



# A-4

## Urban Design Process and Focus Area Summary Report



# **D2 Subway Urban Design Process & Focus Area Summary Report**

October 2020

30% Submittal



# TABLE OF CONTENTS

## SECTION 1: INTRODUCTION & BACKGROUND

INTRODUCTION.....	2
URBAN DESIGN APPROACH	
Focus Areas Meetings.....	2
DALLAS POLICY	
Urban Transit Design Guidelines.....	3
The 360 Plan .....	3
Article X Dallas Development Code .....	3
integrated Stormwater Management.....	4
D2 Subway .....	4
DART Brand Identity Guide .....	4
DOWNTOWN DALLAS CONTEXT	
TxDOT I-345 Feasibility Study.....	4
CityMAP .....	5
Preservation Dallas and City of Dallas OHP .....	5
ForwarDallas!.....	5
D2 Subway	
D2 Subway - Commerce via Victory and Swiss .....	6
Urban Design Elements .....	7
Public and Agency Involvement.....	7
Guiding Principles .....	8
Historic Context and D2 Design .....	8
Review Process .....	8
Precedents .....	9-10

## SECTION 2: FOCUS AREAS

VICTORY-PEROT	
Focus Area Meeting (August 2018).....	13-14
Focus Area Coordination.....	15
Urban Design Vision.....	15
Urban Design Plan .....	15-16
Museum Way Illustrative Cross Sections .....	17-20
Potential Project Limits .....	21-22
METRO CENTER	
Focus Area Meeting (August 2018).....	23-24
Focus Area Coordination.....	25
Urban Design Vision.....	25
Pedestrian Portal Access Shape Overlays .....	26
Urban Design Plan .....	27
Potential Project Limits .....	29-30
COMMERCE	
Focus Area Meeting (August 2018).....	31-32
Focus Area Coordination.....	33
Urban Design Vision.....	33
Pegasus Plaza - Portal Conceptual Plan Design.....	33
Pedestrian Portal Access Shape Overlays .....	34
Urban Design Plan .....	35
Potential Project Limits .....	37-38
Headhouse at Pegasus Plaza.....	39-40
Pegasus Plaza Stakeholder Workshop.....	41-42

## CBD EAST

Focus Area Meeting (August 2018).....	43-44
Focus Area Coordination.....	45
Urban Design Vision.....	45
Urban Design Plan .....	46
Potential Project Limits .....	47-48

## DEEP ELLUM

Focus Area Meeting (August 2018).....	49-50
Focus Area Coordination.....	51
Urban Design Vision.....	51
East Tunnel Portal .....	52
Preliminary Good Latimer Expy Illustrative Cross Sections.....	53
Urban Design Plan .....	53-54
Good Latimer Expy Illustrative Cross Sections .....	55-58
Potential Project Limits .....	59-60

## SECTION 3: URBAN DESIGN FACTORS & DESIGN DIRECTION .....

## APPENDIX A: PEGASUS PLAZA VISION SUMMARY.....

## APPENDIX B: WESTDALE D2 FEASIBILITY STUDY.....

---

*The D2 Subway project will transform access to and mobility through Dallas' central core and further advance the goals of partnering agencies and stakeholders to create an enhanced, balanced multimodal transit network that better connects Downtown to the greater North Texas region.*

*Integration of the D2 project into the downtown urban environment with respect to historic context is critical to its overall success and will incorporate a design review process for important historic resources as outlined in the D2 Subway Programmatic Agreement between the Federal Transit Administration (FTA), Texas Historical Commission (THC) and DART.*

*Furthermore, this document outlines and incorporates design direction including but not limited to best practices as defined in the City of Dallas Urban Transit Design Guidelines, the 360 Plan, and the Dallas Complete Streets Design Manual and memorializes important design decisions made through continued communication and coordination.*

