

Applicable Urban Design Priorities Project Should Achieve

[1] Underground station and facility design (p. 14) -

Underground station portal placement as well as station portal design should be evaluated by their architectural character, size and scale, and accessibility.

[2] Surface station and facility design (p. 20) -

The at-grade stations planned for Victory Park and along Good Latimer should be considered and evaluated by its layout and block design.

[3] At-grade route alignment design, including the street grid fabric and development potential (p. 28) -

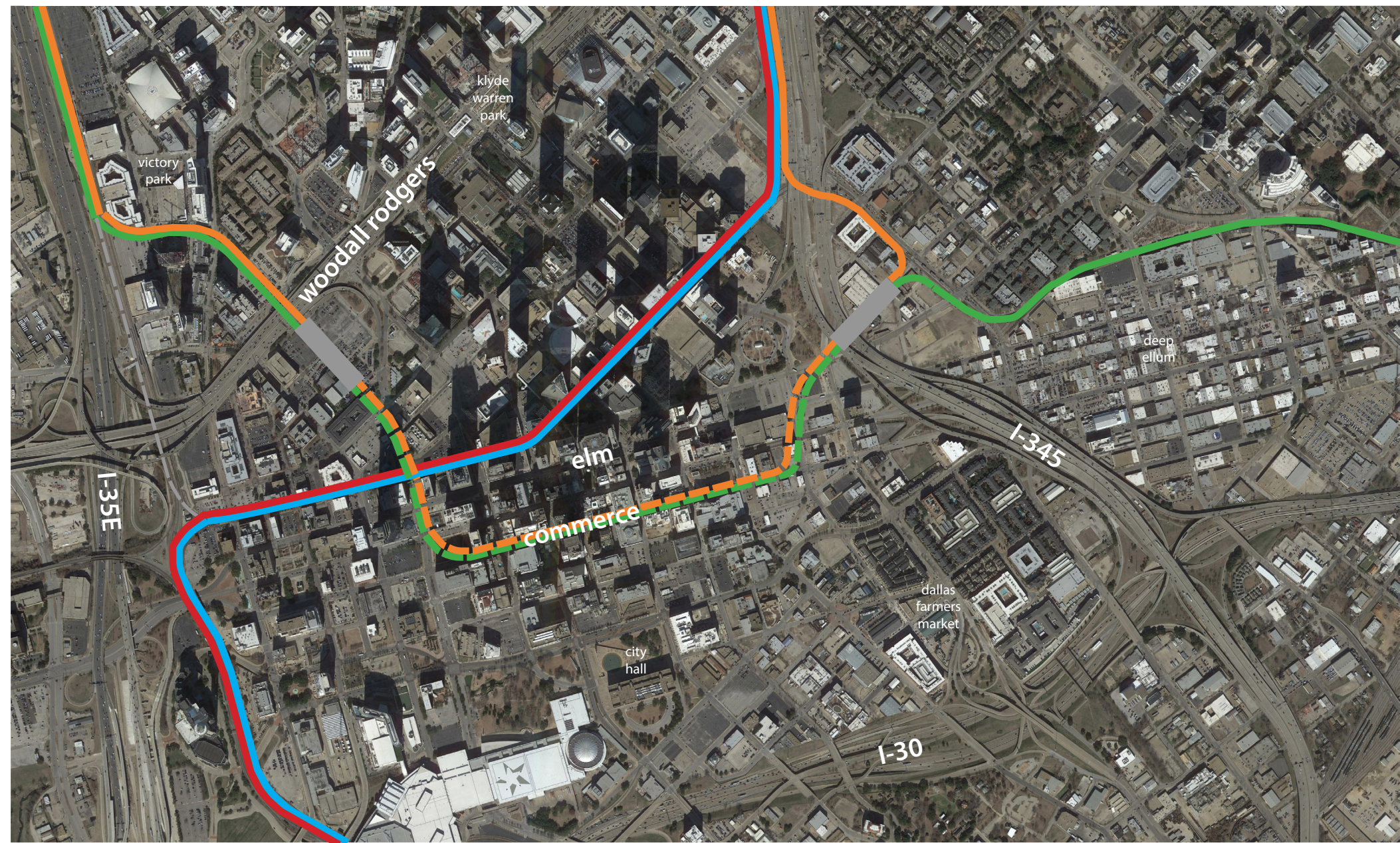
The general route alignment, both at-grade and below-grade, should be evaluated in how it affects the existing street grid as well as the potential for transit-oriented development it could produce around proposed station locations.

[4] Corridor design elements, including intersection design, train portals, and egress and ventilation design (p. 32) -

The general route alignment, both at-grade and below-grade, should also be evaluated in how it affects existing intersections. Additionally, the proposed train portal and emergency egress and ventilation design locations should be evaluated for their contextuality and design.

[5] Additional design considerations, including development air rights potential (p. 40) -

The ability to develop over the proposed train portals as well as over potential station locations and/or track alignments should be considered to maximize economic development potential for the City.



Policy References

Forward Dallas!
Section 5 [urban design element]

Urban Transit Design Guidelines
Part II [Right-of-Way Design Guidelines]

Context Description

The second DART light rail alignment through downtown Dallas, known as D2, is a major infrastructure investment that will move the existing orange and green DART lines from the Transit Mall to a separate alignment, relieving congestion on the transit mall and improving safety and efficiency of the system. Currently, the proposed alignment being explored runs beneath Commerce Street, with tunnel portal entries in Victory Park and East Downtown near Swiss Ave.

A specific focus for this review will be evaluating each proposed station, their architecture, and opportunities for public art. Additionally, this review will evaluate how the east and west portals integrate with the existing urban fabric, urban design and streetscape considerations around proposed stations, and at-grade alignment portions.

DART D2

Neighborhood:
Victory Park, CBD, Deep Ellum

Program:
Transportation



D2 Subway Status Briefing

City of Dallas
Urban Design Peer Review Panel

April 24, 2020

Kay Shelton, AVP DART Capital Planning

Brandi Crawford, GPC Team Urban Design Lead



November 2018 Panel Comments

- Desire opportunity to provide input and recommendations regarding historic preservation measures
- Concern around the amount of disruption at the east portal location – desire to minimize disruption to land in urban neighborhood.
- Concern regarding pedestrian experience from transit to the east portal area with removal of the existing Deep Ellum Station
- Concern with the loss of east to west connectivity at the west portal area, recommend maintaining pedestrian and vehicular connectivity at Hord Street, and possible pedestrian connection at Corbin Street.
- Recommend minimize distances between pedestrian access points to below grade station platforms wherever possible.

