



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



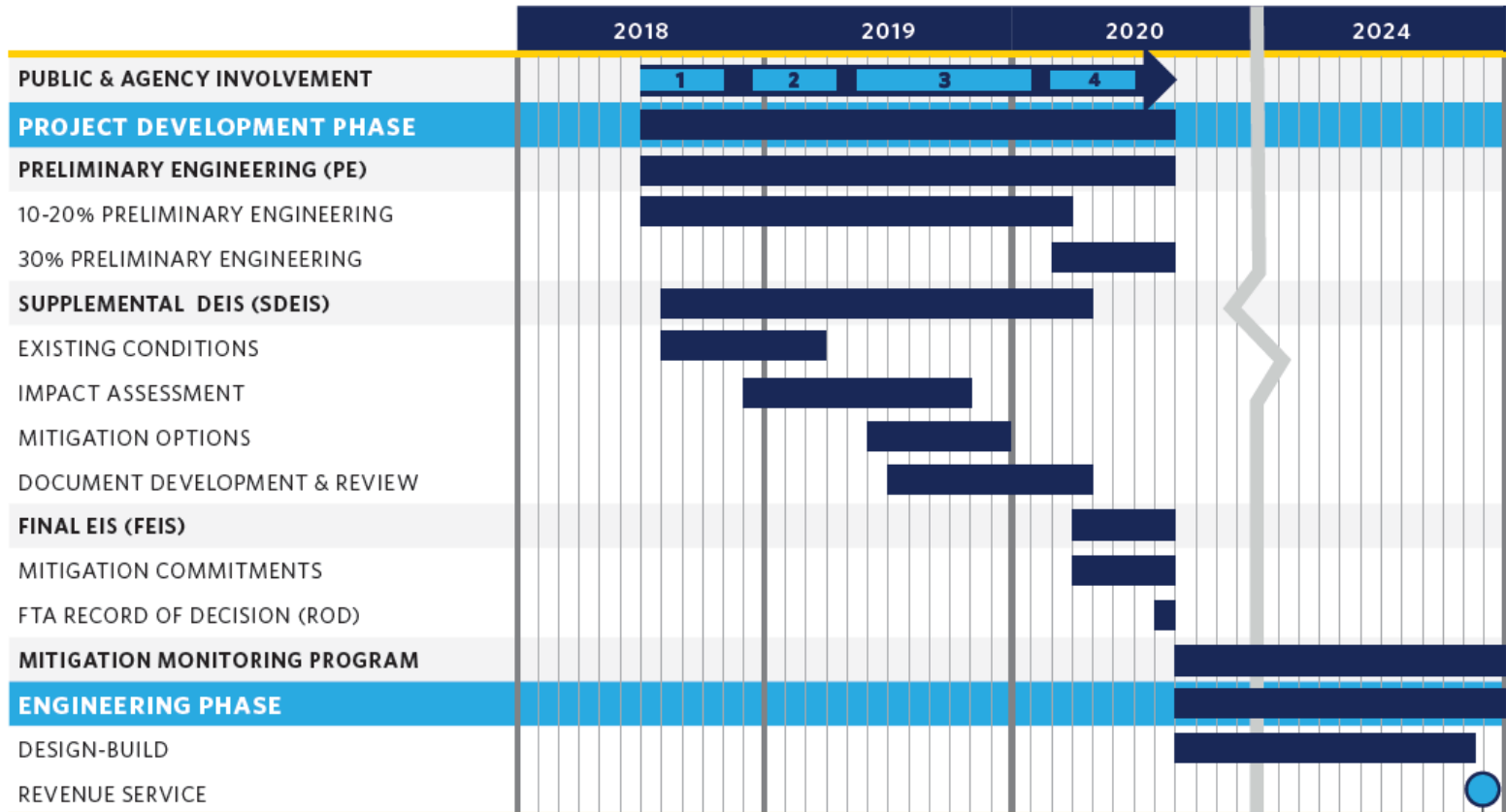
CORE CAPACITY

OPERATIONAL FLEXIBILITY

MOBILITY & ACCESS

LAND USE / URBAN DESIGN

D2 Schedule



Note: Schedule is preliminary and subject to change.