---





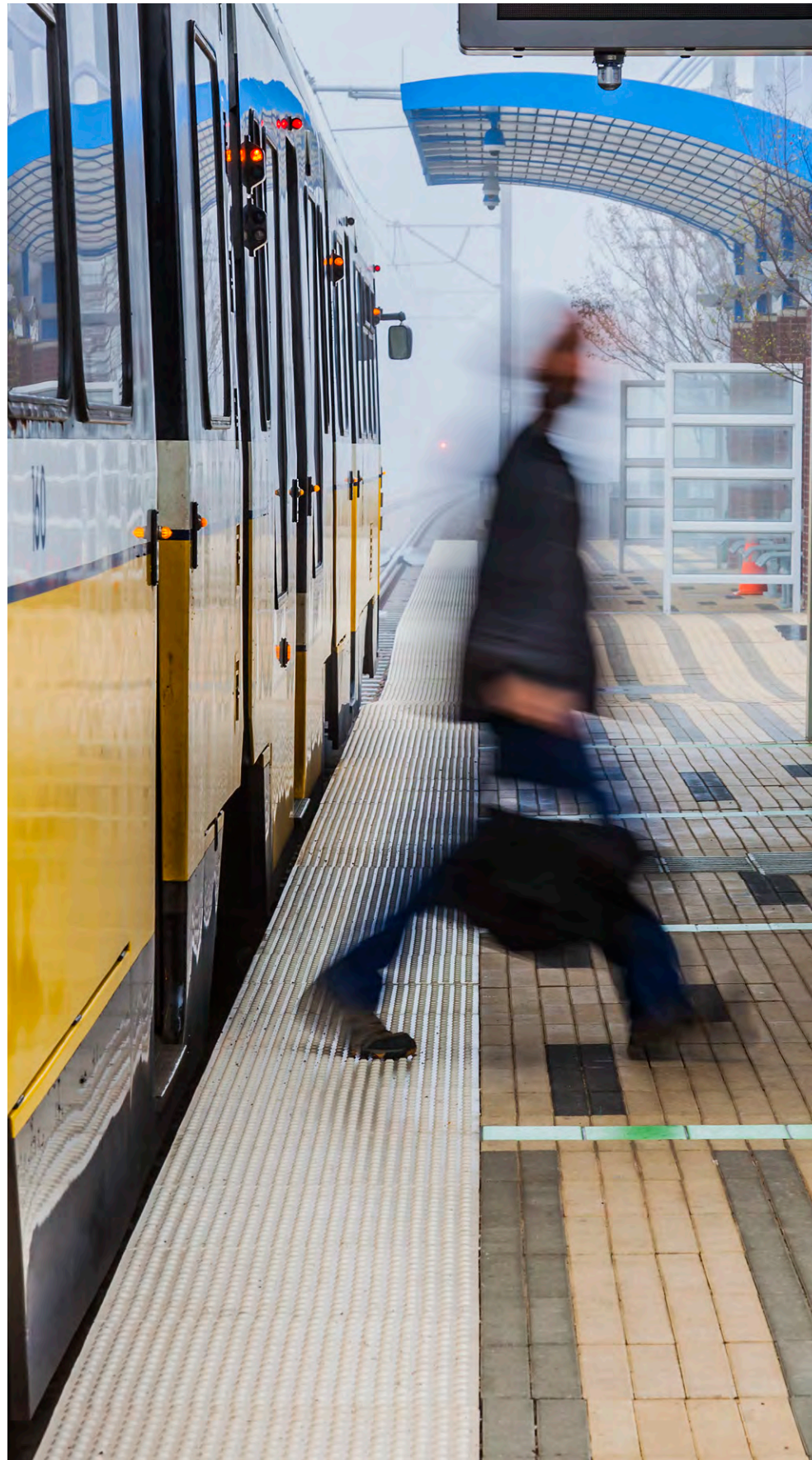
# Introduction & Background

---

## Section 1







## INTRODUCTION

The Dallas Area Rapid Transit (DART) has completed the preliminary design phase for the Dallas Central Business District (CBD) Second Light Rail Alignment, commonly referred to as D2 Subway (D2), which includes the development of urban design direction, preliminary engineering and environmental documentation.

The D2 Subway is a substantial project within Dallas' urban core. See page 6 for a description of the D2 alignment. Completion of the D2 project will provide another layer of mobility options to residents and employees living and working in the Downtown Dallas CBD. Based on the Commerce via Victory and Swiss alignment this mobility option and access to transportation throughout the DART service area could be within easy walking distance from almost anywhere in the CBD. This improves the quality of life for those working or living in Downtown Dallas by providing a convenient and cost-effective way to travel without relying on private automobiles, while also facilitating access to jobs and residential opportunities for those outside of the CBD. Combining the D2 Subway with DART's existing light rail, bus service and streetcar system supports Dallas' desire to activate a more pedestrian and bike-friendly street environment, and integrate a multi-modal Complete Streets transportation system.

The D2 Subway will also improve light rail transit service through the CBD by reducing constraints on the existing rail lines. Moving the Orange and Green Line trains to the new D2 Subway will improve system capacity by allowing additional Red and Blue Line trains to run in time slots previously allocated to Green and Orange Line trains. This also improves redundancy and system reliability by providing an alternative route through the CBD.

The D2 Subway offers a rare opportunity to establish a new urban architectural vernacular for subway stations and pedestrian portal access in downtown. The purpose of this report is to outline the process for D2 Urban Design and show its development through open and informative stakeholder engagement.

