Agenda

• Welcome and Introductions
• Meeting Objective
• Project Background and Overview
• Focus Area Discussion
  – LPA and Focus Area
  – Past alternatives and stakeholder input
  – City Urban Design Transit Guidelines
  – Dallas 360 Plan – Catalytic Development Area | CityMAP and D2 overlay
  – 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.
- 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
Deep Ellum Focus Area
Deep Ellum Focus Area
Deep Ellum Focus Area
Past Alternatives
Deep Ellum Focus Area
Commerce via Victory/Swiss Alternative
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 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 Live Oak ramp
This ramp has been identified as underutilized 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 – Elevated Condition

Future CBD East Station
The 360 Plan
CityMAP – I 345 Below Grade Scenario
The 360 Plan
CityMAP – I 345 Remove Scenario

CityMAP Document
(September 2016) – Page 225
I 345 Below Grade Model
View Looking Northwest
I 345 Removal Model
View Looking Northwest
Deep Ellum Focus Area Challenges and Opportunities

- Rebuild Good Latimer
- Minimize interruption to Green Line service
- Mitigate loss of Deep Ellum Station with enhanced pedestrian connections from CBD East & Baylor Stations
- Minimize impacts to Carpenter Park
- Avoid IH 345 columns
- Minimize roadway closures
- Minimize impacts to new/planned development
- Redevelopment opportunities
- Construction staging needs
The 360 Plan
Catalytic Development Area

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Recap of Today’s Meeting
Next Steps
What’s Next

• DART is hosting a range of meetings to identify issues, opportunities and discuss solutions, options
• Will report back to Stakeholder Committee this Fall
# Schedule

## Project Development Phase

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<thead>
<tr>
<th>Year</th>
<th>Project Stage</th>
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<tbody>
<tr>
<td>2018</td>
<td>Preliminary Engineering (PE)</td>
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<tr>
<td>2019</td>
<td>10-20% Preliminary Engineering</td>
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<td>2020</td>
<td>30% Preliminary Engineering</td>
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<td>Supplemental DEIS (SDEIS)</td>
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<td>Existing Conditions</td>
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<td>Impact Assessment</td>
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<td>Mitigation Options</td>
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<td>Document Development &amp; Review</td>
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<td>Final EIS (FEIS)</td>
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<td>Mitigation Commitments</td>
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<td>FTA Record of Decision (ROD)</td>
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## Engineering Phase

<table>
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<td>2024</td>
<td>Revenue Service</td>
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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
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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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 space, and retail.
D2 OPERATING CONCEPT

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