

Memorandum

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CITY SECRETARY
DALLAS, TEXAS



CITY OF DALLAS

DATE 5 June 2015

TO Transportation and Trinity River Project Committee Members: Lee Kleinman (Vice Chair), Deputy Mayor Pro Tem Monica Alonzo, Mayor Pro Tem Tennell Atkins, Sandy Greyson, and Sheffie Kadane

SUBJECT Transportation and Trinity River Project Committee Meeting Agenda

Monday, 8 June 2015, at 1:00 p.m. until 3:00 p.m.

Dallas City Hall – 6ES, 1500 Marilla Street, Dallas, TX 75201

The agenda for the meeting is as follows:

1. Approval of the 26 May 2015
(Estimated 3 Minutes) Vonciel Jones Hill, Chair
2. I-635 LBJ East Project
(Estimated 60 Minutes) Stephen Endres, Transportation Engineer, Stan Hall, P.E., Texas Department of Transportation, Matt Craig, P.E., Halff Associates
3. Status Update: Potential Additional
U.S. Army Corps of Engineers Funding and
Sources of Matching Funds
(Estimated 20 Minutes) Sarah Standifer, Interim Director
Trinity Watershed Management
4. Upcoming Agenda Item(s)
(Estimated 5 Minutes) Vonciel Jones Hill, Chair

Authorize (1) a Supplemental Agreement to the Master Interlocal Agreement between the City of Dallas and Dallas Area Rapid Transit (DART) for the granting of easements for hike and bike trail purposes across approximately twenty-eight miles of DART owned property in exchange for the conveyance of the Madill Corridor by the City of Dallas to DART, subject to the retention of a water transmission line easement and other terms and conditions; (2) receipt and acceptance of said hike and bike trail easements; and (3) conveyance of the Madill Corridor by the City of Dallas to DART- Financing: No cost consideration to the City

A public hearing to receive comments to amend the City of Dallas Central Business District Streets and Vehicular Circulation Plan to delete the Pearl/Cesar Chavez Connection from Cesar Chavez Boulevard to Taylor Street; and at the close of the hearing, authorize an ordinance implementing the change - Financing: No cost consideration to the City

"A quorum of the Dallas City Council may attend this Council Committee meeting."

A public hearing to receive comments to amend the City of Dallas' Thoroughfare Plan to change the dimensional classifications of (1) Peterson Lane from Preston Road to Unnamed FN6 from a special two-lane undivided collector (SPCL 2U) roadway with parking within 69-feet of right-of-way and 44-feet of pavement to a special four-lane divided collector (SPCL 4D) roadway within 70-feet of right-of-way and 45-feet of pavement; (2) Peterson Lane from Unnamed FN6 to a local street Road 1 (as shown in the Midtown Exhibit C Streets Plan) from a special two-lane undivided collector (SPCL 2U) roadway with parking within 69-feet of right-of-way and 44-feet of pavement to a special two-lane undivided (SPCL 2U) roadway with parking within 65 feet of right-of-way and 40 feet of pavement; and (3) Peterson Lane from Road 1 (as shown in the Midtown Exhibit C Streets Plan) to Unnamed FN5 from a special two-lane undivided collector (SPCL 2U) roadway with parking within 69 feet of right-of-way and 44-feet of pavement to a special one lane couplet (SPCL 1 CPLT) Peterson East and Peterson West with one-travel-lane and one-parking-lane in each direction within 38.5 feet of right-of-way and 26-feet of pavement; and the close of the hearing, authorize an ordinance implementing the change - Financing: No cost consideration to the City

5. Adjourn

Should you have any questions, please do not hesitate to contact me.



Vonciel Jones Hill, Chair
Transportation and Trinity River Project Committee

c: Honorable Mayor and Members of the City Council	Eric D. Campbell, Assistant City Manager
A.C. Gonzalez, City Manager	Joey Zapata, Assistant City Manager
Warren M. S. Ernst, City Attorney	Mark McDaniel, Assistant City Manager
Daniel F. Solis, Administrative Judge	Jeanne Chipperfield, Chief Financial Officer
Rosa A. Rios, City Secretary	Sana Syed, Public Information Officer
Craig D. Kinton, City Auditor	Elsa Cantu, Assistant to the City Manager -
Ryan S. Evans, First Assistant City Manager	Mayor and Council
Jill A. Jordan, Assistant City Manager	

A closed executive session may be held if the discussion of any of the above agenda items concerns one of the following:

1. Contemplated or pending litigation, or matters where legal advice is requested of the City Attorney. Section 551.071 of the Texas Open Meetings Act.
2. The purchase, exchange lease or value of real property, if the deliberation in an open meeting would have a detrimental effect on the position of the City in negotiations with a third person. Section 551.072 of the Texas Open Meetings Act.
3. A contract for a prospective gift or donation to the City, if the deliberation is an open meeting would have a detrimental effect on the position of the City in negotiations with a third person. Section 551.073 of the Texas Open Meetings Act.
4. Personnel matters involving the appointment, employment, evaluation, reassignment, duties, discipline or dismissal of a public officer or employee or to hear a complaint against an officer or employee. Section 551.074 of the Texas Open Meetings Act.
5. The deployment, or specific occasions for implementation of security personnel or devices. Section 551.076 of the Texas Open Meetings Act.
6. Deliberations regarding economic development negotiations. Section 551.087 of the Texas Open Meetings Act.

Transportation and Trinity River Project Council Committee Meeting

Meeting Minutes

Meeting Date: 26 May 2015

Convened: 1:06 p.m.

Adjourned: 2:20 p.m.

Councilmembers:	Presenter(s):
Lee Kleinman, Vice Chair	
Mayor Pro Tem Tennell Atkins	
Deputy Mayor Pro Tem Monica Alonzo	
Sandy Greyson	
Sheffie Kadane	
	Other Councilmembers Present:
Councilmembers Absent:	Jennifer Staubach Gates
Vonciel Jones Hill, Chair	
City Staff Present:	
Robert Sims	Mark McDaniel
Sarah Standifer	Jill Jordan, Assistant City Manager
Dennis Ware	Theresa O'Donnell
Tanya Brooks	

AGENDA:

1. Approval of the 11 May 2015 and 18 May 2015 Meeting Minutes

Presenter(s): Lee Kleinman, Vice Chair, serving as the presiding officer

Action Taken/Committee Recommendation(s): Motion was made to approve the 11 May 2015 Transportation and Trinity River Project Council Committee Meeting Minutes and 18 May 2015 Transportation and Trinity River Project Special Called Committee Meeting Minutes.

Motion made by: MPT Tennell Atkins
Item passed unanimously:
Item failed unanimously:

Motion seconded by: DMPT Monica Alonzo
Item passed on a divided vote:
Item failed on a divided vote:

2. Traffic Signal System Plan

Program Development and Implementation Strategies

Presenters: Auro Majumdar, Assistant Director, Street Services

Action Taken/Committee Recommendation(s): A motion was made to pursue "Pay as You Go" option for Traffic Signal System Updates.

Motion made by: Sheffie Kadane
Item passed unanimously:
Item failed unanimously:

Motion seconded by: DMPT Monica Alonzo
Item passed on a divided vote:
Item failed on a divided vote:

**3. Everyone is a Pedestrian
Improving Pedestrian Safety in Texas**

Presenter: Al Alonzi, Division Administrator, Federal Highway Administration Texas Division

Action Taken/Committee Recommendation(s): Information Only

Motion made by:

Item passed unanimously:

Item failed unanimously:

Motion seconded by:

Item passed on a divided vote:

Item failed on a divided vote:

4. Upcoming Agenda Item

A public hearing to receive comments to amend the City of Dallas' Thoroughfare Plan to change the dimensional classifications of **(1)** Beckley Avenue from IH-30 to Greenbriar Lane from a six-lane divided roadway [M-6-D(A)] within 100-feet of right-of-way to a special six-lane undivided (SPCL 6U) roadway with a center turn lane, a cycle track and recommended off-peak parking within 100-feet of right-of-way; **(2)** Beckley Avenue from Greenbriar Lane to Colorado Boulevard from a six-lane divided roadway [M-6-D(A)] within 100-feet of right-of-way to a special six-lane divided (SPCL 6D) roadway with a cycle track within 100-feet of right-of-way and 72 feet of pavement; **(3)** Beckley Avenue from Colorado Boulevard to Zang Boulevard from a six-lane divided roadway [M-6-D(A)] within 100-feet of right-of-way to a special six-lane divided (SPCL 6D) roadway with cycle track within 88-feet of right-of-way and 64 feet of pavement; **(4)** Zang Boulevard from Jefferson/Houston Viaduct to Oakenwald Street from a six-lane divided roadway [M-6-D(A)] within 100-feet of right-of-way to a special four-lane divided (SPCL 4D) roadway with protected bicycle facility and a dedicated streetcar lane within 100-feet of right-of-way and 80-feet of pavement; **(5)** Zang Boulevard from Oakenwald Street to Beckley Avenue from a six-lane divided roadway [M-6-D(A)] within 100-feet of right-of-way to a special four-lane divided (SPCL 4D) roadway with bicycle lanes within 100-feet of right-of-way and 80-feet of pavement; and **(6)** Zang Boulevard from Beckley Avenue to Davis Street from a six-lane divided roadway [M-6-D(A)] within 100-feet of right-of-way to a special four-lane divided (SPCL 4D) roadway with parking in 100-feet of right-of-way with 72-feet of pavement; and at the close of the hearing, authorize an ordinance implementing the change - Financing: No cost consideration to the City

Action Taken/Committee Recommendation(s): DMPT Monica Alonzo brought to the Committee's attention that the Council District on this item should be District 1, not District 7 as listed on the Draft Agenda Information Sheet. A motion was made to move this item forward to full Council for approval.

Motion made by: DMPT Monica Alonzo

Item passed unanimously: X

Item failed unanimously:

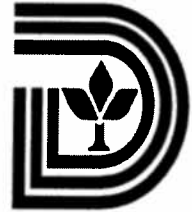
Motion seconded by: Sheffie Kadane

Item passed on a divided vote:

Item failed on a divided vote:

5. Adjourn (2:20 p.m.)

Memorandum



CITY OF DALLAS

DATE 5 June 2015

TO The Honorable Members of the Transportation and Trinity River Project Committee:
Vonciel Jones Hill (Chair), Lee Kleinman (Vice Chair), Deputy Mayor Pro Tem Monica Alonzo,
Mayor Pro Tem Tennell Atkins, Sandy Greyson, and Sheffie Kadane

SUBJECT I-635 LBJ East Project

On Monday, 8 May 2015, you will be briefed on the I-635 LBJ East Project. The briefing materials are attached for your review.

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

A handwritten signature in black ink, appearing to read "William F. L.".

 Mark McDaniel
Assistant City Manager

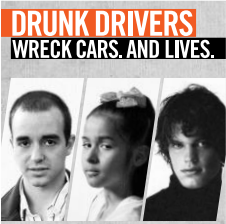
Attachment

c: Honorable Mayor and Members of the City Council
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Sana Syed, Public Information Officer
Elsa Cantu, Assistant to the City Manager – Mayor & Council



TEXAS DEPARTMENT OF TRANSPORTATION



I-635 LBJ EAST PROJECT

Transportation and Trinity River Project Committee 8 June 2015



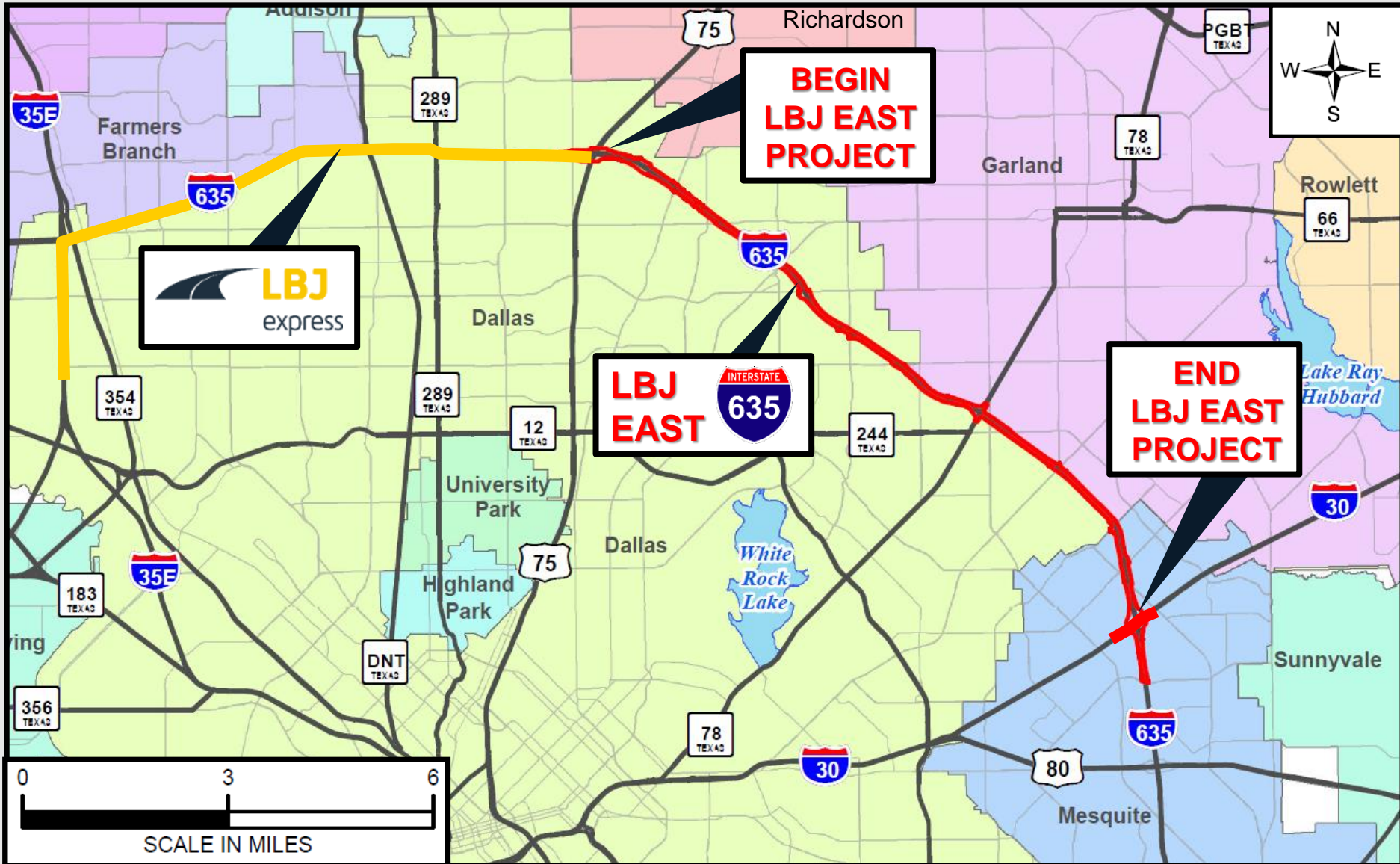
TxDOT Dallas District
Dallas County, Texas
CSJ: 2374-01-137, 2374-02-053