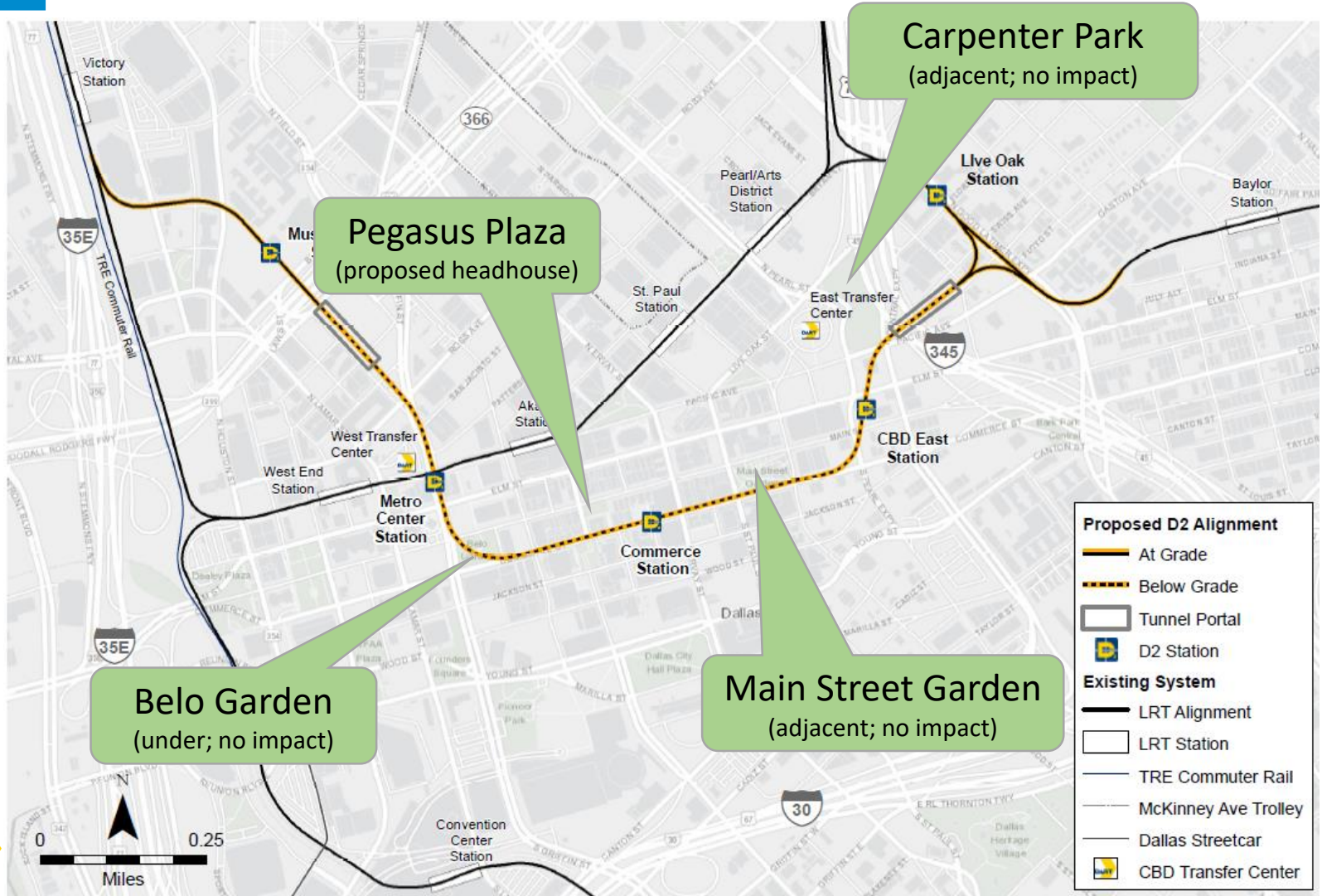
REVENUE SERVICE - END OF 2024

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

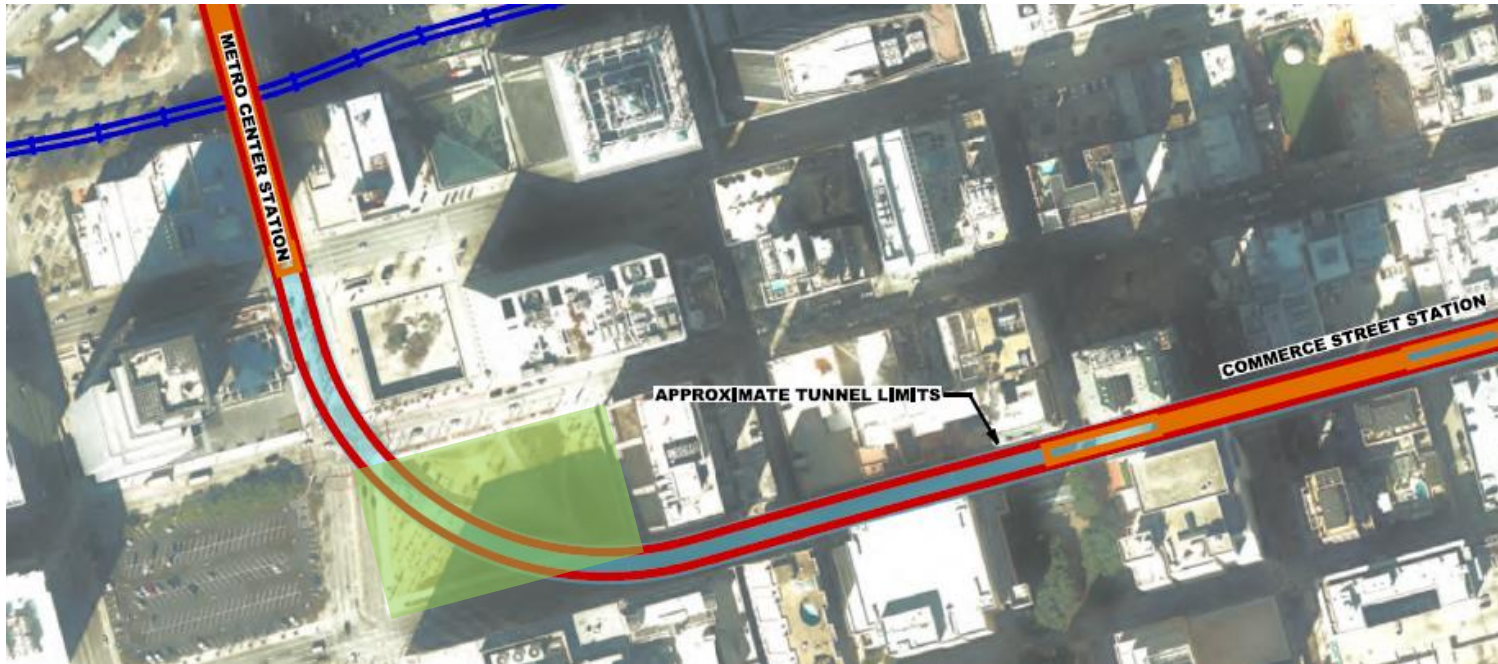
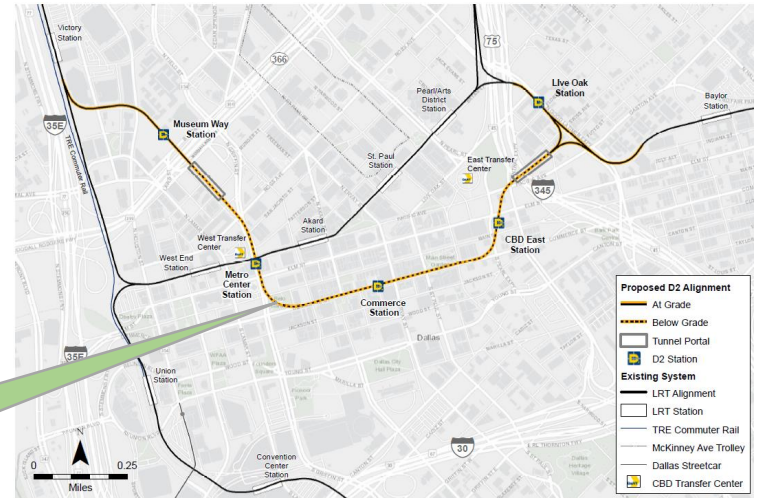


