Agenda

• Welcome
• Objective of Meeting
• DART Presentation
  – Project Background
  – Subway Discussion
• Stakeholder Presentations
• Other Comments
Meeting Objective

• Allow Stakeholders to participate in the data collection effort associated with the Existing Conditions element of D2.

• Stakeholders will make brief (approx. 5-minute) presentations of their development plans, current or future operations and issues and concerns related to the development of D2.

• This SWG Meeting will include presentations regarding the Young/Jackson (east/west) segment and the Lamar/DART ROW (north/south) segment. DART will brief the new SWG members on Project Purpose and Need, recent Alternatives Analysis evaluation results, and project budget.
Project Team

• DART Team Members
  – Steve Salin, Vice President
  – Chad Edwards, Asst. Vice President
  – Ernie Martinez, D2 Project Manager
  – Chris Walters, D2 Community Engagement

• Consultant Team Members
  – Tom Shelton, Program Manager
  – Steve Knobbe, Project Manager
  – Michelle Dippel, Environmental Lead
  – Israel Crowe, Engineering Lead
Project Purpose and Need

• Increase the passenger carrying capacity of the system by enabling operation of additional trains through downtown Dallas to address current and future passenger loads;
• Reduce crowding and increase schedule reliability;
• Enhance operational flexibility to address incidents, special events, and future system expansion; and
• Improve access to currently un-served downtown markets such as Government Center and Farmers Market.
Project Need

• DART LRT Extensions (DFW, Rowlett, SOC)
• TexRail: Fort Worth to DFW Airport (2018)
  ✓ Additional 3,500 passengers
• Downtown Streetcar: Oak Cliff Line to McKinney Avenue Trolley (2021)
• High Speed Rail: Houston to Dallas (2022)
  ✓ 24 trips/day (every 30 min’s); 1,000 passengers/hour
• Regional Rail Lines (varies)
• Population/Employment Growth
Project Purpose and Need

• Increase the passenger carrying capacity of the system by enabling operation of additional trains through downtown Dallas to address current and future passenger loads;
• Reduce crowding and increase schedule reliability;
• Establish operational flexibility to address incidents, special events, and future system expansion; and
• Improve access to currently un-served downtown markets such as Government Center and Farmers Market.
## Program of Interrelated Projects

<table>
<thead>
<tr>
<th>Project</th>
<th>Capital Cost (YOE, Million$)</th>
<th>Federal % (50%)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Light Rail Platform Extensions</td>
<td>$120</td>
<td>$60</td>
</tr>
<tr>
<td>Light Rail (D2)</td>
<td>$650</td>
<td>$325</td>
</tr>
<tr>
<td>Streetcar (Dallas Central Link)</td>
<td>$80</td>
<td>$40</td>
</tr>
<tr>
<td><strong>TOTAL</strong></td>
<td><strong>$850</strong></td>
<td><strong>$425</strong></td>
</tr>
</tbody>
</table>

### NOTES:
- Capital Costs for the platform extensions and D2 are estimates that will be updated as they go through Preliminary Engineering and Design phases.
- The Streetcar Capital Cost is a temporary placeholder that could change dramatically (up or down) as the Locally Preferred Alternative (LPA) is established by the Dallas City Council, expected to occur in 2016. The current cost estimate assumes a Main St running alignment, but that could be Elm/Main, Commerce/Main or Elm/Commerce.
Subway vs. At-Grade

• All Subway Option
  – Cost Prohibitive; not financially viable
  – Does not support City’s downtown redevelopment initiatives

• Mixed At-Grade, Subway Option
  – Provides required grade separation of existing Pacific/Bryan Transit Mall
  – Enhances light rail ridership thru visibility
  – Enhances economic development opportunities
Stakeholder Presentations
D2 Study Presentation

Presented by:
Metropolis Investment Holdings Inc.

