

Memorandum



CITY OF DALLAS

DATE September 4, 2015

TO The Honorable Mayor and Members of the City Council

SUBJECT FY 2015-16 Budget Amendments

Amendments to the FY 2015-16 budget will be discussed and straw poll taken as part of the September 16th council meeting. In preparation of this, the Mayor asked Council Member Gates to coordinate/collect proposed amendments. Yesterday by memo, Council Member Gates requested that proposed amendments be submitted to her no later than Tuesday September 8th so that staff will have an opportunity to evaluate impacts of the proposed amendments. The proposed amendments will be distributed to the full council on Friday September 11th for discussion at the September 16th council meeting.

Proposed budget amendments should be balanced. For every increase/decrease in use of funds, there should be an offsetting decrease/increase in source of funds.

As discussed earlier this week, fuel savings of \$1.58m is forecast for the General Fund in FY 2015-16 that was not known at the time the budget was presented on August 11th. Based on Council feedback, staff will develop an outline of a strategy to address issues within Animal Services utilizing a portion of these available funds for Council to consider as an amendment to the budget.

Additionally, staff proposes an amendment to accelerate \$7.3m of existing voter-authorized street proposition bond funds in FY 2015-16 that had been scheduled for the following year. This \$7.3m, in addition to the \$16.7m in the proposed budget, will provide the necessary funding to achieve an over-all zero degradation in street condition in the upcoming fiscal year based on the funding model that was presented to Council in April 2015. This change will have minimal impact to the repayment schedule since this bond funding is already part of the City's over-all debt service forecast and is only being advanced one year.

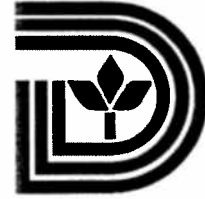
Let me know if you have any questions.


A.C. Gonzalez
City Manager

c: Warren M.S. Ernst, City Attorney
Craig D. Kinton, City Auditor
Rosa A. Rios, City Secretary
Daniel F. Solis, Administrative Judge
Ryan S. Evans, First Assistant City Manager
Jill A. Jordan, P.E., Assistant City Manager
Joey Zapata, Assistant City Manager

Mark McDaniel, Assistant City Manager
Eric Campbell, Assistant City Manager
Jeanne Chipperfield, Chief Financial Officer
Sana Syed, Public Information Officer
Elsa Cantu, Assistant to the City Manager

Memorandum



CITY OF DALLAS

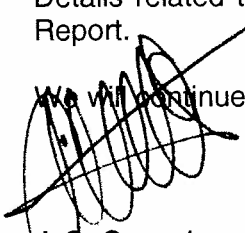
DATE September 4, 2015
TO The Honorable Mayor and Members of the City Council
SUBJECT Financial Forecast Report

The FY 2014-15 Financial Forecast Report based on information through July 2015 is attached and provided for your information. This report reflects an amended General Fund budget based on Council's approved use of contingency reserve funds on December 10, 2014 by CR# 14-2194, on March 25, 2015 by CR# 15-0555, on May 20, 2015 by CR#15-0907, and June 17, 2015 by CR# 15-1153 and CR# 15-1231.

Since this report is through July 2015, it does not reflect appropriation adjustments approved on August 26th.

For FY 2014-15, General Fund revenues are projected to be \$1,868,000 above budget and General Fund expenditures are projected to be \$2,130,000 below budget. This results in forecast revenue being in excess of forecast expenditures by \$3,998,000. Details related to budget variances may be found at the end of the Financial Forecast Report.

~~We will~~ continue to closely monitor revenues and expenditures and keep you informed.


A.C. Gonzalez
City Manager

Attachment

c: Ryan S. Evans, First Assistant City Manager
Jill A. Jordan, P.E., Assistant City Manager
Joey Zapata, Assistant City Manager
Eric D. Campbell, Assistant City Manager
Mark McDaniel, Assistant City Manager
Jeanne Chipperfield, Chief Financial Officer
Jack Ireland, Director, Office of Financial Services



FY 2014-15

Financial Forecast Report

Information as of July 31, 2015



GENERAL FUND

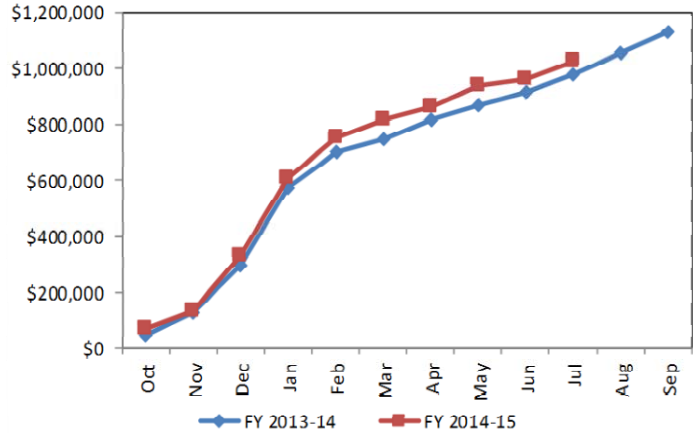
As of July 31, 2015
(000s)

ITEM	AMENDED BUDGET ¹	YEAR TO DATE	YEAR-END FORECAST	BUDGET VS FORECAST VARIANCE
Revenues	\$1,170,363	\$1,023,852	\$1,172,231	\$1,868
Expenditures	1,170,363	934,298	1,168,233	(2,130)
Net Excess of Revenues Over Expenditures/Transfers	<u>\$0</u>	<u>\$89,554</u>	<u>\$3,998</u>	<u>\$3,998</u>

GENERAL FUND REVENUES

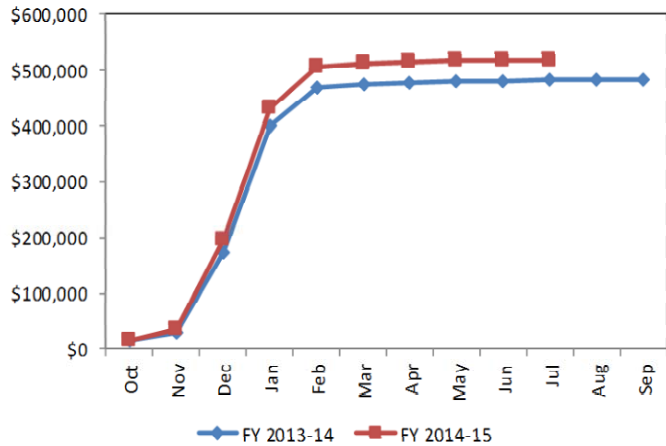
ALL SOURCES

	FY 2013-14	FY 2014-15	Variance
Oct	\$49,412	\$69,308	\$19,896
Nov	78,405	65,871	(12,534)
Dec	169,703	194,702	24,999
Jan	278,416	278,998	582
Feb	122,583	144,793	22,210
Mar	51,002	60,850	9,848
Apr	65,815	45,485	(20,330)
May	54,518	77,759	23,241
Jun	45,290	24,640	(20,650)
Jul	60,934	61,445	511
Aug	79,531		
Sep	72,532		
Total	\$1,128,141	\$1,023,852	\$47,774



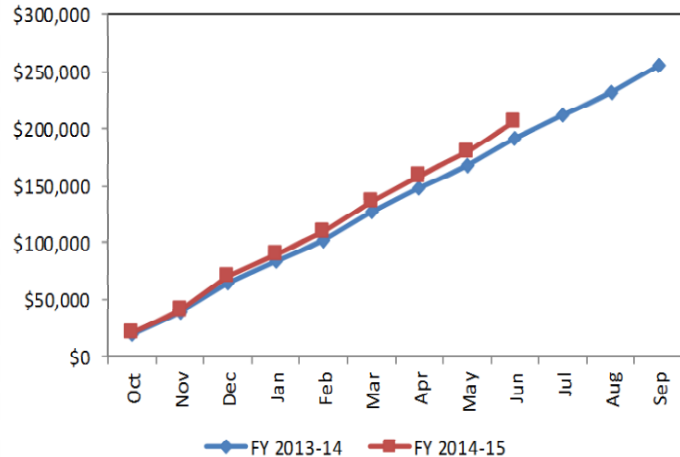
PROPERTY TAX

	FY 2013-14	FY 2014-15	Variance
Oct	\$14,962	\$16,175	\$1,213
Nov	15,512	18,472	2,960
Dec	142,039	160,305	18,266
Jan	227,269	235,891	8,622
Feb	69,688	74,439	4,751
Mar	5,696	6,533	837
Apr	2,724	3,115	391
May	1,464	1,536	72
Jun	2,032	1,750	(282)
Jul	523	821	298
Aug	654		
Sep	677		
Total	\$483,240	\$519,037	\$37,129



SALES TAX

	FY 2013-14	FY 2014-15	Variance
Oct	\$20,062	\$21,933	\$1,872
Nov	18,853	19,220	368
Dec	26,482	29,690	3,208
Jan	18,272	20,009	1,737
Feb	18,878	18,928	50
Mar	24,697	26,847	2,150
Apr	20,532	22,124	1,591
May	19,772	20,755	982
Jun	23,682	26,477	2,795
Jul	20,546		
Aug	19,665		
Sep	24,276		
Total	\$255,716	\$205,983	\$14,754



GENERAL FUND REVENUES

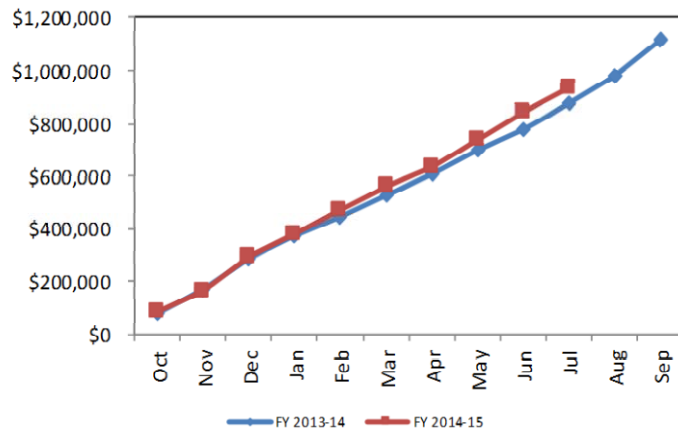
As of July 31, 2015
(000s)

	AMENDED BUDGET ¹	REVENUES YEAR TO DATE	YEAR-END FORECAST	BUDGET VS FORECAST VARIANCE
TAXES				
Ad Valorem Tax	\$520,321	\$519,037	\$519,879	(\$442)
Sales Tax ²	268,666	205,983	273,774	5,108
TOTAL TAXES	788,987	725,021	793,653	4,666
FRANCHISE REVENUES				
Oncor Electric	50,014	51,377	51,377	1,364
AT&T	12,064	6,348	12,284	221
Atmos Energy ³	12,178	9,287	13,292	1,114
Time Warner Cable	5,768	2,982	6,031	263
Other ⁴	22,336	11,349	23,656	1,320
TOTAL FRANCHISE REVENUES	102,360	81,343	106,641	4,281
LICENSES AND PERMITS	9,857	8,287	10,027	169
INTEREST EARNED⁵	591	1,189	1,290	700
INTERGOVERNMENTAL⁶	6,638	7,182	7,432	793
FINES AND FORFEITURES				
Municipal Court ⁷	12,214	12,345	14,918	2,705
Vehicle Towing & Storage	6,978	5,921	7,080	102
Parking Fines ⁸	4,419	2,286	3,587	(833)
Red Light Camera Fines	7,335	0	7,300	(35)
Public Library ⁹	500	361	450	(50)
TOTAL FINES	31,446	20,913	33,335	1,889
CHARGES FOR SERVICE				
Sanitation Service	63,530	54,978	63,993	463
Parks	9,814	8,948	10,036	223
Private Disposal Fees ¹⁰	17,509	19,589	22,564	5,056
Emergency Ambulance ¹¹	33,626	23,984	28,314	(5,312)
Security Alarm	4,510	3,786	4,300	(210)
Street Lighting ¹²	743	441	648	(96)
Vital Statistics	1,470	1,313	1,507	38
Other ¹³	21,754	19,159	20,079	(1,674)
TOTAL CHARGES	152,954	132,197	151,441	(1,513)
INTERFUND REVENUE¹⁴	65,391	38,056	56,934	(8,457)
MISCELLANEOUS¹⁵	12,140	9,665	11,478	(662)
TOTAL REVENUES	\$1,170,363	\$1,023,852	\$1,172,231	\$1,868

GENERAL FUND EXPENDITURES

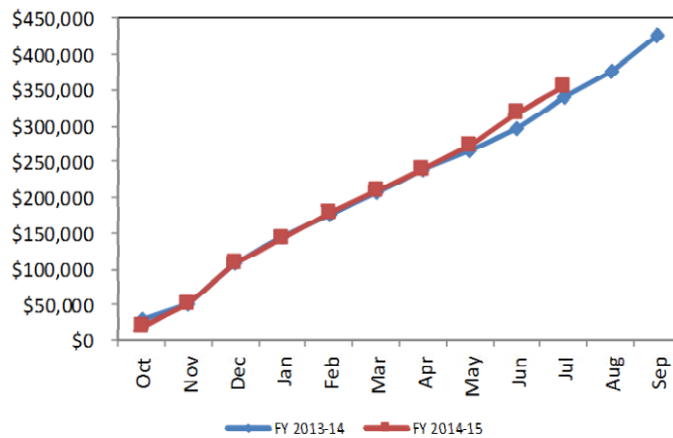
ALL EXPENSES

	FY 2013-14	FY 2014-15	Variance
Oct	\$79,179	\$83,596	\$4,417
Nov	88,876	83,285	(5,591)
Dec	118,448	128,938	10,490
Jan	84,834	82,954	(1,880)
Feb	75,046	91,324	16,278
Mar	81,882	89,279	7,397
Apr	78,188	74,745	(3,443)
May	89,869	102,897	13,028
Jun	83,353	108,519	25,166
Jul	99,016	88,761	(10,255)
Aug	98,277		
Sep	140,563		
Total	\$1,117,530	\$934,298	\$55,607



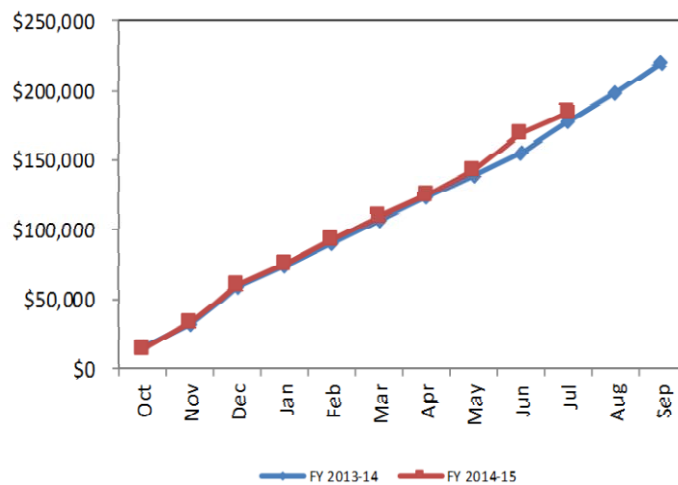
POLICE

	FY 2013-14	FY 2014-15	Variance
Oct	\$29,227	\$19,262	(\$9,965)
Nov	21,557	31,339	9,782
Dec	58,095	57,789	(306)
Jan	35,212	32,898	(2,314)
Feb	31,340	36,864	5,524
Mar	31,152	32,472	1,320
Apr	31,437	27,899	(3,538)
May	27,178	33,265	6,087
Jun	32,164	47,086	14,922
Jul	42,757	34,846	(7,911)
Aug	36,838		
Sep	49,275		
Total	\$426,231	\$353,720	\$13,601



FIRE

	FY 2013-14	FY 2014-15	Variance
Oct	\$14,775	\$13,502	(\$1,273)
Nov	17,133	19,557	2,424
Dec	26,151	26,055	(96)
Jan	15,708	16,078	370
Feb	16,476	17,117	641
Mar	16,859	17,033	174
Apr	15,798	15,062	(736)
May	15,816	17,345	1,529
Jun	16,850	26,753	9,903
Jul	22,240	16,442	(5,798)
Aug	20,946		
Sep	21,365		
Total	\$220,117	\$184,944	\$7,138



GENERAL FUND EXPENDITURES

As of July 31, 2015

(000s)

DEPARTMENT	AMENDED BUDGET ¹	EXPENDITURES YEAR TO DATE	YEAR-END FORECAST	BUDGET VS FORECAST VARIANCE
Building Services	\$23,896	\$20,217	\$23,634	(\$262)
Business Dev/Procurement Svcs	2,855	2,190	2,848	(7)
City Attorney's Office	15,147	11,644	14,894	(253)
City Auditor's Office	2,844	2,149	2,725	(119)
City Controller's Office ¹⁶	5,603	3,536	5,251	(353)
City Manager's Office	1,829	1,818	1,829	(0)
City Secretary's Office	4,086	3,442	4,086	0
Civil Service	2,345	1,790	2,340	(5)
Code Compliance	35,383	28,047	35,043	(340)
Court Services	20,185	17,327	19,902	(283)
Fire	228,009	184,944	227,903	(106)
Housing	11,628	9,687	11,294	(334)
Human Resources	4,638	3,607	4,564	(75)
Judiciary	3,695	2,463	3,700	4
Library	26,144	20,437	26,144	0
Management Services	5,712	5,317	5,696	(16)
Mayor and Council ¹⁷	3,954	3,085	4,162	208
Non-Departmental	49,342	33,535	48,788	(554)
Office of Cultural Affairs	17,288	14,504	17,255	(33)
Office of Economic Development	1,577	1,575	1,577	0
Office of Financial Services	3,643	2,585	3,467	(176)
Park and Recreation	81,877	70,056	82,430	553
Planning & Neighborhood Vitality	2,527	1,995	2,505	(22)
Police	440,488	353,720	440,486	(2)
Public Works	6,861	6,860	6,778	(83)
Sanitation Services	75,994	59,994	75,994	0
Street Lighting	17,923	13,866	17,923	0
Street Services	65,914	47,131	66,451	537
Sustainable Dev/Construction ¹⁸	1,540	1,280	1,330	(209)
Trinity Watershed Management ¹⁹	1,351	876	1,149	(202)
RESERVES AND TRANSFERS				
Contingency Reserve	450	450	450	0
Liability/Claim Fund	4,170	4,170	4,170	0
Salary & Benefit Reserve	1,469	0	1,469	0
TOTAL EXPENDITURES	\$1,170,363	\$934,298	\$1,168,233	(\$2,130)

PROPRIETARY FUNDS

As of July 31, 2015
(000s)

DEPARTMENT	BUDGET	YEAR TO DATE	YEAR-END FORECAST	BUDGET VS FORECAST VARIANCE
AVIATION				
BEGINNING FUND BALANCE	\$12,043	\$ -	\$12,043	\$ -
REVENUES:				
Parking	24,283	21,481	27,655	3,372
Terminal Concessions	18,543	16,811	22,342	3,799
Landing Fees	17,784	15,245	17,784	0
Rental on Airport - Terminal	13,831	12,891	13,831	0
Rental on Airport - Field	8,864	7,172	8,794	(70)
Fuel Flow Fees	1,236	935	1,214	(22)
All Other	2,004	1,814	2,065	62
TOTAL REVENUES²⁰	86,545	76,348	93,686	7,141
TOTAL EXPENDITURES²⁰	86,545	58,688	90,976	4,431
ENDING FUND BALANCE	\$12,043	\$ -	\$14,752	\$2,710
CONVENTION AND EVENT SERVICES				
BEGINNING FUND BALANCE	\$15,621	\$ -	\$15,621	\$ -
REVENUES:				
Hotel Occupancy Tax	50,263	38,196	50,348	84
Alcoholic Beverage Tax	9,650	8,480	10,350	700
Contract Services	7,883	8,714	10,292	2,408
All Remaining Revenues	9,595	9,250	11,081	1,486
TOTAL REVENUES²¹	77,392	64,641	82,070	4,678
TOTAL EXPENDITURES²¹	77,345	56,761	82,000	4,655
ENDING FUND BALANCE	\$15,667	\$ -	\$15,691	\$23

PROPRIETARY FUNDS

As of July 31, 2015
(000s)

DEPARTMENT	BUDGET	YEAR TO DATE	YEAR-END FORECAST	BUDGET VS FORECAST VARIANCE
SUSTAINABLE DEVELOPMENT AND CONSTRUCTION				
BEGINNING FUND BALANCE	\$29,798	\$ -	\$29,798	\$ -
REVENUES:				
Building Permits	16,973	18,304	18,485	1,512
Certificate of Occupancy	1,324	1,137	1,345	21
Plan Review	3,562	3,705	3,779	217
Registration/License	1,018	869	1,018	0
Special Plats	878	808	878	0
Private Development	998	1,061	1,105	106
Zoning	1,172	874	1,189	17
Interest Earnings	116	183	183	68
All Remaining Revenues	1,464	1,516	1,612	148
TOTAL REVENUES²²	27,505	28,457	29,593	2,088
TOTAL EXPENDITURES	26,839	20,549	26,208	(631)
ENDING FUND BALANCE	\$30,465	\$ -	\$33,184	\$2,719
MUNICIPAL RADIO				
BEGINNING FUND BALANCE	\$1,234	\$ -	\$1,234	\$ -
REVENUES:				
Local and National Sales	2,115	1,666	1,963	(151)
All Remaining Revenues	12	11	12	0
TOTAL REVENUES²³	2,126	1,676	1,975	(151)
TOTAL EXPENDITURES	2,062	1,673	1,967	(94)
ENDING FUND BALANCE	\$1,298	\$ -	\$1,241	(\$57)

PROPRIETARY FUNDS

As of July 31, 2015
(000s)

DEPARTMENT	BUDGET	YEAR TO DATE	YEAR-END FORECAST	BUDGET VS FORECAST VARIANCE
WATER UTILITIES				
BEGINNING FUND BALANCE	\$71,876	\$ -	\$71,876	\$ -
REVENUES:				
Treated Water - Retail	271,965	187,835	249,420	(22,545)
Treated Water - Wholesale	72,565	54,046	65,688	(6,877)
Wastewater - Retail	219,098	169,356	205,677	(13,420)
Wastewater - Wholesale	10,217	7,772	9,296	(921)
All Remaining Revenues	40,676	24,352	30,471	(10,205)
TOTAL REVENUES²⁴	614,521	443,361	560,553	(53,969)
TOTAL EXPENDITURES²⁴	614,521	403,234	560,553	(53,969)
ENDING FUND BALANCE	\$71,876	\$ -	\$71,876	\$0

COMMUNICATION & INFORMATION SERVICES

BEGINNING FUND BALANCE	\$9,991	\$ -	\$9,991	\$ -
REVENUES:				
Interdepartmental Charges	51,934	43,277	51,934	0
Telephones Leased	7,971	3,758	7,647	(324)
Circuits	1,501	1,032	937	0
Desktop Services	1,060	650	688	(372)
Interest	102	103	121	13
Equipment Rental	4,957	4,112	4,957	0
Miscellaneous	77	240	240	163
TOTAL REVENUES	67,603	53,172	66,525	(1,077)
TOTAL EXPENDITURES	70,446	49,401	69,561	(885)
ENDING FUND BALANCE	\$7,148	\$ -	\$6,955	(\$193)

PROPRIETARY FUNDS

As of July 31, 2015

(000s)

DEPARTMENT	BUDGET	YEAR TO DATE	YEAR-END FORECAST	BUDGET VS FORECAST VARIANCE
EQUIPMENT SERVICES				
BEGINNING FUND BALANCE	\$3,165	\$ -	\$3,165	\$ -
REVENUES:				
Rental/Wreck	31,486	22,891	33,819	2,333
Fuel	22,597	13,092	17,327	(5,269)
Auto Auction	328	584	584	257
Miscellaneous Revenue	16	479	773	757
Interest and Other	5	0	1	(4)
TOTAL REVENUES	54,432	37,046	52,505	(1,926)
TOTAL EXPENDITURES	54,432	44,725	52,505	(1,926)
ENDING FUND BALANCE	\$3,165	\$ -	\$3,165	\$0
EXPRESS BUSINESS CENTER				
BEGINNING FUND BALANCE	\$1,888	\$ -	\$1,888	\$ -
REVENUES:				
Postage Sales	2,703	2,048	2,703	0
All Other Revenues	1,278	1,331	1,511	233
TOTAL REVENUES²⁵	3,981	3,379	4,215	233
TOTAL EXPENDITURES	4,812	2,755	4,930	119
ENDING FUND BALANCE	\$1,058	\$ -	\$1,172	\$114

OTHER FUNDS

As of July 31, 2015
(000s)

DEPARTMENT	BUDGET	YEAR TO DATE	YEAR-END FORECAST	BUDGET VS FORECAST VARIANCE
9-1-1 SYSTEM OPERATIONS				
BEGINNING FUND BALANCE	\$5,837	\$ -	\$5,837	\$ -
REVENUES:				
9-1-1 Service Receipts - Wireless	5,968	4,847	6,293	325
9-1-1 Service Receipts - Wireline	6,909	5,810	6,971	62
Interest and Other	41	53	66	25
TOTAL REVENUES	12,918	10,710	13,330	412
TOTAL EXPENDITURES	17,239	9,956	17,399	160
ENDING FUND BALANCE	\$1,515	\$ -	\$1,767	\$252
STORM DRAINAGE MANAGEMENT				
BEGINNING FUND BALANCE	\$4,620	\$ -	\$4,620	\$ -
REVENUES:				
Storm Water Fees	51,079	42,601	51,079	0
TOTAL REVENUES	51,079	42,601	51,079	0
TOTAL EXPENDITURES	53,599	27,966	53,315	(284)
ENDING FUND BALANCE	\$2,099	\$ -	\$2,384	\$284

OTHER FUNDS

As of July 31, 2015
(000s)

DEPARTMENT	BUDGET	YEAR TO DATE	YEAR-END FORECAST	BUDGET VS FORECAST VARIANCE
EMPLOYEE BENEFITS				
TOTAL EXPENDITURES	\$1,370	\$609	\$1,321	(\$50)
RISK MANAGEMENT				
TOTAL EXPENDITURES ²⁶	\$2,525	\$2,124	\$2,316	(\$209)
LIABILITY/CLAIMS FUND				
Beginning Balance October 1, 2014				\$5,464
Budgeted Revenue				5,634
FY 2014-15 Available Funds				11,097
Paid October 2014				(155)
Paid November 2014				(382)
Paid December 2014				(523)
Paid January 2015				(550)
Paid February 2015				(484)
Paid March 2015				(607)
Paid April 2015				(564)
Paid May 2015				(200)
Paid June 2015				(546)
Paid July 2015				(485)
Balance as of June 30, 2015				\$6,603

DEBT SERVICE FUND

As of July 31, 2015
(000s)

DEPARTMENT	BUDGET	YEAR TO DATE	YEAR-END FORECAST	BUDGET VS FORECAST VARIANCE
DEBT SERVICE FUND				
BEGINNING FUND BALANCE	\$2,012	\$ -	\$2,012	\$ -
REVENUES:				
Ad Valorem	214,354	213,739	214,317	(37)
Interest/Transfers/Other	20,842	19,948	20,842	0
TOTAL REVENUES	235,197	233,687	235,160	(37)
EXPENDITURES:				
TOTAL EXPENDITURES	229,908	181,759	226,619	(3,289)
ENDING FUND BALANCE	\$7,300	\$ -	\$10,552	\$3,253

NOTES

(Dollars in 000s)

1. The General Fund Budget was amended/increased based on Council's approved use of contingency reserve funds by \$129 on December 10, 2014 by CR# 14-2194 (Bridge Steps operational costs), by \$587 on March 25, 2015 by CR#15-0555 (Council election), by \$472 on May 20, 2015 by CR#15-0907 (Council runoff election), by \$62 on June 17 by CR#15-1153 (social media archiving and public information act request software), and by \$2,428 on June 17, 2015 by CR#15-1231 (squad car purchase).
2. Sales tax revenue is projected to be \$5,108 above budget due to the improved economy.
3. Atmos Energy revenue is projected to be \$1,114 above budget due to a cooler winter which resulted in higher natural gas consumption.
4. Other franchise revenues are projected to be \$1,320 above budget primarily due to an increase in AT&T Video franchise fees.
5. Interest Earned is projected to be \$700 above budget due to higher interest allocation as a result of an increased General Fund cash balance.
6. Intergovernmental revenue is projected to be \$793 above budget due to higher than expected payments from Euless and Irving as part of the DFW Airport revenue sharing agreement.
7. Municipal Court revenue is projected to be \$2,705 above budget based on analysis of year end collection revenues of the previous two fiscal years.
8. Parking Fine revenues are projected to be \$833 below budget due in part to reduced ticket issuance as a result of increased compliance with the introduction of pay by phone meters.
9. Public Library revenues are projected to be \$50 below budget due to an increase in the usage of e-materials. Fines and late fees are not collected on e-materials as they are electronically recalled on the due date.
10. Private Disposal Fees are projected to be \$5,056 above budget primarily due to an increase in activity from cash customers and an increase in activity from credit customers due to temporary closure of the Lewisville Landfill as a result of flooding.
11. Emergency Ambulance revenue is projected to be \$5,312 below budget due to a reduction in the reimbursement from the State as a result of the increased number of ambulance service providers requesting reimbursement.
12. Street Lighting revenue is projected to be \$96 below budget due to a reduction in expenses that are reimbursable by TxDOT.

NOTES

(Dollars in 000s)

13. Other Charges for Service revenues are projected to be \$1,674 below budget primarily due to a later than anticipated start date of the Mobile Community Health program and lower than expected fire inspection permits.
14. Interfund revenue is projected to be \$8,457 below budget due to deferred transfers from internal City funds and a lower than anticipated Street Rental payment from Water Utilities due to a decline in water revenues.
15. Miscellaneous revenues are projected to be \$662 below budget primarily due to lower than expected revenue related to the water/sewer line home warranty program and a reduction in paper and cardboard recycling.
16. City Controller's Office is projected to be \$353 below budget due to vacancies.
17. Mayor and Council is projected to be \$208 above budget due to unbudgeted salary expenses.
18. Sustainable Development and Construction is projected to be \$209 below budget due to vacancies.
19. Trinity Watershed Management is projected to be \$202 below budget due to vacancies.
20. Aviation revenues are projected to be \$7,141 above budget primarily due to increased terminal concessions and parking as a result of increased business following completion of the Wright Amendment. Expenses are projected to be \$4,431 above budget due to purchase of technology and equipment as well as a capital transfer to address facility needs.
21. Convention and Event Services revenues are projected to be \$4,678 above budget primarily due to higher than projected concession revenues resulting from 35 additional events as well as parking fees, higher alcoholic beverage tax receipts, and a contribution from DCVB for deferred maintenance needs. Expenses are projected to be \$4,655 above budget primarily due to expenses for providing food and beverage service for a greater number of events as well as a capital construction transfer to address facility maintenance.
22. Sustainable Development and Construction Revenues are projected to be \$2,088 above budget primarily due to an increase in multi-family permits and remodel permits.
23. Municipal Radio revenues are projected to be \$151 below budget due to the sale of commercials being less than planned.
24. Water Utilities revenues and expenses are both projected to be \$53,969 below budget. Revenues are projected to be under budget as a result of reduced water consumption resulting from increased rainfall. Expenses are projected to be under budget primarily due to a reduction in the transfer to fund capital projects, savings from revenue bond refunding, and salary savings.

NOTES

(Dollars in 000s)

25. Express Business Center revenues are projected to be \$233 above budget primarily due to increased handling charges related to auto auctions.
26. Risk Management is projected to be \$209 below budget due to vacancies.

Memorandum



DATE September 4, 2015

TO Honorable Mayor and Members of the City Council

SUBJECT **Use of Convention & Event Services Revenue Sources**

During the September 2, 2015 City Council Briefing, questions arose regarding the previous funding of Farmers Market and potential funding of the Office of Cultural Affairs through Convention & Event Services (CES) revenue sources.

Prior to the sale of the Dallas Farmers Market (DFM) in 2013, DFM was a division of CES per Chapter 2. Article V-b of the Dallas City Code, and as such CES was responsible for the operation and maintenance of the facility. DFM operated at a deficit, as high as \$956k in FY2009.

The 2009 Convention Center Refunding Bonds Ordinance, pledged 4.718% of the 7% HOT rate (67.4% of total collections) and the civic center revenues, to the payment of bonds and operation and maintenance of the Convention Center Complex. In addition, the Bond Ordinance dedicated 100% of ABT to operation and maintenance of the Convention Center Complex. The Convention Center Complex is defined in the ordinance as the civic center, park plaza parking garage, Union Station, and any other buildings and improvements which by action of the City Council are devoted to and made a part thereof. City Code defines the CES department as the Convention Center, Reunion Arena (demolished in 2009), the municipal produce market (sold in 2013), Union Station, and WRR radio station (reassigned to OCA in the FY03 adopted budget).

Based on the information provided above, and in consultation with Bond Counsel, the City Attorney's Office, concurs that the inclusion of the Dallas Farmers Market complied with the terms of the bond ordinance.