Good urban design has the potential to encourage ridership, maximize the project purpose, enhance the livability of downtown and create long-term value. For this reason, DART has and will continue to conduct a comprehensive urban design approach to consider feedback from stakeholders, riders, agencies and the City of Dallas before implementing design decisions. How well D2 fits within its urban context will ultimately impact customer perceptions and influence their decisions whether or not to ride the train as an alternative transportation mode.

This report provides an overview of the Urban Design Approach. It highlights existing policy that has been adopted by The City of Dallas, DART and participating agencies and provides the 'starting point' for D2 design. The

report also outlines other documents supported by Dallas stakeholders and studies being conducted by other agencies that require a level of coordination in the preliminary design considerations for D2. The D2 Subway Map is provided along with corresponding text and a description or definition of Urban Design Elements. Finally the report reviews the stakeholder engagement, guiding principles for design, and the design factors established through stakeholder input.

## URBAN DESIGN APPROACH

### Focus Areas Meetings

DART and the Urban Design team facilitated a series of Focus Area Meetings with DART staff, partner agencies and stakeholders to obtain input and explore a variety of ideas related to the station and portal configurations and locations. The Focus Areas are as follows:

- Victory - Perot Focus Area
- Metro Center Focus Area
- Commerce Focus Area
- CBD East Focus Area
- Deep Ellum Focus Area

The meetings were structured to encourage a spirit of collaboration and cooperation in attaining a common vision for the development of the D2 project that is integral to the fabric of the CBD. The input provided in these meetings builds upon the guiding principles, found on page 8 of this report. Focused stakeholder input in these meetings developed an overall comprehensive urban design vision for the project specific to these focus areas. Design goals and objectives established in these meetings were translated into Urban Design Plans, cross sections and illustrations and have been used to indicate site design and inform architectural design and engineering design decisions related to enhanced access, public safety and security, recognition and wayfinding, quality of life, experience and context sensitivity.

Communication, was not limited to Focus Area Meetings. Additional meetings, including public and stakeholder meetings, small group meetings and one-on-one meetings were held to maintain open lines of communication and support coordination efforts. Information on the status of the project, reference material, prior studies, meeting presentations and materials, and meeting summaries and comments for both the public and stakeholder meetings can be obtained at [www.DART.org/D2](http://www.DART.org/D2). Documentation of project communication is also available as part of Chapter 6 of the Dallas CBD Second Light Rail Alignment Final Environmental Impact Study (FEIS) - Public and Agency Consultation and Coordination.



DALLAS POLICY

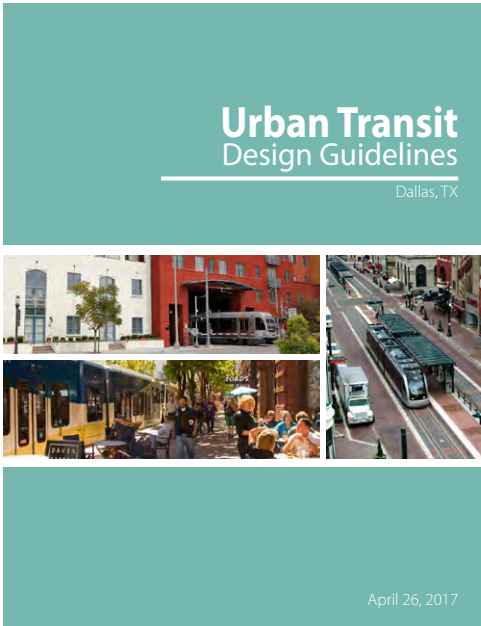
As DART moves forward in the Project Development Phase for D2, there is a responsibility to support the policy decisions that affect urban design direction. The following documents all contain key design information created through stakeholder involvement and adopted, as policy, by agencies and the City of Dallas.

Urban Transit Design Guidelines

Adopted by Dallas City Council in April of 2017, the impetus for the Urban Transit Design Guidelines arose from Downtown stakeholders’ desire for well-designed integration of D2 Light Rail and Central Dallas Streetcar projects into the urban fabric. Drafted by City staff in partnership with the Downtown Dallas Inc. (DDI) Mobility Committee with input from DART staff, the Urban Transit Design Guidelines were developed based on best practices in consultation with:

- Downtown Dallas 360 Plan
- Dallas Complete Streets Design Manual
- DART Light Rail Project Design Criteria
- City of Dallas Tax Increment Financing Districts Urban Design Guidelines
- National Association of City Transportation Officials (NACTO) Transit Street Design Guide

The Urban Transit Design Guidelines are intended to apply to all future DART operated transit projects in and around Downtown, and address City of Dallas and DART rights-of-way for the full length of transit project corridors within this geography. They are intended to be advisory in nature and to supplement existing DART Design Criteria through a review process that focuses on quality of the public realm, comfort and experience of pedestrians and transit passengers, and compatibility with adjacent development that adds to a vibrant downtown.



