

WHEREAS, on May 22, 2013, City Council authorized amendment of the City of Dallas Comprehensive Plan by adopting the Valley View-Galleria Area Plan for the area defined by Southern Boulevard to the north, Preston Road to the east, Lyndon B. Johnson Freeway to the south, and the Dallas North Tollway to the west by Ordinance No. 29014; and

WHEREAS, the Valley View-Galleria Area Plan identifies issues, goals, recommendations and guidance for future land development for the Valley View-Galleria area, including recommendations for enhanced transportation circulation for the area; and

WHEREAS, on September 28, 2017, the Executive Board of the North Central Texas Council of Governments (NCTCOG) approved a consultant contract with Jacobs Engineering Group, Inc. for the Midtown Automated Transportation System Conceptual Engineering Study; and

WHEREAS, in September 2019, the Dallas Midtown Autonomous Transportation System and Shared Parking Feasibility Study was completed, including recommendations related to organization of a management agency, implementation of shared parking, and thoroughfare adjustments; and

WHEREAS, on September 19, 2019 the City Plan Commission authorized a hearing to determine appropriate zoning for Planned Development District No. 887, the Valley View-Galleria Area Special Purpose District, including but not limited to use, development standards, and other applicable regulations; and

WHEREAS, the recommendations of the Dallas Midtown Autonomous Transportation System and Shared Parking Feasibility Study have been reviewed by City staff and the Study Review Committee and found to be consistent with the adopted Valley View-Galleria Area Plan; and

WHEREAS, on November 12, 2020, the Regional Transportation Council (RTC) of the NCTCOG authorized \$10 million (engineering: \$2 million; construction: \$8 million) for implementation of an automated transportation system (ATS) pilot in the Valley View-Galleria area; and

WHEREAS, on April 22, 2021, the Executive Board of the NCTCOG approved a consultant contract with Lea+Elliott, Inc. to establish performance guidelines for an automated transportation system, including evaluating next-generation ATS vehicle technology (passengers and freight), developing standards/guidelines for modular infrastructure, and evaluating wireless inductive charging technologies.

Now, Therefore,

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

SECTION 1. That the Dallas Midtown Autonomous Transportation System and Shared Parking Feasibility Study is hereby adopted as a reference and guide to benefit the residents of the area and the City of Dallas.

SECTION 2. That the City Council directs the City Manager to consider and consult the recommendations of the Dallas Midtown Autonomous Transportation System and Shared Parking Feasibility Study in conjunction with other adopted plans in the context of future actions affecting the area.

SECTION 3. That the City Council directs the City Manager to undertake steps to further investigate and facilitate the possible creation of a management entity to oversee development and operation of an automated transportation system and management of shared parking for the area.

SECTION 4. That the City Council directs the City Manager to undertake necessary amendments to the Dallas Thoroughfare Plan to accommodate implementation of an automated transportation system within the public right-of-way.

SECTION 5. That the City Council directs the City Manager to ensure that shared parking regulation and management is included in the authorized hearing to consider proper zoning for Planned Development District No. 887 to provide appropriate regulations and incentives to provide shared parking in the area in conjunction with development of an automated transportation system.

SECTION 6. 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.