Agenda

- I-635 LBJ East Project Overview and Briefing Purpose
- Short Term Improvements
 - Express/HOV Lanes
- Long Term Improvements
 - Ultimate Design

I-635 LBJ East Project Overview



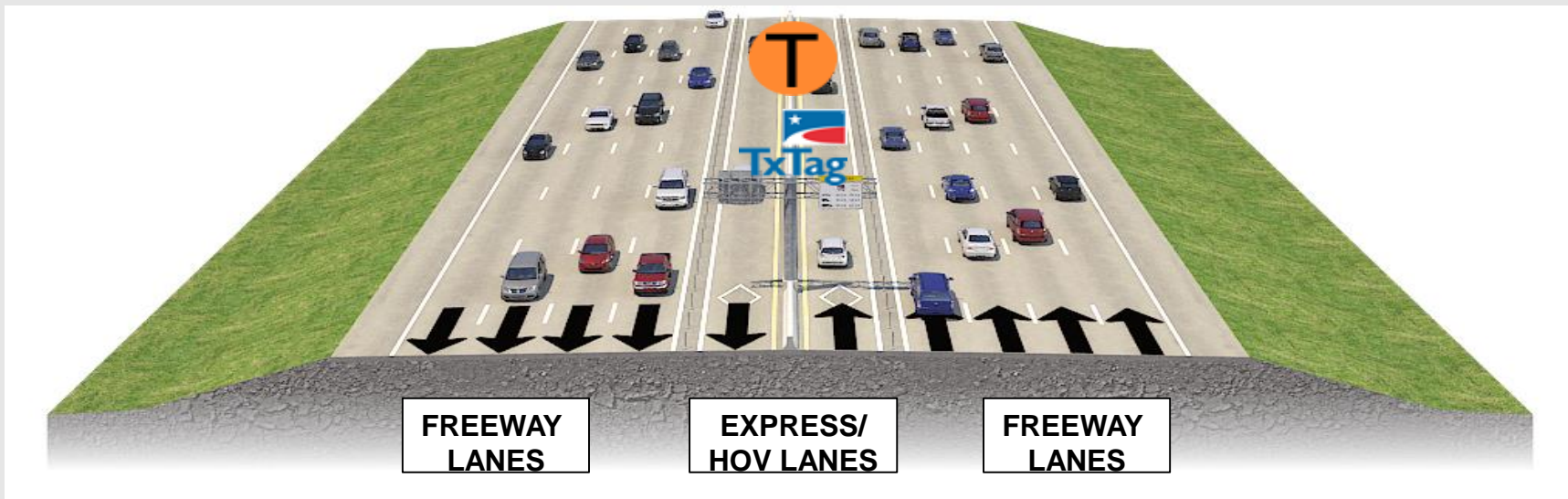
Briefing Purpose

- Update the Dallas Council on the two-phased plan to improve I-635 from US 75 to I-30 (the I-635 LBJ East Project):
 - Short Term Improvements – Plan, design and construct Express / High Occupancy Vehicle [“HOV”] Lanes by 2016 when the LBJ Express (I-35E to US 75) Project opens
 - Long Term Improvements – Complete the planning for the Ultimate Design (Year 2040) for consideration for funding and construction methodology

- Short Term Improvements
 - Express/HOV Lanes

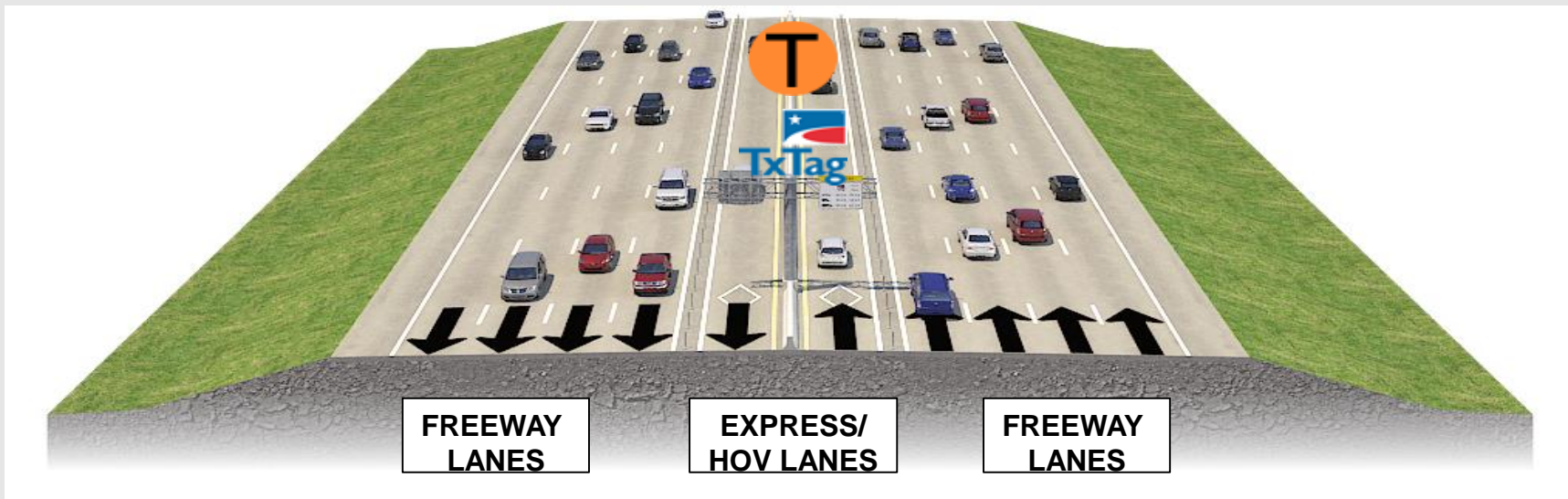
I-635 Express/HOV Lane Project Scope

- Increases use by allowing Single Occupancy Vehicles [“SOV”] into the HOV lanes by paying a toll
- Maintains existing HOV use without paying a toll
- Maintains existing HOV access ramps
- Adds tolling equipment and guide signs



I-635 Express/HOV Lane Project Description

- Project Letting: February 2015
- Construction Beginning: June 2015
- Cost: \$7.9 Million
- Open to traffic early 2016



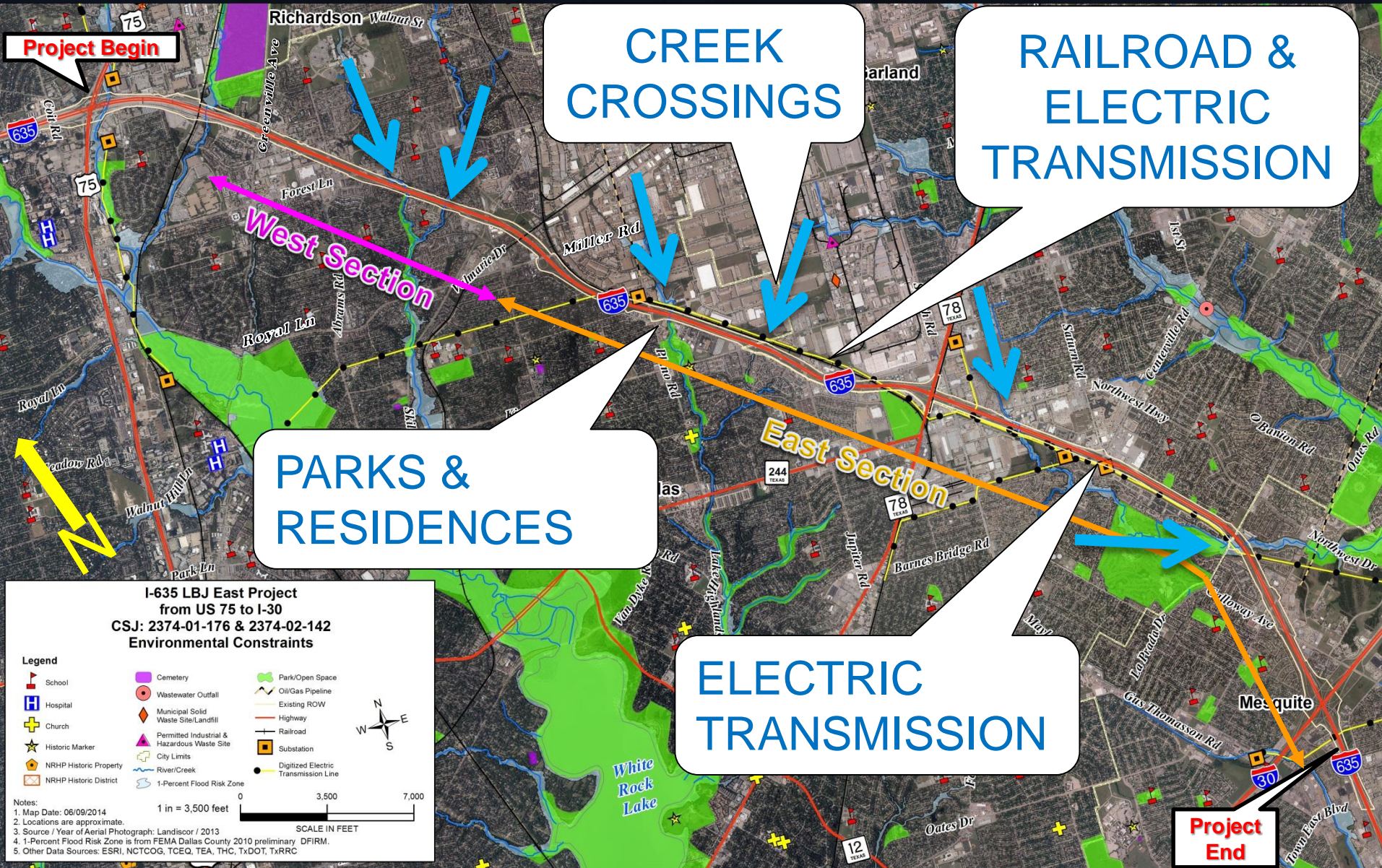
- Long Term Improvements
 - Ultimate Design

Ultimate Design Scope

- Address congestion through design year 2040
- Update plan previously approved in 2003
- Improve I-635 to current design and safety standards
- Reconstruct Express/HOV lanes as TEXpress lanes
- Provide continuous frontage roads
- Address noise
- Plan for phased construction



