

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 one planned at-grade station planned for Victory Park 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) -

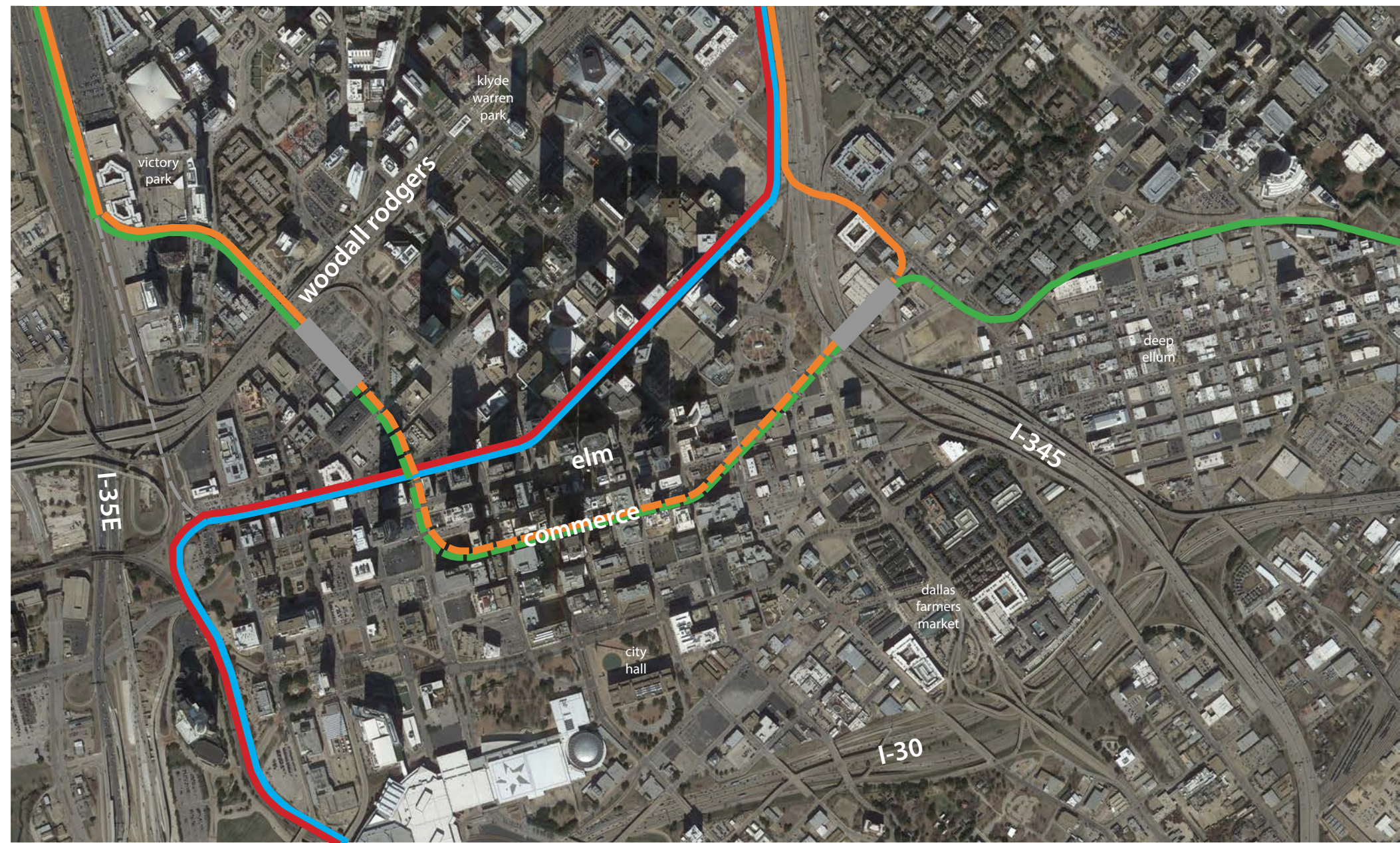
The general route alignment, both at-grade and below-grade, should be evaluated in how it affects the existing street grid as well as the potential for transit-oriented development it could produce around proposed station locations.

[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 contextually 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 improve 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 how the east and west portal focus areas address the existing and future urban context. A further important consideration will be recognizing and exercising a historic preservation ethic as a guiding principle of the infrastructure design decision making process.

DART D2

Neighborhood:
Victory Park, CBD, Deep Ellum

Program:
Transportation



D2 Subway Project Development

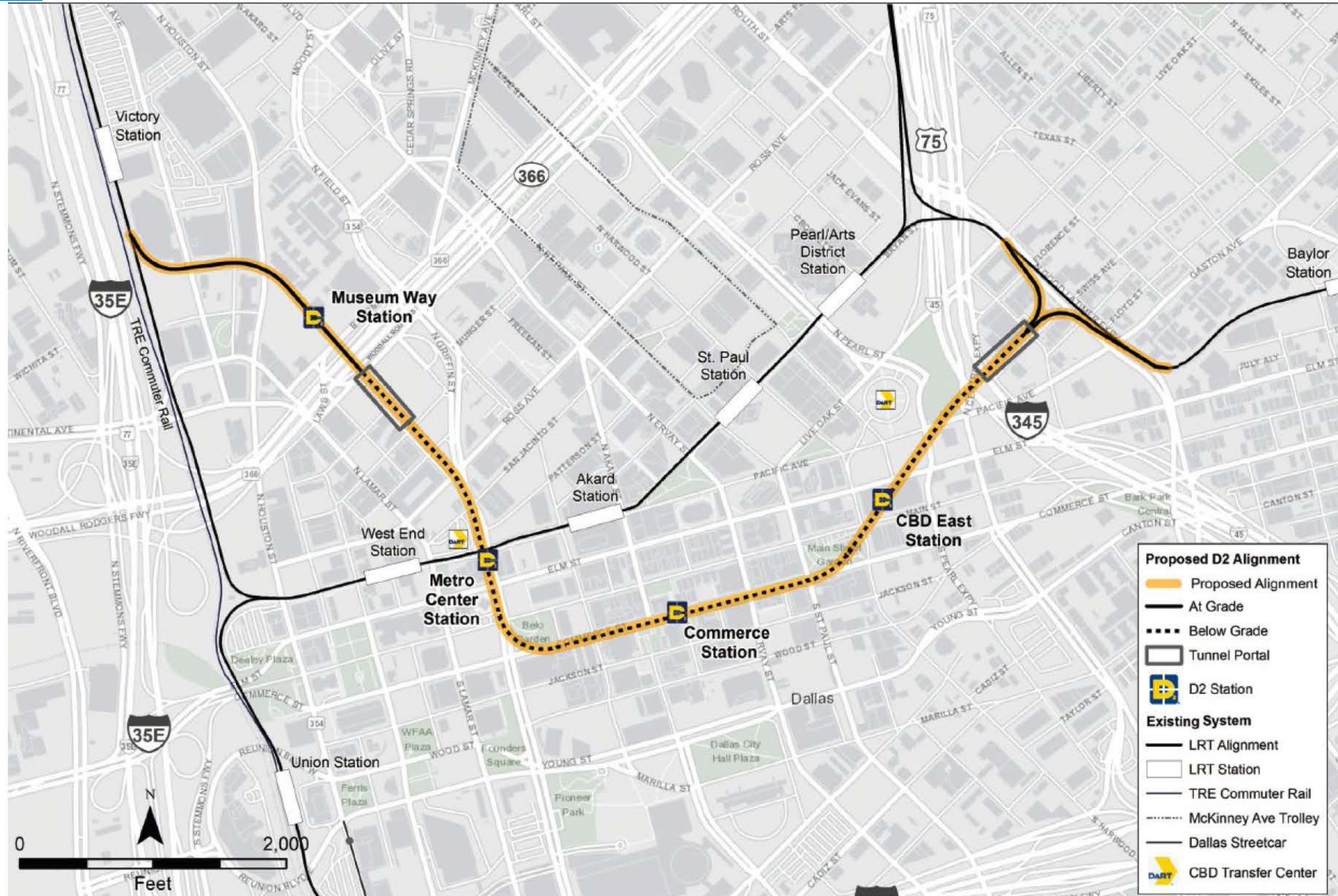
City of Dallas
Urban Design Peer Review Panel
November 16, 2018





Project Overview

Locally Preferred Alternative Commerce via Victory/Swiss



Project Purpose

- Add **Core Capacity** to and through downtown
 - Some trains will be at capacity within a few years
- Provide **Operational Flexibility** for the system
 - Continuity of service during incidents
 - System expansion/added service
- Enhance **Mobility and Access** for existing and future riders
 - Get our riders where they need to go
- Enhance **Economic Development**
 - Add value through context sensitive design



CORE CAPACITY

OPERATIONAL FLEXIBILITY

MOBILITY & ACCESS

LAND USE / URBAN DESIGN



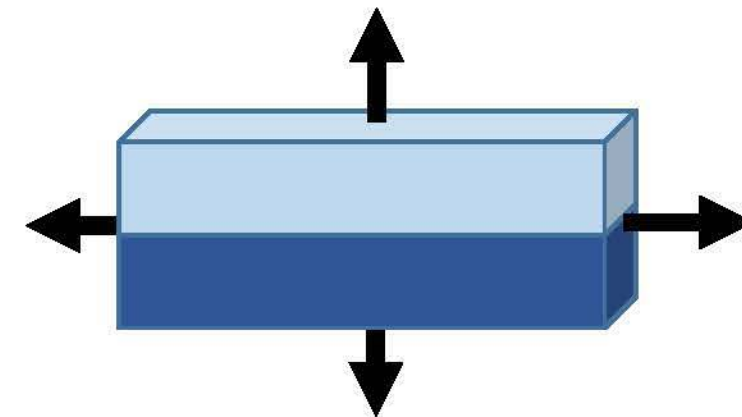
Status of Project Development Efforts

Project Development Engineering Activities

- Reached level of 5% conceptual design
- Completed 34 geotechnical borings since 2016 with 25 borings focused along alignment
- Utility and building foundation research
- Engineering Surveys
- Current focus is on evaluating above data to develop preferred tunnel construction approach
- Station space planning and design