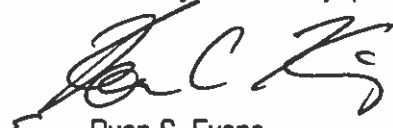
From 2007 to 2009 declining revenues caused CES to operate at a deficit and as a result CES deferred maintenance of the Convention Center. A Needs Assessment completed in 2010 identified over \$170m+ in needed capital improvements and repairs (see attached summary). The City initiated a \$60m Capital Improvement Program; however, over \$110m in needs remain unfunded, including electrical, plumbing and security system repairs. The sale of the DFM and increasing hotel occupancy tax (HOT) along with alcohol beverage tax (ABT) revenues have allowed CES to begin addressing unfunded needs by transferring surplus revenues to the Capital Improvement Fund for the Convention Center, including \$7.5m in FY2015 and an estimated \$4m in FY2016.

Furthermore, the flow of pledged revenues through the ordinance is defined as: 1st) satisfaction of the requirements of the Bond Fund, 2nd) satisfaction of the requirements of the Bond Reserve Fund, 3rd) satisfaction of Junior Lien Bonds, and 4th) to pay O&M expenses to assure efficient and proper operation and maintenance of the Convention Center. Additionally, Chapter 351 of the Texas Tax Code further restricts the use of HOT revenues, and states that "revenue may not be used for the general revenue purposes or general governmental operations of a municipality.

Due to the desire to create a dedicated revenue stream for the arts and the restrictions of pledged revenue, the City approached the Dallas Convention & Visitors Bureau (DCVB), and they agreed, to renew their contract one year early in order to reduce their 32.6% HOT allocation to 30%, allowing for 2.6% (an estimated \$1.4m in FY 2016) to be used for the Arts. The 32.6% is the only portion of HOT revenue, and only CES revenue source, which is not pledged and may be used for any allowable use of tax revenue identified in Chapter 351 of the Texas Tax Code, one of which is the encouragement, promotion, improvement and application of the arts. However, per Section 351.101(b), this new dedicated revenue stream must be expended in a manner directly enhancing and promoting tourism and the convention and hotel industry and may not be used for the general purposes or general governmental operations of a municipality, which would include operations and maintenance of cultural arts facilities.

As such, the City Council will consider authorizing a new contract with the DCVB for facility promotion, advertising and tourism development for 30% of HOT revenue collected on September 9, 2015 and subsequently, on September 22, 2015, an amendment to Chapter 44 of the Dallas City code providing for the partial reallocation of the 7% HOT to allow funding for the arts.

Should you have any questions, please contact my office.


For Ryan S. Evans
First Assistant City Manager

- c: A.C. Gonzalez, City Manager
- Warren M.S. Ernst, City Attorney
- Craig D. Kinton, 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

- Jill A. Jordan, P.E., Assistant City Manager
- Mark McDaniel, Assistant City Manager
- Joey Zapata, Assistant City Manager
- Jeanne Chipperfield, Chief Financial Officer
- Sana Syed, Public Information Officer
- Elsa Cantu, Assistant to the City Manager – Mayor & Council

2010 CONVENTION CENTER NEEDS ASSESSMENT
Summary of Remaining Needs

- **Back Of House Critical Infrastructure:** **\$16,874,938**
(Mechanical, Electrical and Plumbing replacements)
 - Cooling tower and chiller boiler replacements
 - Replace deteriorating electrical, mechanical and plumbing fixtures and equipment
 - **Vertical Circulation:** **\$2,068,750**
 - Escalator replacement and elevator modernization
 - Escalators and elevators are past their useful life
 - Parts are difficult to find
 - **Security Systems:** **\$1,706,563**
 - Repair, replace, and add updated cameras and recording equipment
 - **Interior Finishes Integrity:** **\$87,258,728**
 - Maintain, preserve and enhance existing facility
 - Replace worn and outdated finishes within the facility
 - **A.V. /Telecommunications:** **\$9,547,300**
 - Replace and upgrade in-house installed equipment
 - Parts and services are getting more difficult to find
- Grand Total: \$117,456,279**

Memorandum



CITY OF DALLAS

DATE September 4, 2015

TO The Honorable Mayor and Members of the City Council

SUBJECT West Nile Virus Update

This week, five positive WNV traps were confirmed in various locations throughout Dallas (see attachments). Furthermore, Dallas County Health and Human Services (DCHHS) announced additional positive human cases in the City of Dallas for the 2015 season.

Month	# of Positive Traps	
	2014	2015
May	0	0
June	0	1
July	8	28
Aug	12	50
Sept	11	5

**2015 as of 9/4/15 and 2014 as of 9/30/14*

The City will continue to maintain an integrated mosquito management program as recommended by Dallas County and the Center for Disease Control (CDC) that focuses on surveillance, reduction of breeding sites, community outreach, public education and the use of adulticides.

Public information and outreach continues on radio, billboards, social media, at community meetings, and at www.dallascityhall.com.

Please contact me if you have questions.

Joey Zapata
Assistant City Manager

Attachment

c: A.C. Gonzalez, City Manager
Warren M.S. Ernst, City Attorney
Craig D. Kinton, City Auditor
Rosa A. Rios, City Secretary
Daniel F. Solis, Administrative Judge
Ryan S. Evans, First Assistant City Manager

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Jeanne Chipperfield, Chief Financial Officer
Sana Syed, Public Information Officer
Elsa Cantu, Assistant to the City Manager – Mayor & Council



CITY OF DALLAS

— PUBLIC INFORMATION OFFICE —

FOR IMMEDIATE RELEASE
September 3, 2015

FOR MORE INFORMATION CONTACT:
Crystal Woods – Code Compliance Services
(214) 670-9573

Areas in Dallas to be sprayed for West Nile Virus

Dallas –Weather permitting; the areas delineated below are scheduled for mosquito control spraying on Thursday, September 3, 2015 and Friday, September 4, 2015 between 9:00 p.m. and 5:00 a.m. on each night.

Control Areas: The areas to be sprayed are within the following general boundaries:

7100 block of Valley View (75240): **Peyton Drive** on the north, **Hughes Lane** on the west, **Coit Road** on the east, and **Lyndon B. Johnson Freeway** on the south.

6500 block of Lazy River (75241): **Laureland Road** on the north, **University Hills Blvd** on the west, **Crouch Road** on the east, and **Lacewood Drive** on the south.

11100 block of Sinclair (75218): **Earlywood Drive** on the north, **Saxon Street** on the west, **Lanewood Circle** on the east, and **Alvin Street** on the south on the north, on the west, on the east, on the south.

While the insecticide is approved by the Environmental Protection Agency for treatment, residents in the above areas should avoid contact with the spray by staying indoors. Persons inside a vehicle while trucks are actively spraying should remain in their vehicles with the windows up and the air conditioner on until the trucks pass and the spray is no longer visible. Persons out during the scheduled spraying time should be alert for trucks and should not follow them. Residents who come in contact with the spray are advised to wash the affected area thoroughly with soap and water. The spray breaks down quickly in the presence of sunlight and has no residual effect.

Protection against mosquito bites

Dallas residents are urged to take precautions against mosquito bites by reducing outdoor activity during evening and nighttime hours. Residents who are outside during these times should cover their arms and legs and use a mosquito repellent.

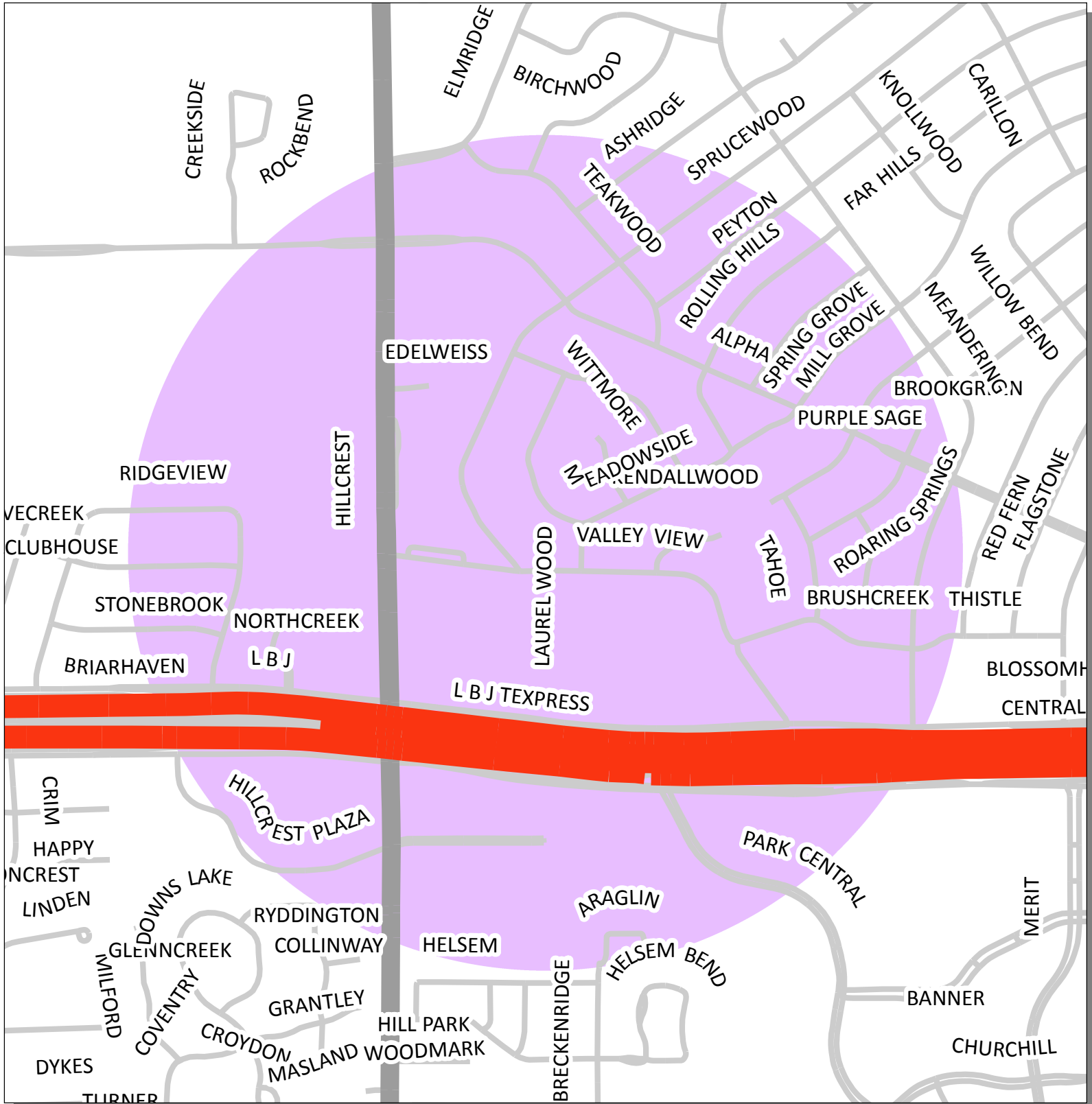
Prevent mosquito breeding

Residents should eliminate standing water to prevent mosquito breeding and the spread of West Nile Virus. Breeding places for mosquitoes include swimming pools that are not kept clean, stagnant ponds, pet watering dishes, birdbaths, potted plants, old tires, empty containers, toys and clogged rain gutters and French drains. Standing water should be eliminated promptly, as mosquitoes can grow from egg to adult in as little as seven days. To report standing water or mosquito problems Dallas residents should call 3-1-1. For additional information on Mosquito Control visit

www.dallascityhall.com.

WNV Ground Spray Target Area

Spray Dates: September 3, 2015 and September 4, 2015




Data Source:
Roads, Waterways, Lakes, Parks - City of Dallas Enterprise GIS
Spray Areas - City of Dallas Code Compliance Services

City of Dallas GIS Map Disclaimer:
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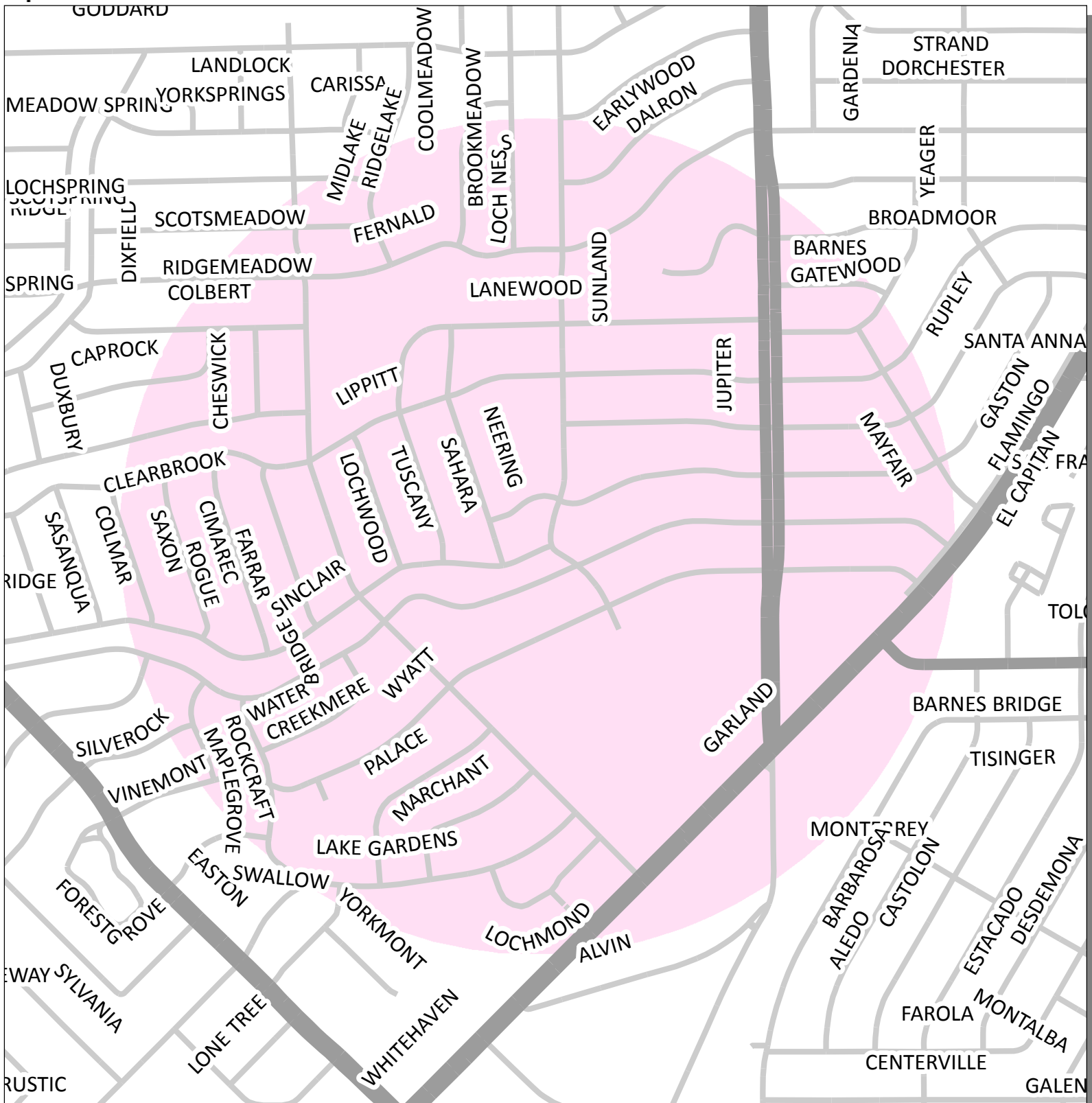
Dallas Code Compliance, what it all means

COMMUNITY

 Half Mile Radius



WNV Ground Spray Target Area
Spray Dates: September 3, 2015 and September 4, 2015



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Dallas Code Compliance, what it all means
COMMUNITY



 Half Mile Radius



CITY OF DALLAS

— PUBLIC INFORMATION OFFICE —

FOR IMMEDIATE RELEASE
September 4, 2015

FOR MORE INFORMATION CONTACT:
Crystal Woods – Code Compliance Services
(214) 670-9573

Area in Dallas to be sprayed for West Nile Virus

Dallas –Weather permitting; the area delineated below is scheduled for mosquito control spraying on Friday, September 4, 2015 and Saturday, September 5, 2015 between 9:00 p.m. and 5:00 a.m. on each night.

Control Areas: The area to be sprayed is within the following general boundaries:

6000 block of Jim Miller Road (75228): **Fenestra Drive** on the north, **Telegraph Avenue** on the west, **Senate Street** on the east and **RL Thornton Freeway** on the south.

While the insecticide is approved by the Environmental Protection Agency for treatment, residents in the above areas should avoid contact with the spray by staying indoors. Persons inside a vehicle while trucks are actively spraying should remain in their vehicles with the windows up and the air conditioner on until the trucks pass and the spray is no longer visible. Persons out during the scheduled spraying time should be alert for trucks and should not follow them. Residents who come in contact with the spray are advised to wash the affected area thoroughly with soap and water. The spray breaks down quickly in the presence of sunlight and has no residual effect.

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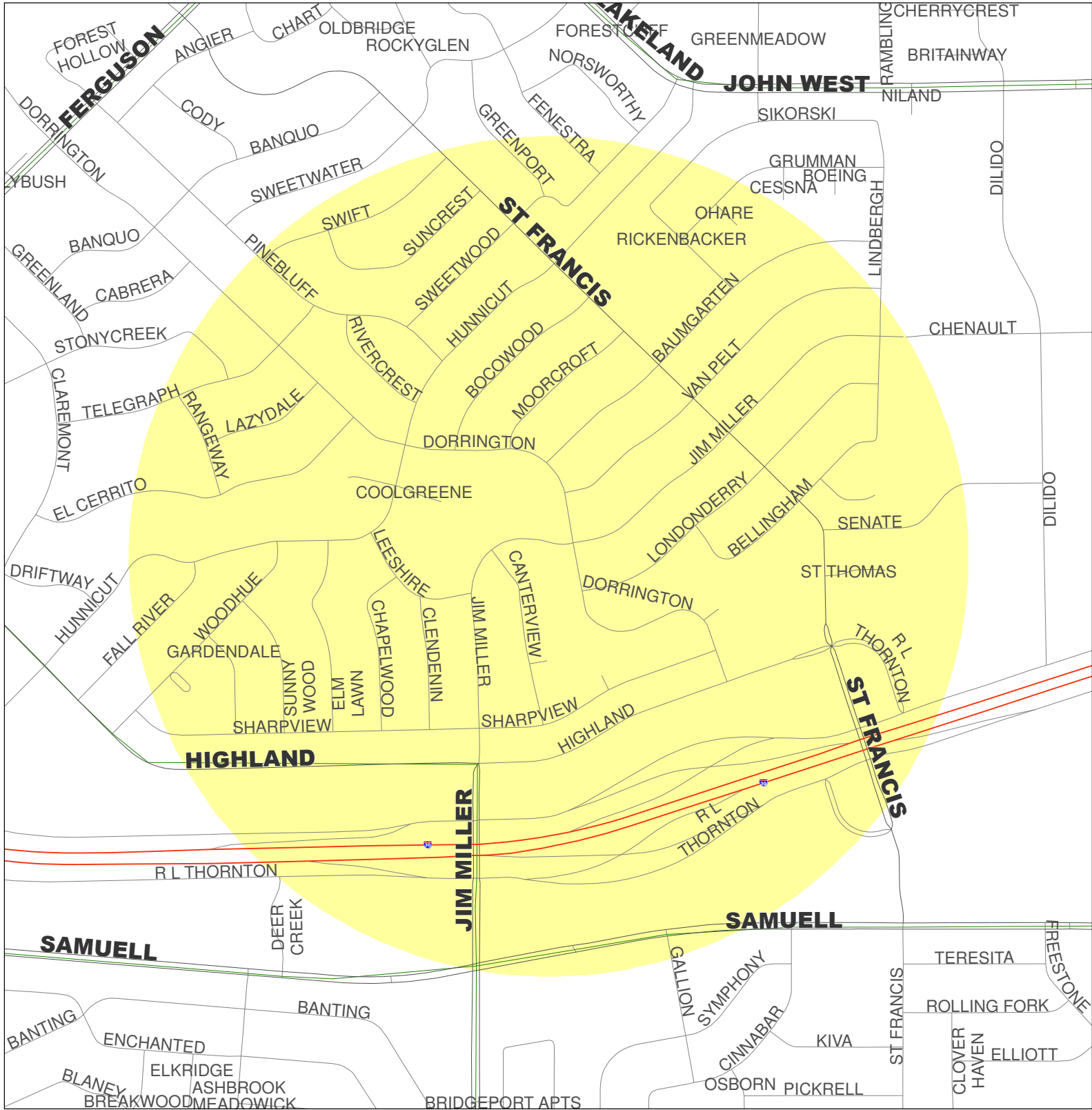
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To report standing water or mosquito problems Dallas residents should call 3-1-1. For additional information on Mosquito Control visit www.dallascityhall.com.

WNV Ground Spray Target Area

Spray Dates: September 4, 2015 and September 5, 2015



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Dallas Code Compliance, what it all means
COMMUNITY

Half_Mile_Radius
1 inch = 209 feet





CITY OF DALLAS

— PUBLIC INFORMATION OFFICE —

FOR IMMEDIATE RELEASE

September 2, 2015

FOR MORE INFORMATION CONTACT:

**Crystal Woods – Code Compliance Services
(214) 670-9573**

Areas in Dallas to be sprayed for West Nile Virus

Dallas –Weather permitting; the areas delineated below are scheduled for mosquito control spraying on Wednesday, September 2, 2015 and Thursday, September 3, 2015 between 9:00 p.m. and 5:00 a.m. on each night.

Control Areas: The areas to be sprayed are within the following general boundaries:

5900 block of Monticello Avenue (75206): **Morningside Avenue** on the north, **Worcola Street** on the west, **Concho Street** on the east and **Ridgedale Avenue** on the south.

11400 Park Central (75230): **Forest Lane** on the north, **St. Michael Drive** on the west, and **North Central Expressway** on the east and **Royal Lane** on the south.

7100 block of Joyce Way (75230): **Glendora Avenue** on the north, **Hillcrest Road** on the west, **Central Expressway** on the east, **Park Lane** on the south.

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PRESS RELEASE

DALLASCITYNEWS.NET



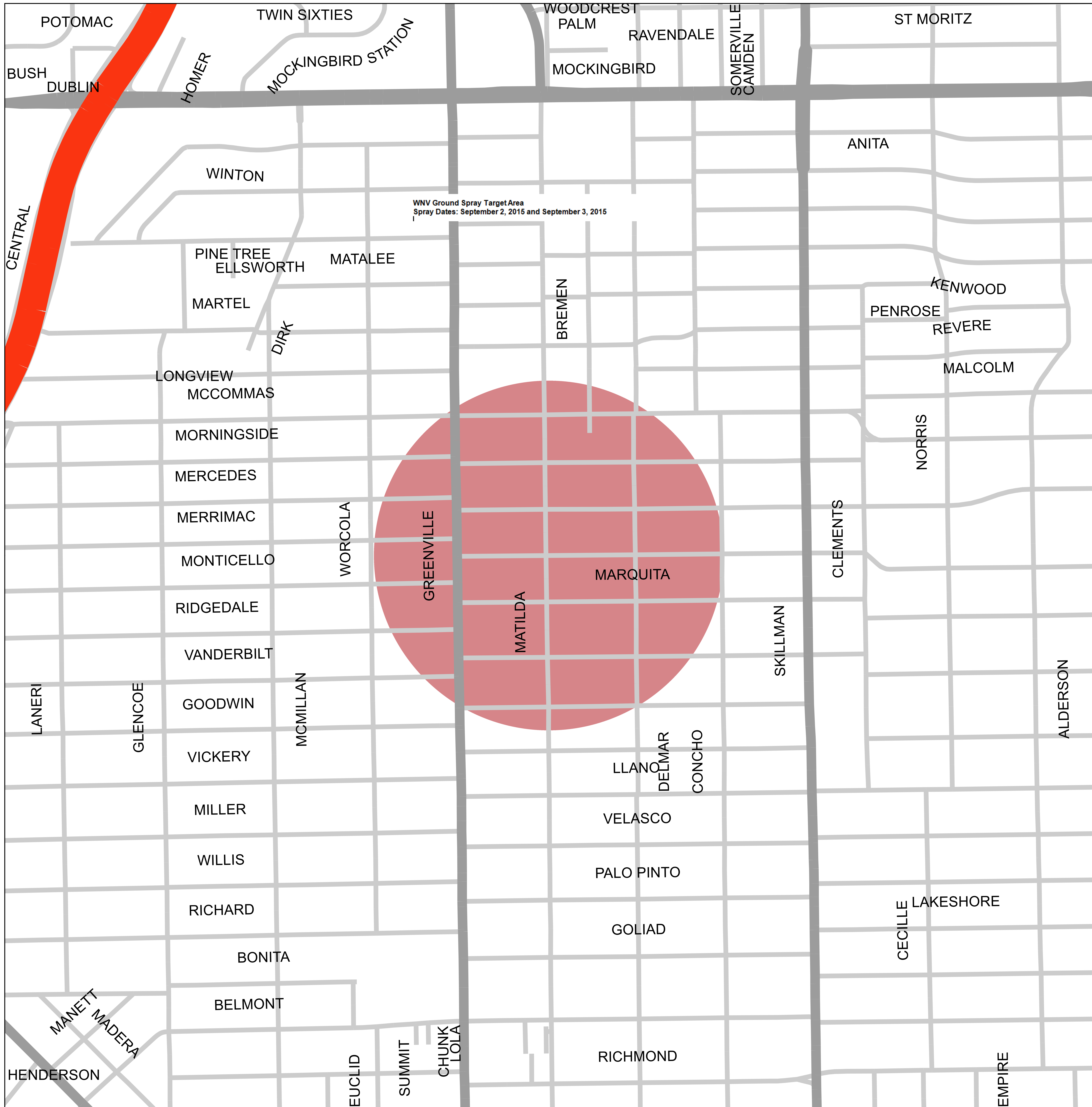
CITY OF DALLAS

— PUBLIC INFORMATION OFFICE —

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WNV Ground Spray Target Area

Spray Dates: September 2, 2015 and September 3, 2015

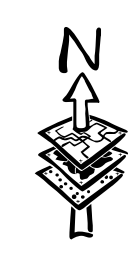


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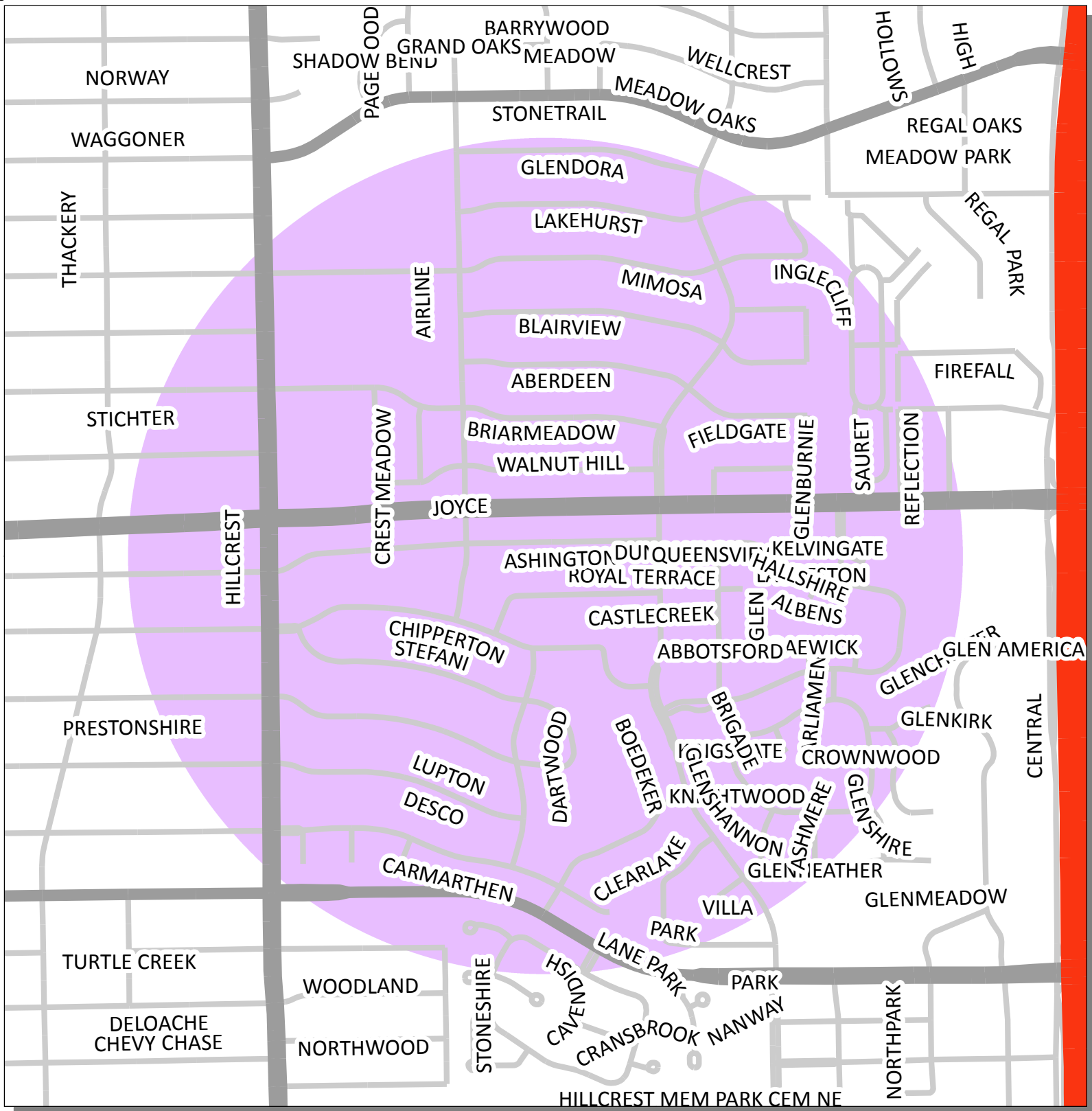
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WNV Ground Spray Target Area

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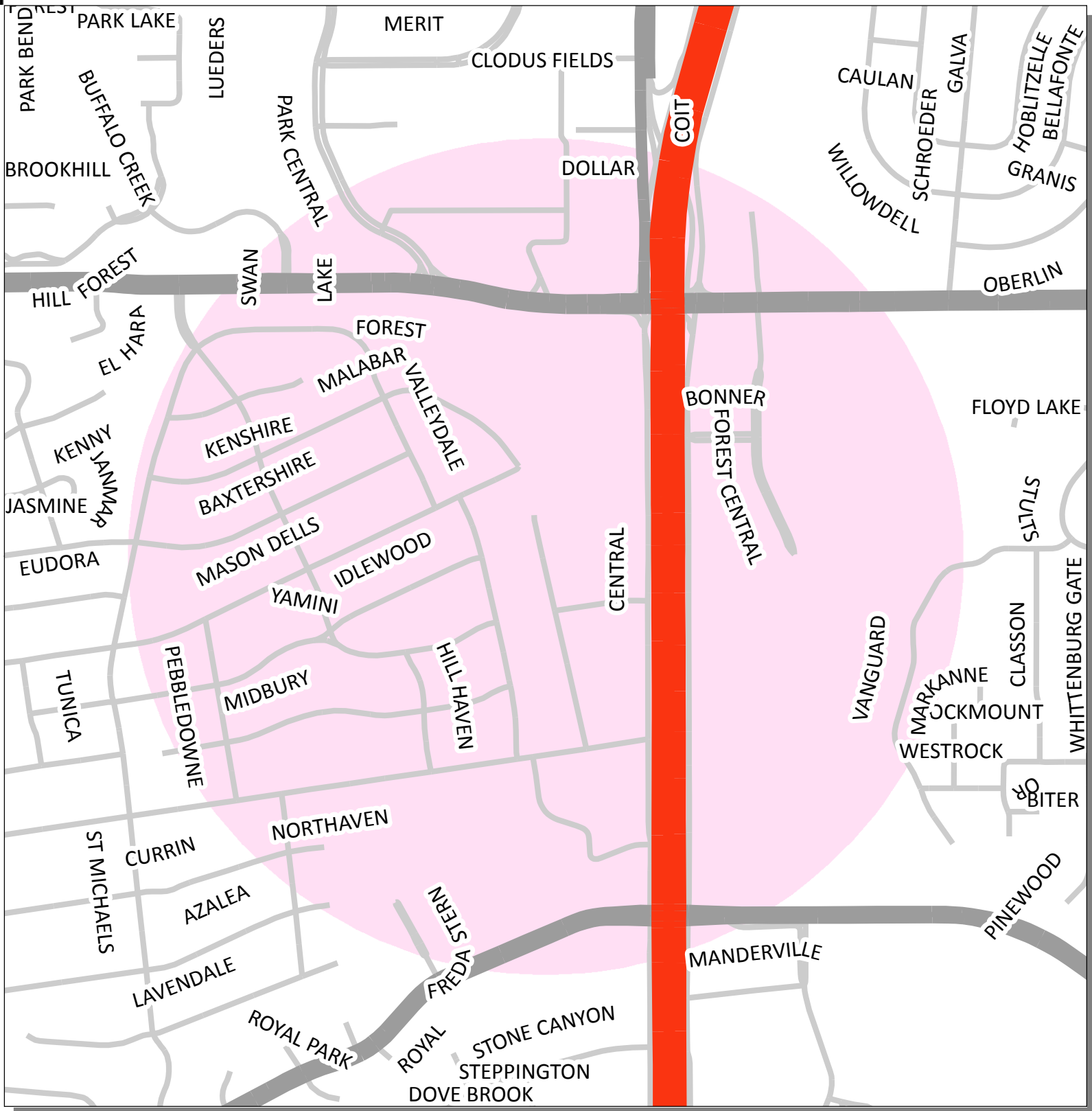
Dallas Code Compliance, what it all means
COMMUNITY

Half Mile Radius



WNV Ground Spray Target Area

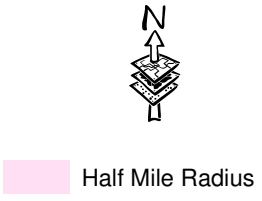
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Dallas Code Compliance, what it all means
COMMUNITY



Memorandum



CITY OF DALLAS

DATE September 4, 2015

TO The Honorable Mayor
and Members of the City Council

SUBJECT Animal Service Officer Vacancies

As promised at the September 2nd briefing I have included data about Animal Service Officer positions filled this fiscal year. The spreadsheet shows the Civil Service Department's response to requisitions to fill positions submitted by Dallas Animal Services (DAS). According to our records DAS has filled four positions to date. Civil Service has responded promptly to every request submitted for these positions.