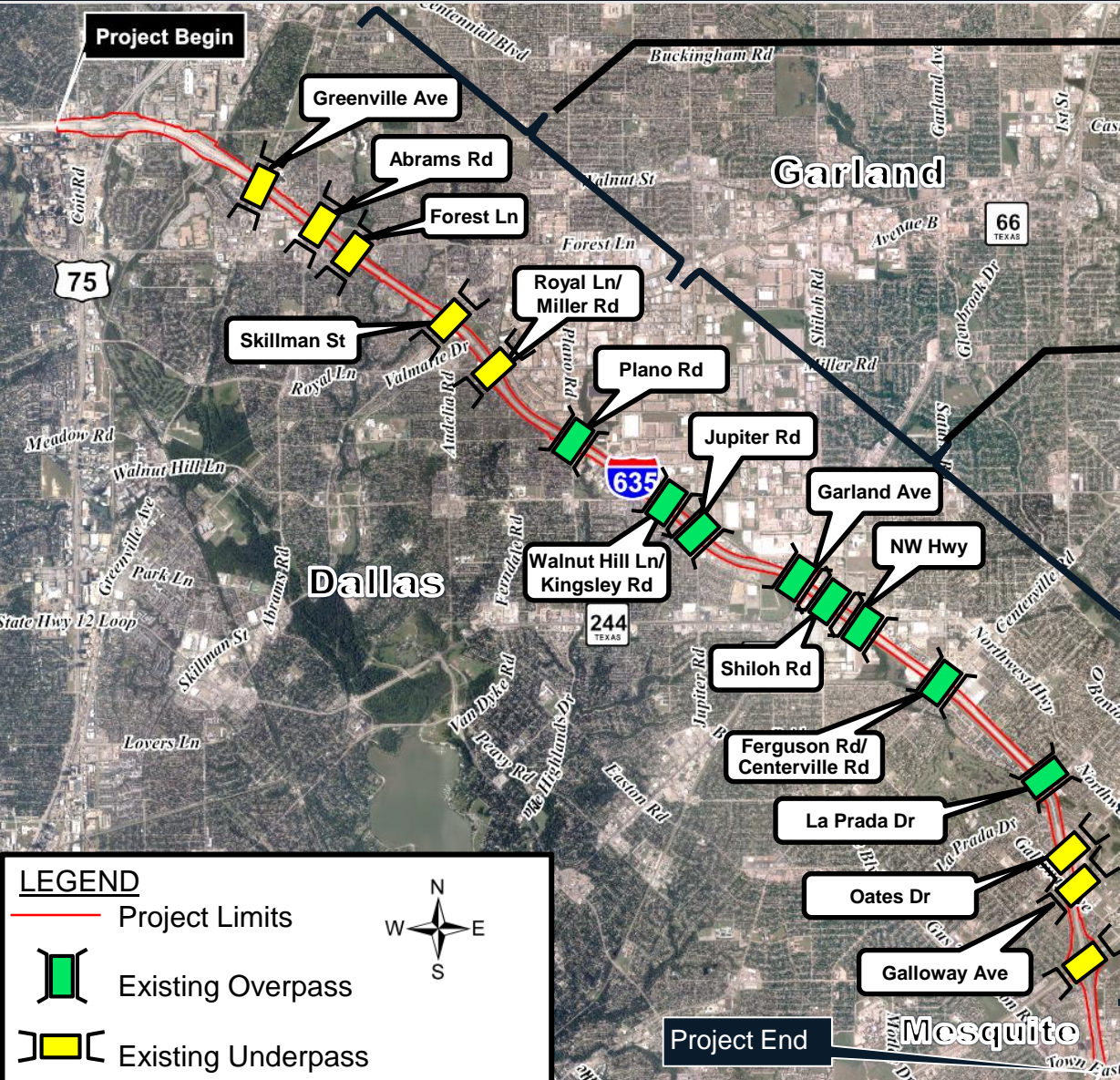
Ultimate Design – Right-of-way/Drainage Constraints



Ultimate Design - Right-of-way Constraints



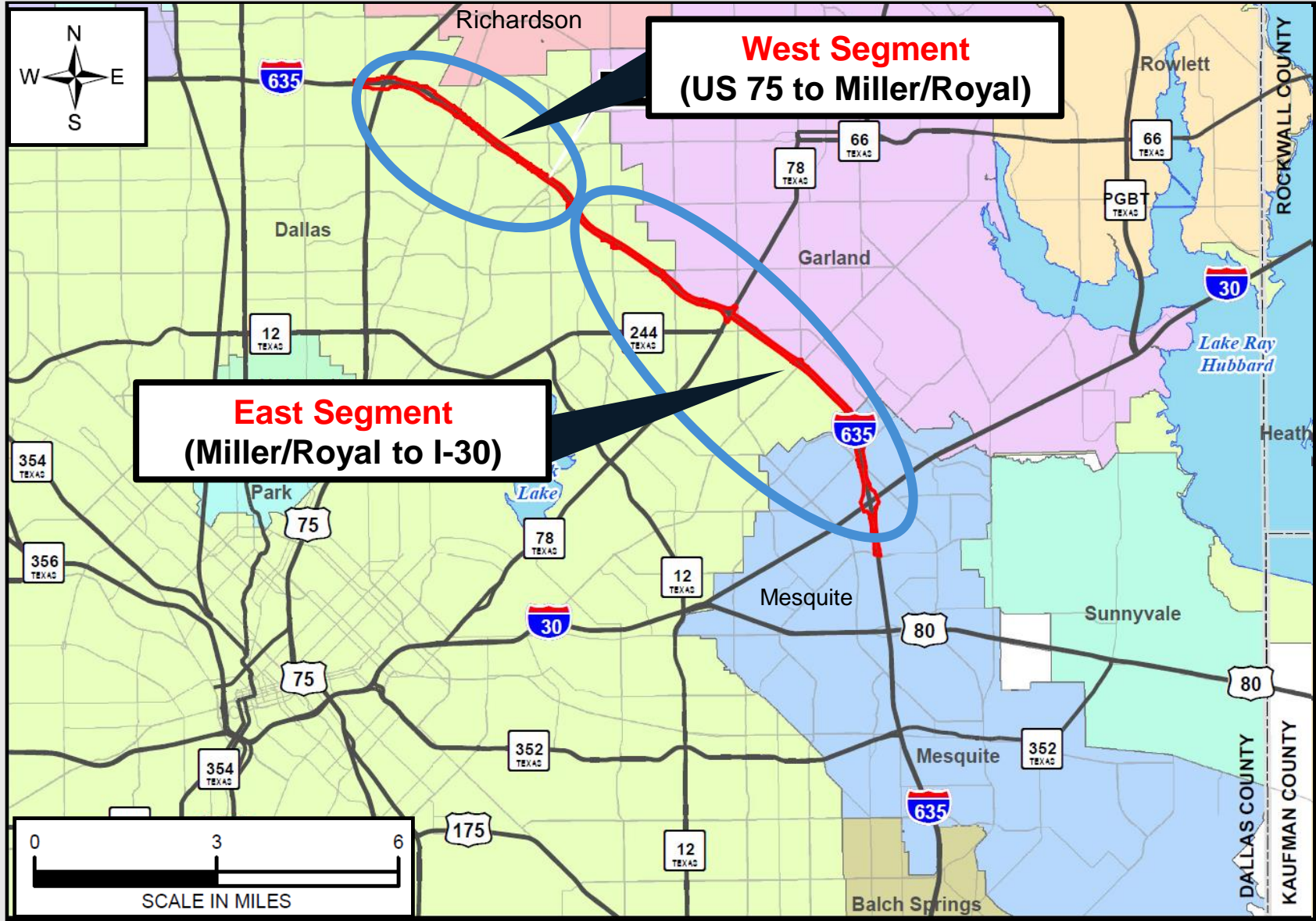
Ultimate Design – Bridge Constraints



- Greenville Ave to Miller Rd
I-635 Underpasses
- Plano Rd to La Prada Dr
I-635 Overpasses
- Oates Dr to IH 30
I-635 Underpasses

- Long Term Improvements
 - Ultimate Design Alternatives

Ultimate Design Segments



Ultimate Design – Alternatives Consideration

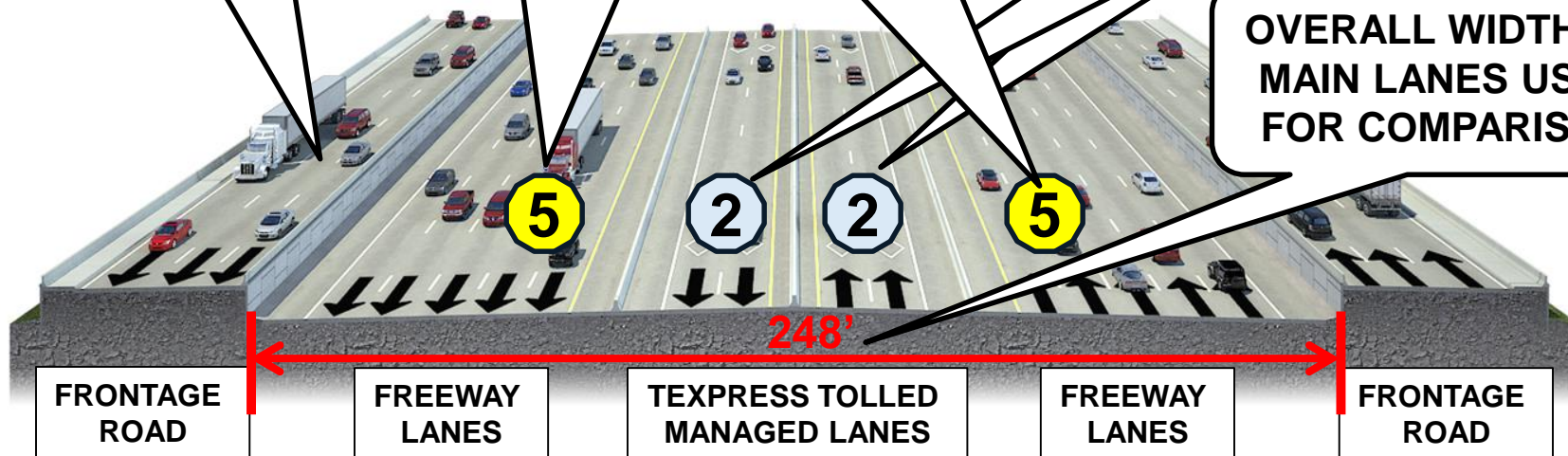
- Six alternatives under consideration
- Evaluation at the request of local legislators
- See below for general alternative explanation/terminology:

PROPOSED FRONTAGE ROADS (LIMITED EXISTING, DISCONTINUOUS)

NUMBER OF PROPOSED GENERAL PURPOSE FREEWAY LANES (4 LANES EXISTING, EACH WAY)

NUMBER OF PROPOSED TOLLED MANAGED LANES (1 MANAGED HOV LANE EXISTING, EACH WAY)

OVERALL WIDTH OF MAIN LANES USED FOR COMPARISON



Ultimate Design – Alternative 1 (Approved 2003)