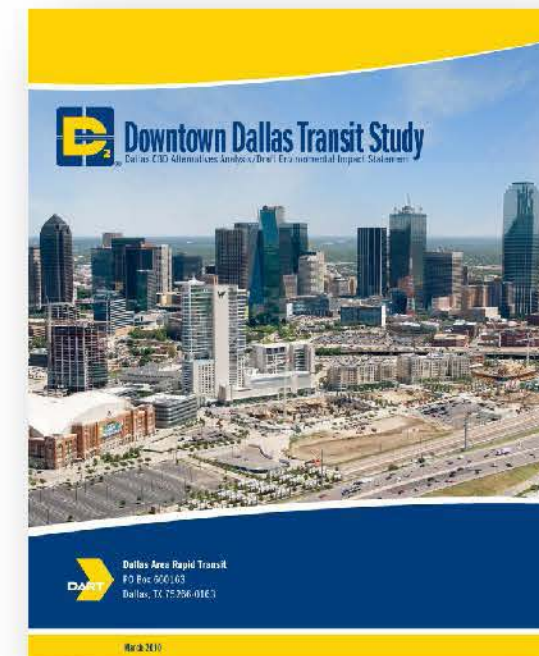
Preliminary Engineering Subway Station Space Planning

- Station Sizing Considerations:
 - Functions to be accommodated and space needed such as vertical circulation, restrooms, service rooms (mechanical, electrical), police office, etc.
 - Maximum train capacity x 2.5
 - Design level of service (LOS) for passengers
 - Where fare enforcement begins (street level vs. mezzanine)
 - Physical constraints:
 - Building foundations
 - Geology (rock depth, thickness)
 - Right-of-way
 - Utilities



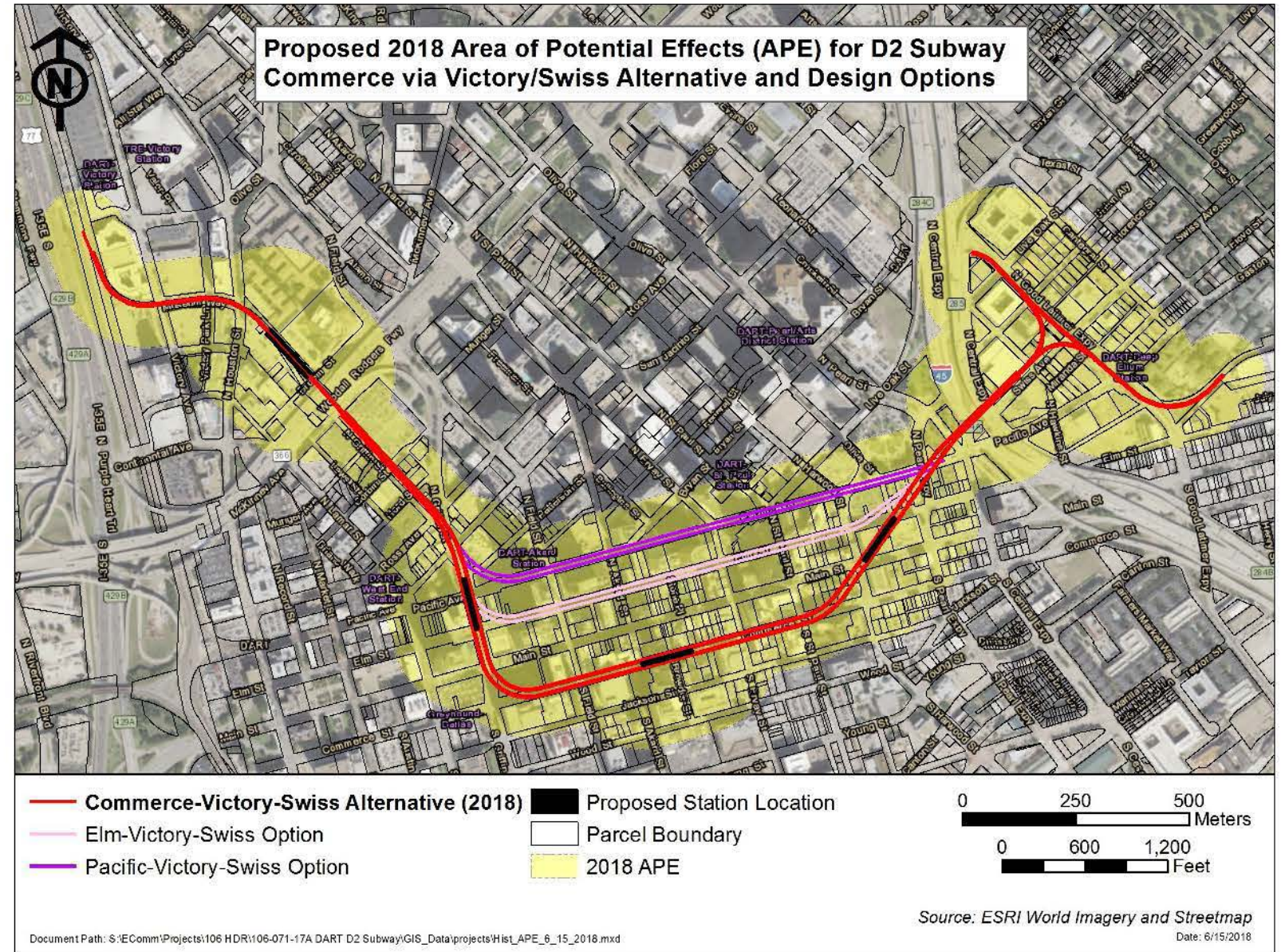
Project Development Environmental Activities

- Existing conditions documentation is in progress to support Supplemental Draft Environmental Impact Statement (SDEIS)
- Key topics:
 - Traffic and transportation (auto, bike/pedestrian, parking, transit)
 - Noise/vibration
 - Displacement/acquisition
 - Historic resources and Parklands
 - Visual/aesthetics
 - Hazardous materials
 - Safety and security
 - Construction impacts



Cultural and Historic Resources

- Area of Potential Effects (APE) of 300 feet from either side of alignment
- 600-foot radius around the three subway stations
- Resource age of 45 years from the anticipated revenue service date of 2024 (1979 or prior)
- Field survey work is complete