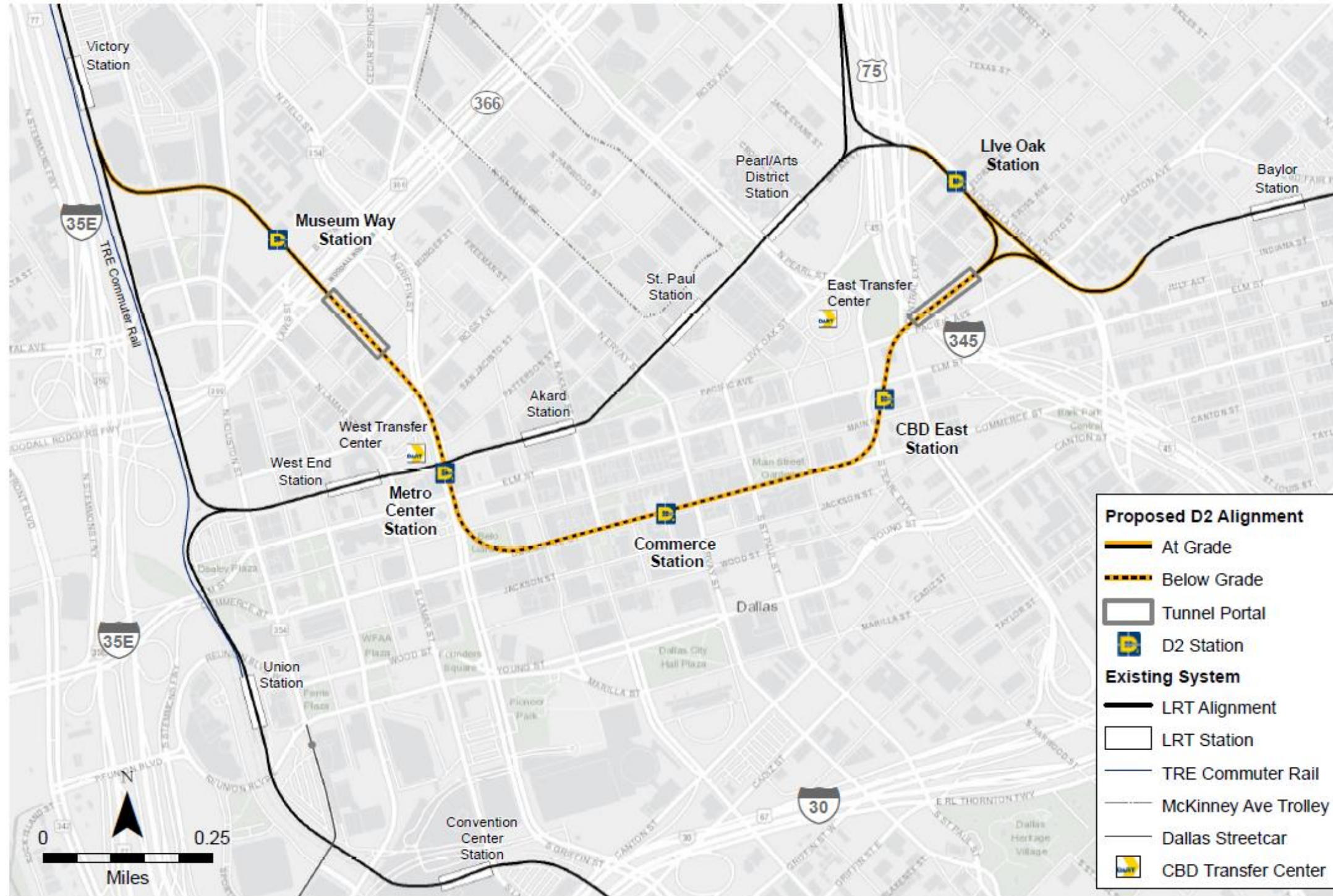
Today's Briefing

- The purpose of today's briefing is to provide an overview of:
 - Urban design plans
 - Developer coordination at tunnel portals
 - Subway station design concepts
 - Historic resource, park, public art considerations
 - Next steps

Project Status

- 20% design review is underway
 - internal workshops occurred during April
 - provided to key City of Dallas staff for advance review
- Administrative Draft of Supplemental Draft Environmental Impact Statement (SDEIS) is with FTA for final technical and legal sufficiency review
- Public hearing dates during the 45-day review period will be set pending FTA review and publishing date
- 20% design will be available to public concurrent with SDEIS review period
- Awaiting notice of potential FTA grant for TOD Implementation Plan (joint City/DART effort)

D2 Subway Alignment





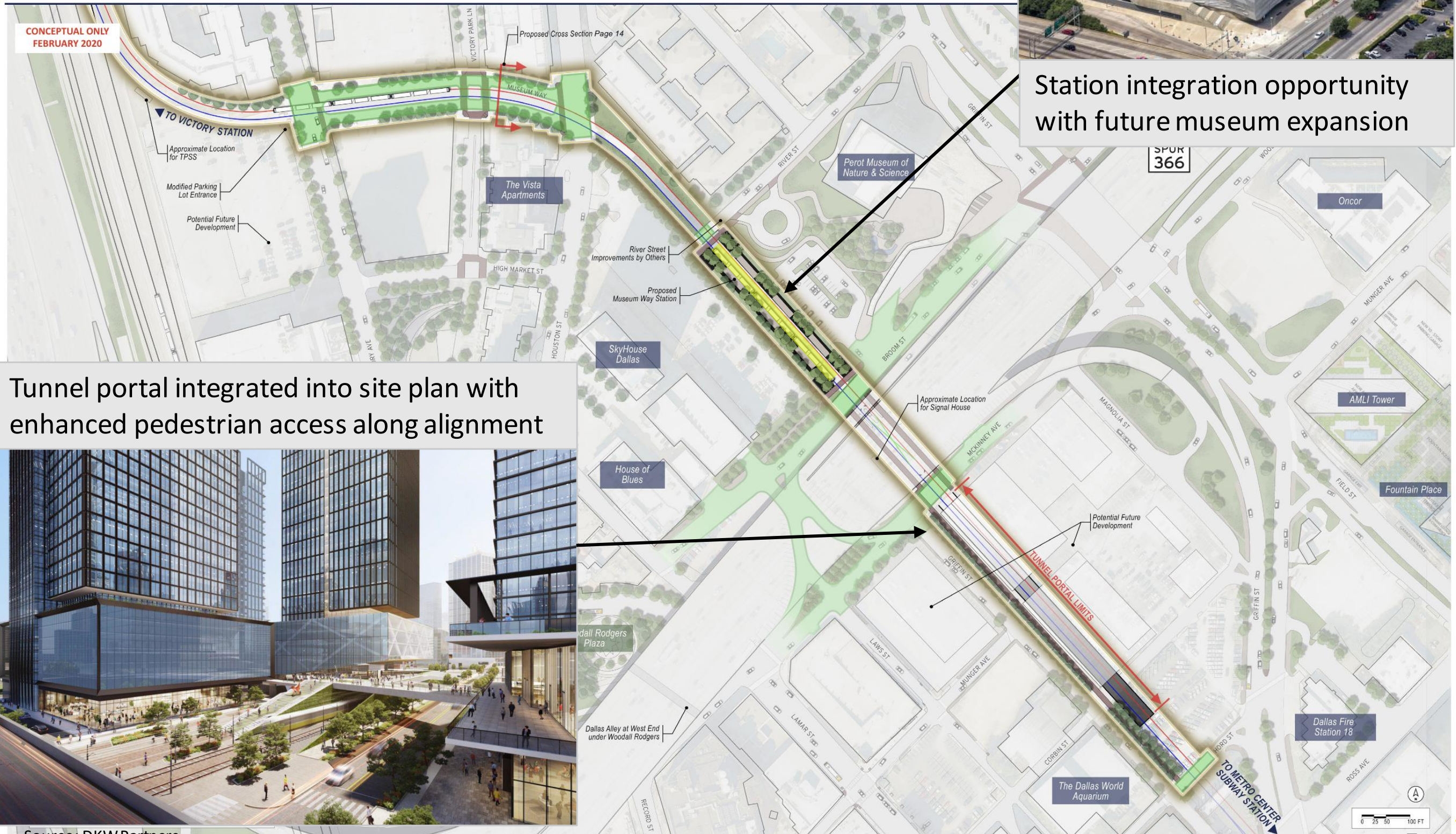
**Urban Design and
Stations**

Museum Way Station Urban Design Plan

D2 SUBWAY | MUSEUM WAY STATION & NORTH TUNNEL PORTAL AREA | URBAN DESIGN PLAN



Station integration opportunity with future museum expansion



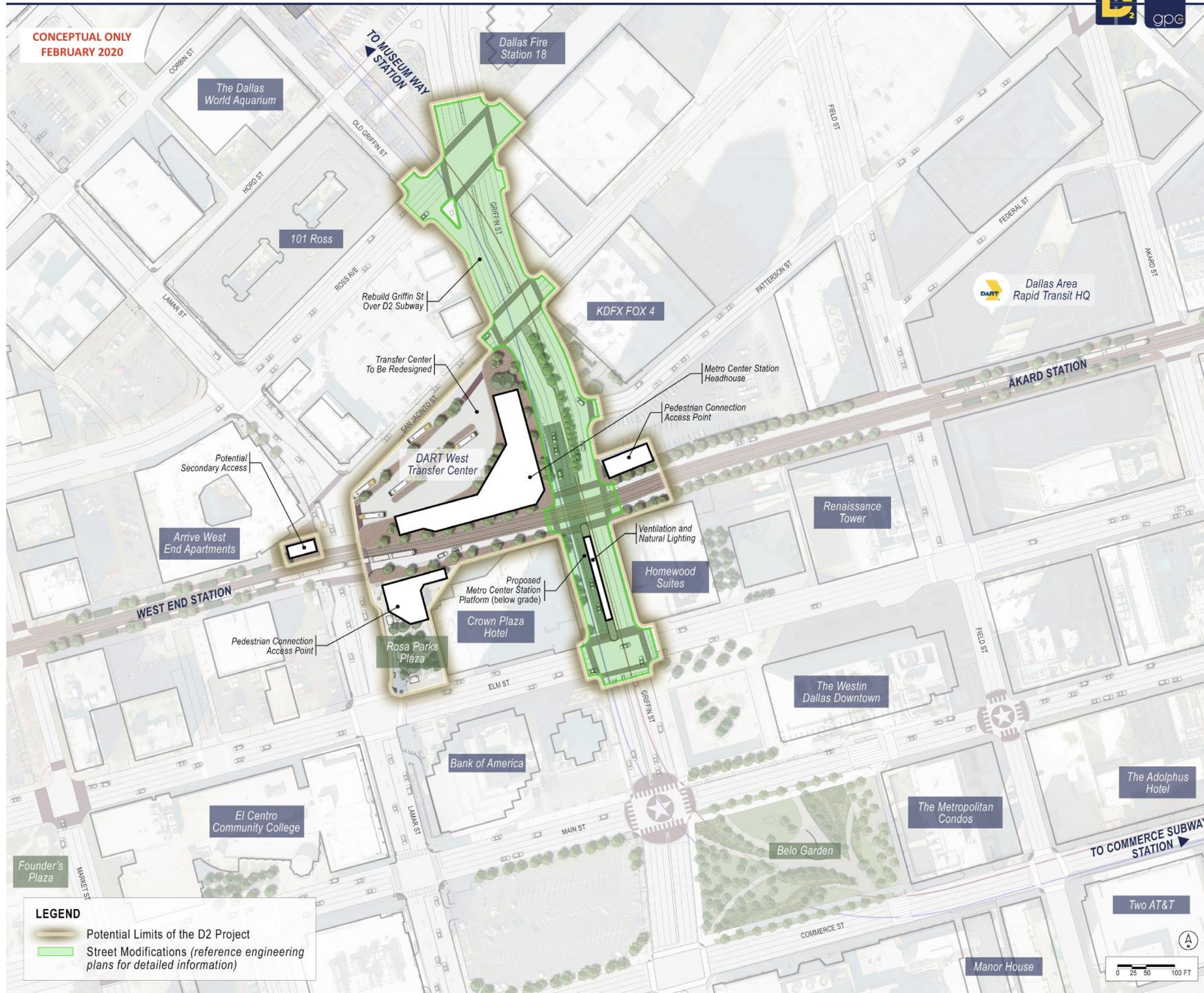
Tunnel portal integrated into site plan with enhanced pedestrian access along alignment



