



# DART - D2 Update

City of Dallas

Park and Recreation Board

June 4, 2020

Kay Shelton, AVP DART Capital Planning



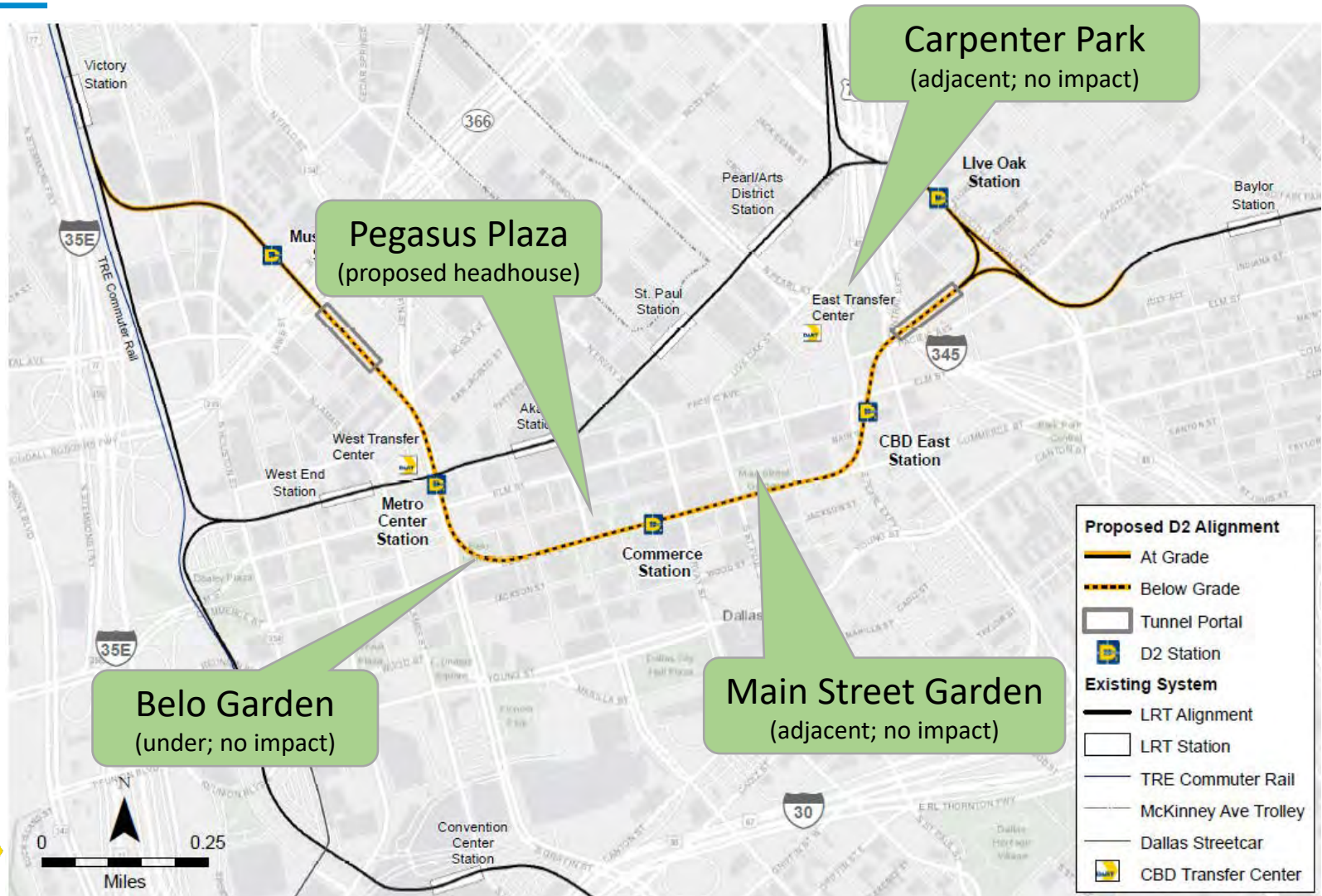
# Today's Briefing

- D2 Subway Overview
- Background and Park Coordination
- Proposed Parkland Uses
  - Belo Garden
  - Pegasus Plaza
- Pegasus Plaza Workshop
- Next Steps

Attachment 1 – D2 Subway *Pegasus Plaza Vision Summary* (May 2020)

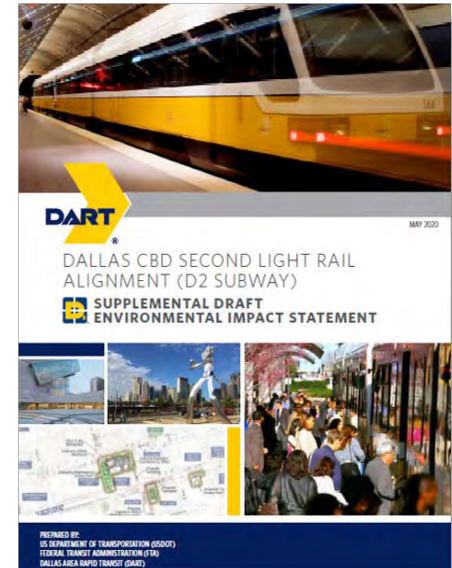
Attachment 2 – September 5, 2019 Park and Recreation Board Briefing Presentation

# D2 Subway and Parks



# Project Status

- Supplemental Draft Environmental Impact Statement (SDEIS) was issued by Federal Transit Administration on May 15, 2020
- 45-day public and agency review period through June 29, 2020
  - Virtual public hearings on June 11, 2020
- Available on [www.DART.org/D2](http://www.DART.org/D2)
- 20% design is available as part of SDEIS and was provided early to City staff for review
  - City design review workshop held May 12, 2020



# Background and Park Coordination

- 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.
- Stakeholder meeting held January 29, 2020 to establish vision and key priorities for reimagined plaza.
- Subsequent meetings held in March 2020 with park founder and original artist to discuss vision and how public art can be re-integrated.
- Urban Design Peer Review Panel briefed April 24, 2020.
- D2 Subway Pegasus Plaza Vision Summary (Attachment 1) completed to document stakeholder input.



# Park and Recreation Board Comments

## September 5, 2019 Briefing

- Don't need to rebuild the plaza back the same – engage the people and businesses in the area now in new design
- Ensure that safety and security is incorporated into design and included in future agreements
- How will real estate and compensation be approached
- Consider restrooms (Portland Loo) example, subject to community input
- Amazing opportunity to benefit the city; more vibrancy is needed
- Construction approach and operating plan for the entire project

# Parklands

## Section 4(f)/Chapter 26 Proposed Determinations

| Park                | Project Location                            | 4(f) Use                             | Chapter 26 Use  |
|---------------------|---|--------------------------------------|---|
| Belo Garden         | Below grade                                 | None since in tunnel                 | Yes. Will require subsurface mass transit easement                        |
| Pegasus Plaza       | Headhouse on site<br>Temporary construction | Proposed 4(f) <i>de minimis</i> use* | Yes. Will require surface, subsurface and temporary mass transit easement |
| Browder Street Mall | Near ventilation shaft                      | None                                 | None  |
| Main Street Garden  | Adjacent to tunnel alignment                | None                                 | None  |
| Carpenter Park      | Near alignment                              | None                                 | None  |

\*FTA intends to make a Section 4(f) *de minimis* impact determination following public review and input and with the City of Dallas written approval. A *de minimis* impact involves the use of §4(f) property that, after taking into account avoidance, minimization, mitigation, and enhancement measures, results in no adverse effect to the activities, features, or attributes qualifying a park, recreation area, or refuge for protection under §4(f).

# Main Street Garden

Main Street Garden  
(adjacent; no impact)





# Carpenter Park

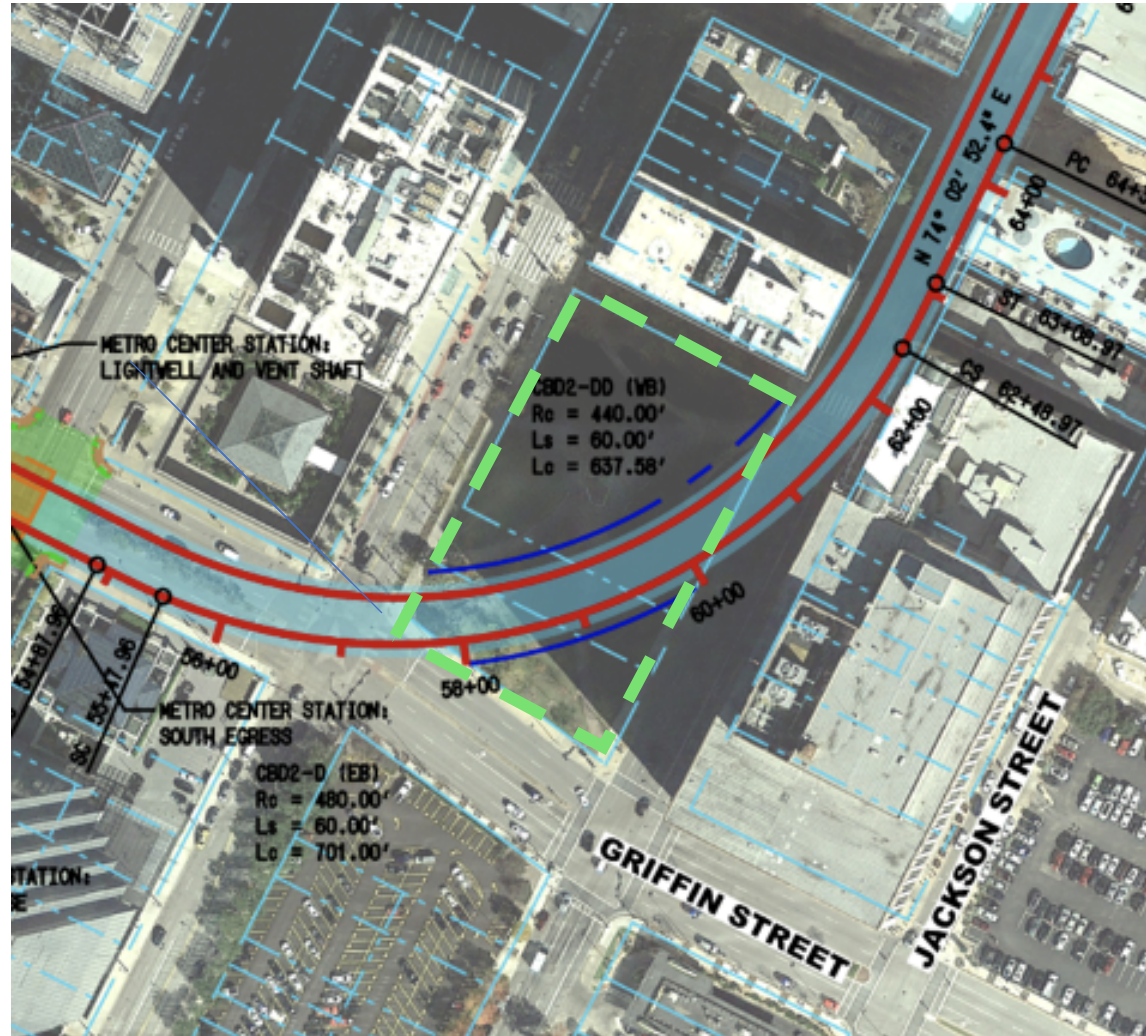


Carpenter Park  
(adjacent; no impact)

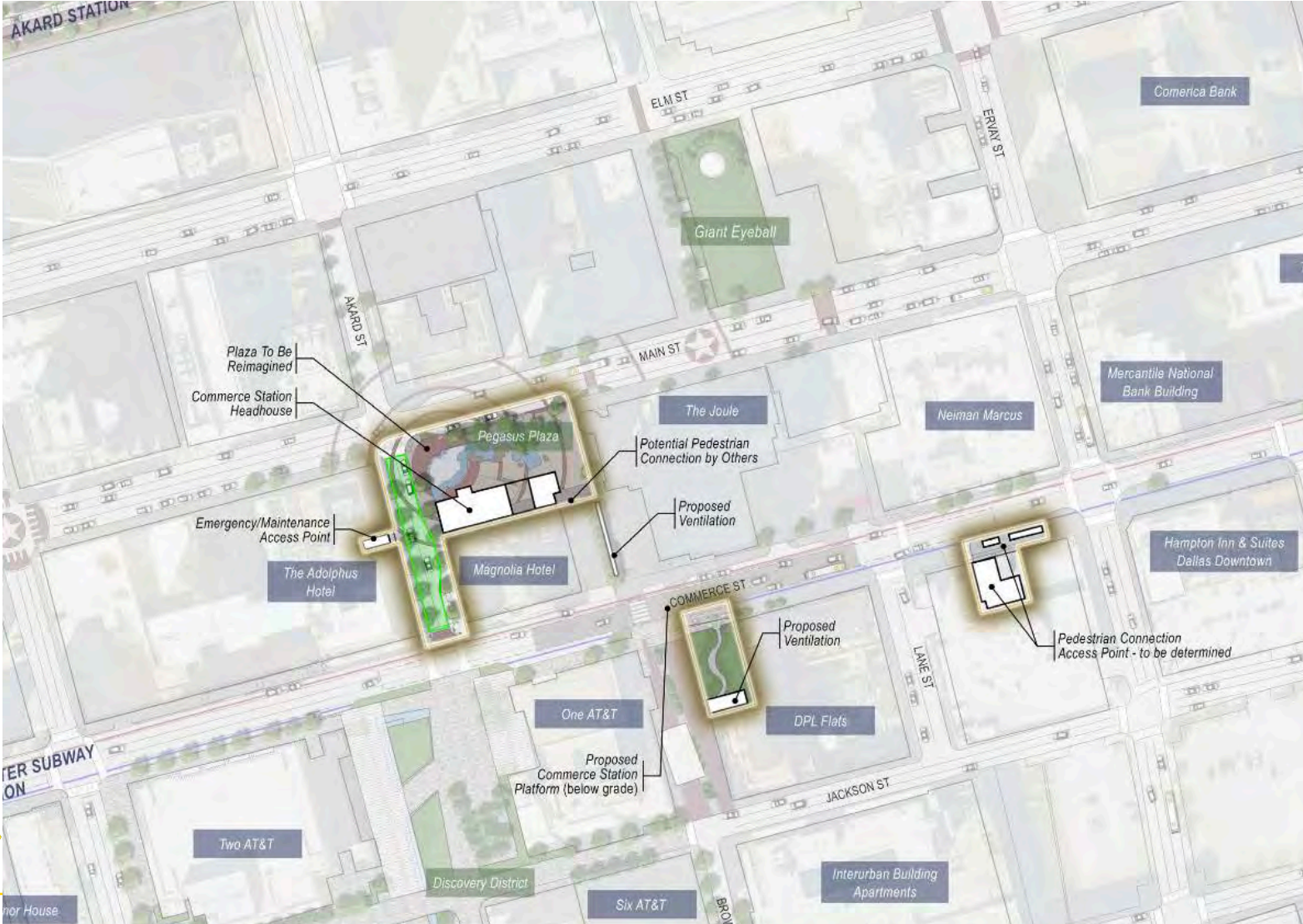


# Belo Garden

- Top of tunnel ~ 45 feet deep
- Subsurface easement proposed at 35 feet deep to allow buffer
- No surface impacts



