28, 2016
Cienda Partners

- Cienda Partners hired the Office of James Burnett (OJB) to develop conceptual plans for the Southern Gateway Public Green.

- Cienda Partners own the following land parcels: the old Oaks Dairy Site, Barnett Fields and various other sites in this area.
Tunnel Constraints


• If the size of the deck triggers a tunnel, regulation requires a safe egress out of the tunnel be provided for pedestrians

• With both phases, the deck park does trigger these requirements

• Per City request, TxDOT minimized the right-of-way acquisition and does not have right-of-way to provide above requirement

• Options
  1. Build Phase I only
  2. Explore whether a gap between the two phases would eliminate the need for the additional requirements
  3. At a later time as part of Phase II, City could acquire any additional right-of-way and to build the additional life safety measures, which could cause the need to reconstruct the frontage roads
# Deck Construction Costs

<table>
<thead>
<tr>
<th>ITEMS</th>
<th>MARSALIS to EWING PHASE I &amp; PHASE II</th>
<th>EWING to LANCASTER PHASE I</th>
<th>LANCASTER to MARSALIS PHASE II</th>
<th>EWING to LANCASTER PHASE I ONLY</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>EXPENSES</strong></td>
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<tr>
<td>Cost for Foundation</td>
<td>$44,504,880</td>
<td>$44,504,880</td>
<td>$0</td>
<td>$24,046,800</td>
</tr>
<tr>
<td>Cost for Deck/Lid*</td>
<td>$51,240,600</td>
<td>$31,313,700</td>
<td>$19,926,900</td>
<td>$31,313,700</td>
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<tr>
<td>Cost for Amenities</td>
<td>$40,000,000</td>
<td>$22,000,000</td>
<td>$18,000,000</td>
<td>$22,000,000</td>
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<tr>
<td>Total Cost</td>
<td>$135,745,480</td>
<td>$97,818,580</td>
<td>$37,926,900**</td>
<td>$77,360,500</td>
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<tr>
<td><strong>FUNDING SOURCES</strong></td>
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<tr>
<td>RTC Contribution</td>
<td>$40,000,000</td>
<td>$40,000,000</td>
<td>$0</td>
<td>$40,000,000</td>
</tr>
<tr>
<td>City/Private Cost</td>
<td>$95,745,480</td>
<td>$57,818,580</td>
<td>$37,926,900</td>
<td>$37,360,500</td>
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</tbody>
</table>

* Includes Electric, Ventilation, & Special Fill

** Additional costs may be incurred to meet the Fire Code regulations for tunnels
# Annual O&M Costs

<table>
<thead>
<tr>
<th></th>
<th>Phase I &amp; Phase II</th>
<th>Phase I</th>
<th>Phase II</th>
<th>Phase I - ONLY</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Tunnel Maintenance (Annual)</strong></td>
<td>$1,900,000</td>
<td>$1,045,000</td>
<td>$844,000</td>
<td>$1,045,000</td>
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<tr>
<td><strong>Cost for Operations &amp; Maintenance (Annual estimate)</strong></td>
<td>$3,300,000</td>
<td>$1,900,000</td>
<td>$1,400,000</td>
<td>$1,900,000</td>
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<tr>
<td><strong>Annual Cost</strong></td>
<td>$5,200,000</td>
<td>$2,945,000</td>
<td>$2,244,000</td>
<td>$2,945,000</td>
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### TxDOT Project Timeline

<table>
<thead>
<tr>
<th>TASK</th>
<th>ANTICIPATED DURATION</th>
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<tbody>
<tr>
<td>Released Request for Qualifications</td>
<td>May 13, 2016</td>
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<tr>
<td>Short Listed most qualified Teams</td>
<td>August 3, 2016</td>
</tr>
<tr>
<td>Released Request for Proposals</td>
<td>November 10, 2016</td>
</tr>
<tr>
<td>Finding of No Significant Impact (FONSI) determined</td>
<td>December 27, 2016</td>
</tr>
<tr>
<td>Conditional Award</td>
<td>April 27, 2017</td>
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<tr>
<td>Contract Execution</td>
<td>July 2017</td>
</tr>
<tr>
<td>Construction Begins</td>
<td>Late 2017</td>
</tr>
<tr>
<td>Construction Complete</td>
<td>Late 2021</td>
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</table>
City Requirements Before TxDOT Executes Contract (July 2017)

• Resolve the issue involving the tunnel code requirements

• Identify Sources of Funding Commitment
  • Bond Funds
  • General Funds
  • Private Funds

• Develop Advanced Funding Agreement (AFA) with TxDOT that obligates the City for all costs above the RTC’s $40 million commitment for the deck park

• Execute an agreement with the North Central Texas Council of Government (NCTCOG) for the use of their $40M

• Obtain Airspace Lease Agreement with TxDOT

• Develop Operations and Maintenance Agreement with TxDOT
City Funding Commitment

When is funding due from the City of Dallas to TxDOT?

