

# Documentation of September 29, 2021, Public Meeting

# D2 East End Evaluation

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 Wednesday, September 29, 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, second level screening findings 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 or on their phone.

Flyer meeting notices in English and Spanish (see Figure 1) were emailed to 100+ downtown community members and stakeholders on September 15, 2021, and distributed to Mayor/City Council offices to share with constituents, as well as the City’s communication team. Meeting information was shared on the City of Dallas official Facebook (70K followers) and Twitter accounts (184K followers) and posted to the Events Calendar on the City’s website and posted on the Dallas Department of Transportation website (<https://dallascityhall.com/departments/transportation/Pages/Projects.aspx>). The meeting notice was also posted in English and Spanish on DART.org and TransporteDART.org. DART sent out email/text notices on September 16 at noon to subscribers of Community Meeting/Public Hearing Notices, D2 Updates, All DART Rider Alerts, DART Rail Blue Line, DART Rail Green Line, DART Rail Orange Line, and DART Rail Red Line, a total of 28,513 recipients.

Hortencia Rubalcava (City of Dallas) moderated the meeting. Gus Khankarli (City of Dallas) and Kathryn Rush (City of Dallas) presented the project 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. Kay Shelton (DART) helped respond to questions. Over 100 people attended the meeting (see Attachment 2) and 22 questions/comments were received during the meeting (see Attachment 3). The presentation was recorded.

Following the meeting, the presentation, meeting recording, engineering concepts, and evaluation table (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 September 29 through October 6, 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. Before the meeting, one comment was received. Following the meeting, 14 comments were received. These comments are documented in Attachment 3.

Questions and comments were related to specific design features, property impacts, construction impacts, station design as well as potential affects to transit operations and proposed designs for I-345. Of those comments expressing support for a particular option, the vast majority preferred Option 3-7a.

Figure 1. Meeting Flyers





Figure 2. City Website

https://dallascityhall.com/departments/transportation/Pages/Public-Meetings.aspx

**CONTACT INFO**

**Department of Transportation**  
 1500 Marilla Street, L1BS  
 Dallas, Texas 75201  
 Phone: (214) 670-6904  
 Fax: (214) 670-3292

**Upcoming Meetings**

*Dallas Department of Transportation- D2 Subway East End Virtual Public Meeting*

**September 29, 2021 (6:30-7:30pm)**

The City of Dallas Department of Transportation, in cooperation with DART, NCTCOG and TxDOT are hosting a virtual public meeting to provide updates on the D2 East End Evaluation process, share results of the second level screening and gather stakeholder and public input on the second level screening results to support staff recommendation. Click [here](#) to view the meeting flyer or connect using the following links:

Connect via Microsoft Teams: <https://bit.ly/D2SubwayEastEnd>

Call in number: +1469-217-7604

Conference ID: 774 727 707#

Click [here](#) to learn more about the D2 Subway East End Evaluation.

https://www.dart.org/about/expansion/downtowndallas.asp

*Construction Alerts*  
**R's our DART.**  
*Let's keep it safe.*

Meetings  
 Newsroom

**ADDITIONAL LINKS**

- Paratransit Services
- Accessibility
- Route Effective Dates
- Holiday Schedule Information
- Meetings
- Newsroom
- Special Events
- DART Scorecard (Key Performance Indicators)

**D2 SUBWAY EAST END EVALUATION**  
**VIRTUAL PUBLIC MEETING**  
**Wednesday, September 29, 2021**  
**6:30 - 7:30 p.m.**

On March 24, 2021, the Dallas City Council approved a resolution directing the City of Dallas to work in cooperation with Dallas Area Rapid Transit (DART), the North Central Texas Council of Governments (NCTCOG) and the Texas Department of Transportation (TxDOT) to define and evaluate potential refinements, enhancements and/or modifications within the eastern end of the D2 Subway corridor (Zone B) to address and mitigate technical, environmental and alignment concerns.

The City of Dallas Department of Transportation held a virtual public meeting which addressed the following items:

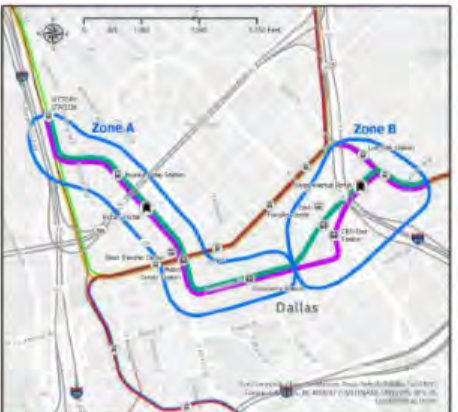

- Updates on the D2 East End Evaluation process
- Results of the second level screening
- Stakeholder and public input on the second level screening results to support staff recommendation

The presentation will be recorded and made available for viewing online after the meeting. Public comments and feedback must be submitted via mail or email no later than **October 6** to be formally considered.

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


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

**Visit DART.ORG/D2 for more information on the D2 Subway.**

# D2 Subway East End Evaluation

September 29, 2021 Public Meeting



City of Dallas DART North Central Texas Council of Governments Texas Department of Transportation

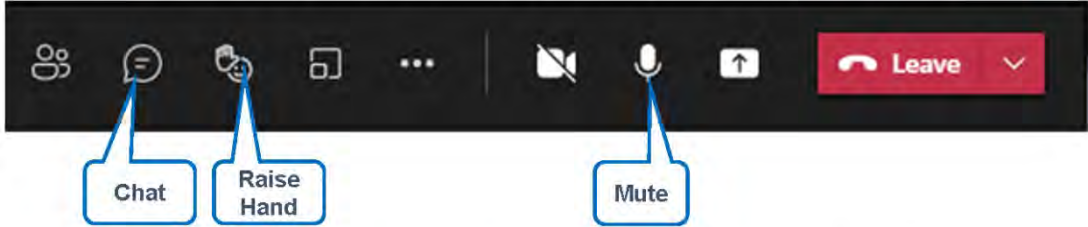
## Agenda

1. Welcome and Meeting Purpose
2. Background and Process Overview
3. Results of Second Level Screening
4. Next Steps
5. Q&A / Opportunity to Comment

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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.



Chat Raise Hand Mute

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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### Meeting Purpose

- Provide the community an update on the D2 East End Evaluation process
- Solicit input on the findings of the second level screening to support staff recommendation

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# Background & Process Overview

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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

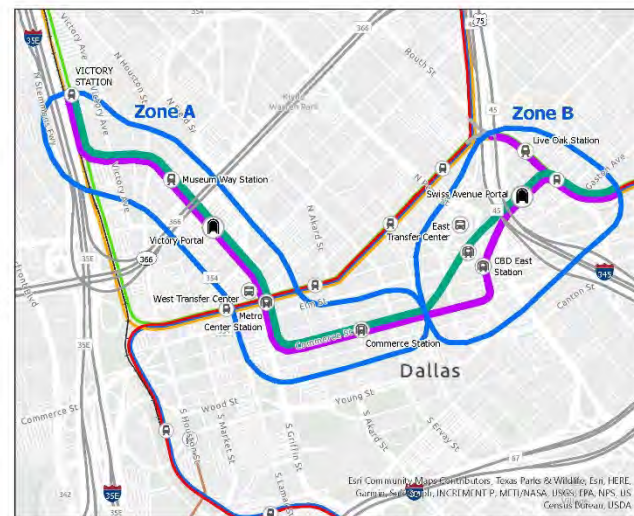
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## Background

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

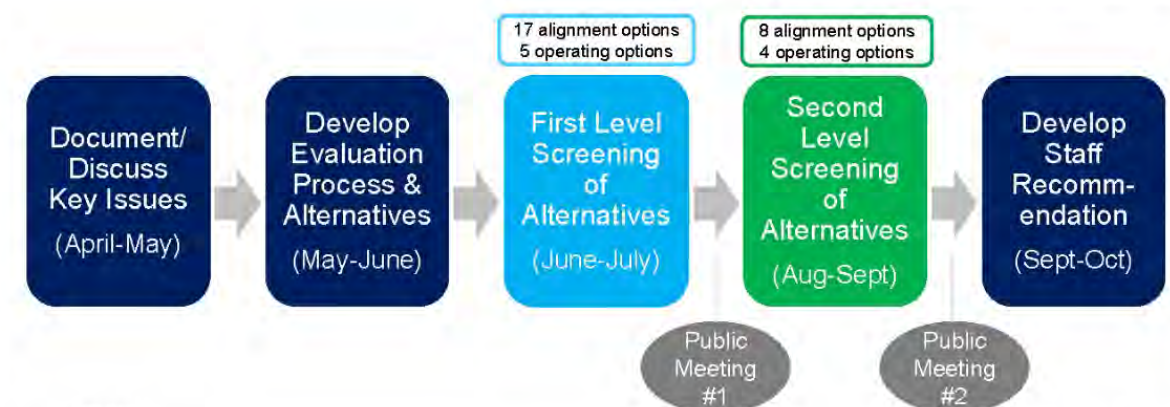
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## Process & Schedule

### KEY DATES

- Staff recommendation by October 2021
- Brief City Council by November 2021
- Draft Interlocal Agreement(s) by and between the City, DART, NCTCOG, and TxDOT, by January 2022
- City Council resolution no later than March 2022



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### Evaluation Process

- Alternatives were 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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### Options Evaluated in Second Level Screening



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## Results of Second Level Screening

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### Second Level Screening Results