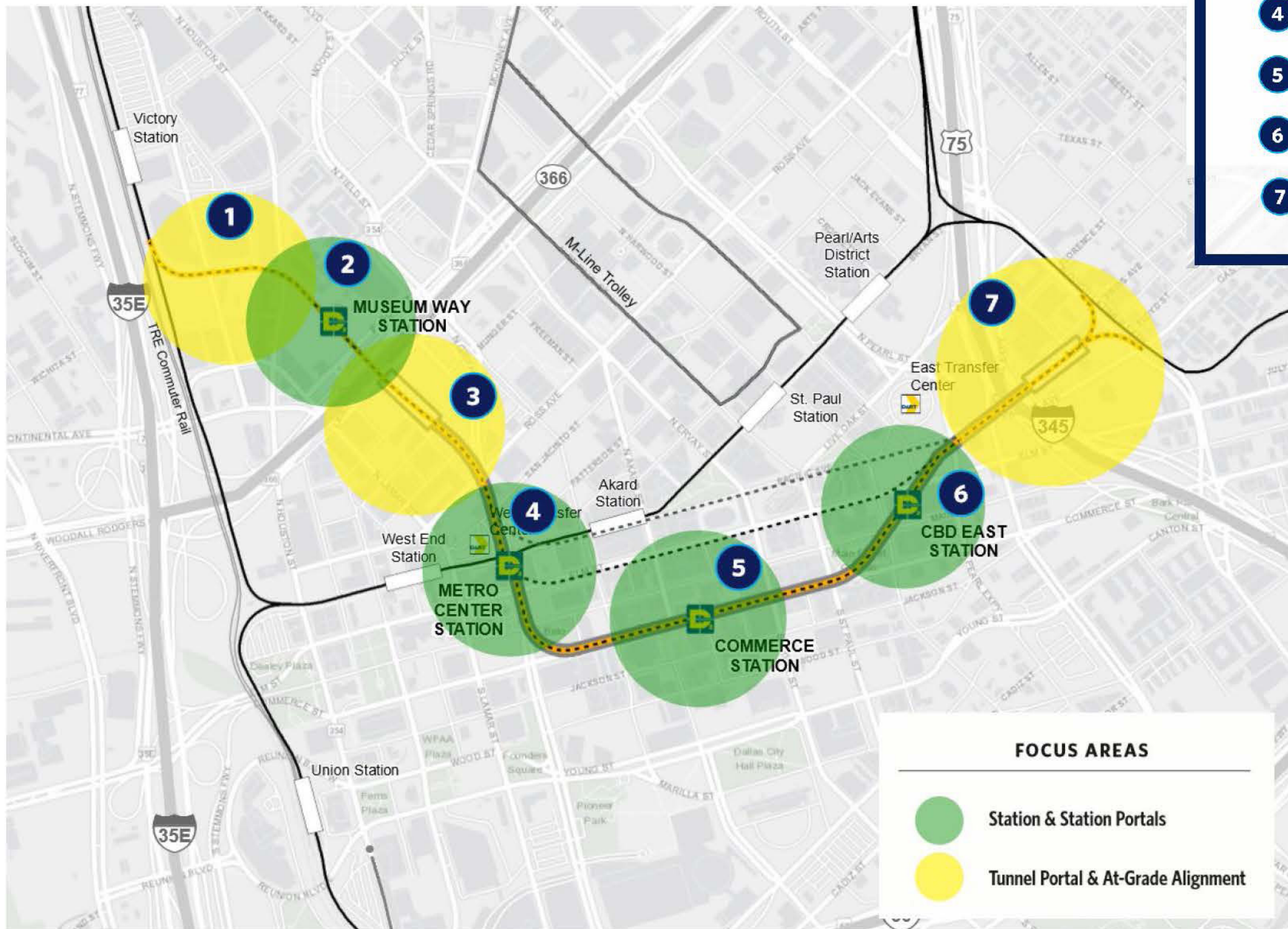


Focus Area Workshop Results

Focus Areas

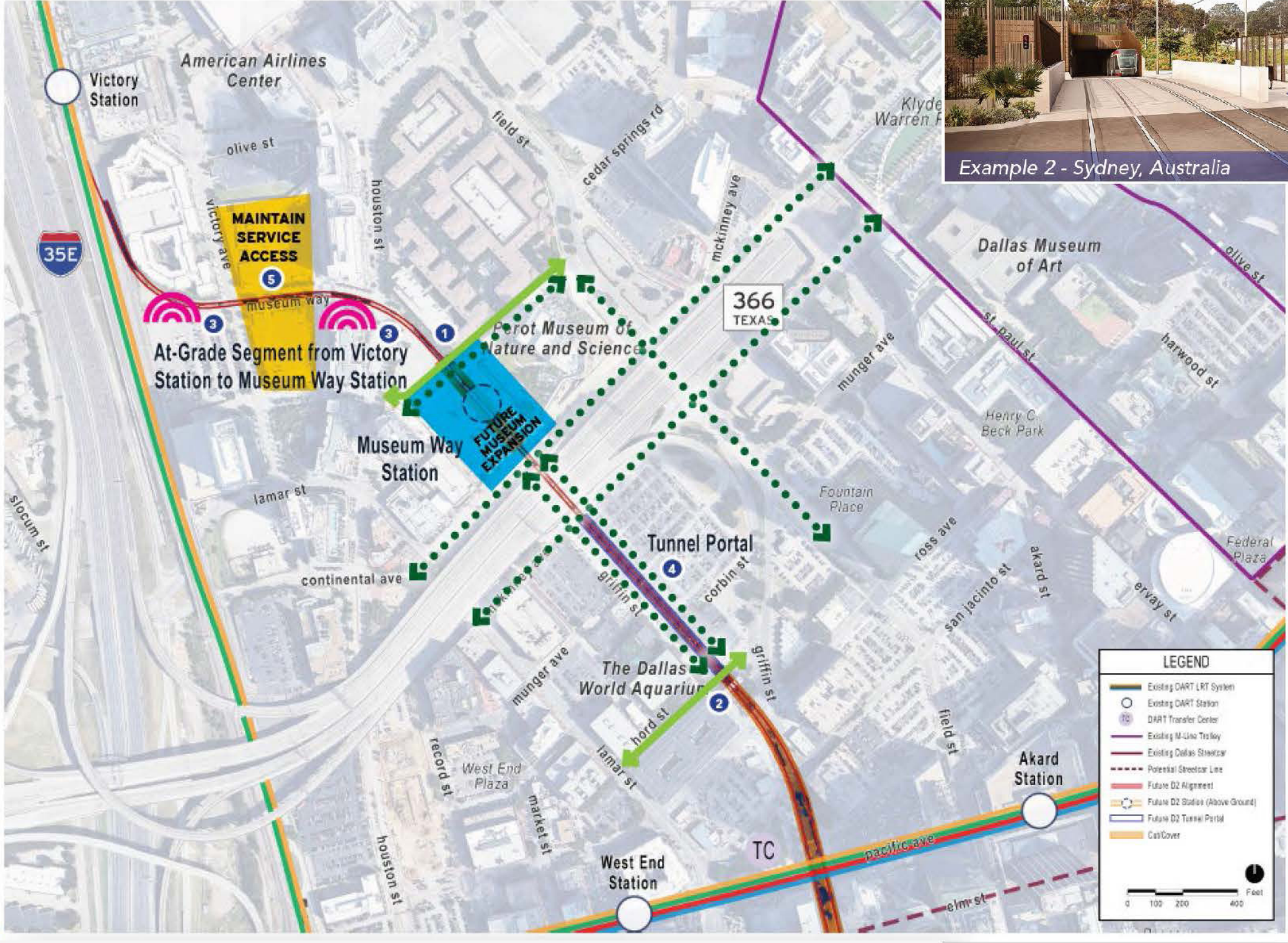
Small Group Workshops

- FOCUS AREAS**
- 1 At-Grade Segment from Victory Station to Museum Way Station
 - 2 Museum Way Station
 - 3 North Portal
 - 4 Metro Center Station
 - 5 Commerce Station
 - 6 CBD East Station
 - 7 East Portal



Victory-Perot Museum Focus Area

Example



LEGEND



Noise Concern

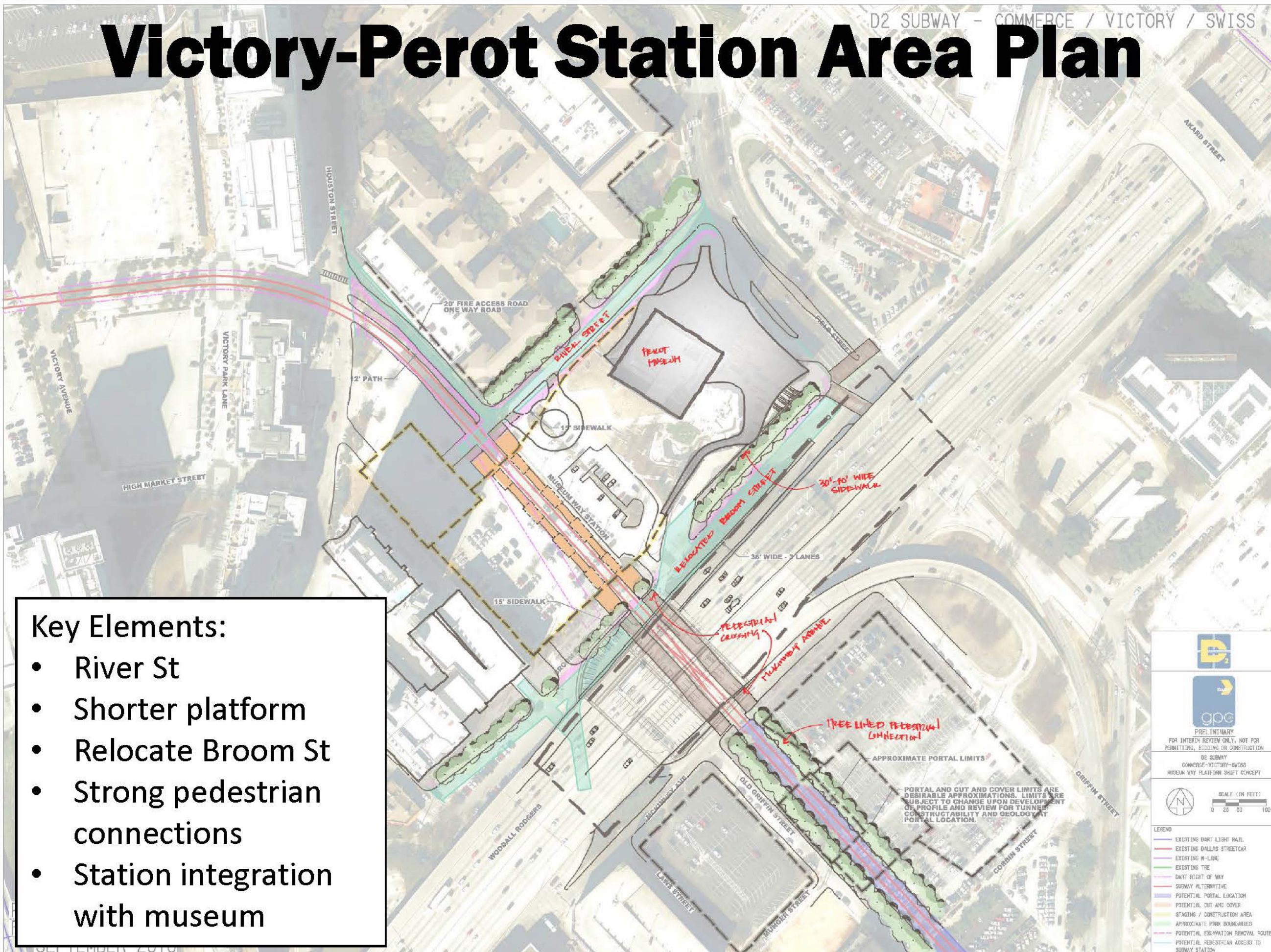
Vehicular Connection



Pedestrian Connection

Victory-Perot Station Area Plan

D2 SUBWAY - COMMERCE / VICTORY / SWISS



- Key Elements:**
- River St
 - Shorter platform
 - Relocate Broom St
 - Strong pedestrian connections
 - Station integration with museum