WEST FROM US 75 TO MILLER RD



EAST FROM MILLER RD TO I-30



Ultimate Design – Alternative 2

WEST FROM US 75 TO MILLER RD



EAST FROM MILLER RD TO I-30



Ultimate Design – Alternative 3

WEST FROM US 75 TO MILLER RD

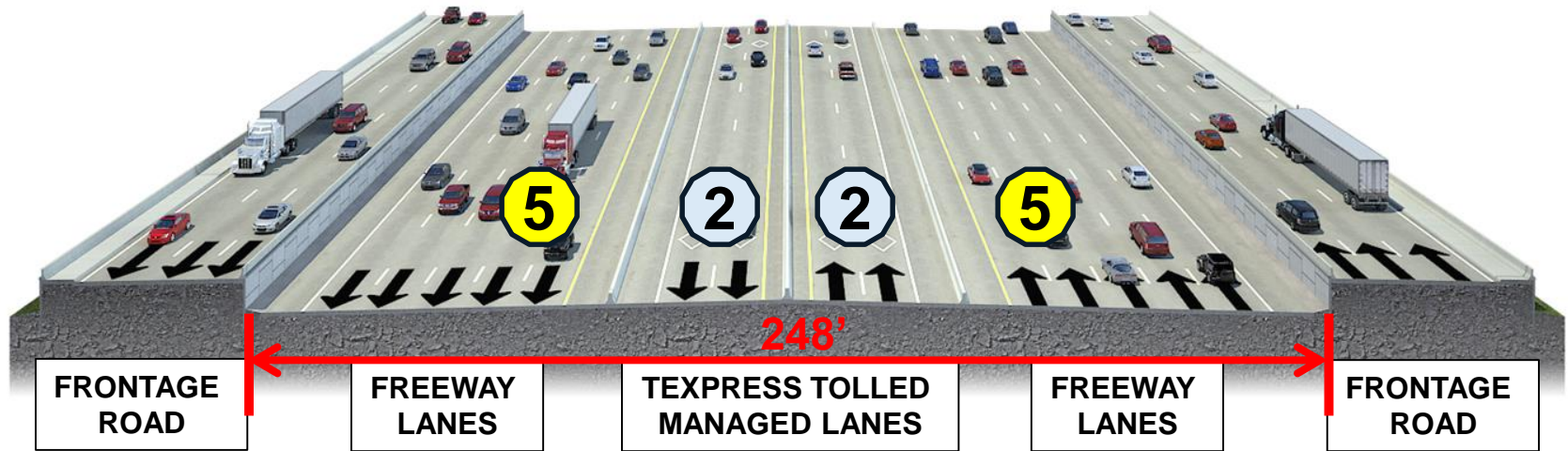


EAST FROM MILLER RD TO I-30

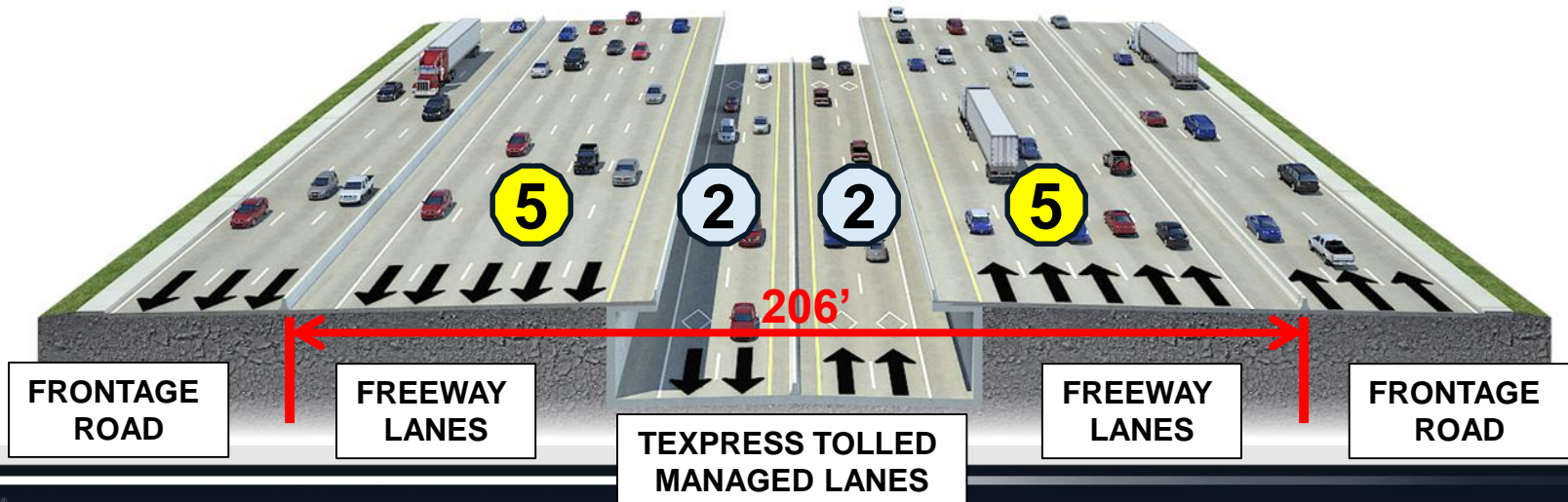


Ultimate Design – Alternative 4

WEST FROM US 75 TO MILLER RD



EAST FROM MILLER RD TO I-30

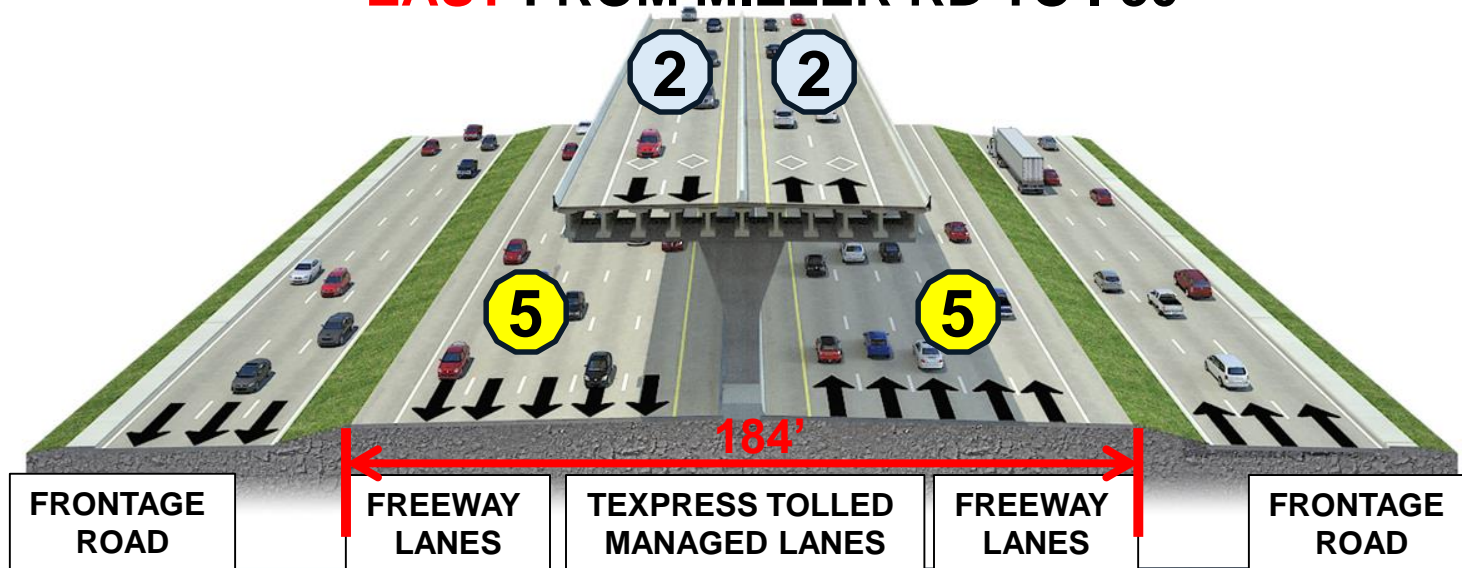


Ultimate Design – Alternative 5

WEST FROM US 75 TO MILLER RD



EAST FROM MILLER RD TO I-30

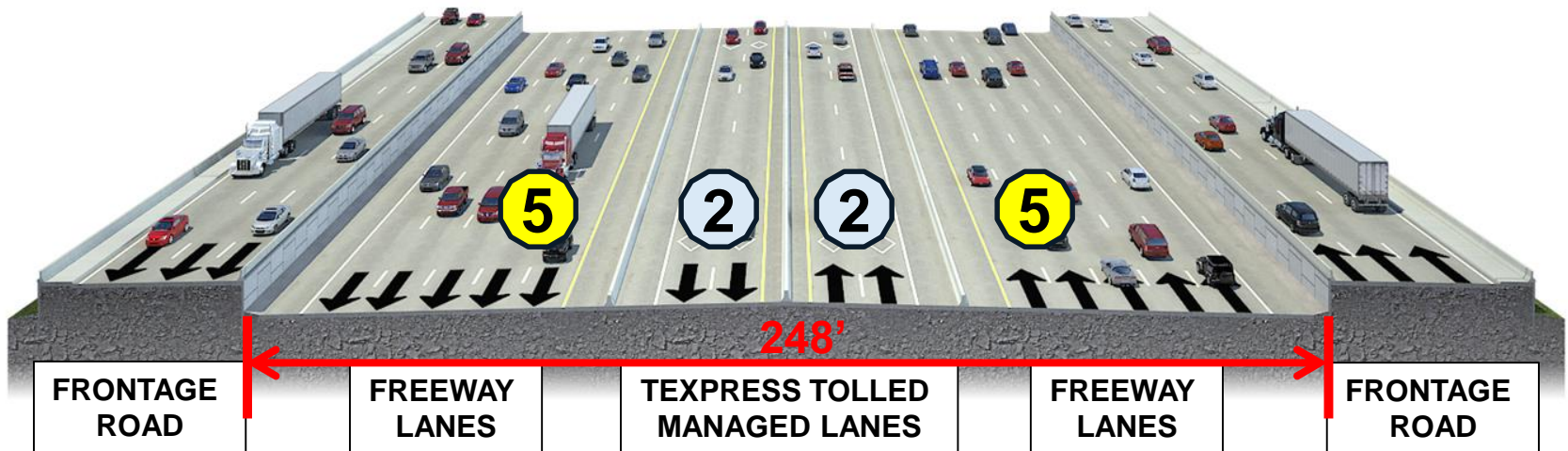


Ultimate Design – Alternative 6

WEST FROM US 75 TO MILLER RD



EAST FROM MILLER RD TO I-30



Ultimate Design – Alternative Comparison

ALTERNATIVE NUMBER	1	2	3	4	5	6
EAST MAIN LANE WIDTH	206'	224'	248'	206'	184'	248'
CONSTRUCTABILITY IMPACTS	MOD	MOD	MOD	MAX	MOD	MAX
DRAINAGE IMPACTS	MIN	MIN	MIN	MAX	MIN	MAX
VISUAL IMPACTS	MOD	MOD	MOD	MIN	MAX	MIN
APPROX. TOTAL COST (\$BIL)	\$1.1	\$1.2	\$1.4	\$2.2	\$1.5	\$2.3

NOTE:

- 1- Costs are very preliminary and subject to change
- 2- Impacts are relative and subjective.

MIN = Minimal Impacts

MOD = Moderate Impacts

MAX = Maximum Impacts

PRELIMINARY
Subject to Change
 Date: June 4, 2015

- Long Term Improvements
 - Other Considerations
 - Skillman Interchange
 - Noise Walls
 - Schedule

Skillman Interchange

- Project Goal: The LBJ/Skillman Interchange Project incorporates a design approach that will reduce traffic congestion while placing emphasis on walking, bicycling and automobile use. Adding wider sidewalks and bicycle facilities on this bridge segment will increase mobility options and provide improved connectivity to key community assets such as Richland Community College and to the DART Station.
- Concept from *LBJ Skillman Planning Initiative Study* adopted by Dallas City Council on 8 October 2014
- Construction plan preparation by City of Dallas
- Schematic is approved, environmental study approval is pending
- Coordinated with TxDOT and the 635 East Ultimate Design
- Could be built as a stand-alone project
- Total Cost: Approx. \$50 Million
- Funding: The City of Dallas has submitted a federal TIGER Grant application requesting \$37M to fund the project. The City of Dallas has identified \$6.2M and Dallas County has \$6.2M towards the project (\$3.3M expended on detailed design)
- Construction Start: If selected for TIGER funding, construction could start October 2016

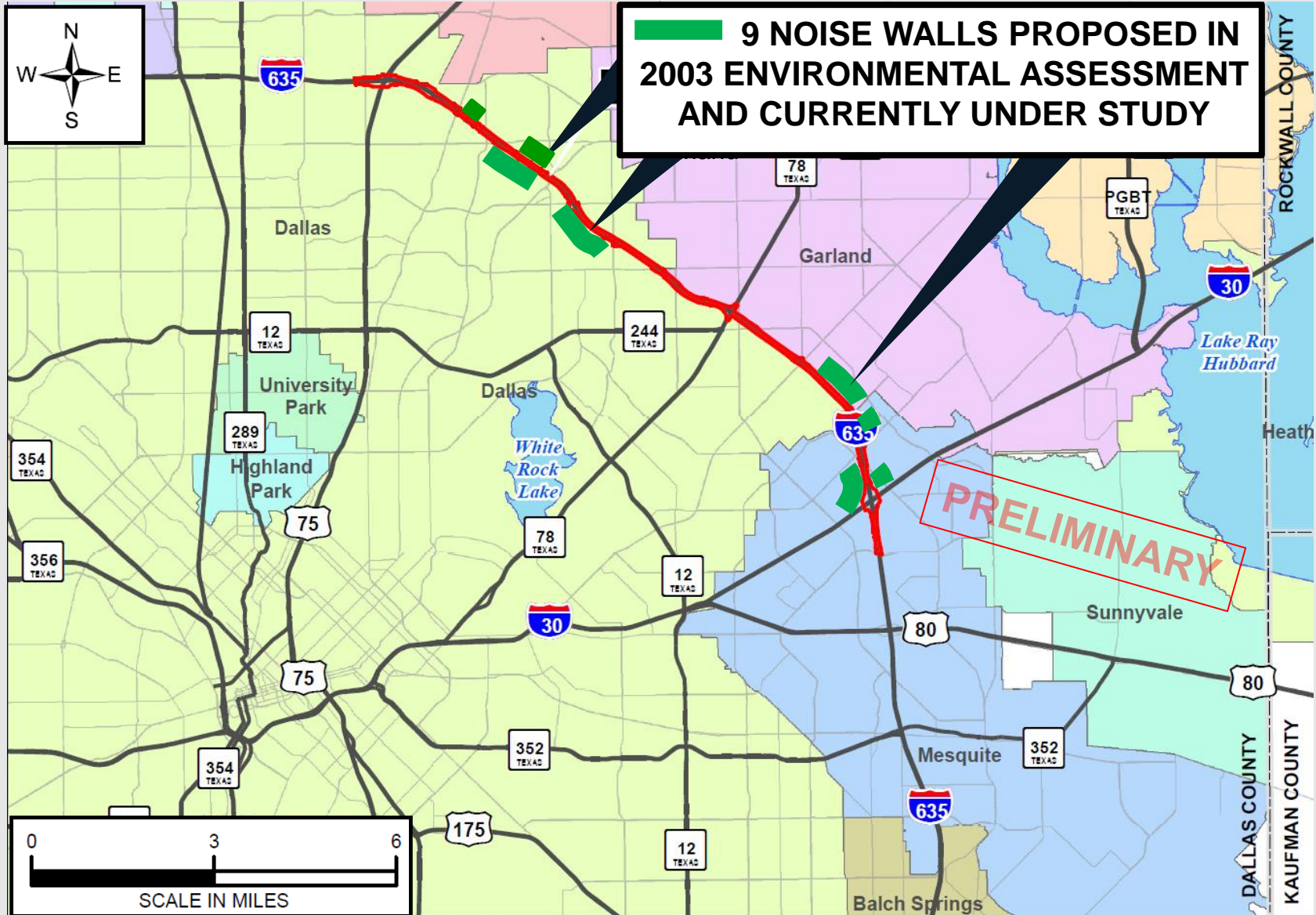
Skillman Interchange



**Green Depicts
Proposed Interchange
Construction**

**PRELIMINARY
SUBJECT TO FURTHER STUDY**

Proposed Noise Walls



Proposed Noise Walls in Dallas

Legend:



Pro. Noise Wall Adjacent to Multi-Family



Pro. Noise Wall Adjacent to Single-Family

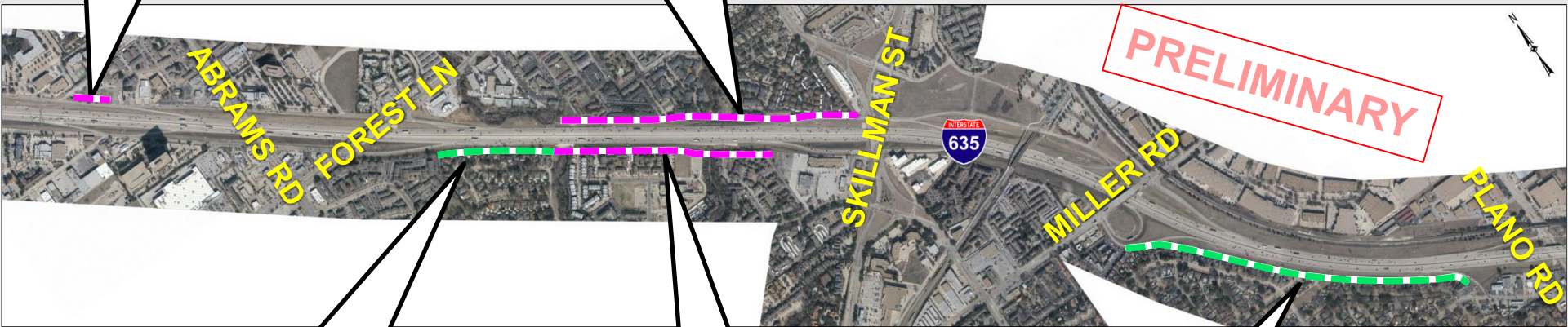
**PROPOSED
NOISE WALL 1**

**PROPOSED
NOISE WALL 3**

**PROPOSED
NOISE WALL 2A**

**PROPOSED
NOISE WALL 2B**

**PROPOSED
NOISE WALL 4**



Proposed Noise Walls in Dallas

Wall No.	Location	Length (ft)	Height (ft)	Estimated Construction and ROW Cost
1	Between Greenville Avenue and Abrams Road along westbound frontage road	400	12	\$400,000
2a	Between Forest Lane and Skillman Street along eastbound frontage road	1,250	12	\$1,500,000
2b	Between Forest Lane and Skillman Street along eastbound frontage road	2,385	12	\$7,400,000
3	Between Forest Lane and Skillman Street along westbound frontage road	3,235	12	\$11,900,000
4	Between Miller Road and Plano Road along eastbound frontage road	3,785	12	\$3,600,000
SUBTOTAL		11,055		\$24,800,000

Notes:

Costs provided are conceptual with 30% contingencies. Costs for utility relocation and soft costs are not included. Noise Wall #1 is expected to be deferred since adjoining apartments burnt and were demolished. Noise wall length and height are preliminary and subject to further study.

PRELIMINARY

Noise Wall Aesthetics

- Noise walls typically constructed along TxDOT right-of-way
- Noise wall height typically 12 feet



I-635 East Ultimate Design Schedule

- Alternative Development *February 2015*
- 1st Public Input *July 2015*
 - Local briefings & public meeting
- Complete schematic design *Summer 2015*
- Draft environmental study *Fall 2015*
- 2nd Public Input *Fall 2015*
 - Local briefings & public hearing
- Anticipated study approvals *Spring 2016*
 - Requires approval of new regional plan, *Mobility 2040*
- Construction *To Be Determined*
- Open to traffic *To Be Determined*

Contact Information

- TxDOT Project Manager
 - Mr. Stephen Endres, P.E.
Texas Department of Transportation
4777 E Highway 80
Mesquite, Texas 75150-6643
Phone: (214) 320-4469
Fax: (214) 320-4470
Email: Stephen.Endres@txdot.gov

- Consultant Project Manager
 - Mr. Matt Craig, P.E.
Halff Associates, Inc.
1201 North Bowser Road
Richardson, Texas 75081-2275
Phone: (214) 346-6375
Fax: (214) 739-0095
Email: MCraig@Halff.com

Memorandum



CITY OF DALLAS

DATE 5 June 2015

TO The Honorable Members of the Transportation and Trinity River Project Committee:
Vonciel Jones Hill (Chair), Lee Kleinman (Vice Chair), Deputy Mayor Pro Tem Monica Alonzo,
Mayor Pro Tem Tennell Atkins, Sandy Greyson, and Sheffie Kadane

SUBJECT Status Update: Potential Additional U.S. Army Corps of Engineers Funding and Sources of
Matching Funds

On Monday, 8 May 2015, you will be briefed on the Status Update: Potential Additional U.S. Army Corps of Engineers Funding and Sources of Matching Funds. The briefing materials are attached for your review.

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

William Finck

for

Mark McDaniel
Assistant City Manager

Attachment

c: Honorable Mayor and Members of the City Council
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Status Update: Potential Additional U.S. Army Corps of Engineers Funding and Sources of Matching Funds

Transportation and Trinity River Project Committee
8 June 2015



THE TRINITY
DALLAS



Purpose

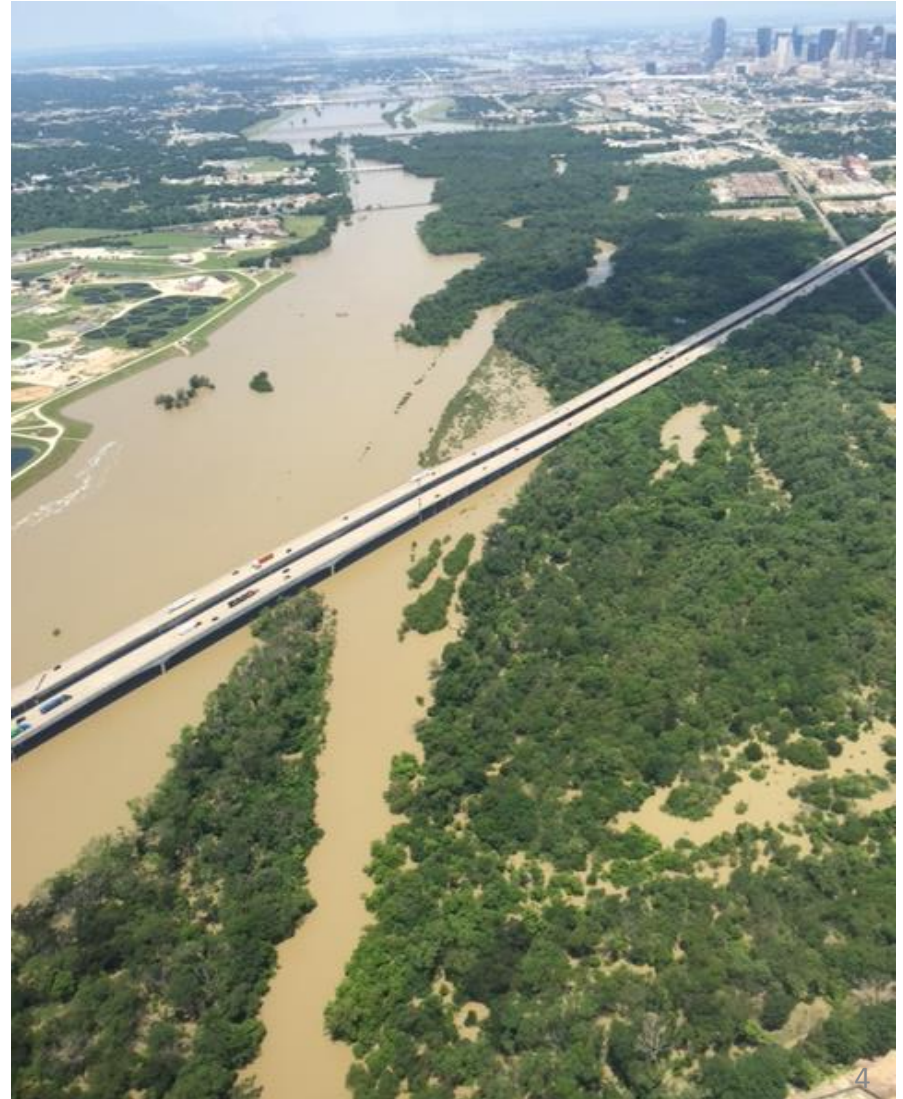
- Provide update on status of Dallas Floodway Extension [“DFE”] projects funding status
- Outline potential sources of funding
- Next steps

DFE Projects Overview

- USACE [“Corps”] has recommended to the Office of Budget and Management [“OMB”] a cost share project:
 - Repair erosion and make improvements to the channel at 1-45 and Trinity River near Lower Chain of Wetlands
 - Complete construction of joint-use maintenance roads/trails in the DFE
- Costs are estimated at \$15M of which the City would be required to cost share approximately \$7M
 - Upon waters receding, estimates may change

DFE Projects Overview

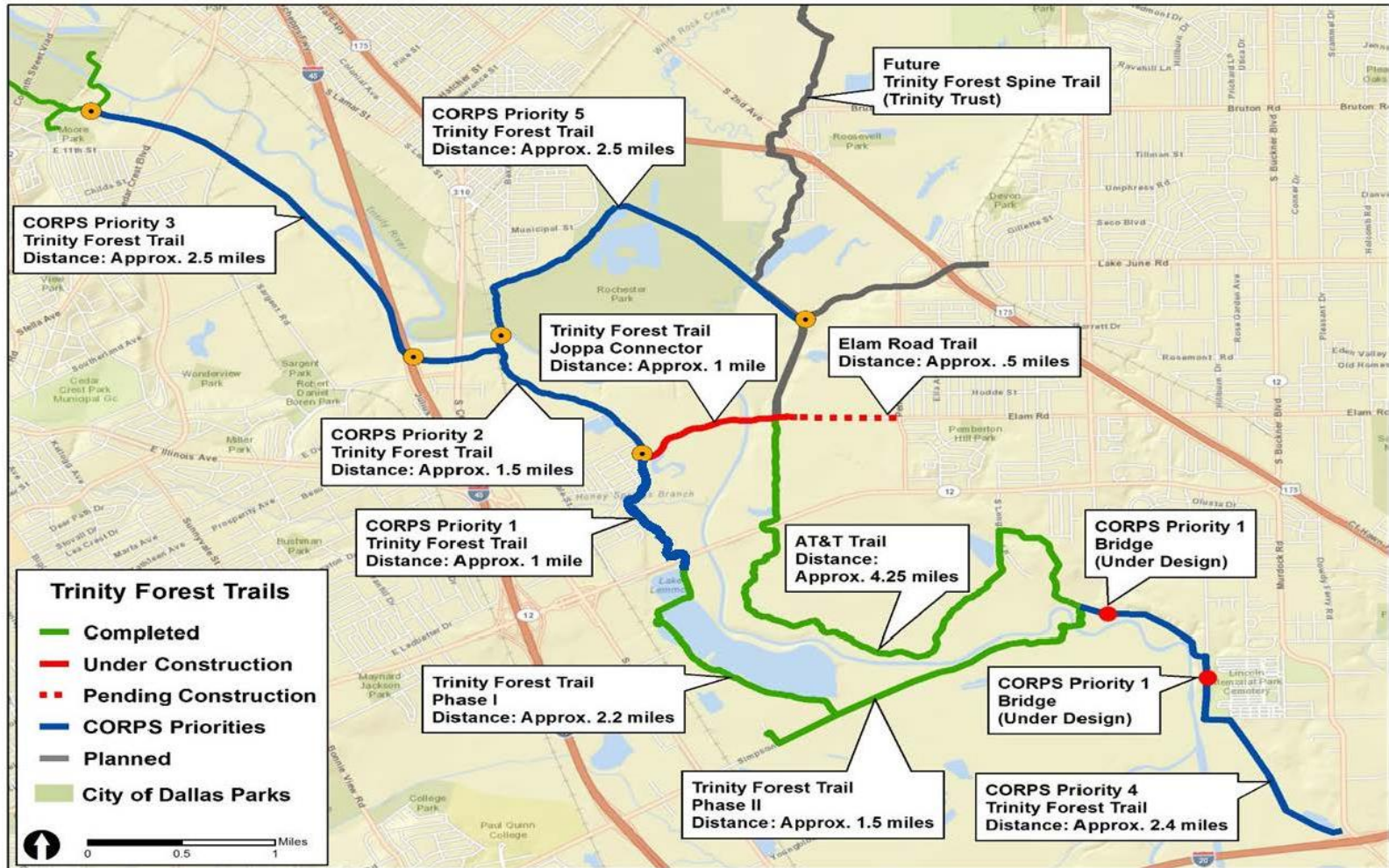
- Prior to the recent and ongoing flooding, there was approximately \$3 million in needed repairs and improvements to the channel at I-45
 - May be revised when waters recede and assessments are performed
- City responsible for approximately \$1.05M
 - Funding for match not yet identified