Alternative	Green	Yellow	Orange	East End Property Impacts	Stations	Economic & TOD Opportunities	Impacts to Riders & EJ	Street Grid/Traffic Impacts	Ped. Bike, and Micro-Transit Safety Effects	Construction Impacts	DART Service Impacts/O&M Considerations	Impacts to Future Design I-345	Project Costs	Operating Costs	FTA Grant Implications	DART Project Schedule	Stakeholder Support
Baseline - FEIS 30% Design	6	4	3	orange	green	orange	green	yellow	yellow	yellow	yellow	orange	green	green	green	green	green
1-1: FEIS LPA + Enhanced Urban Design + West Side Running LRT	8	2	3	orange	green	orange	green	green	green	yellow	yellow	orange	green	green	green	green	green
1-2: 2017 City Council Adopted LPA	5	5	3	orange	green	orange	green	yellow	yellow	yellow	yellow	orange	yellow	green	green	green	green
2-1: Elm Street Alignment/Portal, East of I-345	3	4	6	orange	green	orange	green	orange	yellow	yellow	yellow	orange	orange	green	orange	yellow	yellow
2-2: Commerce Street Alignment with Two Portals (Good-Latimer and existing Green Line)	4	4	5	yellow	orange	green	orange	green	green	yellow	orange	green	orange	yellow	orange	orange	yellow
2-5: Original AA and 2010 DEIS	5	6	2	yellow	green	yellow	yellow	orange	orange	green	green	green	green	yellow	yellow	yellow	yellow
3-1a: 2017 City Council LPA with Wye under I-345 and Two Portals	4	3	6	orange	green	yellow	yellow	green	green	orange	orange	green	orange	yellow	orange	orange	orange
3-2: Commerce Street Alignment with Wye under I-345 and Two Portals	4	2	7	yellow	orange	green	orange	green	green	orange	orange	green	orange	yellow	orange	orange	orange
3-7a: Alignment Under Southbound I-345 Access Road	7	6	0	green	green	green	yellow	green	green	yellow	yellow	green	yellow	green	yellow	yellow	yellow

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## Highest Ranking Options & Key Trade Offs

Option 1-1 FEIS LPA - Enhanced Urban Design Final Level Screening Recommendation: ADVANCED	Option 2-5 Original AA and 2010 DEIS Final Level Screening Recommendation: ADVANCED - Refine alignment to minimize conflicts with existing I-345	Option 3-7a Alignment Under Low Risk Ramp and CBD-Ex TC Final Level Screening Recommendation: ADVANCED - Full route alternative operating plan
<ul style="list-style-type: none"> <li>Minor refinements to LPA</li> <li>Minimal schedule delay</li> <li>Minimal D2 cost increase</li> </ul>	<ul style="list-style-type: none"> <li>Minimal acquisition of private property</li> <li>I-345 depressed options can gravity drain</li> <li>Minimal D2 cost increase</li> </ul>	<ul style="list-style-type: none"> <li>Minimal acquisition of private property</li> <li>No crossing of I-345</li> <li>Reduced train/traffic conflicts</li> <li>Convenient transfers</li> </ul>
<ul style="list-style-type: none"> <li>Complicates street grid operations</li> </ul>	<ul style="list-style-type: none"> <li>Inconvenient transfers/access</li> </ul>	<ul style="list-style-type: none"> <li>Some schedule delays</li> <li>Moderate D2 cost increase</li> <li>Requires refinements/adjustments to proposed FEIS LPA operating plan</li> </ul>
<ul style="list-style-type: none"> <li>Number of private property acquisitions required</li> <li>I-345 depressed option cannot gravity drain/adds costs</li> </ul>	<ul style="list-style-type: none"> <li>Traffic conflicts</li> <li>Longer travel time</li> </ul>	

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## Next Steps

- Obtain and document Stakeholder Support
- Meet with TxDOT, DART, and NCTCOG to develop staff-level recommendation
- Briefing to DART Planning and Capital Programs Committee on October 12<sup>th</sup>
- Briefing to Dallas City Council Transportation and Infrastructure Committee on October 18<sup>th</sup>
- Prepare report to summarize D2 East End Evaluation effort
- Develop draft City Council resolution

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## Next Steps

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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 **October 6, 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  
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**D2 East End Evaluation**

Last Name	First Name
(none)	Dietrich
(none)	Alex
(none)	Steffany
(none)	Jessica
(none)	Audrey (& Mitchell)
(none)	Stephanie
(none)	Laura
214-xxx-2098	
214-xxx-4792	
214-xxx-6247	
214-xxx-9646	
561-xxx-8152	
817-xxx-1850	
817-xxx-5869	
Alexander	David
Al-Ghafry	Majed
Amy@theburrellgroup.net	
Arzu	Jay
Ashan	Mansoor
Avila	Randy
Baskind	Allen
Bhattari	Kumar
Boundy	Hannah
Bowman	Kristin
Bracken	William
Brett	Ellen
Brown	Scott
Browning	Jacob
Bullard	Dustin
Castaneda	Adriana
Chen	Abigail
Cohen	Jeff
Craig	Matt
Crawford	Brandi
Crowe	Israel
D	Daniel
De La Fuente Gonzalez	Jesus Miguel
Ducas	Lynn
Duong	Steven
Dyer	Russell
Feigl	Elmar
Fulani	Kamal
Grey	James
Guven	Emre
Harris	Luther
Harvey III	William
Hernandez	Evelio

Last Name	First Name
Hinkle	Randy
Hohmann	Kendall
Holcomb	Kristina
Huerta	Carlos
Humphries	David
Khankarli	Gus
Langston	Jim
Lau	Tatum
Lloyd	Kristine
Lober	Tracey
Marcos	G
Martin	Brad
Martinez	Ernie
McKay	Tim
Michael	Joel
Moutran	Mike
Neal	Jeffrey
Nguyen	John
Paine	Casey
Palles	Nick
Patton	Bob
Pena	Warren
Plaskson	Terence
Plesko	Todd
Pratt	Ezra
Rastogi	Dev
Reese	Minesha
Rejcek	Daniel
Rogers	Teresa
Rollins	David Cordell
Rubalcava	Hortencia
Rush	Kathryn
San Miguel	Albert
Schumacher	Richard
Scott	Jessica
Shattles	Gordon
Sheets	Evan
Shelton	Tom
Silver	Gaye
Sosebee	Tony
Stanley	Wesley
Stewart	Valarie
Stone	Andy
Talkington	Kyle
Tam	Vince
Terrell	Paul
Thomas	Gary

Last Name	First Name
Turner	Frank
Vadana	Poojitha
Wesch	Sandy
White	Jared
Winters	Kristin
Wood	Marcus
Yerby	Phil
Zhao	Peng



**Attachment 3 – Comment/Response Table**  
**Documentation of September 29, 2021, Public Meeting**

**D2 East End Evaluation**

Comment ID	Name/Contact Information	Date & Method Comment Received	Comment	Response
1	David de la Fuente	9/29/2021 Sent via email	<p>I'm writing to urge DART to not demolish the Deep Ellum station. My family uses DART to travel to Deep Ellum to support local businesses and the Deep Ellum community.</p> <p>Replacing the Deep Ellum Station with the proposed Live Oak Station, which is two blocks north, will decrease our likelihood to go to Deep Ellum as frequently and increase our likelihood to drive as opposed to taking public transportation. I'm sure this is true of other individuals and families as well.</p> <p>I would urge DART decision makers to go to the proposed Live Oak Station intersection and walk to Deep Ellum from there, and then walk back. Public transportation works when it takes people where they want to go. You are cutting off Deep Ellum from the rail system by moving it from a 0.2 mile walk to a 0.5 mile walk.</p> <p>I also want to say that I do approve of DART's bold vision overall to continue to expand our rail system. I just want to advocate that rail takes into consideration creating stops at popular attractions and not just random places somewhat nearby.</p> <p>Thanks for your consideration,</p>	Thank you for your interest. We appreciate your feedback and will take your comments into consideration.
2	Richard Schumacher	9/29/2021 Collected at meeting	Is the Alternatives slide available online now, during this meeting? It would be helpful if you could put up the eight alternatives slide now, for reference. By "up" I mean online.	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>
3	Luther Harris	9/29/2021 Collected at meeting	<p>It looks like with one of those maps that there are a few places to place the end station near I-345. It was also mentioned that the placement of the transit center was a big factor in where the station was placed, why can't the transit center be moved?</p> <p>Would D2 be built at the same time as I-345</p>	<p>The proposed station was located at the existing DART CBD East Transfer Center to minimize private property impacts and take advantage of property already owned by DART. This location is also near the existing Pearl/Arts District station, which would provide for an easy transfer for passengers. Additionally, a station must be located along a flat and straight section of the alignment.</p> <p>The timing of D2 and I-345 construction is still under consideration. It would be desirable to coordinate the design and construction of both projects to minimize throw away items.</p>
4	Audrey & Mitchell	9/29/2021 Collected at meeting	Do all of the options include putting 345 underground and rejoin Deep Ellum to East Quarter?	All the D2 options considered a depressed I-345 design. The remaining options affect the flexibility of the I-345 designs differently. The D2 options in Family 3 would not interfere or preclude a depressed I-345 scenario. Therefore, TxDOT can continue their process whether I-345 would be elevated, at-grade, or depressed.