If you have any questions about this information I would be happy to answer them.


Patricia Marsolais, PHR, IPMA-CP, CBM, CSSBB, CLSSS
Secretary
Civil Service Board

Attachment

c: Honorable Mayor and Members of City Council
A.C. Gonzalez, City Manager
Warren M.S. Ernst, City Attorney
Craig D. Kinton, City Auditor
Rosa A. Rios, City Secretary
Daniel F. Solis, Administrative Judge
Ryan S. Evans, First Assistant City Manager
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Eric D. Campbell, Assistant City Manager
Jeanne Chipperfield, Chief Financial Officer
Sana Syed, Public Information Officer
Elsa Cantu, Assistant to the City Manager
Anita M. Childress, Chair, Civil Service Board
Flora M. Hernandez, Vice-Chair, Civil Service Board
Jeff Bryan, Civil Service Board
Johnny Clark, Civil Service Board
Albert T. Turner, Civil Service Board
Sharon L. Van Sell, Civil Service Board
Terrence Welch, Civil Service Board

Dallas Animal Services (DAS) Positions
FY14-15

Position	Vac	Advertised Dates	Applications Rec'd	Qualified Candidates	1st Referral after posting	Final Referral Date	Date and Number of Hires
Animal Services Officer (ASO)	4	8/31-9/13/14	144	47	10/7/2014	10/24/2014	2/18/15 (4)
	6	N/A ¹			11/21/2014 ¹		Requisition Cancelled ²
	5	8/2-8/29/15	276	applications under review	N/A	N/A	N/A
Animal Services Officer, Sr (Sr. ASO)	5	7/5-8/22/15	64	22 ³	8/4/2015	8/24/2015	N/A

1 Position not reposted; existing list of eligible candidates referred on 11/21/14.

2 Five of the six positions were upgraded to Sr. ASOs; one position resubmitted as ASO along with four additional vacancies.

3 DAS has requested that CVS re-review the applications that did not pass auto score or a manual review.

Memorandum



CITY OF DALLAS

DATE September 4, 2015

TO Honorable Mayor and Members of the City Council

SUBJECT **September 9, 2015 Agenda Item #15 – Correction Memo**

Please note the following corrections to the September 9, 2015 Agenda Item #15. The resolution should read as follows:

The Section WHEREAS – ninth paragraph

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

The Be It Resolved Section 1 (e)

(e) A minimum of ~~five~~ four new stations will be added in order to maximize transit oriented development potential.

Additionally, City Council members and staff have received a high number of letters stating their position and concerns on the locally preferred alternative for D2. Attached is the packet containing all letters and emails received to date. Any additional communications will be distributed at the City Council meeting on Wednesday, September 9, 2015. If your staff receives any correspondence that you would like in the packet, please forward them to me for distribution.

A handwritten signature in blue ink that reads "Theresa O'Donnell".

Theresa O'Donnell
Chief Planning Officer

c: A.C. Gonzalez, City Manager
Warren M.S. Ernst, City Attorney
Craig D. Kinton, City Auditor
Rosa A. Rios, City Secretary
Daniel F. Solis, Administrative Judge
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Sana Syed, Public Information Officer
Elsa Cantu, Assistant to the City Manager – Mayor & Council



DOWNTOWN
DALLAS INC

Bank of America Plaza
901 Main Street, Suite 7100
Dallas, Texas 75202
p 214.744.1270
f 214.744.1986
downtowndallas.com

August 4, 2015

Mr. Gary Thomas
President and Executive Director
Dallas Area Rapid Transit
P.O. Box 660163
Dallas, TX 75266-0163

Dear Gary:

On behalf of the Downtown Dallas, Inc. (DDI) Executive Committee, representing major development, corporate, and community interests in Downtown, we welcome the opportunity to provide input as DART considers alternatives for the second Downtown light rail alignment (D2).

DDI established a Transportation Task Force to review the various alternatives for the second alignment. The task force established criteria and a weighting system to evaluate the alternatives.

The result of the evaluation was that Alignment B-4 Lamar Young was found to yield the highest score. At an estimated cost of \$511 million, it allows DART to deliver the entire D2 service within the budget established for the core capacity grant, rather than only a north-south Phase 1 spur, and it attracts the most new riders of any of the options. B-4 is characterized by a greater percentage of at-grade alignment, which if designed and constructed to a properly high urban design standard, can serve to beautify and bring vitality to the corridors through which it passes. This also can serve to better stimulate new development in station areas.

DDI's preference for B-4 is enthusiastic in concept, but reserved in detail. The ultimate success of this alternative depends on considerable attention to the fine-grained horizontal and vertical alignment decisions which can greatly increase or decrease 1) temporary impacts on adjacent properties, 2) whether a property take is required, 3) station area development potentials, and 4) quality and beauty of streetscape environment. The focus areas at which we encourage DART to exercise special attention to detailed design decisions are specified in the attached report.

The task force report and recommendation was approved by the DDI Executive Committee at its July meeting. The complete task force report is attached for your information.

A recommendation in our approved Downtown Dallas 360 plan was to have DART consider an alignment that would include a stop at Union Station. Since DART has determined that soil conditions are not conducive to that alignment, we would ask that the B-4 alternative be connected to Union Station by the Dallas Streetcar.

Sincerely,



John F. Crawford
President and CEO

**DART D2 Alternatives Analysis
DDI Transportation Task Force
Report and Recommendation
July 21, 2015**

DDI convened the Transportation Task Force for the purpose of reviewing the alternative alignments for DART's second light rail route through Downtown Dallas. Participating in this work were Larry Good, Chair of the Task Force, DDI team members John Crawford, Kourtney Garrett, Jim Wood, Dustin Ballard and Shalissa Colwell, and Task Force members Mark Goode, Craig Melde, Allan Zreet, Tom Persch, Lori McWilliams and Ben Reavis. Our review was facilitated by having a full copy of the briefing on the alternatives presented by DART staff to the DART Planning Committee, dated May 26, 2015. The briefing materials included maps of each of nine alternatives along with their cost and ridership analysis matrix, summary of pros and cons and renderings of key locations along the alignments.

In addition, the Task Force was informed by comments from Downtown Stakeholders in a series of community meetings facilitated by the Task Force over the past several months. These meetings were attended by more than 100 people in aggregate.

The Task Force discussed and agreed on a list of criteria against which each of the alignments should be considered in determining a "DDI-Preferred Alignment."

Those criteria are as follows:

1. Cost to construct, with particular importance placed on whether the entire D2 alignment (rather than just "Phase 1") could be constructed within the initial budget for core capacity.
2. Ridership projection (provided by DART)
3. New service to key destinations. For this criterion we paid particular attention to valuing new service over redundant service which duplicates that already provided by the current DART alignment downtown. Special value is placed on service to The Perot Museum/Klyde Warren Park, the Convention Center Hotel, City Hall and the Farmers Market district.
4. Catalytic effect. To what extent do new station locations promote/unlock the development potential of downtown sites?
5. Urban design character and street level activation. How might a proposed alignment and its station locations improve the vibrancy and character of downtown's fabric. Does DART's investment in a corridor improve the image of the city? Is there strong potential for exemplary design?
6. Transportation connectivity. How does an alignment decision provide multi-modal and transfer opportunities at a station hub. The connectivity with the Red/Blue light rail lines, the TRE, the Modern Streetcar, bus transfer station and future high speed rail should be considered.
7. Construction disruption and impacts on existing property owners; this includes consideration of any likely takings and considers whether the impacts have reasonable mitigation and/or replacement strategies.
8. Impact on historic and/or cultural resources.

We agreed that not all of these criteria should be weighted of equal importance. Toward that end, the Task Force established the following weights for each criterion:

Cost to Construct	25%
Ridership Projection	17%
Service to Key Destinations	16%
Catalytic Effect	12%
Urban Design Character/Street Level Activation	10%
Transportation Connectivity	10%

Disruption/Impacts on Property Owners	5%
<u>Impact on Historic/Cultural Resources</u>	<u>5%</u>
Total	100%

In an effort to create a quantitative analysis to compare the alignment options, values from 5 (best) to 1 (worst) were assigned to each alternative under each criterion. We also gave consideration to what we would term as “fatal flaws” that should rule out an alignment option regardless of how it scores on other criteria. Those “fatal flaws” are noted with an “x” on the matrix and those alternatives were not further evaluated.

Alignment B4 Elevated was eliminated from consideration by the Task Force because we felt the elevated structure and stations were harmful to the design character of the Downtown environment, and contributed nothing to the vitality of our Downtown street life. Alignments B7, B7a and C3a were not evaluated because they are far outside the budget for core capacity that would permit full construction of D2 as a single phase of work.

The result of the evaluation was that Alignment B-4 Lamar Young was found to yield the highest score. At an estimated cost of \$511 million it allows DART to deliver the entire D2 service through Downtown within the budget established for the core capacity grant, rather than only a north-south Phase 1 spur, and it attracts the most new riders of any of the options. B-4 is characterized by a greater percentage of at-grade alignment, which if designed and constructed to a properly high urban design standard, can serve to beautify and bring vitality to the corridors through which it passes. This also can serve to better stimulate new development in station areas.

DDI’s preference for B4 is enthusiastic in concept, but reserved in detail. The ultimate success of this alternative depends on considerable attention to the fine-grained horizontal and vertical alignment decisions which can greatly increase or decrease 1) temporary impacts on adjacent properties, 2) whether a property take is required, 3) station area development potentials and 4) quality and beauty of streetscape environment. The focus areas at which we encourage DART to exercise special attention to detailed design decisions are the following:

The West End U-Wall:

Examine alternatives for the location of transition from at grade to below grade, in cooperation with the Asian Museum and Granite Properties (among others) to optimize the development potentials and access for these important undeveloped tracts.

Metro Center Station:

The vertically separated multi-modal/transfer characteristic of this proposed station holds immense potential in an area that still has undeveloped parcels nearby. Connections of D2 with the Modern Streetcar, West End Bus Transfer and existing West End Station should be accomplished with an exemplary pedestrian-friendly design environment. No underground retail activities should be included at Metro Center, with the exception of rider amenities such as a newsstand or coffee kiosk. This station presents an opportunity to redesign and positively impact the existing bus transfer center.

Griffin/Young U-Wall:

The location where D2 transitions from below grade to at grade in the government center must be positioned to avoid the closure of Wood or Field Streets, should respect the access requirements of the Aloft Hotel and preserve development opportunities for the remainder of the block.

Harwood Station:

The B4 alignment without the Harwood Station deletes a station which could drive economic development in an area that may otherwise lag the rest of Downtown. Although we recognize that this station increases the dimensional pressures on Young Street right of way near First Presbyterian, as well as increases cost, we support the benefits of providing the Harwood Station, and encourage careful attention to its design.

First Presbyterian Church:

We believe it is possible to accomplish a median-running alignment in Young, passing between the FPC parking garage and the walls of Encore Park, providing that the City of Dallas will cooperate in either a two or three-lane Young configuration or a reduction to four 10-foot lane widths. The alternative is to construct a new below-grade replacement garage for FPC which opens an opportunity for the church to reclaim the lid of the garage for a welcoming new entry court and a future building construction site. DART's arrival on the FPC campus should be presented in such a way to be seen as a new asset for the church, rather than a liability. The detailed design of this portion of B4 is critical to access and pedestrian movements for the church.

Farmers Market Townhomes:

It appears that B4 can be accomplished without taking any townhomes. However, the alignment passes in close proximity to these homes, suggesting that sound attenuation measures (such as replacing windows with triple-pane glass) and construction of a trail alongside the DART tracks to provide a connection into Deep Ellum are mitigation strategies which should be considered. These same strategies should be applied to the alignment as it passes the Loncar Law Offices in the historic Wheel Factory building and adjacent to the Dallas Ballet building in future Harwood Park.

Connection to High Speed Rail:

The Task Force agrees that a connection from light rail to a future High Speed Rail Station along I-30 is a must. None of the proposed alternatives provide an adequate connection within reasonable, safe, pleasant walking distance of the possible HSR station. In fact, none of the alternatives appear to serve HSR any better than the existing Convention Center Station. We recommend that construction of a spur tunnel as an extension of D2 be accomplished as a next phase of work, should the High Speed Rail come to pass. Alternatively, a modern streetcar extension might be implemented from the Convention Center Hotel on south Lamar to the Belleview LRT Station and on to the High Speed Rail Station. Or perhaps a "skylink" people mover could offer an elevated connection above the roof of the Convention Center from the hotel and Government Center Station to HSR.

**D2 Corridor
Alignment Alternatives
DDI Transportation Task Force Evaluation
21-Jul-15**

Criteria	Weight	B4 Lamar Young	B4 w/o Lamar Young w/a Harwood Station	B4a Lamar Marfile	B4b Lamar Convention Hotel	B4c Lamar Young (East End)	B4d Lamar Young (West End)	B4e Lamar Young (South End)	C1 Victory Union Young	C2 Victory Union Convention Center
Cost to Construct	25%	5 (\$511M cost)	5 (\$433M cost)	2 (\$430M cost)	5 (\$494M cost)	5 (\$505M cost)	X	X	4 (\$596M cost)	X
Ridership Projection	17%	5 40,500	2 31,100	4 37,600	3 33,200	40,500	31,600	34,100	2 30,900	31,900
Service to Key Destinations	16%	3	3	4	5				2	
Convention Center Hotel		poor (5 blocks)	poor (5 blocks)	moderate (4 blocks)	good (1 block)				good (2 blocks)	
City Hall		good (1 block)	good (1 block)	excellent (on site)	excellent (within building)				good (1 block)	
Perot Museum/ Hyde Warren Park		excellent (on site)	excellent (on site)	excellent (on site)	excellent (on site)				no service	
Farmers Market		moderate (4 blocks)	moderate (4 blocks)	moderate (3 blocks)	moderate (3 blocks)				moderate (4 blocks)	
Catalytic Effect	12%	5	3	1	1				4	
Urban Design Character/Street Level Activation	10%	5 Victory/Young	4 Victory/Young	Subway	Subway	X			3 Young only	
Transportation Connectivity	10%	3	3	3	4				2	
Modern Streetcar		Metro Center Station (good)	Metro Center Station (good)	Metro Center Station (good)	Metro Center Station (good)				Union Station (good)	
Red/Blue Transfers		Metro Center Station (good)	Metro Center Station (good)	Metro Center Station (good)	Metro Center Station (good)				Union Station (good)	
West End Bus Transfer Station		Metro Center Station (good)	Metro Center Station (good)	Metro Center Station (good)	Metro Center Station (good)				No Service (poor)	
High Speed Rail		Requires spur construction	Requires spur construction	Requires spur construction	Requires spur construction				Requires spur construction	
TRE Transfers		At Victory Station (good)	At Victory Station (good)	At Victory Station (good)	At Victory Station (good)				At Victory & Union Station (excellent)	
Disruption/Impacts on Property Owners	5%	2 First Pres./City Hall Garage Entry/Loft	2 First Pres./City Hall Garage Entry/Loft	2 Harwood closure/ Townhomes	2 Townhomes				2 First Pres./CC Hotel U-Wall/City Hall Garage Entry	
Impact on Historic/Cultural Resources	5%	1 Wheel Factory/ West End U-Wall/ Harwood Park	1 Wheel Factory / West End U-Wall/ Harwood Park	3 West End U-Wall / Scottish Pete	4 West End U-Wall/ Scottish Pete				2 Wheel Factory/ Harwood Park	
Summary Score		4.13	3.28	2.59	2.43				2.73	

Scoring:
5 = best performance/most responsive
1 = worst performance/least responsive
X = fatal flaws/ alternative not evaluated

PEER REVIEW GROUP'S CONCLUSIONS ON ALIGNMENT ALTERNATIVES FOR DART "D2" 2ND DOWNTOWN LIGHT RAIL TRANSIT LINE

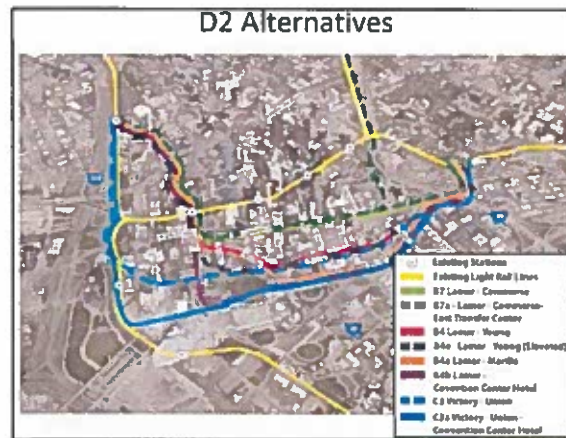
August 18, 2015

1.1 BACKGROUND

Dallas Area Rapid Transit (DART) has advanced substantially toward its initial vision adopted by 58 percent of voters in 14 cities, plus Dallas County on August 13, 1983. On August 18, 2014, the most recent segment of the Orange Line opened to the new DFW Airport Station. With this opening, DFW Airport becomes the third-largest American airport with a direct rail connection to the city center, giving the world's third-busiest airport direct-rail access for more than 61 million passengers annually. Only months later, DART held a groundbreaking for DART's 3-mile Blue Line extension from Ledbetter Station to a new University of North Texas (UNT) Dallas Station on the UNT-Dallas campus. The Blue Line extension also includes a new station at Camp Wisdom Road. (DART.org/about/history.asp)

These rail lines to and from the downtown Dallas area extend to cities north, south, east, and west, advancing the DART system from simply a public transportation mode to a ubiquitous mobility choice. At issue is ensuring that DART has the capacity to continue increasing its ridership and reduce its station headways. To satisfy these demands, DART must construct a second rail line connector through Downtown Dallas to accommodate the longer and additional trainsets required.

The Peer Review Team, made up of 6 architectural or planning professionals, 3 others from the public sector and another from academia, examined the outcomes and responses from DART's extensive alternative alignment studies and public meetings made available by DART principals. The peer reviewers met on four occasions to examine past discussions, evaluate recent conclusions, and offer feedback and recommendations on those



outcomes. In the opinion of most of the reviewers, DART's ultimate decision will set the direction for the emerging alignment for decades to come.

The proposed Alignments for the DART D2 next phase of the 2030 Plan (see D2 *Alternatives Summary Appendix A.*) were developed by the DART Planning Department, led by Mr. Steve Salin, Vice President of Capital Planning Growth & Regional Development, along with Transit Project Manager III, John Hoppi. With considerable public input, DART has suggested the various routes and station locations, indicated potential alignment alternatives (shown on the referenced Alternatives document *Appendix B*), as well as options for the final design and construction of D2. (*Appendix C.*)

The study area is bounded by the existing LRT line through the northern side of downtown, IH-35E (Victory Station), US-75/IH-345 (Deep Ellum Station), and IH-30.

This group originated when a GDPC member firm offered DART the input of a Peer Review Group - representing the GDPC membership, and DART accepted. This document is the summary of that review and dialog with resulting conclusions.

1.2 RATIONALE

It is important to the Greater Dallas Planning Council (GDPC) to maintain the role as a collaborative "thought leader" regarding public policy impacting the quality of life for current and future residents, as well as for visitors to North Central Texas.

1.3 CHARTER

To apply the collective expertise of GDPC members to develop a commentary on the DART D2 alignment determination, designed with the:

- Objective of increasing core capacity and an
- Outcome of increased ridership desired throughout the system



1.4 METHODOLOGY

The group gained insight into the various alignment and station possibilities as produced by the DART Planning Group. This information, along with questions and discussion regarding priorities as they relate to the goal of the meetings, shaped the dialog. Initially, the group engaged in adopting what they believed to be the most important points, then committed to a list of priorities, and identified desired outcomes. This activity designated major headings to examine, which in turn, produced points to discuss, making decisions on the validity of each point as it related to the two

objectives. What ensued for the duration of the meetings was a robust discussion covering numerous questions, posits, decisions, agreement, and discourse. But the take-away was that the exercise covered an abundance of information and potential remedies, leaving the group feeling that the time spent was worth the effort and of value to DART and Dallas City Leadership.

1.5 PRIMARY CRITERIA

The criteria described in A-E below were utilized to 1) explore possible alternatives/outcomes and 2) investigate, through dialog and exchange, other factors which produce results that may have stronger appeal to both riders and area stakeholders while satisfying the objectives of our Charter.

A. MAXIMIZE CONNECTIVITY

- Consideration of existing and forecasted future mobility systems. While some saw this as an important imperative to consider as it relates to the High Speed Rail (HSR), DART's Capital Investment Grant (CIG) application needs assurance that the selected Local Preferred Alternative (LPA) is based on empirical decisions in pursuit of enhancing current system ridership. While the group expressed that accommodating the greatest number of riders is the goal because revenues drive the train, they also confirmed support of HSR when it is farther along in development.
- For DART – there's nothing in their charter that enables them to direct how adjacent property owners choose to relate. Only the City's zoning and development codes can do that. A best outcome for them (and the proposed HSR enterprise) would be that enough area stakeholders embrace the value of the system. The result would be an energized district that contributes to O&M and further investments. Their key role is ensuring the right-of-way can connect and relate.
- The need to interconnect HSR and DART is obvious. However, caution is needed to arrive at valid assumptions about its impact, relationship to the CBD, and how best to provide the trip to the passenger's final destination. The proposed HSR train will arrive during peak hours every 30 minutes. The capacity of each train is 400 passengers. Probably fewer than ½ will be going to a destination that is within walking distance of a DART station. And of that number, many of the business travelers (who can expense the cost) will elect to take a cab or ridesharing service. Most likely passengers going to Houston will probably drive or rideshare to the station, some will cab. Many will ride DART. In many ways HSR may perform like Love Field, but with a higher percentage of business based trips. There is no question that multi-modal service, including DART LRT, is needed; however, peer reviewers determined that it's too early to judge its development impact or service needs.

- Part of the reluctance of DART to spend precious capital for additional line and station consideration for connections to HSR is lack of financial capacity.

B. WISE USE OF PUBLIC FUNDS

- Create a single system efficiently in one phase
- Recognize conflicts between other criteria and DART's capacity for funding
- Grant application needs to include the LPA based on empirical decisions in pursuit of enhancing current system ridership
- Some commented that the priority is to have an effective transit system that is done correctly, rather than just done efficiently

C. ADDRESS LIKELY PROJECTED FUTURE NEEDS

- Demographic shifts (multigenerational)
- Core vs. suburb shifting relationships
- Jobs vs. origin/destination emphasis
- Maximize flexibility over useful life
- Connections with future mobility option

D. COORDINATE WITH OTHER CIVIC DEVELOPMENTS

- Coordinate with existing urban civic infrastructure
- Accommodate transitions to "Complete Streets" and visions developed during DD360 updates
- Accessibility (wheeled vehicles and pedestrian routes)
- Be mindful of other developments/impacts and subsequent CityMap outcomes

E. FUTURE SYSTEM CONSIDERATIONS





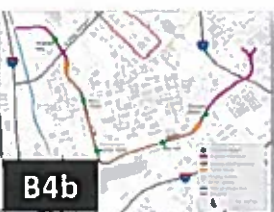

- Consideration for how synergies can develop from working with multiple agencies/groups
- Strive for developing ambiance in the stations/boarding areas
- Plan for seamless experience beyond points of departure to points of destination, including before and after entering the DART system, creating a sense of place at each terminus
- Activate the Edges – transparent, interconnected stations that are less a transit stop and more a "piazza" to promote community, increase ridership, and improve the visibility and comfort of riding DART

1.6 CONCLUSIONS

- A. **B4 Alignment (Appendix B) or B4 Alternative with Avoidance Option (Appendix C)** comes closest to meeting the criteria of the majority of this group, although not everyone was in concert with this opinion. In addition, some worry that modifying current station locations - decreasing from two to one station - may reduce potential ridership, which DART staff are continuing to evaluate and will announce findings
- B. Alignment should be visible or at grade as much as possible
- C. Utilize appropriate architectural components as conduits to express public art
- D. Multimodal and Intermodal are both key (connectivity/future needs)
- E. Seamless accessibility must be maintained throughout the entire system
- F. Also discussed was the low current ridership from the Convention Center. The group felt there are much stronger potential catchment areas further east of City Hall.

APPENDIX A.1


July 2015 City Briefings – Alternatives Summary, page 1 of 2

 <h1>Alternatives Summary</h1>			
July 2015 City Briefings			
	Summary	Pros	Cons
 <p>B4</p>	<ul style="list-style-type: none"> • 2.41 miles • Cost \$511 M • 21% tunnel • 40,500 trips • + \$2.5 M O&M/yr 	<ul style="list-style-type: none"> • Highest ridership • Low capital cost • Full D2 alignment within budget • Low O&M • Better visibility on Young Street • New market areas 	<ul style="list-style-type: none"> • Relocate First Presbyterian garage • Opposition from First Presbyterian Church • Concerns regarding proximity to residential
 <p>B4 w/o Harwood</p>	<ul style="list-style-type: none"> • 2.41 miles • Cost \$493 M • 21% tunnel • 31,100 trips • + \$2.2 M O&M/yr 	<ul style="list-style-type: none"> • Low capital cost • Low O&M cost • Full D2 alignment within budget • Better visibility on Young Street • New market areas 	<ul style="list-style-type: none"> • Low ridership • Relocate First Presbyterian garage • Opposition from First Presbyterian Church • Concerns regarding proximity to residential
 <p>B4a</p>	<ul style="list-style-type: none"> • 2.48 miles • Cost \$830 M • 41% tunnel • 37,600 trips • + \$4.3 M O&M/yr 	<ul style="list-style-type: none"> • Moderate-High ridership • New market areas 	<ul style="list-style-type: none"> • High cost • Some residential acquisition • Opposition from Farmers Market neighborhood
 <p>B4b</p>	<ul style="list-style-type: none"> • 2.64 miles • Cost \$898 M • 44% tunnel • 33,200 trips • + \$4.4 M O&M/yr 	<ul style="list-style-type: none"> • Additional access to Convention Center area • New market areas 	<ul style="list-style-type: none"> • Low ridership • High cost • Some residential acquisition • Opposition from Farmers Market neighborhood
 <p>B4e</p>	<ul style="list-style-type: none"> • 2.67 miles • Cost \$505 M • Elevated • 40,500 trips • + \$2.5 M O&M/yr 	<ul style="list-style-type: none"> • High ridership • Lower cost • Full D2 alignment within budget • Low O&M • Avoids relocation of First Presbyterian parking garage • New market areas 	<ul style="list-style-type: none"> • Visual issues with structure • Opposition from First Presbyterian Church • Concerns regarding proximity to residential • Lack of public support (negative visual impact)




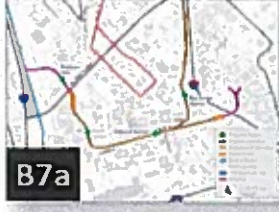


APPENDIX A.2

July 2015 City Briefings – Alternatives Summary, page 2 of 2




Alternatives Summary

July 2015 City Briefings

	Summary	Pros	Cons
 B7	<ul style="list-style-type: none"> • 2.27 miles • Cost \$912 M • 49% tunnel • 31,600 trips • + \$3.4 M O&M/yr 	<ul style="list-style-type: none"> • Low O&M cost • Serves office core • Enhanced transfer opportunity with existing Bryan/Pacific LRT mall 	<ul style="list-style-type: none"> • High cost • Low ridership • Proximity to existing Bryan/Pacific LRT mall may duplicate service
 B7a	<ul style="list-style-type: none"> • 3.29 miles • Cost \$1,173 M • 65% tunnel • 38,100 trips • + \$3.9 M O&M/yr 	<ul style="list-style-type: none"> • Serves office core • Increases use of East Transfer Center • More direct connection to North Central corridor 	<ul style="list-style-type: none"> • Most expensive • Most tunnel
 C3	<ul style="list-style-type: none"> • 2.24 miles • Cost \$596 M • 34% tunnel • 30,900 trips • ~\$8.0 M O&M/yr 	<ul style="list-style-type: none"> • Utilizes existing LRT tracks north of Woodall Rodgers • Lower cost • Better visibility on Young Street • Full D2 alignment within budget 	<ul style="list-style-type: none"> • Low ridership • Poor geology • Relocation of West Bus Transfer Center • High O&M cost • Woodall Rodgers modifications • Relocate First Presbyterian garage • Opposition from First Presbyterian Church
 C3a	<ul style="list-style-type: none"> • 2.26 miles • Cost \$1,057 M • 54% tunnel • 31,900 trips • + \$10.2 M O&M/yr 	<ul style="list-style-type: none"> • Utilizes existing LRT tracks north of Woodall Rodgers • Serves Union Station 	<ul style="list-style-type: none"> • Low ridership • Most expensive • Significant tunnel • Poor geology • Relocation of West Bus Transfer Center • Increased O&M • Some residential acquisition • Opposition from Farmers Market neighborhood

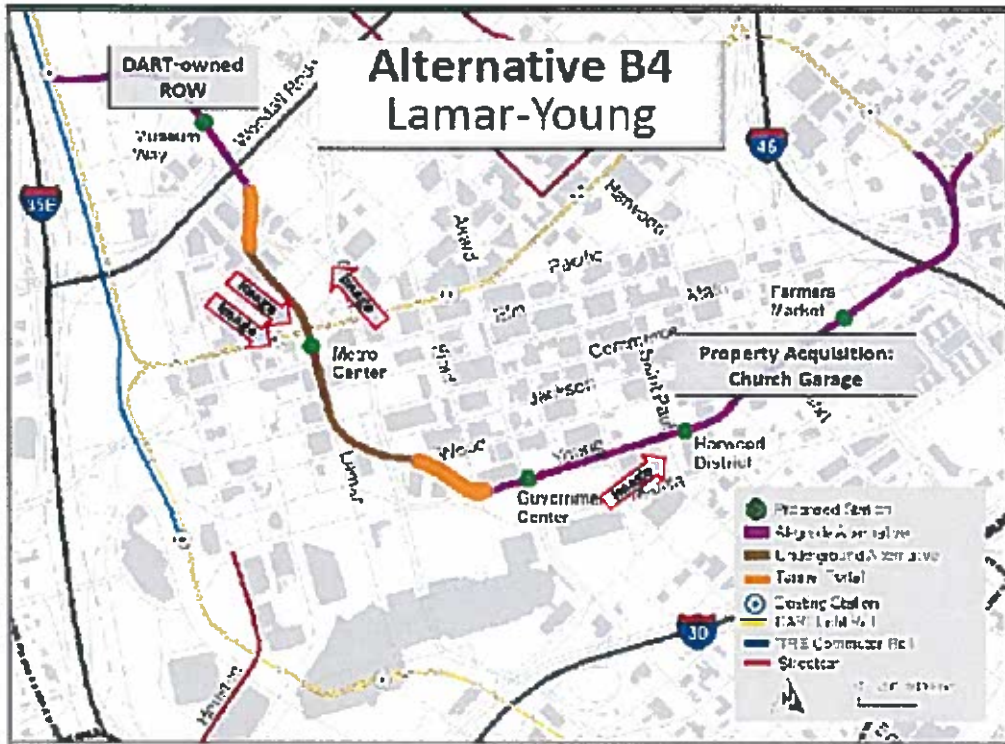
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Page 2

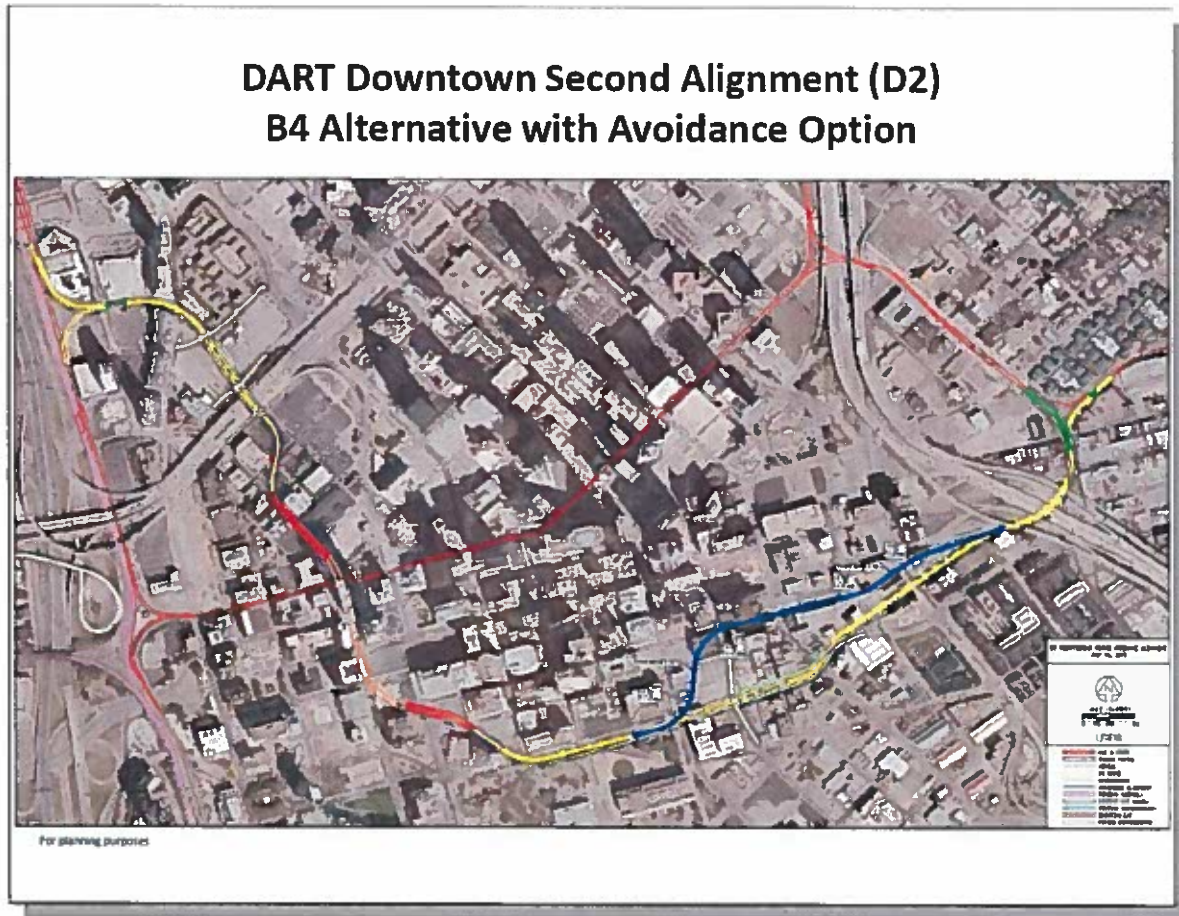
APPENDIX B.