Key Parks along Project Corridor



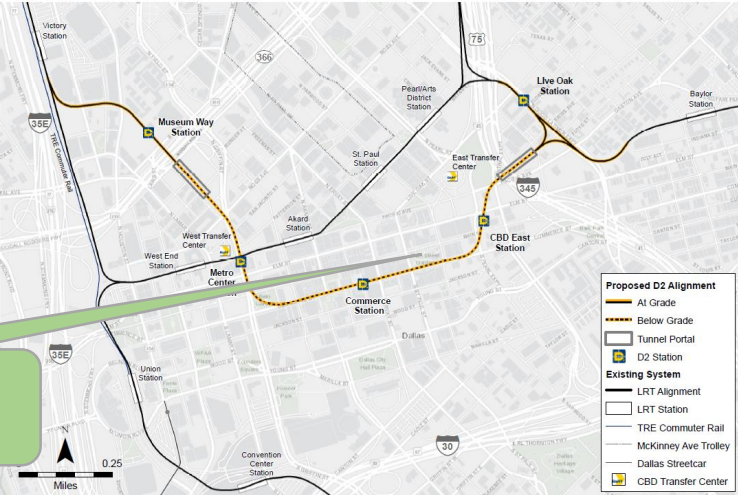
Proximity to Parks

Belo Garden
(under; no impact)

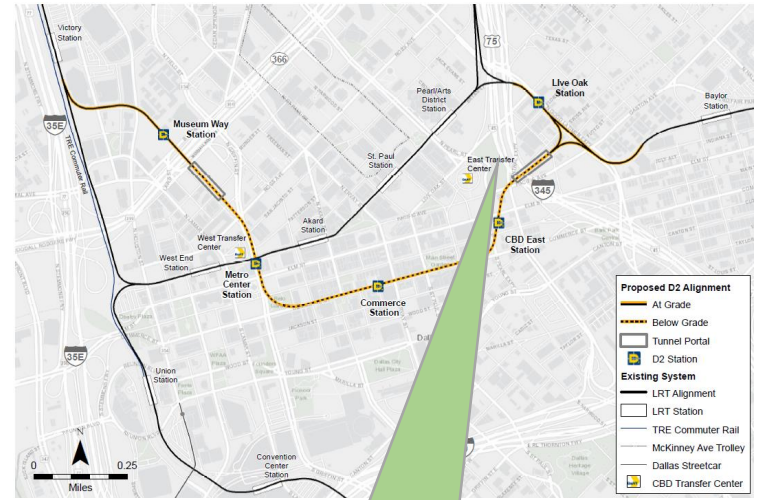


Proximity to Parks

Main Street Garden
(adjacent; no impact)