# Commerce Station Area

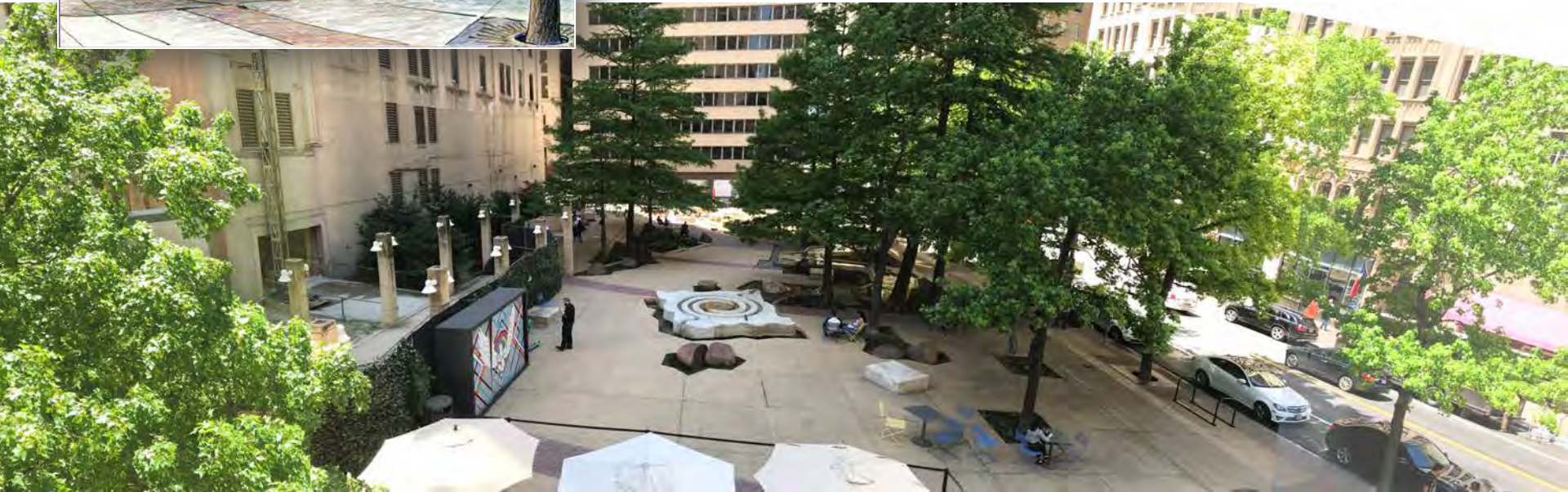


# Pegasus Plaza



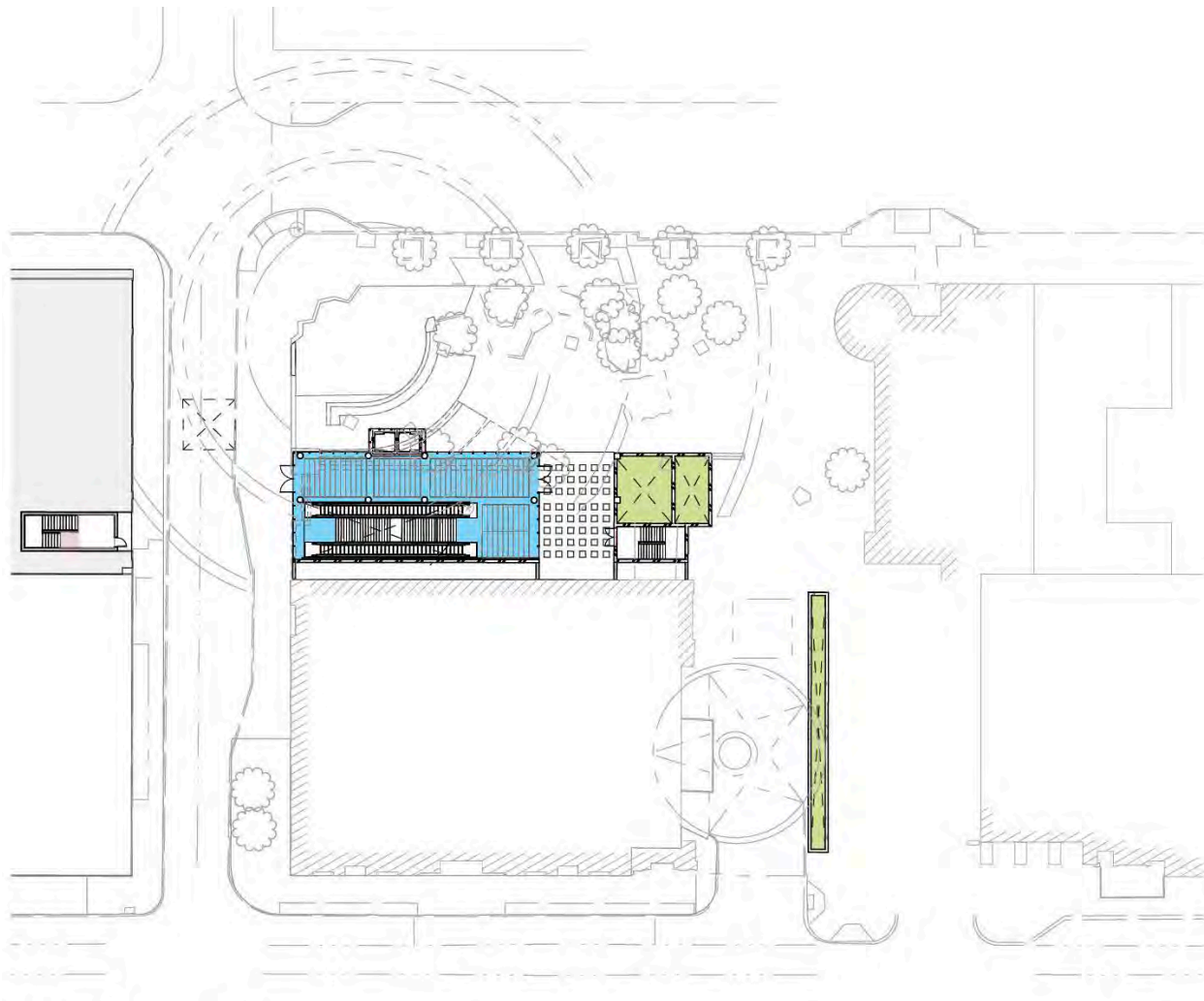
## Opportunities

- 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



# Commerce Station Headhouse

## 20% Design Progress



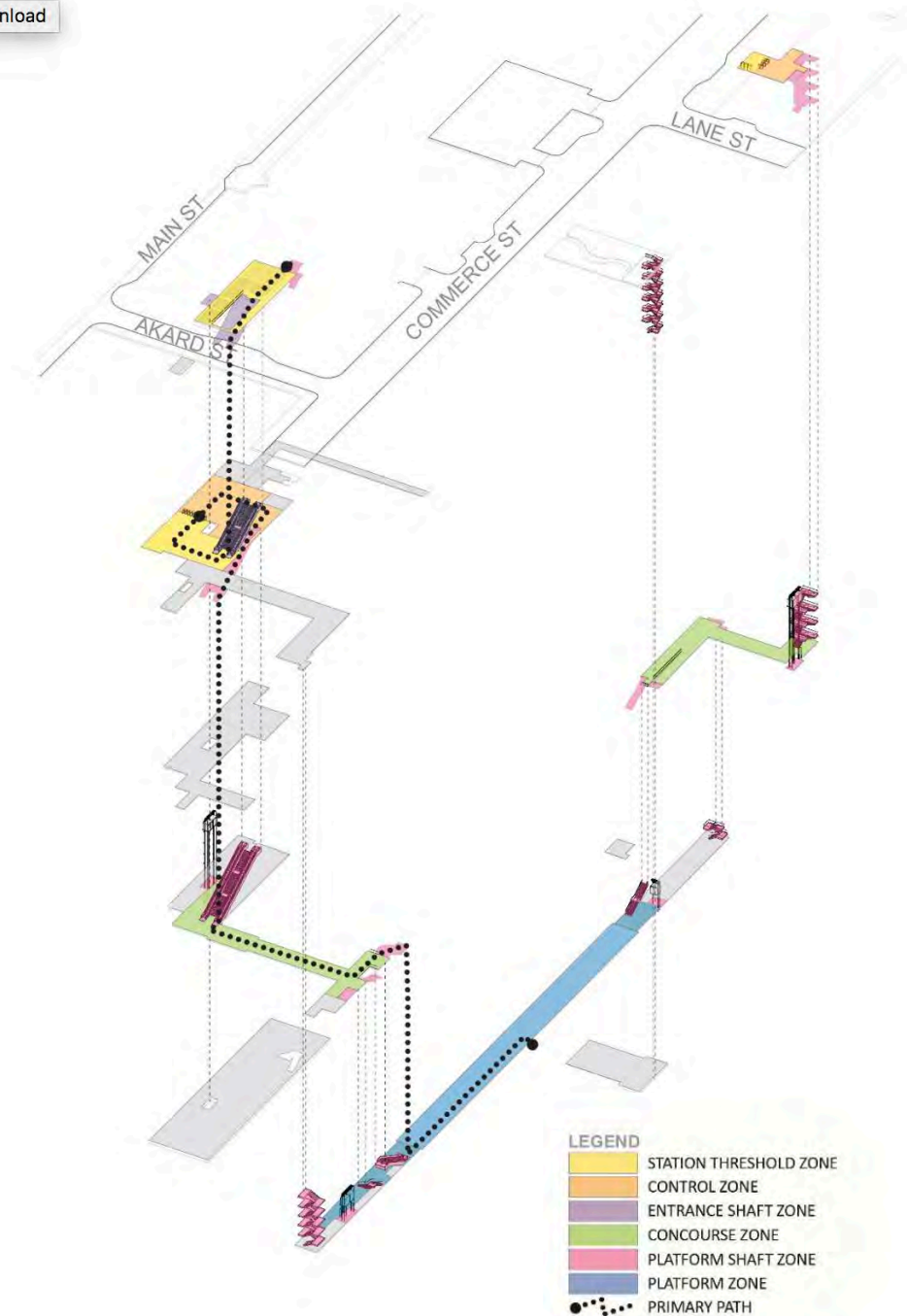
PRE-FARE PUBLIC SPACES  
VENTILATION



# Commerce Station

Zone diagram

Download



# Pegasus Plaza Workshop

## January 29, 2020

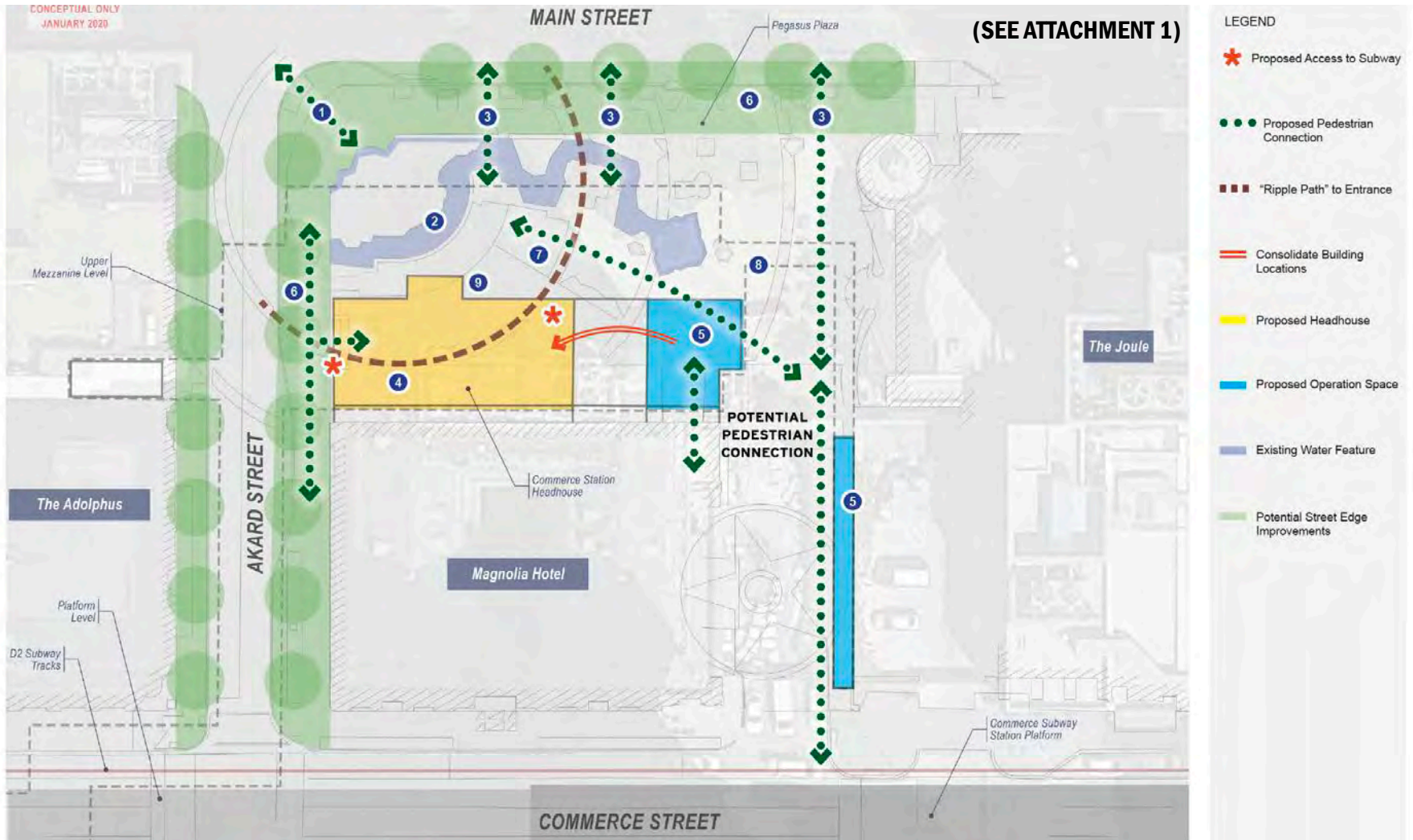
### THEMES FROM STAKEHOLDER WORKSHOP

(SEE ATTACHMENT 1)

- Positive feedback – exciting opportunity
- Understand temporary use of full site
- Several comments about how to integrate headhouse and reimagined park
- Themes from workshop helped to establish a vision and key priorities
- Consensus on no restrooms



# Pegasus Plaza Workshop





# Pegasus Plaza Vision

“The vision for a reimagined Pegasus Plaza is one that **elevates** the original tale of renewal, **celebrates** the art and sculpture of the space, **embraces** both the natural and urban environment while **respecting** the surrounding historic architecture of the Main Street District -- creating a **beautiful experience** for residents, transit riders and visitors to enjoy whether passing through or lingering for a while.”