Source: DKWPartners

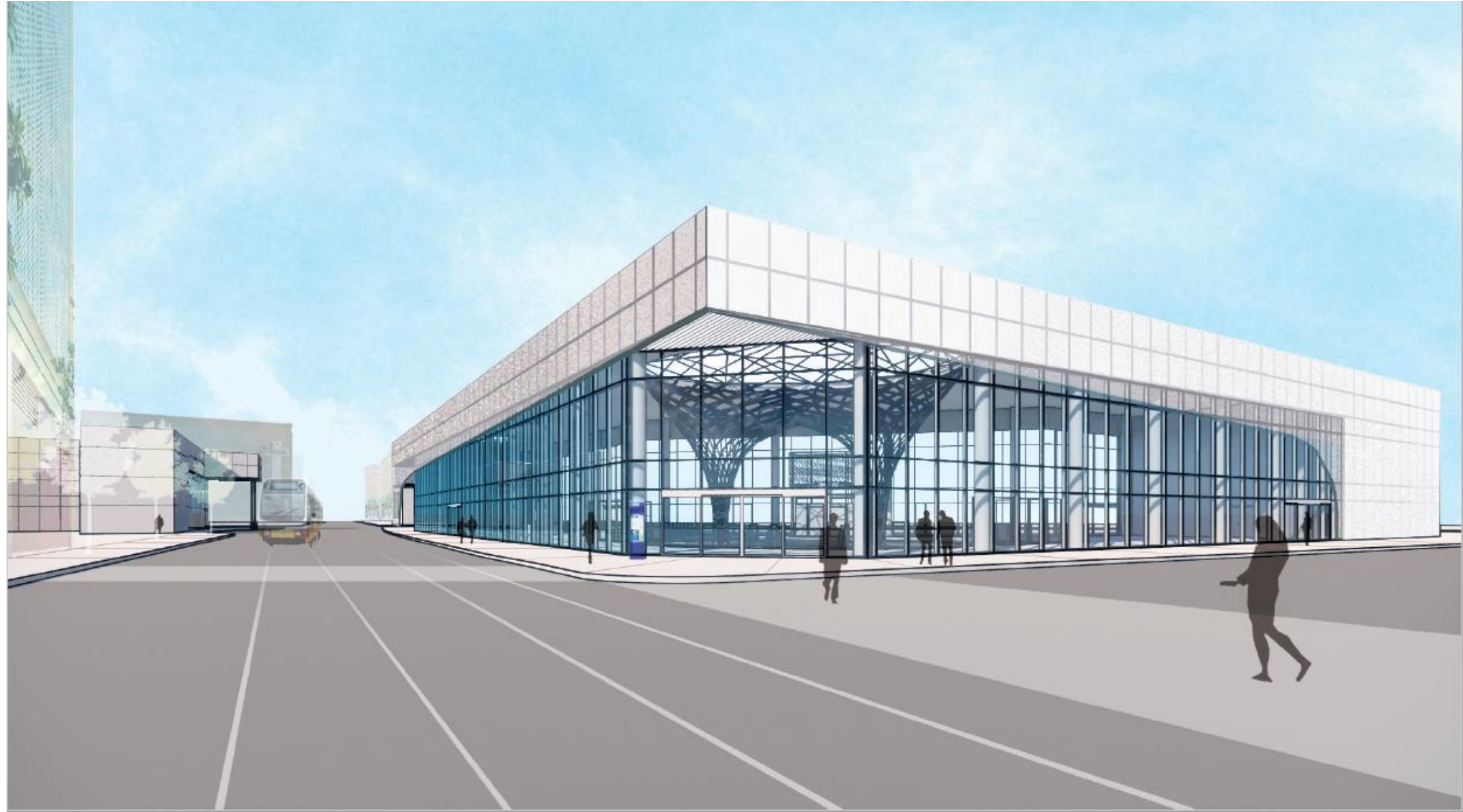
This illustration is graphic in nature and includes context outside the limits of the D2 project. Elements are subject to change. Engineering and Architectural plans, profiles and details govern.

CONCEPTUAL ONLY
FEBRUARY 2020



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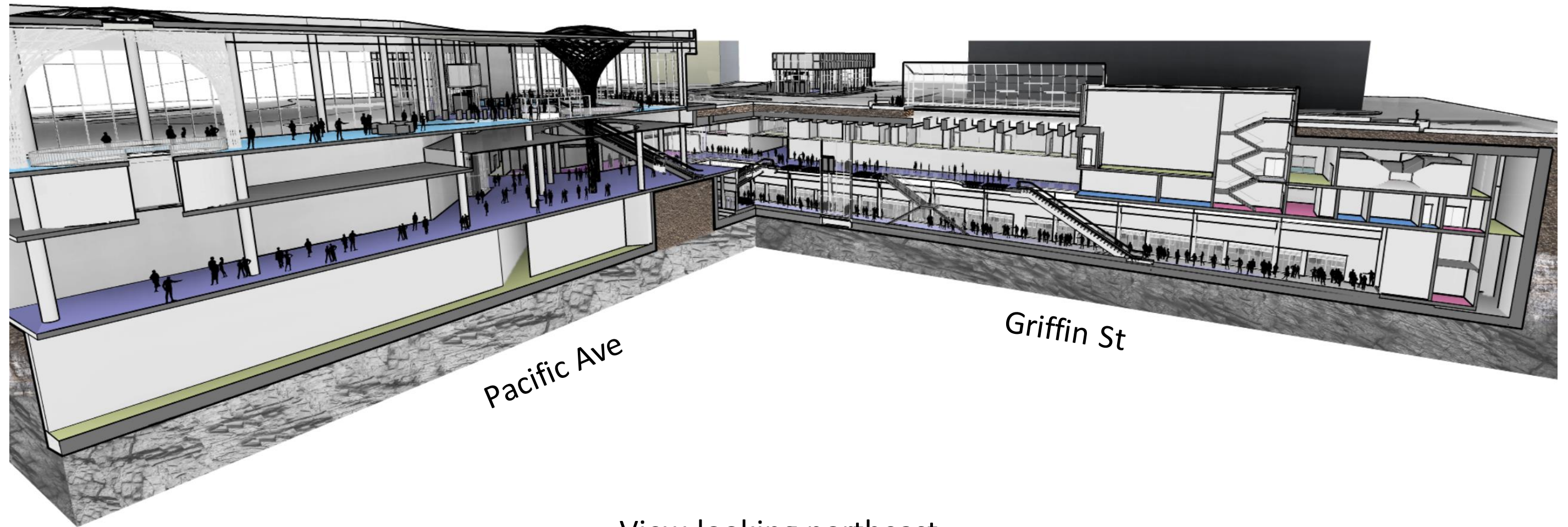
Metro Center Station Building Massing Concept