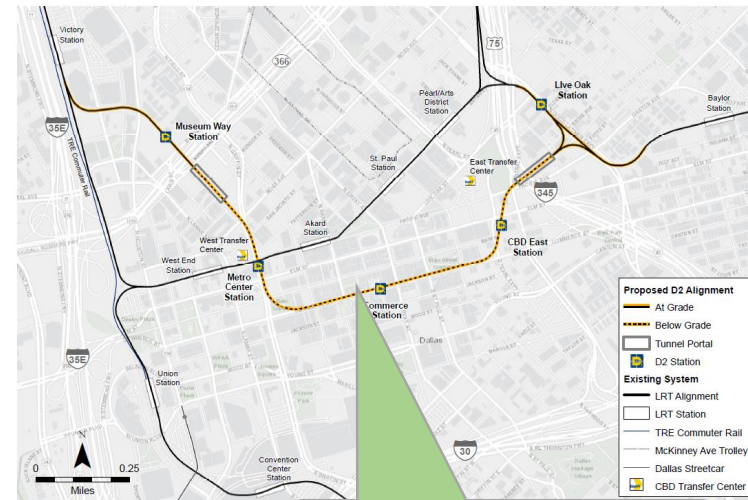
Proximity to Parks



Carpenter Park
(adjacent; no impact)