PELOTON
D2 Alignment – Below Grade Footprint

- Main Street
- Lamar Street
- Elm Street
- Griffin Street
- Underground Service Corridor
  - Outside Building Footprint
- Parking Garage Entrance
- Parking Garage Exit
- Main Street
  - Underground Corridor
    - Outside Building Footprint

Metropolis Investment Holdings Inc.
D2 Alignment – Areas of Concern

1. Garage Ramps
2. Service Tunnel
3. Pedestrian Tunnel
D2 Alignment – Areas of Concern

South View

North View

Lamar Street

30 feet

19 feet

11 feet

Service

Utilities

Lamar Street

30 feet

11 feet

19 feet
D2 Alignment – Areas of Concern

4 SE Corner 800 Main Garage
5 Commerce Lot
6 Aloft Hotel
D2 Alignment – Minimum Impacts

<table>
<thead>
<tr>
<th>Impacts to Properties</th>
<th>Cost Impacts</th>
</tr>
</thead>
<tbody>
<tr>
<td>- Disruption to Foot Traffic</td>
<td>- Eminent Domain</td>
</tr>
<tr>
<td>- Noise</td>
<td>- Compensation of Loss of Property</td>
</tr>
<tr>
<td>- Vibration</td>
<td>- Compensation of Loss of Revenue</td>
</tr>
<tr>
<td>- Loss of Access</td>
<td>- Compensation of Loss of Property Value</td>
</tr>
<tr>
<td>- Impacts Pedestrian Traffic</td>
<td>- Environmental Remediation</td>
</tr>
<tr>
<td>- Loss of Property</td>
<td>- Cost to identify and relocate utilities</td>
</tr>
<tr>
<td>- Hinders development options for highest and best use</td>
<td>- Increased Development Costs</td>
</tr>
<tr>
<td>- Loss of Revenue</td>
<td>- Decreased value of City of Dallas Tax Base</td>
</tr>
<tr>
<td>- Impact to Utilities</td>
<td></td>
</tr>
<tr>
<td>- Environmental Remediation</td>
<td></td>
</tr>
</tbody>
</table>

Metropolis Investment Holdings Inc.
D2 Alignment - Negative Impacts
D2 Central Segment

Impacts to Properties
- Noise
- Vibration
- Loss of Access
- Impacts Pedestrian Traffic
- Code Compliance
- Destruction of Property
- Loss of Property
- Increased Development Costs

D2 Alignment - Cost Impacts
- Increased Construction Costs
- Eminent Domain
- Compensation for Loss of Property
- Compensation for Loss of Revenue
- Compensation for Use
- Compensation for Loss of Property Value
- Environmental Remediation
- Cost to identify and relocate utilities
- Decreased value of City of Dallas Tax Base

Legend
- DART D2 Alignment - Tunnel
- DART D2 Alignment - Surface Route
- Convention Center & High Speed Rail Spur
- Station
- Historically Important Properties
- Historic Resources
- City Parks, Memorials, Cemeteries
- Commercial Properties
- Residential Properties
- Hotels
- Governmental Property or Resource
- Development Properties

Reference Properties
1. Santa Fe #1 (Joint Federal Courthouse Complex)
2. Santa Fe #2 (Lofts)
3. Santa Fe #3 (Transit Center)
4. Santa Fe #4 (Motel X Inn)
5. Future Development Properties
6. Future Development Properties
7. Hyatt Regency Dallas
8. Mercantile National Bank
9. Dallas City Hall
10. Windsor Lofts
11. 191 Young Street
12. Pioneer Plaza
13. Pioneer Cemetery
Dallas Scottish Rite Cathedral
## Acquisitions and costs for Build

<table>
<thead>
<tr>
<th>Alternatives</th>
<th>Acquisitions of Property Parcels (2014 dollars millions)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Local Preferred</td>
<td>?</td>
</tr>
<tr>
<td>B4</td>
<td>39</td>
</tr>
<tr>
<td>505.97</td>
<td></td>
</tr>
<tr>
<td>B4a</td>
<td>22</td>
</tr>
<tr>
<td>748.00</td>
<td></td>
</tr>
<tr>
<td>B4b</td>
<td>18</td>
</tr>
<tr>
<td>820.89</td>
<td></td>
</tr>
<tr>
<td>B7</td>
<td>14</td>
</tr>
<tr>
<td>777.16</td>
<td></td>
</tr>
</tbody>
</table>
collateral damage
casualties or damage to military action: to minimize precision in bombing
Proposed D2 Alignment

Sampling of historic buildings with potential impacts from proposed D2 alignment
Jackson Street
Collateral Damage
Wood Street
Collateral Damage
Young Street
Collateral Damage
Marilla/Canton Streets
Collateral damage
Alternative B4B

[Map showing urban transit routes and proposed station locations]
• Committee to study Dart D2 Impact
• Vibration
• Safety issues
• Station size and land use
• Local land use changes

• Letter sent in 2010 objecting to the B4b alternative.
Times change!