Alternative B4 Overview - showing constraints



APPENDIX C.

B4 Alternative with Avoidance Option - slide provided to peer reviewers.




APPENDIX D.

DART D2 Preliminary Draft Evaluation Results chart

D2 Preliminary DRAFT Evaluation Results									
	B4	B4wo	B4a	B4b	B4e	B7	B7a	C3 ¹	C3a ¹
Project Length (miles)	2.41	2.41	2.48	2.64	2.67	2.27	3.29	2.24	2.26
% Tunnel (miles)	21%	21%	41%	44%	Elevated	49%	65%	34%	54%
Capital Costs (2013,\$M)	\$511	\$493	\$830	\$898	\$505	\$912	\$1,173	\$596	\$1,057
O&M Cost Increase over No-Build (2013,\$M)	\$2.5	\$2.2	\$4.3	\$4.4	\$2.5	\$3.4	\$3.9	\$8.0	\$10.2
Project Trips	40,462	31,068	37,636	33,244	40,522	31,578	38,062	30,894	31,917
Added Riders	5,122	-4,454	1,761	-3,528	6,201	-3,945	-4,685	-8,886	-1,932 ²
FTA Core Capacity Criteria (Interim Guidance)	Med-High	Med	Med-High	Med	Med-High	Med	Med	Med	Med

¹ Assumes West End Bus Transfer Facility is relocated to Union Station.
² Added riders drops to -5437 if bus transfer facility is not relocated to Union Station.



APPENDIX E.

Peer Review Team Makeup

GDPC D2 PEER REVIEW TEAM		
	SECTOR	PROFESSIONAL DISCIPLINE
1.	Private	Architectural & Engineering Strategy
2.	Private	Architecture
3.	Public	Planning
4.	Private	Architecture
5.	Private	Architecture & Planning
6.	Public	Planning
7.	Academia	Architecture
8.	Private	Planning & Urban Design
9.	Public	Director-Outreach Programs
10.	Private	Business Process Improvement

APPENDIX F.1

Peer Review Discussion boards – 1 of 2 (Exhibits prepared for Peer Reviewer discussion)



- IF elevated, D2 should push the envelop of "infrastructure design"

- Visually appealing stations and line extensions

- Become an addition to the beauty of the city, not an eyesore

- Integrate with other alternative transit options; bike trails, car-sharing, and popular pedestrian routes

- Build sustainable communities by integrating transit into existing neighborhoods

- Develop creative partnerships to assist in the funding of design features

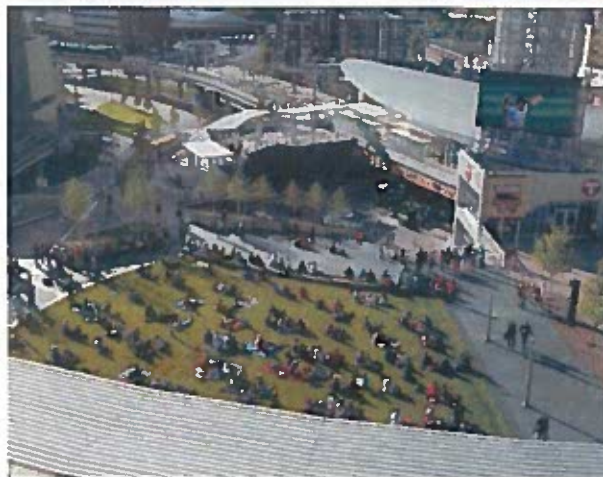


APPENDIX F.2

Peer Review Discussion boards – 2 of 2



- Develop station identity that is more of a community gatherer than a transit stop
- Create a Place with the use of physical elements that are welcoming and comfortable
- Effective relationship between surrounding retail and activity
- Be the conduit of a strong sense of community
- Find partners, public and private, to complete the goal of a complete street by a layering of activities
- Stations should be adaptable and dynamic



APPENDIX G.

Substantive peer reviewer and board member comments made during the process*

*Names of reviewers and commenters omitted per consensus of the GDPC board. Messages are in chronological order with most recent first.

August 17

Thanks (Task Force rep). I know we all appreciate your insights and input. I'm hopeful any shift north and subsequent move of the station be one that keeps a Farmers Market area station that's also accessible to Deep Ellum near IH 345. Your no-vote is noted. 'Hope we see you on Thursday.

August 17

I think that the 'Avoidance Alternative' raises a number of issues that could negatively impact development potential of bisected properties as well as connectivity in the southern portion of downtown. Given that the Jackson Corridor would have very limited access since the majority of it would be consumed by rail and a portion of Wood is also potentially being closed for park development, there is a potential that if both of projects happen there would be very limited east-west connectivity between Commerce and Young/Canton. This is contrary to supporting a tight, urban grid and could have further development and walkability implications for this portion of downtown. My vote is no.

August 13

Peer Review Group Colleagues:

I am not elated over the current discussion(s) but neither am I surprised. In my opinion consider this an example of an active democracy.

August 11

I agree our position isn't clear as to which type of B4 alignment we conclude is our version of LPA. We generally say it should be visible (even 'day-lighted' as in their proposed Ross Ave. station alternative) or at-grade as much as possible. While not unanimous - elevated is generally discouraged. In all cases - the urban-design-as-art is of key importance.

That DART continues looking into earlier realignment over to Jackson in response to resident concerns in the Farmers Market area shows an appropriate sensitivity. But they still need to determine whether consolidating two stations into one can be as effective. (DART staff) assured us they're still examining that - and he will have an update soon.

I remain an advocate for keeping both stations if they move the FM station westward to between Harwood and Pearl - by moving the Farmers Market station over closer to IH345 so it can serve the core of Deep Ellum as well as more FM area riders. Such as it is - until more info is available from DART - I feel this gets us as close to a conclusion as we can be. Seven responses to the affirmative <snipped> - do I have your direction to forward this Conclusion to the Board for its vote?

August 11

I vote in support moving this ahead to the Board. However I'm wondering if the committee had a recommendation on which B4 alignment to support and should it be included at this level of engagement? I believe there is consensus among DART and the Downtown community for B4 but we should be weighing in on which B4 alternative. The DDI Transportation Committee is supporting B4 Lamar - Young.

August 7

Just for the record:

Something I had pointed out during our conversations in the group is that when people are referring to “an elevated system”, I don’t believe that what we are meaning is a totally elevated system. Only short spans in lieu of tunnels would be elevated. The assumption that when those of us who are in favor of (at this point two) elevated spans – are in fact defining the entire system is a misnomer.

August 3

(Task Force reviewer) your points are certainly well taken, and we did discuss concern about HSR several times. At the end – we concluded that DART’s Capacity Building Grant application needs to select the LPA based on empirical decisions in pursuit of enhancing current system ridership – rather than hopeful, or yet-to-be fully vetted visions by others.

We also talked a lot about the very low current ridership from the Conv. Center and felt there are much stronger potential catchment areas further east of City Hall.

All of us are very passionate that it accommodate as many riders as possible – and we all really want HSR to be successful. But, one on our panel quantified it in terms of the potential daily trips that would actually deboard HSR and continue on DART. (Considered a very small number of daily potential given HSR proposed capacities and headways.)

Ideally – HSR recognizes the importance of DART with regard to its station location, and will be proactive in reaching out for connections. Given the new HSR board member is a major property owner in The Cedars – we felt there’s strong likelihood he’ll have great potential to expand his developments to accommodate adjacencies. In the end – it’s the adjacencies beyond DART ROW boundaries that will have the biggest impact on ridership.

Yes – I’ll be showing clips of a couple dozen slides that DART has used to get to this point. They’re continuing to weigh a few options on the Harwood and/or Farmers Market stations along the B4 alignments. I’ll show those in the morning too.

Thanks for your well-reasoned feedback! I’ll be prepared to address that in the morning as well – and it’ll be up to the board to give final guidance.

August 3

(Reviewer) makes some convincing and parallel points to some like ours in our meetings. I think (another reviewer) said it best when he talked about how he thinks HSR will be presented – as a station and accessed much like Love Field. I believe that he is right because HSR going longer distances will require luggage and those attendant accommodations. I envision something like a much smaller Grand Central. I believe at this point, we are primarily thinking in terms of “connecting”, which ultimately may not be practical because of the aforementioned scenario.

August 3, 2015

I didn’t respond because it is more of a personal concern than that of a task force concern. The report delivered does not list the methodology that was used to arrive at the conclusion. It only lists the factors for consideration which can be somewhat objective. Regardless of the subjectivity, it appears that GDPC is ready to endorse the (B-4) Alignment. My biggest hesitation is the lack of connectivity and consideration for high-speed rail in that alternative and with DART in general. <snipped> I do believe that coordination with High Speed Rail is essential. I’m hesitant for GDPC to endorse any alignment that does not show coordination with HSR. I understand that we should be cognizant of public expenditures but my biggest priority is to have an effective transit system that is done correctly, rather than just efficiently. Efficiently leaves us with no transit stop at Love Field and a multitude of other issues. Again, that’s just my personal view and personal perspective, not that of task force. It sounds like you are going to be presenting some information on it tomorrow and I look forward to that. Perhaps that discussion will clear up some of my hesitations and concerns.

August 1, 2015

(Reviewer) - your 'horse' is in full flight, no doubt being considered by both the CityMap study underway and the soon to be scheduled DD360 update sessions being undertaken for Downtown Dallas Inc.

Plus we have a great chance to keep these conversations alive with the upcoming joint breakfast mtg with ULI and the Sept 17-18 Going BIG with Small Steps summit.

What we need to do most - as members of GDPC - is be advocates for getting those stakeholders to those conversations.

August 1, 2015

I certainly agree about the realities surrounding those specific observations, but there exists a vacuum of leadership surrounding the bigger picture that is connecting the two systems.

There are definite political realities involved as well (and yes, sometimes leadership is uncomfortable). Yet and still, dialogue can be fostered without stepping on political toes and simply relying on some of the stakeholders to "get it".

As it relates to the big picture I'm referring to, a lunch and learn, forum discussion and/or series of "dream studies" with associated presentations could do wonders. This was the approach taken for the downtown/Trinity River connection issue and I believe it opened the eyes of many.

The D2 alignment and the form it takes is one thing, but the bigger picture is another. Specifically, within GDPC, the end product of this effort (policy, white paper, follow-up policies and efforts) should proactively recognize both and assist in fostering well rounded dialogue amongst all of the stakeholders including citizens. Huge opportunity.

For fear of beating a dead horse, or any other farm animals :), I will rest my case.

August 1, 2015

As do I agree with the importance of those connections of DART and HSR emerging. But for us to maintain our credibility, we must remember our charge and objectives. One does need to be verbally supportive of how HSR relates; but, we also must remember the free-will marketplace nature that our system currently works within. (Landowner's) architects will need to develop those concepts. Ideally – they'll engage feedback from those adjacent stakeholders in those designs.

For DART – there's nothing in their charter that enables them to direct how adjacent property owners choose to relate. Only the City's zoning and development codes can do that. A best outcome for them (and the HSR enterprise) would be that enough nearby stakeholders embrace the value you describe as worth investing in – the outcome will be an energized district that contributes to O&M and further investments. Their key role is ensuring the right-of-way can connect and relate.

We must be sure we embrace the long term vision with short term approaches – to (other reviewer's) point – by planning well. I'm optimistic the DD360 plan update and the CityMap study will help drive some of that potential.

Incrementally – the investors in both HSR and The Cedars will have great opportunities if the planning (is) well done. In DART's D2 decision, simplicity is essential to acceptance by those who will ultimately vote on the LPA. Those opportunities are by their very nature – implied. In the draft I've reviewed – it appears (reviewer/editor) (has) given a nod to that.

Perhaps one of our most important questions to bring up on Aug 20 is to what extent is the City working to accommodate those kinds of edges?

August 1, 2015

We can not underestimate HSR potential impacts nor those of coupling it to DART's network. That would be short sighted.

As is illustrated with declining auto purchases and travel, travel patterns are changing before our eyes.

Yes, people definitely will disembark HSR and jump in (a rideshare) or a taxi if there are no other options. They will also depart the area if there is nothing else around the station to entice them to spend time and money.

Part of the conversation is about planning and positioning. Station area planning, land planning and the coordination of assets, efforts and organizations or at least meaningful dialogue between them all. We can't get there relying on the models of the past.

I'm all for pretty stations and elevated structure (should this option be chosen, appearance is highly important), but there is much more at stake here.

We have to help create the environment in which such game changing decisions can be made. We are behind the curve already, but we should not just let portions of the opportunity just slip away. The P in GDPC is definitely there for a reason.

July 31, 2015

I tend to agree with your perspective. Yes – it'll be a very big deal, and the local property owner will have lots of options to designate what occurs around that landing point. Ideally – more form based would be more resilient to market demands.

It's foreseeable that DART would deploy a small sequence of shuttles during the lead up to departures and following each arrival event based on demand. Ideally – the free market (prop owners), perhaps driven by city planning staff, would take the initiatives to activate those adjacencies according to potential demands.

July 31, 2015

I'm pro HSR. I believe the need to interconnect HSR and DART is obvious. I believe, however, that we need to use caution in making assumptions about its impact, relationship to the CBD and how best to provide the trip to the passenger's final destination. In exchanges with the HSR staff I learned that the train will arrive during peak hours every 30 minutes. The capacity of each train is 400 passengers. I've asked for their assumptions regarding the final destination of the passengers, but I have not received them. My guess is less than ½ will be going to destination that is within walking distance of a DART station. And of that number, many of the business travelers (who can expense the cost) will elect to take a cab or (rideshare). I suspect most passengers going to Houston will likely drive or rideshare to the station, some will cab. Many will ride DART. In many ways I would expect HSR to perform like Love Field, but with a higher percentage of business based trips. There is no question that multi-modal service, including DART LRT, is needed; however, I'm not ready to judge its development impact or service needs.

July 31, 2015

Maybe just to clarify some of my input...

At grade is clearly preferable, any elevated track would be as minimally necessary to separate line crossings.

Even with below grade tunnel, there are two stretches of several hundred feet of open trench at either end, which have a clear urban impact.

The example (another reviewer) has included in his exhibit is simply that, an example of a future possibility and offered to expand the conceptual thought and range of possibilities.

And while I'm in complete agreement on the most of the design and development points, I fear we could muddy the clarity of our report with too much detail.

July 31, 2015

I agree the D2 alignment presents opportunities to activate adjacencies - and I'm a huge advocate of that. DART's budget - quite constrained - isn't likely to be able to cover much beyond accommodations of connections with those spaces. The best this effort can do is attempt to select an alignment that by certain metrics seems most likely to do that. Our worry regarding the City's engagement is valid but has to recognize the free-market nature of how our city gets built out or redeveloped.

This causes me to want to acknowledge how many of, or to what extent the subject parcel owners have had conversations with DART. How have these been characterized in the environmental documentation? (DART staff) has mentioned conversations with several of them, so I'm reasonably confident he's reaching out through this and the preceding process. Without getting into the wildflowers, some explanation of the transparency of this process is in order?

My initial reaction to (submitter's) illustrations is very positive (although I want to see fewer 'dust-catcher' elements), we need to remember that some if not many will not see lingering space in this context as a positive. The differentiator in my mind would be how can the adjacencies become supportive of economic generators (coffee, dining, phone sales, shopping, etc.) that serve to foster rapid turnover rather than accommodating the kind of lingering that occurs around many of the current stations.

As a public transit agency - DART can't activate those spaces; but, must at least strive to support access in proximity to those private investors who see value in DART's passenger turnover. Retail sales tax revenues - in part a direct funding source for DART - should be among the top considerations during these types of discussions.

An immediate impediment to the introduction of those uses will be the City's current development codes. This falls into that area we've described as needing increased support and collaboration from city staff and elected decision makers.

July 31, 2015

Wow! You really captured what I meant by placemaking and high design and functional art.

I vote for this to be one of our recommendations to the GDPPC. *(attached pdf)* I think if we are to be thought leaders, we shouldn't be afraid to push the envelope. The reason the public may have been opposed to part of the system being elevated is because they've never experienced a complete and thoughtful human space such as (contributor) has so aptly rendered. And their only reference is something like the "L" in Chicago, which is terrible.

July 31, 2015

I also want to echo (other reviewer's) emphasis on High Speed Rail, which has the (potential) to turn the Greater Dallas & Houston regions into an economy longer than most states and is a top priority to city staff and the largest job creating employers in downtown.

July 31, 2015

I believe DART has been in conversations with HSR and like the City, the dialog may not be productive, nor given to operating as allies for the betterment of the overarching system(s). (DART) said at one point that they don't feel like (they) should be the one making all of the concessions and absorbing costs to make it convenient for HSR's station(s). So

you are right. Some involvement by the agencies, public, GDPC, and others could be advocates or an ombudsman to promote conversation and encourage a level playing field.

Also, regardless of what elevation the stations occupy, I would encourage the idea that structures do not have to look like TxDOT, but rather have a more creative approach and public appeal. Didn't we say that the millennials will be a large percentage of public transportation modes now and in the future?

July 31, 2015

I agree as well.

I'm not a fan of most of the rail stations and largely because they offer little shelter from the sun and/or rain in most cases (cost consideration I'm sure and maybe safety to a lesser extent).

I do believe a street level line has its benefits. I just wonder if the impacts to vehicular traffic within the downtown grid outweigh the benefits.

To (other reviewer's) point, I do not believe an elevated system will be maintained well. Let alone make it thru the inevitable cuts to the budget that will most likely result in design sacrifices (sometimes you have to be careful about what you fight for). Of course, a bucket of variables must be considered. Many of which will impact the overall cost of the system.

All of the above being said, whichever option is chosen, it is tantamount that adequate consideration be given to design. For an elevated or street level line, the design must take into consideration impacts on adjacent properties including access to rail stations, pedestrian/auto access to buildings and impacts to the ability to develop or redevelop adjacent sites. This must include the input of stakeholders (property owners, DDI, DART, GDPC, and downtown businesses and residents).

Also, station area planning must be brought to the forefront. If done well, this could work in tandem with economic development efforts facilitated by mechanisms such as TIF districts and/or transit districts.

Lastly, I still say, IF AT ALL POSSIBLE IN ANY CAPACITY, consideration should be given to facilitating serious discussions with the city and Texas Central Railroad regarding the possibility of planning the best outcome possible for linking the two systems. This dialogue should also include NCTCOG, the federal government and possibly even the business community. GDPC can help facilitate this meeting of the minds. This is the type of progressive, visionary effort needed to leverage opportunities in this region and successfully position Dallas for the future.

If we can do it to pursue the Super Bowl and the Olympics, surely we can do it for something that is permanent and potentially hugely transformative.

July 30, 2015

It** (image boards provided by Reviewer – Appendix F.) is an attractive design, but I have reservations.

1. Public agencies are not known for delivering high levels of maintenance. Look at North Central Expressway through Dallas. It was a very well designed and an attractive highway that now looks like the poster child of neglected investment.
2. Any separation from the surface level of the street separated the pedestrian from the service and erodes potential ridership. Go to Mockingbird Station. The escalator is frequently out of service and the elevator is as appealing as service station restroom. The same can be said at above grade stations.

3. Most people who advocate grade separation do so because they don't want to interfere with cars. I think car interference is a plus, especially in core urban areas where cars should move slowly, if not discouraged. The train should be integral to street life.

July 29

Here are a few additional thoughts in support of the recommendations:

There is a correlation in the travel patterns in rail and surface road trips (Red Line and US 75). People using both modes are likely in same corridor for the same reason. It is the best path to the destination. Thus, rail patterns should parallel heavily used roads. The more congested the road, the better it is as a transit corridor.

The station is not the destination. Stations need to be as close to the destination(s) as possible. Walking distances need to be short and in a comfortable walking environment.

Commuting to work is the number one reason for using transit. While proximity to other trip attractions is good, it is a secondary consideration.

Most transit uses travel two or more links on transit between the trip origin and destination. That means the interconnection between rail to rail and rail to bus, streetcar, etc. is very important.

The cost of parking is a major factor in using transit. If the supply of parking is high and inexpensive at the destination station, commuters may decide to drive or using transit.

Rail availability alone is not a major inducement to development. The most successful TOD developments are successful due to other locational advantages, including road accessibility, existing anchor attractions, high concentrations of employment/housing, and general market demand. Rail is a major catalyst for TOD in areas already possessing good attributes for development.

July 28, 2015

I'd like to hear how they arrived at changes in ridership by moving the FM station (prox to rooftops, job densities, walk-indexes?), and the current descriptions of affected parcels/population densities affected - that we can compare side by side.

A multi-objective design consideration, should the overhead option stay alive: Overhead sections may require longer than some blocks to climb above street clearances, leading to potential street closures. (DART staff) knows that distance? [Approx. 250 L.F.]

Knowing which blocks aren't long enough to achieve sufficient clearance would inform which streets to consider incorporating into large-scale ped-mall connections –perhaps even trolley or driverless car routes? I advocate doing this along one or more central corridors NS through downtown. Q. can John H. confirm the distance require from ground to overhead so we know what length envelopes are required to elevate, should consideration be given to Overhead?

Partially-elevated sections may accommodate a large scale pedestrian mall beneath those streets? (Close and convert those to 'woonerfs' with could be controlled parking and delivery access. This could create blocks-long lateral ped-way extensions to other downtown streets. Add good crosswalks at those.



August 13, 2015

Lee Kleinman, Councilman
Chair, Transportation Committee
City of Dallas
1500 Marilla
Dallas, Texas 75201

Dear Mr. Kleinman:

We understand that DART will seek approval for a second rail line through downtown Dallas in early September. We also understand that the Transportation Committee will make a recommendation to the City Council related to this proposed rail project at its meeting on August 24, 2015.

At the Transportation Committee meeting on August 10th, Gary Thomas, DART's CEO, recommended the B4 alignment with a possible Jackson Street alternative. Without the Jackson Street alternative, the B4 alignment would place a 400 foot rail station directly between First Presbyterian Church's Welcome Center and the Church's Community Ministries Building, significantly impairing entrance and egress to and from Church property. It would also require the demolition of the Church's parking garage, including the classrooms and other meeting spaces in the Church basement, and take half the Church's limited surface parking. This alignment would also demolish the Chapel Garden and jeopardize the Columbarium, where remains of over 100 people are located, and the 67 year old oak tree at the corner of Harwood and Young Street. Based on earlier noise studies conducted by DART, the B4 alignment would also significantly impair the use of the Sudie George Chapel.

We appreciate the DART staff's considering an alternative B4 alignment that would turn to Jackson Street, avoiding the Church. However, based on the comments from Mr. Thomas at the Transportation Committee meeting on August 10th, we understand that DART will propose both B4 and the Jackson Street alternative for approval as the Locally Preferred Alignment (LPA).

We support the Jackson Street alternative because:

1. It should be less costly; with lower condemnation costs.
2. It will not displace new homes in the Farmers Market area.
3. It places a station just north of the proposed Harwood Street Garden.
4. It enables the Church to continue its 159 year ministry serving the Dallas Community.

We oppose B4 and any other alignment on Young Street because:

1. It would severely disrupt the only major east-west street on the south side of downtown Dallas.

2. It would demolish recently constructed homes in the Farmers Market.
3. It would destroy the 440-car parking garage and the Sunday School space and offices in its basement.
4. It would destroy the newly constructed Chapel Garden, jeopardizing the Columbarium in the courtyard of the Sudie George Chapel.
5. It would severely limit the use of the Sudie George Chapel.
6. It would bifurcate Church property, dividing the campus and isolating the Stewpot, Encore Park, and its new Amphitheater, Community Garden and the historic 508 Park Building.
7. It would severely impact access to the Church, impacting not only over 1,600 Church members, but also the 120 families who bring their children to our Developmental Day School every weekday, the additional 120 families whose children participate in our Kids Club program each Saturday, the Children's Chorus of Greater Dallas who rehearse every Monday night, the 130+ underprivileged youth that participate in the Stewpot's Venturing Crew and Junior Crew that meet at the Church every Wednesday night, and the All Stars Project of Dallas that offices in our basement meeting space. Of course, these are just a few of the community organizations that use our Church and other facilities.

We have not been provided with DART's internal estimates of the condemnation costs related to the B4 alignment. However, we strongly believe that any DART estimate significantly underestimates the costs associated with the taking of property owned by First Presbyterian Church and the substantial damage to our remaining property on both sides of Young Street.

For 159 years First Presbyterian Church has been a vital part of the downtown Dallas community, with a mission serving the citizens of this city, especially the least of these in our midst. The B4 alignment down Young Street would substantially burden the Church, placing the future of our ministry in grave danger. The Jackson Street alternative is the best option, not only for the Church, but also for our city.

We would invite you and the other members of the Transportation Committee to tour our campus in order to better understand what we are accomplishing for our city. If you would like to arrange a tour or need any additional information from us, please do not hesitate to contact me at 214.748.8051.

Sincerely,



The Reverend Joseph J. Clifford, D. Min
Senior Pastor

cc: Transportation Committee



August 13, 2015

Adam Medrano, Councilman
District 2
City of Dallas
1500 Marilla St.
Dallas, Texas 75201

Dear Mr. Medrano:

We understand DART will seek approval for a second rail line through downtown Dallas in early September. We also understand the Transportation Committee will make a recommendation to the City Council related to this proposed rail project at its meeting on August 24, 2015.

We very much appreciate your statements at the August 10th Transportation Committee meeting in support of the Jackson Street alternative to the B4 alignment. We think it is important that First Presbyterian Church express our views on the new DART line in writing.

The B4 alignment would place a 400 foot rail station directly between the First Presbyterian Church Welcome Center and the Community Ministries Building, significantly impairing entrance and egress to and from Church property. It would also require the demolition of the Church's parking garage, including the classrooms and other meeting spaces in the basement, and take half the Church's limited surface parking. This alignment would also take the Chapel Garden and jeopardize the Columbarium, where remains of over 100 people are located, and the 67 year old oak tree at the corner of Harwood and Young Street. Based on earlier noise studies conducted by DART, the B4 alignment would also significantly impair the use of the Sudie George Chapel.

We appreciate the DART staff's considering an alternative B4 alignment that would turn to Jackson Street, avoiding First Presbyterian Church. However, based on the comments from Mr. Thomas at the Transportation Committee meeting on August 10th, we understand DART will propose both B4 and the Jackson Street alignment for approval as the Locally Preferred Alignment (LPA). From your remarks, we understand you do not support the B4 alignment without the Jackson alternative. We agree.

We support the Jackson Street alternative because:

1. It should be less costly; with lower condemnation costs.
2. It will not displace new homes in the Farmers Market area.
3. It places a station just north of the proposed Harwood Street Garden.
4. It enables us to continue our 159 year ministry serving the greater Dallas Community.

We oppose B4 and any other alignment on Young Street because:

1. It would severely disrupt the only major east-west street on the south side of downtown Dallas.
2. It would demolish recently constructed homes in the Farmers Market.
3. It would destroy the Church's 440-car parking garage and the Sunday School space and offices in the basement.

Mr. Adam Medrano, Councilman
August 13, 2015
Page 2

4. It would destroy the newly constructed Chapel Garden, jeopardizing the Columbarium in the courtyard of the Sudie George Chapel.
5. It would severely limit the use of the Sudie George Chapel.
6. It would bifurcate the Church's property, dividing our campus and isolating the Stewpot, Encore Park, and its new Amphitheater, Community Garden and the historic 508 Park Building.
7. It would severely impact access to the Church, impacting not only over 1,600 Church members, but also the 120 families who bring their children to FPC's Developmental Day School every weekday, the additional 120 families whose children participate in the Stewpot's Kids Club program each Saturday, the Children's Chorus of Greater Dallas who rehearse every Monday night, the 130+ underprivileged youth that participate in the Stewpot's Venturing Crew and Junior Crew that meet at the Church every Wednesday night, and the All Stars Project of Dallas that offices in our basement meeting space. These are just a few of the community organizations that use our Church and other facilities.

We have not been provided with DART's internal estimates of the condemnation costs related to the B4 alignment. However, we strongly believe that any DART estimate significantly underestimates the costs associated with the taking of property owned by First Presbyterian Church and the substantial damage to our remaining property on both sides of Young Street.

For 159 years First Presbyterian Church has been a vital part of the downtown Dallas community, with a mission serving the citizens of this city, especially the least of these in our midst. The B-4 alignment down Young Street would substantially burden the Church, placing the future of our ministry in grave danger. The Jackson Street alternative is the best option, not only for the Church, but also for our city.

If you need any further information from us or if there is anything else we can do to support the Jackson Street alignment, please do not hesitate to contact me at 214.748.8051.

Sincerely,

The Reverend Joseph J. Clifford, D. Min

Cc: Congresswoman Eddie Bernice Johnson
The Dallas City Council

Dallas in a positive way.

Thank you for addressing this situation in a reasonable way.

I pray that our Church can be saved.

Sincerely,
Janet Nreed

8/23/15

Dear Mr. Medrano,

This is my second letter to you. I just want to add that the First Presbyterian Church is really for a Dart line. We are in favor of B4 Jackson line, because it will not impact our Church in a huge negative way. The B4 Young line would not only damage our Church, but new homes, and Dallas citizens in the area. B4 Jackson would be most beneficial to Downtown

August 20, 2015

Mr. Adam Medrano, Councilman

District 2

City of Dallas

1500 Marilla

Dallas, Texas 75201

Dear Mr. Medrano,

DART and the City Council are moving toward a decision in early September on the Locally Preferred Alignment of the D2 line through downtown Dallas. At the city's Transportation Committee meeting on August 10th two proposed alternatives for the alignment of D2 were presented. One runs the length of Young Street (B4.) The other turns up to Jackson Street east of City Hall (B4--Jackson.) I write in support of the Jackson Street Alignment.

The Young Street alignment would substantially burden First Presbyterian Church and place the future of its ministry in grave danger. The Draft Environmental Impact Study (DEIS) that will be sent to the Federal Government as part of the funding process fails to communicate the depth of this impact. The Young Street alignment would employ eminent domain to condemn 50 ft. of the church's property north of Young Street, destroying the 440 space parking garage, the Sunday school space and offices in the basement of that building, and the Church's Chapel Garden. In addition, it would severely impact access to the church by placing a 400 ft. station down the middle of Young Street, significantly impairing entrance and egress to and from the property and splitting the Church's campus, which includes the Stewpot to the south of Young Street. It has the potential to shut down the Church during the construction process.

The Jackson Street alternative alleviates these concerns. It should be less costly, as it would have lower condemnation costs and merges two stations into one. It will not destroy newly created homes in the Farmers Market area. It will accomplish all the goals of the needed D2 line. And it will enable our 159 year ministry serving the greater Dallas community to continue to thrive. We need your support of the Jackson alternative to the B4 alignment.