• The AFA must be executed with TxDOT by July 2017, prior to execution of contract between TxDOT and their selected contractor

• TxDOT has stated that if the AFA is not executed before TxDOT executes the contract with its contractor, they will delete the deck park

• City cannot enter a contract (AFA) with an unfunded liability

• Thus the City must have its funds in place for Phase I when Council approves the AFA

• Delaying Bond Election from May to November makes it more challenging to raise the City’s share
Funding Options

• Private Donations

• Certificates of Obligations (Given the City’s current situation, CO’s may not be possible)

• Ask TxDOT to structure the AFA so that the City can extend fundraising efforts and see if bonds are approved in November

• If TxDOT removes the deck park in July from the Southern Gateway Project, ask TxDOT if we can add the deck park back in as a change order later

• Ask NCTCOG if they would fund the foundation cost only so that City could fund the remainder at a later date
Next Steps

• Identify Funding Sources

• Decide whether to resolve the tunnel issue

• Develop AFA with TxDOT

• Engage adjacent community to develop a plan that ensures compatibility with neighborhood interests

• Continue to work with Dallas Zoo on their Masterplan as it relates to parking and relocating their entrance
APPENDIX 1

Resolution adopted by City Council on June 22, 2016 endorsing a deck park at the Marsalis Ave to Ewing Ave location
WHEREAS, Dallas traffic has consistently been ranked among the most congested in the nation; and

WHEREAS, the Texas Department of Transportation (TxDOT) has received Congestion Relief Funding and has been directed to accelerate projects in the state that will improve mobility and safety on the most congested interstates; and

WHEREAS, the Southern Gateway Project is a proposed freeway improvement project that will provide congestion relief and widen I-35E from the Horseshoe Project terminus (at Colorado) to US 67 to ten main lanes and two reversible, non-tolled, managed express lanes, and to widen US 67 from the I-35E split to I-20 to six main lanes and one reversible non-tolled managed express lane; and

WHEREAS, the Regional Transportation Council (RTC) included the Southern Gateway Project in the region's Metropolitan Transportation Plan, called the Mobility 2040 Plan, and has consistently identified the Southern Gateway Project as the highest priority project in the eastern side of the Dallas-Fort Worth region; and

WHEREAS, on March 10, 2016, the RTC approved a $658 million package of state and regional funding to construct the Southern Gateway Project; and

WHEREAS, I-35E was designed and built in the late 1950's and early 1960's with a horizontal curvature at Zang Boulevard that does not meet current design standards; and

WHEREAS, the existing highway ramp configurations do not provide direct access to the Southwest Center Mall area; and

WHEREAS, the Southern Gateway Project runs through and provides access to vital parts of the Southern Dallas community and offers an opportunity to include design elements that improve mobility and safety, enhance quality of life for the surrounding community, and encourage economic development; and

WHEREAS, the Green Ribbon Fund is a TxDOT program intended to provide a higher level of visual appeal to freeway projects through landscaping and other aesthetic enhancements; and

WHEREAS, The Southern Gateway Public Green has been identified in the CityMAP document as a transformational economic catalyst for Southern Dallas and furthermore that the optimal location is between Ewing and Marsalis.

Now, Therefore,

BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF DALLAS:
SECTION 1. That the City Council supports the Southern Gateway Project subject to the following conditions:

a. Improved access will be provided to the Southwest Center Mall via a new northbound US 67 exit ramp to Camp Wisdom Road;
b. The I-35E mainlane alignment from Colorado Boulevard to the US 67 split will be designed and constructed to meet a 60 mile per hour design speed;
c. A deck will be constructed between Marsalis Avenue and Ewing Avenue, to support a future public open space (Southern Gateway Public Green) that connects the communities on both sides of the freeway;
d. Noise walls will be built, preferably during the Phase I, where required as a result of the finalized noise analysis and per Federal Highway Administration (FHWA) guidelines to protect residential areas;
e. New frontage roads will be included in the project to provide access to adjacent properties;
f. Bridges crossing the freeway will be enhanced to accommodate multi-modal connectivity and designed to be consistent with the City’s Complete Streets Design Manual;
g. Opportunities to apply for Green Ribbon Funding for enhancements along the corridor can be pursued by the City of Dallas; TxDOT will give consideration to use of Green Ribbon Funds to address areas for landscaping enhancements along the corridor;
h. TxDOT will explore pavement options to further reduce noise;
i. TxDOT will minimize the acquisition of property associated with this project; and
j. TxDOT will encourage participation of Disadvantaged Business Enterprises (DBEs), historically underutilized businesses, women owned business enterprises and minority business enterprises in all facets of the business activities of TxDOT consistent with applicable laws and regulations.