Metro Center Station Street Entry Concept



Metro Center Station



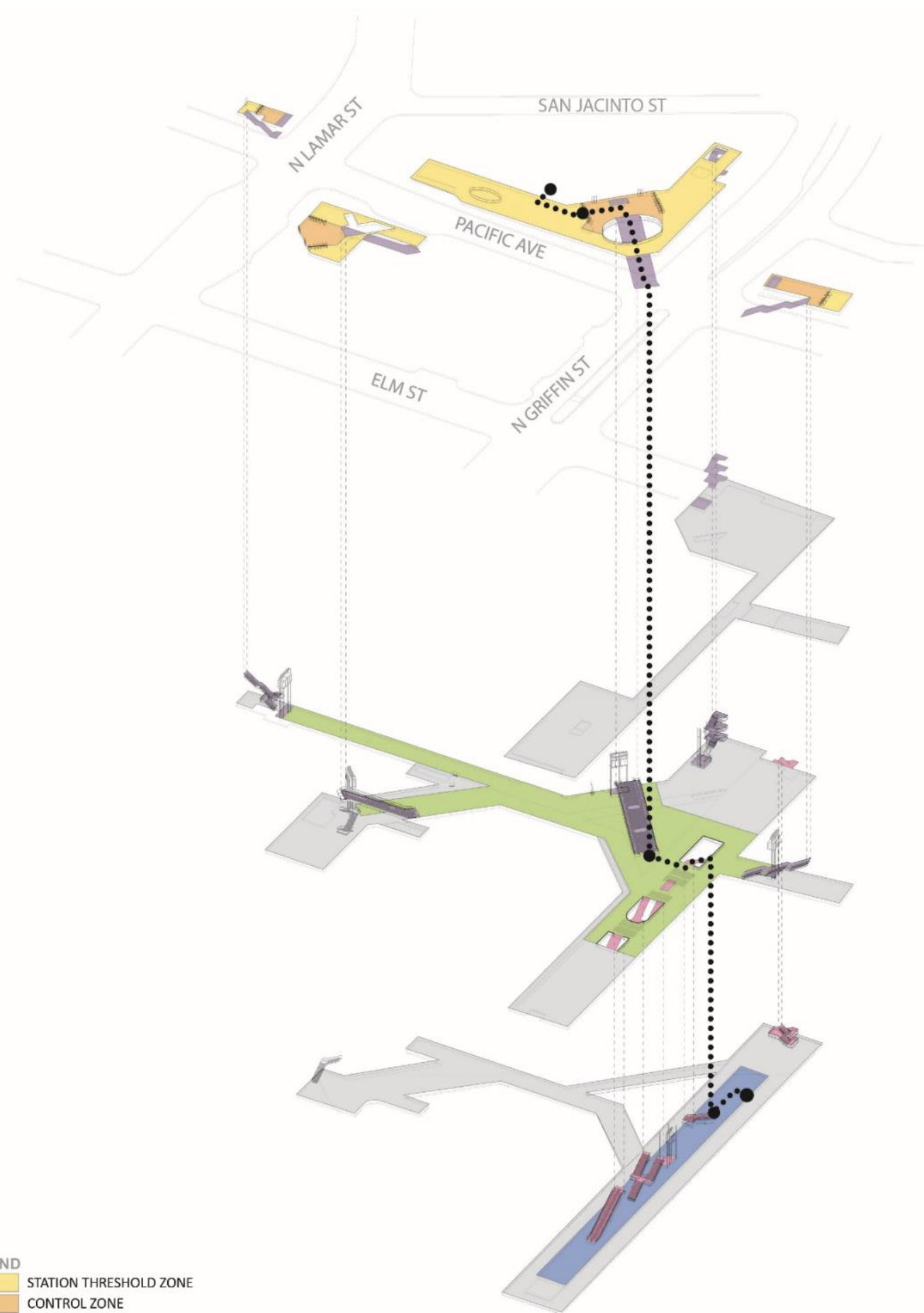
Pacific Ave

Griffin St

View looking northeast

Metro Center Station

Zone diagram



- LEGEND
- STATION THRESHOLD ZONE
 - CONTROL ZONE
 - ENTRANCE SHAFT ZONE
 - CONCOURSE ZONE
 - PLATFORM SHAFT ZONE
 - PLATFORM ZONE
 - PRIMARY PATH

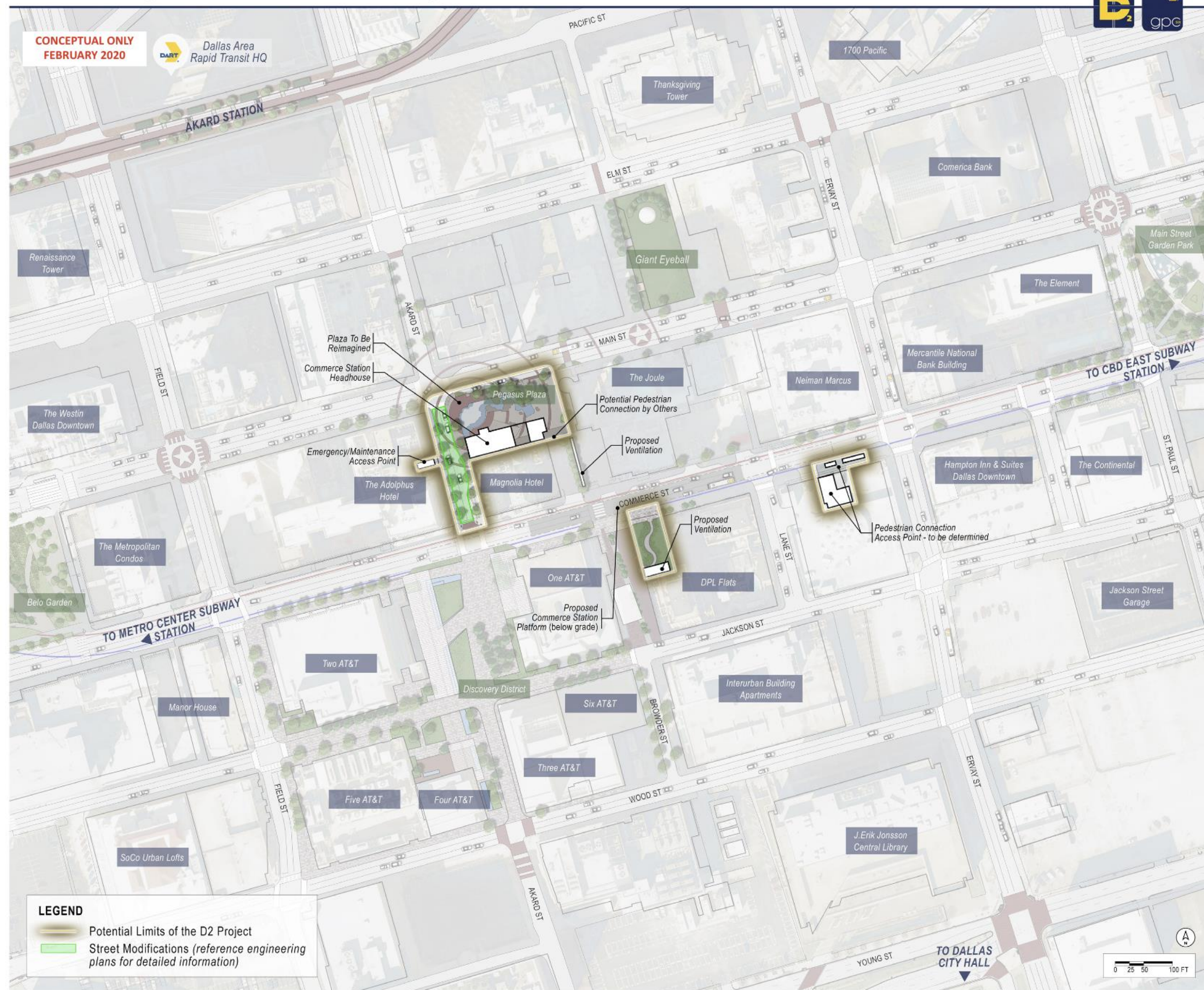
Metro Center Station

Concourse Level Concept



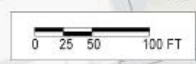
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DART Dallas Area Rapid Transit HQ



LEGEND

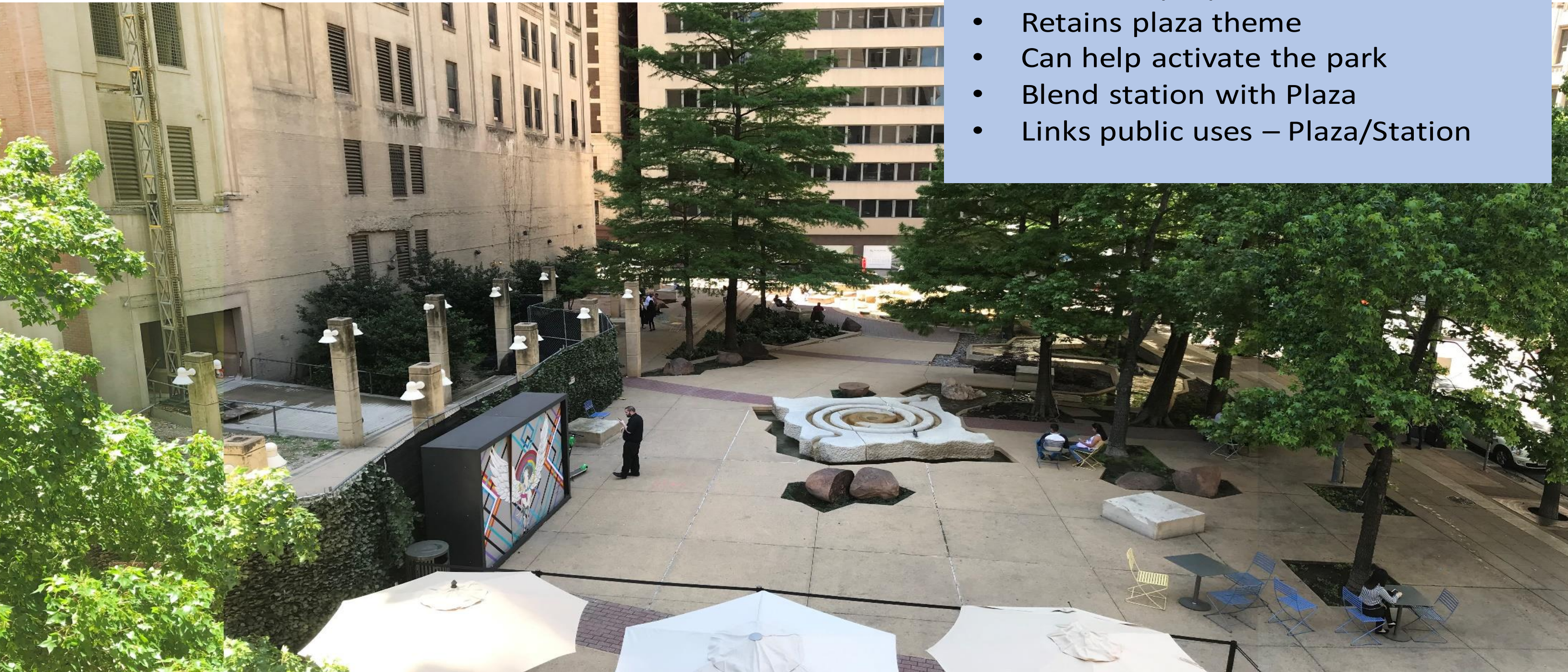
- Potential Limits of the D2 Project
- Street Modifications (reference engineering plans for detailed information)