Urban Transit Design Guidelines

The 360 Plan – A Complete and Connected City Center

Adopted by Dallas City Council in December of 2017, The 360 Plan is a strategic document that sets a clear, cohesive vision of Downtown Dallas and its surrounding neighborhoods, guiding the City Center to continued long-term success. Building upon the strategies found in the original plan, adopted in 2011, the 360 Plan is organized around the idea of creating a complete and connected City Center that provides an enriching urban experience for area residents, workers and visitors. The public-private planning process coalesced into a unified vision and three transformative strategies to:

- Advance urban mobility
- Build complete neighborhoods, and
- Promote great placemaking

A primary charge of The 360 Plan is to focus public investment – whether in streetscape improvements, new infrastructure, housing subsidies, or other initiatives – in a manner that garners the most significant and transformative impacts from private development. Building from the overall vision, The 360 Plan presents six major Catalytic Development Areas and three Corridors of Interest to prioritize physical, economic, and other improvements in order to synergize public and private development opportunities and achieve coordinated success over time.

Three of these Catalytic Development Areas - Northern West End, AT&T Discovery District and Carpenter Park Area, overlay or come in close proximity to D2. As a partner, DART will employ design opportunities for the project that complement the vision established in the Catalytic Development Areas.



The 360 Plan Document



Downtown 360 Study Area

Article X Dallas Development Code

Article X of the Dallas Development Code provides an outline of the standard landscape and tree mitigation requirements. On June 27, 2018, the City Council approved the amendments to Article X The Landscape and Tree Conservation Regulations and Reforestation Program. Article X includes a landscape checklist for use in landscape design.



City of Dallas

City of Dallas



# integrated Stormwater Management



iSWM

## integrated Stormwater Management (iSWM) - NCTCOG

iSWM stands for integrated Stormwater Management. iSWM is a regional program administered by the North Central Texas Council of Governments (NCTCOG), which brings together representatives from cities, counties, and special districts to find collaborative solutions to regional environmental challenges. iSWM is a tool that helps local governments meet or exceed state and federal requirements for stormwater management.

The iSWM™ Program for Construction and Development is a cooperative initiative that assists cities and counties to achieve their goals of water quality protection, streambank protection, and flood mitigation, while also helping communities meet their construction and post-construction obligations under state stormwater permits.

Development and redevelopment by their nature increase the amount of imperviousness in the surrounding environment. This increased imperviousness translates into loss of natural areas, more sources for pollution in runoff, and heightened flooding risks. To help mitigate these impacts, more than 60 local governments are cooperating to proactively create sound stormwater management guidance for the region through the integrated Stormwater Management (iSWM) Program.

## D2 Subway

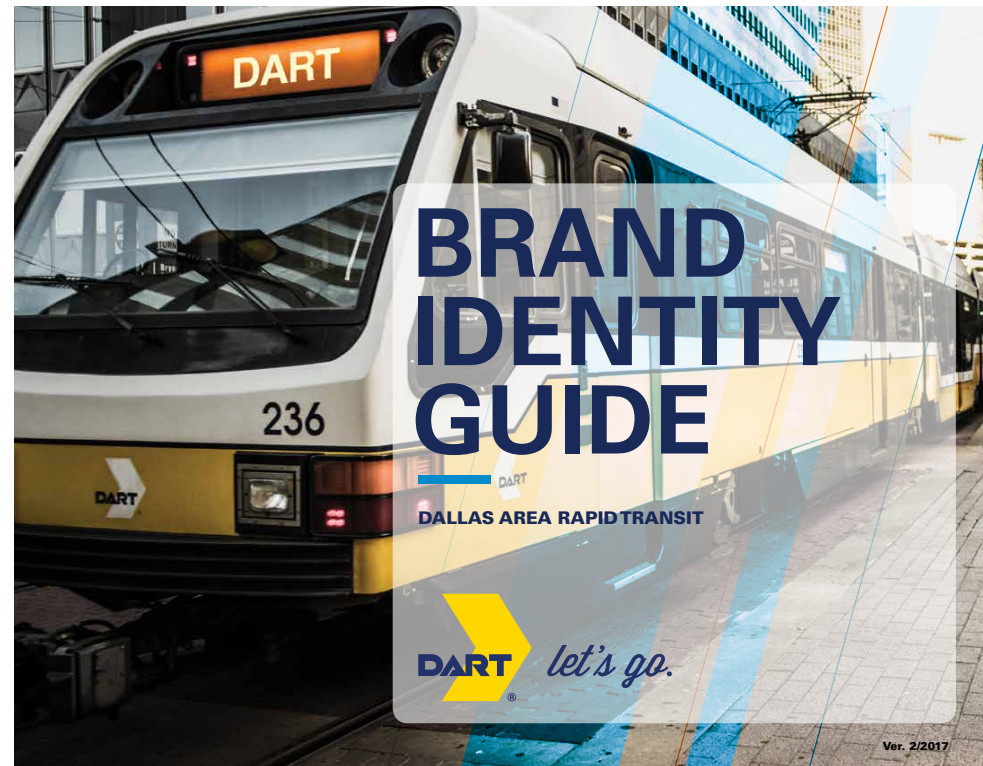
The D2 Subway project is a future second light rail line through downtown Dallas. DART began planning for D2 in 2007. Since then, several studies and planning efforts have been completed including changing D2 from an at-grade alignment into a subway in 2016. The most recent efforts resulted in both the Dallas City Council and the DART Board of Directors approving the D2 Subway in September 2017. The D2 Subway Commerce via Victory and Swiss extends from Victory Park to Deep Ellum, primarily below Commerce Street through the heart of downtown Dallas.