• New construction opportunities to our East
• Farmers market change of ownership
• Tremendous residential expansion
• Harwood Park
Station incorporated into building
500 parking spaces. 25,000 retail
Re-open plans for the B4b
The real “Much Preferred Alternative”
The Deep Ellum Foundation

A 501(c)3 non-profit organization that manages the Deep Ellum Public Improvement District (PID).

We exist to enhance, market, and improve the area of Deep Ellum. We do this through open communication, collaboration, and community engagement. The Foundation Board, which is comprised of property owners, speaks on behalf of the neighborhood as a whole.
The Deep Ellum Foundation does not support the D2 alignment as it has currently been presented.

We strongly believe that the route needs to go underground or not happen at all.

As unanimously voted on by the Board of Directors on March 30, 2016.
Existing issues that have not been considered:

- Cutting off the main entrance and iconic signage of the neighborhood.
Intersection of Main and Good Latimer facing South
Existing issues that have not been considered:

- Cutting off the main entrance and iconic signage of the neighborhood.
- Taking away existing parking.
Three City Parking Lots under I-345
Existing issues that have not been considered:

• Cutting off the main entrance and iconic signage of the neighborhood.

• Taking away existing parking.

• Disturbing the Bark Park and the Urban Garden.
Bark Park and Urban Garden Locations under I-345
Existing issues that have not been considered:

- Cutting off the main entrance and iconic signage of the neighborhood.
- Taking away existing parking.
- Disturbing Bark Park and Urban Garden.
- Creating dangerous pedestrian experiences at intersections.
Four Major Pedestrian Intersections
Existing issues that have not been considered:

• Cutting off the main entrance and iconic signage of the neighborhood.

• Taking away existing parking.

• Disturbing Bark Park and Urban Garden.

• Creating dangerous pedestrian experiences at intersections.

• Disrupting emergency vehicle routes.
DART D2 Stakeholder Work Group Meeting Presentation
April 6, 2016

Adds 2 Major Emergency Vehicle Disturbances at Good Latimer and Main and Good Latimer and Commerce
Future development:

• **The Epic:** Retail, Residential, Hotel, and Office Space surrounding the historic Knights of Pythias Temple.

• Corner of Good Latimer and Elm Street.
The Deep Ellum Foundation does not support the D2 alignment as it has currently been presented. We strongly believe that the route needs to go underground or not happen at all.

As unanimously voted on by the Board of Directors on March 30, 2016.
Proposed Alternative Route to Connect at Fair Park Station
DEEP ELLUM FOUNDATION

DART D2 Stakeholder Work Group Meeting Presentation

Jessica Burnham, Executive Director
jessica@deeppellumtexas.com
April 6, 2016
Other Comments
### Phase 2 Alternatives Analysis (2013-2015)

<table>
<thead>
<tr>
<th></th>
<th>B4</th>
<th>B4wo</th>
<th>B4a</th>
<th>B4b</th>
<th>B4e</th>
<th>B7</th>
<th>B7a</th>
<th>C3*</th>
<th>C3a*</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Project Length</strong></td>
<td>2.41</td>
<td>2.41</td>
<td>2.48</td>
<td>2.64</td>
<td>2.67</td>
<td>2.27</td>
<td>3.29</td>
<td>2.24</td>
<td>2.26</td>
</tr>
<tr>
<td><strong>(miles)</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>% Tunnel</strong></td>
<td>21%</td>
<td>21%</td>
<td>41%</td>
<td>44%</td>
<td>Elevated</td>
<td>49%</td>
<td>65%</td>
<td>34%</td>
<td>54%</td>
</tr>
<tr>
<td><strong>(miles)</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Capital Costs</strong></td>
<td>$511</td>
<td>$493</td>
<td>$830</td>
<td>$898</td>
<td>$505</td>
<td>$912</td>
<td>$1,173</td>
<td>$596</td>
<td>$1,057</td>
</tr>
<tr>
<td><strong>(2013,$M)</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>O&amp;M Cost Increase</strong></td>
<td>$2.5</td>
<td>$2.2</td>
<td>$4.3</td>
<td>$4.4</td>
<td>$2.5</td>
<td>$3.4</td>
<td>$3.9</td>
<td>$8.0</td>
<td>$10.2</td>
</tr>
<tr>
<td><strong>over No-Build</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>(2013,$M)</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Project Trips</strong></td>
<td>40,462</td>
<td>31,068</td>
<td>37,636</td>
<td>33,244</td>
<td>40,522</td>
<td>31,578</td>
<td>38,062</td>
<td>30,894</td>
<td>31,917</td>
</tr>
<tr>
<td><strong>Criteria</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>(Interim Guidance)</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