Proximity to Parks

- Pegasus Plaza presents an opportunity for Commerce Station headhouse

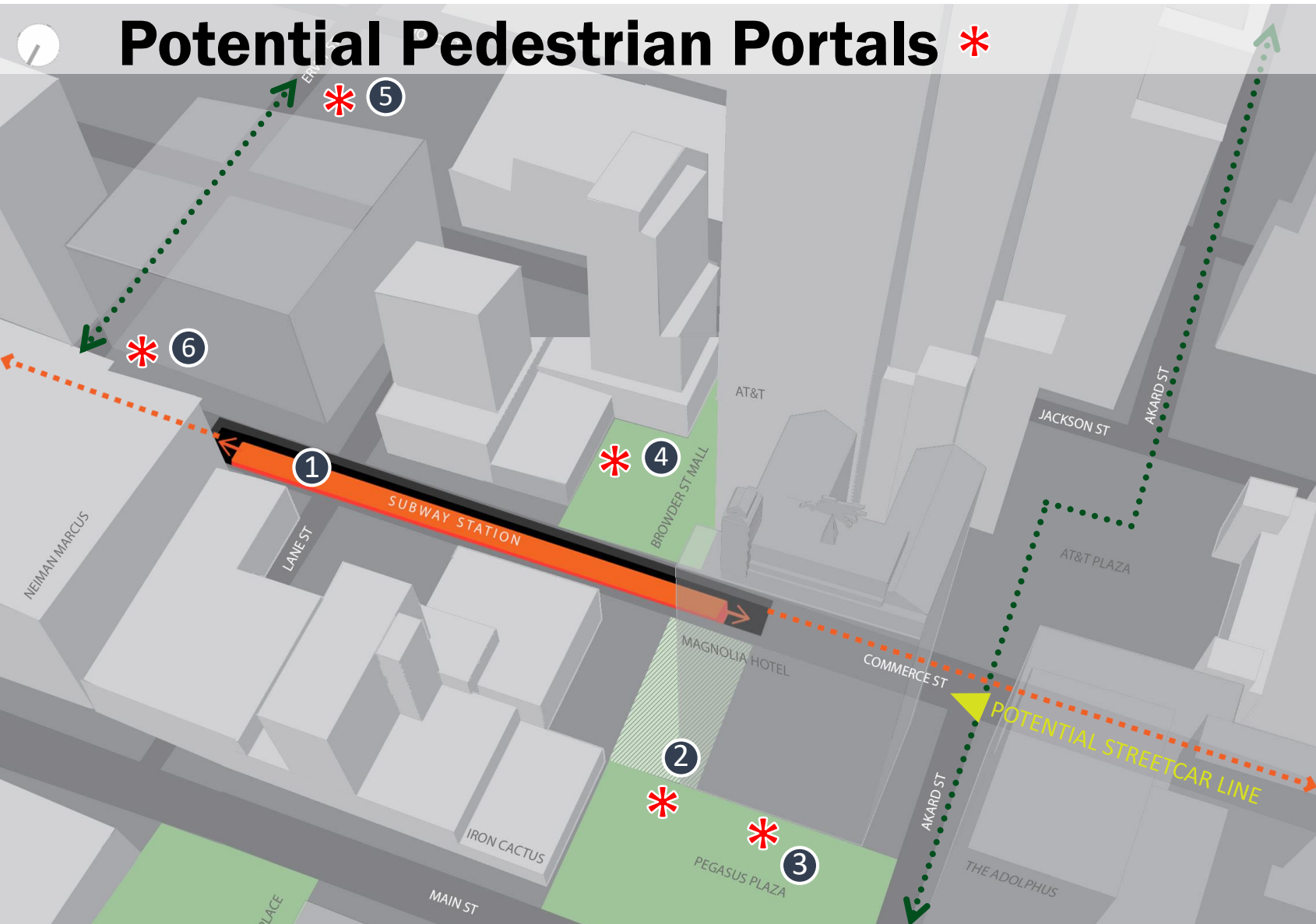


Pegasus Plaza



Commerce Focus Area

Potential Pedestrian Portals *



LEGEND

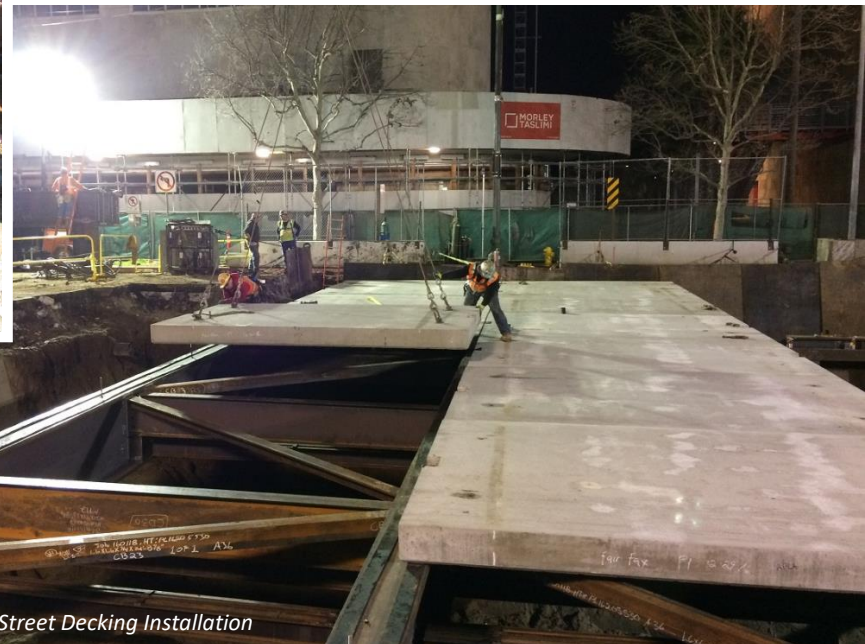
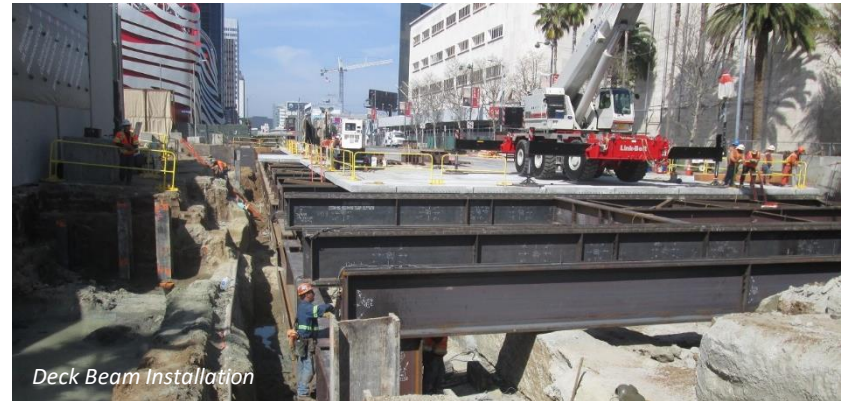
- Park/Plaza
- ✱ Potential Access to Subway
- D2 Subway Route
- ⋯ Pedestrian Connection