Legend

- EXISTING DART LIGHT RAIL
- EXISTING DALLAS STREETCAR
- EXISTING M-LINE
- EXISTING TREE
- DART RIGHT OF WAY
- SUBWAY ALTERNATIVE
- POTENTIAL PORTAL LOCATION
- POTENTIAL CUT AND COVER
- STAGING / CONSTRUCTION AREA
- APPROXIMATE PARK BOUNDARIES
- POTENTIAL EXCAVATION REMOVAL ROUTE
- POTENTIAL PEDESTRIAN ACCESS TO SUBWAY STATION

Scale (in feet): 0 25 50 100

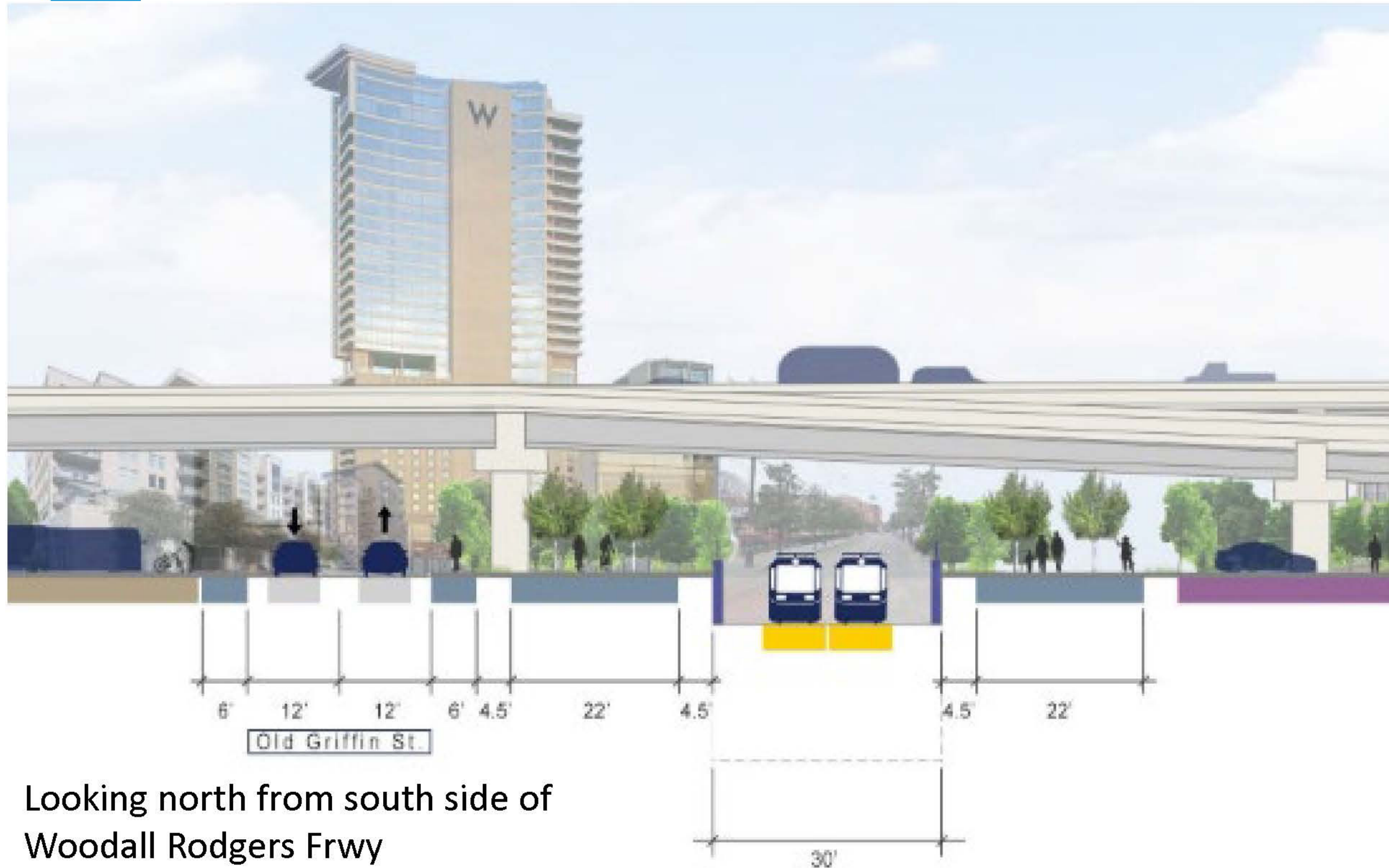
Legend:

- PRELIMINARY
- FOR INTERIM REVIEW ONLY, NOT FOR PERMITTING, BIDDING OR CONSTRUCTION
- D2 SUBWAY
- COMMERCE-VICTORY-SWISS
- MUSEUM VIV PLATFORM SHIFT CONCEPT

Legend:

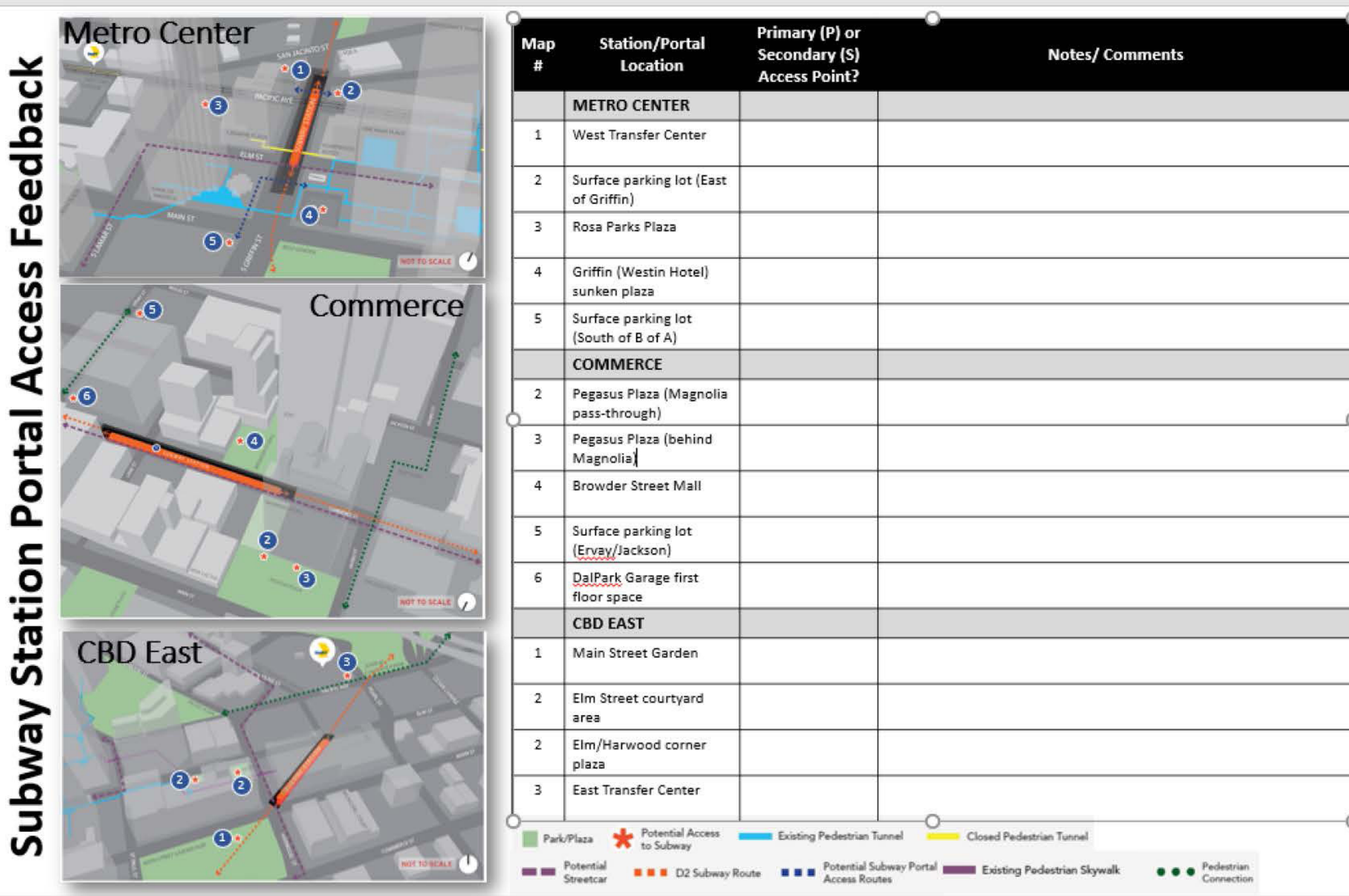
- APPROXIMATE PORTAL LIMITS
- PORTAL AND CUT AND COVER LIMITS ARE DESIRABLE APPROXIMATIONS. LIMITS ARE SUBJECT TO CHANGE UPON DEVELOPMENT OF PROFILE AND REVIEW FOR TUNNEL CONSTRUCTABILITY AND GEOLOGY AT PORTAL LOCATION.