*Assumes West End Bus Transfer Facility is relocated to Union Station*
Phase 2 Alternatives Analysis  
(2013-2015)

<table>
<thead>
<tr>
<th></th>
<th>B4</th>
<th>B4wo</th>
<th>B4a</th>
<th>B4b</th>
<th>B4e</th>
<th>B7</th>
<th>B7a</th>
<th>C3*</th>
<th>C3a*</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Project Length (miles)</strong></td>
<td>2.41</td>
<td>2.41</td>
<td>2.48</td>
<td>2.64</td>
<td>2.67</td>
<td>2.27</td>
<td>3.29</td>
<td>2.24</td>
<td>2.26</td>
</tr>
<tr>
<td><strong>% Tunnel (miles)</strong></td>
<td>21%</td>
<td>21%</td>
<td>41%</td>
<td>44%</td>
<td>Elevated</td>
<td>49%</td>
<td>65%</td>
<td>34%</td>
<td>54%</td>
</tr>
<tr>
<td><strong>Capital Costs (2013,$M)</strong></td>
<td>$511</td>
<td>$493</td>
<td>$830</td>
<td>$898</td>
<td>$505</td>
<td>$912</td>
<td>$1,173</td>
<td>$596</td>
<td>$1,057</td>
</tr>
<tr>
<td><strong>O&amp;M Cost Increase over No-Build (2013,$M)</strong></td>
<td>$2.5</td>
<td>$2.2</td>
<td>$4.3</td>
<td>$4.4</td>
<td>$2.5</td>
<td>$3.4</td>
<td>$3.9</td>
<td>$8.0</td>
<td>$10.2</td>
</tr>
<tr>
<td><strong>Project Trips</strong></td>
<td>40,462</td>
<td>31,068</td>
<td>37,636</td>
<td>33,244</td>
<td>40,522</td>
<td>31,578</td>
<td>38,062</td>
<td>30,894</td>
<td>31,917</td>
</tr>
</tbody>
</table>

*Assumes West End Bus Transfer Facility is relocated to Union Station*
We are here

<table>
<thead>
<tr>
<th>PROJECT DEVELOPMENT PHASE</th>
<th>2015</th>
<th>2016</th>
<th>2017</th>
</tr>
</thead>
<tbody>
<tr>
<td>PUBLIC &amp; AGENCY INVOLVEMENT</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>PRELIMINARY ENGINEERING</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>10-20% PRELIMINARY ENGINEERING</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>30% PRELIMINARY ENGINEERING</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>SUPPLEMENTAL DEIS</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>EXISTING CONDITIONS</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>IMPACT ASSESSMENT</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>MITIGATION OPTIONS</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>FULL CORRIDOR &amp; DESIGN OPTIONS</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>PUBLIC COMMENT PERIOD</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>FINAL EIS</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>FULL CORRIDOR &amp; SELECTED DESIGN OPTION</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>MITIGATION COMMITMENTS</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>FTA RECORD OF DECISION</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>MITIGATION MONITORING PROGRAM*</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

*THE MITIGATION MONITORING PROGRAM WILL CONTINUE THROUGH PROJECT ENGINEERING AND CONSTRUCTION.

- Estimated date to start construction – mid 2018
- Estimated opening date – end 2021
Project Status

• September 2015
  – Submitted Lamar/Young D2 Alternative to FTA for project rating and funding; noting that the LPA is Lamar/Young/Jackson

• November 2015
  – FTA approved DART’s request to enter Project Development (PD)

• December 2015
  – FTA considers September submittal complete
  – PD Kick-off meetings

• February 2015
  – Received favorable (medium-high) rating from FTA for D2 project
  – Finalized scope of work for remaining PD efforts with contractor
Work Program

- **Data Collection for Engineering**
  - Surveying (traditional method and LiDAR)
  - Geotechnical/Borings
  - Utility Investigations
  - Building plans/property information
  - Etc.
- **Data Collection for Environmental Document**
  - Traffic
  - Noise/Vibration
  - Historical Resources
  - Parks
  - Etc.
# Overall Project Schedule