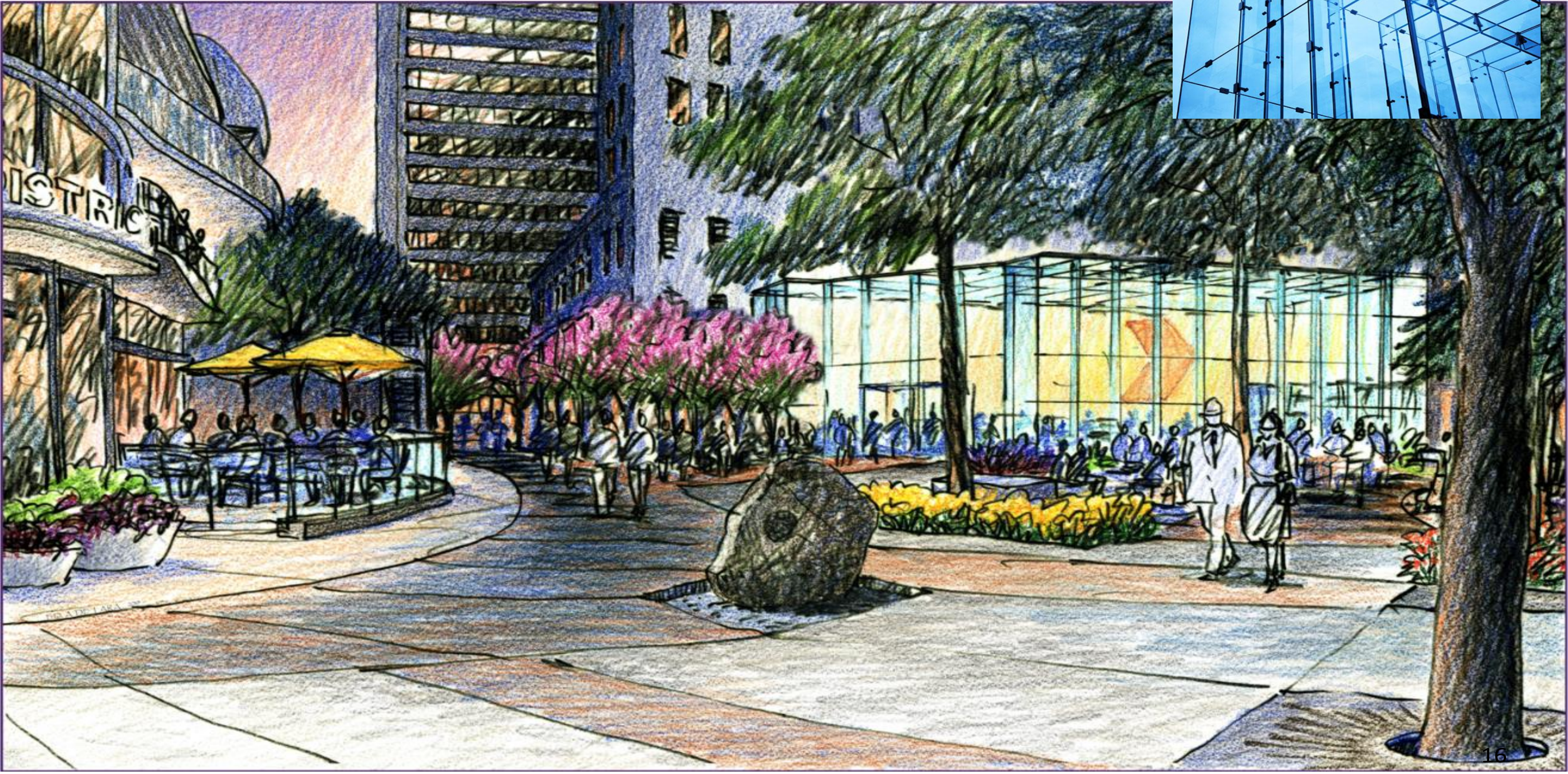
Pegasus Plaza Existing Condition

Opportunities

- Arrival portal to heart of downtown
- First Dallas experience for visitors
- Renewed purpose for Plaza
- Retains plaza theme
- Can help activate the park
- Blend station with Plaza
- Links public uses – Plaza/Station



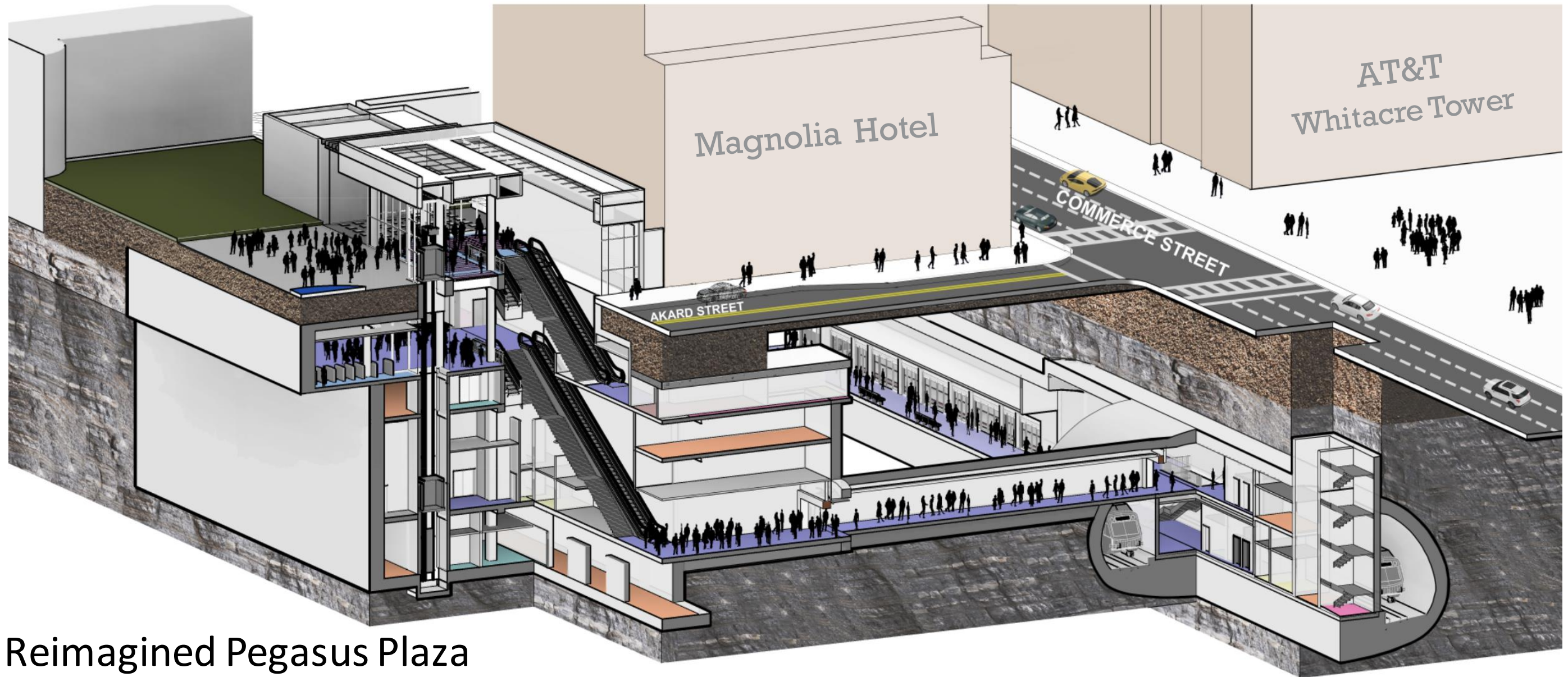
Pegasus Plaza Headhouse Concept



Park and Public Art Considerations

- Park and Recreation Board briefed by DART on September 5, 2019.
- Park and Recreation Board approved resolution on September 19, 2019 to advance concept of integrated station headhouse with re-imagined plaza.
- Small stakeholder group meeting held January 29 to establish vision and framework for reimagined plaza.
- Subsequent meetings have been held with Dallas Park and Public Art staff, park founder and original artist.
- DART will return to Park and Recreation Board in June with draft concept, key agreement points, and initiate key approvals/steps as part of environmental process.