**Attachment 3 – Comment/Response Table**  
**Documentation of September 29, 2021, Public Meeting**

**D2 East End Evaluation**

Comment ID	Name/Contact Information	Date & Method Comment Received	Comment	Response
5	Stephanie Hudiburg of Deep Ellum Foundation	9/29/2021 Collected at meeting	<p>I'm the Executive Director of the Deep Ellum Foundation. First and foremost, I just want to express my thanks to the Dallas City Council for their leadership in moving to reevaluate the LPA to ensure that it aligns with the comprehensive vision for the future of the City of Dallas. I want to thank Gus and your entire team at the Transportation Department at the City of Dallas for your diligence, your creativity, your communication, and really your intentionality and community engagement especially, I know this has been a long process and you will have really kept at it. I want to thank Michael Morris and his team at the North Central Texas Council of Governments, DART, TxDOT, and all the agency partners.</p> <p>Deep Ellum is at the center of many of the transportation planning efforts, innovation opportunities, and challenges that we face as a city. The Good Latimer corridor in particular in Deep Ellum is emerging as a gateway from the arts district east quarter in downtown to Deep Ellum and east Dallas. It's something where with smart investments like Carpenter Park, like our Dallas cultural trail, that we're planning along the Good Latimer corridor, I think we have potential to really weave these districts back together. The D2 project as previously configured severely interrupted that potential so we're incredibly grateful for this process.</p> <p>I would like to share that after careful consideration, many questions, and conversations, the Deep Ellum Foundation, our board, and our Good Latimer committee are in support of option 3-7a. We believe this option best coincides with the city's overarching planning across systems including I-345 all the way down to street connectivity and neighborhood connectivity. We believe it best positions us to weave neighborhoods back together, maintain or enhance our connectivity as well as avoid the negative impacts specifically to Deep Ellum.</p> <p>So once more we just want to share our thanks, we look forward to this process moving forward hearing from other communities other stakeholders and ultimately making the best decision for Dallas, the region as well as the neighborhoods most impacted like Deep Ellum. So thank you all so much.</p>	Thank you for your interest. We appreciate your feedback and will take your comments into consideration.
6	Jay Arzu	9/29/2021 Collected at meeting	How would option 3.7a effect Light Rail service during subway construction	The segment of the Option 3-7a alignment north of the existing southeast junction (we near I-345 and Good Latimer) would be built along side of the existing track. The crossing of the southeast junction would be grade-separated so temporary facilities would be put in place to minimize the impact to light rail operations. DART will continue to look at the LRT operations during construction to minimize impacts to riders.
7	Joel Michael	9/29/2021 Collected at meeting	Beyond the next steps slide, is there an anticipated schedule/time frame for construction	In the current DART Financial Plan, D2 shows starting operations in 2028. If the design is changed, DART will need to complete additional design and environmental work that may take a year or two and cause a slight delay to the schedule but still be within the time frame the project is needed to serve downtown Dallas.
8	Luther Harris	9/29/2021 Collected at meeting	What does the underground of Downtown Dallas look like in all of these light rail proposed sections? Are there underground tunnels there already or is there a lot of utility lines? Does the type of soil have a factor in where the light rail is placed?	<p>As part of the planning and design process, DART has worked closely with utility companies to identify utilities and determine critical conflicts to potentially start relocations before D2 construction begins. DART has looked the location of pedestrian tunnels, there are no conflicts.</p> <p>DART has done some geotechnical baseline reporting and borings through downtown. The soil conditions vary as you go west to east; on the soil conditions are better in the east than the west. This research will help define the construction approach. In area where there is rock, it can be mined. In areas where the soil is not so great, cut and cover construction will likely be used.</p>



**Attachment 3 – Comment/Response Table**  
**Documentation of September 29, 2021, Public Meeting**

**D2 East End Evaluation**

Comment ID	Name/Contact Information	Date & Method Comment Received	Comment	Response
9	Randy Hinkle	9/29/2021 Collected at meeting	Are there any updates with FTA approvals to move to final engineering?	DART has been closely working with FTA to get into the next phase (engineering) of the grant program. If the design is changed, DART will need to complete additional design and environmental work that may take a year or two before entering the engineering phase of the project.
10	Audrey & Mitchell	9/29/2021 Collected at meeting	I understand why the 3-7a would be easiest and most cost effective, but we need some closer rail or trams around the Farmers Market area. Is that something that can happen in the future?	DART is completing a new bus network redesign that has an emphasis on enhancing bus service which is an important part of the transit system. There has also been talk about expanding the streetcar within downtown Dallas, which would present another opportunity. Previously, other D2 options were considered that were closer to Farmers Market but there is not a lot of available rights-of-way down there without impacting residential development.
11	Brad Martin	9/29/2021 Collected at meeting	The new station on 3-7a is a long way from the Farmers Market side of downtown.	Thank you for your interest. We appreciate your feedback and will take your comments into consideration.
12	Luther Harris	9/29/2021 Collected at meeting	The area in Deep Elm seems to be the most affected by the possible light rail coming through as it seems it takes a little more land. How does DART plan to reduce the impacts in business? Would DART maybe consider possibly letting businesses or apartment build foundations on top of the light rail like how the Convention Center is over Botham Jean to make sure land is saved?	We think you are referring to air rights as well as Option 1-1, which affects the most property. DART is open to develop air rights over its LRT alignments and works with developers to minimize impacts and maximize development around the light rail system.
13	Jay Arzu	9/29/2021 Collected at meeting	3.7a seems like the safe and effective alt.	Thank you for your interest. We appreciate your feedback and will take your comments into consideration.
14	Dev Rastogi	9/29/2021 Collected at meeting	Is there a no-build option being considered?	As part of the environmental impact statement, a no build alternative was considered. DART selected the LPA/baseline. We are currently trying to determine the best option to address concerns on the east end of the corridor.
15	Luther Harris	9/29/2021 Collected at meeting	Approximately how many people are affected by this project.	It is unknown whether the commentor is referring to property/business impacts or riders. Depending on the option, 40 different private property parcels on the east side of downtown could be impacted; some options have less impacts. Regarding riders, D2 will change the way some people travel through downtown and destinations. We want to minimize impacts for both properties and riders.
16	Brad Martin	9/29/2021 Collected at meeting	I believe the disruptions to businesses and residents during construction should take a back seat to the long-term benefits to the City. Has there been a projection of what those impacts might be, in particular to Deep Ellum?	DART prepared an environmental impact statement for D2. Some of the concerns from the community were related to private property impacts, displacements, traffic concerns along Good Latimer, and seem to conflict with the strategic plan for Deep Ellum. That is why we are going through this process to see if there is a better option.
17	Todd Plesko	9/29/2021 Collected at meeting	Can you explain the impact of the change in the LRT operating plan for the option 3.7a?	We do not have a map of the operating plan for Option 3-7a in the presentation but will add one to the website. Option 3-7a would be grade-separated on the east side of downtown which would reduce conflicts with automobile traffic. The Green Line from the Southeast Corridor would continue to operate as it does today along the transit mall but instead of going north towards the Northwest Corridor in the Medical District, it would turn south and continue towards the UNT Dallas Station. The Blue and Orange Lines would continue to serve Garland and Rowlett and operate on D2 in downtown. On the west end of downtown, the both the Blue Line and Orange lines would turn north to serve the Northwest Corridor. That means there would be more slightly transfers systemwide; however, Blue Line riders would have direct access to the Medical District and there would be higher ridership systemwide. One of the benefits of D2 is that it adds the ability for DART to plan for long-term service improvements and DART could still layer in additional service because the lines would be grade-separated.

**Attachment 3 – Comment/Response Table**  
**Documentation of September 29, 2021, Public Meeting**

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Comment ID	Name/Contact Information	Date & Method Comment Received	Comment	Response
18	Luther Harris	9/29/2021 Collected at meeting	Which Alternative has the least impact?	It depends on what type of impact you are looking at; there are trade-offs with all of the options. Some options have fewer property impacts but require more transfers. The detailed evaluation table for the options will be posted on-line so you could review each of the criteria and ratings.
19	Brad Martin	9/29/2021 Collected at meeting	Deep Ellum favors 3.7a	Thank you for your interest. We appreciate your feedback and will take your comments into consideration.
20	G. Marcos	9/29/2021 Collected at meeting	Wouldn't Option 3-7a preclude the rerouting of the Orange Line to Lawnview for a possible future expansion to Masters Dr along Scyene Cir/Hwy 352 that has been outlined in previous DART transit plans?	No, any future line (Purple or Turquoise) that would use the transit mall would have the ability to travel to Lawnview.
21	Richard Schumacher	9/29/2021 Collected at meeting	In 3-7a, could there also be an underground Green Line connection to D2, a second underground wye? Correction: that would be another surface wye, with another portal.	Under Option 3-7a, both at-grade and under ground connections to D2 were considered but not possible because of the grades and turning radii.
22	Luther Harris	9/29/2021 Collected at meeting	Why can't there be a right turn of D2 to the Green Line?	As proposed in Option 3-7a, D2 would be 30 feet below ground and the Green Line would be at ground level. Based on DART design criteria, there is not enough distance to turn and get tie the tracks together. Once a design is determined for I-345, DART could re-evaluate the possibility of a connection.
23	Luther Harris	9/29/2021 Collected at meeting	I was at a different Public meeting where someone who worked at DART told me that on the west side of D2 that there was a property that the agency wanted that would allow them to build a track to make a right turn from the Green/Orange Lines to the D2, if Blue changes track there, Does that mean that DART got the property?	Currently, there is only a connection to the north. DART would like to see if there is an opportunity to add a connection to the south but the Blue Line probably would not use it; it would likely be a non-revenue track for incident management.
24	Luther Harris	9/30/2021 Sent via email	I would like to submit a Public comment in regards to the Public meeting from September 29th on the D2 Subway proposal. I believe the best option for the subway line maybe to use Option 3.7a but I think there should be one change in the plan.  The original purpose of D2 was to provide DART with a second alternative through the Downtown Dallas Area in case of an unforeseen event on Pacific Ave and to relieve the downtown rail traffic in that region. The current plan only has rail traffic reaching from the north on the Green and Orange Lines to only connect to North Carrollton/DFW Airport to another north connection or Parker Road/Rowlett. If DART wants to focus on relieving traffic by using a subway line to divert in case of accidents, DART should focus on that plan which includes building that southbound track on the west side of Uptown near Victory. I believe that on Option 3.7a that a southbound option from the Green Line should be built. If trains have to go and turn around from Cityplace or Victory, it would cause more delays than needed. I would insist that if Option 3.7a is planned, I would suggest that maybe the line should have a below-grade station at CBD similar to how Mockingbird Station is built then meet the large track interchange at grade with the Green and Red Lines. There are a few Parking Lots in the way but having fewer places with vacant lots would be better for the city overall. Having the train go to at grade would save a little money having to build another tunnel from the Red/Blue/Orange to the proposed tunnel near I-345. All of this is to make sure that the train doesn't have to turn around as it could cause more delays for transit.  Thank you for having the public meeting yesterday and I hope to be a part of more in the future.	Thank you for your interest. We appreciate your feedback and will take your comments into consideration.
25	Doug Brunker	10/1/2021 Sent via email	Hello,  I just wanted to let you know that I'm really happy with the proposed 3-7a D2 route. SUPER HAPPY!!! It is accessible w/o causing some of the headaches I worried about with some of the other proposals.  I own a condo in Live Oak Lofts. The 3-7a route is near us w/o making our lives difficult during its construction.  thank you,	Thank you for your interest. We appreciate your feedback and will take your comments into consideration.