SECTION 2. That the City Council supports the Southern Gateway Public Green Option A between Marsalis Avenue and Ewing Avenue over the freeway lanes with the Regional Transportation Council $40 million toward the construction and the City of Dallas commits to explore funding for the remaining cost of construction, amenities and programming, and the ongoing operation and maintenance of the Southern Gateway Public Green through public/private partnerships. Funding options may include public and private partnerships and shall not include a reduction in the Council District specific allocation from the General Fund and Bond Program proceeds as it pertains to this project unless authorized by District Councilmembers. Furthermore, the Council intends that the Southern Gateway Project and Public Green minimize the impact to the adjacent single family neighborhoods and the Council recognizes and intends to preserve the historic nature of these communities.
SECTION 3. That this resolution shall take effect immediately from and after its passage in accordance with the provisions of the Charter of the City of Dallas, and it is accordingly so resolved.
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<td>47</td>
<td>46</td>
<td>46</td>
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<td>43</td>
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<tr>
<td>PERFORMANCE PAVILION</td>
<td>INTERACTIVE WATER FEATURE</td>
<td>FOOD AND BEVERAGE KIOSK</td>
<td>CHILDREN'S PLAY AREA</td>
<td>OFF-LEASH DOG AREA</td>
<td>TEMPORARY ART PROGRAM / CONTEST</td>
<td>READING AREA</td>
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<tr>
<td>FOOD TRUCK PARKING</td>
<td>MULTI-USE LAWN</td>
<td>SOCIAL TERRACES</td>
<td>WELL MAINTAINED PUBLIC RESTROOMS</td>
<td>RECREATIONAL AREAS</td>
<td>BIKE RENTAL &amp; REPAIR STATIONS / INFORMATION KIOSK</td>
<td>DOG FRIENDLY FOOD AND BEVERAGE AREA</td>
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<td>36</td>
<td>34</td>
<td>32</td>
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<td>26</td>
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<tr>
<td>ICONIC SCULPTURE</td>
<td>MULTI-USE PAVILION</td>
<td>BERM &amp; LANDFORMS</td>
<td>RESTAURANT</td>
<td>EVENT PLAZA</td>
<td>EDUCATIONAL GARDEN</td>
<td>BOTANICAL GARDEN</td>
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<td>24</td>
<td>22</td>
<td>21</td>
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<tr>
<td>GAMES AREA</td>
<td>TABLE GAMES AREA</td>
<td>OUTDOOR FITNESS OPPORTUNITIES</td>
<td>SENIOR FOCUSED PROGRAMMING AND ACCESSIBILITY / REST AREAS</td>
<td>EASE TRAFFIC / CREATE ZOO BYPASS</td>
<td>SPECIAL NEEDS ACCESSIBILITY</td>
<td>SIGNATURE LED FEATURE FOR SOUTHERN GATEWAY</td>
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<tr>
<td>INCORPORATION OF HISTORICAL REFERENCES FOR SOUTHERN GATEWAY</td>
<td>FOCUS ON SAFETY - DAY AND NIGHT</td>
<td>RELOCATE HWY 67 WATER PARK NEXT TO ZOO AND CREATE A CONNECTING ADVENTURE PARK</td>
<td>FRUIT TREES AND VEGETABLE GARDENS FOR THE ON-SITE RESTAURANTS TO USE</td>
<td>WI-FI NETWORK</td>
<td>SKATE PARK</td>
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<tr>
<td>Shade! Shade! Shade! Trees please. Easy access for residents.</td>
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<td>Ample strolling/resting areas for seniors.</td>
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<td>Mini soccer field with nets.</td>
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<td>Water misters in lawn areas.</td>
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<td>The park should operate a wifi network.</td>
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<td>Look at the CAP in Columbus, Ohio.</td>
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<td>Easy transportation to/from deck park. Easy park options.</td>
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<td>Parking? Who will manage? City or private?</td>
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<tr>
<td>Zoo parking! Zoo access improvements</td>
<td></td>
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<td>Farm to table restaurant that supports local vs. chain.</td>
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<td>Skateboard park.</td>
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<td>Trolley to Bishop Arts/Oak Cliff.</td>
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<td>How will you discourage the homeless population from inhabiting the park?</td>
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<td>Keep the “hood” in Oak Cliff!!! Not food trucks, but street vendors! Cheap and character!!</td>
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<td>Bike repair stands and shop (public).</td>
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<td>Curbcut at Marsalis so the southbound traffic can get into the zoo easier.</td>
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<tr>
<td>Yes: you forgot seniors. They need to be able to enjoy the same areas</td>
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<td>This park should draw inspiration from the surrounding communities and incorporate some zoo/animal elements as well as a more casual, boho, art-inspired vibe reminiscent of the Bishop Arts area.</td>
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<td>Trees are not the only shade source... Creativity!</td>
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<tr>
<td>Parking garage adjacent to the deck park on the zoo side.</td>
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</tbody>
</table>
PARK SCHEME
AERIAL FROM EWING LOOKING SOUTH
PARK ENTRANCE NEAR DOG PARK
FOOD AND BEVERAGE KIOSK ON EVENT LAWN
MID-BLOCK PARK ENTRANCE
Activity Lawn and Multi-Use Pavilion
PARK ENTRANCE NEAR SKATE AND RECREATION
SKATE AND RECREATION AREA