DFE Projects Overview

- Joint use maintenance trails funding approximately \$10M (map on following page)
- City responsible for approximately \$5M of which \$1.714M has been identified
 - \$1M from Stormwater for the maintenance trail near in the Lower Chain of Wetlands (blue hashed line)
 - \$414K from 2012 Bond Program (Runyon Creek)
 - \$300K from 2003 Bond Program

Maintenance Trails



Next Steps

- If the Corps receives funding, the City will need to identify and commit the required match in the amount of approximately \$6.05M (\$1.714K currently identified)
- Timing of Corps funding is unknown
- Remaining \$4.336M match could be funded with the following sources:
 - 1998 Bond Program funding from the Elm Fork
 - Private donations and grants as part of the Trinity Spine Trail Campaign from Audubon to Arboretum
 - Stormwater funding consistent with maintenance activities for flood control activities
 - Future bond programs

Summary

- The Corps has been a partner with the City on the Dallas Levee System which includes the Elm Fork, West Fork, Dallas Floodway and Dallas Floodway Extension
- The Corps has recommended a cost share project to address flood control improvements to the Trinity River at I-45 as well as the completion of the maintenance trail system to serve the mitigation areas and flood control structures to the Office of Management and Budget
- Funding for completion of the DFE Projects will fulfill commitments to continue supporting the Corps' efforts towards flood control and completion of components of the DFE
- Funding sources will be confirmed in the future, if Corps funding is allocated

KEY FOCUS AREA: Economic Vibrancy

AGENDA DATE: June 10, 2015

COUNCIL DISTRICT(S): All

DEPARTMENT: Sustainable Development and Construction
Park & Recreation
Water Utilities
Planning and Neighborhood Vitality

CMO: Ryan S. Evans, 671-9837
Mark McDaniel, 670-3256
A. C. Gonzalez, 670-3297

MAPSCO: N/A

SUBJECT

Authorize **(1)** a Supplemental Agreement to the Master Interlocal Agreement between the City of Dallas and Dallas Area Rapid Transit (DART) for the granting of easements for hike and bike trail purposes across approximately twenty-eight miles of DART owned property in exchange for the conveyance of the Madill Corridor by the City of Dallas to DART, subject to the retention of a water transmission line easement and other terms and conditions; **(2)** receipt and acceptance of said hike and bike trail easements; and **(3)** conveyance of the Madill Corridor by the City of Dallas to DART-Financing: No cost consideration to the City

BACKGROUND

At the request of A.C Gonzalez this item was placed on the June 10, 2015, City Council Addendum due to the pending approval of the Supplemental Agreement to the Master Interlocal Agreement between the City of Dallas and Dallas Area Regional Transportation (DART) for the granting of easements.

On August 13, 1983, Dallas Area Rapid Transit Authority (DART) was created as a regional transportation authority organized and existing pursuant to Chapter 452, Texas Transportation Code, for the purpose of providing public transportation and general transportation services within the DART service area, which includes the City of Dallas, a Texas home rule municipal corporation, and surrounding regions. On February 28, 1990, Dallas City Council Resolution No. 90-0810 approved a Master Interlocal Agreement ("Master ILA") between DART and City regarding DART's system and establishing a cooperative and supportive relationship between DART and City.

BACKGROUND (Continued)

The Master ILA has undergone numerous supplementations and amendments over the years as City and DART have sought to address newly arising circumstances, issues, and needs and to refine and improve the relationship.

The emerging evolution of transportation infrastructure in the City of Dallas and the providing of an integrated transportation system that balances the needs of pedestrians, public transit, bicycles, and automobiles are of ever increasing importance to the economic vitality and quality of life in the city. The principles of Sustainable Livable Communities are essential for the vitality of the city, and the development of a hike and bike trail system is an essential component in establishing sustainable communities.

In recognition and furtherance of these principles, the Park and Recreation Board adopted the Dallas Trail Network Master Plan in 2005 and updated same in 2008. Per the Dallas Trail Network Master Plan, City's trail system is proposed to be located on properties owned by various parties, including but not limited to approximately 27.9 miles of trails on properties owned or controlled by DART.

The City has already received from DART a number of terminable licenses and permissions to use DART properties for various segments of its hike and bike trail system, but desires to secure permanent easements for its public hike and bike trails as to DART's properties.

DART is willing to grant hike and bike trail easements, to include existing trails, trails currently planned and under development, and future trails in furtherance of City's trail system in exchange for the conveyance to DART by the City of a corridor of real property located in Dallas County, Texas, formerly owned by Chicago Pacific Corporation, conveyed to City by deed dated March 19, 1986, recorded on March 24, 1986, at Volume 86057, Page 0342, Official Real Property Records of Dallas County, Texas, being held by the Dallas Water Utilities for a water transmission line or lines, and currently accommodating railway lines, (the "Madill Corridor").

This item will authorize a Supplemental Agreement as to the Master ILA with DART establishing a process for granting to City hike and bike trail easements consistent with City's Trail Network Master Plan on DART owned or controlled property for and in consideration of conveyance to DART by City of the Madill Corridor. Existing trail licenses will be replaced with easements and trail sections currently being developed and future trails will be secured as easements as well.

The Attachment to this AIS identifies the various trail sections that will be covered and the Madill Corridor.

BACKGROUND (Continued)

The trail easements will be non-exclusive perpetual easements for recreation trail use. They will allow for the installation of various improvements associated with the public's use and enjoyment of the trails, consistent with similar trails operated by City, at City's cost and expense, and upon review and approval by DART, said approval not to be unreasonably withheld. The easements will be terminable under very limited circumstances, thereby providing the City with much greater rights and safeguards of its investment in its trails. The City will be responsible for maintaining trail easement areas, but not DART's lines, facilities, or improvements.

Conveyance of the Madill Corridor will be by Deed without Warranty, "AS IS", and subject to the City's usual exceptions, waivers, reservations, restrictions, and conditions. Also, the City will retain a variable width water transmission line easement (approximately 30-feet in width) for use by DWU. The water line easement will also be available for hike and bike trail development. DART will maintain the easement surface area until such time as a trail is developed.

Dallas Water Utilities shall be reimbursed by the General Capital Reserve for the estimated value of its interest in the Madill Corridor being exchanged for the hike and bike trails in an amount of \$620,000.00 to be paid in four, annual installments of \$155,000.00 beginning in Fiscal Year 2015-16.

PRIOR ACTION/REVIEW (COUNCIL, BOARDS, COMMISSIONS)

The Park and Recreation Board was briefed on this item on May 21, 2015.

The City Council was briefed on this item on June 3, 2015.

FISCAL INFORMATION

No cost consideration to the City

MAPS

Attached.

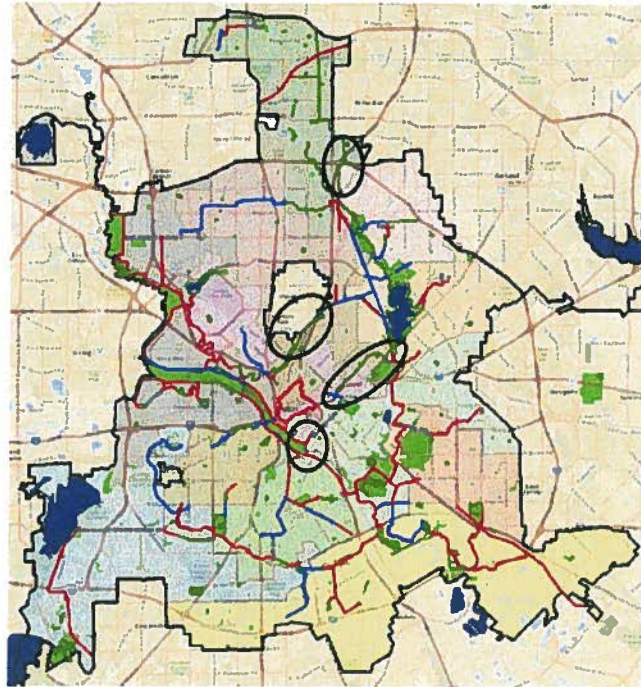
DART Easement Acquisition

Trail	Status	Area	Total Acreage of DART Property	Miles	Total needed for H&B Trails (generally 30 feet is required where possible)
Katy Trail	Existing	Harvard Avenue to Arline Drive	2.92	0.44	1.40
Santa Fe Trail	Existing	Winstead Rd to Hill Street	53.67	4.03	14.65
Santa Fe Trestle Trail	Existing	E. 8th St to Union Pacific RR Line	23.89	1.98	7.20
Cottonwood Trail Forest Lane DART Station	Existing	Connection of Forest Ln Station	1.81	0.17	0.62
Katy Trail Extension/Ridgewood Trail	Existing	Mockingbird Ln and Pedestrian Bridge	2.84	0.24	0.87
Katy Trail Extension/Ridgewood Trail	Pending	Abrams Rd to Ridgewood Park	2.65	0.36	1.31
Katy Trail Extension/Ridgewood Trail	Pending	Ridgewood Park to Northwest Highway	13.95	0.71	2.58
Santa Fe Trail Extension	Pending	Hill St to Parry Ave and Elm St	2.95	0.63	2.29
			104.68	8.56	31.13
SoPAC Trail Phase 3	Future	Ridgewood Trail to White Rock Lake Trail	25.94	1.82	6.62
SoPAC Trail Phase 4	Future	White Rock Creek Trail to Ridgewood Trail	49.32	3.41	12.40
Fair Park Boulevard Trail	Future	Parry Avenue to Hatcher St	17.81	1.64	5.96
Trinity Forest Spine Trail Connection at Lawnview DART Station	Future	Lawnview DART Station	6.51	0.58	2.11
Cedar Crest Trail	Future	8th Street Station to Marrell Station	6.21	0.76	2.76
Kieberg Trail	Future	Buckner DART Station to Interstate 20	48.78	3.25	11.82
Cottonbelt Trail	Future	Richardson City Limit to Dallas North Tollway	91	4.54	16.51
Ruyon Creek Greenbelt Camp Wisdom Station	Future	Runyon Creek Greenbelt Trail to Camp Wisdom DART Station	1.87	0.24	0.87
Ruyon Creek Greenbelt to DART UNT Dallas Station	Future	Ruyon Creek Greenbelt to DART UNT Dallas Station	15.56	0.87	3.16
Trinity Strand Trail Phase 2	Future	Oaktown Ave to Motor Rd	19.63	1.88	6.84
Lake Highlands Trail Phase 4	Future	Church Road to Lake Highlands DART Station	2.94	0.42	1.53
Total			285.57	19.41	70.58
		Totals	390.25	27.97	101.71

MADILL PROPERTY INFO					
DWU's Madill Property	Current	Walnut Hill to Beltline (6.2 miles mile marker 700 to 706.2)	Total Acreage - DCAD	Miles	Total to DART (less the 30-foot strip for pipeline) Acres
			101.79	6.2	79.24

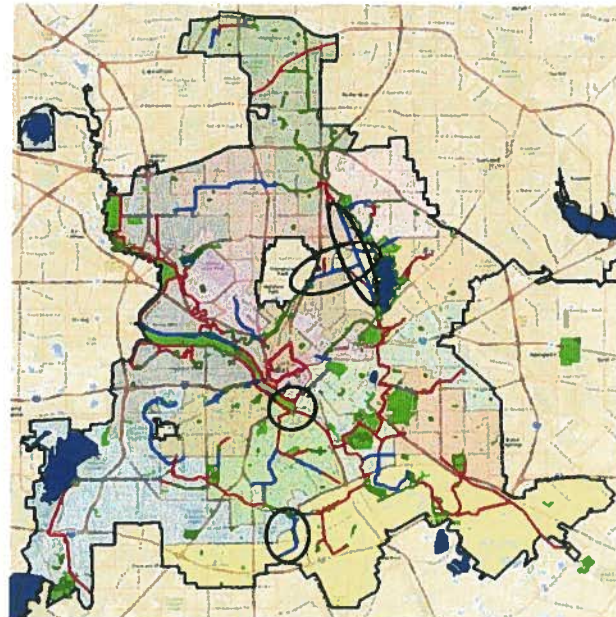
DART: Existing Licenses

- City has existing license agreements with DART covering 7.25 miles of existing trails
 - Portion of the Katy Trail
 - Santa Fe Trail
 - Santa Fe Trestle Trail
 - Portion of Cottonwood Trail
 - Santa Fe Trail Extension
- These agreements are currently terminable
- All these licenses become easements under Amended ILA