(SEE ATTACHMENT 1)

# Next Steps

- Continue to work with staff to advance required park approvals
  - Survey, field notes, appraisals
  - Term sheet in development for future Pegasus Plaza agreement
  - As partner agency, propose a combination of good and valuable consideration and monetary compensation for use
- August 6 - Park and Recreation Board recommend public hearing
- August 26 – City Council call public hearing
- October 13 – Public hearing / City Council action

## NOW



## FUTURE





**DART**

*let's go.*



**DART.org**<sup>19</sup>



## **D2 Subway Pegasus Plaza Vision Summary**

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May 2020

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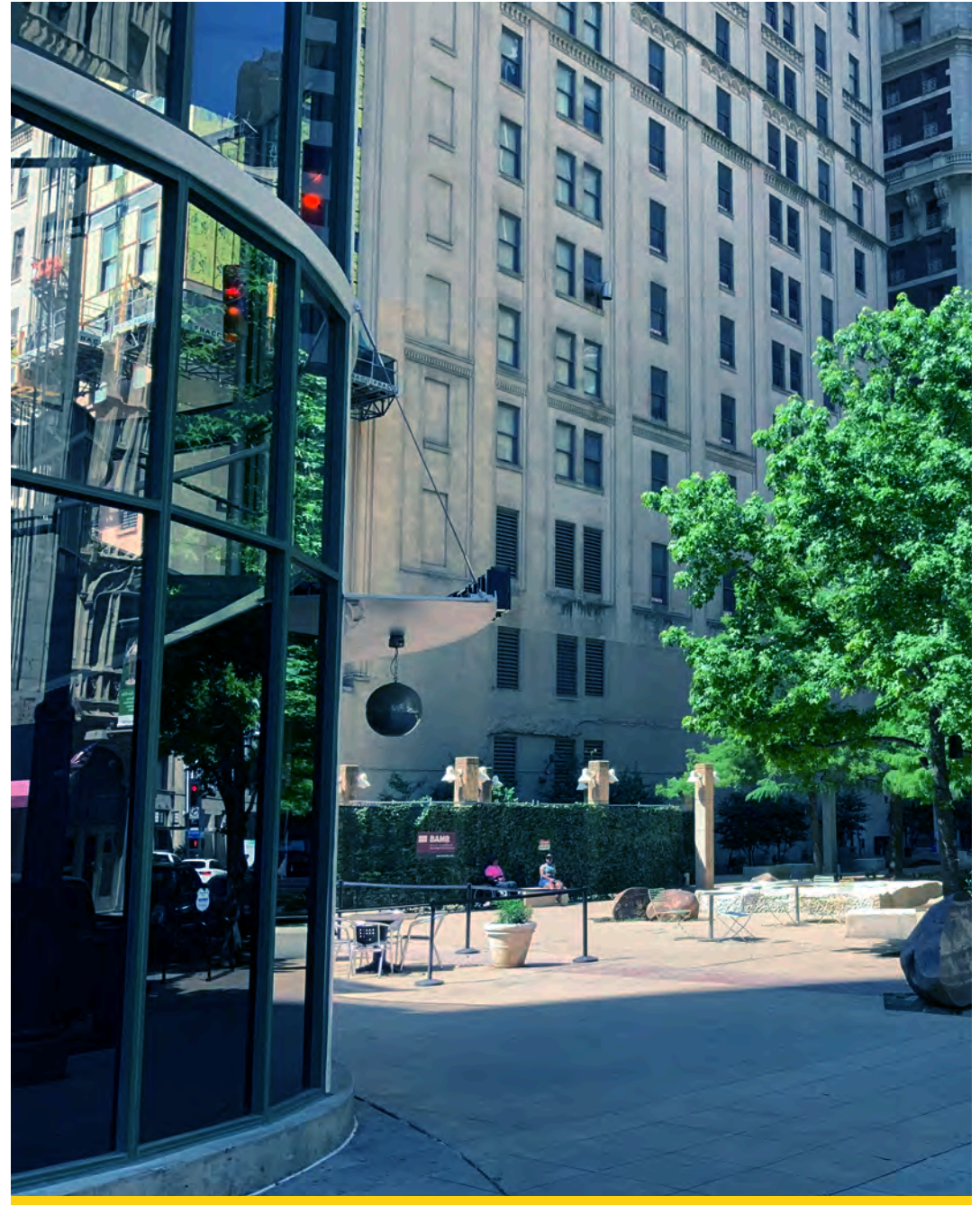
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# INTRODUCTION

This document is intended to provide background information on the proposed integration of the Dallas Area Rapid Transit (DART) D2 Subway Commerce Station headhouse within Pegasus Plaza in downtown Dallas and to summarize the vision for a reimagined civic space that reflects stakeholder feedback. This vision will guide the future development of a new Pegasus Plaza to benefit residents, visitors and transit riders alike.

## D2 Subway

DART proposes to construct a second light rail transit (LRT) alignment through the Dallas Central Business District (CBD), referred to as the D2 Subway. The D2 Subway, shown on the following page, would consist of a 2.4-mile alignment extending from the existing Victory Station through the core of downtown Dallas, reconnecting to the Green Line along Good Latimer Expressway in the Deep Ellum Area.

The project would include four new stations and would relocate the existing Deep Ellum Station to the north. The alignment would be a combination of at-grade and below-grade sections. The below-grade subway segment would run primarily under Griffin and Commerce Streets.

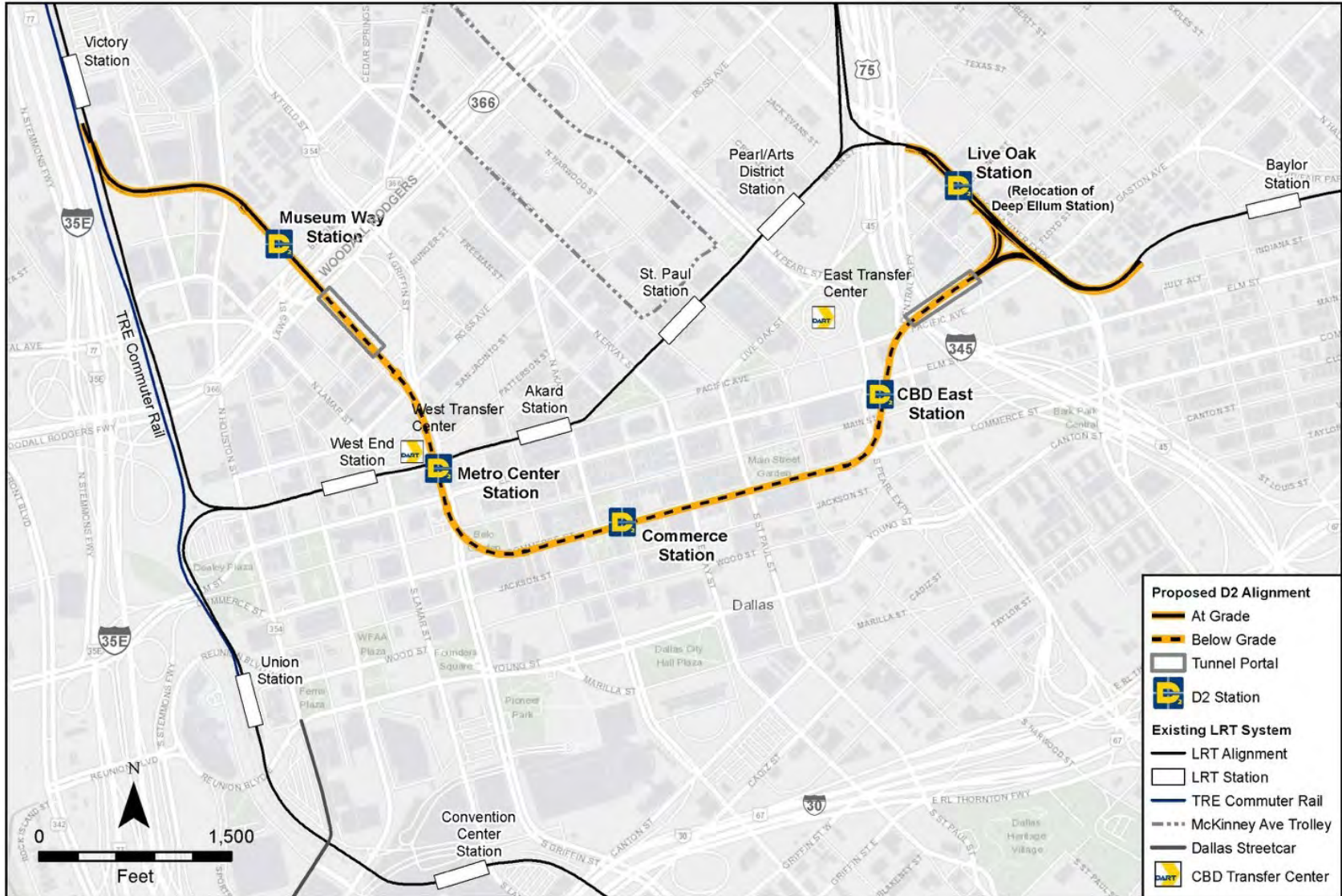
The existing Green and Orange LRT lines would shift operations from the existing Bryan/Pacific Transitway Mall to the proposed D2 Subway alignment, thereby increasing capacity on the mall for additional service in the near and long-term, while also enhancing operational reliability

and flexibility for the entire DART system. DART is advancing the project in coordination with the Federal Transit Administration (FTA) under their Capital Investment Grant (CIG) program as a Core Capacity project in anticipation of a grant award in the future. DART began initial project planning in 2007 and the FTA published an Alternatives Analysis/ Draft Environmental Impact Statement (AA/ DEIS) in 2010. Due to many factors, including the 2009 recession, a preferred alternative was not selected at that time. However, in September 2017 after considerable stakeholder input, both the DART Board of Directors and the Dallas City Council adopted Commerce subway alignment.

Over the last several years, DART has continued to advance and refine the project in coordination with the City of Dallas, downtown stakeholders and the public. DART recently completed 20% preliminary engineering design and has worked with the FTA to prepare a Supplemental DEIS (SDEIS) based on direction from the DART Board and City of Dallas. The SDEIS was made available for public and agency review on May 15, 2020 for a 45-day review period.



# D2 Subway Alignment and Stations (May 2020)





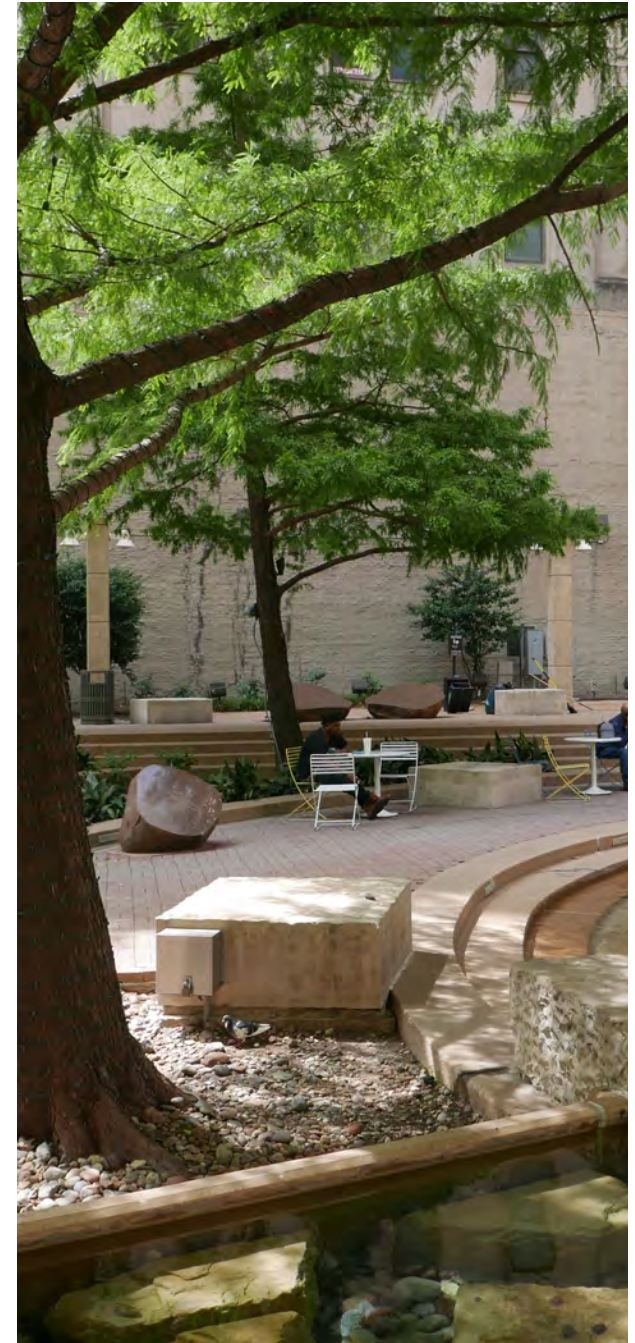
## Pegasus Plaza

Pegasus Plaza is a public park located at the corner of Akard Street and Main Street in the heart of downtown Dallas. Part of the Main Street District, the plaza takes its name from Pegasus, a mythical flying horse that has become an iconic symbol of rebirth. The well-known red neon Pegasus sign sits atop the adjacent Magnolia Hotel on the southern border of the plaza. Pegasus Plaza was completed in 1994 as an element of a broader restoration program for the district to support and encourage redevelopment in the area. The Dallas Institute of Humanities and Culture conceived the idea and helped guide the project to completion. Since the plaza sits in the shadow of the neon Pegasus sculpture atop the Magnolia Building, the plaza theme and artwork heavily reference Greek mythology.



The plaza design recreates the story of when the warrior Perseus slew the serpent-haired monster Medusa and Pegasus sprang forth from her severed head. He stamped the earth with his hoof, creating the Fountain of the Muses depicted by a limestone fountain and winding stream designed for this space. A series of concentric circles embedded in the pavement radiate from the fountain.

Placed throughout the plaza are nine granite boulders taken from Marble Falls carved and dedicated to the nine Muses. A stone dedicated to Terpsichore, the Muse of dance, a stone dedicated to Melpomene, the singer of elegies and tragedies, a 4,000-pound quartz crystal, a grove of bald cypresses and other symbols of healing also fill the plaza.



## THE OPPORTUNITY

The Commerce Station would be located beneath a major city street in a densely developed portion of downtown Dallas. The area has seen significant investment and revitalization, including the soon to be completed AT&T Discovery District. Initial concepts that focused station access within the street right-of-way or adjacent properties would require cut-and-cover construction of Commerce Street. Several stakeholders and property owners along Commerce Street, as well as City of Dallas staff, did not support cut-and-cover construction for the station. In addition, the Dallas City Council resolution included direction to minimize impacts to city streets.

As DART began to explore opportunities for station access and construction of the station under Commerce Street, the idea of an offset headhouse approach was discussed. In looking at the limited space around the proposed station and along Commerce Street for both construction and access points, Pegasus Plaza was identified as key location that could help both DART and the city achieve mutual objectives. This approach not only allows DART to avoid significant cut-and-cover along an extensive stretch of Commerce Street by mining the station but creates an opportunity to refresh Pegasus Plaza.