**Attachment 3 – Comment/Response Table**  
**Documentation of September 29, 2021, Public Meeting**

**D2 East End Evaluation**

Comment ID	Name/Contact Information	Date & Method Comment Received	Comment	Response
26	Kenneth P. Beyers	10/1/2021 Sent via email	<p>To:</p> <ul style="list-style-type: none"> <li>• Officials of Dallas Dept. of Transportation</li> <li>• DART President Nadine Lee and DART Board of Directors</li> </ul> <p>My comments pertain to the D2 East End portion, and to the entirety of the D2 project.</p> <p>Before further design and engineering work is done, I request that the D2 project be modified to provide automated fare payment devices, gates, and access barriers at all new rail stations to be constructed. This request is made for the following reasons:</p> <p>I have been a frequent rider of the DART trains for several years. Most of my travel on DART trains is to and from downtown Dallas, and within the area to be served by the D2 Subway.</p> <p>On practically every trip I take, I observe many people riding my train who are obviously homeless, intoxicated, or on drugs, and have not paid the required fare. In fact, it appears that a large percentage of riders on my trains are riding for free, without having paid their fares.</p> <p>Moreover, these people often cause problems for both for DART, and for fare paying passengers. For example, I boarded a Blue line train at the St. Paul station, and transferred to the Orange line at the Mockingbird station to go to the LBJ/Central station. DART had routed the Blue line train to the other track to bypass the Orange line train because the Orange line had been delayed at Mockingbird Station. The delay was caused by a man who was passed out on the floor of the car. The man appeared to be heavily drugged and homeless, and had not paid his fare. The Orange line train was delayed until paramedics arrived and physically removed the man from the train.</p> <p>Then, one week later, I was on the Red line going from St. Paul station to LBJ Central station. A man who appeared to be drunk and homeless, and who had no DART ticket, was walking up and down the aisle shouting in a loud voice. When the train arrived at either the Mockingbird Lane station or the Lover's Lane station, it was delayed while a police officer got on the car and removed him.</p> <p>Frequently when I ride the train, people who have obviously not paid their fare approach me and beg me for money. When I rode the train to downtown on July 6, 2021, a man boarded my car at the St. Paul station and immediately solicited money from everyone on my car, announcing loudly to all that he needed money. People will also beg from me while I am waiting on a DART station platform for my train. Since panhandlers on DART trains and at the rail platforms are begging for money, they have obviously not paid their fares to access the station platforms and the trains.</p> <p>Under the City of Dallas criminal ordinances, it is a criminal offense to beg for money near a public transportation stop for a light rail vehicle, and anywhere within the Central Business District solicitation-free zone, and the Uptown solicitation-free zone. See City of Dallas Code of Ordinances SEC. 31-35, entitled SOLICITATION BY COERCION; SOLICITATION NEAR DESIGNATED LOCATIONS AND FACILITIES; SOLICITATION AFTER SUNSET; SOLICITATION-FREE ZONES. All of the DART rail stations meet the definition in the ordinance of a "public transportation stop."</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**  
**Documentation of September 29, 2021, Public Meeting**

Comment ID	Name/Contact Information	Date & Method Comment Received	Comment	Response
26 (cont.)	Kenneth P. Beyers (cont.)		<p>On July 6, when I de-boarded my train at the West End station, I noticed a man indecently exposing himself in public as he was boarding my train. (I reported this incident to DART security.) Later that morning, when I was at the West End station awaiting my train, I noticed that the homeless who hang out at that station day and night, had a stolen grocery store shopping cart on the platform with their clothing in it</p> <p>I have seen the homeless carrying their stolen shopping carts with them on the trains, taking up limited space needed by disabled fare-paying passengers in wheel chairs. Non-fare paying passengers will frequently sleep on the trains, occupying more than one seat. Some have been observed to be smoking marijuana on the trains.</p> <p>When I have complained to DART about the large numbers of non-fare paying people riding the trains, I was simply told that DART uses the "honor system" for fare payment. But the "honor system" is obviously not working.</p> <p>Also, DART's reliance on fare enforcement officers for fare payment enforcement has utterly failed. First, most of the trains have no fare enforcement officers on them. And the homeless, the drunks, the drug addicts, and all manner of irresponsible people know that, so they board the trains without paying. Non-paying people board a DART train just to get out of the weather, or to have a place to sleep or rest, and without any trip planned or purpose for riding. Some take the train to D/FW airport to sleep in a terminal building. They do this because they know there is very little chance they will be caught, and no real consequences if they do get caught.</p> <p>On the rare occasions when I have seen DART fare enforcement officers on my train, they usually have not asked me to show my fare payment, or asked anyone else that I have observed. They will usually board my train at one station, walk the aisle or stand near a door, and then de-board at a later station, without checking anyone for proof of fare payment.</p> <p>As a registered Professional Engineer, I have investigated the technical feasibility of installing the fare gates, fare card payment machines, and access walls or barriers at existing DART rail station. My investigation determined that such installation is feasible from an engineering standpoint.</p> <p>The projected cost of building the D2 Subway is \$1.7 billion,<sup>1</sup> or \$1,700 million. DART has informed me that the estimated cost of installing fare barriers, gates, and fare validators at the rail platforms would be \$117 million. <math>\\$117 / 1,700 = 0.069 = 6.9\%</math>. Therefore, the cost for DART to install fare payment enforcement devices throughout its system is less than 7 percent of the cost of the D2 Subway.</p> <p>On July 21, I sent a letter to Nadine Lee, DART President, and to the DART Board of Directors, in which I stated the above facts and requested that DART begin a project to install automated fare payment enforcement devices, gates with fare card readers, and access barriers to limit access to rail platforms to only passengers who have paid their fares.</p> <p>On Aug. 24, I attended the DART Board of Directors' meeting and personally appealed to Ms. Lee and to the DART Board of Directors to put this matter on the Board's agenda for an upcoming meeting. I also asked that the D2 Subway project be put on hold until DART had approved a plan to install fare enforcement devices at all existing and new rail stations to be build for the D2 subway.</p> <p>(cont.)</p>	



**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 (cont.)	Kenneth P. Beyers (cont.)		<p>To date, I have received no response from Ms. Lee or anyone at DART to my request.</p> <p>My Requests:</p> <p>Please:</p> <ol style="list-style-type: none"> <li>1. Have the D2 project plans modified as soon as possible to include the installation of automated fare payment devices, fare gates, and access barriers at all new rail stations to be constructed for the D2 subway.</li> <li>2. Request that DART President Nadine Lee and its Board of Directors place the matter of installing fare payment devices at all existing DART rail stations on the Board's agenda for discussion in its next meeting.</li> </ol> <p>Thank you for consideration of this matter. I am available to discuss this matter with you if you wish. Sincerely,</p>	
27	Christopher Penney	10/1/2021 Sent via email	<p>Hi There,</p> <p>This message is to advocate support for DART to use "option 2-5" as the preferred D2 alignment on the upcoming subway.</p> <p>I have been a homeowner of Downtown Dallas for almost 6 years and am on a number of Downtown Dallas nonprofit organization boards. I am also a tenured business professor at University of North Texas in Denton, TX.</p> <p>Option 2-5 preserves as much of the urban fabric of Downtown Dallas as possible, while adding a key new station by the upcoming East Quarter and Farmer's Market areas. The development in these areas will propel Downtown Dallas to be one of the most walkable cities in the nation, if not the world. Currently, there are several great projects in these areas, but lack of good public transportation remains a major kink in the proverbial garden hose. In addition, the station that would be created in the East Quarter with option 2-5 would serve a far greater number of new passengers than the location of the East Downtown Dallas stations in the other two alignments under consideration.</p> <p>I submit that organizers must take a long term view as they choose which alignment to choose. This is a once in a generation opportunity to choose what's best for the next 50 years of development as opposed to whichever option costs the least amount of money. Please choose what's best for Dallasites as you deliberate these possible alignments, and choose option 2-5.</p> <p>Thank you,</p>	Thank you for your interest. We appreciate your feedback and will take your comments into consideration.
28	Craig Kolell	10/5/2021 Sent via email	<p>None of the alignments are worth tunneling. I am a recently retired engineer/construction manager with over 30 years of building tunnels. I agree with Mr. Wageman and Morris's (NTCGOG) comments at last months meeting whether it should be built at all or delayed. The alignment needs to tie with the future high speed rail line. The alignment should go down Young Street. On the west end you have high speed rail, Union Station, Convention Center, and then City Hall. Then down Canton under I-345 to N Good Latimer Expwy tying into the Green line at the Deep Ellum station or Baylor U Medical Center Station. TXDOT should build their buried I-345 section with a concrete structure passing underneath it large enough for the future train clearance envelope. You could use PPP to build a station/hotel/shopping by the convention center. Convention center remodeling planning is underway.</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	James Grey	10/5/2021 Sent via email	<p>Dear Sirs,</p> <p>In regard to the East End alignment planning for the D-2 subway line, please be advised that our position as regards the alignment running through block 136, bounded by Pacific/Pearl/Elm/Cesar Chavez remains unchanged in our opposition as expressed to you in our previous private meetings as well as in response to your previous public meeting last August, as per the attached letter sent to you by counsel on August 26th, 2021.</p> <p>We consider your 2-5 option to be the most desirable routing, followed by the 3-7 option which would tie in the proposed east end subway station with the existing Dart East Transfer Center.</p> <p>We look forward to receiving your future input on the Dart elaboration for a final East End alignment that is the most suitable and takes into consideration the importance of minimizing impact disruption of future development potential for the area.</p> <p>Sincerely yours,</p>	Thank you for your interest. We appreciate your feedback and will take your comments into consideration.
30	Bradley Gauden	10/5/2021 Sent via email	<p>Good Morning,</p> <p>I would like to submit comments to the proposed D2 eastern alignment in favor of plan 3-7A.</p> <p>I think this project while greatly increasing the capacity and resiliency of the DART rail network, creates an opportunity for the City of Dallas to generally repair the street network that is currently disrupted by the DART lines along I-345, as well as in Deep Ellum.</p> <p>3 key challenges should be addressed: how the DART line interfaces with the proposed I-345 rework, impact to local streets, and network flexibility. I believe plan 3-7A, while not 100% perfect, is a good compromise to mitigate the 3 challenges mentioned above.</p> <ul style="list-style-type: none"> <li>• I-345 Interface: The proposed DART route should not limit the design work and should allow for I-345 to be submerged if possible. By not having to cross the I-345 ROW, this proposal effectively eliminates any conflict with future rework of the highway.</li> <li>• Impact to Local Streets: while I would love to see the entire network depressed under street level to mitigate traffic impacts, financially I understand this isn't feasible. As such, I think the 3-7a plan reduces the amount of train traffic through the WYE interchange next to the Pearl St. station.</li> <li>• Network Flexibility and frequency: overall, the addition of the underground network capabilities of trains greatly increases the flexibility and frequency available to DART. My biggest hindrance in regularly riding the trains, is the fact that trains simply do not run frequently enough for me to choose to ride vs. an uber.</li> </ul> <p>All things considering, while 3-7a is not perfect, I think it is a good compromise to allow better transit service quality to the DFW region.</p> <p>Thanks,</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
31	Scott Rohrman Manager of 42 Real Estate, LLC 42 Real Estate, LLC 2030 Main Street., Suite 342 Dallas, TX 75201	10/6/2021 Sent via email	To Whom it May Concern, We hereby submit this letter as a demonstration of support for Option 3-7a for the DART D2 alignment as well as the narrow, depressed option for I-345 with a full cap. We believe these options best ensure the future health and vibrancy of Dallas's city center while creating a pleasant, walkable connection between the attractions and residents of Deep Ellum with their places of work in Downtown.  Thank you for your time and consideration. Sincerely,	Thank you for your interest. We appreciate your feedback and will take your comments into consideration.
32	Allen Baskind  Allen F Baskind MD. For:- Pacifco Partners Ltd., Lezily LP Nolimiter LLC, Francor LLC Alfralyn LLC Tales and Spirits LP dba Stars and Spirits Minstrel LLC And Others:-	10/6/2021 Sent via email	<p><u>To Whom it May Concern:</u></p> <p>A) Congratulations are in order to compliment the City Transportation Department working in concert with DART (under new leadership) and supported by NTCOG for an excellent comprehensive and intensive analysis of the various proposed options for DART D2.</p> <p>By using a very transparent evaluation method that is clearly documented and easy to understand they have achieved a solution to a very difficult problem.</p> <p>The outcome is a clear thumbs up for 3-7a with the “Yellow areas” concerning, DART project scheduling delays and FTA grant implications being the direct result of an obstinate refusal by a previous top DART leadership to heed the repeated strong appeals by Deep Ellum Stakeholders and the Deep Ellum Foundation not to proceed with Option 1-1/ FEIS LPA on the East End.</p> <p>A initial more open minded approach by DART, as exemplified by your current efforts, would have had the FTA Grant approved years ago and a great deal of wasted time and money obviated. There has already been a significant loss to the City coffers and intense frustration to property owners due to the lack of opportunity for many years in not being able to proceed with significant development plans in the Good Latimer area.</p> <p>Hopefully, the now obvious decision would be proceed with alacrity in moving forward with Option 3-7a which is strongly supported by all Deep Ellum stakeholders and is without any serious naysayer objections.</p> <p>B) The “<u>Good Latimer area</u>” emphatically votes for <u>Option 3-7a</u></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 totally opposed to the DART D2 planned project intruding into those properties at an above ground/ surface level in any way whatsoever. They uniformly regard the Dart D2 plan to use any above ground surface level properties in the Good Latimer Area 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>(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 September 29, 2021, Public Meeting**

