 Agenda

• Welcome and Introductions
• Meeting Objective
• Project Background and Overview
• Focus Area Discussion
  – LPA, Focus Area and Focus Area Data
  – City Urban Design Transit Guidelines
  – Dallas 360 Plan – Catalytic Development Area | CityMAP and D2 overlay
  – Pedestrian Portal Access
  – Challenges and Opportunities
• Establish Focus Area Goals
• Urban Design Elements and Components
• Next Steps
Project Team

• DART Team Members
  – Steve Salin, Vice President
  – Chad Edwards, Assistant Vice President
  – Ernie Martinez, D2 Project Manager
  – Kay Shelton, D2 Environmental Task Manager
  – Carlos Huerta, D2 Community Engagement

• Consultant Team Members
  – Tom Shelton, Program Manager
  – James Frye, Project Manager
  – Kris Lloyd, Environmental Lead
  – Israel Crowe, Engineering Lead
  – Brandi Crawford, Urban Design Lead
  – Jory Dille, Public and Agency Involvement Lead
  – Frank Turner, Stakeholder Liaison
Meeting Objective

The purpose of the focus area meeting is to collaboratively discuss potential urban design ideas and opportunities to aid decision-making during the engineering and environmental process that catalyze the subway project for future Downtown Dallas development.
Project Background and Overview
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
Project History

2007

- D2 Study launched by DART and Federal Transit Administration (FTA).

2010

- Phase one of the study included an Alternatives Analysis (AA) and a Draft Environmental Impact Statement (DEIS).
- Economic downturn resulted in the D2 project being deferred to post year 2030.

2013

- Phase two of the study evaluates new and refined alternatives based on public comments on the AA/DEIS and changed conditions.

2015

- D2 project identified as candidate for new FTA Core Capacity Funding program.
- The DART Board approves the Locally Preferred Alternative (LPA) as B4 - Lamar/Young/Jackson Street.
- FTA gives approval to DART to initiate two-year Project Development (PD) phase for the D2 project.

2016

- Stakeholder concerns lead DART to consider subway alternatives.

2017

- The DART Board and Dallas City Council approve a refined LPA subway project using commerce via Victory/Swiss.

2018

- DART re-initiates local PD efforts for the D2 Subway.

DART is conducting PD locally for the subway as the original two-year Federal timeline requirement was not met given the change in project definition in 2017.
Locally Preferred Alternative Commerce via Victory/Swiss
CBD East Focus Area
Commerce via Victory/Swiss Alternative
CBD East Focus Area
Commerce via Victory/Swiss Alternative
CBD East Subway Station
5 Minute Walk – ¼ Mile Radius from CBD East Station

Existing Demographics
19K+ Jobs
800+ Household
1100+ Population

Existing Land Use
- Commercial: 55%
- Parking: 15%
- Multifamily Residential: 6%
- Parks/Rec: 6%
- Education/Institution/Group Qts: 5%
- Vacant/Other: 5%
- Hotel: 4%
- Transit: 4%

* Data calculation from ¼ mile radius.
CBD East Subway Station
5 Minute Walk – ¼ Mile Radius from CBD East Station

Projected 2040 Demographics

- Increases by more than 6 times
- Increases by 1.5 times
- More than quadruples

Population | Jobs | Household
---|---|---

Implementation of D2 will likely influence surrounding land uses and enhance properties leading to higher densities, greater mix use, and more active public spaces.

* Data calculation from ¼ mile radius.
Urban Transit Design Guidelines key principles:

- Creation of **pedestrian friendly** stations that are **accessible, safe, encourage transit ridership** and contribute to the public realm through **street-level activation** and **high quality** materials and detailing.
- Contribution to a **sustainable** urban environment that follows low impact development standards and incorporates appropriate native landscaping.
- Integration of **streetscapes** that enhance and encourage pedestrian activity while safely accommodating all other modes of transportation.
- Enhancement of **economic development potential** along transit corridors and transit-oriented development around station.
The 360 Plan | Catalytic Development Area
Adopted by Dallas City Council December 2017

New development should engage with Carpenter Park
Carpenter Park is currently surrounded by mostly vacant or underutilized parcels. New development adjacent to the park should be designed to actively engage with the park and activate the streets on which they front.

Redevelop the DART East Transfer Center site
The DART East Transfer Center presents an opportunity for redevelopment as a large, underutilized parcel that will have enhanced transit access with the development of the DART D2 light rail line. DART should explore transit-oriented, mixed use redevelopment of this site to capitalize on its enhanced multi-modal accessibility.