This construction approach would require full use of the park site for temporary construction. A permanent headhouse would be located along the back of the Magnolia Hotel in the space originally intended for an active open market

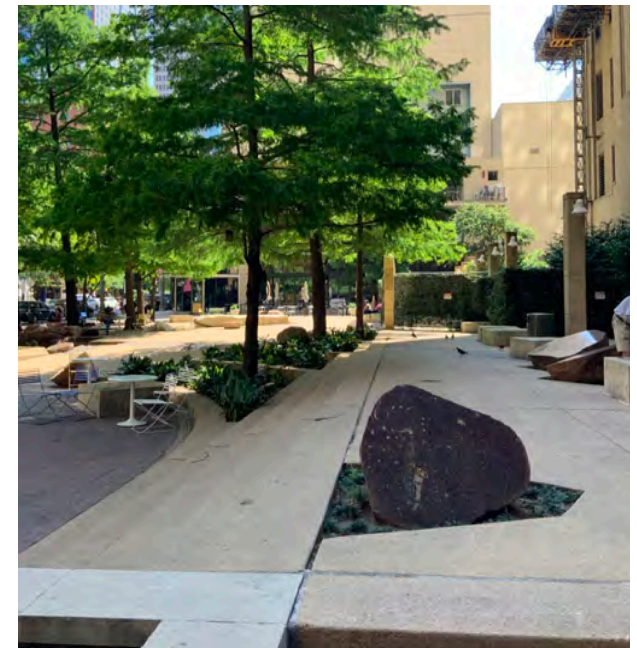
that was never realized. Pegasus Plaza would be reestablished after completion of the subway tunnel and pedestrian points of access.

The plaza would be redesigned in coordination with the City of Dallas and would return to share in the activity the station would bring. Given right-of-way constraints such as subsurface utilities and building foundations, Pegasus Plaza is an ideal location to provide temporary construction access and a headhouse for pedestrian access and can ultimately provide a benefit for this part of downtown Dallas.

This opportunity was presented to the Dallas Park and Recreation Board on September 5, 2019 and was followed by a resolution to the advance the concept on September 19, 2019 (see Appendix A).

## OPPORTUNITIES

- Arrival portal to heart of downtown
- First Dallas experience for visitors
- Renewed purpose for plaza
- Retain theme and reimagine plaza design
- Activate the park
- Blend station with plaza
- Links public uses of plaza and station



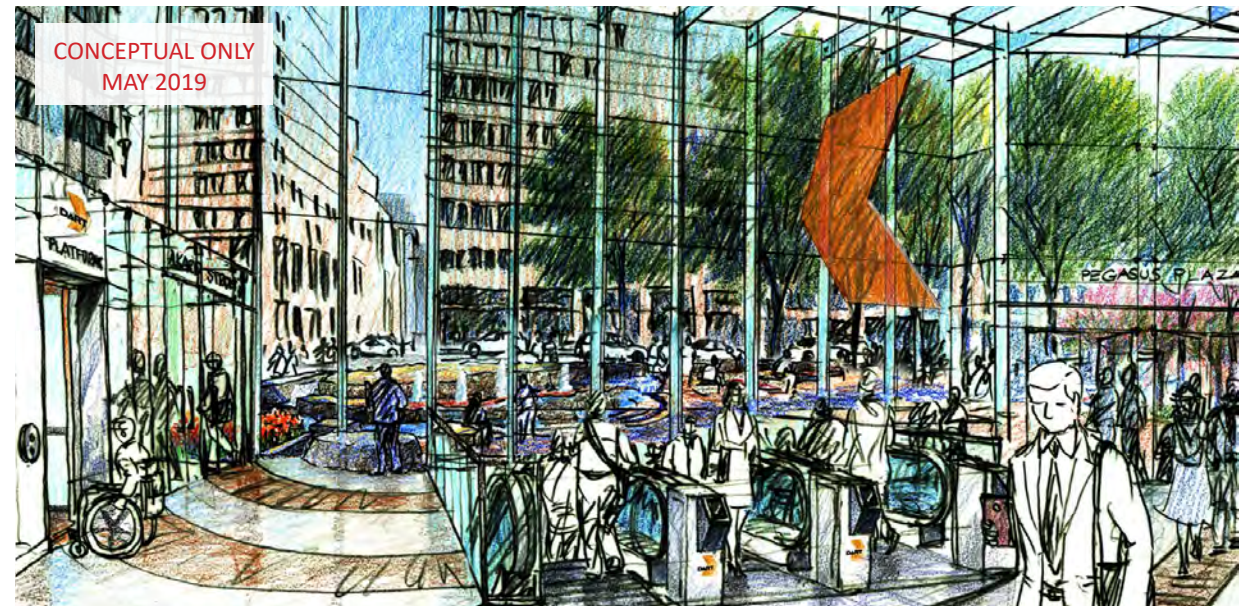
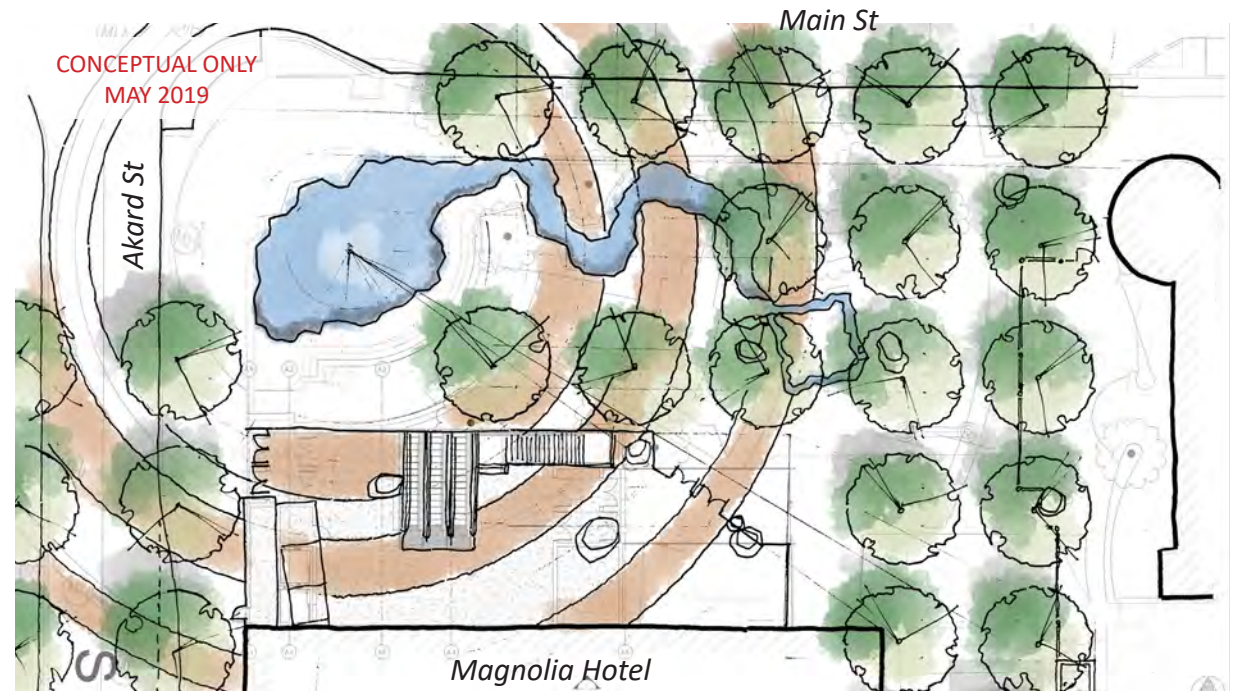
View from Akard Street

## Early Concepts

Early conceptual renderings were developed in May 2019 to depict how an active subway station headhouse could positively enhance a public space like Pegasus Plaza. Great respect would be shown to the sculpture, art and mythology story.

The headhouse could be designed as a transparent structure, reflecting the natural elements around it and allowing the architecture of the historic buildings in the Main Street District to dominate. Coined a “glass box”, the headhouse would appear light and seamless – a place of activity during the day with a subtle glow to complement ambiance of the adjacent buildings and surrounding restaurants in the evening.

Design of the plaza space could assume the headhouse as part of its palette. Sculpture and art could flow beyond the glass walls to support the mythological tale.



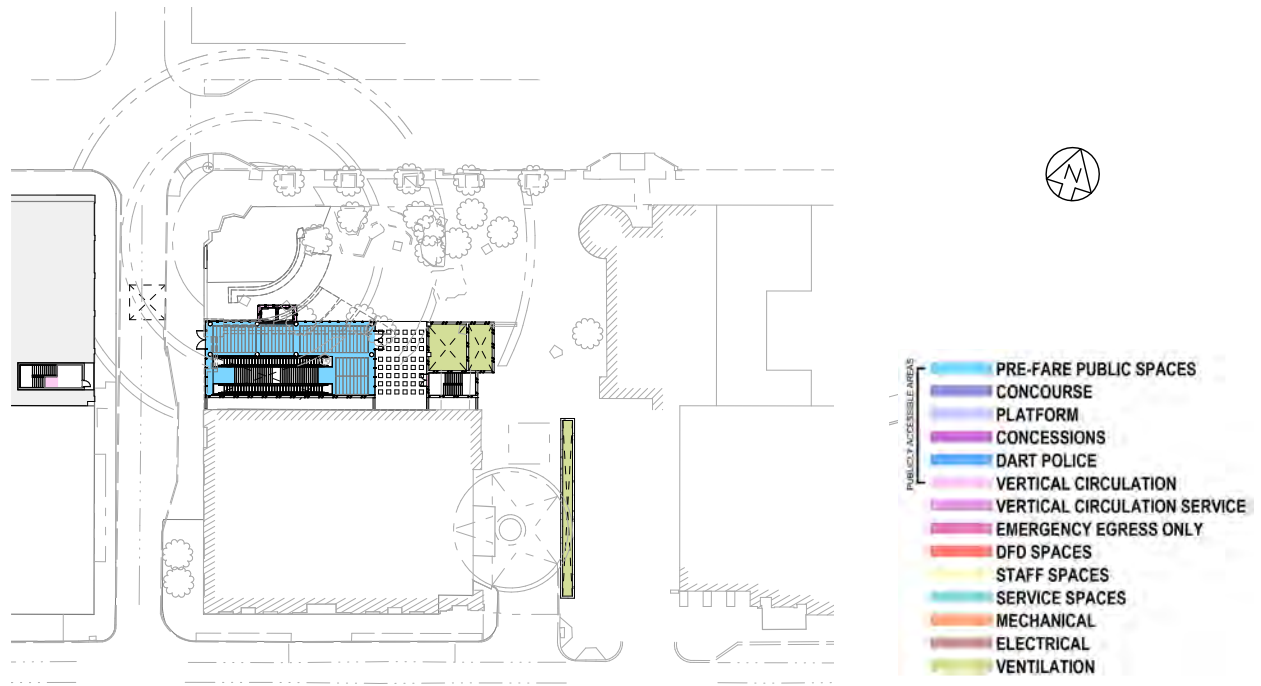
Top right image  
Pegasus Plaza Headhouse - Initial Concept (aerial)

Bottom right image  
Pegasus Plaza Headhouse - Initial Concept (view looking north)

## Station Design Progress

DART has continued to advance the project and reached a 20% preliminary design in March 2020. The design places fare control areas below Pegasus Plaza to minimize the surface footprint and incorporates “skylights” from ground level to allow natural light into lower levels. The design progress and anticipated footprint for a headhouse, ventilation elements, and subsurface structures provided a basis for discussions on how to integrate the plaza and the headhouse into one seamless civic space.

Preliminary station design will continue to be refined in this phase of work. Detailed design will take place in the future and would be advanced concurrent with a reimagined design of Pegasus Plaza. This will ensure that both designs work together to integrate required elements into a coordinated program that achieves the defined vision.



DART D2 SUBWAY

COMMERCE STATION - STREET LEVEL

03/06/2020

20% Preliminary Engineering Design Concept

The MBTA Government Center Station is an example of a “glass box” concept that accommodates access from lower levels to the surface with natural light and views to the surrounding urban realm. (Courtesy of HDR)



# STAKEHOLDER WORKSHOP

On January 29, 2020, DART assembled a group of key stakeholders at the Magnolia Hotel to discuss the integration of the Commerce Station headhouse. The group began to outline what is most important and to identify key opportunities that should be considered in a reimagined plaza space.

Several themes emerged from the workshop and are summarized and illustrated on the following pages. Notes from the workshop are included in Appendix B.



## PEGASUS PLAZA WORKSHOP ATTENDEES

### Area Stakeholders

Jennifer Allbritton, Adolphus Hotel  
Nick Galen, Headington/The Joule  
Larry Good, GFF/Stakeholder  
Larry Hamilton, Hamilton Properties  
Aaron Kelley, Adolphus Hotel  
Vana Parham, AT&T  
Ben Reavis, Downtown Residents Council  
Arthur Santa Maria, Hoque Global/Adolphus Tower  
John Tatum, DalPark/Iron Cactus  
Gail Thomas, Park Founder/The Dallas Institute for Humanities and Culture

### City of Dallas Park and Recreation Board

Amanda Shulz, District 14

### City of Dallas

Peer Chacko, Planning + Urban Design  
Louise Elam, Park and Recreation  
Kay Kallos, Office of Cultural Affairs  
Jared White, Park and Recreation

### Downtown Dallas, Inc.

Dustin Bullard, DDI  
Evan Sheets, DDI

### DART

Carlos Huerta, Community Engagement  
Ernie Martinez, Project Manager  
Kay Shelton, AVP Capital Planning

### DART Consultant Team

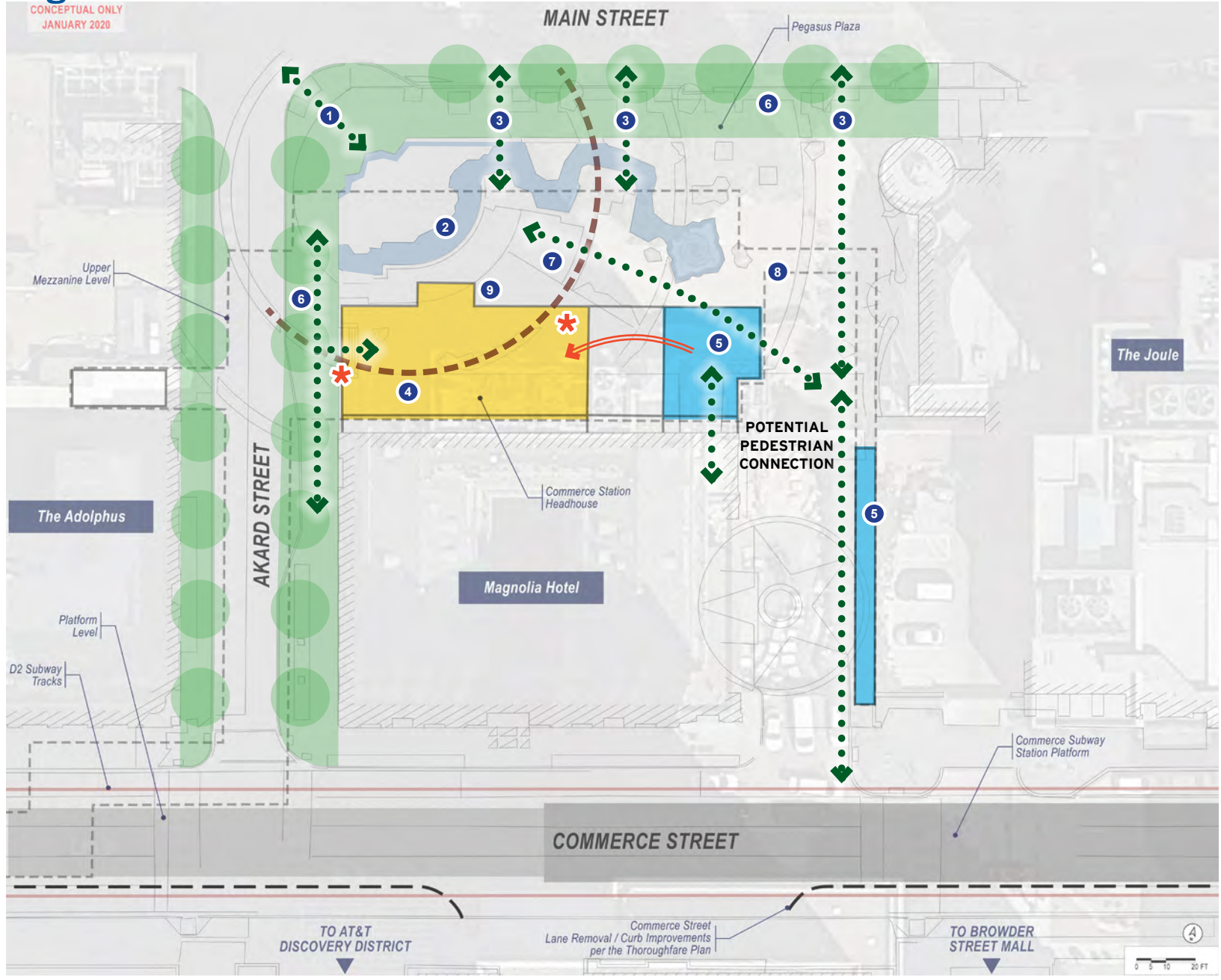
Brandi Crawford, HNTB  
Tom Shelton, HDR  
Gregory Tallos, HDR  
Frank Turner, Urban Opportunity