Pedestrian Connection Concept

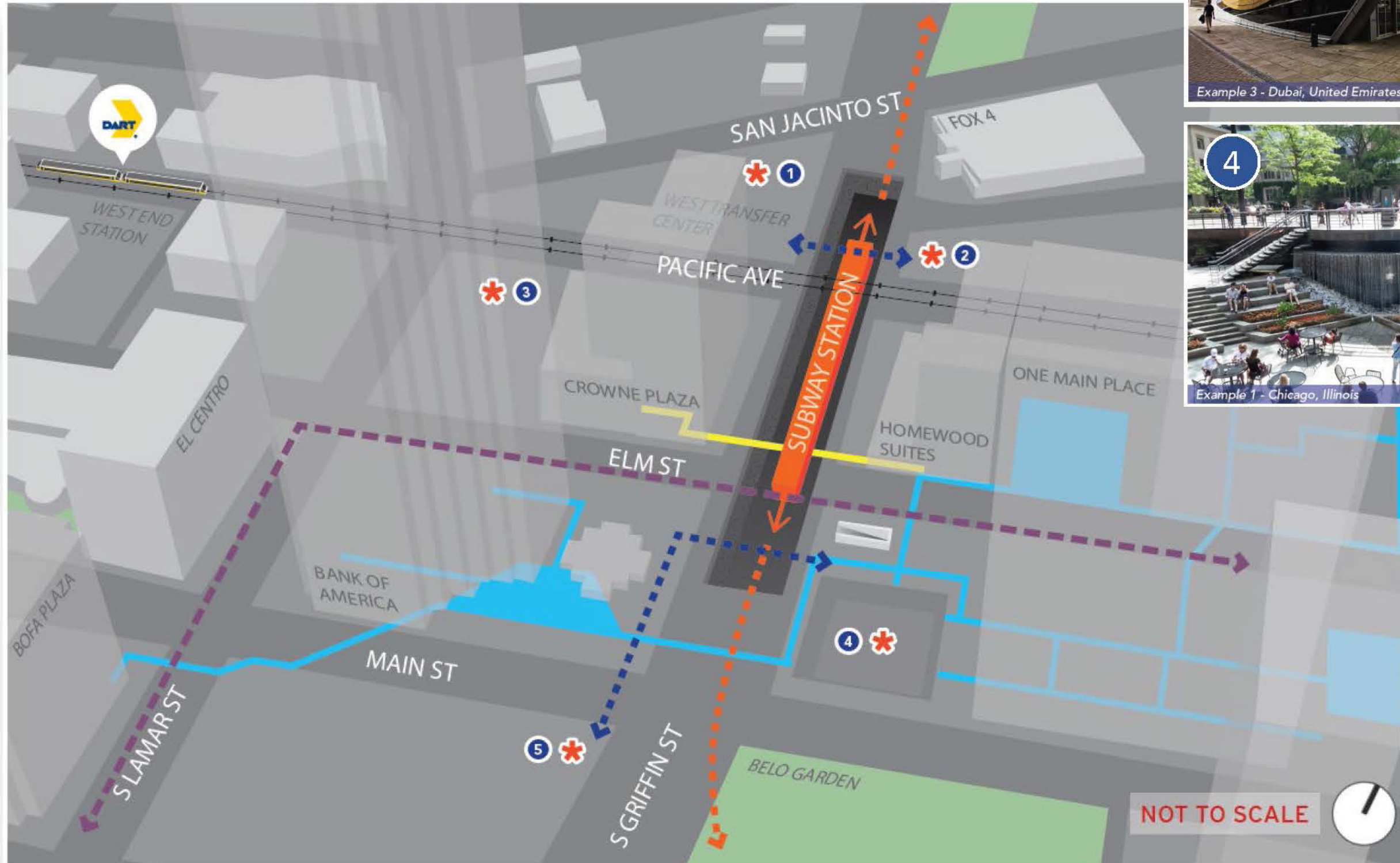


Looking north from south side of
Woodall Rodgers Frwy

Station Portal Feedback



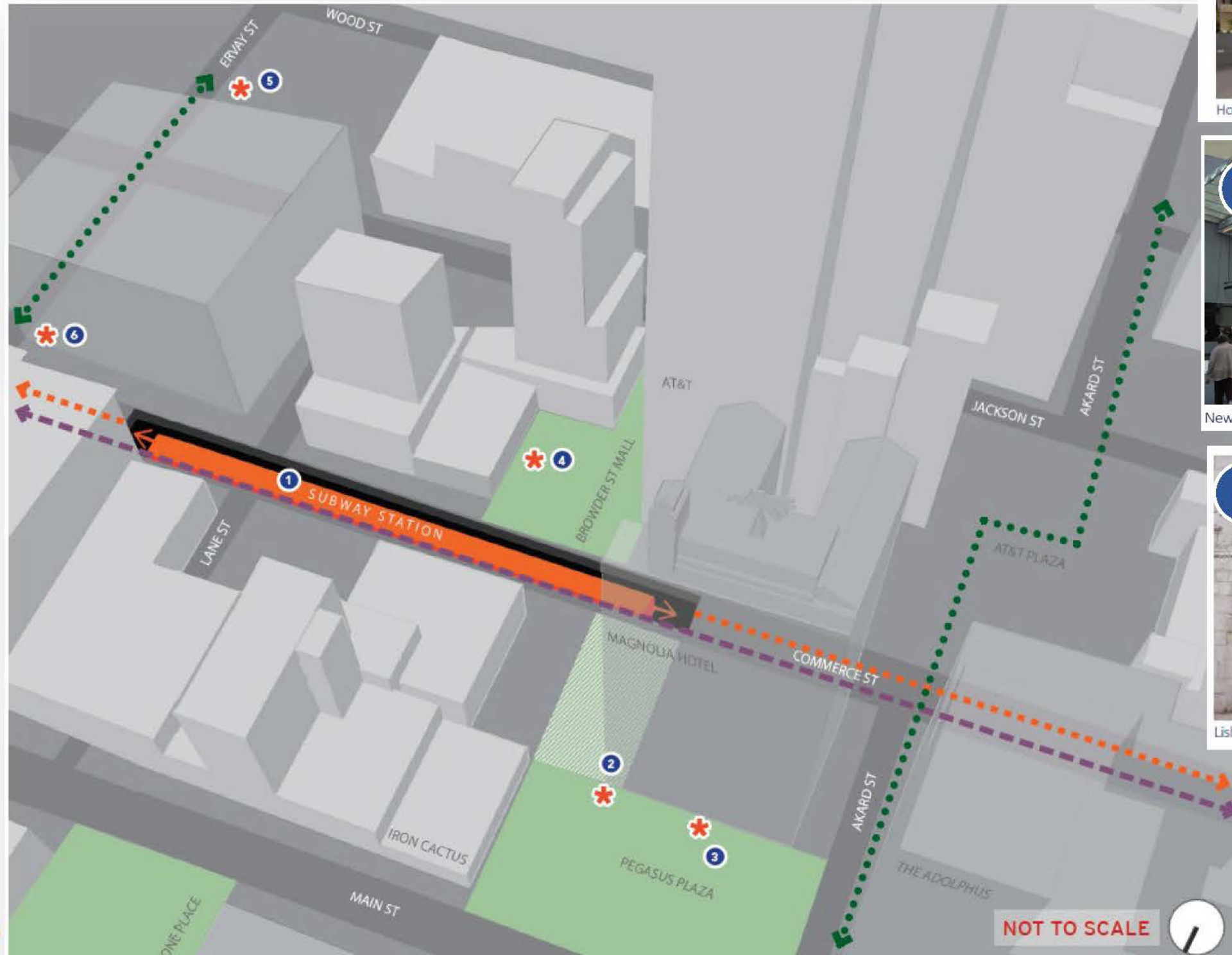
Metro Center Station Focus Area



- LEGEND**
- Park/Plaza
 - ✱ Potential Access to Subway
 - Existing Pedestrian Tunnel
 - Closed Pedestrian Tunnel
 - Potential Streetcar
 - D2 Subway Route
 - Potential Subway Portal Access Routes

Commerce Station Focus Area

Examples



Hollywood, California



New York, New York



Lisbon, Portugal



LEGEND

- Park/Plaza
- ✱ Potential Access to Subway
- Potential Streetcar
- D2 Subway Route
- Pedestrian Connection

