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
  – 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

CORE CAPACITY
OPERATIONAL FLEXIBILITY
MOBILITY & ACCESS
LAND USE / URBAN 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.
- D2 project identified as candidate for new FTA core capacity funding program.

2015
- 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
Commerce Subway Station
Commerce via Victory/Swiss Alternative
Commerce Subway Station
Commerce via Victory/Swiss Alternative
Tunnel & Skywalk Map
Dallas Pedestrian Network

http://dallaspedestriannetwork.info/
Commerce Focus Area
5 Minute Walk – ¼ Mile Radius from Commerce Station

Existing Demographics
- Population: 2700+
- Jobs: 42K+
- Household: 1900+

Existing Land Use
- Commercial: 46%
- Education/Institution/Group Qts: 34%
- Multifamily Residential: 6%
- Parking: 3%
- Vacant: 3%
- Hotel: 2%
- Under Construction/Other: 2%
- Parks/Rec: 2%
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 Design Considerations
Adopted by Dallas City Council April 2017

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

BACKGROUND AND CONTEXT

In 2016, AT&T announced that they would not only keep, but grow their global headquarters in the heart of Downtown Dallas and invest over $100 million dollars in a massive exterior renovation project, creating the AT&T Discovery District. AT&T's importance to Downtown cannot be overstated, employing 8,800 today with the capacity to add more than 1,000 more over the next several years.

OPPORTUNITY

Improvements to the headquarters will not only benefit the thousands of AT&T employees, but they will also directly impact all of Downtown. The vision for the AT&T Discovery District is to become a destination for Downtown workers, residents, and visitors where they will find dining, entertainment, public art, and an outdoor experience zone that will feature public events like movie nights. Downtown Dallas, Inc. and the City of Dallas worked with AT&T throughout 2017 on plans for the District, which include traffic calming and pedestrian improvements on Commerce Street, modification of Jackson and Wood Streets, and several public improvements throughout the campus. Over the next two years, continued collaboration will be necessary to see the plans through to full implementation.
Commerce Subway Station
Focus Area Isometric
Browder Street Mall

- Approved thoroughfare amendment provides ample space paralleling Commerce for access.
- Compliment the proposed streetscape environment.
- Make wayfinding intuitive.
Commerce Street at The Adolphus Pedestrian Portal Access

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- Compliment the proposed streetscape environment.
- Make wayfinding intuitive.

Existing Location

Chicago, Illinois

Chicago, Illinois
Pegasus Plaza

Pedestrian Portal Access

- Added amenity at plaza.
- Potential placement along Akard.
- Access point stretches to Main Street to accommodate users to the north of the station.

Existing Location

Pegasus Plaza

Paris, France

Tokyo, Japan

London, England
Other Potential
Pedestrian Portal Access

Paris, France
Hollywood, California

Madrid, Spain
 Commerce Station Challenges and Opportunities

• Pedestrian connections to nearby facilities
• Station access portal locations and security
• Property needs (station access, ventilation, etc.)
• Easement under Belo Garden Park
• Construction approach and requirements
• Traffic and access during construction
• Potential vibration impacts to historic structures
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.

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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 |
Email D2@DART.org with comments and questions

Visit www.DART.ORG/D2 to stay up to date

Send comments to:
Ernie Martinez, D2 Subway Project Manager
DART Capital Planning
P.O. Box 660163
Dallas, Texas 75266
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.
- Contribution to a sustainable urban environment that follows low impact development standards and incorporates appropriate native landscaping.
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EXISTING DART RAIL OPERATIONS

DART RAIL OPERATIONS WITH D2 SUBWAY

Orange Line Options (3):
- Terminate near East TC and turnback to DFW
- Continue existing service pattern to Parker Road Station
- Add service to Baylor