## Key Themes and Priorities

- 1 Design an environment that can provide pedestrians with more points of access into the park without prohibiting a uniform level of programmable space, passive and active areas appropriate to the adjacent uses and plaza users.
- 2 Many elements of the existing plaza are considered essential to the story and meaning behind the original design and should be maintained in a new design for the reconstructed plaza. These elements include water, trees, cut stone, sculpture/muse stones, landscape, and crystal. The scale in which these items return, however, may vary from their existing size to better address passive and active use, and access in and out of the plaza.
- 3 Consider multiple points of pedestrian access into the space from the street edge. Design these to be intuitive and aid in comfortable transitioning.
- 4 The material selection for the headhouse, including the roof and supporting structures should be transparent or reflective in nature and not limit design of the space. Design elements in the plaza may continue into the headhouse space as appropriate to complement the proposed redesign. The headhouse and required support facilities should be consolidated to one structure and the operational elements placed to the back (south) side of the structure as much as possible. The headhouse structure should not preclude future connections to the Magnolia Hotel opening in the northeast corner of the building.
- 5 Support facilities needed to operate a controlled environment for the headhouse and station platform and required emergency access will be needed in or adjacent to Pegasus Plaza. These may be separate ancillary structures that can be incorporated into plaza design elements and divider walls or current underutilized space not valued as usable plaza space.
- 6 Consider Akard Street and Main Street edge improvements to possibly include improved surfaces, landscape and shade as appropriate.
- 7 Consider size and scale of usable active and passive spaces in the plaza including potential future programming opportunities.
- 8 It is understood that the full plaza will be disassembled, and the space will be fenced appropriately and used during construction in order to facilitate the mining necessary to build the subway and Commerce Station with minimal disruption to the surface along Commerce Street.
- 9 The story of Pegasus as it was designed for the existing Pegasus Plaza should be maintained and strengthened. The transition experience from the subway platform up through the headhouse and into the plaza provide additional “pages” – the surfaces — walls and floors on which the message of the mythological creature Pegasus and the tale of hope and new life may be told in art, sculpture and light.

# Pegasus Plaza Focus Area



**LEGEND**

- \* Proposed Access to Subway
- Proposed Pedestrian Connection
- "Ripple Path" to Entrance
- ▬ Consolidate Building Locations
- Proposed Headhouse
- Proposed Operation Space
- ▬ Existing Water Feature
- ▬ Potential Street Edge Improvements





## THE VISION

The original vision for Pegasus Plaza was one of rebirth. Revival of the economy – bringing back businesses, patrons and residents to the heart of Dallas at Main Street and Akard Street – was a key objective. It is evident that its purpose was served. Standing at this intersection today one can access thriving luxury hotels, high-rise office and residential towers, plazas, parks and gathering spaces, all flanked with increased choices for shopping and restaurant dining – most of which didn't exist when Pegasus Plaza was completed.

The integration of a subway headhouse at this location not only strengthens the original vision but allows the plaza the opportunity to see a transformation. Given a second chance how would the space be reimaged now that the rebirth has been one of such great success? How will the story of Pegasus be told to the future thousands of people passing through this space? It can be designed to respect original art and sculpture and innovative to meet the needs of this now thriving urban environment. It should be designed in a way that it is transitional – considering both daytime and nighttime and event space users. It should maintain elements of earth, stone, water and sculpture but designed to allow ease of access around and through the space. And it should integrate appropriately the latest technology bringing it into this century.

**“The vision for a reimaged Pegasus Plaza is one that **elevates** the original tale of renewal, **celebrates** the art and sculpture of the space, **embraces** both the natural and urban environment while **respecting** the surrounding historic architecture of the Main Street District – creating a **beautiful experience** for residents, transit riders and visitors to enjoy whether passing through or lingering for a while.”**

## NEXT STEPS

Bringing the vision of an integrated plaza and headhouse to fruition is an exciting and transformational opportunity. It will require a commitment by DART and the City of Dallas to work together to create a new civic space in the heart of downtown.

As the D2 Subway station design advances, DART and the City will work to advance an integrated design for Pegasus Plaza that seamlessly incorporates the station headhouse and reflects the vision and priorities described in this document. This will be accomplished through an agreement and ongoing coordination during the design and construction phases.



## NOW

**Establish a vision and outline priorities for a reimagined Pegasus Plaza**

January 2020

**Pegasus Plaza Vision Summary**

May 2020

**Establish DART/City of Dallas Agreement**

- Design review process
- Terms and responsibilities

In Development

## FUTURE

**Plaza design concurrent with D2 Subway final design**

- City of Dallas review
- Stakeholder/public input

**Plaza construction after D2 Subway construction**

**Ongoing maintenance of Plaza and Commerce Station headhouse based on terms of agreement**





## APPENDIX A

# PARK BOARD RESOLUTION

## City of Dallas Park and Recreation Board Resolution regarding D2 Subway

**REVISED**

**WHEREAS**, on October 11, 2016, City Council authorized a resolution endorsing the following highest immediate priorities of the City of Dallas for improved transit services to be included in the Dallas Area Rapid Transit 2017 20-Year Financial Plan: (1) construction of a second light rail transit line (D2) in a subway through the Central Business District; and (2) expedited implementation of expanded bus services targeted toward the transportation needs of low income and transit-dependent riders; and (3) construction of the Central Dallas Streetcar Link and study of streetcar extensions to Knox Street, Deep Ellum and the Government District by Resolution No. 16-1692; and

**WHEREAS**, City Council authorized a resolution to endorse the Dallas Area Rapid Transit (DART) Victory/Commerce/Swiss alignment as the locally preferred alternative for a second light rail alignment through Downtown Dallas (D2 Project) by Resolution No. 17-1426; and

**WHEREAS**, the City recommended that the Project be refined to minimize street closures and minimize negative impacts on adjacent properties; and,

**WHEREAS**, DART is advancing the D2 Subway Project through preliminary design including the preparation of a Supplemental Draft Environmental Impact Statement, which will address potential impacts and mitigation associated with the natural and built environment, including parks and streets; and

**WHEREAS**, the D2 Subway Project alignment passes under Belo Garden, and near Pegasus Plaza, Main Street Garden, and Carpenter Park; and,

**WHEREAS**, DART is exploring options to minimize temporary street closures and property impacts along Commerce Street that would be associated with cut-and-cover construction of the Commerce Station, including an approach that would mine the station using a nearby construction access point;

**WHEREAS**, DART is coordinating with City staff on the potential use of Pegasus Plaza as a temporary construction access point to mine Commerce Station, whereby DART would propose to fully restore the park and integrate a station headhouse; and,

**WHEREAS**, this approach presents an opportunity to refresh and rebuild the infrastructure and facilities associated with Pegasus Plaza while maintaining and enhancing the original intent of the park; and,

**WHEREAS**, DART is required to document impacts and mitigation in the Environmental Impact Statement, including issues related to safety and security, and necessary subsurface and/or license agreements using procedures in accordance with local, state and federal regulations.

**Now, therefore,**

**BE IT RESOLVED BY THE PARK AND RECREATION BOARD:**

**SECTION 1.** That the Park and Recreation Board and DART agree to continue to discuss and further develop the concept of using the Pegasus Plaza site to enable construction of the Commerce Station without the need for significant cut-and-over construction along Commerce Street;

**SECTION 2.** That the Park and Recreation Board and DART agree that DART and the City of Dallas return to the Park and Recreation Board with an agreed upon fully integrated concept for a reimagined Pegasus Plaza that retains the spirit of the existing park while providing renewed purpose for Dallas citizens and DART riders alike; and,

**SECTION 3.** That DART and the City of Dallas incorporate public restrooms into a reimagined Pegasus Plaza subject to community input. DART will also incorporate safety and security elements into the headhouse to enhance overall safety and security of Pegasus Plaza; and,

**SECTION 4.** That the Park and Recreation Board and DART agree that City staff continue to coordinate with DART on agreements that may be required for City parks, using procedures in accordance with local, state and federal regulations; and,

**SECTION 5.** DART agrees that should there be impact in connection to the D2 Subway to any park, including Belo Garden, Pegasus Plaza, Main Street Garden and Carpenter Park, that DART will make the City whole and the parks will be returned to their original condition or incorporate appropriate enhancements as mitigation.





## APPENDIX B

# STAKEHOLDER WORKSHOP

- 1
- o Mize Stones
- o Trees
- o North face of Headhouse transparent
- o Water feature
- o Nature and art as it exists should remain (physical location)

- 3
- o Entrances to the park should respect design and allow for additional points of entry
- o Fountain could be smaller - encourage more intimate interaction
- o Water sources 90' deep <sup>source</sup> ~~spring~~  
1650' source "hot spring"

- 5
- o subsurface levels of the headhouse that allow for landscape desired
- o Park / Plaza to possibly encourage more maneuverability
- o Lot for a sense of arrival or local experience or both.
- o It has to be beautiful

- 2
- o Place operational elements to the south edge of the headhouse
- o Consolidate Headhouse to one building
- o Consider the exist Magnolia opening NE corner - unobstructed

- 4
- o headhouse can have "art" and story - location to be determined
- o Strengthen the story -
- o Start to include artist.
- o Process to move or change art installations
- o Trees are important

- 6
- o points of access in ~~tot~~ to the park and into the headhouse need to make user sense
- o understand the utility and operations around the <sup>plaza</sup>
- o consider rooftop design

1  
• Pegasus starting @  
station up toward Plaza

• Preventing homeless residing  
in glass bldg/walls

• Better (DART) policing plan than  
existing  
- Not only w/in station/headhouse  
but outside in public park

• Cross overs over Pegasus stream  
- better access to corner/through  
Plaza

2  
• Group to Shepard Plaza  
- to strengthen story

• Interactive technology to tell  
the story; scanning muse stones

• Accommodate dog use/space

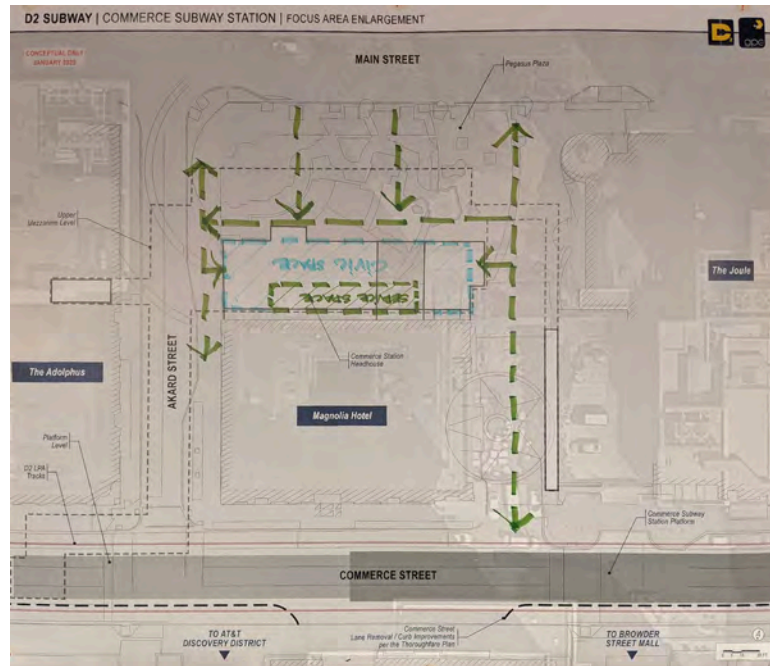
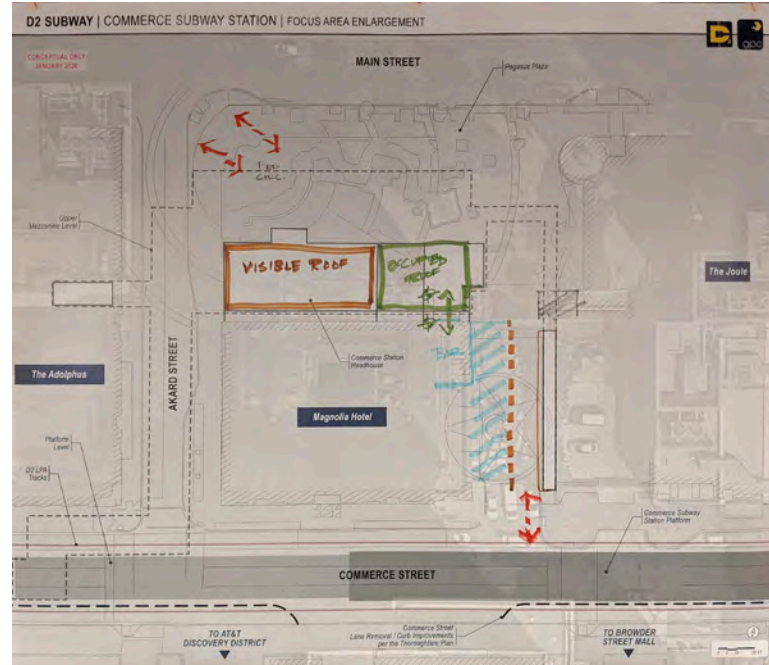
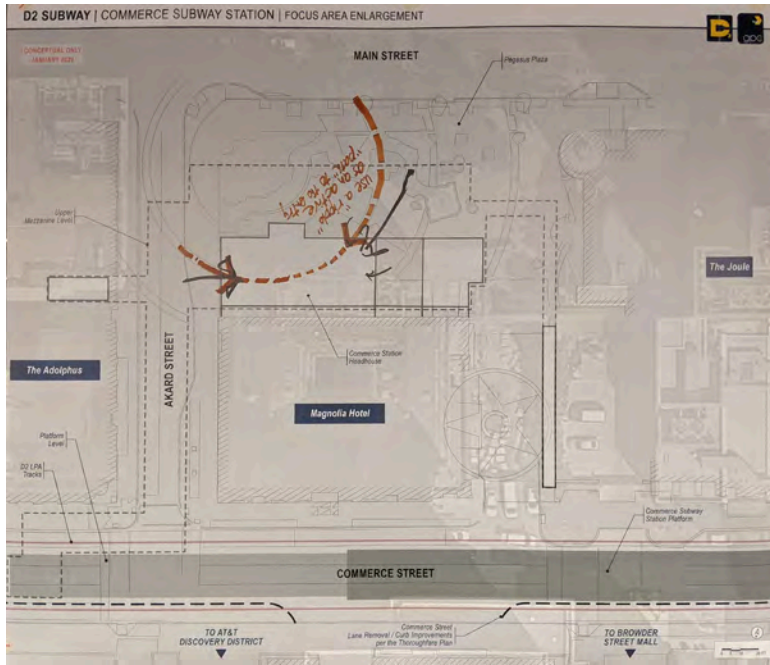
• Directing station access/connection  
through Akard St rather than stay  
below Plaza