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

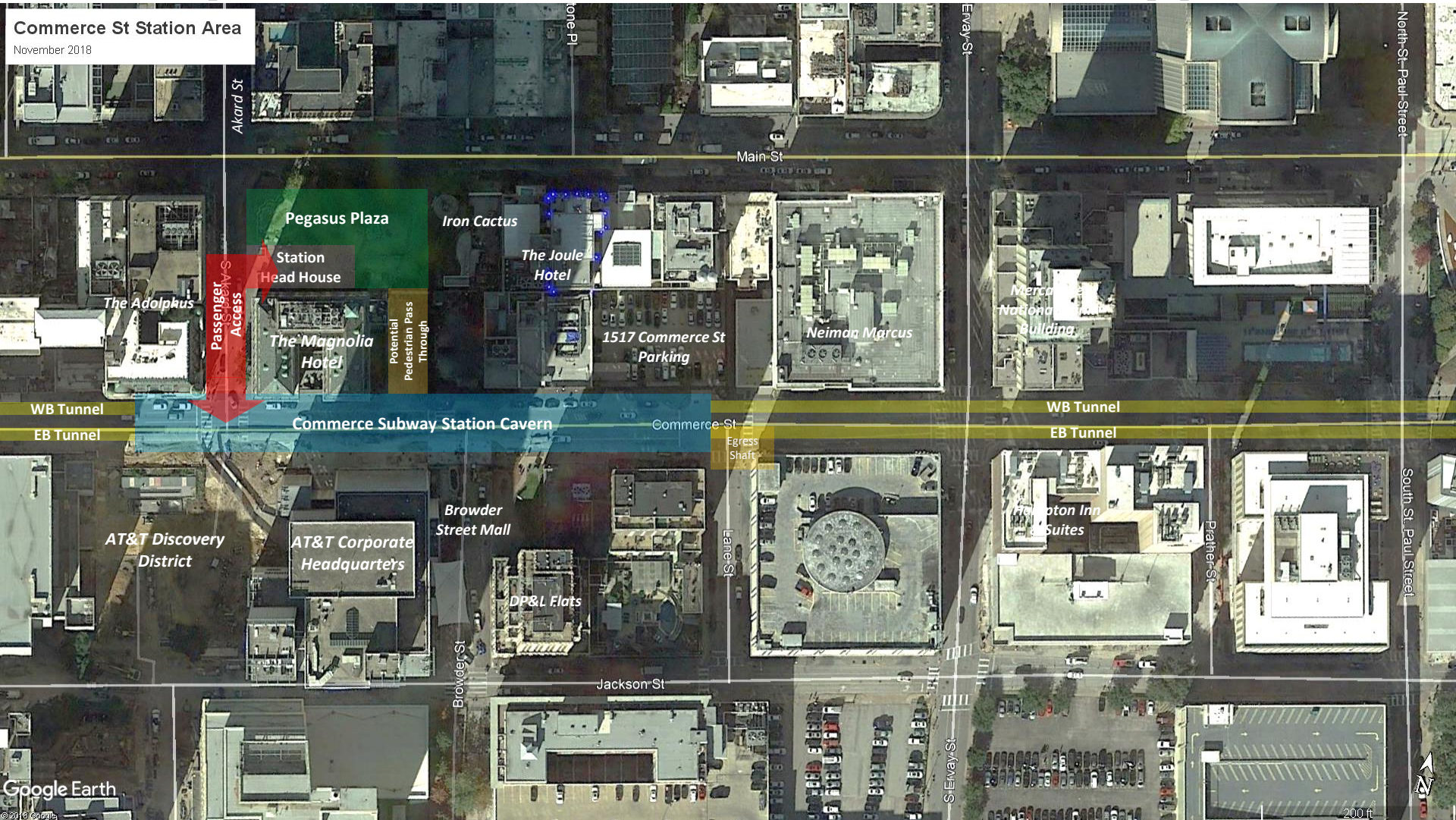


Chinatown Station – Site Layout

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

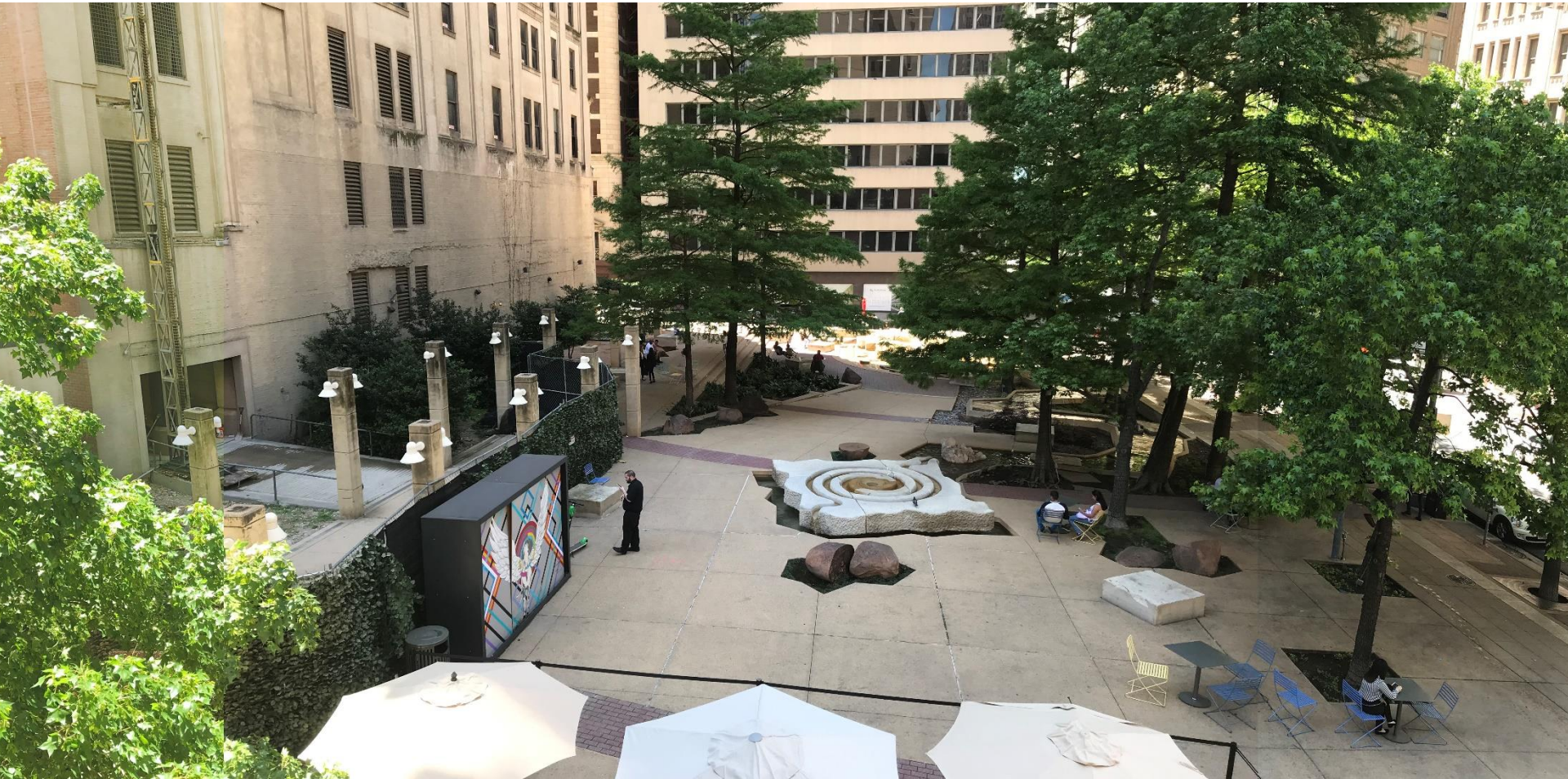
Plaza opened in 1994 as centerpiece for Main Street redevelopment efforts to spur economic development