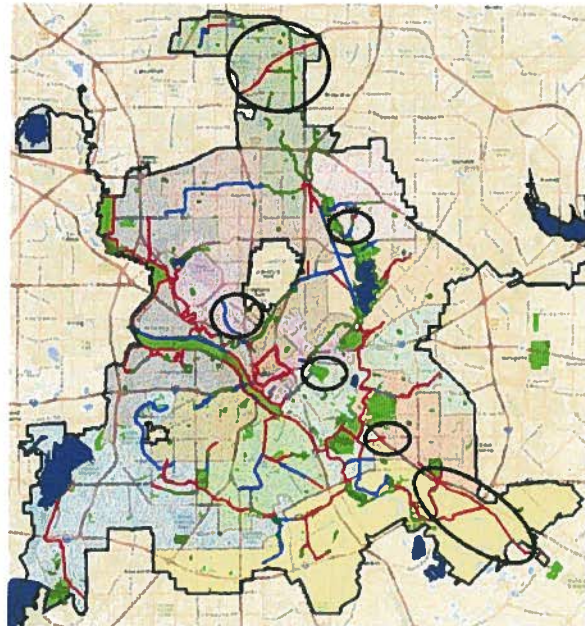
DART: Pending Licenses

- The City of Dallas is working on pending easements for 7.65 miles of trails with DART
 - Katy Trail Extension
 - SOPAC Trail (Phase 3 and 4)
 - Runyun Creek Greenbelt Trail
 - Santa Fe Trestle Trail/Moore Park Trailhead



DART: Future Easements

- The proposed amended ILA and easement will cover 13.07 miles of future trails including:
 - Fair Park – Fair Park Boulevard/Trail connector
 - Trinity Forest Spine Trail approaches and connection at Lawnview DART Station Cedar Crest Trail
 - Kleberg Trail
 - Cottonbelt Trail
 - Trinity Strand Trail Phase 2
 - Lake Highlands Trail Phase 3
- Also future connections between other trails and DART Light Rail Stations



June 10, 2015

WHEREAS, on August 13, 1983, Dallas Area Rapid Transit Authority (DART) was created as a regional transportation authority organized and existing pursuant to Chapter 452, Texas Transportation Code, for the purpose of providing public transportation and general transportation services within the DART service area, which includes the City of Dallas, a Texas home rule municipal corporation, and surrounding regions; and

WHEREAS, on February 28, 1990, Dallas City Council Resolution No. 90-0810 approved a Master Interlocal Agreement ("Master ILA") between DART and City regarding DART's system and establishing a cooperative and supportive relationship between DART and City; and

WHEREAS, the Master ILA has undergone numerous supplementations and amendments over the years as City and DART have sought to address newly arising circumstances, issues, and needs and to refine and improve the relationship; and

WHEREAS, City recognizes the emerging evolution of transportation infrastructure in the City of Dallas and the importance of providing an integrated transportation system that balances the needs of pedestrians, public transit, bicycles, and automobiles; and

WHEREAS, it is recognized that the principles of Sustainable Livable Communities are essential for the vitality of the city and the development of a hike and bike trail system is an essential component in establishing sustainable communities and, in furtherance of these principles, the City Council adopted the Dallas Trail Network Master Plan in 2005 and updated same in 2008; and

WHEREAS, per the Dallas Trail Network Master Plan, City's trail system is proposed to be located on properties owned by various parties, including but not limited to approximately 27.9 miles of trails on properties owned or controlled by DART; and

WHEREAS, City has already received from DART a number of licenses and permissions to use DART properties for various segments of its hike and bike trail system; and

WHEREAS, City desires to secure permanent easements for its public hike and bike trails as to DART's properties; and

June 10, 2015

WHEREAS, DART is willing to grant such hike and bike trail easements, to include existing trails, trails currently planned and under development, and future trails in furtherance of City's trail system in exchange for the conveyance to DART by City of a corridor of real property located in Dallas County, Texas, formerly owned by Chicago Pacific Corporation, conveyed to City by deed dated March 19, 1986, recorded on March 24, 1986, at Volume 86057, Page 0342, Official Real Property Records of Dallas County, Texas, being held by the Dallas Water Utilities for a water transmission line or lines, and currently accommodating railway lines, (the "Madill Corridor"); and

WHEREAS, in order to secure the hike and bike trail easements from DART, City is willing to convey the Madill Corridor to DART, subject to the retention of a water line easement and the other terms and conditions herein provided; and

WHEREAS, the City of Dallas may sell or exchange its property to a governmental entity that has the power of eminent domain without complying with the notice and bidding requirements for the sale of public lands provided for in Chapter 272, Section 272.001 of the Texas Local Government Code; and

WHEREAS, to facilitate this exchange of property interests, reduce the transaction cost of same, and expedite same City wishes to waive those provisions of Section 2-24 of the Dallas City Code not required by state law as to this transaction; and

WHEREAS, City wishes to enter into a Supplemental Agreement as to the Master ILA with DART establishing a process for granting to City hike and bike trail easements consistent with City's Trail Network Master Plan on DART owned or controlled property for and in consideration of conveyance to DART by City of the Madill Corridor, upon the terms and conditions herein stated and as approved by the City Attorney.

Now, Therefore,

BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF DALLAS

SECTION 1. That the City Manager, upon approval as to form by the City Attorney, is hereby authorized to execute a Supplemental Agreement to the Master Agreement with DART (the "Supplemental ILA") between City of Dallas, a municipal corporation, ("City"), and the Dallas Area Rapid Transit Authority ("DART"), establishing a process for the locating and granting of hike and bike trail easements upon DART owned or controlled property in furtherance of the City's Trail Network Master Plan.

June 10, 2015

SECTION 2. That the terms and conditions of the Supplemental ILA shall include the following:

- (a) DART shall commit to grant hike and bike trail easements (“Trail Easements”) to City for the portions of City’s hike and bike trail system identified on Attachment A hereto, subject to DART’s review and approval on a project-by-project basis, said approvals not to be unreasonably withheld.
- (b) DART and City shall utilize a form for the Trail Easements agreed to by the parties, substantially similar to a form attached to and incorporated into the Supplemental ILA, and containing the terms and conditions provided in Section 3 hereof.
- (c) As consideration for the easements granted and to be granted in the future, City shall convey to DART the Madill Corridor on the terms and conditions.

SECTION 3. That the terms and conditions of the Trail Easements shall include the following:

- (a) The easements shall be a non-exclusive perpetual easement for the construction, installation, maintenance and operation of a public hike and bike trail consisting of improved surfaces and related approved facilities for use by the general public for recreational purposes.
- (b) The easements shall not constitute a public street, road, or alley.
- (c) The easements shall allow for the installation of various improvements associated with the public’s use and enjoyment of the trails, consistent with similar trails operated by City, at City’s cost and expense, and upon review and approval by DART, said approval not to be unreasonably withheld.
- (d) The easements shall be terminable only as follows: (1) by DART in the event and to the extent necessitated by a change in federal or state law, subject to 2 years notice and reasonable efforts to minimize impact on City’s trails; (2) by DART as to easement area to within 25-feet of paved trail areas, if sold to third-parties with 180-days notice of said sale; (3) by DART upon City’s default under the easement terms after 90-days notice and opportunity to cure; and (4) by City upon formal abandonment by City.
- (e) The easements shall provide for minimizing negative impact on the trails and the relocation of impacted facilities of the parties.

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- (f) The easements shall provide for a limited indemnification of DART by City for City's negligence, but only to the extent allowed by law.
- (g) The easements shall require City's contractor to meet commercially reasonable insurance requirements.
- (h) The easements shall require City to maintain the easement area, but not DART's facilities, lines, or improvements.
- (i) The easements may contain such other commercially reasonable provisions as are deemed appropriate or necessary by the City Attorney.

SECTION 4. That upon execution and delivery of the Supplemental ILA, the City Manager or designee is authorized to execute a Deed Without Warranty, to be attested by the City Secretary, upon approval as to form by the City Attorney, for conveyance of the Madill Corridor to DART. The Deed Without Warranty shall be subject to the covenants, conditions, reservations, and restrictions contained in Sections 5 and 6, hereof.

SECTION 5. That the Deed Without Warranty shall provide for the reservation and retention by City of a water transmission line easement to be located along the eastern/southern side of the Madill Corridor, having a variable width of approximately 30 feet as deemed necessary by City. The easement shall be for the construction, maintenance and operation of a water transmission line or lines (including without limitation a 72-inch water transmission line) and related facilities on terms acceptable to City and/or for future hike and bike trail use on substantially similar terms as contemplated in the Supplemental ILA. City shall restore the surface of the easement area after any construction and DART shall provide routine mowing, trash control and maintenance of the surface of the easement area until such time as hike and bike trails are installed on same.

SECTION 6. That the Deed Without Warranty shall provide that the conveyance to DART is subject to the following:

- (a) a restriction prohibiting the placement of industrialized housing on the property; and
- (b) any visible and apparent easements and any encroachments whether of record or not; and

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- (c) any and all covenants, conditions, reservations, restrictions, exceptions, easements, rights-of-way, mineral interests, mineral leases or other instruments of record and applicable to the property or any part thereof; and
- (d) to the maximum extent allowed by law, (i) grantee is taking the property "AS IS, WHERE IS, WITH ALL FAULTS"; (ii) grantor disclaims responsibility as to the accuracy or completeness of any information relating to the property; (iii) grantee assumes all responsibility to examine all applicable building codes and zoning ordinances to determine if the property can be used for the purposes desired and to check for outstanding or pending code enforcement actions including, but not limited to, repair or demolition orders; and (iv) grantor expressly disclaims and grantee expressly waives, any warranty or representation, express or implied, including without limitation any warranty of condition, habitability, merchantability or fitness for a particular purpose of the Property; and
- (e) grantee takes the property subject to existing trackage rights agreements, if any, applicable to same; and
- (f) grantor makes no representations of any nature regarding the property and specifically disclaims any warranty, guaranty or representation, oral or written, express or implied, past, present, or future, concerning: (i) the nature and condition of the property, including without limitation, the water, soil and geology, and the suitability thereof and the property for any and all activities and uses which grantee may elect to conduct thereon, and the existence of any environmental substances, hazards or conditions or presence of any endangered or protected species thereon or compliance with all applicable laws, rules or regulations; (ii) the nature and extent of any right-of-way, lease, possession, lien, encumbrance, license, reservation, condition or otherwise; (iii) the compliance of the property or its operation with any law, ordinance or regulation of any federal, state, or local governmental authority; and (iv) whether or not the property can be developed or utilized for any purpose. For purposes hereof, "environmental substances" means the following: (a) any "hazardous substance" under the Comprehensive Environmental Response, Compensation and Liability Act of 1980, 42 U.S.C.A. Section 9601 et. seq., as amended, (b) any "hazardous substance" under the Texas Hazardous Substances Spill Prevention and Control Act, Tex. Water Code, Section 26.261, et. seq., as amended,

June 10, 2015

(c) petroleum or petroleum-based products (or any derivative or hazardous constituents thereof or additives thereto), including without limitation, fuel and lubrication oils, (d) any "hazardous chemicals" or "toxic chemicals" under the Occupational Safety and Health Act, 29 U.S.C.A. Section 651 et. seq., as amended, (e) any "hazardous waste" under the Resource Conservation and Recovery Act, 42 U.S.C.A. Section 6901 et. seq., as amended, (f) asbestos, (g) polychlorinated biphenyls, (h) underground storage tanks, whether empty, filled, or partially filled with any substance, (i) any substance, the presence of which is prohibited by federal, state or local laws and regulations, and (j) any other substance which by federal, state or local laws and regulations requires special handling or notification of governmental authorities in its collection, storage, treatment or disposal. References to particular acts or codifications in this definition include all past and future amendments thereto, as well as applicable rules and regulations as now or hereafter promulgated thereunder; and

- (g) Subject to four utility lines to be relocated into and crossing the property in connection with I-35 expansion work, if necessary; and
- (h) Such other terms and requirements of the sale and/or disclaimers as City deems necessary, convenient or appropriate.

SECTION 7. That if a title policy is desired by any of the parties for any real property interest it is receiving, same shall be at the expense of said party.

SECTION 8. That the Madill Corridor conveyance shall be subject to standby fees, taxes and assessments, if any, by any taxing authority for the year of closing and subsequent years and assessments by any taxing authority for prior years due to changes in land usage or ownership, the payment of said standby fees, taxes and assessments being assumed by grantee.

SECTION 9. That the terms and procedures required by Section 2-24 of the Dallas City Code that are not required by state law concerning the sale of real property are waived with respect to this transaction.

June 10, 2015

SECTION 10. That the Chief Financial Officer is hereby authorized to reimburse Dallas Water Utilities from the General Capital Reserve for the estimated value of its interest in the Madill Corridor being in exchange for the hike and bike trails in an amount of \$620,000.00 to be paid in four, annual installments of \$155,000.00 beginning in Fiscal Year 2015-16 (subject to appropriations). The reimbursement proceeds shall come from Fund 0625, Dept BMS, Unit 8888, Object 3637, and shall be deposited in Fund 0100, Dept DWU, Unit 7005, Revenue Source 9201.

SECTION 11. That this resolution shall take effect immediately from and after its passage in accordance with the provisions of the Charter of the City of Dallas, and it is accordingly so resolved.