CBD East Station Focus Area

Examples

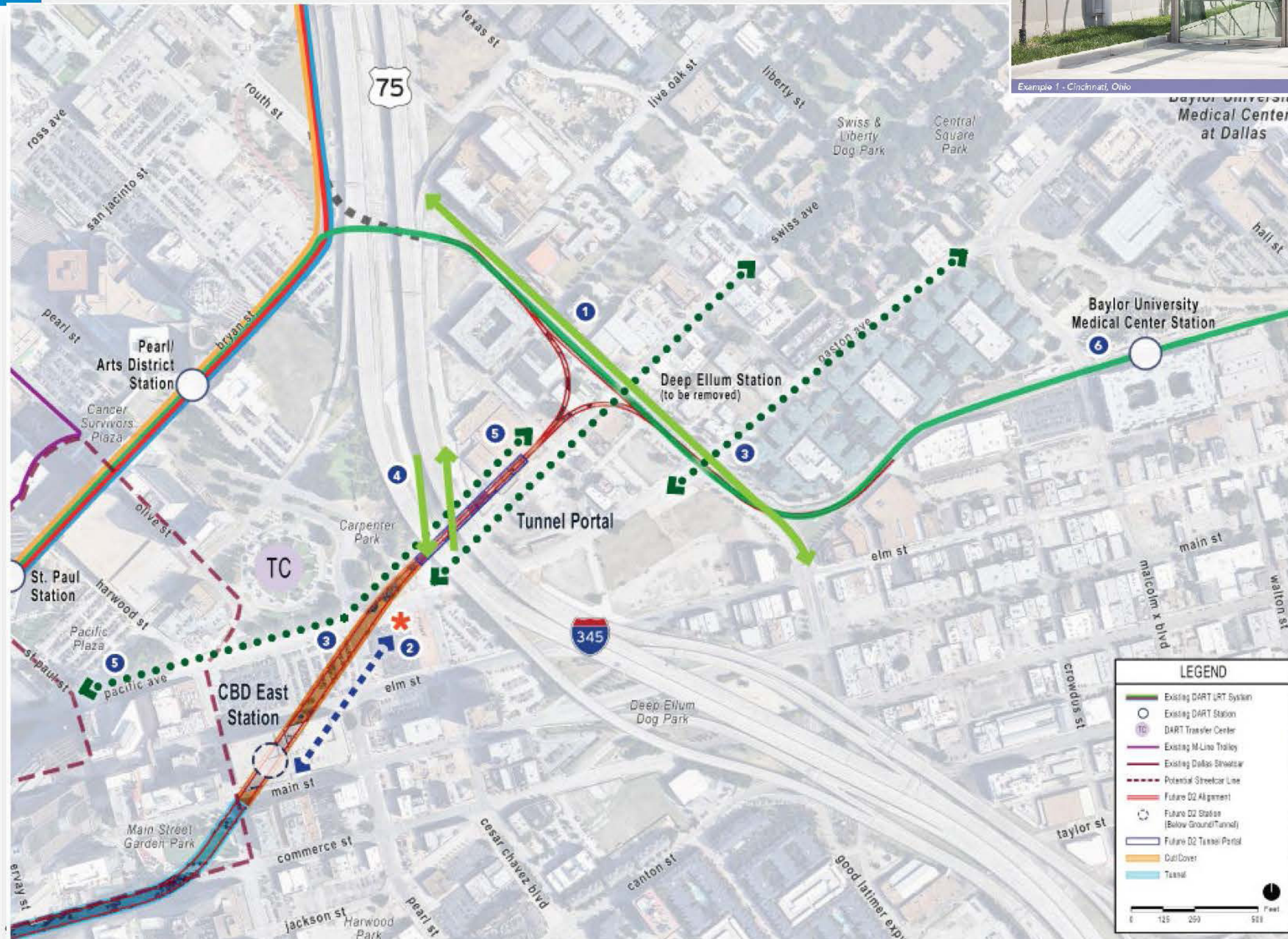


LEGEND

- Park/Plaza
- ✱ Potential Access to Subway
- Existing Pedestrian Tunnel
- Existing Pedestrian Skywalk
- Potential Streetcar
- D2 Subway Route
- Pedestrian Connection