• Wayfinding to downtown public restrooms  
outside of placing one in Pegasus

3  
• Increase path of circulation  
- improving/messaging existing paths

• Complementing other downtown  
parks; not necessarily mirror/copy

• Direct access entrance to Plaza  
- Integration between headhouse +  
Pegasus Plaza, together







# D2 Subway Project Development

City of Dallas Park and Recreation  
Board Presentation

September 5, 2019



# Agenda

- D2 Subway Project Overview
- Key Parks along Project Corridor
- Commerce Subway Station
  - Pegasus Plaza Headhouse Concept
- Environmental Impact Statement Considerations
- Next Steps

# D2 Subway Alignment & Stations



# 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
  - System expansion/added service
  - Continuity of service during incidents
- 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



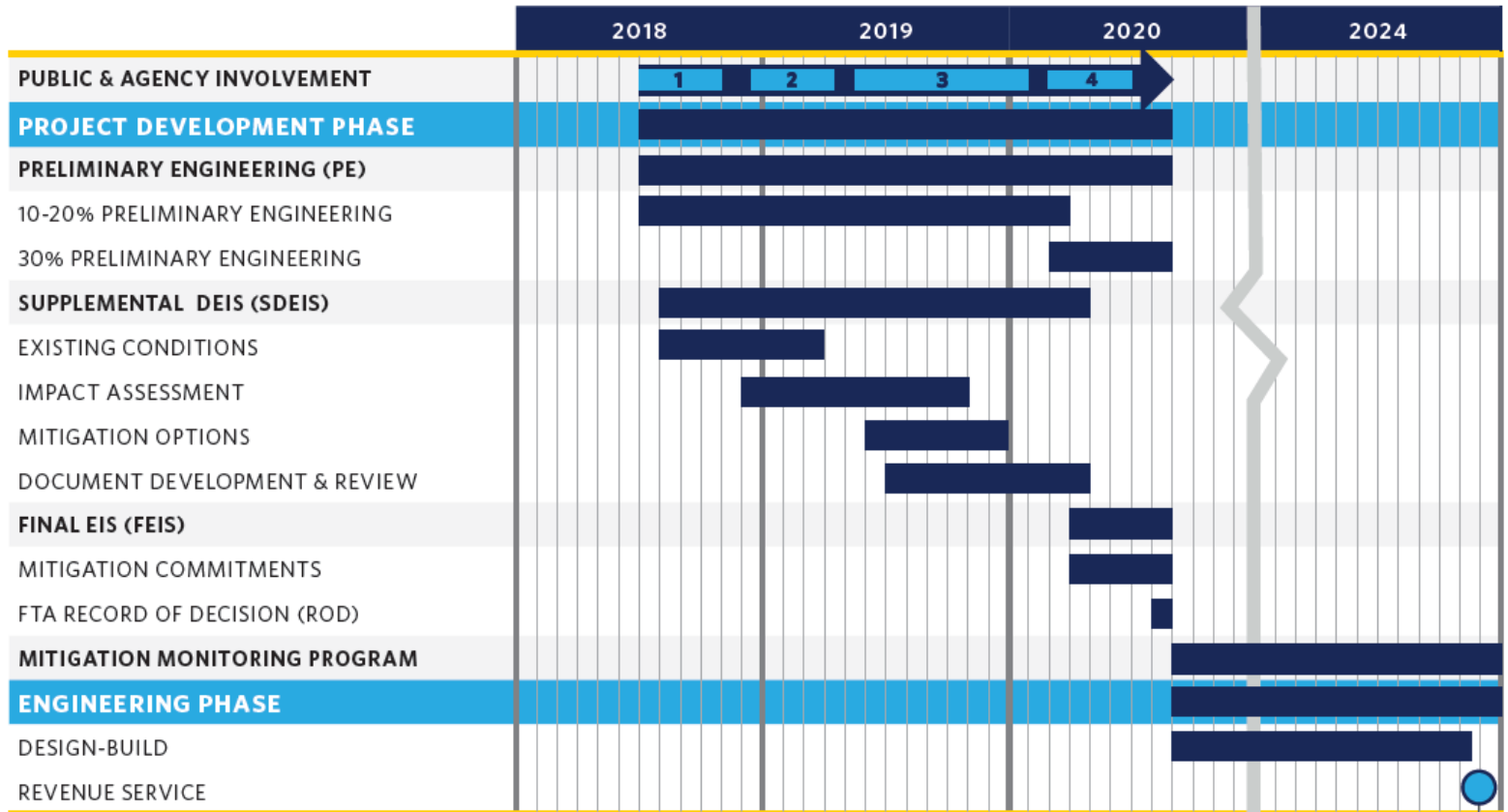
**CORE CAPACITY**

**OPERATIONAL FLEXIBILITY**

**MOBILITY & ACCESS**

**LAND USE / URBAN DESIGN**

# D2 Schedule



Note: Schedule is preliminary and subject to change.

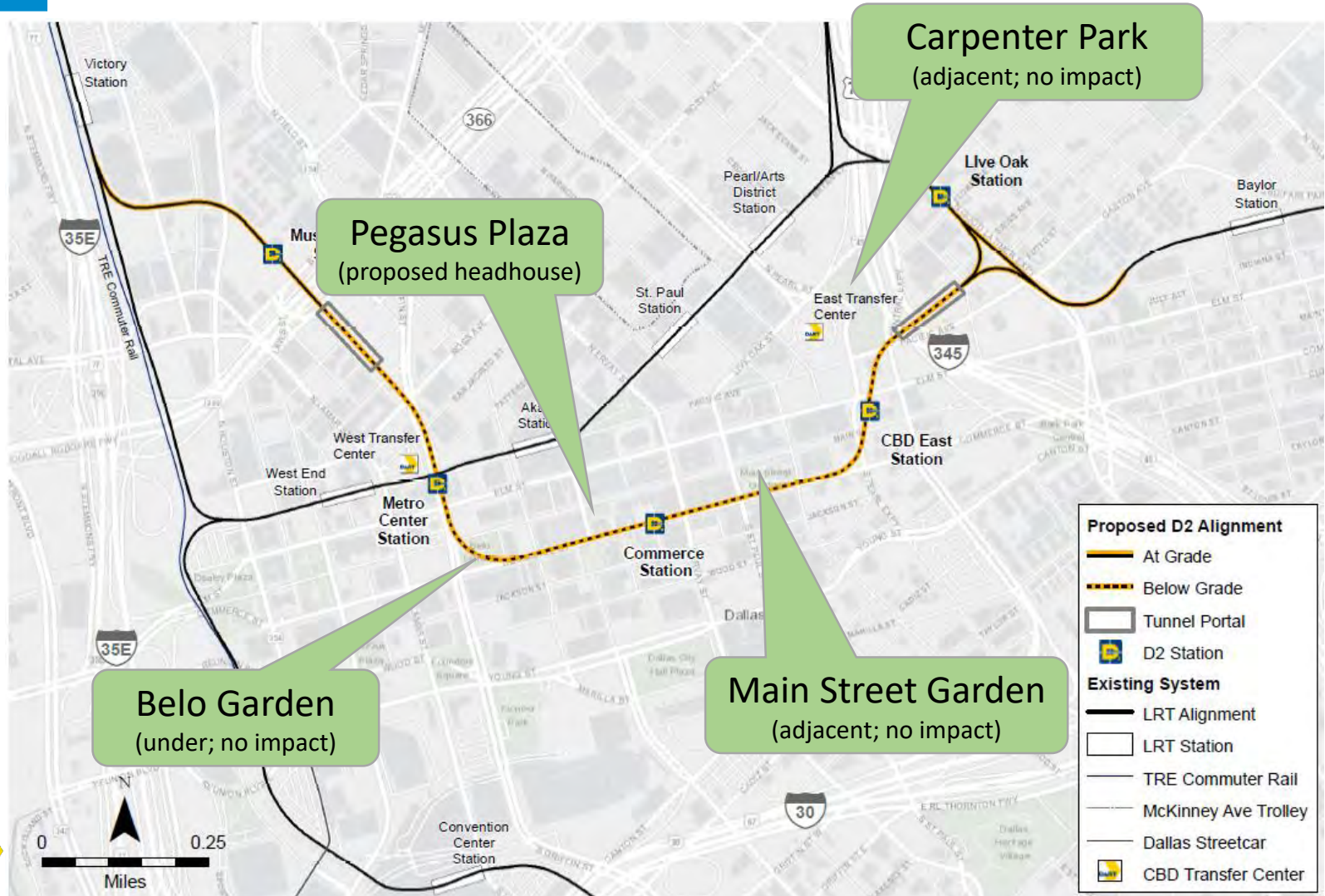
REVENUE SERVICE - END OF 2024



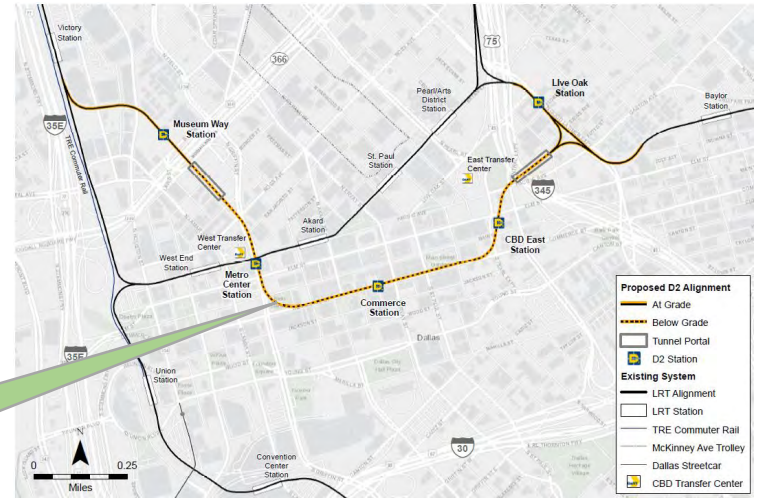
## ANTICIPATED KEY MILESTONE MEETINGS

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

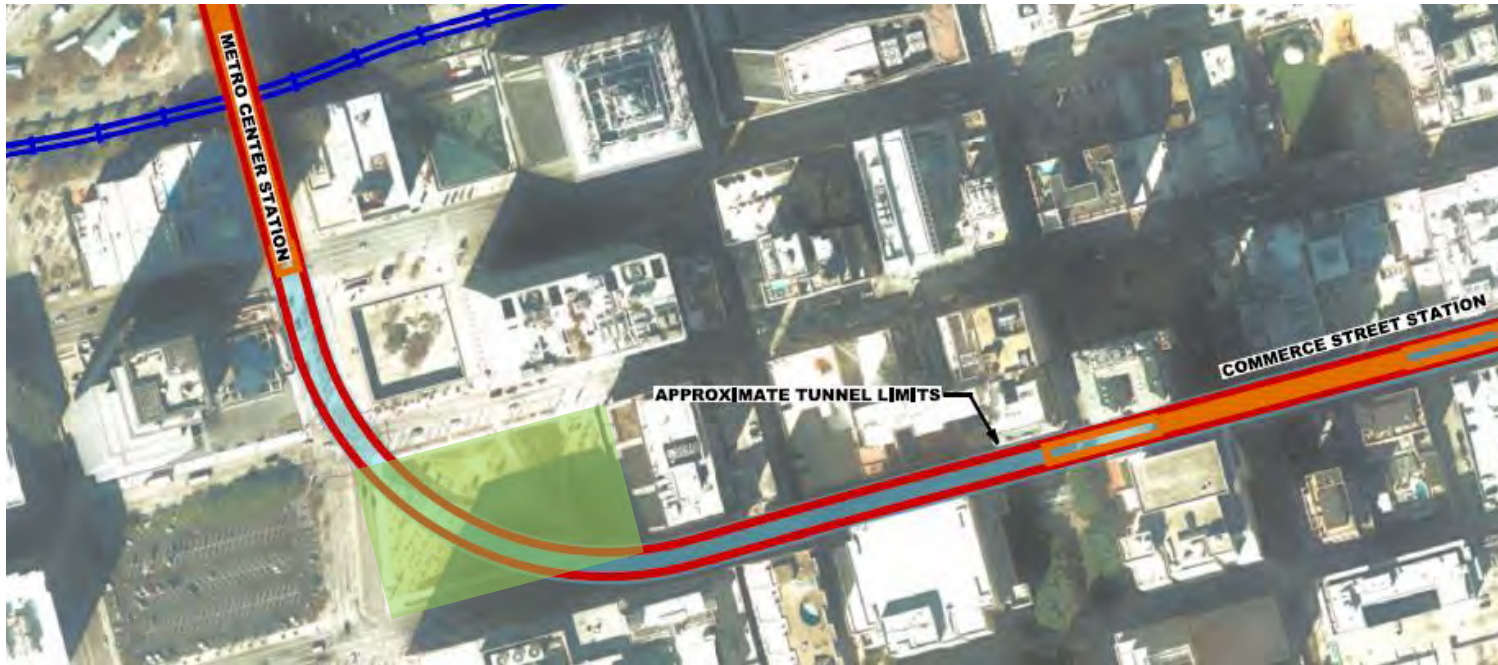
# Key Parks along Project Corridor



# Proximity to Parks



Belo Garden  
(under; no impact)



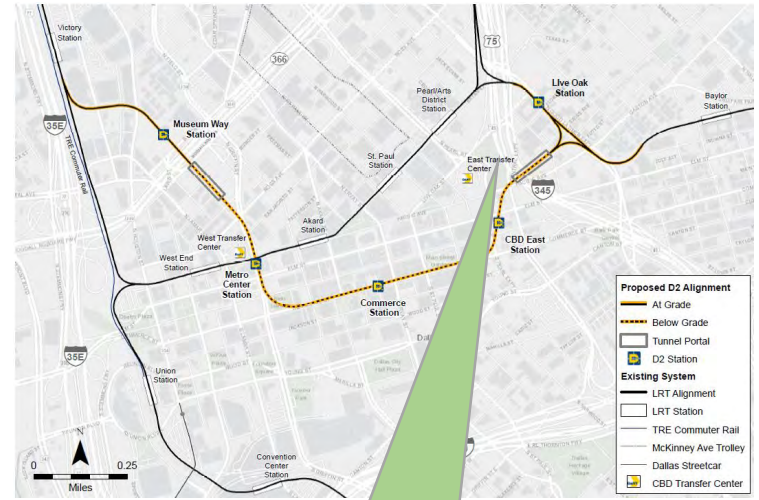


# Proximity to Parks

Main Street Garden  
(adjacent; no impact)