Commerce Station



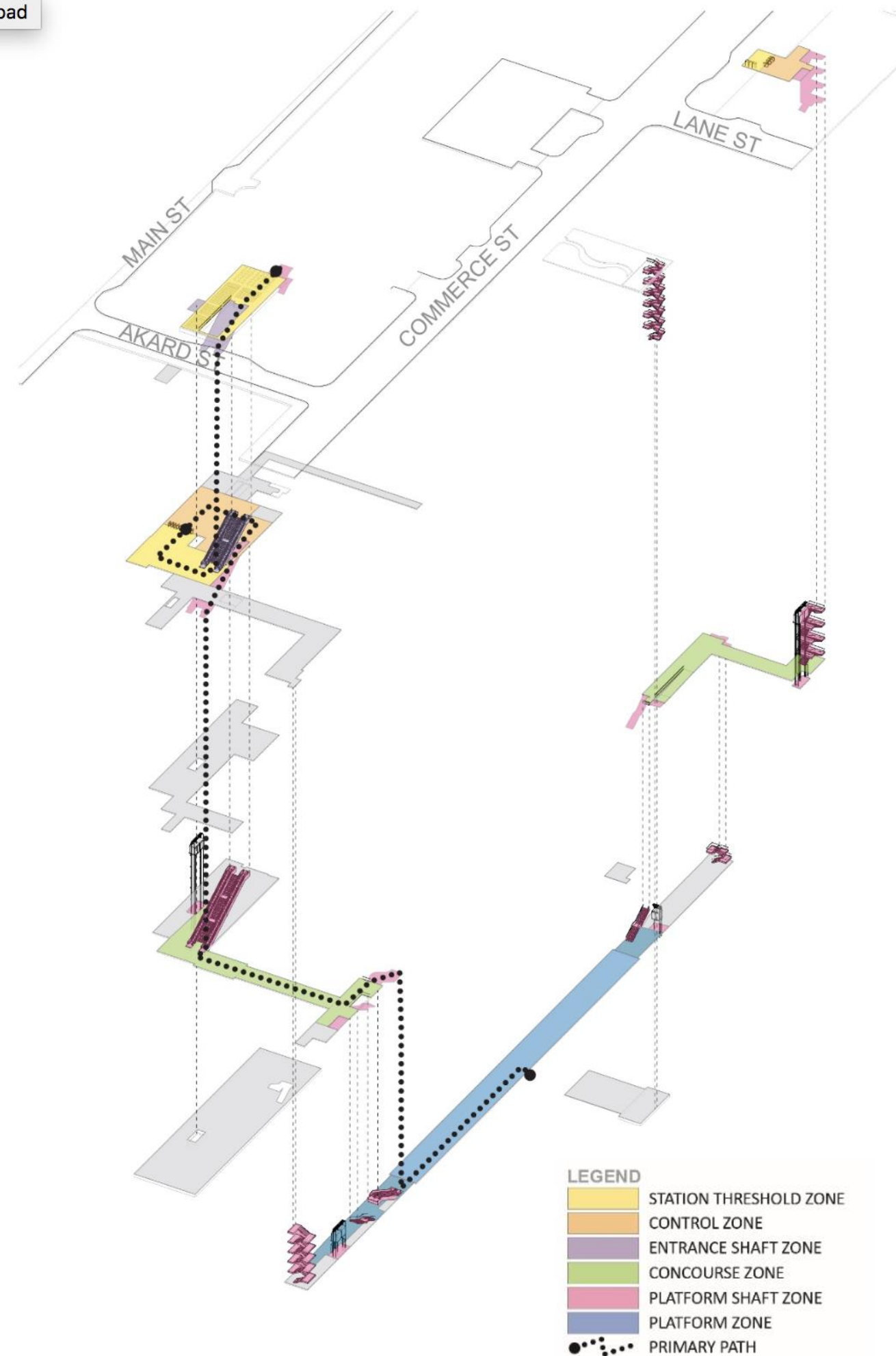
Reimagined Pegasus Plaza
and Headhouse



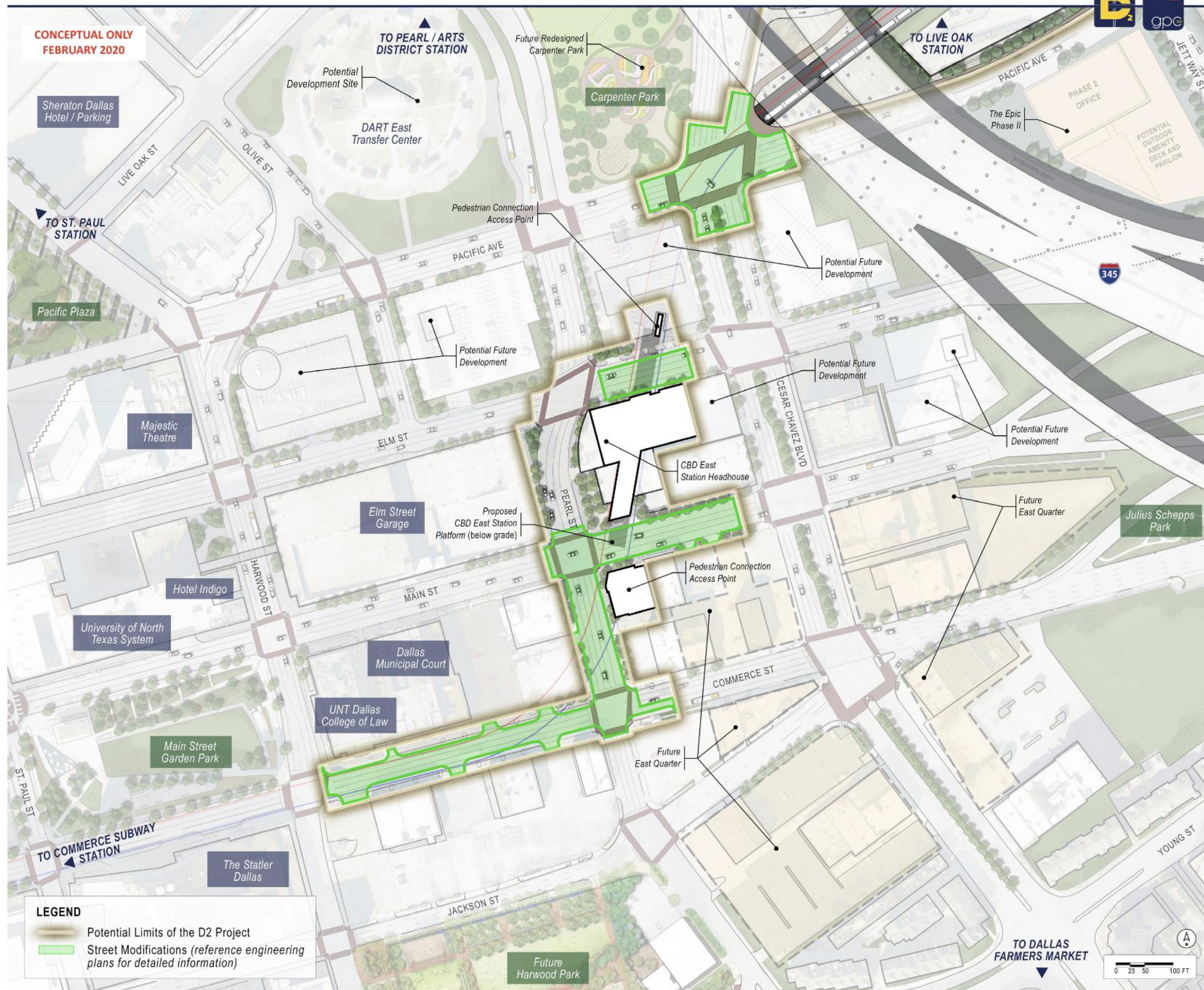
View looking southeast

Commerce Station

Zone diagram



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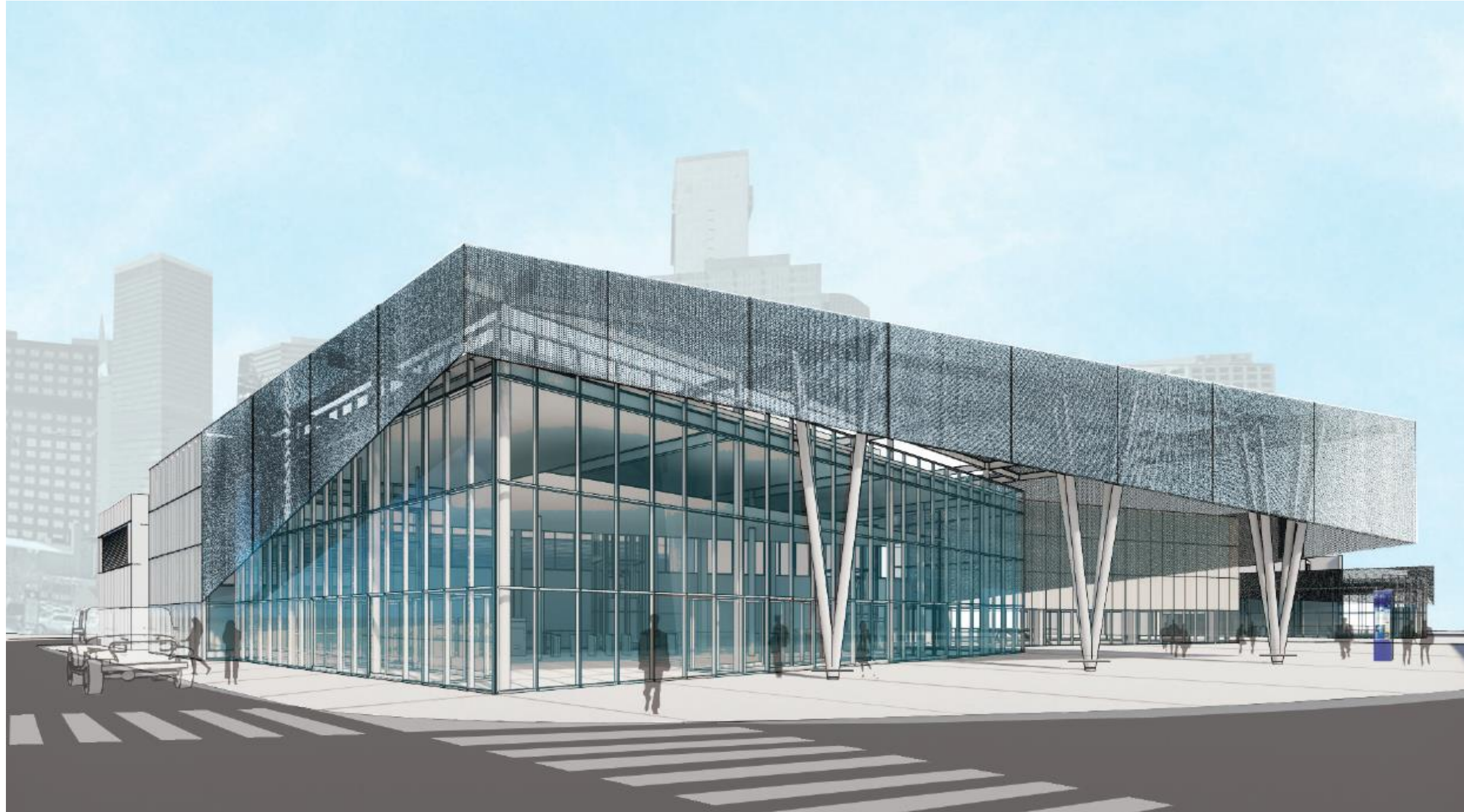