APPROVED AS TO FORM
Warren M. S. Ernst, City Attorney

BY: _____
Assistant City Attorney

KEY FOCUS AREA: Economic Vibrancy
AGENDA DATE: June 17, 2015
COUNCIL DISTRICT(S): 2
DEPARTMENT: Planning and Neighborhood Vitality
CMO: A. C. Gonzalez, 670-3297
MAPSCO: 45Q R

SUBJECT

A public hearing to receive comments to amend the City of Dallas Central Business District Streets and Vehicular Circulation Plan to delete the Pearl/Cesar Chavez Connection from Cesar Chavez Boulevard to Taylor Street; and at the close of the hearing, authorize an ordinance implementing the change - Financing: No cost consideration to the City

BACKGROUND

The FM Harvest Ltd and FM Park LLC have requested an amendment to facilitate their planned mixed-use development proposal in the Farmers Market Area. The proposed development aligns with requirements outlined in the Farmers Market Special Purposed District, PD 357. The developer is proposing to create a safe pedestrian walkway system to connect the mixed-use residential units with adjacent neighborhood amenities. The Pearl/Cesar Chavez Connection currently exists as an access ramp to a parking lot but will be redeveloped as a pedestrian plaza.

PRIOR ACTION/REVIEW (COUNCIL, BOARDS, COMMISSIONS)

The City Plan Commission Transportation Committee acted on this item on May 7, 2015, and followed staff recommendation of approval.

The City Plan Commission acted on this item on May 21, 2015, and followed staff recommendation of approval.

FISCAL INFORMATION

No cost consideration to the City

MAP

Attached

Pearl Expressway/ Cesar Chavez Boulevard Connection

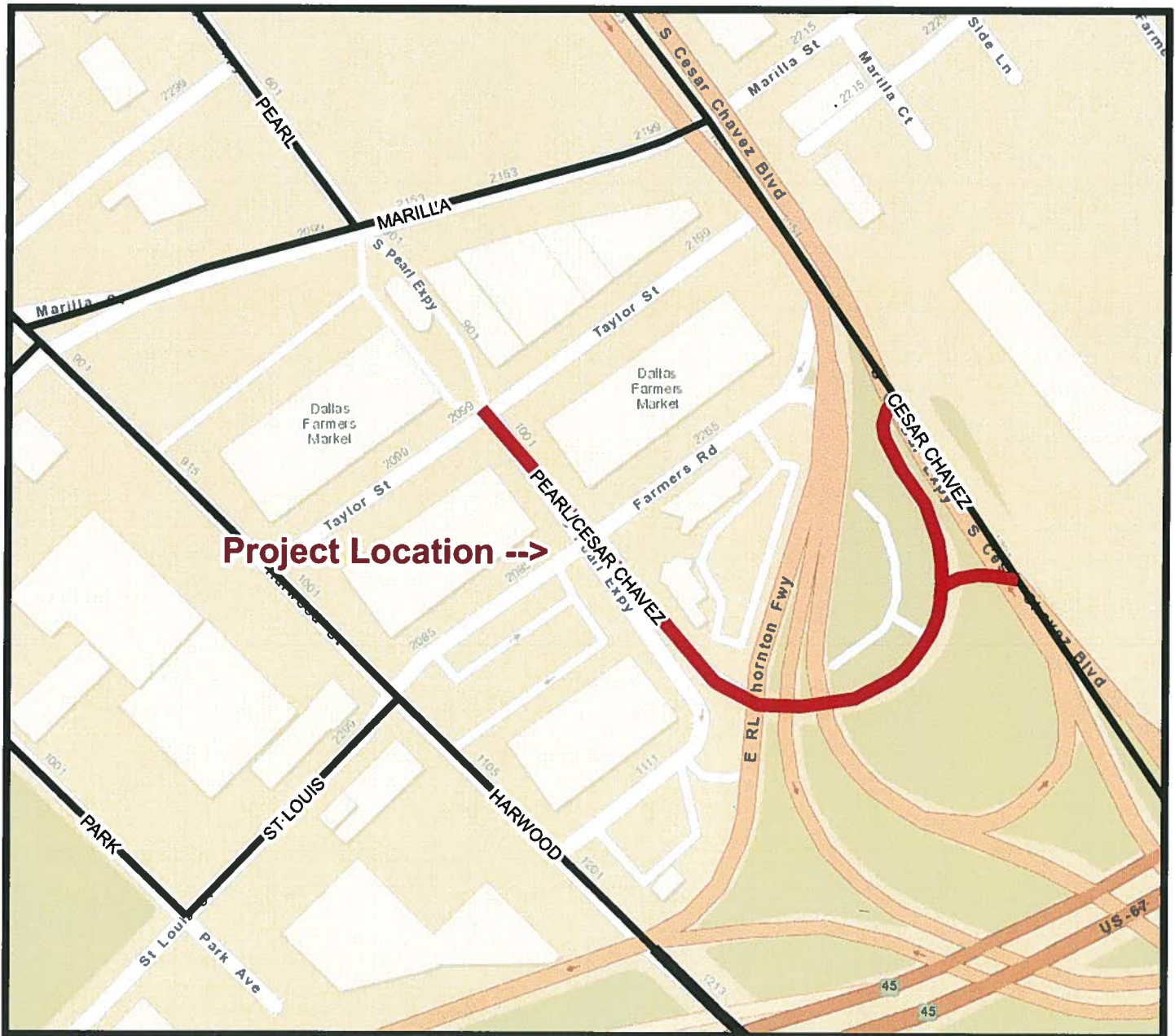
Cesar Chavez Boulevard to Taylor Street

Council District: 2

MAPSCO: 45Q,R



Thoroughfare Plan Amendment Map



KEY FOCUS AREA: Economic Vibrancy

AGENDA DATE: June 17, 2015

COUNCIL DISTRICT(S): 11

DEPARTMENT: Sustainable Development and Construction
Planning and Neighborhood Vitality

CMO: Ryan S. Evans, 671-9837
A. C. Gonzalez, 670-3297

MAPSCO: 15N P

SUBJECT

A public hearing to receive comments to amend the City of Dallas' Thoroughfare Plan to change the dimensional classifications of **(1)** Peterson Lane from Preston Road to Unnamed FN6 from a special two-lane undivided collector (SPCL 2U) roadway with parking within 69-feet of right-of-way and 44-feet of pavement to a special four-lane divided collector (SPCL 4D) roadway within 70-feet of right-of-way and 45-feet of pavement; **(2)** Peterson Lane from Unnamed FN6 to a local street Road 1 (as shown in the Midtown Exhibit C Streets Plan) from a special two-lane undivided collector (SPCL 2U) roadway with parking within 69-feet of right-of-way and 44-feet of pavement to a special two-lane undivided (SPCL 2U) roadway with parking within 65 feet of right-of-way and 40 feet of pavement; and **(3)** Peterson Lane from Road 1 (as shown in the Midtown Exhibit C Streets Plan) to Unnamed FN5 from a special two-lane undivided collector (SPCL 2U) roadway with parking within 69 feet of right-of-way and 44-feet of pavement to a special one lane couplet (SPCL 1 CPLT) Peterson East and Peterson West with one-travel-lane and one-parking-lane in each direction within 38.5 feet of right-of-way and 26-feet of pavement; and the close of the hearing, authorize an ordinance implementing the change - Financing: No cost consideration to the City

BACKGROUND

Midtown Development, Inc. has requested amendments to the City of Dallas Thoroughfare Plan to facilitate Phase I of their proposed development projects in the area. Originally these roadways were added to the Thoroughfare Plan on May 22, 2013 along with several others as a comprehensive street network endeavoring to meet the multi-modal needs of the allowable uses outlined in PD 887. The Thoroughfare Plan is being amended concurrently with the zoning to address design criteria and setback requirements originally designated in the PD.

The changes do not preclude a street network design that incorporates amenities that accommodate pedestrians, cyclists and public transit users. The design proposal creates circulation and walkability around a proposed esplanade that is being proposed.

BACKGROUND (Continued)

Staff recommends approval of the amendment to the Thoroughfare Plan to: **(1)** Peterson Lane from Preston Road to Unnamed FN6 from a special two-lane undivided collector (SPCL 2U) roadway with parking within 69-feet of right-of-way and 44-feet of pavement to a special four-lane divided collector (SPCL 4D) roadway within 70-feet of right-of-way and 45-feet of pavement; **(2)** Peterson Lane from Unnamed FN6 to a local street Road 1 (as shown in the Midtown Exhibit C Streets Plan) from a special two-lane undivided collector (SPCL 2U) roadway with parking within 69-feet of right-of-way and 44-feet of pavement to a special two-lane undivided (SPCL 2U) roadway with parking within 65 feet of right-of-way and 40 feet of pavement; and **(3)** Peterson Lane from Road 1 (as shown in the Midtown Exhibit C Streets Plan) to Unnamed FN5 from a special two-lane undivided collector (SPCL 2U) roadway with parking within 69 feet of right-of-way and 44-feet of pavement to a special one lane couplet (SPCL 1 CPLT) Peterson East and Peterson West with one-travel-lane and one-parking-lane in each direction within 38.5 feet of right-of-way and 26-feet of pavement.

PRIOR ACTION/REVIEW (COUNCIL, BOARDS, COMMISSIONS)

The City Plan Commission Transportation Committee acted on this item on April 2, 2015, and made the following recommendations: **(1)** Follow staff recommendation of approval; **(2)** Do not follow staff recommendation of approval, CPC Transportation Committee recommended changing the dimensional classification on Peterson Lane from Unnamed FN6 to local street Road 1 (as shown in the Midtown Exhibit C Streets Plan) from a special two-lane undivided collector (SPCL 2U) roadway to a special four-lane divided collector (SPCL 4D) roadway within 70-feet of right-of-way and 45-feet of pavement to match the east segment of Peterson Road; and **(3)** Do not follow staff recommendation of approval, CPC Transportation Committee recommended changing the alignment to remove the off-set of Peterson East and Peterson West where it intersects with Unnamed FN5.

The City Plan Commission acted on this item on April 16, 2015, and held this item under advisement until May 21, 2015.

The City Plan Commission acted on this item on May 21, 2015, and followed staff recommendation of approval.

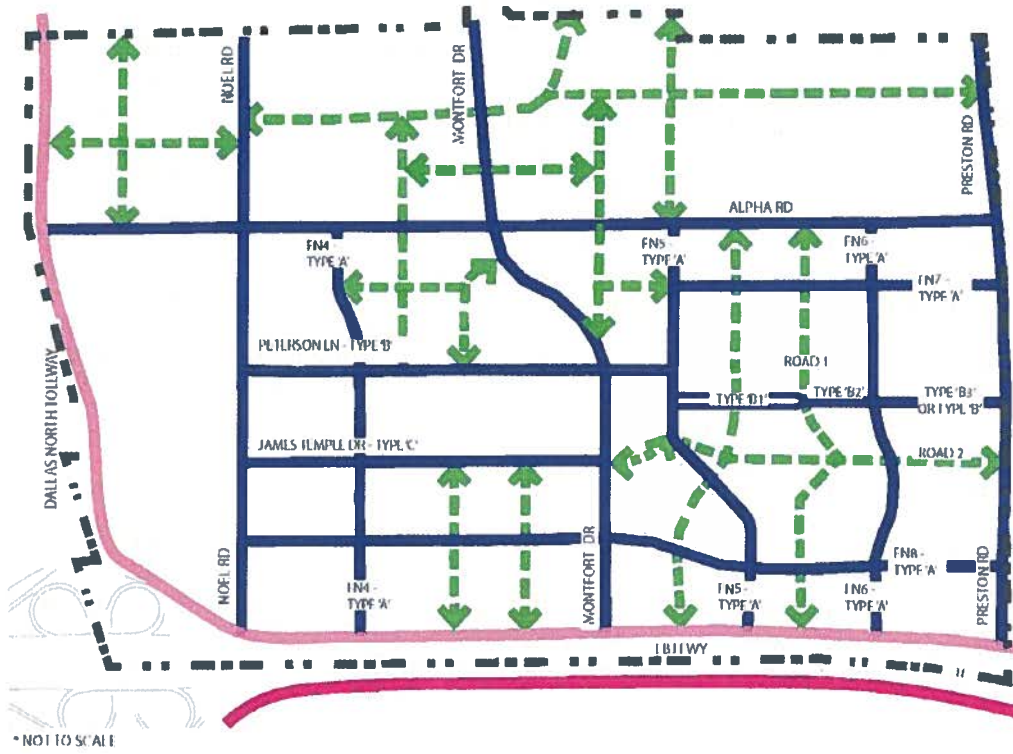
FISCAL INFORMATION

No cost consideration to the City

MAP

Attached

Midtown Exhibit C Streets Plan



LEGEND:

- STUDY AREA BOUNDARY
- PROPOSED AMENDMENT TO THOROUGHFARE PLAN
- FRONTAGE ROAD
- - - CONCEPTUAL MINOR STREETS, DEVELOPMENT DRIVEN*

* THESE MINOR STREETS ARE CONCEPTUAL AND INTENDED ONLY TO ILLUSTRATE DESIRED CONNECTIVITY FOR NEW STREETS. ALTERNATIVE ALIGNMENTS MAY BE APPROVED BY THE DIRECTOR OF PUBLIC WORKS IF THEY PROVIDE EQUIVALENT CONNECTIVITY AND COMPLY WITH THE PROVISIONS OF SECTION 51P-887.115 (STREET STANDARDS) AND SECTION 51A-13.502 (NEW MINOR STREETS).

Peterson Lane

Preston Road to Unnamed FN6
Unnamed FN6 to local street Road 1
Road 1 to Unnamed FN5

Council District: 11

MAPSCO: 15N,P



City of Dallas

LOCATOR MAP

Thoroughfare Plan Amendment Map