## DART Brand Identity Guide

Since its inception in 1983, DART has been a vital part of the North Texas region's growth. Each year nearly 150,000 new residents and many new employers from around the world move to Dallas and surrounding communities. This growth is fueled by forward thinking individuals and companies who are embracing technology and other advancements in their everyday lives and businesses. They are seeking a city and its offerings to meet their everyday needs as well as their aspirations. And DART will continue to meet this challenge toward becoming transportation of choice for our residents.

This guide serves to provide definition for the DART brand personality and what we want the brand to stand for in the customer's eyes. By aligning across our agency in clear articulation and expression of the DART brand personality, tone, and style, we can ensure consistent messaging and clarity in how we are positioning the brand in the hearts and minds of our riders and the entire North Texas community.



DART Brand Identity Guide

## DOWNTOWN DALLAS CONTEXT

D2, the Urban Transit Design Guidelines and The 360 Plan outline design decisions that affect the context of the downtown environment. CityMAP, the recently begun Texas Department of Transportation (TxDOT) Interstate 345 (I-345) Feasibility Study as well as other organized studies, also play a big role recommending agency coordination and project considerations for the benefit of downtown commuters, business owners, developers and residents and the overall success on the east side of Downtown Dallas and Deep Ellum.

## TxDOT I-345 Feasibility Study

I-345 is located on the east side of Downtown Dallas and carries traffic traveling north from I-30 and U.S. 75/I-45 to Woodall Rodgers and other regions north of the City Center. TxDOT is continuing its effort for I-345 where Dallas CityMAP concluded. TxDOT is studying the design feasibility for this corridor based on the various scenarios developed in CityMAP. TxDOT will look at traffic data, land use and economic development studies to develop potential options for the freeway.



I-345 Project Map - Courtesy of TxDOT at [www.KeepItMovingDallas.org](http://www.KeepItMovingDallas.org)



CityMAP

The City Center Master Assessment Process or -- CityMAP, conducted by TxDOT, is an assessment of the challenges, opportunities and the redesign options for the aging interstate corridors and adjacent neighborhoods in and around Downtown Dallas, completed in September 2016. TxDOT funded, City of Dallas supported and stakeholder driven, the process began in early 2015 to understand how congestion relief and city design can be considered comprehensively as the major highway system converging in and around Downtown Dallas is improved.

The assessment provides different yet related scenarios for each of the corridors that demonstrate a level of balance between mobility, livability and economics as defined by local stakeholders. Each scenario studies these three vital factors as part of the overall improvement of the corridor.

The D2 Subway alignment interacts with both Spur 366 (Woodall Rodgers) to the north and I-345 to the east. DART recognizes the importance of CityMAP to its stakeholders and to the City of Dallas.

For this reason, with a good understanding of the I-345 scenarios and by closely coordinating with TxDOT through this preliminary design process, DART will be making design decisions based on key stakeholder feedback that does not preclude any of the CityMAP scenarios. DART will also coordinate the Museum Way Station, tracks and north tunnel portal design adjacent to and under Woodall Rodgers.



Dallas CityMAP Document - Courtesy of TxDOT at [www.dallascitymap.com](http://www.dallascitymap.com)

Preservation Dallas and City of Dallas Office of Historic Preservation (OHP)

In September 1972, a group of citizens concerned about the need to formally protect and preserve our city’s historic buildings founded the Historic Preservation League (later to become Preservation Dallas). It was a volunteer-run organization, but the mission was broad – to preserve and revitalize Dallas’ buildings, neighborhoods and other historical, architectural and cultural resources.