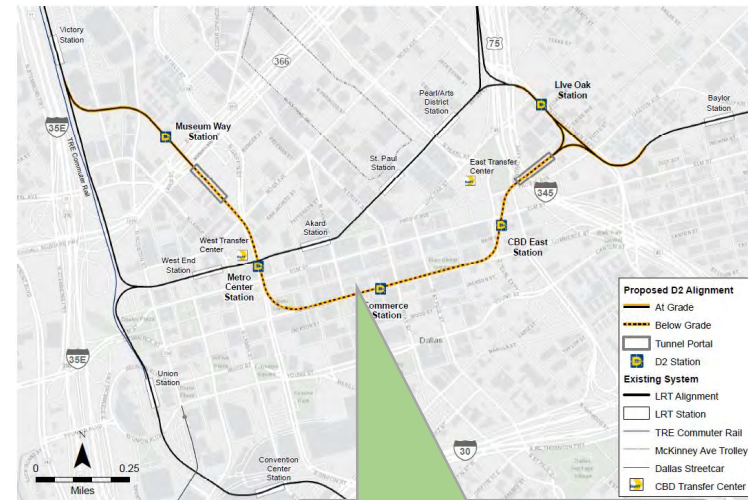
# Proximity to Parks



Carpenter Park  
(adjacent; no impact)

# Proximity to Parks

- Pegasus Plaza presents an opportunity for Commerce Station headhouse

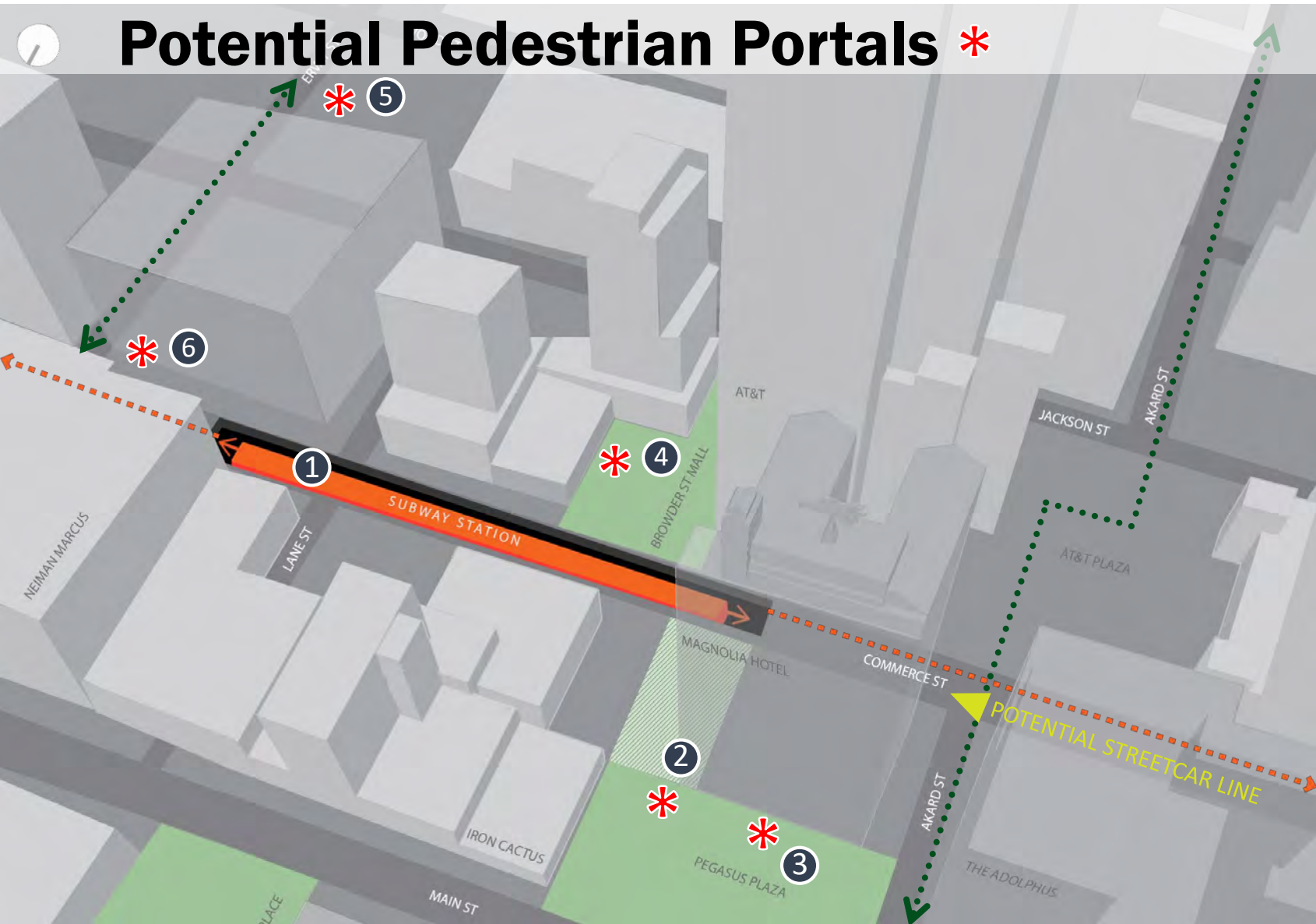


Pegasus Plaza



# Commerce Focus Area

## Potential Pedestrian Portals \*



**LEGEND**

- Park/Plaza
- ✱ Potential Access to Subway
- D2 Subway Route
- POTENTIAL STREETCAR LINE
- ⋯ Pedestrian Connection

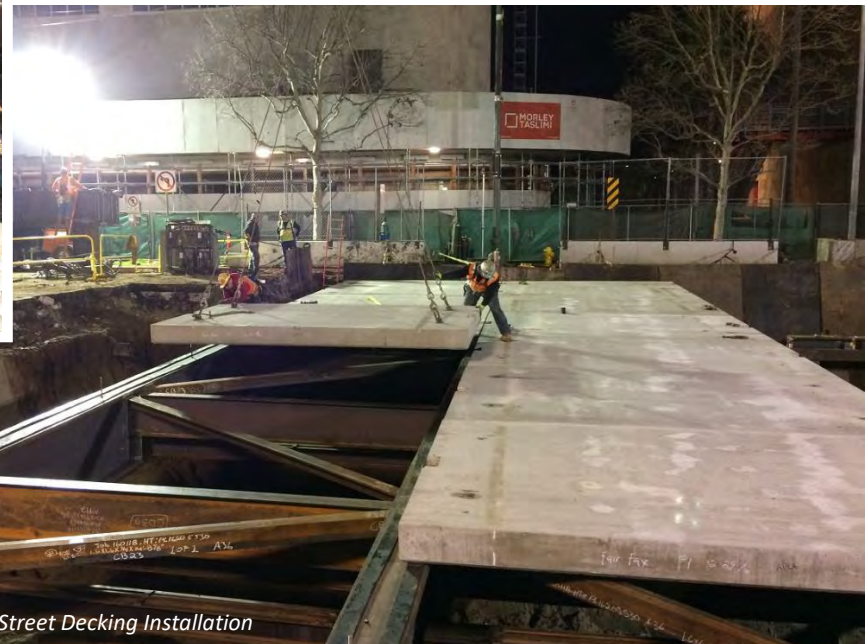
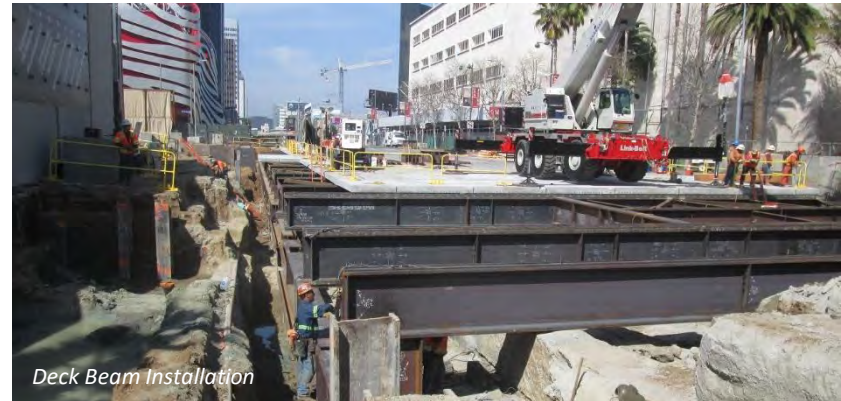
# Commerce Station Construction Options

- The Commerce Station has constrained right-of-way and is about 75' deep below major utilities
- Initial construction concepts required significant cut-and-cover construction along Commerce Street
- This approach is not desirable for many reasons:
  - Disruption to businesses and hotels
  - Traffic closures/access impacts
  - Potential impacts to new AT&T improvements
  - Potential utility disruption



# Subway Construction

## Street Cut & Cover – Los Angeles, CA

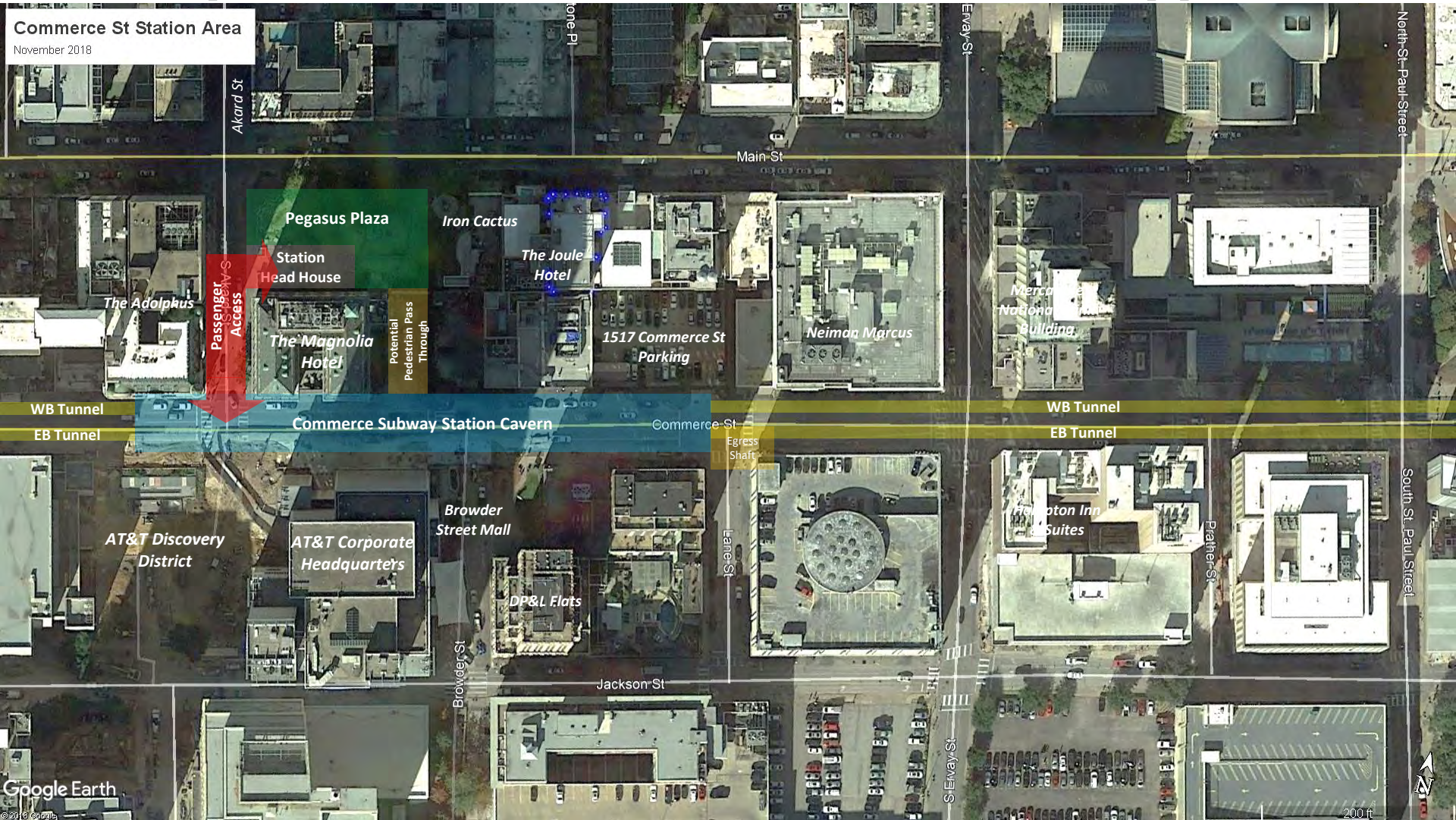


# Chinatown Station – Site Layout

## Station Headhouse Approach – San Francisco, CA



# Commerce Station Proposed Construction & Headhouse Approach





# Pegasus Plaza

## Brief History



Southwestern Life Insurance Building  
Built in 1912 and demolished 1972 to  
build surface parking