Create a multi-purpose trail connection along Swiss and Pacific Avenues
In conjunction with the construction of the D2 light rail line, Carpenter Park and redevelopment of the East Transfer Center site, create a multi-purpose bicycle and pedestrian connection from Good Latimer to Carpenter Park and beyond along Pacific Avenue to Pacific Plaza. This will facilitate access to these two new parks and fill in a missing link in the City Center bike and pedestrian district connector network.

Investigate removal / reconfiguration of the Ube-Oak ramp
This ramp has been identified as under-utilized in all three scenarios explored through CityMAP for the I-345 corridor. Removal of this ramp would enable an improved connection between Downtown and East Dallas and Deep Ellum. It would also facilitate pedestrian-friendly development that would better engage Carpenter Park.

Explore new workforce housing development opportunities
CityMAP has presented the opportunity to explore alternative scenarios for the future reconstruction of the I-345 corridor. These scenarios open up the possibility of excess public land being made available for redevelopment. This presents a unique opportunity to leverage the use of these public lands to facilitate workforce housing development to increase the diversity of housing in the City Center.
The 360 Plan
Catalytic Development Area

Future CBD East Station

DART Train Portal

The proposed eastern portal for the DART D2 line should be designed to minimize impact on surrounding development parcels and streetscape. Additionally, a strong public realm should be provided along Swiss Avenue to enhance the connection from East Dallas neighborhoods to Carpenter Park.

East Transfer Center

DART has expressed interest in redeveloping the East Transfer Center into a mixed-use, transit-oriented development. This site could continue to serve as a bus transfer center while also providing access to D2. Additionally, the development could engage Carpenter Park across Pearl Street through strategically designed plazas, open spaces, and retail.
The 360 Plan
Catalytic Development Area – Elevated Condition
The 360 Plan
CityMAP – I 345 Below Grade Scenario

CityMAP Document
(September 2016) – Page 251
The 360 Plan
CityMAP – I 345 Remove Scenario
CBD East Subway Station
Focus Area Isometric
East Transfer Center
Pedestrian Portal Access

- Redesigned East Transfer Center enhances the close proximity to multiple transit opportunities.
- Opportunity to reimagine the entire facility.
- Potential to improve connections to future development.
- Integrate a variety of land uses.

Existing Location
Norrmalm, Stockholm
Seattle, Washington
Parking Lot
Pedestrian Portal Access

- Portal access reaches the furthest south.
- Transform parking to provide connection access to nearby residential and municipal services.
Main Street Garden Park

Pedestrian Portal Access

- Added dimension and activity to park.
- Could help energize park and retail component because of subway usage.
- Close proximity to office, hotels, education and municipal services.

Existing Location

San Francisco, California

Gipuzkoa, Spain
Plaza
Pedestrian Portal Access

- Compliment plaza/park space.
- Central to offices, hotels, parking, parks, and open space.
- Activate space currently under-used.
- Provides immediate public transportation to Majestic Theatre.
Other Potential Pedestrian Portal Access

Istanbul, Turkey

Oakland, California
CBD East Station Challenges and Opportunities

- Pedestrian connections to nearby facilities
- Station access portal locations and security
- Property needs (station access, ventilation, etc.)
- Easement under Main Street Garden Park
- Construction approach and requirements
- Feasibility of Underpinning Garages
- Traffic and access during construction
- Loss of parking (temporary or permanent)
The 360 Plan | Catalytic Development Area
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Next Steps
What’s Next

• DART will host a range of meetings over next 3 months to begin to identify issues, opportunities and discuss solutions, options
• Will report back to Stakeholder Committee this Fall
**Schedule**

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Note: Schedule is preliminary and subject to change.

**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

*we are here*
PRINTED FOCUS AREA
AERIAL MAP
& ISOMETRIC IMAGE
DART D2 Subway design decisions will begin with the direction established in the Urban Transit Design Guidelines for Dallas, Texas developed by City staff in partnership with the Downtown Dallas Inc. Mobility Committee with input from DART staff. The D2 Subway project should emulate the following principles:

- **Creation of pedestrian friendly** stations that are **accessible, safe, encourage transit ridership** and contribute to the public realm through **street-level activation** and **high quality** materials and detailing.
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**D2 OPERATING CONCEPT**

**EXISTING DART RAIL OPERATIONS**

- Terminate near East TC and turnback to DFW
- Continue existing service pattern to Parker Road Station
- Add service to Baylor

**DART RAIL OPERATIONS WITH D2 SUBWAY**

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**Orange Line Options (3):**

- Terminate near East TC and turnback to DFW
- Continue existing service pattern to Parker Road Station
- Add service to Baylor