Comment ID	Name/Contact Information	Date & Method Comment Received	Comment	Response
32 (cont.)	Allen Baskind (cont.)  For:- Pacifico Partners Ltd., Lezily LP Nolimiter LLC, Francor LLC Alfralyn LLC Tales and Spirits LP dba Stars and Spirits Minstrel LLC And Others:-		<p>The stated objectives of DART to have an <u>alternative route</u> between their multiple light rail lines lying on the East to those to the West can be far better and more economically accomplished without the destruction of the multiple livelihoods and businesses by the <u>adoption of the Option 3-7a.</u></p> <p>Option 3-7a besides avoiding the many obvious and possible unforeseen obstacles impairing the TX DOT reconstruction of the Interstate-345 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>Option 3-7a would be maintaining the current important desirable aesthetic appeal 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>Option 3-7a would avoid the inevitable years of disruption of traffic 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 "Good Latimer area".</p> <p>Option 3-7a would prevent a constant large atmospheric contamination by the dust and debris throughout a large area surrounding the enormous huge tunneling operation occurring over many years. The "Good Latimer area" 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 large scale integrated garden project developments including high-rises 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>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>	
33	Richard Schumacher	10/6/2021 Sent via email	1st choice: 3-7a 2nd choice: 2-5	Thank you for your interest. We appreciate your feedback and will take your comments into consideration.
34	Chuck Hixson Vice President Westdale Real estate Investment & Management 2550 Pacific Avenue Suite 1600 Dallas, Texas 75226	10/6/2021 Sent via email	I wholeheartedly favor alignment 3-7a for D2. Thank you,	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
35	Mark Hardaway Greenway Investment Company 2808 Fairmount, Suite 100 Dallas, Texas 75201	10/6/2021 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 September 29th. After review of the all options and thorough investigation presented by the Dallas Department of Transportation, Greenway is in support of Option 3-7 A as this option will 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 other options presented.</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 redevelopment 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. I can be reached at [REDACTED].</p> <p>Sincerely,</p>	Thank you for your interest. We appreciate your feedback and will take your comments into consideration.
36	Stephanie Keller Hudiburg Executive Director Deep Ellum Foundation P.O. Box 710596 Dallas, TX 75371	10/6/2021 Sent via email	<p>Dear Mr. Khankarli,</p> <p>On behalf of the Deep Ellum Foundation, I wish to express our thanks to the Dallas City Council for their leadership in moving to reevaluate the eastern portion of the DART D2 LPA to ensure it aligns with a comprehensive vision for the future of the City of Dallas. We are grateful to you and your staff and that of the NCTCOG, DART and TxDOT for supporting and leading the recent D2 alignment reevaluation process. We are strongly encouraged that through and as an outcome of this process the City of Dallas and partner agencies are now championing developing a holistic and integrated vision for the future of Deep Ellum, downtown and surrounding neighborhoods' transportation, connectivity and development.</p> <p>In September of 2021, the Deep Ellum Foundation Board voted unanimously to support option 3-7a as the preferred DART D2 alignment. After careful consideration and review of all options by our Good Latimer Committee, Mobility &amp; Infrastructure Committee and the DEF Board, we are confident this option best addresses the negative impacts upon Deep Ellum of the previously proposed D2 Swiss Avenue alignment.</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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Comment ID	Name/Contact Information	Date & Method Comment Received	Comment	Response
36 (cont.)	Stephanie Keller Hudiburg (cont.) Executive Director Deep Ellum Foundation P.O. Box 710596 Dallas, TX 75371		<p>At the same time, the Deep Ellum Foundation Board moved to support the hybrid option for I-345, conditional upon several stipulations. Specifically, we request further design and engineering work focus upon neighborhood connectivity such as maintaining the Canton Street direct link between Deep Ellum and the Farmer’s Market and minimizing impacts to Carpenter Park. We also encourage the City of Dallas, TXDOT and NTCOG to consider further reducing the through lanes in the hybrid option and thus minimizing the footprint of 345 creating additional opportunities for the City of Dallas to achieve their goals in the area. As members of Downtown Dallas Inc’s Mobility Committee, the Deep Ellum Foundation supports the recommendations offered by DDI in their letter submitted August 20th to the Texas Department of Transportation.</p> <p>These interrelated projects are both extremely consequential for the Deep Ellum Cultural District. The Good Latimer corridor in Deep Ellum touched by both of these projects is emerging as the gateway from the Arts District, East Quarter and downtown to Deep Ellum and East Dallas. With smart investments like Carpenter Park as well as plans we have for a Dallas Cultural Trail along this corridor, we have the potential to weave these districts back together. Deep Ellum is at the center of many of the transportation planning efforts, innovation opportunities and challenges we face as a City. As such, we are thrilled to see these projects be considered and planned for together within a broader mobility vision for our region and Dallas inner urban neighborhoods including Deep Ellum.</p> <p>As you know, Deep Ellum is the premier entertainment district in the North Texas region, generating approximately \$10 million in alcohol sales tax revenue per year alone. A cornerstone of the City’s tourism industry, this cultural magnet consistently attracts both Texans and tourist from around the world. The district hosted approximately 1.2 million unique visitors in 2019. Deep Ellum is one of the most historically significant neighborhoods in Dallas and serves as both the inspiration and launching pad for artists, musicians, entrepreneurs, and many independent businesses. A mere 0.5 square miles, the district is home to over 400 businesses today. In addition, Deep Ellum is leading the Central Business District in new office attracting firms nationwide and residential development with available units expanding by more than 75 percent between 2018 and 2020 alone. This growth is especially crucial as the City faces budget restrictions in the wake of the COVID-19 pandemic. In just the last five years, the Deep Ellum district doubled property tax contributions to our City, County and school districts adding more than \$10 million annually during that time period. Simply put, Deep Ellum’s future trajectory is integrally tied to the overall success of Dallas. What impacts Deep Ellum has ripple effects upon the entire city and region. Moreover, this economic and cultural hub is at the center of how the Dallas region’s transportation landscape is transforming. From shared and micro-mobility firms testing new offerings to TxDOT assessing the future of I-345, mobility innovations and decisions taking place in Deep Ellum today are shaping future transportation options for the rest of the region. It is within this context that we write to you regarding the D2 project and I-345 in Deep Ellum.</p> <p>Thank you.</p> <p>On behalf of the Deep Ellum Foundation,</p>	