Deep Ellum Focus Area

Example



LEGEND



Potential Access to Subway

Vehicular Connection



Potential Subway Portal Access Routes

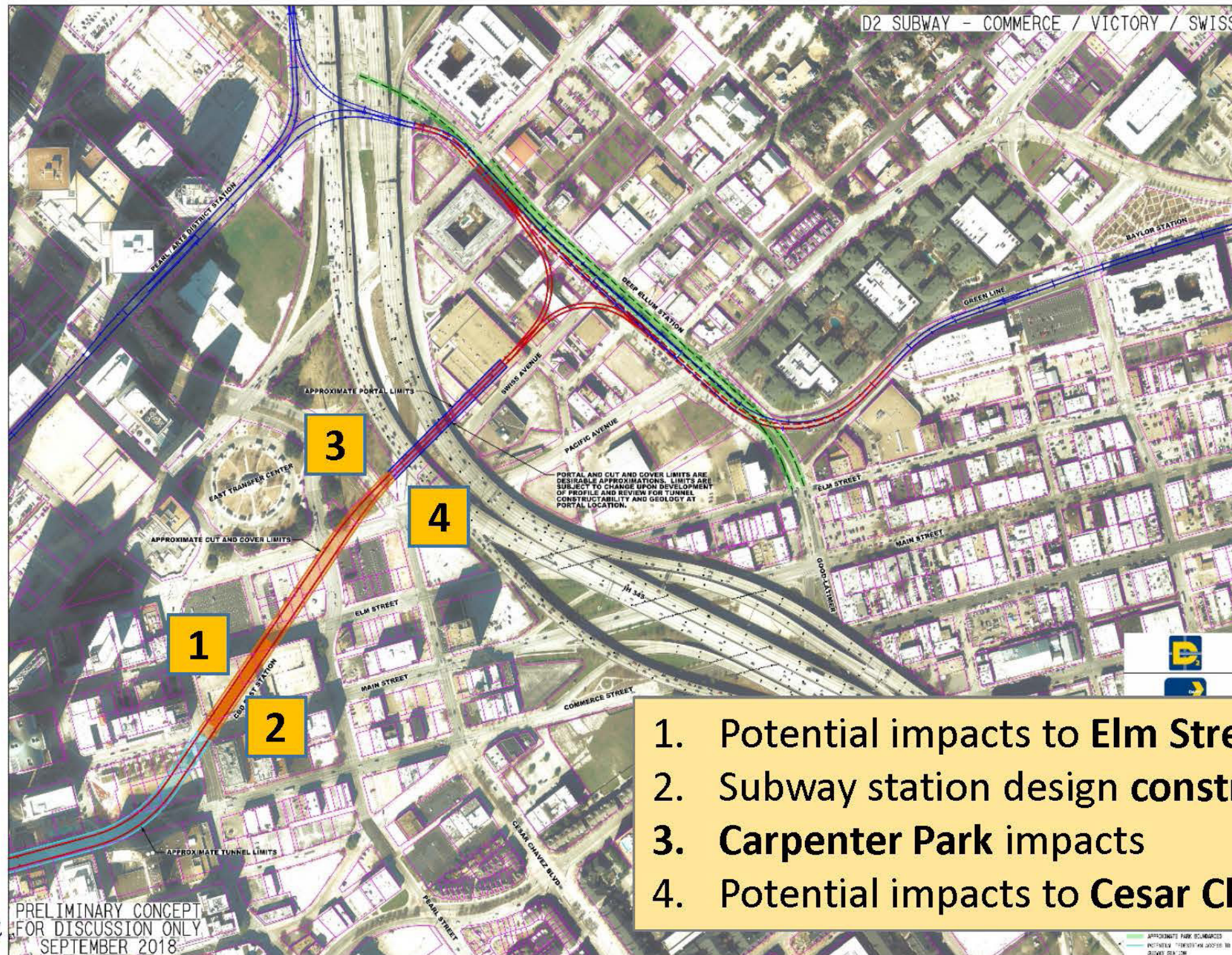


Pedestrian Connection



Potential CBD East Alignment Refinement

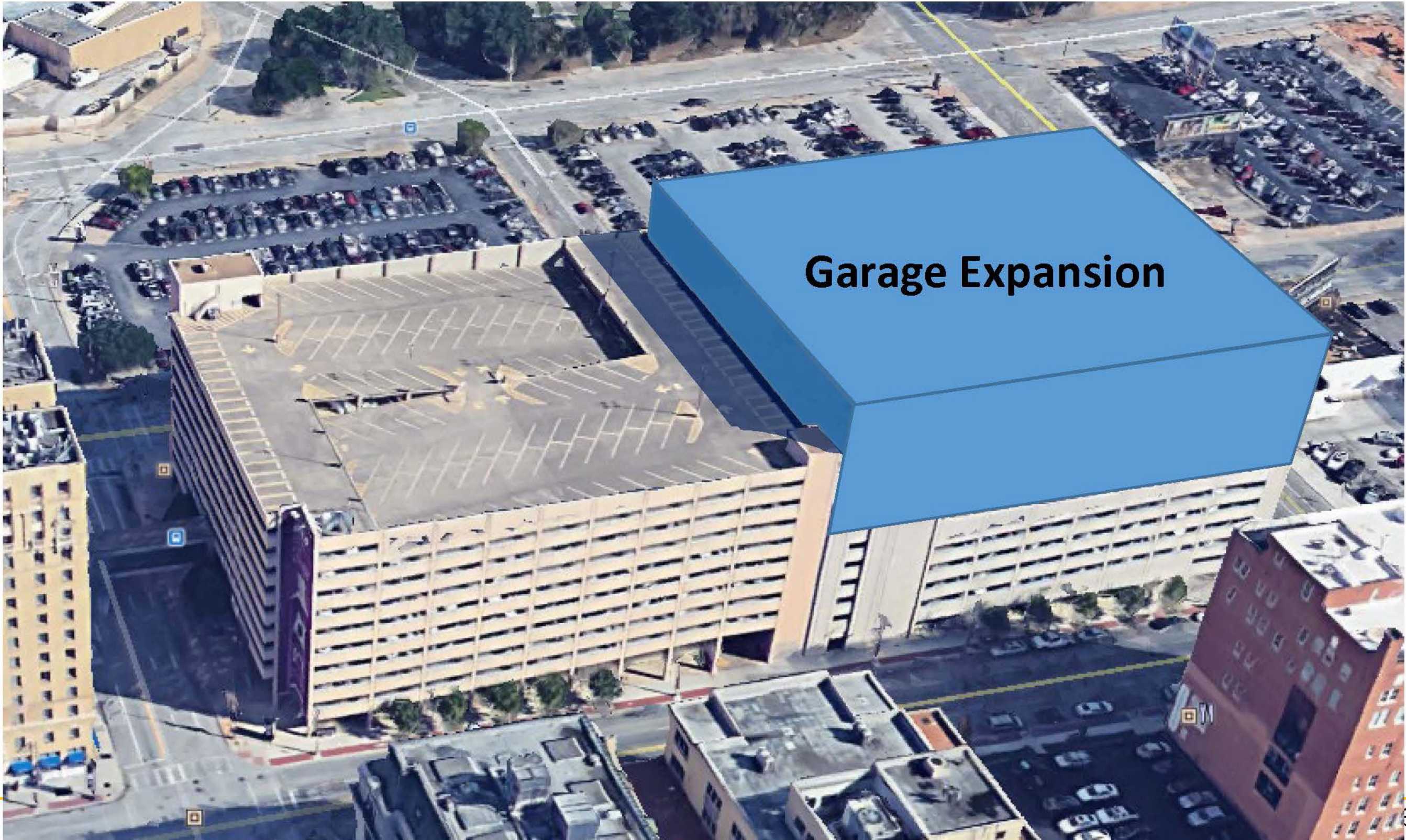
Current LPA Alignment – Key Issues



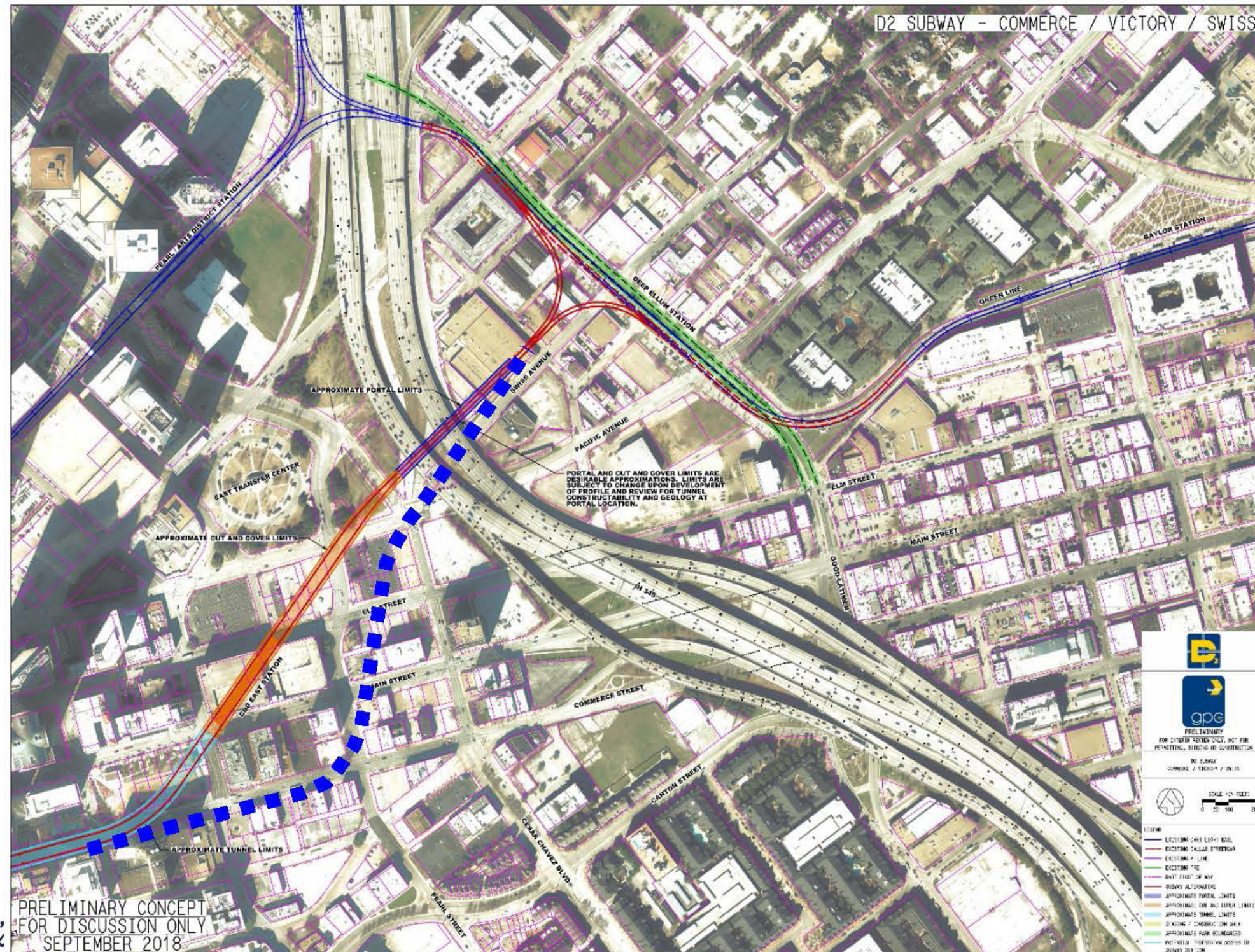
CBD East Station Constructability



CBD East Station Constructability



Potential Alignment Refinement

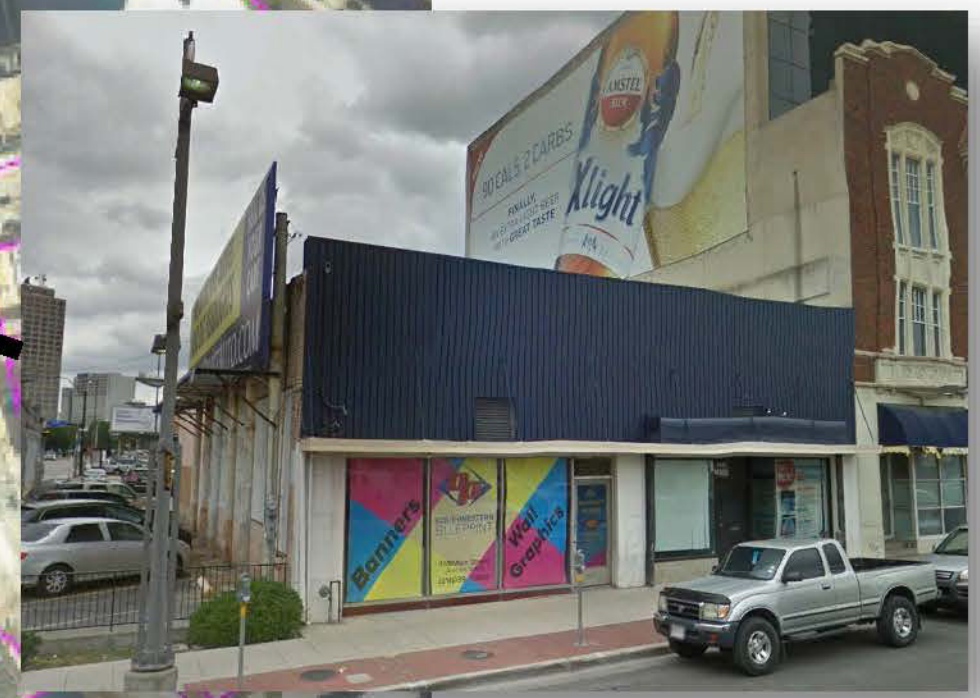


Potential Alignment Refinement Property Needs/Potential Displacements

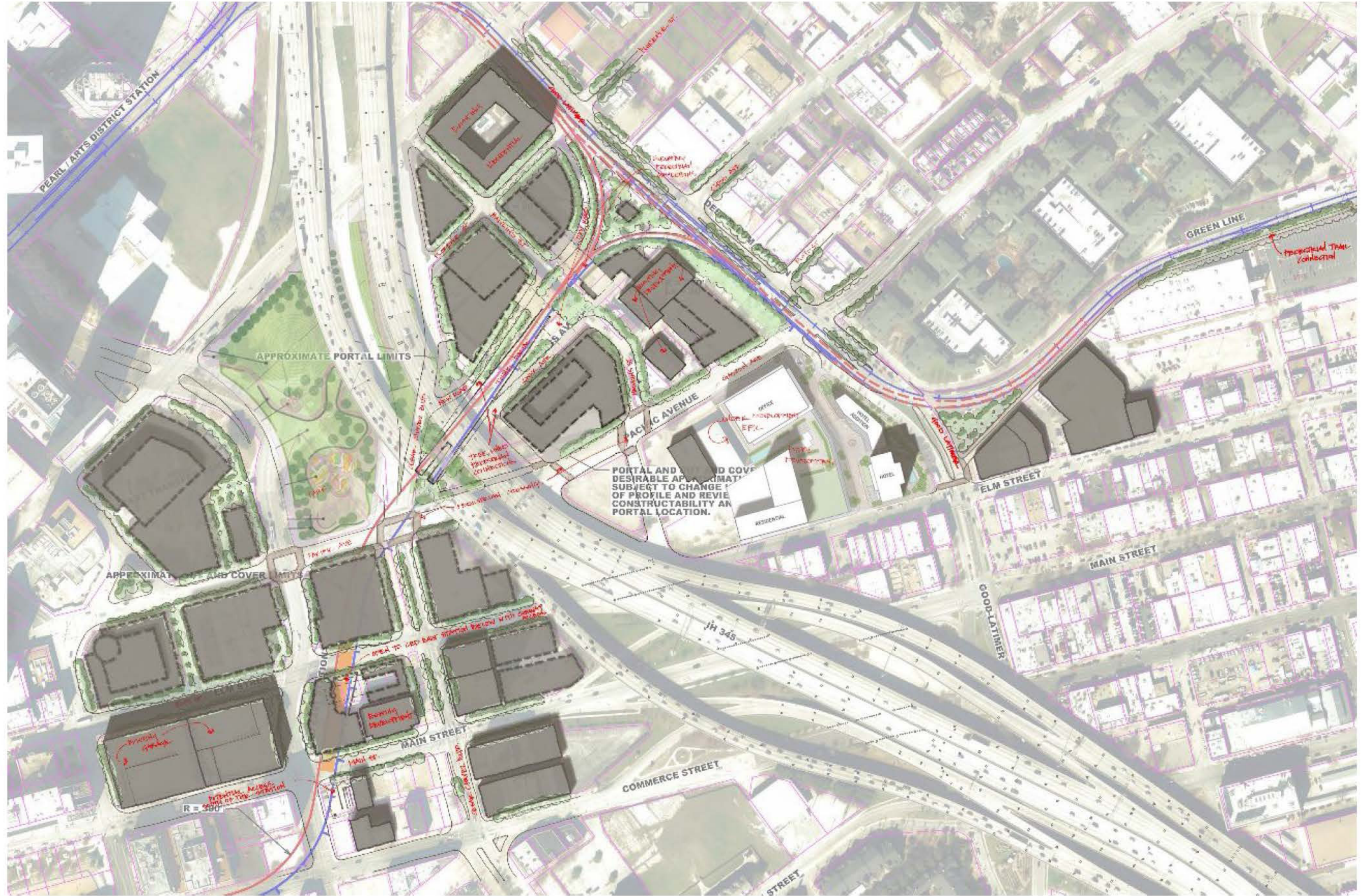



108 N Pearl
The Lounge
(potentially historic)

2107 Main
Southwest Blueprint



CBD East/Deep Ellum Area Plan



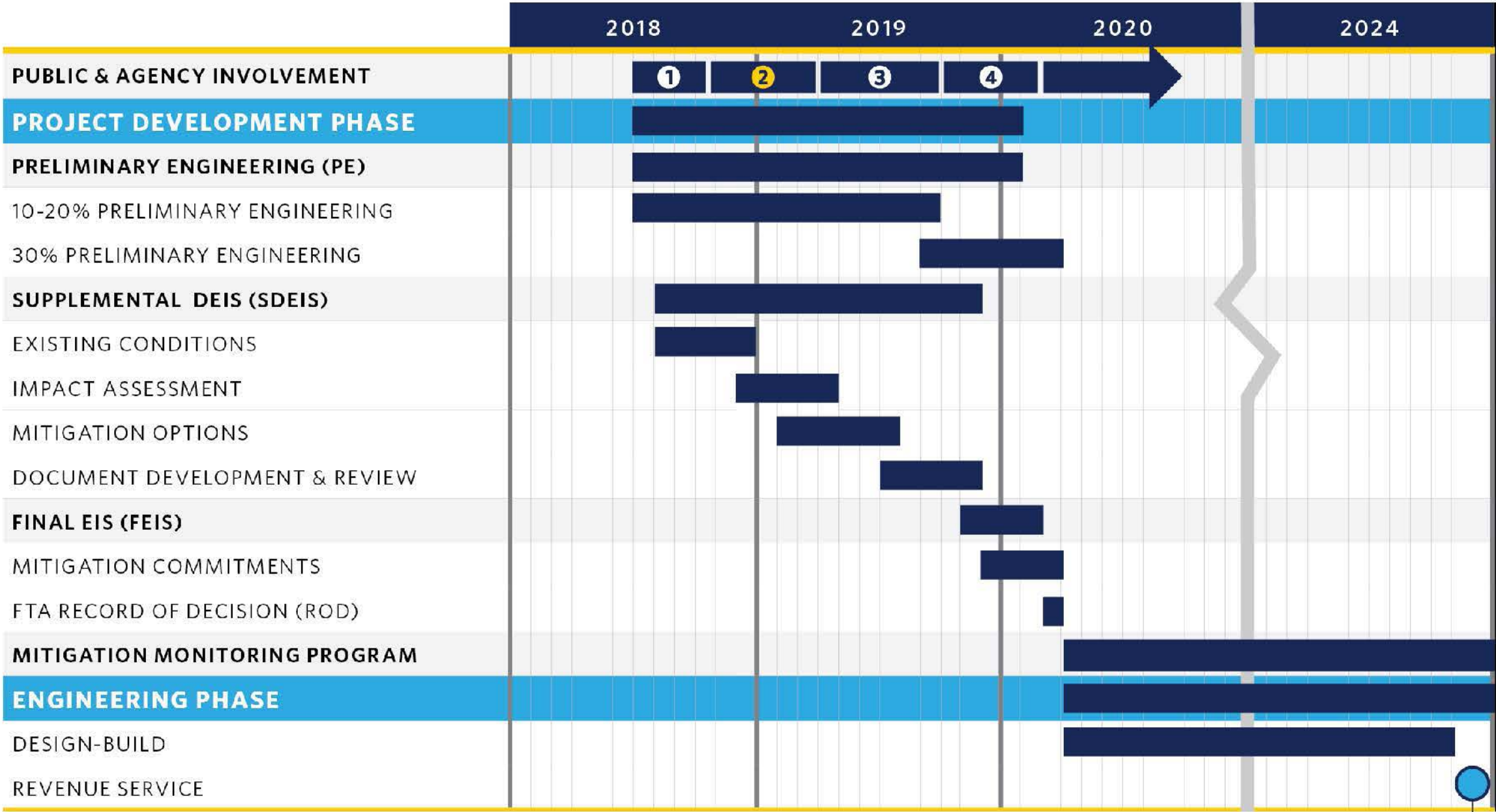


Next Steps

Next Steps

- Complete SDEIS Existing Conditions to begin impact assessments concurrent with 10% design
- Complete subway station concept plans (size, functions, fare enforcement areas)