Preservation Dallas is a nonprofit membership organization. To champion initiatives to protect the history and culture of neighborhoods and historic buildings throughout the community, enhancing the quality of life and economic development of our great city. To do this, they:

- Broker solutions for endangered historic properties through a network of architectural, development, finance and public policy professionals
- Educate the public through tours, talks and events. Look at the many ways historic buildings and neighborhoods make Dallas a vibrant and viable place to live and work
- Document, through surveys and research, the historic and cultural value of Dallas’ older neighborhoods and assist neighborhood organizations in promoting the features of these areas
- Partner with neighborhoods as well as local and national organizations to advocate for historic preservation issues

In addition to Preservation Dallas, DART will also continue to coordinate closely with the City of Dallas OHP to integrate the D2 Subway into areas of downtown where historic context is important. The Section 106 Programmatic Agreement will guide the design review process for the next phase of the project in collaboration with both parties.



Preservation Dallas



ForwarDallas!

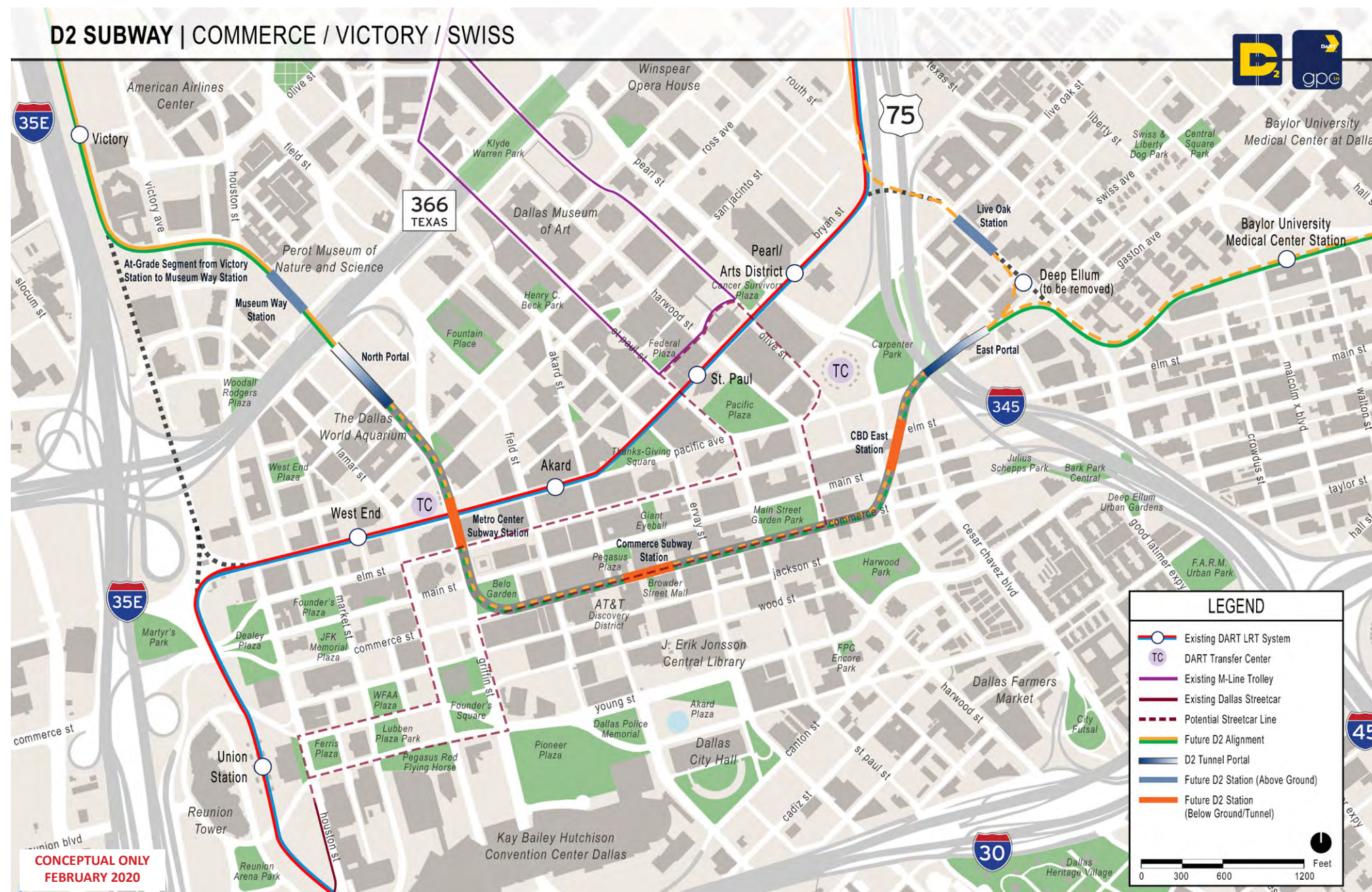
ForwarDallas!