LEGEND

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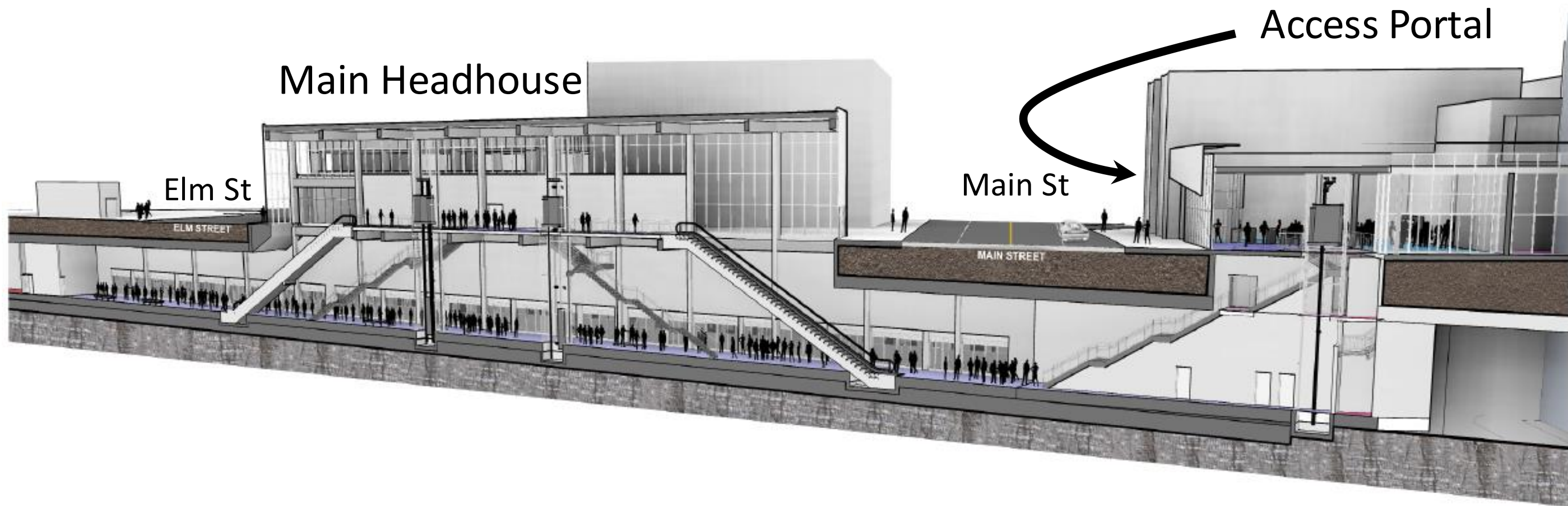
CBD East Station Massing Concept



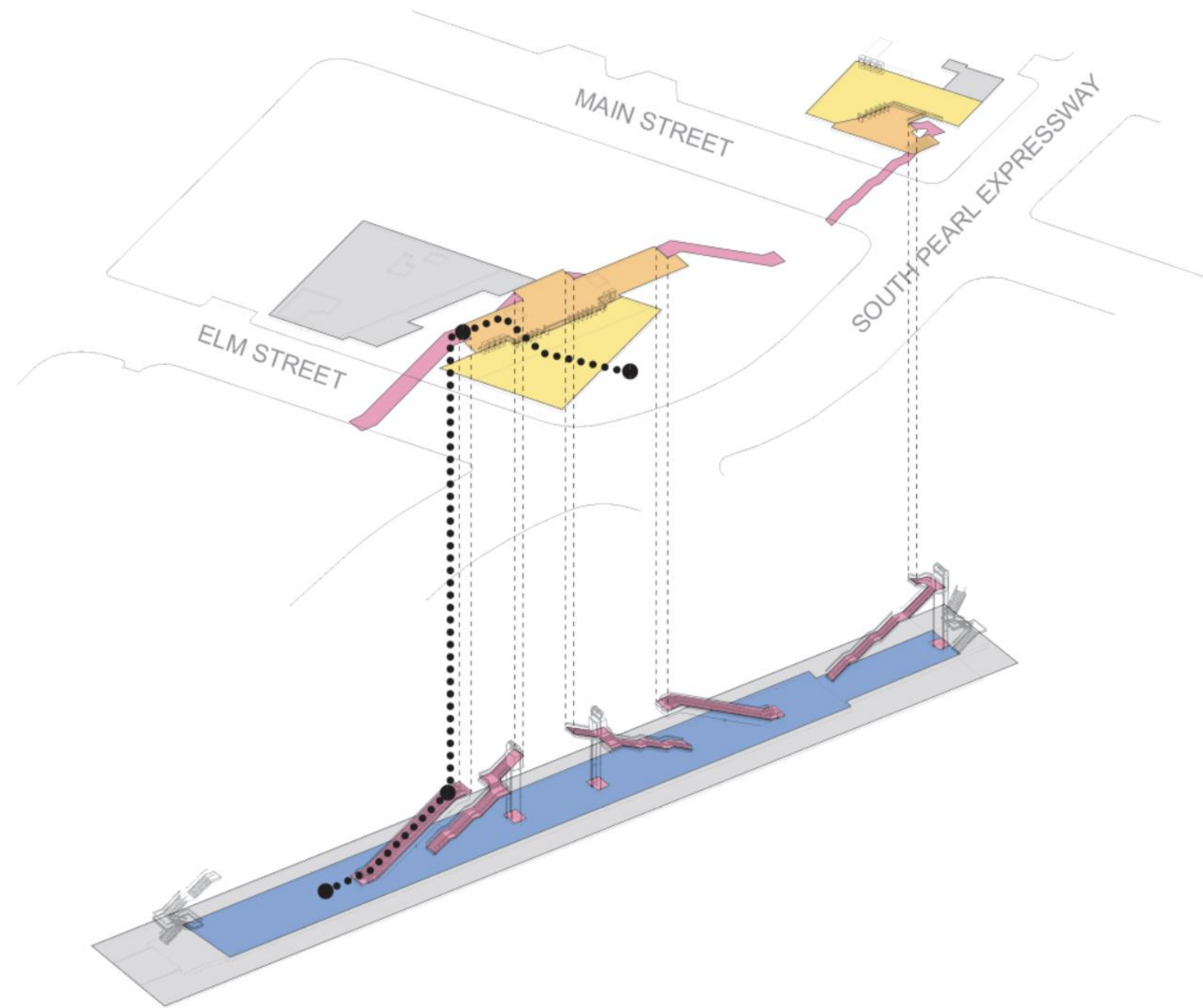
CBD East Station Entry Zone at Street Level