- Refine Area Plans for Victory/Perot and Deep Ellum
- Subway station portal feasibility evaluation and concepts
- Finalize alignment through CBD East and Deep Ellum area in cooperation with TxDOT and area stakeholders
- Continue to evaluate tunnel construction methods
- Update UDPRP when station area plans are developed

Schedule



Note: Schedule is preliminary and subject to change.

REVENUE SERVICE - END OF 2024



let's go.

- ANTICIPATED KEY MILESTONE MEETINGS**
- ① KICKOFF MEETINGS
 - ② EXISTING CONDITIONS/ISSUE IDENTIFICATION/10% PE
 - ③ IMPACT ASSESSMENT FINDINGS/ MITIGATION OPTIONS/10-20% PE
 - ④ PUBLIC HEARING FOR SDEIS

How to Stay Involved



Visit www.DART.org/D2



Sign up for project alerts at www.DART.org/D2



Email D2@DART.org



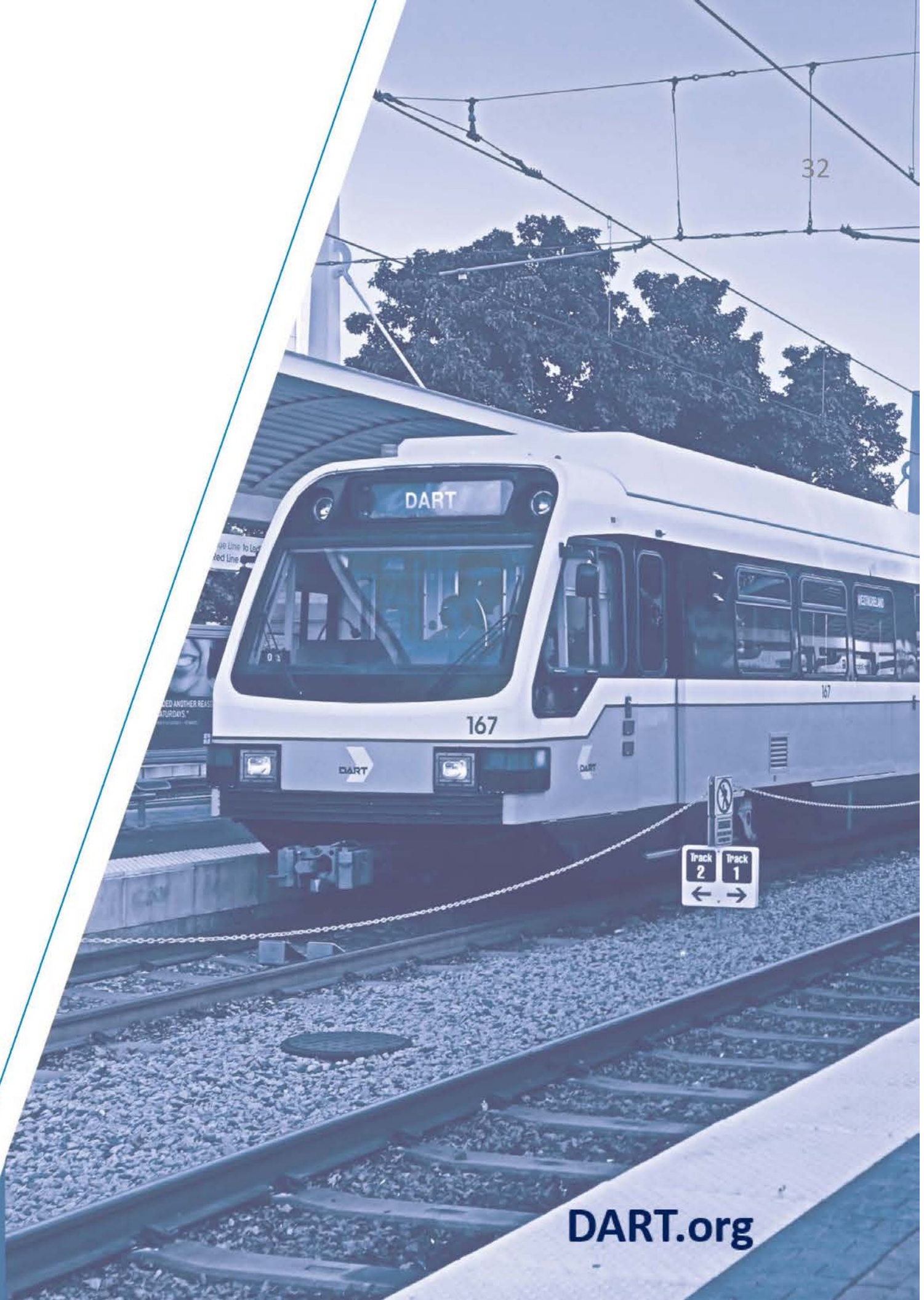
Request a briefing or meeting with your organization



Attend meetings regularly



Mail the Project Manager



let's go.

DART.org