Thank you for your consideration and support.

Sincerely,


Dr. Jerry Don Wallace

P.S. I have been a member of First Presbyterian Church for over 30 years. It is my hope that you will work with our church to help us preserve its history and our missions which help enhance downtown Dallas. We have a history of providing strong community services to downtown Dallas. As you may know Children's Medical Center and our Stewpot ministry started in our church basement. Over the years our ministry has evolved to include healthcare and various artistic and employment training programs. We currently have partnered with The Bridge to enhance our services which has been admired and recognized nationwide. We want to continue our services to the downtown community and preserve our place of worship – First Presbyterian Church of Dallas.

Dear Councilman Medrano,

I am writing to express my support of extending Dallas' public transit system in the downtown area, support of B4 with the Jackson alignment, and to request a listening ear.

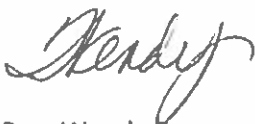
As a current resident of Old East Dallas in Munger Place, a resident of Plano for 35 years, and, for the last 3 ½ years, a pastor at First Presbyterian Church, I have watched DART grow from small beginnings. I realize the challenge of finding the best route – for no one wants the status quo changed. And I see that much homework has been done.

First Presbyterian Church is the mother church of Dallas for the Presbyterian Church of the USA – the largest denomination of Presbyterians. It was started when Dallas was – an historic institution, if there ever was one. And long before I came here – this church has been a part of the downtown and of the growing city of Dallas, instigating creation of Children's Hospital, the Stewpot, an orphanage, and far more.

Though we fully support additional expansion into the downtown area to increase ridership and ease transportation for many, the current B4 proposed route would disrupt all operations of this historic church – which are significant to the community as a whole. As I consider the scores of families for whom I have officiated services to place the cremains of their loved ones in our columbarium, my heart breaks at the thought of telling them the city has disturbed the peace from this sacred space. Every Sunday morning, our 8:45 worship in Sudie George chapel would be disrupted by the noise from trains. A station in the middle of the street between the church and our ministries at 508 Park and the Stewpot would hamper our daily interactions, back and forth – and impede our ministry to many.

The Jackson alignment on B4 would alleviate all these concerns. It will allow the church to continue its ministry to so many, allow the new homes of many of our new members in the area to remain untouched, and prove less expensive to the city than the current B4 route. I encourage you to do the needed research – and prove that the Jackson Street alternative is best for the city.

Yours truly,



Rev. Wendy Fenn

Associate Pastor for Congregational Life
First Presbyterian Church of Dallas

August 20, 2015

Mr. Adam Medrano, Councilman

District 2

City of Dallas

1500 Marilla

Dallas, Texas 75201

Dear Mr. Medrano,

DART and the City Council are moving toward a decision in early September on the Locally Preferred Alignment of the D2 line through downtown Dallas. At the city's Transportation Committee meeting on August 10th two proposed alternatives for the alignment of D2 were presented. One runs the length of Young Street (B4.) The other turns up to Jackson Street east of City Hall (B4--Jackson.) I write in support of the Jackson Street Alignment.

The Young Street alignment would substantially burden First Presbyterian Church and place the future of its ministry in grave danger. The Draft Environmental Impact Study (DEIS) that will be sent to the Federal Government as part of the funding process fails to communicate the depth of this impact. The Young Street alignment would employ eminent domain to condemn 50 ft. of the church's property north of Young Street, destroying the 440 space parking garage, the Sunday school space and offices in the basement of that building, and the Church's Chapel Garden. In addition, it would severely impact access to the church by placing a 400 ft. station down the middle of Young Street, significantly impairing entrance and egress to and from the property and splitting the Church's campus, which includes the Stewpot to the south of Young Street. It has the potential to shut down the Church during the construction process.

The Jackson Street alternative alleviates these concerns. It should be less costly, as it would have lower condemnation costs and merges two stations into one. It will not destroy newly created homes in the Farmers Market area. It will accomplish all the goals of the needed D2 line. And it will enable our 159 year ministry serving the greater Dallas community to continue to thrive. We need your support of the Jackson alternative to the B4 alignment.

Thank you for your consideration and support.

Sincerely,



Ms. Telva Gale Wallace

P.S. I have been a member of First Presbyterian Church for over 30 years. It is my hope that you will work with our church to help us preserve its history and our missions which help enhance downtown Dallas. We have a history of providing strong community services to downtown Dallas. As you may know Children's Medical Center and our Stewpot ministry started in our church basement. Over the years our ministry has evolved to include healthcare and various artistic and employment training programs. We currently have partnered with The Bridge to enhance our services which has been admired and recognized nationwide. We want to continue our services to the downtown community and preserve our place of worship - First Presbyterian Church of Dallas.

Huerta, Monica

Subject: Proposed rote for 2nd downtown Dart line.

From: Brian Pranger [mailto:████████████████████]
Sent: Monday, August 24, 2015 1:55 PM
To: Kingston, Philip <philip.kingston@dallascityhall.com>; Medrano, Adam <adam.medrano@dallascityhall.com>
Subject: Proposed rote for 2nd downtown Dart line.

I read this in the DMN today - And City Council member Philip Kingston has said an underground route along Commerce Street may be more expensive but will be more beneficial to the city and the entire DART system in the long-run.

I completely agree. Except for cost I'm not sure why we are considering any other option. A second route, two blocks away from and parallel with the current route makes the most sense. It provides a much better way to transfer and will be a boost to an entire section of downtown.

Please continue to fight for this option Mr Kingston.

Mr. Medrano, I live in your district. Could you get on board with this route?

Brian Pranger

EZ Apartment Source
████████████████████



August 21, 2015

VIA EMAIL

Mr. Michael Miles
VP Governmental Affairs
DART
P.O. Box 660163
Dallas, TX 75266-7204

Re: D2 Project

Dear Mr. Miles:

Please communicate to the DART Board and Dallas City Council our unqualified support for the B4 alignment alternative including such modifications as may or may not occur in the future as the project is further developed.

Our company is a significant stakeholder in downtown generally and in particular along the B4 route. Our Aloft Hotel would be bifurcated from its adjacent parking lot by that route, however any route would have negative consequences for some property owners. Putting on our civic hats, and setting aside our parochial interests, we see that the B4 alignment has the best cost benefit, highest ridership, lowest capital cost and will best serve the community.

We, and our affiliates, also own the surface parking lot adjacent to First Presbyterian Church at the northeast corner of Young and St. Paul, the Lone Star Gas Lofts at St. Paul and Jackson, and Dallas Power & Light, at Commerce and Browder. The latter two complexes occupy full city blocks. Our Lorenzo Hotel is currently under construction two blocks south of City Hall on Akard Street.

So, as a major stakeholder in downtown as well as a detrimentally impacted stakeholder along the proposed route we nevertheless give our wholehearted support since no alignment is perfect and it is important to coalesce behind the one that works best for the City as a whole. Thank you for your consideration and please let us know any way that we can be helpful. Good luck!

Sincerely yours,

Lawrence E. Hamilton

Cc: Mr. Ernie Martinez

August 24, 2015

VIA EMAIL

Mayor and City Council
Dallas City Hall
1500 Marilla St.
Dallas, Texas 75201

Re: Alignment of Second Downtown DART Rail Line

Dear Mr. Mayor and Councilmembers,

DART and the City Council are moving toward a decision in early September on the Locally Preferred Alignment of the D2 line through downtown Dallas. At the city's Transportation Committee meeting on August 10th two proposed alternatives for the alignment of D2 were presented. One runs the length of Young Street (B4.) The other turns up to Jackson Street east of City Hall (B4-Jackson.) I write in support of the Jackson Street Alignment.

The Young Street alignment would substantially burden First Presbyterian Church and place the future of its ministry in grave danger. The Draft Environmental Impact Study (DEIS) that will be sent to the Federal Government as part of the funding process fails to communicate the depth of this impact. The Young Street alignment would employ eminent domain to condemn 50 ft. of the church's property north of Young Street, destroying the 440 space parking garage, the Sunday school space and offices in the basement of that building, and the Church's Chapel Garden. In addition, it would severely impact access to the church by placing a 400 ft. station down the middle of Young Street, significantly impairing entrance and egress to and from the property and splitting the Church's campus, which includes the Stewpot to the south of Young Street. It has the potential to shut down the Church during the construction process.

The Jackson Street alternative alleviates these concerns. It should be less costly, as it would have lower condemnation costs and merges two stations into one. It will not destroy newly created homes in the Farmers Market area. It will accomplish all the goals of the needed D2 line. And it will enable our 159 year ministry serving the greater Dallas community to continue to thrive. We need your support of the Jackson alternative to the B4 alignment.

The fact that the proposal for the Young Street alternative has moved forward at all is troubling given the impact the route will have on the various social services provided by First Presbyterian Church to the downtown community. I am not a member of First Presbyterian but instead First United Methodist Church which has both a clothing closet and food bank located in the Stewpot Ministry Building at First Presbyterian which serves the downtown community.

I am a resident of downtown having moved there in 2008. I regularly walk the neighborhood near where I live at Field and Commerce streets. First Presbyterian Church is an asset to the downtown community and those who need social services. Please do not approve nor support the Young alignment.

Thank you for your consideration and support.

Sincerely,

A handwritten signature in blue ink, appearing to read "Stan Harvey". The signature is fluid and cursive, with the first name "Stan" and last name "Harvey" clearly distinguishable.

Stan Harvey

August 17, 2015

Dear Councilman Adam Medrano,

DART and the City Council are moving toward a decision in early September on the Locally Preferred Alignment of the D2 line through downtown Dallas. At the city's Transportation Committee meeting on August 10th two proposed alternatives for the alignment of D2 were presented. One runs the length of Young Street (B4.) The other turns up to Jackson Street east of City Hall (B4--Jackson.) I write in support of the Jackson Street Alignment.

The Young Street alignment would substantially burden First Presbyterian Church and place the future of its ministry in grave danger. The Draft Environmental Impact Study (DEIS) that will be sent to the Federal Government as part of the funding process fails to communicate the depth of this impact. The Young Street alignment would employ eminent domain to condemn 50 ft. of the church's property north of Young Street, destroying the 440 space parking garage, the Sunday school space and offices in the basement of that building, and the Church's Chapel Garden.

In addition, it would severely impact access to the church by placing a 400 ft. station down the middle of Young Street, splitting the Church's campus, and isolating the Stewpot (outreach to the homeless as well as low income families), Encore Park, and its new Amphitheater, Community Garden and the historic 508 Park Building. It would severely impact access to the Church, impacting not only over 1,600 Church members, but also the 120 families who bring their children to the Developmental Day School every weekday, the additional 120 families whose children participate in the Kids Club program each Saturday, the Children's Chorus of Greater Dallas who rehearse every Monday night, the 130+ underprivileged youth that participate in the Stewpot's Venturing Crew and Junior Crew that meet at the Church every Wednesday night, and the All Stars Project of Dallas that offices in the basement meeting space. Of course, these are just a few of the community organizations that use the Church and other facilities. It has the potential to shut down the Church during the construction process.

The Jackson Street alternative alleviates these concerns. It should be less costly, as it would have lower condemnation costs and merges two stations into one. It will also not destroy newly created homes in the Farmers Market area. It will accomplish all the goals of the needed D2 line. And it will enable the 159 year ministry of First Presbyterian Church serving the greater Dallas community to continue to thrive. Please support of the Jackson alternative to the B4 alignment.

Thank you for your consideration and support.

Sincerely,



Mr. Adam Medrano
Councilman, District 2
City of Dallas
1500 Marilla
Dallas, Texas 75201

Dear Mr. Medrano,

DART and the City Council are moving toward a decision in early September on the Locally Preferred Alignment of the D2 line through downtown Dallas. At the city's Transportation Committee meeting on August 10th two proposed alternatives for the alignment of D2 were presented:

- B4 Alignment: Runs the length of Young Street
- B4-Jackson Alignment: Turns up to Jackson Street east of City Hall

As a member of First Presbyterian Church, I write in support of the B4-Jackson Alignment.

The B4 Alignment would substantially burden First Presbyterian Church and place the future of its ministry in grave danger. The Draft Environmental Impact Study (DEIS) that will be sent to the Federal Government as part of the funding process fails to communicate the depth of this impact. The B4 Alignment would employ eminent domain to condemn 50 ft. of the church's property north of Young Street, destroying the 440 space parking garage, the Sunday school space and offices in the basement of that building, and the Church's Chapel Garden. In addition, it would severely impact access to the church by placing a 400 ft. station down the middle of Young Street, significantly impairing entrance and egress to and from the property and splitting the Church's campus, which includes the Stewpot to the south of Young Street. It has the potential to shut down the Church during the construction process.

The B4-Jackson Alignment alleviates these concerns. It should be less costly, as it would have lower condemnation costs and merges two stations into one. It will not destroy newly created homes in the Farmers Market area. It will accomplish all the goals of the needed D2 line.

Furthermore, First Presbyterian Church has served the greater Dallas community for well over 150 years. Our ministry founded the Stewpot in 1975, a separate charitable organization which provides services to homeless Dallas residents, serving more than 1,500 meals a day, providing social-work services, a dental clinic, and job training, among many other efforts aimed at transforming the lives of more than 18,000 Dallas homeless residents annually. First Presbyterian Church also funded the historical restoration of 508 Park, including the original Warner Bros signage, celebrating the art deco building where so many recordings were made in the 1930s. This is, of course, in addition to numerous other local mission work and interfaith outreach throughout the city.

I ask that you please support the B4-Jackson Alignment so that we can continue to give back to the Dallas community as we have for the last 150 years.

Sincerely,

Dustin & Aubrey Meyers
Dustin & Aubrey Meyers

August 17, 2015

Dear Councilman Adam Medrano,

DART and the City Council are moving toward a decision in early September on the Locally Preferred Alignment of the D2 line through downtown Dallas. At the city's Transportation Committee meeting on August 10th two proposed alternatives for the alignment of D2 were presented. One runs the length of Young Street (B4.) The other turns up to Jackson Street east of City Hall (B4--Jackson.) I write in support of the Jackson Street Alignment.

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Thank you for your consideration and support.

Sincerely,

Melanie Toub

August 17, 2015

Dear Mr. Thomas,

You have probably heard from many people by now to register opposition to the Hart line which would run along Young Street. There are many reasons and concerns we have about the impact this would have on the life and ministry of First Presbyterian Church. This congregation

has been very active
for many years in
downtown Dallas.

A few Sundays ago
we recognized 72
teenagers (mostly
black and Hispanic)
who have received
\$2,000 each to help
cover college expenses.

This is an annual
gift and one most
appreciated. For
the life and activities
of this congregation
to be lessened in
any way by your

company would be
unconscionable.

We pray that Hart
will take all things
into consideration
and move the pro-
posed line along
Jackson Street, not
destroying property
owned and used
daily by First
Presbyterian Church.

Sincerely,
Jean Rutledge

Copies:
Mr. Lee Kinman, Councilman
Congresswoman Eddie B. Johnson
Mr. Adam Medina, Councilman

August 20, 2015

Dear Councilman Medrano,

DART and the City Council are moving toward a decision in early September on the Locally Preferred Alignment of the D2 line through downtown Dallas. At the city's Transportation Committee meeting on August 10th two proposed alternatives for the alignment of D2 were presented. One runs the length of Young Street (B4.) The other turns up to Jackson Street east of City Hall (B4--Jackson.) I write in support of the Jackson Street Alignment.

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parking garage, the Sunday school space and offices in the basement of that building, and the Church's Chapel Garden. In addition, it would severely impact access to the church by placing a 400 ft. station down the middle of Young Street, significantly impairing entrance and egress to and from the property and splitting the Church's campus, which includes the Stewpot to the south of Young Street. It has the potential to shut down the Church during the construction process.

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Thank you for your consideration and support.

*Respectfully,
Diana & Charles Briner
Members, First Presbyterian Church,
Dallas*

8/19/15

Dear Mr. Adam Medrano, Councilman

DART and the City Council are moving toward a decision in early September on the Locally Preferred Alignment of the D2 line through downtown Dallas. At the city's Transportation Committee meeting on August 10th two proposed alternatives for the alignment of D2 were presented. One runs the length of Young Street (B4.) The other turns up to Jackson Street east of City Hall (B4--Jackson.) I write in support of the Jackson Street Alignment.

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Thank you for your consideration and support.

Sincerely,

Jo Frances Hebe

I have been a member of this church for almost 60 years. I got married in this church. Please consider everything our church contributes to its members and our city when making your decision.

JAMES D. CARVELL, JR.

August 18, 2015

Mr. Adam Medrano, Council
District 2
City of Dallas
1500 Marilla
Dallas, Texas 75201

Re: DART Alignment

Dear Councilman Medrano:

I am writing you to ask your influence in choosing the B4-Jackson Route over the B4 (Young St.) alignment through downtown. The B4 (Young St.) alignment will be extremely detrimental to First Presbyterian Church (my church). Our church has been in downtown Dallas for over 150 years and we have supported the downtown community and Dallas as a whole all those years. A few examples:

- The **Children's Medical Center** had its genesis as the Freeman Clinic in our church basement;
- The **Presbyterian Children's Homes and Services**, now a statewide service agency, had its beginning in our church;
- Our **Day School** provides care for over 100 families working downtown.
- The **Stewpot**, which has served as a model for ministry to the homeless nationally, had its beginning in our church. Today the Stewpot provides identification documentation, meal service (at The Bridge), medical and dental services, and financial assistance to thousands of the homeless each year; and most recently
- Ongoing renovation of the historic **508 Park** property to provide an outdoor amphitheater, a music recording studio, an art studio for homeless artists, a museum of street culture, and a community garden has received wide interest both locally and nationally.

My point is First Presbyterian Church has been a good citizen to the City of Dallas and I believe that in light of all we have contributed to the City, it would be unthinkable that the new DART line should be placed so close to our church that it would dramatically disrupt our church activities.

The B4 alignment along Young Street would require the demolition of our parking garage, including the classrooms and meeting spaces in its basement, take half of our limited surface parking, take our Chapel Garden, and jeopardize the Columbarium. Based on earlier noise studies, the B4 alignment would render use of the historic Sudie George Chapel impossible.

I implore you to use your influence to see that the B4-Jackson or other route be selected to preserve the First Presbyterian Church property so that our ministry and contributions to the Dallas community can continue far into the future.

Yours truly,


James D. Carvell, Jr.

Dear Mr. Adam Medrano, Councilman - District 2

DART and the City Council are moving toward a decision in early September on the Locally Preferred Alignment of the D2 line through downtown Dallas. At the city's Transportation Committee meeting on August 10th two proposed alternatives for the alignment of D2 were presented. One runs the length of Young Street (B4.) The other turns up to Jackson Street east of City Hall (B4--Jackson.) I write in support of the Jackson Street Alignment.

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Thank you for your consideration and support.

Sincerely,

Joe H. Stafford

member First Presbyterian Church since 1955

August 18, 2015

Mr. Adam Medrano, Councilman
District 2
City of Dallas
1500 Marilla
Dallas, TX 75201

Dear Councilman Medrano,

DART and the City Council are moving toward a decision in early September on the Locally Preferred Alignment of the D2 line through downtown Dallas. At the city's Transportation Committee meeting on August 10th two proposed alternatives for the alignment of D2 were presented. One runs the length of Young Street (B4.) The other turns up to Jackson Street east of City Hall (B4--Jackson.) I write in support of the Jackson Street Alignment.

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Thank you for your consideration and support.

Sincerely,



Jack F. Woolverton

Aug. 17, 2015

Dear Councilman Meadows,

DART and the City Council are moving toward a decision in early September on the Locally Preferred Alignment of the D2 line through downtown Dallas. At the city's Transportation Committee meeting on August 10th two proposed alternatives for the alignment of D2 were presented. One runs the length of Young Street (B4.) The other turns up to Jackson Street east of City Hall (B4--Jackson.) I write in support of the Jackson Street Alignment.

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Thank you for your consideration and support.

Sincerely,

Lanoye Caldwell
FPC Member

Mr. and Mrs. Charles R. McKnight

August 19, 2015

Mr. Adam Medrano, Councilman
District 2
City of Dallas
1500 Marilla St.
Dallas, TX 75201

Dear Mr. Medrano,

DART and the City Council are moving toward a decision in early September on the Locally Preferred Alignment of the D2 line through downtown Dallas. At the city's Transportation Committee meeting on August 10th two proposed alternatives for the alignment of D2 were presented. One runs the length of Young Street (B4.) The other turns up to Jackson Street east of City Hall (B4-Jackson.) We write in support of the Jackson Street Alignment.

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Thank you for your consideration and support.

Sincerely,

Charles R. McKnight
Marilyn G. McKnight

August 18, 2015

Mr. Adam Medrano
Dallas City Hall
1500 Marilla St.
Dallas, TX 75201

Dear Mr. Medrano:

First, let us thank you for your service to the City of Dallas as a Councilman. Your job requires a great many hours and the application of careful judgement and consideration, coupled frequently with a lack of positive feedback from your constituents. Yours is a tough task and whether or not we agree on the majority of issues, your work is appreciated.

We are writing in regards to the pending vote for a major downtown DART line in the southeast quadrant of downtown Dallas. We are members of First Presbyterian Church of Dallas (FPC) and, as such, are vitally concerned as to the ultimate alignment of the future line.

It is clear to us that the Young Street alignment will cause our facility and its mission irreparable harm. You have heard the arguments from FPC staff and members as to why this is so, therefore we will forgo itemizing these in detail. However, the misleading items in the Dallas Morning News describing only one of the dramatic disruptions as "a church parking lot" does not come close to telling the entire truth regarding the devastation our 150+ year-old institution will suffer if the Young Street route is chosen. Please recall that FPC first located to this land in 1913, and over the years has rejected the call by some to move the suburbs. We have firmly committed to downtown Dallas and have stayed through good times and bad. The Young Street line would cut our campus in half, destroy our parking garage (which is a major reason we have been able to continue to draw worshippers downtown all these years), and the chapel garden, which has significantly beautified this part of town.

Having been members of the FPC congregation for over thirty years, and having witnessed some, but certainly not all, of the positive impact of this institution on the City during that period, it is hard to believe the our Council would knowingly deal such a near death blow to our ministry, given that better options/remedies are available.

The positives of the Jackson Street alternative far outweigh the negatives, especially in terms of time and money for the city of Dallas.

We urge you, Councilman Medrano, to exercise your good judgement in this matter and vote for the Jackson Street alignment. Not only is this best for a historic anchor institution in downtown Dallas, it is also the fair and economically sensible thing to do for all citizens of Dallas.

We appreciate your consideration of our position.

Sincerely,

Charles D. Hudson


Joan T. Hudson

MRS. CAROLYN WALTON

August 17, 2015

Mr. Adam Medrano, Coun
District 2
City of Dallas 1500 Marilla
Dallas, TX 75201

Dear Mr. Medrano

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Thank you for your consideration and support.

Sincerely,


Mrs. Carolyn Walton

PS I have been a member of First Presbyterian Church for over 50 years. Our mission downtown would be severely damaged unless your DART plans avoid going by our church. We have a long history of service to the community. Your committee may not know that what is now Children's Medical Center was started in our church basement. We feed people at The Bridge, and our Stewpot ministry to the homeless is known and admired nationwide.

We want to continue to serve the downtown community and the city we love. We hope you will see your way clear to help us continue that service.

Dear Mr. Tedraro

August 2, 2015

DART and the City Council are moving toward a decision in early September on the Locally Preferred Alignment of the D2 line through downtown Dallas. At the city's Transportation Committee meeting on August 10th two proposed alternatives for the alignment of D2 were presented. One runs the length of Young Street (B4.) The other turns up to Jackson Street east of City Hall (B4--Jackson.) I write in support of the Jackson Street Alignment.

The Young Street alignment would substantially burden First Presbyterian Church and place the future of its ministry in grave danger. The Draft Environmental Impact Study (DEIS) that will be sent to the Federal Government as part of the funding process fails to communicate the depth of this impact. The Young Street alignment would employ eminent domain to condemn 50 ft. of the church's property north of Young Street, destroying the 440 space parking garage, the Sunday school space and offices in the basement of that building, and the Church's Chapel Garden. In addition, it would severely impact access to the church by placing a 400 ft. station down the middle of Young Street, significantly impairing entrance and egress to and from the property and splitting the Church's campus, which includes the Stewpot to the south of Young Street. It has the potential to shut down the Church during the construction process.

The Jackson Street alternative alleviates these concerns. It should be less costly, as it would have lower condemnation costs and merges two stations into one. It will not destroy newly created homes in the Farmers Market area. It will accomplish all the goals of the needed D2 line. And it will enable our 159 year ministry serving the greater Dallas community to continue to thrive. We need your support of the Jackson alternative to the B4 alignment.

Thank you for your consideration and support.

Sincerely,


Member FPC

MR. ADAM MEDRANO, COUNCILMAN
DISTRICT 2 CITY OF DALLAS
1500 MARILLA
DALLAS, TEXAS 75201

Dear MR. MEDRANO,

DART and the City Council are moving toward a decision in early September on the Locally Preferred Alignment of the D2 line through downtown Dallas. At the city's Transportation Committee meeting on August 10th two proposed alternatives for the alignment of D2 were presented. One runs the length of Young Street (B4.) The other turns up to Jackson Street east of City Hall (B4--Jackson.) I write in support of the Jackson Street Alignment.

The Young Street alignment would substantially burden First Presbyterian Church and place the future of its ministry in grave danger. The Draft Environmental Impact Study (DEIS) that will be sent to the Federal Government as part of the funding process fails to communicate the depth of this impact. The Young Street alignment would employ eminent domain to condemn 50 ft. of the church's property north of Young Street, destroying the 440 space parking garage, the Sunday school space and offices in the basement of that building, and the Church's Chapel Garden. In addition, it would severely impact access to the church by placing a 400 ft. station down the middle of Young Street, significantly impairing entrance and egress to and from the property and splitting the Church's campus, which includes the Stewpot to the south of Young Street. It has the potential to shut down the Church during the construction process.

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My grandparents, parents, brother, sisters and my daughters have been members all their lives. This church has been and is being a vital service to the Dallas area. Years ago the Freeman clinic was founded in the basement that today is Children's Hospital. The women of the church make many items for Children's such as: finger puppets for when they get blood drawn, pillows, animal pillows, crib blankets, premie caps to name a few. We started the Stewpot which is now an example for other cities to copy in ways to help the homeless and unemployed. Our members serve the meals at the Bridge, Second Chance Café that is under 1st church supervision. This church has started more churches in the Dallas area – South, North, East and West. Just last Sunday we acknowledged the children that grew up with our Saturday School and Venturing Crew who ALL GRADUATED HIGH SCHOOL AND HAVE RECEIVED SCHOLARSHIPS TO COLLEGE due to the learning and support that they received at this location. Please consider the Jackson alternative to the B4 alignment. This is an historic church.

Thank you for your consideration and support.

Sincerely,

Barbara J. Morgan
214-850-6051

Dear Mediano

DART and the City Council are moving toward a decision in early September on the Locally Preferred Alignment of the D2 line through downtown Dallas. At the city's Transportation Committee meeting on August 10th two proposed alternatives for the alignment of D2 were presented. One runs the length of Young Street (B4.) The other turns up to Jackson Street east of City Hall (B4--Jackson.) I write in support of the Jackson Street Alignment.

The Young Street alignment would substantially burden First Presbyterian Church and place the future of its ministry in grave danger. The Draft Environmental Impact Study (DEIS) that will be sent to the Federal Government as part of the funding process fails to communicate the depth of this impact. The Young Street alignment would employ eminent domain to condemn 50 ft. of the church's property north of Young Street, destroying the 440 space parking garage, the Sunday school space and offices in the basement of that building, and the Church's Chapel Garden. In addition, it would severely impact access to the church by placing a 400 ft. station down the middle of Young Street, significantly impairing entrance and egress to and from the property and splitting the Church's campus, which includes the Stewpot to the south of Young Street. It has the potential to shut down the Church during the construction process.

The Jackson Street alternative alleviates these concerns. It should be less costly, as it would have lower condemnation costs and merges two stations into one. It will not destroy newly created homes in the Farmers Market area. It will accomplish all the goals of the needed D2 line. And it will enable our 159 year ministry serving the greater Dallas community to continue to thrive. We need your support of the Jackson alternative to the B4 alignment.

Thank you for your consideration and support.

Sincerely,

David & Judy Johns

August 17, 2015

Mr. Adam Medrano, Councilman
District 2
City of Dallas
1500 Marilla
Dallas, TX 75201


Dear Councilman Medrano:

As an active member of First Presbyterian Church of Dallas, I am writing to you regarding the proposal to add a new DART line in downtown Dallas which would be located on Young Street and divide our ministries. Please consider an alternate alignment and spare our church home from becoming divided.

If it is true that "a church divided cannot stand" then the consideration of a DART line coming down Young Street will do just that to First Presbyterian Church in Dallas. For over 100 years the stately building at the corner of Young and Harwood streets has stood as a "heart for the city". That heart has extended across Young Street with the Communities Ministry building – The Stewpot – which has served the Dallas homeless. Most recently with the acquisition and renovation of 508 Park and the construction of the Encore Park amphitheater we have added new ways of serving the city of Dallas. A DART line running down Young Street and separating all of our ministries would make all of our hard work a "broken heart for the city".

With this in mind, I urge you to realign your thoughts of constructing a DART line down Young Street which would separate our historic place of worship.....making us "a church divided".

Hopefully,


John E. Herron, FIIDA

FREDERICK B. HEGI, JR

August 18, 2015

Mr. Adam Medrano, Councilman
District 2, City of Dallas
1500 Marilla
Dallas, TX 75201

Dear Mr. Medrano:

My business offices have been in downtown Dallas since I started my companies in 1982. I also have participated on a number of civic, cultural and corporate boards in Dallas for over thirty years. We have helped fund numerous projects in Dallas that help the cultural and lifestyle of Dallas' constituents. My family and I also have been active members of First Presbyterian Church of Dallas since 1984. We love Dallas and want to see it grow and succeed in the right way. However, I am very concerned about the upcoming decision regarding the expansion of DART's D2 line.


DART and the City Council are moving toward a decision in early September on the Locally Preferred Alignment of the D2 line through downtown Dallas. At the city's Transportation Committee meeting on August 10th, two proposed alternatives for the alignment of D2 were presented. One runs the length of Young Street (B4.) The other turns up to Jackson Street east of City Hall (B4--Jackson.) I am writing you in support of the Jackson Street Alignment.

The Young Street alignment would substantially burden First Presbyterian Church and place the future of its ministry in grave danger. The Draft Environmental Impact Study (DEIS) that will be sent to the Federal Government as part of the funding process fails to communicate the depth of this impact. The Young Street alignment would employ eminent domain to condemn 50 ft. of the church's property north of Young Street, destroying the 440 space parking garage, the Sunday school space and offices in the basement of that building, and the Church's Chapel Garden. In addition, it would severely impact access to the church by placing a 400 ft. station down the middle of Young Street, significantly impairing entrance and egress to and from the property and splitting the Church's campus, which includes the Stewpot to the south of Young Street. It has the potential to shut down the Church during the construction process.

The Jackson Street alternative alleviates these concerns. It should be less costly, as it would have lower condemnation costs and merges two stations into one. It will not destroy newly created homes in the Farmers Market area. It will accomplish all the goals of the needed D2 line. And it will enable our 159 year ministry serving the greater Dallas community to continue to thrive. We need your support of the Jackson alternative to the B4 alignment.

Thank you for your consideration and support.

Sincerely,



Frederick B. Hegi, Jr.

August 17, 2015

Mr. Adam Medrano, Councilman
District 2
City of Dallas
1500 Marilla
Dallas, TX 75201

Dear Mr. Medrano,

I am a resident of East Dallas, a member of First Presbyterian Church of Dallas, a rotated Elder, a Trustee of the FPC Foundation and Chair the Encore Park Community Garden. I understand that DART and the City Council are moving toward a decision on the Locally Preferred Alignment of the D2 line through downtown Dallas. Two proposed alternatives for the D2 alignment were presented at the City of Dallas Transportation Committee meeting on August 10, 2015. **I write in support of the Jackson Street Alignment (B4-Jackson).**

The route option along Young Street (B4) would have a significant impact to FPC, The Stewpot, the Day School and Encore Park. If the Young Street (B4) option is selected there will be a 400 foot rail station directly between the FPC Welcome Center and the Community Ministries building on the south side of Young Street separating Encore Park from FPC. This option will require demolition of our parking garage, classrooms, meeting space, half of the surface lot, the Chapel Garden and jeopardize the Columbarium and a 67 year old oak tree at the corner of Harwood and Young Street. Based upon noise studies the B4 alignment would also significantly impair the use of the Sudie George Chapel.

Encore Park, and especially **Encore Park Community Garden**, would be physically separated from resources within the FPC campus. This includes staff support, parking and restrooms. After only 7 months of operations, EPCG has brought together a diverse community (those with homes and those without, differing races, ages, income levels and experience in gardening) in a very exciting way. We want to continue to be a bright spot in southeast downtown Dallas.

