

UDPRP Review Summary DRAFT 05.26.17

Urban Design Peer Review Panel

DATE: 05.26.17

TIME: 8:30am

PROJECT: DART D2 Presentation 1

LOCATION: Dallas City Hall Room 5ES

Overview

Below is a summary of Urban Design Peer Review Panel advice for the first review of the DART D2 project, as derived from the May 26th Peer Review session.

Advice Summary

- [1] The panel stresses the need for clarity within the design-build contract to ensure the securing of the level of design and contextual sensitivity exhibited in the current alignment analysis, and recommends specific provisions to achieve the presented and expressed level of design for portals and stations.
- [2] The panel also recommends the incorporation of integrated storm water management (iswm) techniques into the design-build contract as principles of the landscape and drainage design for the D2 project.
- [3] The panel urges staff and DART to develop a clear mechanism for the review of key project design milestones in order to provide opportunities for critical design input to secure conformance with the Urban Design Transit Guidelines and panel recommendations throughout the project design and development.
- [4] The panel recommends a dedicated approach in regards to property acquisition particularly along the Swiss Avenue alignment, focusing on staying within the right of way wherever possible. Where property acquisition cannot be avoided, ensure that track and station infrastructure are designed to allow for desirable future development scenarios.
- [5] In all instances, avoid splitting existing blocks wherever possible, particularly in regards to surface alignments.
- [6] The panel urges that attention be given to the alignment and location of the western portal, potentially adjusting the alignment to the west, to ensure the resulting parcellation will allow for seamless integration of future developable blocks and street connections.
- [7] Make specific effort to design the Swiss Avenue junction to allow for development to occur on either side of the “wye” to minimize the disruption caused by the surface infrastructure within the surrounding urban fabric.
- [8] The panel recommends an especially contextual approach in regards to portal entrance design and character. Critical considerations include designing for clarity and consistency for riders and clear intention regarding the hierarchy within the surrounding urban elements.

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- [9] Pay close attention to the distance from portal to station to secure a focus on rider convenience over extending distances below grade to reach specific destinations. Wherever possible, utilize station and portal locations to activate currently inactive or underutilized buildings and assets.
- [10] The panel strongly discourages modifications to historical buildings in order to accommodate light rail access or infrastructure.
- [11] The panel supports and encourages utilizing D2 as an opportunity to redevelop the East Transfer Center and the surrounding area.