Source: Image courtesy BradJGoldberg.com

# Pegasus Plaza

## Brief History

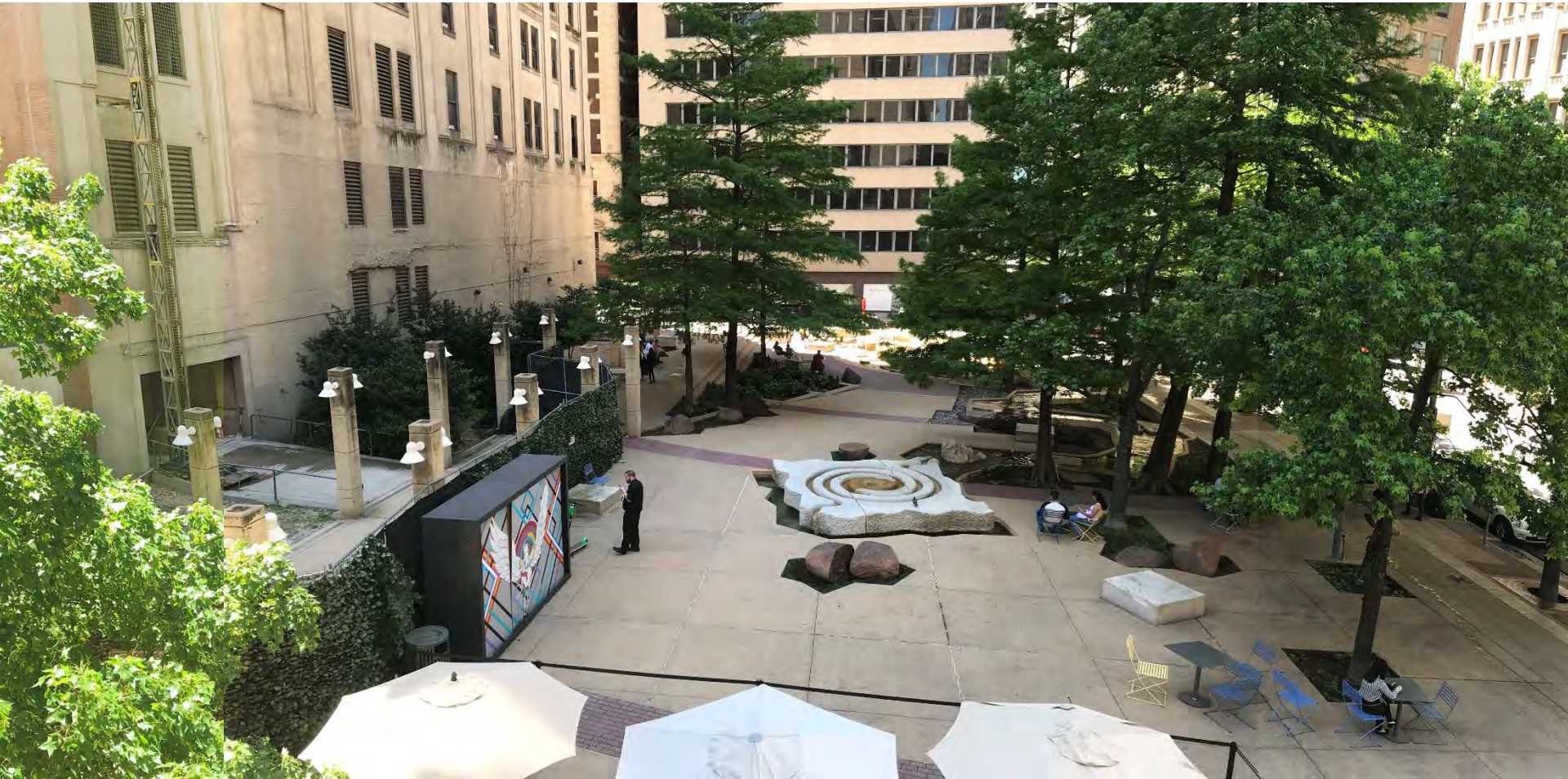
Plaza opened in 1994 as centerpiece for Main Street redevelopment efforts to spur economic development



# Pegasus Plaza Existing Condition



# Pegasus Plaza Existing Condition



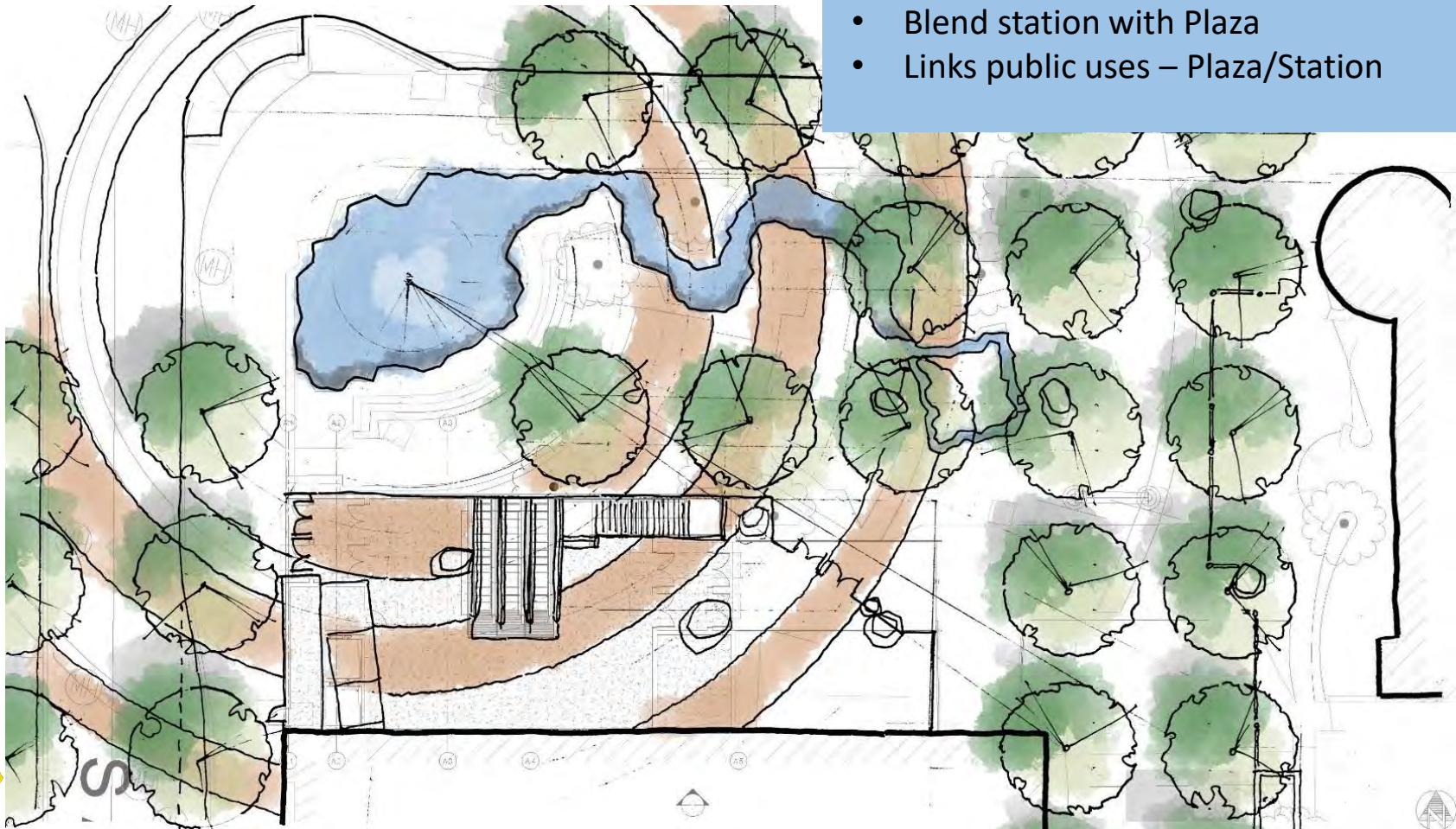
# Pegasus Plaza Headhouse Concept

## Opportunities

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

Main Street

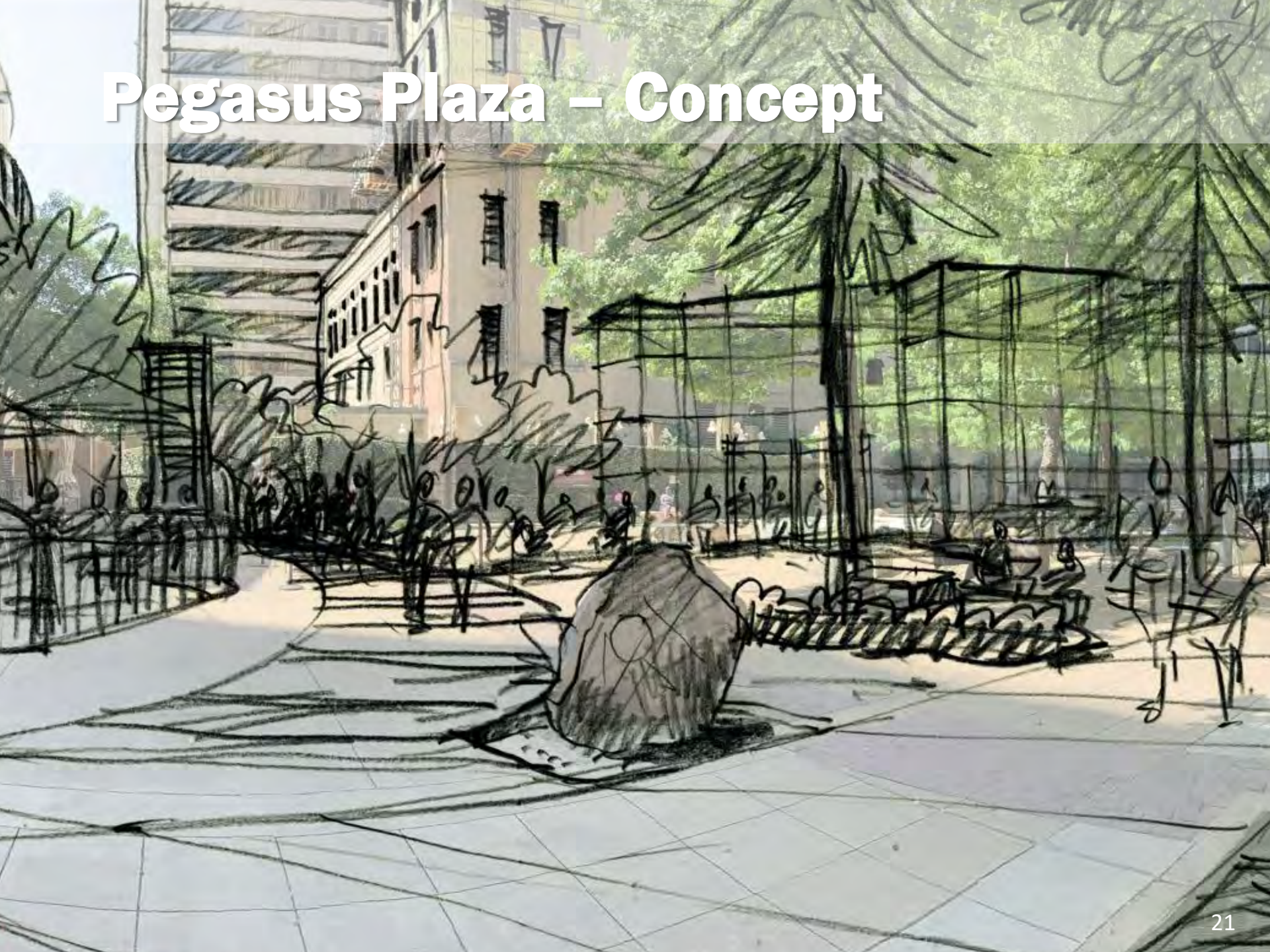
Akard Street



# Pegasus Plaza – Existing



# Pegasus Plaza – Concept



# Pegasus Plaza Headhouse Concept

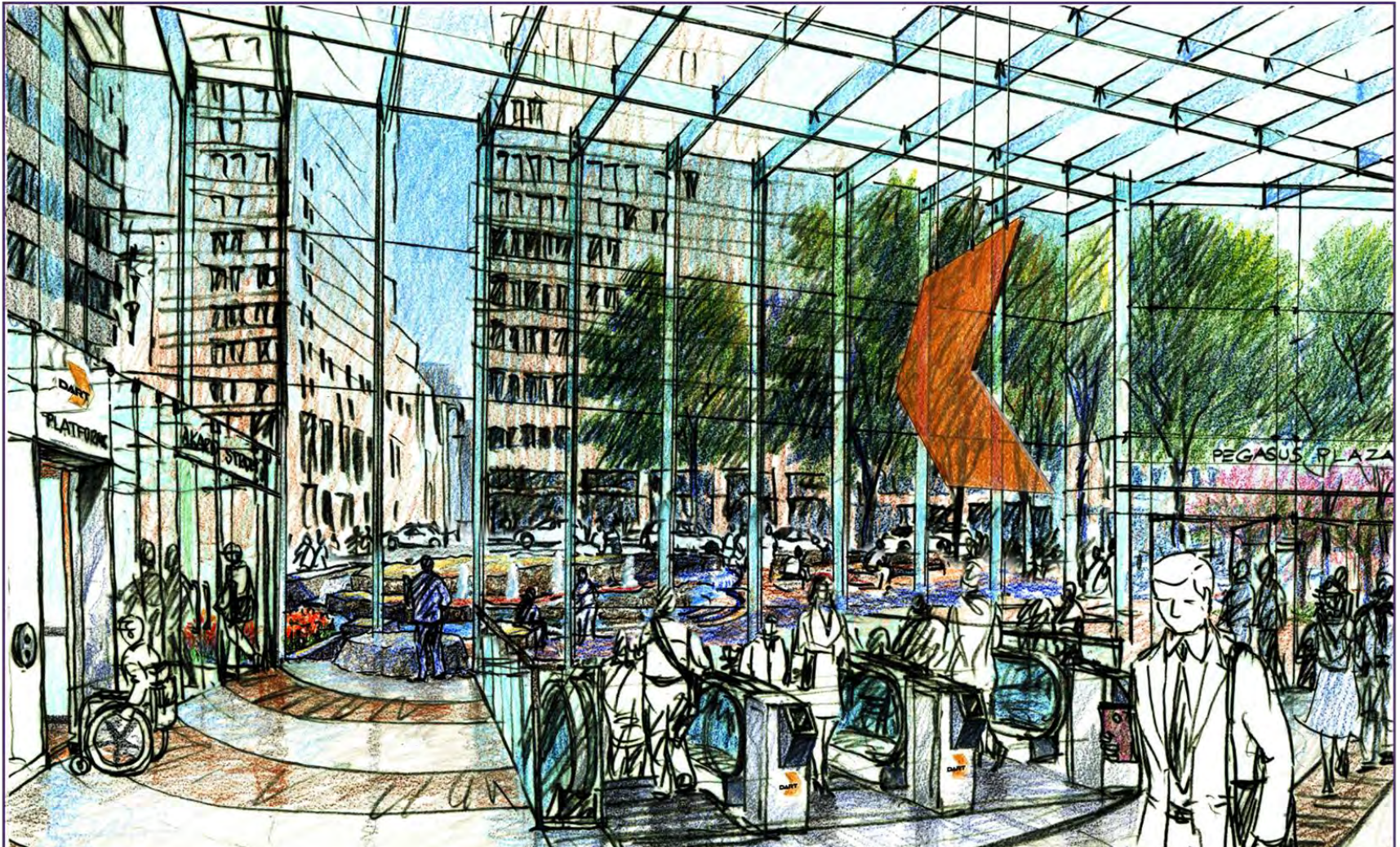




# Pegasus Plaza – Existing



# Pegasus Plaza Headhouse Concept



# Environmental Impact Statement Considerations

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- DART is preparing Environmental Impact Statement and will address:
  - Section 4(f) of the US Department of Transportation Act of 1966
  - Chapter 26 of the Texas Parks and Wildlife Code
- Section 4(f) includes option of *de minimis* determination – meaning the impact is minor in nature after incorporating measure(s) to minimize harm
- A *de minimis* determination also requires:
  - Opportunity for public review and comment
  - Written concurrence from the official(s) with jurisdiction over the property supporting USDOT's intent to make the *de minimis* impact determination

# Potential Needs

- Belo Garden
  - Public Mass Transit Easement below park
- Pegasus Plaza
  - Temporary use of park for construction
  - Public Mass Transit Easement for headhouse
  - Re-establish and enhance park in cooperation with City of Dallas
- What DART would need
  - Park and Recreation Board call for public hearing under Chapter 26
  - Approval from City Council for easements
  - Written concurrence from the city on 4(f) *de minimis* finding with appropriate mitigations

# Next Steps

- Need concurrence from Park and Recreation Board today to produce draft resolution language
- Return to Park and Recreation Board with Pegasus Plaza/DART D2 Subway draft resolution language for support on September 19, 2019
- Return to Park and Recreation Board with proposed:
  - Key agencies and stakeholders identified for further advancement of concept and design
  - Coordination process and schedule



**DART**

*let's go.*



**DART.org**