Our garden was the subject of an April 2, 2015 Dallas Morning News article about our unique partnership with at risk and homeless individuals through a Garden Club sponsored by The Stewpot of First Presbyterian Church. It is helping to stabilize our neighborhood.

There are over 120 children at the FPC Developmental Day School, hundreds of Saturday Kids Club members of The Stewpot and FPC Sunday School children that plan to participate in our garden with actual hands-on gardening experience to support their science curriculum. The Young Street Alignment (B4) would present additional safety concerns for these young gardeners.

Additionally, as a certified Dallas County Master Gardener I have led efforts, working with the Dallas County Master Gardener Association Board, to secure Encore Park Community Garden's status as an approved Texas A&M AgriLife Extension project. This partnership will allow increased educational offerings to members of our garden and the surrounding community.

One of my goals for EPCG is to be a social innovator in downtown Dallas and have our gardeners view one another as people, not "groups of haves and have nots". Our gardeners share tips and best gardening practices as individuals without regard to wealth, income, race, sex, age, home (or lack of a home) or disability. The New Testament's Matthew 13 Parable of the Sower recounts seed falling on a path, rocky soil, among thorns and on fertile soil. I believe EPCG has fertile soil and our crop is more than garden produce - our crop includes changed lives.

We are making a difference in downtown Dallas. Please allow us to continue with these efforts and **support the Jackson Street Alignment (B4-Jackson)**.

Sincerely yours,



Susan E. Stephens

James & Kelly Voelker

Mr. Adam Medrano
Councilman, District 2
City of Dallas
1500 Marilla
Dallas, Texas 75201

Dear Mr. Medrano,

DART and the City Council are moving toward a decision in early September on the Locally Preferred Alignment of the D2 line through downtown Dallas. At the city's Transportation Committee meeting on August 10th two proposed alternatives for the alignment of D2 were presented:

- B4 Alignment: Runs the length of Young Street
- B4-Jackson Alignment: Turns up to Jackson Street east of City Hall

As a member of First Presbyterian Church, I write in support of the B4-Jackson Alignment.

The B4 Alignment would substantially burden First Presbyterian Church and place the future of its ministry in grave danger. The Draft Environmental Impact Study (DEIS) that will be sent to the Federal Government as part of the funding process fails to communicate the depth of this impact. The B4 Alignment would employ eminent domain to condemn 50 ft. of the church's property north of Young Street, destroying the 440 space parking garage, the Sunday school space and offices in the basement of that building, and the Church's Chapel Garden. In addition, it would severely impact access to the church by placing a 400 ft. station down the middle of Young Street, significantly impairing entrance and egress to and from the property and splitting the Church's campus, which includes the Stewpot to the south of Young Street. It has the potential to shut down the Church during the construction process.

The B4-Jackson Alignment alleviates these concerns. It should be less costly, as it would have lower condemnation costs and merges two stations into one. It will not destroy newly created homes in the Farmers Market area. It will accomplish all the goals of the needed D2 line.

Furthermore, First Presbyterian Church has served the greater Dallas community for well over 150 years. Our ministry founded the Stewpot in 1975, a separate charitable organization which provides services to homeless Dallas residents, serving more than 1,500 meals a day, providing social-work services, a dental clinic, and job training, among many other efforts aimed at transforming the lives of more than 18,000 Dallas homeless residents annually. First Presbyterian Church also funded the historical restoration of 508 Park, including the original Warner Bros signage, celebrating the art deco building where so many recordings were made in the 1930s. This is, of course, in addition to numerous other local mission work and interfaith outreach throughout the city.

I ask that you please support the B4-Jackson Alignment so that we can continue to give back to the Dallas community as we have for the last 150 years.

Sincerely,


James & Kelly Voelker

Dear Mr Medrano,

18 August 2015

While I am not a member of the First Presbyterian Church I have been an active participant in their programming for nearly 40 years. It is with deep concern for the future of their 150+ year old congregation as well as the many dangers presented by the proposal of running a new DART line down Young Street that I am writing to you. The church, along with the Farmers Market, are the premiere tenants of the southeaster quadrant of downtown. Both are long-venerated institutions that draw people from all over the metroplex. Work is under way to upgrade the market area but a DART rail line down Young Street would gravely impact the future of the church. A line down Young Street would impact the church and its ministries in a number of ways:

- During construction, the church would be virtually inaccessible. The main entrance is on Young Street, so construction of a rail line would demolish the parking garage and parking lot. Even if people could find alternative parking, pedestrian entrance to the main building would be cut off or at least severely limited. That the church would almost cease to exist would not be an understatement.
- The campus is evenly split on both sides of Young Street. Having a rail line and a station in between would be present a dangerous hazard to people (many of whom are children) going from one side of the campus to the other. It's bad enough having to dodge the traffic but add two train lines and it's a major accident waiting to happen.
- A rail line would have trains running within feet of our chapel, the space predominantly used for weddings and funerals.

Several years ago the church spent \$15 million dollars on new construction and to renovate existing buildings on the north side of Young St. The congregation has approved another \$12 million to acquire and renovate the old Oncor building south of Young, with the intention of making it serve various civic and neighborhood organizations. Future plans are for another \$6 million to renovate the sanctuary. The congregation, indeed, is making a significant financial contribution towards the betterment of our quadrant of the downtown area. A DART line down Young Street would cripple our plans and many programs.

One final comment: as an Oak Cliff resident, I drive Young Street on a regular basis. It is the only major east-west vehicular route on the south side of downtown. Where will that traffic go during construction and, more importantly, after construction has been completed? For these many reasons it seems that an alignment of the rail line down Jackson Street (which is not a main traffic artery) would make the most sense for the city. It would bring the proposed line 2 blocks closer to the city center, it would spare the church and so much of the new residential development along Young St, and it would leave Young Street to successfully function as it does now.

Sincerely,



Thomas F. Froehlich

8/16/2015

Dear Mr. Adam Medrano, Councilman,

DART and the City Council are moving toward a decision in early September on the Locally Preferred Alignment of the D2 line through downtown Dallas. At the city's Transportation Committee meeting on August 10th two proposed alternatives for the alignment of D2 were presented. One runs the length of Young Street (B4.) The other turns up to Jackson Street east of City Hall (B4--Jackson.) I write in support of the Jackson Street Alignment.

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The Jackson Street alternative alleviates these concerns. It should be less costly, as it would have lower condemnation costs and merges two stations into one. It will not destroy newly created homes in the Farmers Market area. It will accomplish all the goals of the needed D2 line. And it will enable our 159 year ministry serving the greater Dallas community to continue to thrive. We need your support of the Jackson alternative to the B4 alignment.

Thank you for your consideration and support.

Sincerely,
Bryce, Rebecca, and Thatcher Bartlett
Members of First Presbyterian Church of Dallas

BRB

T

AS/M

August 16, 2015

Mr. Adam Medrano, Councilman
District 2
City of Dallas
1500 Marilla
Dallas, Texas 75201

Dear Mr. Medrano,

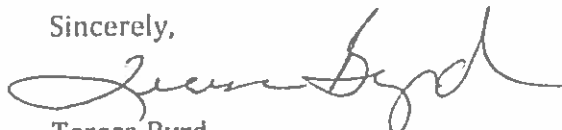
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Thank you for your consideration and support.

Sincerely,



Teresa Byrd

August 17, 2015

Mr. Gary C. Thomas, PE
DART, President/ Executive Director
1401 Pacific Avenue
Dallas, Texas 75202

Dear Mr. Thomas,

I write to you specifically about the decision about to be made regarding the location of the second rail line through downtown Dallas. There is no need for me to say anything to you concerning the impact of your decision on First Presbyterian Church. It is well known that a decision to take the route known as B4 on your planning maps will create a disastrous situation for the church. The stress will be enormous and the program of the church will be disturbed for years to come.

I write not as a member of the church. As a retired Presbyterian clergy I do not hold membership in any congregation. My affiliation with the church is because my wife and I chose to affiliate with the congregation when we moved to Dallas and took residence at Grace Presbyterian Village in Oak Cliff. Our decision to affiliate with First Presbyterian Church was primarily because of the historic courage of the congregation to remain in the city and shape its ministry in a kind of "tough love" for the city of Dallas.

I am eighty four years old. Over the years of my ministry, I have watched many churches abandon the cities and head for the suburbs where their members lived. Often the cities begin the inevitable decline from the center because it is not the place where the churches have their daily lives. People, and churches, care where they live.

I say to you, Sir, that to choose the Young Street extension, and allow the church to struggle with the fallout of that decision, would be to make an extreme hardship for the congregation in the ministry it has chosen because of its love for the city of Dallas. With so many possible resolutions to the rail line location question, I would hope that DART would abandon entirely the one solution referred to as B4.

Sincerely,

Warren H. Rutledge

Cc to Councilman Adam Medrano,
Cc to Congresswoman Eddie Bernice Johnson
Cc to Councilman Lee Kleiman

August 20, 2015

Dear MR Adam Medrano, Councilman

DART and the City Council are moving toward a decision in early September on the Locally Preferred Alignment of the D2 line through downtown Dallas. At the city's Transportation Committee meeting on August 10th two proposed alternatives for the alignment of D2 were presented. One runs the length of Young Street (B4.) The other turns up to Jackson Street east of City Hall (B4--Jackson.) I write in support of the Jackson Street Alignment.

The Young Street alignment would substantially burden First Presbyterian Church and place the future of its ministry in grave danger. The Draft Environmental Impact Study (DEIS) that will be sent to the Federal Government as part of the funding process fails to communicate the depth of this impact. The Young Street alignment would employ eminent domain to condemn 50 ft. of the church's property north of Young Street, destroying the 440 space parking garage, the Sunday school space and offices in the basement of that building, and the Church's Chapel Garden. In addition, it would severely impact access to the church by placing a 400 ft. station down the middle of Young Street, significantly impairing entrance and egress to and from the property and splitting the Church's campus, which includes the Stewpot to the south of Young Street. It has the potential to shut down the Church during the construction process.

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Thank you for your consideration and support.

Sincerely,

Joan Z Echols

Neil R Carvell

Mr. Adam Medrano, Co
District 2
City of Dallas
1500 Marilla
Dallas, TX 75201

August 16, 2015

Dear Councilman Medrano

I am writing you about the placement of the new DART line. As an active member of First Presbyterian Church, Dallas, I value the church's programs and property that would be negatively impacted by DART's choosing of route B4. Route B4 would require closing the church's parking garage as well as closing its underground classrooms and quarters used to host church and civic meetings and house visiting youth service programs. Route B4 also would require the demolition of our beautiful chapel garden and jeopardize our columbarium. It would significantly impair the use of our chapel (for worship, weddings, funerals and concerts) and probably require the removal of a beautiful 67 year old Oak tree at the corner of Harwood and Young streets.

In addition, route B4 would directly, negatively impact our Day School (which serves 120 children of working parents), the Stewpot which serves thousands of homeless individuals and families every year, and Encore Park whose plans will serve the entire surrounding community.

On the other hand, route B4-Jackson, will NOT require the destruction of new homes, will incur far fewer eminent domain claims, and places the DART Station right next to proposed Harwood Street Garden. The B4-Jackson plan will not impact the ministry of the church.

Please support route B4 Jackson over route B4!

Sincerely,


Neil Carvell

aug. 17/15

Dear Mr. Medrano,
As I sat down
today to think about
what to write concerning
the second. Hart nailings
and the impact to our
Church, I figured I need
ed help. I thought my
devotional of the day
would be a good start.
What I read was "God
is not a God of dis-
order but of peace."
A good start don't
you think?
Thank you
for consider-
ing an
alterna-
tive
-ling

B4 that would turn
to Jackson Street and
avoid The First Presbyter-
ian Church. Please
think about the severe
stamp that B4 would
have on our Church,
surrounding pro-
perty and human
lives in the area

Sincerely,
Jane
Dewitt

August 19, 2015

Dear Mr. Medrano,

DART and the City Council are moving toward a decision in early September on the Locally Preferred Alignment on the D2 line through downtown Dallas. At the city's Transportation Committee meeting on August 10, two proposed alternatives for the alignment of D2 were presented. One runs the length of Young Street (B4). The other turns up to Jackson Street east of City Hall (B4-Jackson). I write in support of the Jackson Street alignment.

The Young Street alignment would substantially burden First Presbyterian Church and place the future of its ministries in grave danger. The Draft Environmental Impact Study (DEIS) that will be sent to the Federal Government as part of the funding process fails to communicate the depth of this impact. The Young Street alignment would employ eminent domain to condemn 50ft of our church's property north of Young Street, destroying the 410 space parking garage, Sunday School classrooms, meeting rooms, and offices in the basement of that building, and the church's chapel garden. And, based on noise studies, the B4 alignment would significantly impair the use of the Susie George Chapel. In addition,

it would severely impact access to the church by placing a 400 ft. station down the middle of Young Street, significantly impairing entrance and exit to and from the property and splitting the church's campus, which includes The Steeple and Conner Park to the south of Young Street. It has the potential to shut down the church during the construction process.

The Jackson Street alternative alleviates these concerns. It should be less costly, as it would have lower condemnation costs and merge two stations into one. It will not destroy newly created homes in the Farmer's Market area. It will accomplish all the goals of the needed D2 line. And, it will enable our 159-year ministry serving the greater Dallas to continue to thrive. We need your support of the Jackson Street alternative to the B4 alignment.

Thank you for your consideration and support.

Sincerely,
Elizabeth Rubin

Mr. Adam Medrano
Dallas City Council District 2
1500 Marilla
Dallas, Texas 75201

Dear Mr. Medrano

Dallas Area Rapid Transit (DART) is considering a plan – called B4 - which would place tracks on Young Street by the First Presbyterian Church of Dallas. The B4 plan will have severe negative impact of the activities of this church since it will (1) eliminate the parking garage, and (2) make the chapel unusable because of train noise. An alternative plan would move the tracks north approximately 1 block along Jackson Street.

I would strongly urge the alternative route along Jackson street.

I have been an active member of First Presbyterian Church for over 50 years. I was present at the ceremony when the ground was broken for the garage.

Parking in downtown Dallas was a problem 50 years ago, and has gotten worse since then. When we built this garage we believed it solved the parking problem for folks attending the church for years to come. And it did – when people come to church now they have no problem finding free secure, guarded, covered parking with handicap accessibility. In addition, the basement of the garage has meeting rooms, kitchens, and dormitories for visiting groups.

It may be one of the few garages downtown offering free secure covered parking. Without it many people would have to park on the street. People attending church activities, especially in the evening, may feel uneasy about parking on the street if they had to walk several blocks in the church's neighborhood.

The garage is used seven days a week (and most evenings) for church activities – including the Stewpot, local youth groups, and other ministries serving the downtown community. The list is very long. Elimination of the parking garage would have a strong negative impact on the work and mission of the church.

The chapel was built in the 1950's and is a perfect intimate venue for small events – weddings, funerals, smaller worship services, musical events (it has a pipe organ used in recordings). The proposed DART tracks would run about 30 feet from the windows of the chapel – this would make the building essentially unusable.

I would strongly urge the alternative route along Jackson street, and wish you would use whatever influence you have to support the alternative route.

Leslie W. Read



August 18, 2015



Huerta, Monica

Subject: FW: B4 Avoidance is the clear choice

From: Jeannine Jiral [mailto:]
Sent: Friday, August 21, 2015 12:40 PM
To: Rawlings, Mike <mike.rawlings@dallascityhall.com>; Medrano, Adam <adam.medrano@dallascityhall.com>; Gonzalez, AC <AC.Gonzalez@dallascityhall.com>; Evans, Ryan <Ryan.Evans@dallascityhall.com>
Subject: B4 Avoidance is the clear choice

Dear Mr. Rawlings, City Managers and Dallas City Council Representatives,

When my husband and I were looking for a home to buy in Dallas in 2010, we explored various options and communities. We spent months looking and finally found the perfect place - right in Downtown Dallas with an amazing view and just blocks from The Farmers Market. It was perfect for us - and the Downtown Community has made the whole experience even better. We are involved in Downtown Resident's Council, The Tower Club, Downtown Dallas Neighborhood Association and Farmer's Market Crime Watch - and we always make it a point to vote. We also volunteer at The Bridge, Metro Dallas Homeless Alliance and other events that occur in the Downtown Area. We live and work Downtown. I can't imagine a better place to live - at least till now. I was looking forward to a DART line closer to us in the Farmers Market - then I learned my home could be in the path and of course I am concerned.

The 10 DART D2 proposals are confusing. Let's simplify. Patrick Kennedy of D Magazine said it best "the most important thing is getting the full thing built."

First, let's consider downtown residents. Throw out B4a, B4b, and C3a because they bulldoze family homes and successful businesses in Farmer's Market. B4 Elevated divides the neighborhood with unsightly overpasses ripe for crime, so that's out too.

Second, let's look at affordability. The DART Financial Plan accounts for \$350M, the FTA matches up to 50%, for a total of \$700M. Any options under \$700M can be built in totality without phasing. There's no identified source for funding beyond this \$700M for subsequent phases. Which is better: a half-built underground line or a fully functional line? B7/B7a is just not fiscally responsible.

Third, ridership. C3 has the lowest projected ridership among all the options, so we'll eliminate that. We're left with plain B4, which has property issues on the east side. That's why we have B4 Avoidance (not to be confused with B4a) with a section on Jackson St. B4 Avoidance has similar ridership and cost to plain B4, with routing that makes better use of available land, and provides a superior Farmer's Market station location. **The B4 Avoidance plan also saves downtown residents' homes near the Farmer's Market.**

Considering **downtown residents' homes**, cost, ridership, and making sure the thing actually gets built, B4 Avoidance is a clear choice.

Jeannine Jiral, CPA

Email: [redacted]



August 13, 2015

Adam Medrano, Councilman
District 2
City of Dallas
1500 Marilla St.
Dallas, Texas 75201

Dear Mr. Medrano:

We understand DART will seek approval for a second rail line through downtown Dallas in early September. We also understand the Transportation Committee will make a recommendation to the City Council related to this proposed rail project at its meeting on August 24, 2015.

We very much appreciate your statements at the August 10th Transportation Committee meeting in support of the Jackson Street alternative to the B4 alignment. We think it is important that First Presbyterian Church express our views on the new DART line in writing.

The B4 alignment would place a 400 foot rail station directly between the First Presbyterian Church Welcome Center and the Community Ministries Building, significantly impairing entrance and egress to and from Church property. It would also require the demolition of the Church's parking garage, including the classrooms and other meeting spaces in the basement, and take half the Church's limited surface parking. This alignment would also take the Chapel Garden and jeopardize the Columbarium, where remains of over 100 people are located, and the 67 year old oak tree at the corner of Harwood and Young Street. Based on earlier noise studies conducted by DART, the B4 alignment would also significantly impair the use of the Sudie George Chapel.

We appreciate the DART staff's considering an alternative B4 alignment that would turn to Jackson Street, avoiding First Presbyterian Church. However, based on the comments from Mr. Thomas at the Transportation Committee meeting on August 10th, we understand DART will propose both B4 and the Jackson Street alignment for approval as the Locally Preferred Alignment (LPA). From your remarks, we understand you do not support the B4 alignment without the Jackson alternative. We agree.

We support the Jackson Street alternative because:

1. It should be less costly; with lower condemnation costs.
2. It will not displace new homes in the Farmers Market area.
3. It places a station just north of the proposed Harwood Street Garden.
4. It enables us to continue our 159 year ministry serving the greater Dallas Community.

We oppose B4 and any other alignment on Young Street because:

1. It would severely disrupt the only major east-west street on the south side of downtown Dallas.
2. It would demolish recently constructed homes in the Farmers Market
3. It would destroy the Church's 440-car parking garage and the Sunday School space and offices in the basement.

Mr. Adam Medrano, Councilman
August 13, 2015
Page 2

4. It would destroy the newly constructed Chapel Garden, jeopardizing the Columbarium in the courtyard of the Sudie George Chapel.
5. It would severely limit the use of the Sudie George Chapel.
6. It would bifurcate the Church's property, dividing our campus and isolating the Stewpot, Encore Park, and its new Amphitheater, Community Garden and the historic 508 Park Building.
7. It would severely impact access to the Church, impacting not only over 1,600 Church members, but also the 120 families who bring their children to FPC's Developmental Day School every weekday, the additional 120 families whose children participate in the Stewpot's Kids Club program each Saturday, the Children's Chorus of Greater Dallas who rehearse every Monday night, the 130+ underprivileged youth that participate in the Stewpot's Venturing Crew and Junior Crew that meet at the Church every Wednesday night, and the All Stars Project of Dallas that offices in our basement meeting space. These are just a few of the community organizations that use our Church and other facilities.

We have not been provided with DART's internal estimates of the condemnation costs related to the B4 alignment. However, we strongly believe that any DART estimate significantly underestimates the costs associated with the taking of property owned by First Presbyterian Church and the substantial damage to our remaining property on both sides of Young Street.

For 159 years First Presbyterian Church has been a vital part of the downtown Dallas community, with a mission serving the citizens of this city, especially the least of these in our midst. The B-4 alignment down Young Street would substantially burden the Church, placing the future of our ministry in grave danger. The Jackson Street alternative is the best option, not only for the Church, but also for our city.

If you need any further information from us or if there is anything else we can do to support the Jackson Street alignment, please do not hesitate to contact me at 214.748.8051.

Sincerely,



The Reverend Joseph J. Clifford, D. Min

Cc: Congresswoman Eddie Bernice Johnson
The Dallas City Council

Rev. Dr. Diana Brown Holbert

Phone

Mr. Adam Medrano, Councilman
District 2
City of Dallas
1500 Marilla
Dallas, Texas 75201

Dear Mr. Medrano,

I beg of you: please don't destroy one of the city's most beautiful and most helpful churches in the city. With the DART plan for an extension on Young Street, First Presbyterian Church will be unable to function as it is now with the parking garage, the beautiful downtown garden and ancient tree, and easy access to our largest ministry: The Stewpot. Please consider what this would do not only to the congregation and to those served by the Stewpot, but also to the entire city in terms of aesthetics and of helpful aid.

What can I do to help negate this plan and offer the other route?

Please know that I am an avid supporter of DART, and I truly want DART to succeed as we global citizens enter into an unprecedented time of need in terms of eliminating climate change and its ravages.

I applaud you for the work that you are doing to make our city and our world a better place. Please take into consideration the investment that First Presbyterian Church has made, is making, and will make for our city as you look at alternative routes such as the Jackson Street line. What a wonderful location for the renewal of the Statler-Hilton, the Main Street Garden, the UNT Law School, and others.

Yours sincerely,



Diana Holbert

August 17, 2015

Mr. Adam Medrano, Councilman, District 2
City of Dallas
1500 Marilla
Dallas, TX 75201

Dear Councilman Medrano

Unaccustomed as I am in writing letters regarding decisions that affect the downtown area of Dallas, I feel compelled to write to you today as I have learned about the possibility of DART imposing a rail and station on Young Street. I am a lifelong Presbyterian and a ruling elder at First Presbyterian Church of Dallas. I also serve as co-chair of our Congregational Life Council. Our history goes back to the early beginnings of Dallas as we were chartered one day after the city of Dallas received its charter.

It is my understanding that a final decision regarding a second rail line through downtown Dallas will be made in early September. I write in hopes that an alignment that will not directly impact the church and our ministries. At this point a Young Street alignment would directly impact our Day School, The Stewpot Ministries and the newly constructed Encore Park which has enhanced this area most recently.

I urge you not to consider the potential alignment which runs down Young Street, referred to as B4 and turn your attention to the other alternative that turns up to Jackson Street east of City Hall and is referred to as B4-Jackson.

The Young Street alignment includes a 400 foot rail station directly between our newly constructed Welcome Center and the Community Ministries Building which includes the Stewpot. It would require the demolition of our parking garage, including the classrooms and other meeting spaces in our basement, and take half of our limited surface parking. This alignment would also take our Chapel Garden and jeopardize the Columbarium and the 67 year old oak tree at the corner of Harwood and Young Street. Based on earlier noise studies, the B4 alignment would also significantly impair the use of our Sudie George Chapel.

The Jackson alternative is a much better option, not only for the Church but for the city. It does not require the destruction of new homes, it involves less eminent domain claims, it places a station next to the proposed Harwood Street Garden, and it does not impact the ministry of our Church. We are excited about this alternative. Our DART Task Force at the church has worked hard to bring this possibility about.

Sincerely,



Dr. Jay D. Evans
Member & Ruling Elder
Co-Chair of Congregational Life Council
First Presbyterian Church - Dallas

August 15, 2015

Dear Councilman Medrano:

DART and the City Council are moving toward a decision in early September on the Locally Preferred Alignment of the D2 line through downtown Dallas. At the city's Transportation Committee meeting on August 10th two proposed alternatives for the alignment of D2 were presented. One runs the length of Young Street (B4.) The other turns up to Jackson Street east of City Hall (B4--Jackson.) I write in support of the Jackson Street Alignment.

The Young Street alignment would substantially burden First Presbyterian Church and place the future of its ministry in grave danger. The Draft Environmental Impact Study (DEIS) that will be sent to the Federal Government as part of the funding process fails to communicate the depth of this impact. The Young Street alignment would employ eminent domain to condemn 50 ft. of the church's property north of Young Street, destroying the 440 space parking garage, the Sunday school space and offices in the basement of that building, and the Church's Chapel Garden. In addition, it would severely impact access to the church by placing a 400 ft. station down the middle of Young Street, significantly impairing entrance and egress to and from the property and splitting the Church's campus, which includes the Stewpot to the south of Young Street. It has the potential to shut down the Church during the construction process.

The Jackson Street alternative alleviates these concerns. It should be less costly, as it would have lower condemnation costs and merges two stations into one. It will not destroy newly created homes in the Farmers Market area. It will accomplish all the goals of the needed D2 line. And it will enable our 159 year ministry serving the greater Dallas community to continue to thrive. We need your support of the Jackson alternative to the B4 alignment.

Thank you for your consideration and support.

Sincerely,

Jim and Jane Schabo

Huerta, Monica

Subject: FW: B4-Jackson alignment

From: Eleanor Otto [mailto:████████████████████]
Sent: Friday, August 21, 2015 11:26 AM
To: Kleinman, Lee <lee.kleinman@dallascityhall.com>
Cc: Medrano, Adam <adam.medrano@dallascityhall.com>; karls@fpcdallas.org; joec@fpcdallas.org
Subject: B4-Jackson alignment

Dear Mr. Kleinman,

Although I do not live in Dallas now, I have attended First Presbyterian Church for over 60 years. I have been able to drive the twenty-one miles each Sunday morning to attend church and have been blessed to park in the attached parking garage. If the garage were not available, I might have to limit or even cancel my weekly trips there.

I have supported to the best of my ability the expanding ministry to the Stewpot and all the associated ministries to the poorest of our citizens. I am most especially proud of the many college scholarships that have been awarded to the children who live in the neighborhood, and have grown up attending the Saturday School, the Venturing Crew, etc. If our church had moved out of the neighborhood when other downtown churches were moving to the suburbs, we would not have been able to help these upcoming leaders of our city and state.

For me, it would be sad to lose our parking garage due to a new DART line, and to be cut off from our growing ministry across the street on Park Street.

It is due to these reasons, and others, that I ask you and the Transportation Committee to earnestly consider implementing the Alternative B4 route that would use Jackson Street instead of Young Street that would so negatively impact the mission of First Presbyterian Church at the border of downtown Dallas and the southern sector.

Thank you very much,

Eleanor Otto
Coppell, Texas

Huerta, Monica

Subject: FW: DART D2: CHOOSE B4 AVOIDANCE

From: Lambertz, Dietmar (mailto: [REDACTED])
Sent: Friday, August 21, 2015 10:57 AM
To: 'AC.Gonzalez@dallascityhall.com'; 'adam.mcgough@dallascityhall.com'; 'adam.medrano@dallascityhall.com'; 'carolyn.arnold@dallascityhall.com'; 'casey.thomas@dallascityhall.com'; 'erik.wilson@dallascityhall.com'; 'jennifer.gates@dallascityhall.com'; 'lee.kleinman@dallascityhall.com'; 'mark.clayton@dallascityhall.com'; 'mike.rawlings@dallascityhall.com'; 'monica.alonzo@dallascityhall.com'; 'philip.kingston@dallascityhall.com'; 'rick.callahan@dallascityhall.com'; 'ryan.evans@dallascityhall.com'; 'sandy.greyson@dallascityhall.com'; 'scott.griggs@dallascityhall.com'; 'tiffinni.young@dallascityhall.com'
Subject: DART D2: CHOOSE B4 AVOIDANCE

Dear Mr. Rawlings, City Managers and Dallas City Council Representatives.

I'm a first time homeowner and resident of the 2100 block of Albany St. near the Farmer's Market in Dallas and my home is at risk of eminent domain and destruction under many of the proposed D2 alignment plans. Several of our neighbors (including ourselves) have been living here less than a year and we were all shocked when we found out about this. I have always been an avid supporter of DART and the need for viable public transportation in Dallas. I rode DART and the TRE to work for close to two years. My wife and I fell in love with the downtown/Farmer's Market area and its bright future. We took the plunge and left the Turtle Creek area to live here. The City of Dallas has been actively marketing downtown as a place to live, work and play. A decision to invoke eminent domain to destroy homes in the Farmer's Market sends a very negative message to citizens wanting to be a part of the growing downtown revitalization. If investments into homes are at risk via public works and transportation, why should people move to and live in downtown?

So, let's break down the workable options that allow for a successful second route through downtown:

The 10 DART D2 proposals are confusing. Let's simplify. Patrick Kennedy of D Magazine said it best "the most important thing is getting the full thing built."

First, let's consider downtown residents. Throw out B4a, B4b, and C3a because they bulldoze family homes and successful businesses in Farmer's Market. B4 Elevated divides the neighborhood with unsightly overpasses ripe for crime, so that's out too.

Second, let's look at affordability. The DART Financial Plan accounts for \$350M, the FTA matches up to 50% for a total of \$700M. Any options under \$700M can be built in totality without phasing. There's no identified source for funding beyond this \$700M for subsequent phases. Which is better: a half-built underground line or a fully functional line? B7/B7a is just not fiscally responsible.

Third, ridership. C3 has the lowest projected ridership among all the options, so we'll eliminate that. We're left with plain B4, which has property issues on the east side. That's why we have B4 Avoidance (not to be confused with B4a) with a section on Jackson St. **B4 Avoidance** has similar ridership and cost to plain B4, with routing that makes better use of available land, and provides a superior Farmer's Market station location. The B4 Avoidance plan also saves downtown residents' homes near the Farmer's Market.

Considering downtown residents' homes, cost, ridership, and making sure the thing actually gets built, B4 Avoidance is a clear choice.

Sincerely,

envoy

Dietmar Lambertz

Inventory Control

Envoy Air Inc.



NOTICE: This email and any attachments are for the exclusive and confidential use of the intended recipient(s). If you are not an intended recipient, please do not read, distribute, or take action in reliance upon this message. If you have received this in error, please notify me immediately by return email and promptly delete this message and its attachments from your computer.

Huerta, Monica

Subject: FW: DART D2: CHOOSE B4 AVOIDANCE

From: Blake Chamberlin [mailto:████████████████████]
Sent: Friday, August 21, 2015 10:14 AM
To: Rawlings, Mike <mike.rawlings@dallascityhall.com>; Griggs, Scott <scott.griggs@dallascityhall.com>; Medrano, Adam <adam.medrano@dallascityhall.com>; Thomas, Casey <casey.thomas@dallascityhall.com>; carolyn.arnold@dallascityhall.com; Callahan, Rick <rick.callahan@dallascityhall.com>; Alonzo, Monica <monica.alonzo@dallascityhall.com>; Young, Tiffinni <tiffinni.young@dallascityhall.com>; Wilson, Erik <erik.wilson@dallascityhall.com>; Clayton, Mark <mark.clayton@dallascityhall.com>; McGough, Adam <adam.mcgough@dallascityhall.com>; Kleinman, Lee <lee.kleinman@dallascityhall.com>; Greyson, Sandy <sandy.greyson@dallascityhall.com>; Gates, Jennifer <jennifer.gates@dallascityhall.com>; phillip.kingston@dallascityhall.com; Gonzalez, AC <AC.Gonzalez@dallascityhall.com>; Evans, Ryan <Ryan.Evans@dallascityhall.com>
Subject: DART D2: CHOOSE B4 AVOIDANCE

Dear Mr. Rawlings, City Managers and Dallas City Council Representatives,

I live in the Townhomes that is at risk of being destroyed by the new DART line. It is my very first home and have lived here for almost 2 and a half years. I work downtown in Thanksgiving Tower as well...so a large portion of my time and money go towards supporting the businesses and services of Downtown Dallas weekends and weekdays. Not to mention the taxes I pay to the district on my home. If we don't choose the B4 Avoidance route, the taxpaying homes that are there may be destroyed, and I will likely look to live and work outside of downtown. Walking to work every single day. I can see the traffic flow of the areas in question. Canton/Young Street (where I live) has a heavy amount of traffic every morning and evening. Jackson Street immediately behind it, is almost always empty. It's more surprising to see cars on that street during my walk then not. The homes and the people of my community have brought a sense of stability and normalcy to the Farmers Market area, and have contributed in making it a fantastic place businesses and consumers alike.

The 10 DART D2 proposals are confusing. Let's simplify. Patrick Kennedy of D Magazine said it best "the most important thing is getting the full thing built."