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

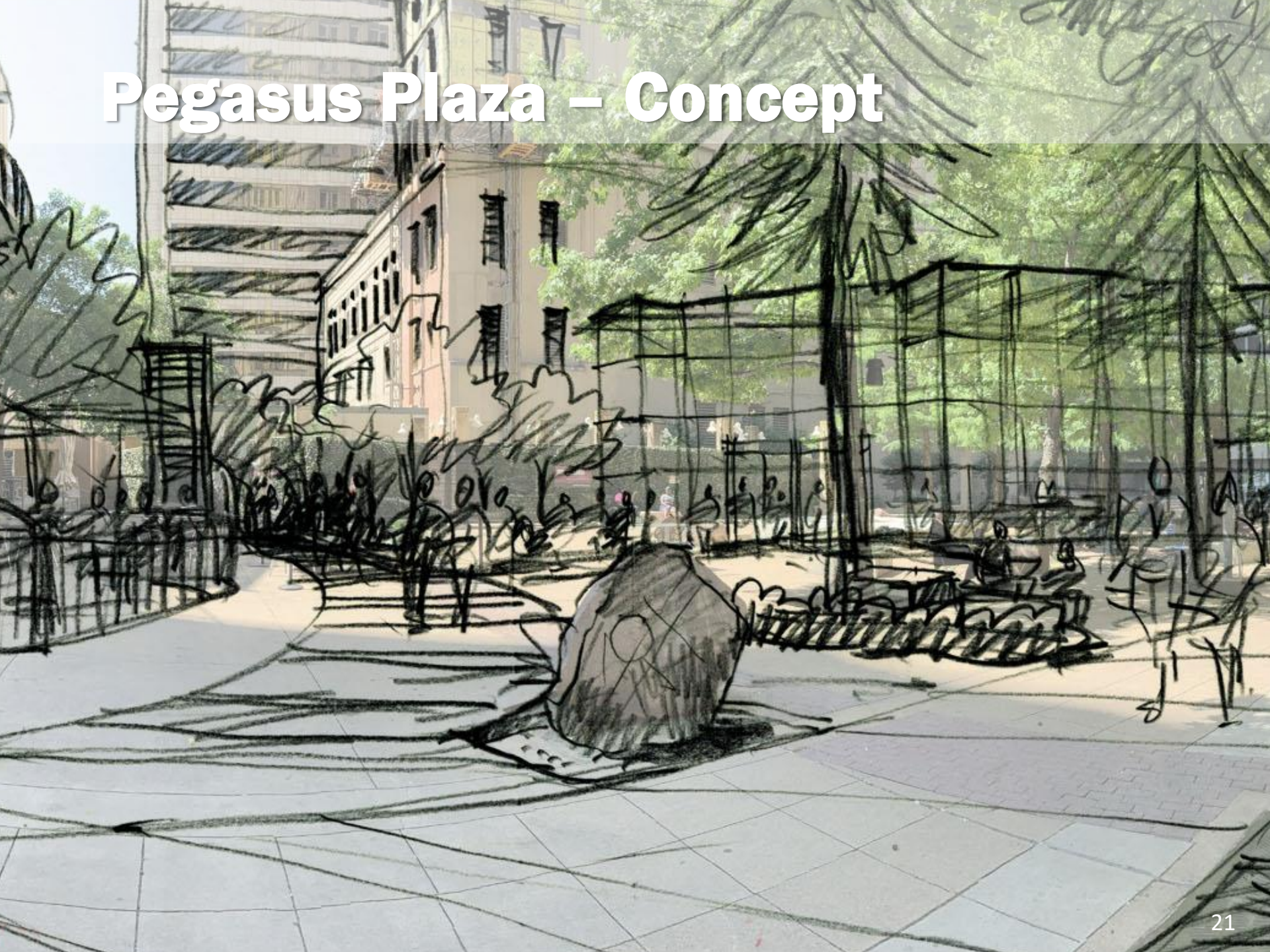
Akard Street



Pegasus Plaza – Existing



Pegasus Plaza – Concept



Pegasus Plaza Headhouse Concept