CBD East Station



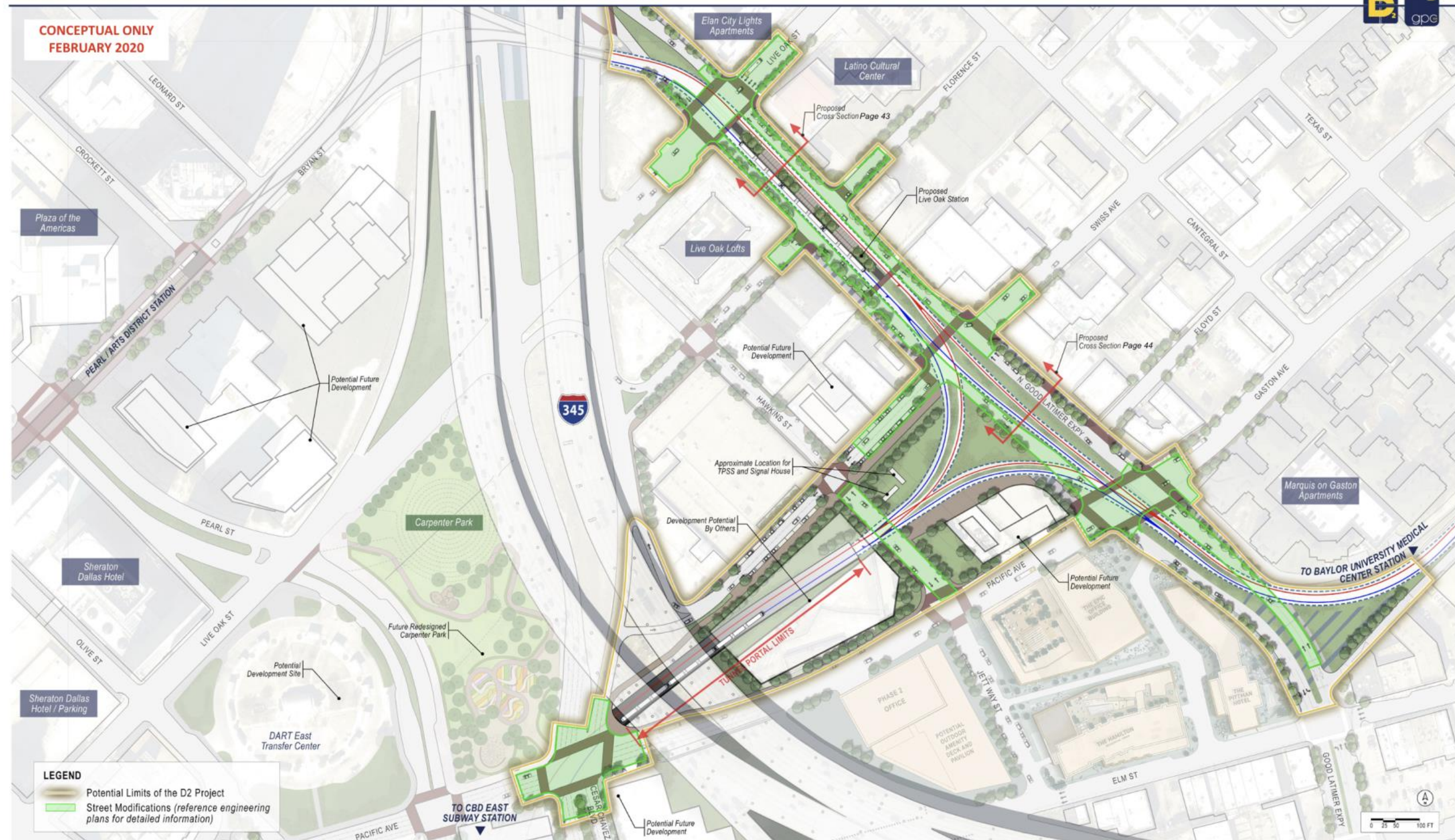
CBD East Station



- LEGEND**
- STATION THRESHOLD ZONE
 - CONTROL ZONE
 - PLATFORM SHAFT ZONE
 - PLATFORM ZONE
 - PRIMARY PATH

Swiss/Good Latimer Focus Area

D2 SUBWAY | LIVE OAK STATION & EAST TUNNEL PORTAL AREA | URBAN DESIGN PLAN



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Swiss/Good Latimer Focus Area

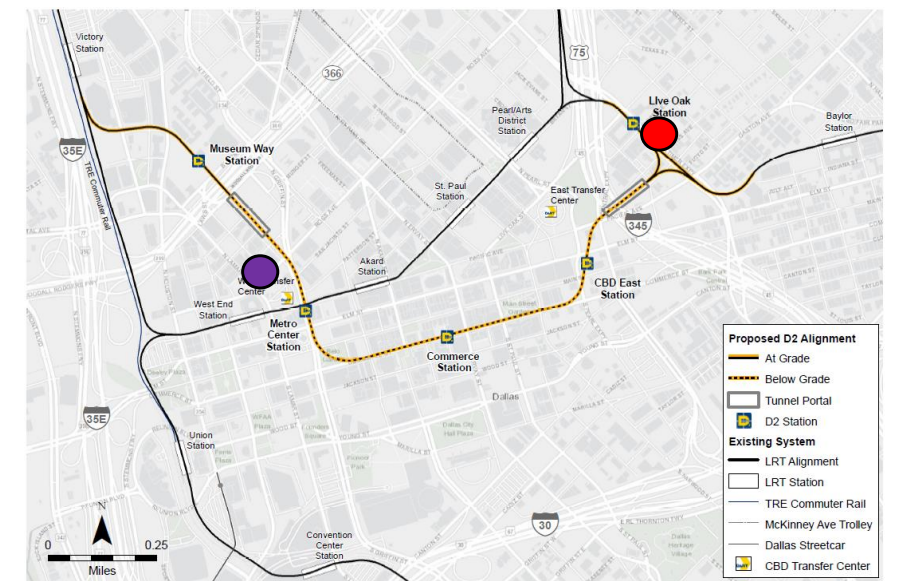
- Community support to retain station so DART adjusted alignment to fit Live Oak Station within median of Good Latimer
 - Constrained right-of-way results in minor right-of-way acquisition to shift lanes/sidewalk along northbound lanes of Good Latimer
 - Latino Cultural Center
 - St. James AME Temple
- DART has a Feasibility Study agreement with Westdale to develop concepts for development around/over east tunnel portal like our work with DKW at west portal

A photograph of a city street featuring a blue and yellow tram. The tram is moving along tracks on a cobblestone-paved street. In the background, there are several tall buildings, including one with a large red sign that says '1505' and another with a sign that says 'PUBLIC MARKET'. A street sign on the left indicates 'Akard St' and '100 W'. The tram's destination sign reads 'LEDBETTER'. The number '171' is visible on the back of the tram. A yellow rectangular box with a black border is overlaid on the center of the image, containing the text 'Historic Resources' in a bold, dark blue font.

Historic Resources

Historic Resource Considerations

- Consultation with Texas Historic Commission (THC) and City of Dallas historic preservation is underway. Preservation Dallas also being informed.
- Two potential adverse effects
 - St. James AME Temple (coordinating with Meadows Foundation and city staff for certificate of appropriateness)
 - Magnolia Gas Station (902 Ross)
- DART recommending a Programmatic Agreement with THC to cover mitigation for both, plus design review/consultation process through final design for other resources downtown around station portals to integrate designs and minimize any impacts





Next Steps

Next Steps

- Complete workshops with DART staff, City of Dallas staff and franchise utility companies to discuss issues related to 20% review/comment
- FTA will publish Notice of Availability (NOA) in Federal Register in mid-May
 - 45-day public and agency review period for SDEIS during May-June
 - Public hearings (likely virtual) will be held for SDEIS
- DART will then begin to work towards 30% design and Final EIS



let's go.