First, let's consider downtown residents. Throw out B4a, B4b, and C3a because they bulldoze family homes and successful businesses in Farmer's Market. B4 Elevated divides the neighborhood with unsightly overpasses ripe for crime, so that's out too.

Second, let's look at affordability. The DART Financial Plan accounts for \$350M, the FTA matches up to 50%, for a total of \$700M. Any options under \$700M can be built in totality without phasing. There's no identified source for funding beyond this \$700M for subsequent phases. Which is better: a half-built underground line or a fully functional line? B7/B7a is just not fiscally responsible.

Third, ridership. C3 has the lowest projected ridership among all the options, so we'll eliminate that. We're left with plain B4, which has property issues on the east side. That's why we have B4 Avoidance (not to be confused with B4a) with a section on Jackson St. **B4 Avoidance** has similar ridership and cost to plain B4, with

routing that makes better use of available land, and provides a superior Farmer's Market station location. **The B4 Avoidance plan also saves downtown residents' homes near the Farmer's Market.**

Considering downtown residents' homes, cost, ridership, and making sure the thing actually gets built, B4 Avoidance is a clear choice.

The choice of DART line has a direct impact on lives of many people. Please consider this when making your decision. Thank you so much for your time.

Blake Chamberlin

Huerta, Monica

Subject: FW: DART D2: CHOOSE B4 AVOIDANCE

From: Kevin Greenspan [mailto:████████████████████]
Sent: Monday, August 24, 2015 4:33 PM
To: Rawlings, Mike <mike.rawlings@dallascityhall.com>; Griggs, Scott <scott.griggs@dallascityhall.com>; Medrano, Adam <adam.medrano@dallascityhall.com>; Thomas, Casey <casey.thomas@dallascityhall.com>; carolyn.arnold@dallascityhall.com; Callahan, Rick <rick.callahan@dallascityhall.com>; Alonzo, Monica <monica.alonzo@dallascityhall.com>; Young, Tiffinni <tiffinni.young@dallascityhall.com>; Wilson, Erik <erik.wilson@dallascityhall.com>; Clayton, Mark <mark.clayton@dallascityhall.com>; McGough, Adam <adam.mcgough@dallascityhall.com>; Kleinman, Lee <lee.kleinman@dallascityhall.com>; Greyson, Sandy <sandy.greyson@dallascityhall.com>; Gates, Jennifer <jennifer.gates@dallascityhall.com>; Kingston, Philip <philip.kingston@dallascityhall.com>; Gonzalez, AC <AC.Gonzalez@dallascityhall.com>; Evans, Ryan <Ryan.Evans@dallascityhall.com>
Subject: Re: DART D2: CHOOSE B4 AVOIDANCE

Hello All.

It is my understanding that today the city of Dallas decided they would no longer approve the B4 plan but only the B4 Avoidance (Jackson) plan. I would like to thank all involved if that is the case for listening to your residents. I think there were other plans I would like better, including some underground plans, but I think all of those were too costly from my understanding. At any rate, I wanted to let you know we appreciate you listening to us and if you have any feedback about which plan(s) are still in play, please let me know...

thanks again....

Kevin.....

On Fri. Aug 21, 2015 at 10:03 AM, Kevin Greenspan <kgspan@gmail.com> wrote:

Dear Mr. Rawlings, City Managers and Dallas City Council Representatives,

My name is Kevin Greenspan. I live in the townhomes off of Albany Street near the Farmer's Market. I was actually the first person to buy in the original building on Albany Street and I have lived there since 2009 and really enjoy the neighborhood and location. Prior to living here, I moved every 6 months to a year and never felt like I was part of a community. I have seen this area grow and look forward to all the changes coming to the Farmer's Market area. I know DART is coming and actually will like to have a station closer to me that is an easier walk.

All that said, I really do not want to lose my home to DART or have it so close to me that it destroys my property value. I understand these plans were put together before our neighborhood even existed and due to that fact, I am hoping DART will make the proper adjustments allowing us to keep our homes and property value. Please consider us, the residents of downtown, when making this crucial decision. Thank you for your consideration.

Kevin Greenspan

The 10 DART D2 proposals are confusing. Let's simplify. Patrick Kennedy of D Magazine said it best "the most important thing is getting the full thing built."

First, let's consider downtown residents. Throw out B4a, B4b, and C3a because they bulldoze family homes and successful businesses in Farmer's Market. B4 Elevated divides the neighborhood with unsightly overpasses ripe for crime, so that's out too.

Second, let's look at affordability. The DART Financial Plan accounts for \$350M, the FTA matches up to 50%, for a total of \$700M. Any options under \$700M can be built in totality without phasing. There's no identified source for funding beyond this \$700M for subsequent phases. Which is better: a half-built underground line or a fully functional line? B7/B7a is just not fiscally responsible.

Third, ridership. C3 has the lowest projected ridership among all the options, so we'll eliminate that. We're left with plain B4, which has property issues on the east side. That's why we have B4 Avoidance (not to be confused with B4a) with a section on Jackson St. B4 Avoidance has similar ridership and cost to plain B4, with routing that makes better use of available land, and provides a superior Farmer's Market station location. **The B4 Avoidance plan also saves downtown residents' homes near the Farmer's Market.**

Considering **downtown residents' homes**, cost, ridership, and making sure the thing actually gets built, B4 Avoidance is a clear choice.

Huerta, Monica

Subject: FW: DART Downtown Rail

From: David Kerr [mailto: [REDACTED]]
Sent: Wednesday, August 19, 2015 2:05 PM
To: Medrano, Adam <adam.medrano@dallascityhall.com>
Subject: DART Downtown Rail

Mr. Medrano...

This e-mail being sent to you in your capacity as a member of the Dallas City Council Transportation Committee to urge your support for route B4-Jackson for the proposed second downtown DART Rail Line.

My wife and I have been active members of First Presbyterian Church of Dallas at 1835 Young Street for nearly 60 years. It so happens I was chairman of the committee responsible for construction of the 450-car parking garage located on the southwest corner of the church property and which has been a major reason First Presby has been able to remain downtown. DART'S proposed B4 route down Young Street would result in the demolition of this garage, reduce our limited surface parking, impair the use of our much-used Chapel, and severely impact access to the Community Ministries Building which provides important services to the homeless that is located across Young Street from the church.

Over the years I have been an active civic worker in Dallas, serving four years on the City Plan Commission, two years as chairman of ZOAC, Chairman of the Board of the North Dallas chairman, vice chairman of a city bond program, etal. I was a staunch supporter of DART from its inception and favor a second downtown line-- BUT NOT B4!

Mr. Medrano, your support of B4-Jackson will be greatly appreciated.

David J. Kerr

--
[REDACTED]

Huerta, Monica

Subject: FW: Proposed DART rail line: B-4 Jackson
Attachments: Joe Clifford-Lee Kleinman Letter.pdf

From: Richard Abney [mailto: [REDACTED]]
Sent: Thursday, August 20, 2015 4:04 PM
To: Kleinman, Lee <lee.kleinman@dallascityhall.com>
Cc: Salazar, Maria D. <maria.salazar2@dallascityhall.com>; Greyson, Sandy <sandy.greyson@dallascityhall.com>; Monica Alonzo <maricela.garz@dallascityhall.com>; Casey Thomas II <s.beck-ellison@dallascityhall.com>; Medrano, Adam <adam.medrano@dallascityhall.com>; McGough, Adam <adam.mcgough@dallascityhall.com>; Clayton, Mark <mark.clayton@dallascityhall.com>; Kingston, Philip <philip.kingston@dallascityhall.com>
Subject: Proposed DART rail line: B-4 Jackson

Councilman Lee Kleinman
Chair, City of Dallas Transportation Committee
1500Marilla
Dallas, TX 75201

August 20, 2015

Councilman Kleinman,

I want to add my support for the proposed DART rail line **B-4 Jackson route** that has been presented to the City of Dallas Transportation Committee. The (attached) letter that was sent to you by Reverend Joe Clifford offers a compelling argument in favor of the B-4 Jackson route.....especially the points he makes on page 2:

6. *It would bifurcate Church property, dividing the campus and isolating the Stewpot, Encore Park, and its new Amphitheater, Community Garden and the historic 508 Park Building.*
7. *It would severely impact access to the Church, impacting not only over 1,600 Church members, but also the 120 families who bring their children to our Developmental Day School every weekday, the additional 120 families whose children participate in our Kids Club program each Saturday, the Children's Chorus of Greater Dallas who rehearse every Monday night, the 130+ underprivileged youth that participate in the Stewpot's Venturing Crew and Junior Crew that meet at the Church every Wednesday night, and the All Stars Project of Dallas that offices in our basement meeting space. Of course, these are just a few of the community organizations that use our Church and other facilities.*

This is more than just a "Not in my backyard!" argument. These outreach programs initiated by First Presbyterian Church provide valuable services to this community--at no cost to the City of Dallas.

I pray that your committee will recommend the **B-4 Jackson route** to the Dallas City Council at your August 24, 2015 meeting.

Sincerely,

Richard Abney
[REDACTED]



August 13, 2015

Lee Kleinman, Councilman
Chair, Transportation Committee
City of Dallas
1500 Marilla
Dallas, Texas 75201

Dear Mr. Kleinman:

We understand that DART will seek approval for a second rail line through downtown Dallas in early September. We also understand that the Transportation Committee will make a recommendation to the City Council related to this proposed rail project at its meeting on August 24, 2015.

At the Transportation Committee meeting on August 10th, Gary Thomas, DART's CEO, recommended the B4 alignment with a possible Jackson Street alternative. Without the Jackson Street alternative, the B4 alignment would place a 400 foot rail station directly between First Presbyterian Church's Welcome Center and the Church's Community Ministries Building, significantly impairing entrance and egress to and from Church property. It would also require the demolition of the Church's parking garage, including the classrooms and other meeting spaces in the Church basement, and take half the Church's limited surface parking. This alignment would also demolish the Chapel Garden and jeopardize the Columbarium, where remains of over 100 people are located, and the 67 year old oak tree at the corner of Harwood and Young Street. Based on earlier noise studies conducted by DART, the B4 alignment would also significantly impair the use of the Sudie George Chapel.

We appreciate the DART staff's considering an alternative B4 alignment that would turn to Jackson Street, avoiding the Church. However, based on the comments from Mr. Thomas at the Transportation Committee meeting on August 10th, we understand that DART will propose both B4 and the Jackson Street alternative for approval as the Locally Preferred Alignment (LPA).

We support the Jackson Street alternative because:

1. It should be less costly; with lower condemnation costs.
2. It will not displace new homes in the Farmers Market area.
3. It places a station just north of the proposed Harwood Street Garden.
4. It enables the Church to continue its 159 year ministry serving the Dallas Community.

We oppose B4 and any other alignment on Young Street because:

1. It would severely disrupt the only major east-west street on the south side of downtown Dallas.

Mr. Lee Kleinman
August 12, 2015
Page 2

2. It would demolish recently constructed homes in the Farmers Market.
3. It would destroy the 440-car parking garage and the Sunday School space and offices in its basement.
4. It would destroy the newly constructed Chapel Garden, jeopardizing the Columbarium in the courtyard of the Sudie George Chapel.
5. It would severely limit the use of the Sudie George Chapel.
6. It would bifurcate Church property, dividing the campus and isolating the Stewpot, Encore Park, and its new Amphitheater, Community Garden and the historic 508 Park Building.
7. It would severely impact access to the Church, impacting not only over 1,600 Church members, but also the 120 families who bring their children to our Developmental Day School every weekday, the additional 120 families whose children participate in our Kids Club program each Saturday, the Children's Chorus of Greater Dallas who rehearse every Monday night, the 130+ underprivileged youth that participate in the Stewpot's Venturing Crew and Junior Crew that meet at the Church every Wednesday night, and the All Stars Project of Dallas that offices in our basement meeting space. Of course, these are just a few of the community organizations that use our Church and other facilities.

We have not been provided with DART's internal estimates of the condemnation costs related to the B4 alignment. However, we strongly believe that any DART estimate significantly underestimates the costs associated with the taking of property owned by First Presbyterian Church and the substantial damage to our remaining property on both sides of Young Street.

For 159 years First Presbyterian Church has been a vital part of the downtown Dallas community, with a mission serving the citizens of this city, especially the least of these in our midst. The B4 alignment down Young Street would substantially burden the Church, placing the future of our ministry in grave danger. The Jackson Street alternative is the best option, not only for the Church, but also for our city.

We would invite you and the other members of the Transportation Committee to tour our campus in order to better understand what we are accomplishing for our city. If you would like to arrange a tour or need any additional information from us, please do not hesitate to contact me at 214.748.8051.

Sincerely,



The Reverend Joseph J. Clifford, D. Min
Senior Pastor

cc: Transportation Committee

Huerta, Monica

Subject: FW: D2 Line

From: Pilgrim, Robert [mailto: [REDACTED]]
Sent: Thursday, August 20, 2015 5:46 PM
To: Medrano, Adam <adam.medrano@dallascityhall.com>; njohnson@dart.org
Cc: Luis Acuna < [REDACTED] >
Subject: D2 Line

Dear Council Member Medrano and Nancy Johnson,

DART and the City Council are moving toward a decision in early September on the Locally Preferred Alignment of the D2 line through downtown Dallas. At the this morning's ULI Breakfast the preferred alignment for D2 was presented with a possible revision. The original one runs the length of Young Street (B4.) The other turns up to Jackson Street east of City Hall (B4--Jackson.) I write in support of the Jackson Street Alignment OR one of the B7 alignments that utilizes Commerce Street.

The Young Street alignment, as planned, would substantially burden First Presbyterian Church and place the future of its ministry in grave danger. It would also substantially impact the Townhomes and Condos that have recently been added to the Farmers Market area.

The Draft Environmental Impact Study (DEIS) that will be sent to the Federal Government as part of the funding process fails to communicate the depth of this impact. The Young Street alignment would employ eminent domain to condemn 50 ft. of the church's property north of Young Street, destroying the 440 space parking garage, the Sunday school space and offices in the basement of that building, and the Church's Chapel Garden. In addition, it would severely impact access to the church by placing a 400 ft. station down the middle of Young Street, significantly impairing entrance and egress to and from the property and splitting the Church's campus, which includes the Stewpot to the south of Young Street. It has the potential to shut down the Church during the construction process.

The Jackson Street alternative alleviates these concerns. It should be less costly, as it would have lower condemnation costs. It will not destroy newly created homes in the Farmers Market area. Additionally the burden placed on the homeowners of homes that fall into an uncertain outcome could ripple through life decisions and affect possible sales should someone need to sale prior to the city moving forward. It will accomplish all the goals of the needed D2 line. We need your support of the Jackson alternative to the B4 alignment OR a shift to one of the B7 alignments.

Thank you for your consideration.

Sincerely,

Robert A. Pilgrim, Jr.

[REDACTED]

Huerta, Monica

Subject: FW: Please save First Presbyterian Church!

From: Mari McAdoo [mailto:████████████████████]
Sent: Thursday, August 20, 2015 7:34 PM
To: Medrano, Adam <adam.medrano@dallascityhall.com>
Subject: Please save First Presbyterian Church!

Mr. Medrano -

Please share this plea with any you know on the decision committee for DART.
View this website for more information about First Presbyterian Church - <http://www.fpcdallas.org/dart-jackson>

Please consider the Jackson St. route as the most important route for the new Dart rail rather than the Young Street route. First Presbyterian Church is an historic building to thousands of Dallas residents and it is my church home. I grew up in this church where my parents were very strong members for 47 years - I moved away for a while but came back to our First Presbyterian church in 2008 and though I now live in Ft. Worth - I drive to First Presbyterian in Dallas because it is just that wonderful of a church and is a huge part of my life. The services they provide for all Dallas residents and the world is beyond compare with the stewpot and Haiti missions and Northern Ireland missions and Juarez missions, the day school, vacation bible school and on and on.

My brother was married in the chapel in 1966, my dear deceased friend's remains are housed in the columbarium by the chapel. My family has so much history in the church, as do so many families in Dallas. Many of our congregation members are elderly and not having our parking garage and having the church in demolition stage and construction would severely impact their attendance and participation in the place they find the most peace and comfort, our wonderful church.

The destruction would severely and negatively impact our entire congregation which reaches to far areas of the metroplex and beyond.

Please save our church from such destruction and upheaval - we have recently had a huge remodeling of the church to help provide better service to the congregation and we've built 508 Park Amphitheater and a community garden on Park st which is just beginning to flourish and the Historic 508 Park building has so many new plans in the works to provide so much for the city of Dallas.

I love my church and want to see it flourish in the future - not be destroyed and ruined. The proposed Dart rail down Young street would cause such total upheaval and destruction to our newly remodeled church - how could the cost of that possibly be worth it - we spent years raising money to be able to upgrade the over 100 year old church and we love it and want it to stay in the condition it is in now and only get better in the future - not worse.

PLEASE save the First Presbyterian Church Dallas from the Young St route and consider the Jackson St. route instead or other routes that have less of an impact on buildings and people and historic landmarks of Dallas. Churches nowadays have such a difficult time getting members as it is - which is a very sad state of affairs in our society - please don't make it more difficult for us to attract new members and keep the ones we have. I love my church and the people in it and don't want to see it destroyed. Please, I pray that you spare our church, please.

<http://www.fpcdallas.org/dart-jackson>

Thank you for your thoughtful consideration -
Mari McAdoo

████████████████████
████████████████████

Huerta, Monica

Subject: FW: DART southern route

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

From: Warrenhilljohnson [mailto:]

Sent: Friday, August 21, 2015 6:49 AM

To: Medrano, Adam <adam.medrano@dallascityhall.com>

Subject: DART southern route

I support either the Jackson or Marilla route . The Young Street route would create dire consequences for the First Presbyterian Church. Destroying the parking garage will destroy the church. The main access to the church as well as the parking garage is from Young Street. The churches campus would literally be cut in half. Separating the church from its Community Ministry Programs and recent renovations to the southside of Park Avenue. In addition to destroying a garage, classrooms, space for civic oriented youth programs, and the Chapel Garden would be destroyed. This is not a Sunday Only parking lot that's at stake. The church provides "a heart for the city" that the city desperately needs. Please voice opposition to the Young Street route. Thank you

Sent from my iPhone

Huerta, Monica

Subject: FW: DART D2: CHOOSE B4 AVOIDANCE

From: Hannifin, Danielle [REDACTED]
Sent: Friday, August 21, 2015 10:00 AM
To: Gonzalez, AC <AC.Gonzalez@dallascityhall.com>; McGough, Adam <adam.mcough@dallascityhall.com>; Medrano, Adam <adam.medrano@dallascityhall.com>; carolyn.arnold@dallascityhall.com; Thomas, Casey <casey.thomas@dallascityhall.com>; Wilson, Erik <erik.wilson@dallascityhall.com>; Gates, Jennifer <jennifer.gates@dallascityhall.com>; Kleinman, Lee <lee.kleinman@dallascityhall.com>; Clayton, Mark <mark.clayton@dallascityhall.com>; Rawlings, Mike <mike.rawlings@dallascityhall.com>; Alonzo, Monica <monica.alonzo@dallascityhall.com>; Kingston, Philip <philip.kingston@dallascityhall.com>; Callahan, Rick <rick.callahan@dallascityhall.com>; Evans, Ryan <Ryan.Evans@dallascityhall.com>; Greyson, Sandy <sandy.greyson@dallascityhall.com>; Griggs, Scott <scott.griggs@dallascityhall.com>; Young, Tiffinni <tiffinni.young@dallascityhall.com>
Subject: DART D2: CHOOSE B4 AVOIDANCE

Dear Mr. Rawlings, City Managers and Dallas City Council Representatives,

I'm a homeowner and resident of the 2100 block of Albany St. near the Farmer's Market in Dallas and my home is at risk of eminent domain and destruction under many of the proposed D2 alignment plans. Some of the owners in my neighborhood, including my husband and I, just recently purchased a home in downtown (December 2014), and were very distressed to hear this news. I have always been an avid supporter of DART and the need for viable public transportation in Dallas, and am an occasional rider, as well. However, we need to respect individual property rights of owners willing to take a chance on living in downtown Dallas. The City of Dallas has been actively marketing downtown as a place to live, work and play. A decision to invoke eminent domain to destroy homes in the Farmer's Market sends a very negative message to citizens wanting to be a part of the growing downtown revitalization. If investments into homes are at risk via public works and transportation, why should people move to and live in downtown?

So, let's break down the workable options that allow for a successful second route through downtown:

The 10 DART D2 proposals are confusing. Let's simplify. Patrick Kennedy of D Magazine said it best "the most important thing is getting the full thing built."

First, let's consider downtown residents. Throw out B4a, B4b, and C3a because they bulldoze family homes and successful businesses in Farmer's Market. B4 Elevated divides the neighborhood with unsightly overpasses ripe for crime, so that's out too.

Second, let's look at affordability. The DART Financial Plan accounts for \$350M, the FTA matches up to 50%, for a total of \$700M. Any options under \$700M can be built in totality without phasing. There's no identified source for funding beyond this \$700M for subsequent phases. Which is better: a half-built underground line or a fully functional line? B7/B7a is just not fiscally responsible.

Third, ridership. C3 has the lowest projected ridership among all the options, so we'll eliminate that. We're left with plain B4, which has property issues on the east side. That's why we have B4 Avoidance (not to be confused with B4a) with a section on Jackson St. **B4 Avoidance** has similar ridership and cost to plain B4, with routing that makes better use of available land, and provides a superior Farmer's Market station location. The B4 Avoidance plan also saves downtown residents' homes near the Farmer's Market.

Considering downtown residents' homes, cost, ridership, and making sure the thing actually gets built, B4 Avoidance is a clear choice.

Sincerely,

Danielle Hannifin Lambertz, CPA
Senior Director, Compliance and Controls

U S. Pharmaceutical

McKesson Corporation

[REDACTED]

[REDACTED]

Huerta, Monica

Subject: FW: New proposed Dart

From: Cheryl MacLennan [mailto: [REDACTED]]
Sent: Monday, August 17, 2015 8:52 PM
To: Medrano, Adam <adam.medrano@dallascityhall.com>
Subject: RE: New proposed Dart

August 17, 2015

Dear Mr. Medrano,

DART and the City Council are moving toward a decision in early September on the Locally Preferred Alignment of the D2 line through downtown Dallas. At the city's Transportation Committee meeting on August 10th two proposed alternatives for the alignment of D2 were presented. One runs the length of Young Street (B4.) The other turns up to Jackson Street east of City Hall (B4--Jackson.) I write in support of the Jackson Street Alignment.

The Young Street alignment would substantially burden First Presbyterian Church and place the future of its ministry in grave danger. The Draft Environmental Impact Study (DEIS) that will be sent to the Federal Government as part of the funding process fails to communicate the depth of this impact. The Young Street alignment would employ eminent domain to condemn 50 ft. of the church's property north of Young Street, destroying the 440 space parking garage, the Sunday school space and offices in the basement of that building, and the Church's Chapel Garden. In addition, it would severely impact access to the church by placing a 400 ft. station down the middle of Young Street, significantly impairing entrance and egress to and from the property and splitting the Church's campus, which includes the Stewpot to the south of Young Street. It has the potential to shut down the Church during the construction process.

The Jackson Street alternative alleviates these concerns. It should be less costly, as it would have lower condemnation costs and merges two stations into one. It will not destroy newly created homes in the Farmers Market area. It will accomplish all the goals of the needed D2 line. And it will enable our 159 year ministry serving the greater Dallas community to continue to thrive. We need your support of the Jackson alternative to the B4 alignment.

Thank you for your consideration and support.

Sincerely,
Cheryl MacLennan

[REDACTED]

Huerta, Monica

Subject: FW: Concerning DART

From: JaneToeDoe [REDACTED]
Sent: Monday, August 17, 2015 7:19 PM
To: Medrano, Adam <adam.medrano@dallascityhall.com>
Subject: Concerning DART

Dear Councilman Medrano,

I am a Crossroads volunteer and contributor, and I see firsthand the good that these downtown churches do for the people of our community. Please do not do anything to jeopardize their good work and especially now when there is another option that is better.

DART and the City Council are moving toward a decision in early September on the Locally Preferred Alignment of the D2 line through downtown Dallas. At the city's Transportation Committee meeting on August 10th two proposed alternatives for the alignment of D2 were presented. One runs the length of Young Street (B4.) The other turns up to Jackson Street east of City Hall (B4--Jackson.) I write in support of the Jackson Street Alignment.

The Young Street alignment would substantially burden First Presbyterian Church and place the future of its ministry in grave danger. The Draft Environmental Impact Study (DEIS) that will be sent to the Federal Government as part of the funding process fails to communicate the depth of this impact. The Young Street alignment would employ eminent domain to condemn 50 ft. of the church's property north of Young Street, destroying the 440 space parking garage, the Sunday school space and offices in the basement of that building, and the Church's Chapel Garden. In addition, it would severely impact access to the church by placing a 400 ft. station down the middle of Young Street, significantly impairing entrance and egress to and from the property and splitting the Church's campus, which includes the Stewpot to the south of Young Street. It has the potential to shut down the Church during the construction process.

The Jackson Street alternative alleviates these concerns. It should be less costly, as it would have lower condemnation costs and merges two stations into one. It will not destroy newly created homes in the Farmers Market area. It will accomplish all the goals of the needed D2 line. And it will enable our 159 year ministry serving the greater Dallas community to continue to thrive. We need your support of the Jackson alternative to the B4 alignment.

Thank you for your consideration and support.

Sincerely,

Curtis and Jane Hoffman
[REDACTED]

Huerta, Monica

Subject: FW: DART Alignment
Attachments: medranoDARTLetter.docx

From: Jeanne Werner [mailto: [REDACTED]]
Sent: Monday, August 17, 2015 5:05 PM
To: Medrano, Adam <adam.medrano@dallascityhall.com>
Subject: DART Alignment

As a member of First Presbyterian Church Dallas, I am writing in support of the Jackson Street alternative to the B4 alignment. Please consider the impact of this decision as I have outlined in my letter.

Thank you for your consideration.

Jeanne E. Werner, Ed.D.
[REDACTED]

August 18, 2015

Mr. Adam Medrano, Councilman
District 2
City of Dallas
1500 Marilla
Dallas, Texas 75201

Dear Mr. Medrano:

DART and the City Council are moving toward a decision in early September on the Locally Preferred Alignment of the D2 line through downtown Dallas. At the city's Transportation Committee meeting on August 10th two proposed alternatives for the alignment of D2 were presented. One runs the length of Young Street (B4.) The other turns up to Jackson Street east of City Hall (B4--Jackson.) I write in support of the Jackson Street Alignment.

The Young Street alignment would substantially burden First Presbyterian Church and place the future of its ministry in grave danger. The Draft Environmental Impact Study (DEIS) that will be sent to the Federal Government as part of the funding process fails to communicate the depth of this impact. The Young Street alignment would employ eminent domain to condemn 50 ft. of the church's property north of Young Street, destroying the 440 space parking garage, the Sunday school space and offices in the basement of that building, and the Church's Chapel Garden. In addition, it would severely impact access to the church by placing a 400 ft. station down the middle of Young Street, significantly impairing entrance and egress to and from the property and splitting the Church's campus, which includes the Stewpot to the south of Young Street. It has the potential to shut down the Church during the construction process.

The Jackson Street alternative alleviates these concerns. It should be less costly, as it would have lower condemnation costs and merges two stations into one. It will not destroy newly created homes in the Farmers Market area. It will accomplish all the goals of the needed D2 line. And it will enable our 159 year ministry serving the greater Dallas community to continue to thrive. We need your support of the Jackson alternative to the B4 alignment.

Thank you for your consideration and support.

Sincerely,

Jeanne E. Werner, Ed. D.
Member, First Presbyterian Church
[REDACTED]

Huerta, Monica

Subject: FW: First Presbyterian Church downtown

From: Melissa Morgan [mailto:████████████████████]
Sent: Monday, August 17, 2015 4:14 PM
To: Medrano, Adam <adam.medrano@dallascityhall.com>
Subject: First Presbyterian Church downtown

Dear Mr. Medrano,

DART and the City Council are moving toward a decision in early September on the Locally Preferred Alignment of the D2 line through downtown Dallas. At the city's Transportation Committee meeting on August 10th two proposed alternatives for the alignment of D2 were presented. One runs the length of Young Street (B4.) The other turns up to Jackson Street east of City Hall (B4--Jackson.) **I IMPLORE YOU TO SUPPORT THE JACKSON STREET ALIGNMENT!**

The Young Street alignment would substantially burden First Presbyterian Church and place the future of its ministry in grave danger. The Draft Environmental Impact Study (DEIS) that will be sent to the Federal Government as part of the funding process fails to communicate the depth of this impact. The Young Street alignment would employ eminent domain to condemn 50 ft. of the church's property north of Young Street, destroying the 440 space parking garage, the Sunday school space and offices in the basement of that building, and the Church's Chapel Garden. In addition, it would severely impact access to the church by placing a 400 ft. station down the middle of Young Street, significantly impairing entrance and egress to and from the property and splitting the Church's campus, which includes the Stewpot to the south of Young Street. It has the potential to shut down the Church during the construction process.

The Jackson Street alternative alleviates these concerns. It should be less costly, as it would have lower condemnation costs and merges two stations into one. It will not destroy newly created homes in the Farmers Market area. It will accomplish all the goals of the needed D2 line. And it will enable First Presbyterian's 159 year ministry serving the greater Dallas community to continue to thrive. **We need your support of the Jackson alternative to the B4 alignment.**

Thank you for your consideration and support.

Sincerely,

Melissa Morgan
████████████████████
████████████████████
████████████████████

Huerta, Monica

Subject: FW: DART Downtown Rail Line

From: David Lassen [mailto:████████████████████]
Sent: Monday, August 17, 2015 4:05 PM
To: Medrano, Adam <adam.medrano@dallascityhall.com>
Subject: RE: DART Downtown Rail Line

Dear Councilman Medrano,

DART and the City Council are moving toward a decision in early September on the Locally Preferred Alignment of the D2 line through downtown Dallas. At the city's Transportation Committee meeting on August 10th two proposed alternatives for the alignment of D2 were presented. One runs the length of Young Street (B4.) The other turns up to Jackson Street east of City Hall (B4--Jackson.) I write in support of the Jackson Street Alignment.

The Young Street alignment would substantially burden First Presbyterian Church and place the future of its ministry in grave danger. The Draft Environmental Impact Study (DEIS) that will be sent to the Federal Government as part of the funding process fails to communicate the depth of this impact. The Young Street alignment would employ eminent domain to condemn 50 ft. of the church's property north of Young Street, destroying the 440 space parking garage, the Sunday school space and offices in the basement of that building, and the Church's Chapel Garden. In addition, it would severely impact access to the church by placing a 400 ft. station down the middle of Young Street, significantly impairing entrance and egress to and from the property and splitting the Church's campus, which includes the Stewpot to the south of Young Street. It has the potential to shut down the Church during the construction process.

The Jackson Street alternative alleviates these concerns. It should be less costly, as it would have lower condemnation costs and merges two stations into one. It will not destroy newly created homes in the Farmers Market area. It will accomplish all the goals of the needed D2 line. And it will enable our 159 year ministry serving the greater Dallas community to continue to thrive. We need your support of the Jackson alternative to the B4 alignment.

Thank you for your consideration and support.

Sincerely,

David Lassen, Jr.
Sunnyvale, Texas

Huerta, Monica

Subject:

FW: DART proposed rail line on Young Street

From: Bob Shelton [mailto: [REDACTED]]

Sent: Monday, August 17, 2015 3:57 PM

To: Kleinman, Lee <lee.kleinman@dallascityhall.com>; Medrano, Adam <adam.medrano@dallascityhall.com>; McGough, Adam <adam.mcgough@dallascityhall.com>

Subject: DART proposed rail line on Young Street

As you know, DART is proposing constructing a rail line on Young Street, with a station adjacent to and including portions of the property of First Presbyterian Church. If executed, this construction would seriously threaten the life and community ministries of the church. The church has provided long-established and vitally important educational and social services to the greater Dallas area and is committed to its ministry in downtown Dallas.

As proposed, DART's construction would jeopardize not only the church's ministries but also, conceivably, its very life, with the loss of accessibility, parking, classrooms and offices.

DART also has under consideration an alternate route, utilizing Jackson Street (B4-Jackson)

I ask you to consider supporting the Jackson Street alternative instead of the Young Street proposal.

Thank you for your time and attention.

Robert E. Shelton
[REDACTED]

Huerta, Monica

Subject:

FW: Famers Market Resident; DART Proposal

From: Amy Aarnold [mailto: [REDACTED]]
Sent: Tuesday, August 18, 2015 2:30 PM
To: Medrano, Adam <adam.medrano@dallascityhall.com>
Subject: Famers Market Resident: DART Proposal

Mr. Medrano:

I am writing to you to express my support for the DART B4-JACKSON alignment, and my opposition to the B4 alignment down Young Street.

I have not had the chance to meet you yet, but would love the chance. We are homeowners in the Farmers Market district, having purchased our townhome on Cesar Chavez 8 years ago. You and I have a number of friends in common as well. I attended the lunch wedding reception for Phillip and Stephanie Robinson last week and understand you were present at their wedding. I'm also friends with Catherine Cuellar and others who live / work / worship in the Farmers Market / Harwood District. I have great respect for the work that you are doing in the district, as I see you actively participating at events and business in the area. I am grateful for that.