<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>PROJECT DEVELOPMENT</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>PD KICK-OFF</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>FTA/DART REVIEW OF THE SDEIS</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>PUBLIC HEARING &amp; PUBLIC COMMENT PERIOD</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>FINAL EIS &amp; ROD PREPARATION</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>RECORD OF DECISION</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>• ENGINEERING/DESIGN</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>• CONSTRUCTION</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>• START-UP &amp; TESTING</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>• IN-SERVICE</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
DART Board Resolution

• Direction included:
  – DART will continue to examine LPA routing options and station locations as required by federal funding process
  – DART will continue to review feasibility for an extension of D2 as a tunnel spur to the Convention Center and proposed High Speed Rail
  – DART staff will advance these elements into Project Development
Project Development Phase

• Project Development is the first phase of the federal funding process

- Complete environmental review process including developing and reviewing alternatives, selecting locally preferred alternative (LPA), and adopting it into the fiscally constrained long range transportation plan
- Gain commitments of all non-New Starts funding
- Complete sufficient engineering and design

Legend
💎 = FTA approval
➡️ = FTA evaluation, rating, and approval
Project Development Phase

• What is Project Development?
  – Two year phase of the FTA process
  – Preliminary Engineering (PE) to a 30% level
  – Environmental Impact Statement (EIS) in accordance with National Environmental Policy Act (NEPA)

• Why is it important?
  – Establish Project Budget for the Federal Grant
  – Identifies Project Impacts and Mitigation Commitments
  – Refines the project for Engineering and Construction Phase
Project Development Phase Preliminary Engineering (PE)

• PE is the first stage of design
  – Project will be developed to 30% level
    • Alignment
    • Tunnel section
    • Utilities, Subsurface
    • Station Design
    • Street Modifications
    • Right-of-way requirements
    • Construction approach
  – Future phases will do final design from 30-100%
Project Development Phase
Environmental Impact Statement (EIS)

• Original Draft EIS published in March 2010
  – Initial assessment of potential impacts for multiple alternatives

• Supplemental Draft EIS will be prepared for the D2 Project – Why?
  – To address public, agency, stakeholder comments on the DEIS
  – To use more current data to reassess potential impacts within the project corridor
  – To assess potential impacts of additional options in the East segment not included in 2010 DEIS
ENVIROMENTAL CATEGORIES
FOR ANALYSIS IN THE SUPPLEMENTAL DRAFT EIS

Land Use & Zoning
Displacements/Relocations
Historic Resources
Water Resources
Community Facilities & Resources
Economic Effects
Parkland
Hazardous Materials
Socioeconomics & Demographics
Air Quality
Visual Effects
Traffic/Transportation Impacts
Environmental Justice
Noise & Vibration
Ecological Resources
Energy Impacts
Construction Impacts
Cumulative Impacts
Soils & Geology
Safety & Security Considerations
How will East Segment design options be assessed in the EIS process?

• Supplemental DEIS will:
  – Assess Full LPA Corridor, Design Options, and tunnel spur

• SDEIS Review Period
  – 45-day comment period and Public Hearings

• Final EIS will:
  – Document the Full Project with final alignment
  – 30-day notice of availability
Your Role in Project Development

• Identify key issues for the SDEIS
  – Documentation of your comments is important in the EIS process

• Review and comment on PE design progress

• Review and comment on potential environmental impacts

• Provide feedback on mitigation options to address impacts
Stakeholder Role in Project Development

• Meet regularly with D2 Team
• Identify key issues for the SDEIS
  – Documentation of your comments is important in the EIS process
• Review and comment on PE design progress
• Review and comment on potential environmental impacts and mitigation options
• Provide information to D2 Team
• Help develop solutions for key issues
Meeting Presenters

- Preservation Dallas*
- ONCOR*
- Maharger Development
- Harwood Park
- First Presbyterian Church
- Statler Hilton
- Lone Star Gas Lofts
- Continental Building
- Butler Brothers Building (Marriott Hotel, residences)
- Aloft Hotel
- SoCo Lofts

*These are Stakeholders that represent a particular issue or element that is not site-specific
Project Need

• Relieve CBD LRT Capacity Constraint
• Growing Travel Demand and Congestion
• Serve new CBD Transit Markets
• Enhance CBD Development Potential