The City of Dallas is embarking on an inclusive process to update our citywide future land use vision as adopted in the 2006 ForwarDallas Comprehensive Plan. Land is a critical and limited resource in Dallas. How we plan for and use this resource has a profound impact on our quality of life.

The ForwarDallas Comprehensive Land Use Plan update sets out to ensure land use policies actively promote equity, economic vitality, and environmental sustainability throughout Dallas. This will be a data-driven planning process through which we will explore and evaluate alternative future scenarios to inform our vision for future development. We will take an action-oriented approach from day one, with focus on outcomes and metrics, and establish an implementation program to monitor progress annually, ensuring accountability and responsiveness to changing needs.

Concurrent with the comprehensive plan update, DART and the City will be working together on a Transit-Oriented Development (TOD) Implementation Plan for the D2 Subway corridor and stations. This will be done under a recently awarded FTA grant for core capacity projects such as D2 Subway to support maximizing land use and multi-model connectivity to support project success.





The graphic map above is the most current. All preceding maps developed and presented in public and stakeholder meetings, can be found at [www.DART.org/D2](http://www.DART.org/D2).

## D2 Subway - Commerce via Victory and Swiss

As shown on the graphic map, the Commerce alignment begins south of Victory Station. It moves through a switch off the existing alignment and then proceeds in a southeasterly direction within DART-owned right-of-way (ROW) in the center of Museum Way and through an existing parking lot adjacent to west of the Perot Museum of Nature and Science. Adjacent to the Perot Museum will be an at-grade light rail station (Museum Way Station). After leaving the station, the alignment crosses under Woodall Rodgers Freeway at street level, and then begins its transition underground into a tunnel portal just south of McKinney Avenue. As it descends, the alignment runs toward Griffin Street and turns under Griffin Street for several blocks where it remains. Between San Jacinto Avenue and Elm Street would be an underground station (Metro Center Subway Station). This station would provide the ability to transfer to the West Transfer Center and the West End and Akard light rail stations. The Metro Center Station is envisioned as a major transit hub in the future.

After crossing under Main Street, the alignment would turn east under Belo Garden and follow under Commerce Street. While under Commerce Street another underground station (Commerce Subway Station) is planned approximately between Akard Street and Ervay Street. As the alignment approaches Pearl Street, it turns north and the next subway station (CBD East Subway Station) sits at a diagonal between Main Street and Elm Street.

The alignment continues at a diagonal and after passing under Cesar Chavez Boulevard the alignment transitions back to the surface in a tunnel portal. This portal would be under I-345 and nearly parallel to Swiss Avenue to the south of the street. Soon after coming to the surface, the alignment splits into a wye with tracks tying back to the alignment in the center of Good Latimer Expressway (Expy). Track alignment will remain in the center of Good Latimer Expy similar to the existing condition. Modifications to the track and street will occur along Good Latimer Expy from just north of Live Oak Street until the tracks tie into the existing condition just north of Elm Street. Due to these changes the Deep Ellum Station would be removed and a new station (Live Oak Station) would be located to the north. The new station would be placed just south of Live Oak Street and in the center of the northbound and southbound travel lanes of Good Latimer Expy similar to the existing Deep Ellum Station condition.