As I mentioned, my husband and I are homeowners in the Farmers Market district, having chosen to raise our boys (now 12 and 17) in a downtown setting. We have been members at First Presbyterian Church Dallas for 15 years, where I am an elder, Youth Sponsor, Sunday School teacher, musician and usher (and probably something I'm forgetting). Part of our decision to move downtown from Rockwall was to be close to church, and to be close to all that is available and happening in and around downtown. My husband and I run a consulting company out of our home, and our children attend First Baptist Academy downtown. Many weeks, unless we are traveling for business, we don't move more than 1 mile from the house, and sometimes don't move the cars for days! We love it here. This is our home.

I am writing regarding the DART Proposal. I am a big DART supporter. I take DART to and from DFW airport, and to Dallas Stars games at the AAC, where it is easier to get on and off the train than it is to park. I am very excited for the prospect of having a rail line and station closer to our home. It will increase foot traffic and support for the improving Dallas Farmers Market, and will hopefully increase home values around us. I have read that you do not support the B4 alignment that would so negatively impact our church's members and mission, and would destroy our neighbors homes. I am grateful for your support if that is the case.

If there is anything else that we can do to help support a new DART rail line, while working toward an alignment that is less disruptive, please let us know. We are planning to attend several meetings and events downtown already, but are open to anything else that we can do to help the conversation.

Thank you. I look forward to meeting you and working with you.

Amy Aarnold



Huerta, Monica

Subject: FW: DART Jackson Street Alignment

From: Regina Hunt [mailto:████████████████████]
Sent: Tuesday, August 18, 2015 5:51 PM
To: Medrano, Adam <adam.medrano@dallascityhall.com>
Subject: DART Jackson Street Alignment

Dear Mr. Medrano:

DART and the Dallas City Council are moving toward a decision in early September on the Locally Preferred Alignment of the D2 line through downtown Dallas. At the city's Transportation Committee meeting on August 10th two proposed alternatives for the alignment of D2 were presented. One runs the length of Young Street (B4.) The other turns up to Jackson Street east of City Hall (B4--Jackson.) We write in support of the Jackson Street Alignment.

The Young Street alignment would substantially burden First Presbyterian Church and place the future of its ministry in grave danger. The Draft Environmental Impact Study (DEIS) that will be sent to the Federal Government as part of the funding process fails to communicate the depth of this impact. The Young Street alignment would employ eminent domain to condemn 50 ft. of the church's property north of Young Street, destroying the 440 space parking garage, the Sunday school space and offices in the basement of that building, and the Church's Chapel Garden. In addition, it would severely impact access to the church by placing a 400 ft. station down the middle of Young Street, significantly impairing entrance and egress to and from the property and splitting the Church's campus, which includes the Stewpot to the south of Young Street. It has the potential to shut down the Church during the construction process.

The Jackson Street alternative alleviates these concerns. It should be less costly, as it would have lower condemnation costs and merges two stations into one. It will not destroy newly created homes in the Farmers Market area. It will accomplish all the goals of the needed D2 line. And it will enable our 159 year ministry serving the greater Dallas community to continue to thrive. We need your support of the Jackson alternative to the B4 alignment.

Although we live in Irving, we are long time members of First Presbyterian Church of Dallas and participate heavily in the ministries of the church as well as patronize businesses in downtown Dallas. We are not only concerned for the possible impact on our church and its ministries, we are also concerned for the residents whose homes would be destroyed unnecessarily when an alternative could be implemented without displacing those residents.

Thank you for your consideration and support.

Sincerely,

Regina Strader Hunt
George W. Hunt

Huerta, Monica

Subject: FW: Young St Dart Rail

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

From: brent edmondson [mailto:
Sent: Saturday, August 15, 2015 6:19 AM
To: Medrano, Adam <adam.medrano@dallascityhall.com>
Subject: Young St Dart Rail

To whom it may concern,

Please do not use Young St. for the new rail line. It would drastically affect First Presbyterian Church of Dallas in a negative way. Taking a third of our garage means getting rid of it and the classrooms underneath it. It will affect many programs during the week and on weekends. It also negatively affects the investment across the street at 508 Park and Stew Pot for us and the city. It not only takes the gardens to the new chapel but makes the chapel itself unusable. The amphitheater at 508, which was recently built will be drastically affected, both for parking and noise. The disruption it would cause to our church would be devastating to the oldest congregation in Dallas. Lastly, our vote next election depends on your vote in this election.

Thank you,

Concerned Citizen

Huerta, Monica

Subject: FW: B4-Jackson route for Dart

From: Minton, Beth [mailto: [REDACTED]]
Sent: Friday, August 14, 2015 1:14 PM
To: Medrano, Adam <adam.medrano@dallascityhall.com>
Subject: B4-Jackson route for Dart

As a member of First Presbyterian and a Dallas citizen, I strongly recommend that the B4-Jackson route be adopted for the new Dart rail line. The alternative would destroy much of the church home that my husband and I have cherished for 40 years.

Regards,

Beth Minton
Department Coordinator
Computer Science and Engineering Department
Bobby B. Lyle School of Engineering

[REDACTED]

Huerta, Monica

Subject:

FW: DART impact on First Presbyterian church

From: Sydney Farrier [mailto:████████████████████]
Sent: Saturday, August 15, 2015 4:51 PM
To: Medrano, Adam <adam.medrano@dallascityhall.com>
Subject: DART impact on First Presbyterian church

Dear Mr. Medrano,

I am a citizen of Dallas and am writing you as well as my city council representative, Mark Clayton, regarding the impact on my church, First Presbyterian Dallas by the proposal for a new DART rail line in downtown Dallas.

This downtown church, which for years has provided food, services and care for the most disadvantaged in the city, is now threatened by a proposed DART train line. There are two proposals- one that runs down Young street and would necessitate the destruction of the church's parking garage, most of a small ground parking lot, the garden outside the Sudie George chapel and possibly the columbarium outside the chapel. It would also severely disrupt the movement between the church and our Community Ministries building which not only houses The Stewpot, but also First Methodist Crossroads food pantry and clothing closet.

We agree that a second train line is needed downtown, but we would like to see the Young/Jackson proposal be adopted by the DART board. This takes the train line in front of City Hall, but then it makes a jog over to Jackson and avoids the impact to the church and has minimal impact on other buildings, primarily a ground parking lot and Jackson street. I hope you will support the Young/Jackson line and communicate this to the members of the DART board.

Thank you for your consideration.

Respectfully,

Sydney Farrier

Huerta, Monica

Subject:

FW: DART B4 Alignment Concern

From: Julia Boyce [mailto: [REDACTED]]
Sent: Saturday, August 15, 2015 10:17 AM
To: Medrano, Adam <adam.medrano@dallascityhall.com>
Subject: DART B4 Alignment Concern

Councilman Medrano,

I am a member of First Presbyterian Church in downtown Dallas. We are the church known for having a "heart for the city."

My email is a passionate plea for your help to redirect the DART Board away from the B4 alignment of the proposed new rail and station and instead to go with the Jackson Street alternative route.

Unlike the article in yesterday's Dallas Morning News, this is about so much more than a "parking lot." The parts of FPC that will dramatically affected are not only the entire 4-story parking garage but also the newly renovated gym and youth classrooms which benefit not only our youth but the city's underprivileged youth from the City Park area who are part of the Venturing Crew and the Saturday School children. Additionally, our beautiful historic Chapel will be negatively affected as will the newly constructed and phenomenally beautiful Chapel Garden, lastly the Colombarium where many members have chosen to place the ashes of their loved ones and which is connected to the Chapel will be at grave risk.

All of these things matter and they are all much more than just a "parking lot." FPC has a heart for the city and we serve the underserved every single day.

Please speak out against the major destructive effect that the B4 alignment will have on the life and ministry of First Presbyterian Church in Dallas.

Respectfully and gratefully,

Julia A. Boyce

Huerta, Monica

Subject: FW: Downtown DART rail line

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

From: FRANCES KNIPP [mailto:
Sent: Friday, August 14, 2015 10:23 PM
To: Medrano, Adam <adam.medrano@dallascityhall.com>
Subject: Downtown DART rail line

Mr. Medrano,

I am reaching out to you regarding the pending decision on the second DART rail line location in downtown Dallas. I am a member of First Presbyterian Church and strongly support the Jackson alignment.

The proposed Young alignment would have severe adverse effects on the church, its mission, the community, and the environment (the 67 year old oak tree on the property).

Have you considered this issue or decided on a position?

Thank you for your time.

Best,
Frances Knipp

Huerta, Monica

Subject: FW: New Dart Line

From: Dianne Schayot [mailto: [REDACTED]]
Sent: Friday, August 14, 2015 4:15 PM
To: Medrano, Adam <adam.medrano@dallascityhall.com>
Subject: New Dart Line

I would like to voice my opposition to the Young street plan for the new downtown Dart Line. It will negatively affect the ministries of First Presbyterian Church.

The Young Street alignment includes a 400 foot rail station directly between the Welcome Center and the Community Ministries Building. It would require the demolition of the parking garage, including the classrooms and other meeting spaces in the basement, and take half of the limited surface parking. This alignment would also take the Chapel Garden and jeopardize the Columbarium and the 67 year old oak tree at the corner of Harwood and Young Street. Based on earlier noise studies, the B4 alignment would also significantly impair the use of the Sudie George Chapel.

The Jackson alternative is a much better option, not only for the Church but for the city. It does not require the destruction of new homes, it involves less eminent domain claims, it places a station next to the proposed Harwood Street Garden, and it does not impact the ministry of the Church.

Please use you influence to support the B4Jackson alternative.

Dianne Schayot
[REDACTED]

Sent from my iPad

Huerta, Monica

Subject: FW: Dart Rail

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

From: Joan Mason [mailto:

Sent: Friday, August 14, 2015 1:46 PM

To: Medrano, Adam <adam.medrano@dallascityhall.com>

Subject: Dart Rail

Dear Councilman Medrano, my husband Elvis Mason and I want to urge you to do everything you can to see that the Jackson Street option is used for the Dart Rail. We cannot imagine that the City would want to use the Young Street option, considering all the damage that would be done to our wonderful Church, Day School, Stewpot, and parking garage and Encore Park. Thank you for your consideration of our request.

Sincerely, Joan and Elvis Mason

Joan B. Mason

Huerta, Monica

Subject: FW: YES to Jackson Alternative

From: Kay Lunceford [mailto:██████████]
Sent: Friday, August 14, 2015 1:35 PM
To: Kleinman, Lee <lee.kleinman@dallascityhall.com>; Medrano, Adam <adam.medrano@dallascityhall.com>
Subject: YES to Jackson Alternative

Dear Sirs.

Please consider the Jackson Alternative for the Young Street alignment rather than the B4 alignment. We feel this is a better solution for our beautiful city.
Thank you.

Smiles!

Kay & Travis Lunceford
██████████

Huerta, Monica

Subject: FW: Dart new city line

From: Donna Miller {mailto: [REDACTED]}
Sent: Friday, August 14, 2015 1:26 PM
To: Medrano, Adam <adam.medrano@dallascityhall.com>
Subject: Dart new city line

Dear Sir,

As a member of First Presbyterian Church in Dallas, I encourage you to vote for the B-4 Jackson route in downtown Dallas. This would allow our church to continue its many activities which help the needy, disadvantaged adults and children in Dallas.

Thank you for your consideration.

Donna Miller

Huerta, Monica

Subject:

FW: DART B4 Jackson alignment vs. B4 Young St. alignment

From: Eunice Fernandez [mailto:]
Sent: Sunday, August 16, 2015 10:48 PM
To: Medrano, Adam <adam.medrano@dallascityhall.com>
Subject: DART B4 Jackson alignment vs. B4 Young St. alignment

Dear Councilman Adam Medrano:

Please oppose the DART Young St. alignment and support the DART B4 Jackson alignment.

The Young St. alignment would adversely affect First Presbyterian Church's campus and ministries, as well as the new homes by the Farmers Market area.

The Young St. alignment splits FPC's campus isolating it from the Stewpot, Encore Park, the Community Garden and 508 Park Building.

The Young St. alignment takes out the green space provided by the Church's Chapel Garden and 440 parking garage spaces for members, staff, day school families and community and out-of-town visitors. It eliminates offices and classrooms under the garage needed for workshops and community service projects. The church building is open 7 days a week from early morning to late at night. Hundreds of persons come and go from the property throughout the week.

The trains on Young Street would make it difficult to hold services in the Chapel due to the noise it would create.

Noise would also carry over to the Columbarium. My father's ashes are in the Columbarium. He was born in Little Mexico on Harwood St.

I support the alternative alignment known as DART B4 Jackson alignment which would not affect physical changes to the First Presbyterian Church property.

Thank you for your consideration in this matter.

Sincerely,

Eunice Fernandez
First Presbyterian Church, Dallas, member

H: 972-484-2054
[REDACTED]

Huerta, Monica

Subject: FW: New DART rail line

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

From: Beth Thompson [mailto:
Sent: Friday, August 14, 2015 12:35 PM
To: Medrano, Adam <adam.medrano@dallascityhall.com>
Subject: New DART rail line

Whereas I applaud your efforts to create an additional DART rail line downtown, I am opposed to the the option that goes down Young Street. This option will pose a significant disruption to the important ministries of First Presbyterian Church. I was glad to read in the paper today that another option (Jackson Street) is being considered. This sounds like a great plan in many ways.

Sincerely,

Sent from my iPad

Sent from my iPad

Huerta, Monica

Subject: FW: DART proposed RAIL station at Jackson Street or Young Street, Downtown Dallas

From: Beckie McCauley [mailto: [REDACTED]]
Sent: Friday, August 14, 2015 1:16 PM
To: Medrano, Adam <adam.medrano@dallascityhall.com>
Subject: DART proposed RAIL station at Jackson Street or Young Street, Downtown Dallas

My vote is for the Jackson Street location.

Thanks,
Beckie

Love one another....

[Click here to request a meeting](#)

>>> [REDACTED]



Beckie McCauley | Southwest Region Meeting Planner | Meeting & Event Services

Ernst & Young LLP

[REDACTED] United States of America

Office: [REDACTED] | Mobile: [REDACTED] | [REDACTED]

Fax: [REDACTED]

Website: [REDACTED]

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message to no-more-mail@ey.com. If you do so, the sender of this message will be notified promptly. Our principal postal address is 5 Times Square, New York, NY 10036. Thank you. Ernst & Young LLP

Huerta, Monica

Subject: FW: B4, bad news!

From: Lawrence Lothrop (mailto: [REDACTED])
Sent: Friday, August 14, 2015 12:34 PM
To: Medrano, Adam <adam.medrano@dallascityhall.com>
Subject: B4, bad news!

Thank you for reading my concerns:

Seems to me a path of least resistance is by far the Jackson Alternative. Have you looked at what B4 will do to the church and gardens that are at present a very happy display of Christian spirit and service in our fair city.

It would be I think (I a citizen) irresponsible to wreck what 'our' good citizens have built in this area:

Have you looked at the Recording Industry museum that is being built as an offshoot to one of our historical landmarks.

Please go around this...do the right thing: do the Jackson alternative.

Thank you, Lawrence Lothrop.
Lothrop's Landscape, Inc.

Huerta, Monica

Subject: FW: DART Downtown Rail Line

From: LUCY RICHARDS [mailto: [REDACTED]]
Sent: Sunday, August 16, 2015 2:01 PM
To: Medrano, Adam <adam.medrano@dallascityhall.com>
Subject: DART Downtown Rail Line

Mr. Medrano -

I'm writing in support of the Jackson Street Alignment (B4-Jackson) in the upcoming DART proposal.

First Presbyterian Church is a mainstay in the community of downtown Dallas - serving the homeless and the poor with our ministry. The B4 alignment on Young Street would have devastating impact not only on our ministry but the physical facilities as well. I am asking you to please support the Jackson Street alternative.

The Jackson Street alternative alleviates these concerns. It should be less costly, as it would have lower condemnation costs and merges two stations into one. It will not destroy newly created homes in the Farmers Market area. It will accomplish all the goals of the needed D2 line. And it will enable our 159 year ministry serving the greater Dallas community to continue to thrive. We need your support of the Jackson alternative to the B4 alignment.

Thank you for your consideration.

Lucy Richards
[REDACTED]

FORESTCITY

RESIDENTIAL GROUP

Residential Development
1800 Main Street
Suite 250
Dallas, TX 75201
214.749.1008 phone
214.749.1034 fax
www.forestcity.net

September 2, 2015

To: Mayor Mike Rawlings and members of the Dallas City Council.

RE: DART B4 Alignment in Downtown Dallas.

I am with Forest City. We own the Mercantile Buildings, the Continental Building and the Wilson Building in Downtown Dallas. We attended the Downtown stakeholders meeting on August 19th to learn more about the proposed new D2 Alignment. In the meeting we learned that DART was proposing the B4 Young Street Alignment with the alternative to study a Jackson Street Alternative on the eastern portion of the route. We only heard about the Jackson Street Alternative 6-7 days earlier. We came away from the meeting with the understanding that DART was going to submit to the federal government the B4 Young Street Alignment with Jackson Street as an alternative on the eastern portion of the line and that DART and the City of Dallas were going to take the necessary time to study this alignment, or other alignments if viable, and in the coming months they would make a final recommendation to the federal government. It was our understanding the federal government approved this approach.

We were surprised to learn that the City Council Transportation Committee made a recommendation different from what was proposed by DART at the stakeholders meeting. The B4 Young Street Alignment has been studied by DART and the stakeholders for 4 years. The opportunity to secure the D2 line surfaced again earlier this year and for 5-6 months the downtown stakeholders renewed their study of the alternatives with DART and the City. *Never was a B4 Jackson Street Alternative ever presented.* Downtown Dallas, Inc. conducted a thorough review of all the proposed routing alternatives and held numerous public meetings. To our knowledge *never was B4 Jackson Street Alternative ever presented.* There was no consideration of a Jackson Street Alternate when they recommended to the City Council and DART the B4 Young Street Alignment. Since this is a decision that will impact the future of Downtown for generations why would we not take the time to use good planning principles and study the Jackson Street Alternative and other possible alignments for the eastern portion of the B4 Young Street Alignment if the City Council does not think the B4 Young Street Alignment is viable? The Jackson Street Alternative alignment has only been proposed for 3-4 weeks and it has not been studied and vetted by DART, the City and the stakeholders.

Some of the initial concerns we have about a Jackson Street Alternative were listed in an August 28, 2015 letter sent by four building and land owners to the City Council and DART. The following is recap of those issues in addition to other concerns we have:

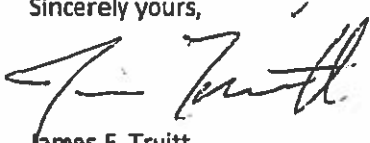
1. Depending on how the alignment works on Jackson Street this may materially devalue the recently renovated and completed residential projects including The Continental Building, The Atmos Building and Lone Star Lofts and the new Grand Hotel and Residences. There are approximately 500 residents that live in these communities now and with the addition of the Grand there will be another 300 residents. These are historically significant buildings. By restricting, or eliminating, access to the parking garages, the loading docks necessary for a resident's move in/out, deliveries and trash removal this will significantly impact the operation of these communities. In the stakeholders meeting on August 19th DART said they were not even sure the street was wide enough to include vehicular traffic. Residents, hotel guests and office workers cannot access these buildings if traffic is not viable on Jackson Street. If these building are negatively impacted this will result in significant damages.
2. All access to the Continental Building is from Jackson Street. If this access is eliminated, or restricted, we will incur significant damages.
3. The Jackson Street Garage will have to be acquired and then demolished. We understand the parking is leased to AT&T. This will be expensive for DART to acquire.
4. Downtown does not have enough public parking and you will be eliminating the Jackson Street Garage.
5. One of the objectives of a new D2 Alignment was to provide for more development Downtown. DDI considered this in their recommendation of the B4 Young Street Alignment. The jog in the line to get from Young Street to Jackson Street will require DART to bisect three of the most developable tracts in Downtown and as a result this will significantly reduce the opportunity for any meaningful development. And, the cost to acquire these tracts will be expensive.
6. Another objective of a new alignment was not to create a barrier. We are of the opinion that the Young Street Alignment does this the best because of the wide public right-of way that the DART lines could easily be included within. In our opinion, this will not be the case with a Jackson Street Alignment. The line will bisect three land tracts and will not run with the street grid which will create a danger for pedestrians and drivers. Once the route gets to Jackson Street it will be confined in a narrow street section that will become more ominous than it is currently. Thus, we believe the circuitous alignment will not only create a physical barrier but it will also create a psychological barrier that people will not want to cross.
7. Jackson Street serves as an important feeder street for Downtown. Commerce Street is one-way east bound and Jackson Street is one-way west bound. Jackson Street allows access to all the buildings on the south side of Commerce. We believe this alignment will create logistical problems we do not fully understand yet so the City and DART need time to fully study this.

If the City is seriously considering a Jackson Street Alternative then why not consider a *Wood Street Alternative* too? This alignment would bypass the Church, it would bypass the newly constructed residences east of the Church, it would require less land and fewer buildings to be acquired, it would not require the purchase of the Jackson Street Garage, it would not impact Jackson Street traffic and it would not interfere with The Continental Building, The Grand Hotel and Residence, The Atmos Building and Lone Star Lofts. We also understand there are some additional routing alternatives for the Young Street Alignment that should be studied to see if Young Street could be made into an acceptable alternative.

These are our initial concerns. It is likely additional issues will come up when there is an in depth study of the Jackson Street Alignment. We do not understand why the City Council would move away from an alignment that has been studied and vetted for several years in favor of an alignment that only been proposed for 3-4 weeks? We, therefore, ask that you please reconsider the Transportation Committee's recommendation to the City Council and vote not to approve a Jackson Street Alignment "only" and approve DART's recommendation to study all the alternatives for the eastern portion of the B4 Young Street Alignment so that we can find a solution that will be beneficial to our City and one that will have the least impact to the fewest number of stakeholders on the eastern portion of the new D2 line.

Thank you very much for considering our request.

Sincerely yours,

A handwritten signature in black ink, appearing to read "J. Truitt", written over a light blue horizontal line.

James E. Truitt
Senior Vice President
Forest City Residential Group

CC:

AC Gonzales
Mark McDaniel
Theresa O'Donnell
Members of the DART Board
Gary Thomas
Steve Salin

From: [Huerta, Monica](#)
To: [Cathey, Vernesha](#)
Cc: [Kramer, Lindsay](#); [Johnson, Melissa](#); [Brooks, Tanva](#); [Chacko, Peer](#); [Nichols, Cheryl](#)
Subject: FW: B4 Jackson Alternative Route
Date: Thursday, September 03, 2015 11:42:45 AM

From: Robert Hogg [REDACTED]
Sent: Thursday, September 03, 2015 11:25 AM
To: Medrano, Adam <adam.medrano@dallascityhall.com>
Subject: B4 Jackson Alternative Route

Mr. Medrano thank you very much for supporting the the B4 Jackson Route for the Dart rail line. WE have been members at First Presbyterian Church Dallas for a combined 155 years.

Our church is a huge part of our lives.

Thank you again for your support.

Bob & Peggy Hogg

From: [Huerta, Monica](#)
To: [Cathey, Vernesha](#)
Cc: [Kramer, Lindsay](#); [Johnson, Melissa](#); [Brooks, Tanya](#); [Chacko, Peer](#); [Nichols, Cheryl](#)
Subject: FW: Support B4 Jackson
Date: Thursday, September 03, 2015 11:41:47 AM

From: Jay Evans [REDACTED]
Sent: Wednesday, September 02, 2015 6:20 PM
To: Medrano, Adam <adam.medrano@dallascityhall.com>
Subject: Support B4 Jackson

Dear Councilman Medrano:

As a member of First Presbyterian Church-Dallas, I appreciate more than you can ever know your support of the "B4 Jackson" DART route. Your leadership on this matter has assisted us with continuing to be "A Heart for the City".

[REDACTED]
[REDACTED]
[REDACTED]

[REDACTED]

From: [Huerta, Monica](#)
To: [Cathy, Vernesha](#)
Cc: [Kramer, Lindsay](#); [Johnson, Melissa](#); [Brooks, Tanya](#); [Chacko, Peer](#); [Nichols, Cheryl](#)
Subject: FW: Jackson St. route
Date: Thursday, September 03, 2015 11:41:25 AM

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

From: Marilyn Hammett [REDACTED]
Sent: Wednesday, September 02, 2015 6:59 PM
To: Medrano, Adam <adam.medrano@dallascityhall.com>
Subject: Jackson St. route

Dear Mr. Medrano,

Thank you so much for your support for the Jackson route!

Sincerely,
Marilyn and Bill Hammett
Dallas, Texas

From: [Huerta, Monica](#)
To: [Cathey, Vernesha](#)
Cc: [Kramer, Lindsay](#); [Johnson, Melissa](#); [Brooks, Tanya](#); [Chacko, Peer](#); [Nichols, Cheryl](#)
Subject: FW: DCH:Jackson Street Route
Date: Thursday, September 03, 2015 11:41:08 AM

From: [REDACTED]
Sent: Wednesday, September 02, 2015 7:06 PM
To: District 1 <District1@dallascityhall.com>; Huerta, Monica <monica.huerta2@dallascityhall.com>; Ellison, Shanna <s.becks-ellison@dallascityhall.com>; Morgan, Corey <corey.morgan@dallascityhall.com>; Gallegos, Rosa <rosa.gallegos@dallascityhall.com>; Garza, Maricela <maricela.garza@dallascityhall.com>; Long, Parris <parris.long@dallascityhall.com>; Sandoval, Gloria <gloria.sandoval@dallascityhall.com>; Salazar, Maria D. <maria.salazar2@dallascityhall.com>; Retana, Cristal <cristal.retana@dallascityhall.com>; District 11 <District11@dallascityhall.com>; District 12 <District12@dallascityhall.com>; District 13 <District13@dallascityhall.com>; Sanchez, Connie <connie.sanchez@dallascityhall.com>; Sanchez, Amanda <amanda.sanchez@dallascityhall.com>; Allen, Brenda <brenda.allen@dallascityhall.com>; Cantu, Elsa <elsa.cantu@dallascityhall.com>
Subject: DCH:Jackson Street Route

Contact Form Information

Subject: Jackson Street Route
Name: Marilyn and Bill Hammett
Home or Office Address: [REDACTED]
City: Dallas
State: Texas
Zip: [REDACTED]
E-mail Address: [REDACTED]
Phone Number:

Comments: Hello, We are asking your support for the Jackson Street Only Dart route.
Thank you for your consideration! Bill and Marilyn Hammett

From: [Huerta, Monica](#)
To: [Cathey, Vernesha](#)
Cc: [Kramer, Lindsay](#); [Johnson, Melissa](#); [Brooks, Tanva](#); [Chacko, Peer](#); [Nichols, Cheryl](#)
Subject: FW: Support B4 Jackson THANKS!
Date: Thursday, September 03, 2015 11:40:53 AM

From: Eunice Fernandez [REDACTED]
Sent: Wednesday, September 02, 2015 8:10 PM
To: Medrano, Adam <adam.medrano@dallascityhall.com>
Subject: Support B4 Jackson THANKS!

Dear Councilman Adam Medrano:

I recently wrote to you asking for your opposition to the DART Young St. alignment and for your SUPPORT of the DART B4 Jackson alignment.

I want to thank you for presenting a resolution on August 24th to the Transportation Committee that endorses only the Jackson St. alignment.

Thank you for listening to my concerns about the Young St. alignment and how First Presbyterian Church's campus and ministry would be adversely affected by it.

Sincerely,
Eunice Fernandez
First Presbyterian Church, Dallas, member
Home address: [REDACTED]
Dallas, TX [REDACTED]
[REDACTED]

From: [Huerta, Monica](#)
To: [Cathey, Vernesha](#)
Cc: [Kramer, Lindsay](#); [Johnson, Melissa](#); [Brooks, Tanva](#); [Chacko, Peer](#); [Nichols, Cheryl](#)
Subject: FW: DCH:Support B4 Jackson Alignment
Date: Thursday, September 03, 2015 11:40:41 AM

From: [REDACTED]
Sent: Wednesday, September 02, 2015 8:45 PM
To: District 1 <District1@dallascityhall.com>; Huerta, Monica <monica.huerta2@dallascityhall.com>; Ellison, Shanna <s.becks-ellison@dallascityhall.com>; Morgan, Corey <corey.morgan@dallascityhall.com>; Gallegos, Rosa <rosa.gallegos@dallascityhall.com>; Garza, Maricela <maricela.garza@dallascityhall.com>; Long, Parris <parris.long@dallascityhall.com>; Sandoval, Gloria <gloria.sandoval@dallascityhall.com>; Salazar, Maria D. <maria.salazar2@dallascityhall.com>; Retana, Cristal <cristal.retana@dallascityhall.com>; District 11 <District11@dallascityhall.com>; District 12 <District12@dallascityhall.com>; District 13 <District13@dallascityhall.com>; Sanchez, Connie <connie.sanchez@dallascityhall.com>; Sanchez, Amanda <amanda.sanchez@dallascityhall.com>; Allen, Brenda <brenda.allen@dallascityhall.com>; Cantu, Elsa <elsa.cantu@dallascityhall.com>
Subject: DCH:Support B4 Jackson Alignment

Contact Form Information

Subject: Support B4 Jackson Alignment
Name: Eunice Fernandez
Home or Office Address: [REDACTED]
City: DALLAS
State: Texas
Zip: [REDACTED]
E-mail Address: [REDACTED]
Phone Number: [REDACTED]

Comments: Please support the DART B4 Jackson alignment. I am opposed to the Young St.alignment that would adversely affect the First Presbyterian Church property and subsequently its workshops, community outreach and world service projects. In addition there would be a loss of the Chapel Garden green space and the Columbarium where my father's ashes are found as well as those of many more. Thank you for considering my opinion.

From: [Huerta, Monica](#)
To: [Cathey, Vernesha](#)
Cc: [Kramer, Lindsay](#); [Johnson, Melissa](#); [Brooks, Tanva](#); [Chacko, Peer](#); [Nichols, Cheryl](#)
Subject: FW: DCH:Support B-4 Jackson
Date: Thursday, September 03, 2015 11:40:24 AM

From: [REDACTED]
Sent: Thursday, September 03, 2015 11:20 AM
To: District 1 <District1@dallascityhall.com>; Huerta, Monica <monica.huerta2@dallascityhall.com>; Ellison, Shanna <s.becks-ellison@dallascityhall.com>; Morgan, Corey <corey.morgan@dallascityhall.com>; Gallegos, Rosa <rosa.gallegos@dallascityhall.com>; Garza, Maricela <maricela.garza@dallascityhall.com>; Long, Parris <parris.long@dallascityhall.com>; Sandoval, Gloria <gloria.sandoval@dallascityhall.com>; Salazar, Maria D. <maria.salazar2@dallascityhall.com>; Retana, Cristal <cristal.retana@dallascityhall.com>; District 11 <District11@dallascityhall.com>; District 12 <District12@dallascityhall.com>; District 13 <District13@dallascityhall.com>; Sanchez, Connie <connie.sanchez@dallascityhall.com>; Sanchez, Amanda <amanda.sanchez@dallascityhall.com>; Allen, Brenda <brenda.allen@dallascityhall.com>; Cantu, Elsa <elsa.cantu@dallascityhall.com>
Subject: DCH:Support B-4 Jackson

Contact Form Information

Subject: Support B-4 Jackson
Name: Natalie Quinn
Home or Office Address: [REDACTED]
City: Dallas
State: Texas
Zip: [REDACTED]
E-mail Address: [REDACTED]
Phone Number: [REDACTED]

Dear Mayor Rawlings and City Council Members: DART and the City Council are moving toward a decision in early September on the Locally Preferred Alignment of the D2 line through downtown Dallas. At the city's Transportation Committee meeting on August 10th two proposed alternatives for the alignment of D2 were presented. One runs the length of Young Street (B4.) The other turns up to Jackson Street east of City Hall (B4--Jackson.) I write in support of the Jackson Street Alignment. The Young Street alignment would substantially burden First Presbyterian Church and place the future of its ministry in grave danger. The Draft Environmental Impact Study (DEIS) that will be sent to the Federal Government as part of the funding process fails to communicate the

Comments:

depth of this impact. The Young Street alignment would employ eminent domain to condemn 50 ft. of the church's property north of Young Street, destroying the 440 space parking garage, the Sunday school space and offices in the basement of that building, and the Church's Chapel Garden. In addition, it would severely impact access to the church by placing a 400 ft. station down the middle of Young Street, significantly impairing entrance and egress to and from the property and splitting the Church's campus, which includes the Stewpot to the south of Young Street. It has the potential to shut down the Church during the construction process. The Jackson Street alternative alleviates these concerns. It should be less costly, as it would have lower condemnation costs and merges two stations into one. It will not destroy newly created homes in the Farmers Market area. It will accomplish all the goals of the needed D2 line. And it will enable our 159 year ministry serving the greater Dallas community to continue to thrive. We need your support of the Jackson alternative to the B4 alignment. Thank you for your consideration and support. Sincerely, Natalie Quinn