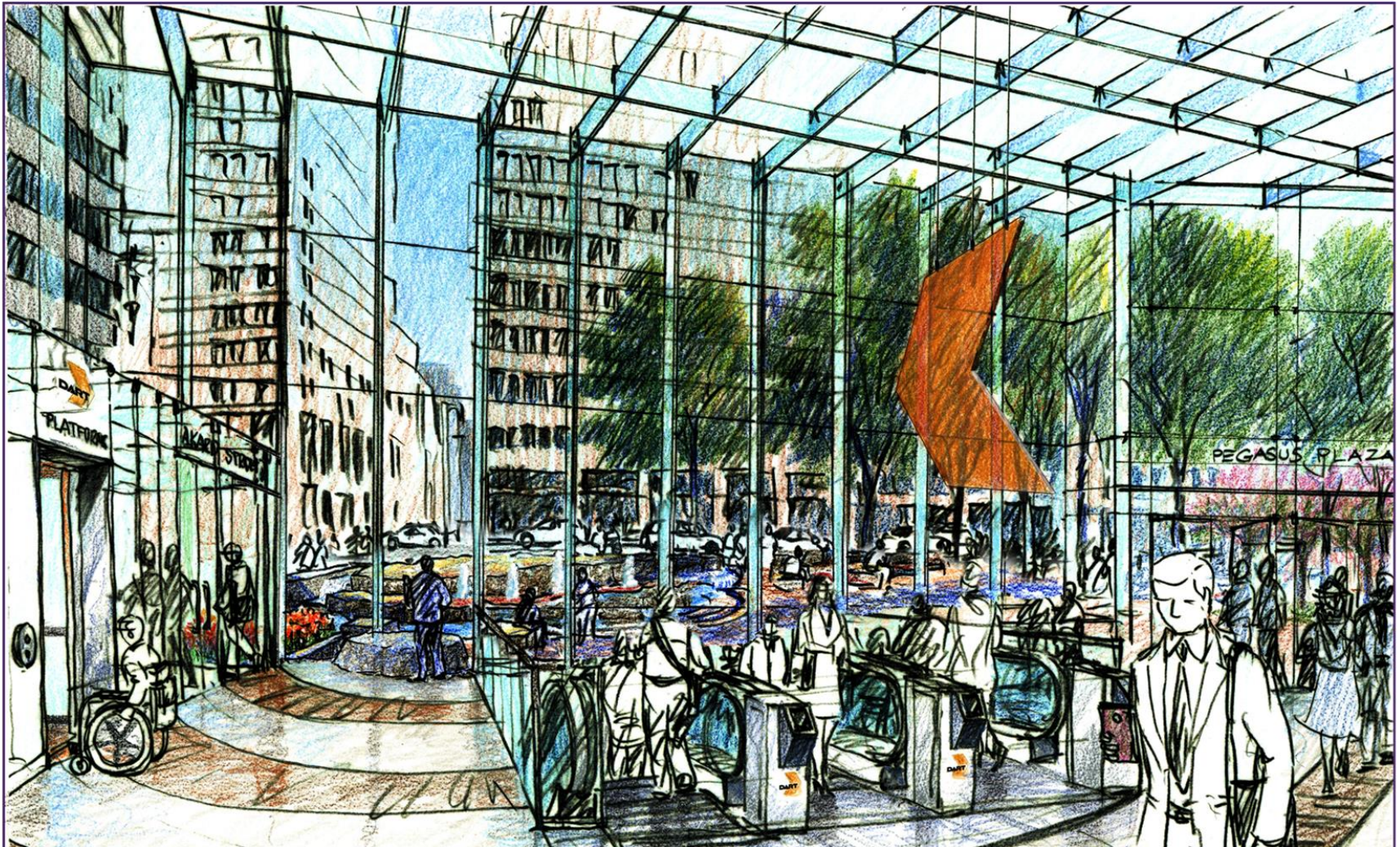


Pegasus Plaza – Existing



Pegasus Plaza

Headhouse Concept



Environmental Impact Statement Considerations

- 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