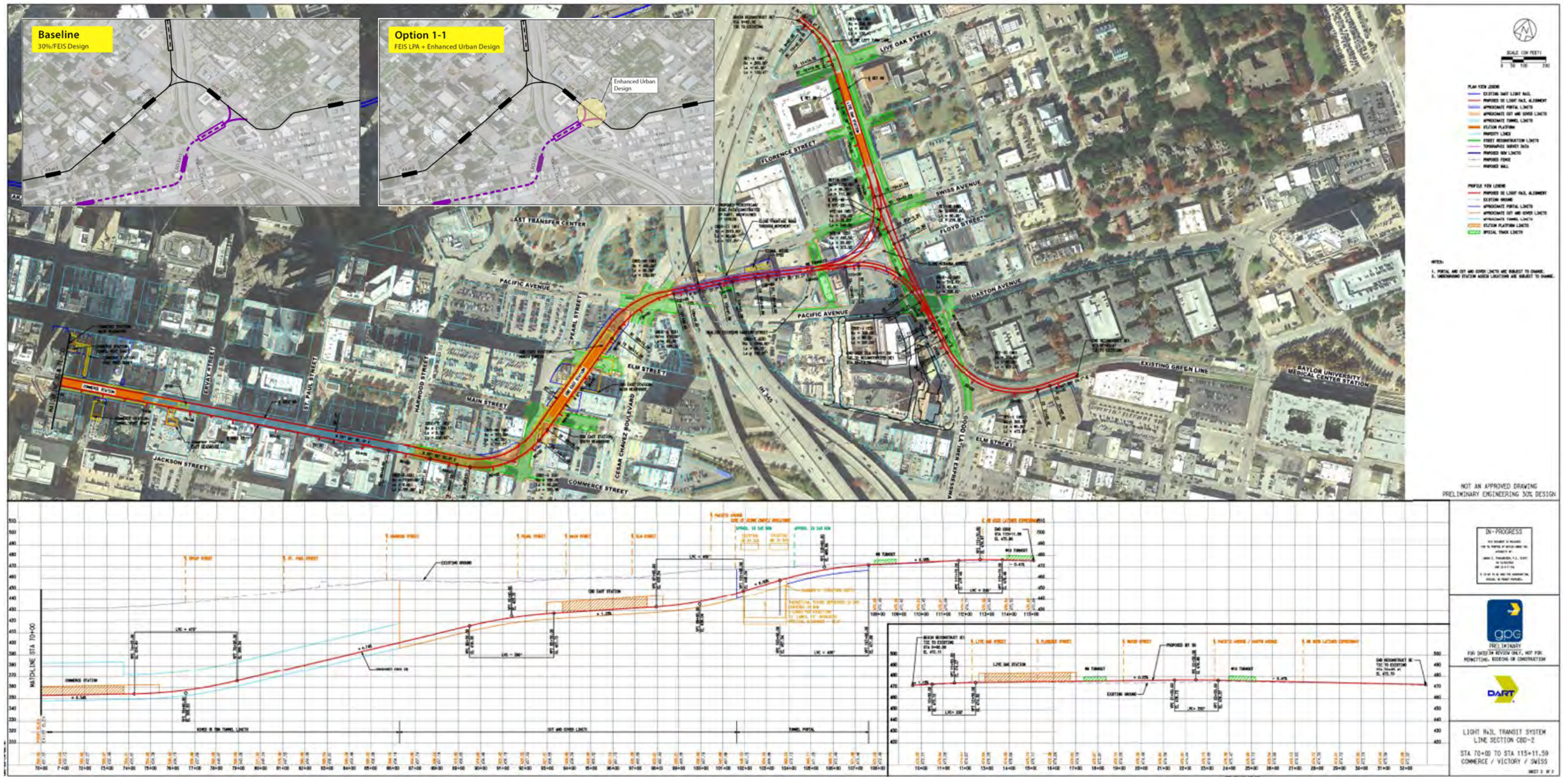
**Attachment 3 – Comment/Response Table  
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**D2 East End Evaluation**

Comment ID	Name/Contact Information	Date & Method Comment Received	Comment	Response
37	Amy Malone Asset Manager 9606 N Mopac Expy, Suite 500 Austin, TX 78759		<p>The Marquis on Gaston ownership would like to respond to The City of Dallas on the top 3 preferred options for the D2 Subway presented during the virtual public meeting held on, September 29th, 2021.</p> <p>Preferred Option for The Marquis on Gaston Ownership:</p> <ul style="list-style-type: none"> <li>• Option 3.7a</li> </ul> <p>As stated in our response on August 26th, 2021, the majority ownership of The Marquis at Gaston is opposed to all options that would result in a taking of any proportion of the property or cause significant disruption to the operations of the property. In the event these options are advanced we will be forced to take legal action necessary to protect our investment.</p> <p>Please consider this letter The Marquis on Gaston's response to the D2 Subway Options.</p>	Thank you for your interest. We appreciate your feedback and will take your comments into consideration.

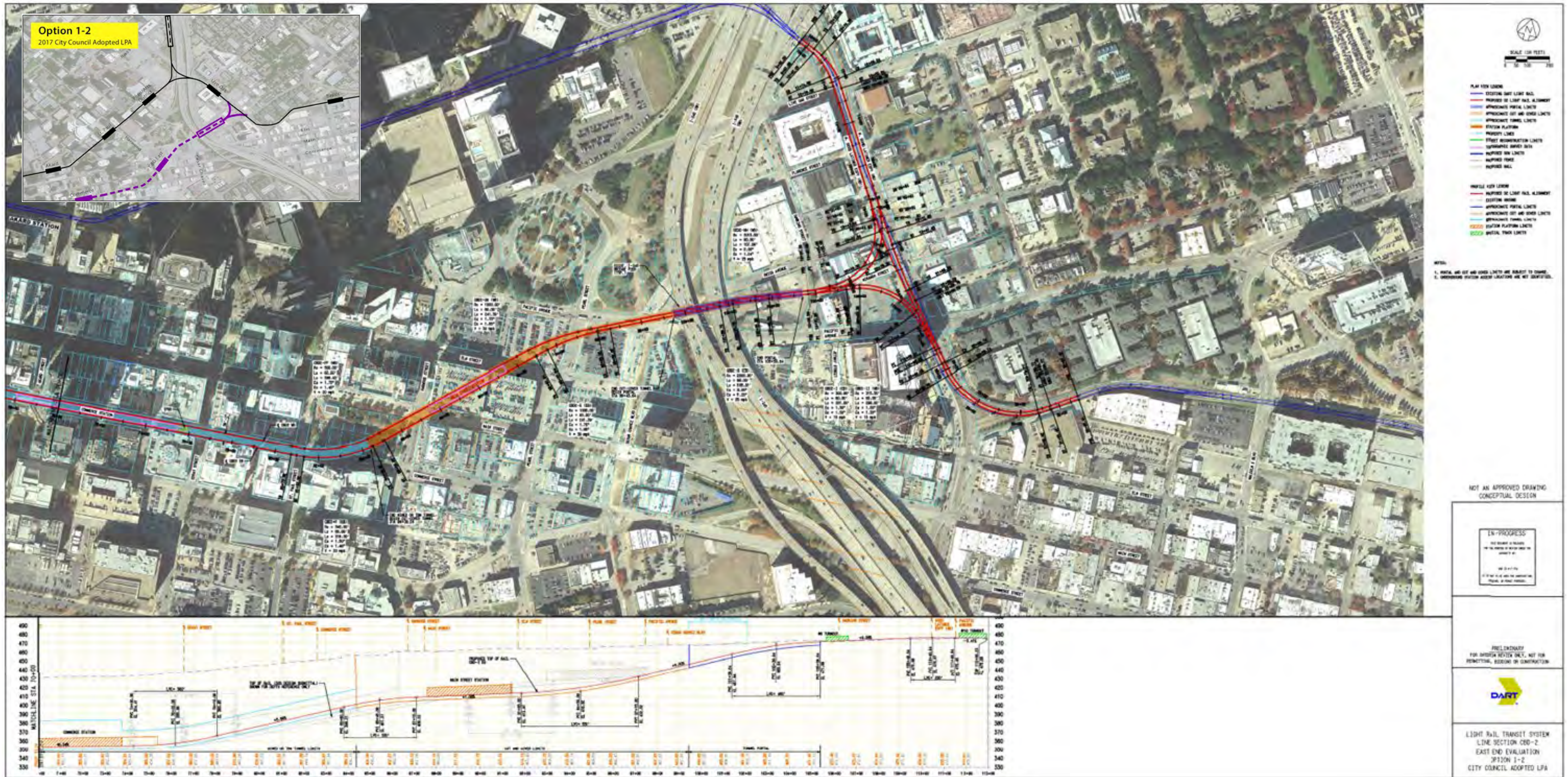


**Baseline & Option 1-1**



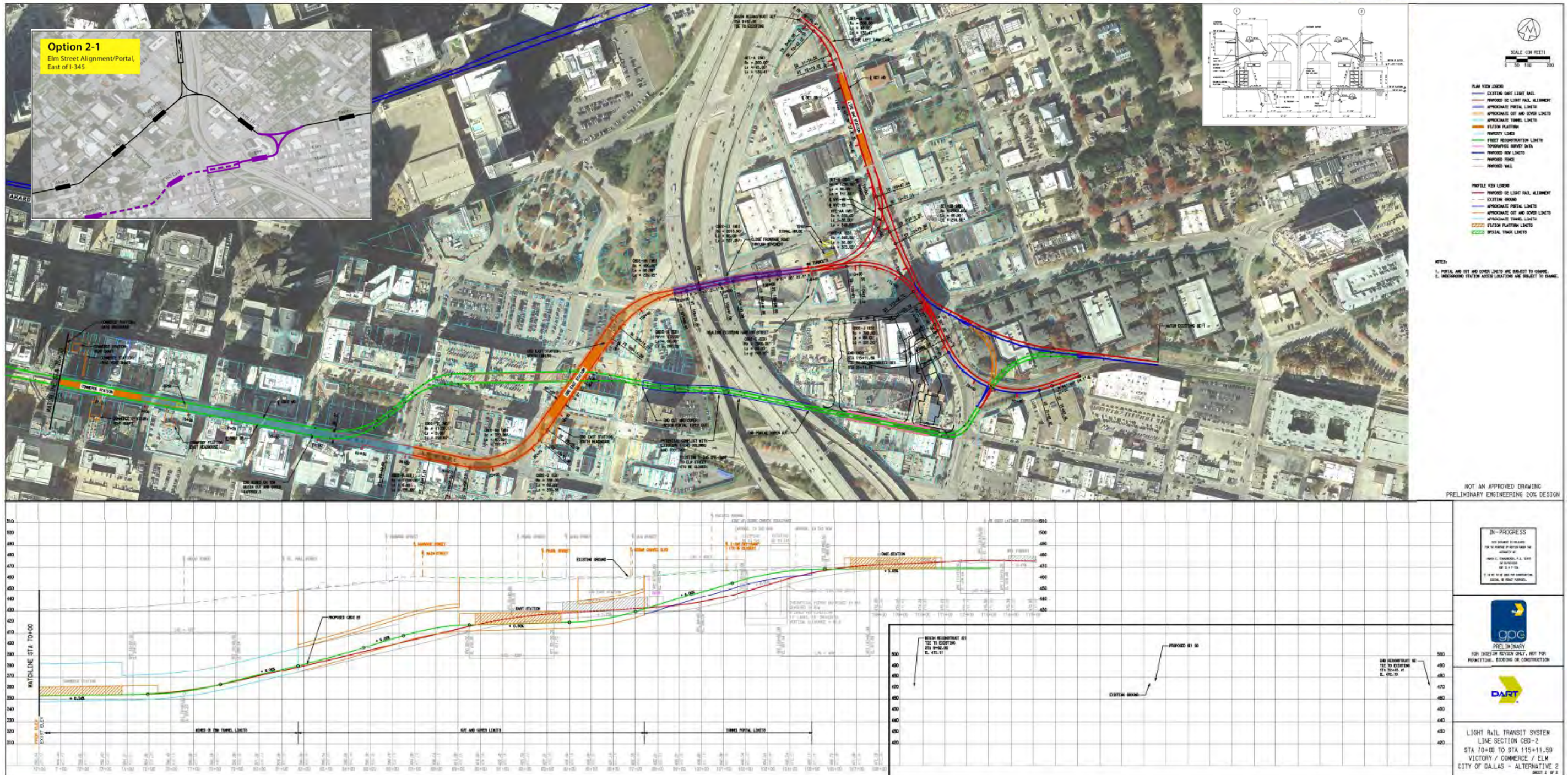


**Option 1-2**



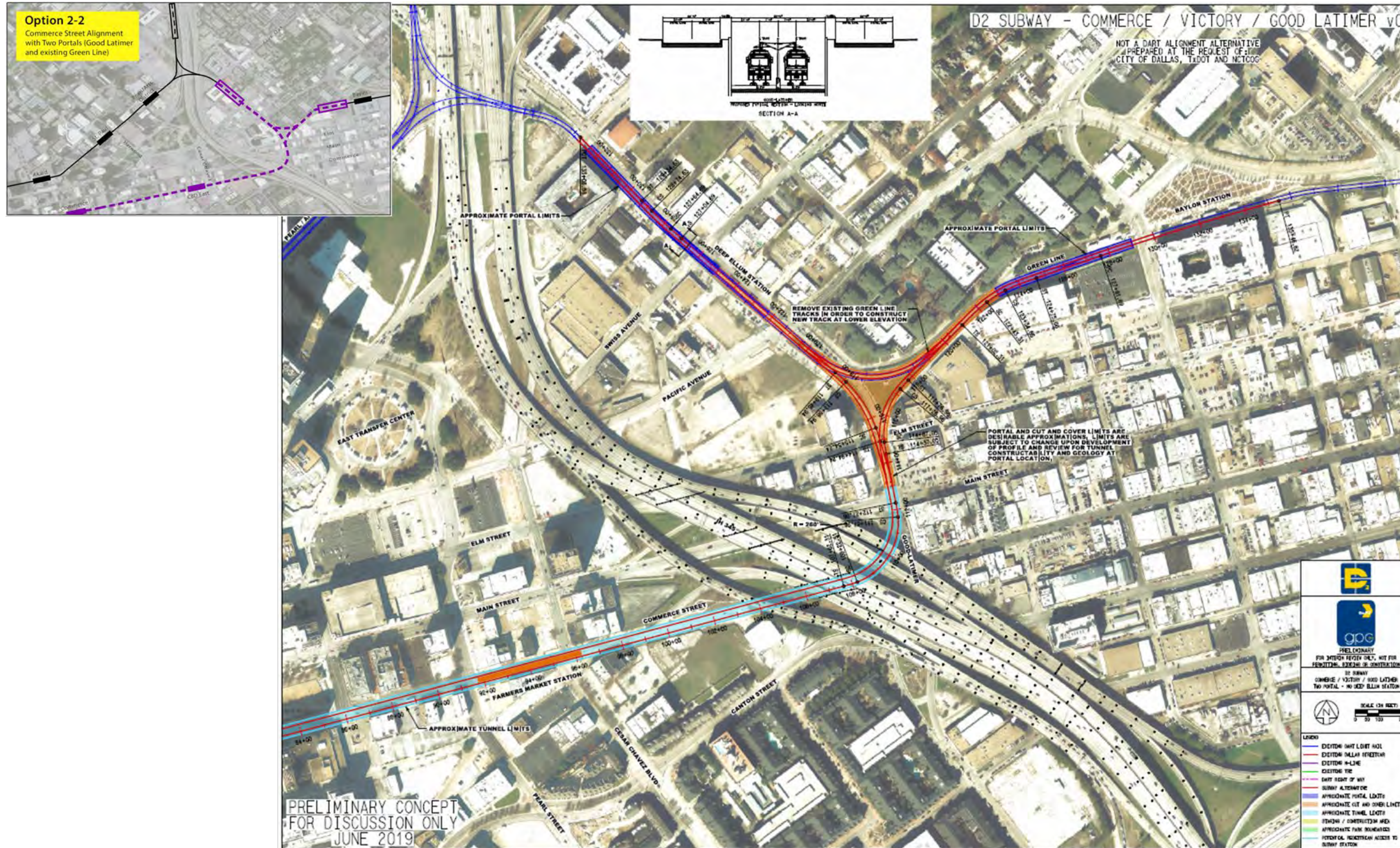


**Option 2-1**





**Option 2-2**





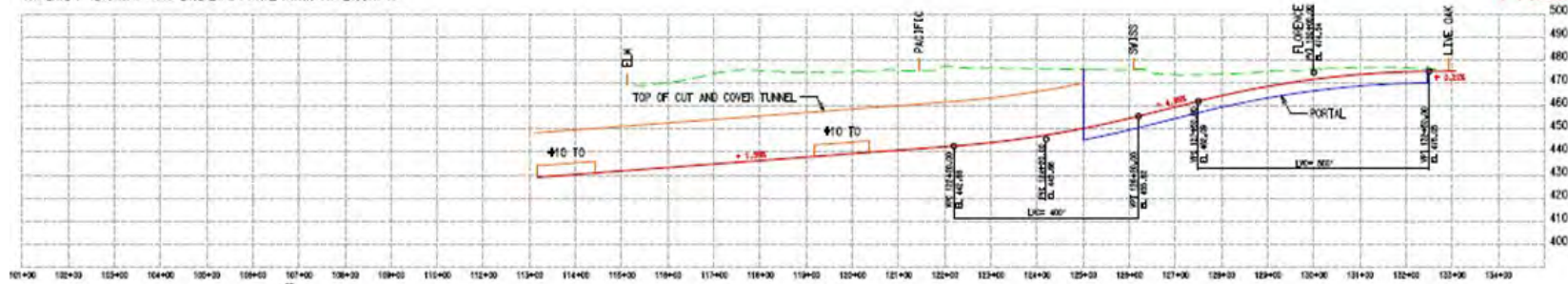
**Option 2-2**



DRAFT - FOR DISCUSSION ONLY  
 SUBJECT TO CHANGE

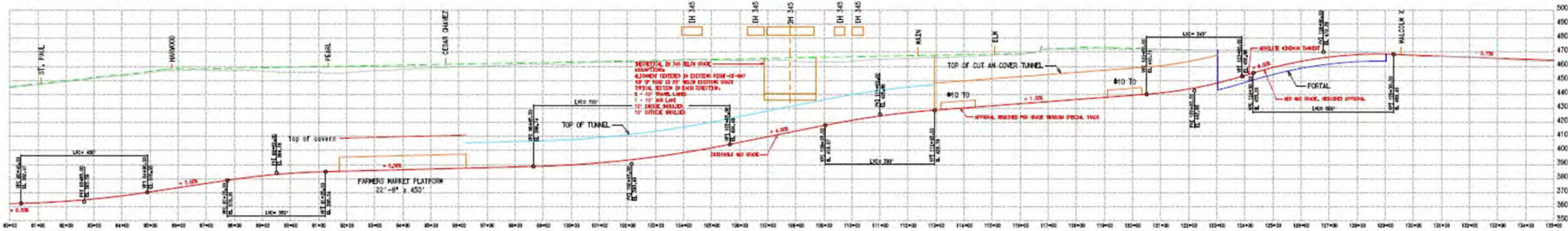
NOT A DART ALIGNMENT ALTERNATIVE  
 PREPARED AT THE REQUEST OF  
 CITY OF DALLAS, TADOT AND MCTCOG

COMMERCE / VICTORY / GOOD LATIMER 2 PORTAL NORTH CONNECTION v0



PRELIMINARY

COMMERCE / VICTORY / GOOD LATIMER 2 PORTAL v0



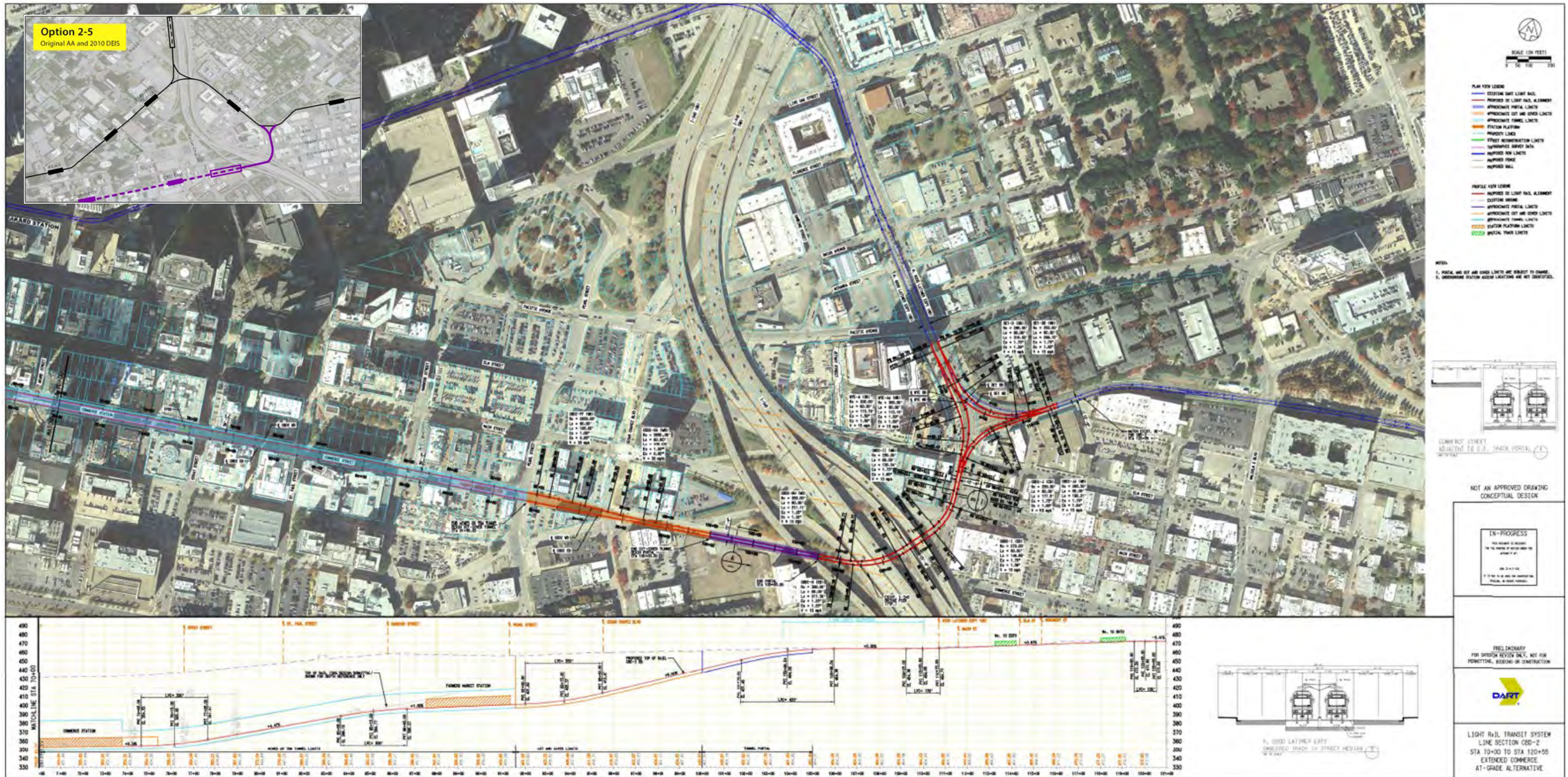
PRELIMINARY



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

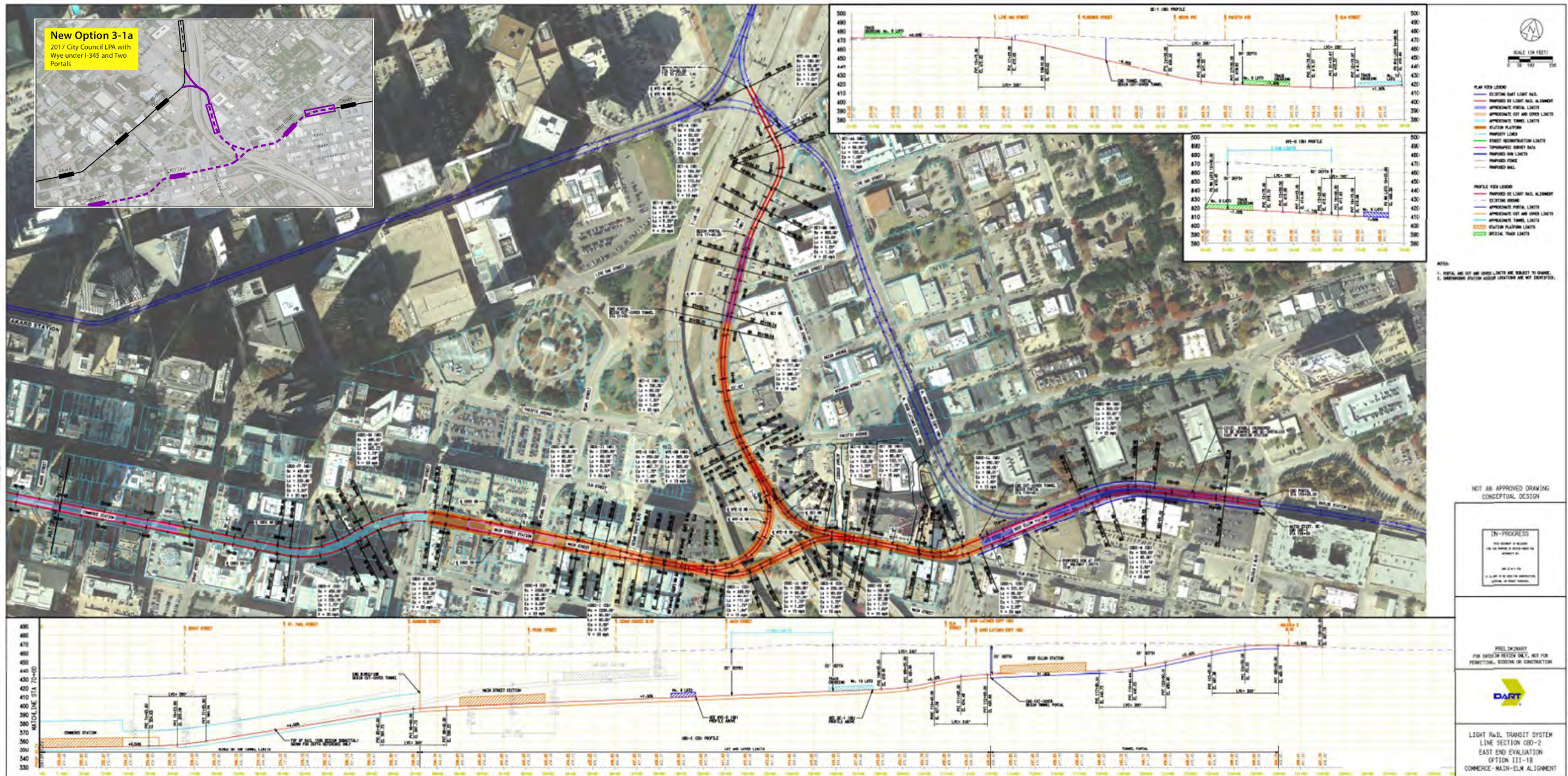


**Option 2-5**



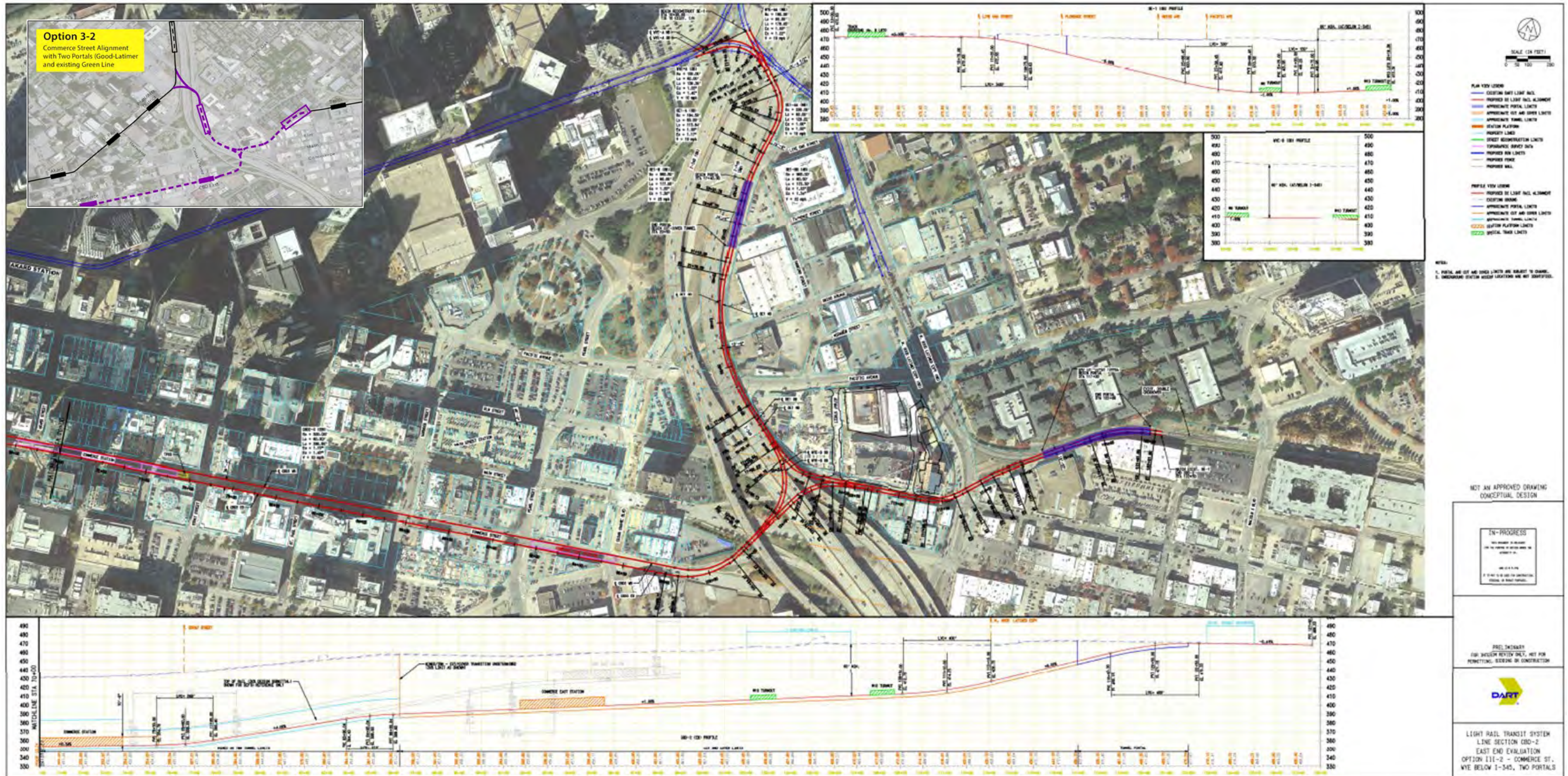


**New Option 3-1a**





**Option 3-2**





**Option 3-7a**