Urban Design Elements

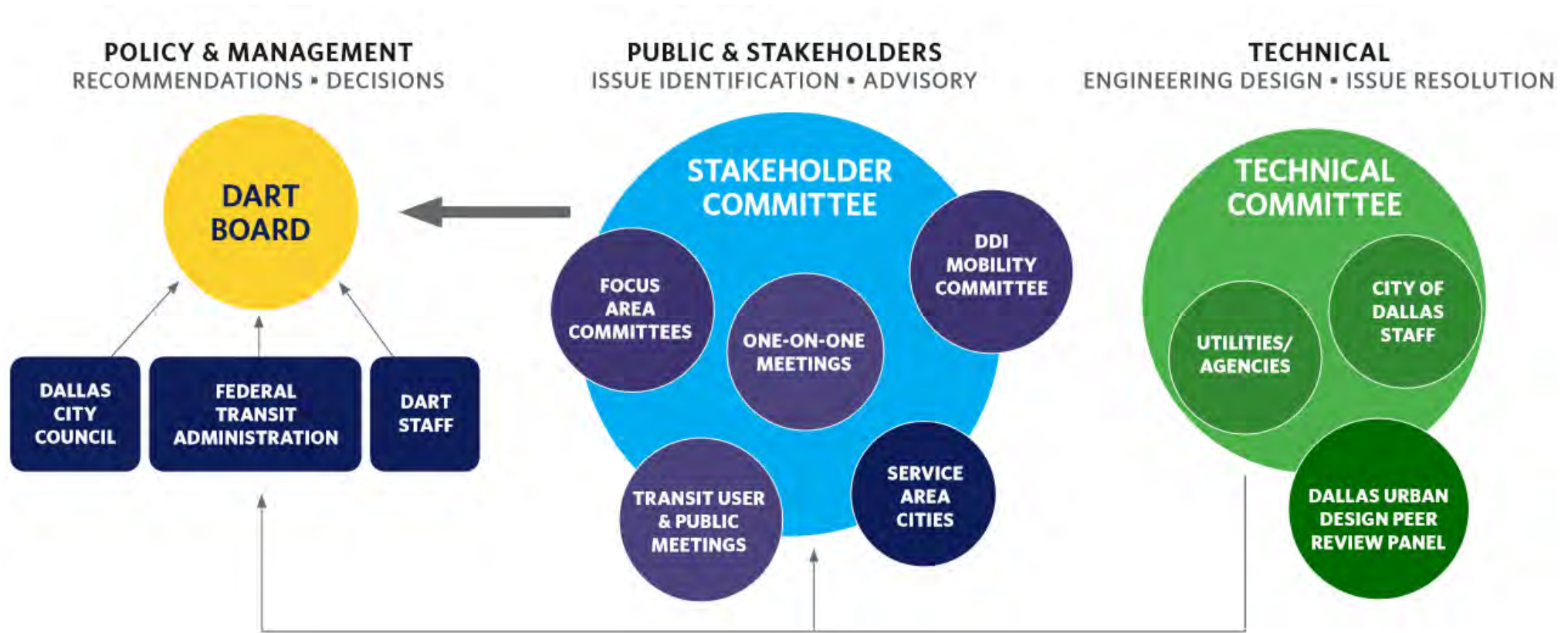
*Tunnel Portals* – D2 proposes tunnel portals on the north and east ends of the alignment. Urban design concepts will indicate tunnel portal location within the context of existing streets, sidewalks, parks and buildings. Location of the tunnel portal considers potential future development. Final tunnel portal design may include screening and/or buffering techniques or air rights opportunities to minimize visual impacts and enhance public safety and exploring options and configurations for vehicular, bicycle and pedestrian traffic, signalization and rail interface.

*Station Locations* – D2 proposes to create five new station locations. The Museum Way and Live Oak at-grade stations and the Metro Center, Commerce and CBD East subway stations. Just like any other public space, the urban design approach for the stations recognizes that these spaces accommodate social interaction and should respond to the passengers needs for safety, security, lighting and access.

*Station Configurations* – The station configurations are a result of partner agency, stakeholder, public and passenger feedback and engineering and architectural design that offer desired access while minimizing potential negative impacts to current and future infrastructure and citizens daily lives.

*Station Headhouse* - The station headhouse sits above ground and provides access to the subway station platform below. They offer the opportunity for a unique and positive first impression of the station facilities and should introduce a consistent brand identity while integrating with the context of the downtown. Often a larger covered structure, the station headhouse provides an opportunity for a controlled climate and includes space for ticketing, elevators, escalators and stairs, and passengers waiting for transfer vehicles. Stakeholder feedback has guided locations and configurations that offer desired access while minimizing potential negative impacts to current and future infrastructure and citizens daily lives. Headhouses will require compliance with local public safety, emergency, visibility and accessibility requirements.

*Pedestrian Portal Access* – Portals provide users direct access into the subway station platform below. They offer the opportunity for a unique and positive first impression of the station facilities and should introduce a consistent brand identity while integrating with the context of public infrastructure and private development. Similar to the other elements, stakeholder feedback has guided preferred portal locations and configurations that offer desired access while minimizing potential negative impacts to current and future infrastructure and citizens daily lives. Portals will require compliance with local public safety, visibility and accessibility requirements, and will include elevators possibly combined with escalators or stairs.



Public and Agency Involvement Framework

Public and Agency Involvement

DART has a robust public involvement plan for D2 including public meetings, stakeholder meetings, agency meetings, technical committee meetings, and one-on-ones. The graphic above captures the multiple engagement opportunities. As part of the urban design for D2, Focus Area meetings were established to engage smaller groups of invested stakeholders for candid conversations about downtown and D2.

Documentation of all project communication is available as part of Chapter 6 of the FEIS - Public and Agency Consultation and Coordination.



Deep Ellum Focus Area Meeting



Guiding Principles

As mentioned previously, City of Dallas staff in partnership with the DDI Mobility Committee and participation from DART staff developed the Urban Transit Design Guidelines for the City of Dallas. Adopted by City Council in April of 2017, this document outlines the key principles that DART used as its starting point to define the urban design direction for D2. The four key principles are as follows:

- 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

Historic Context and D2 Design

DART recognizes the importance of historic context in design. Along the D2 alignment, considerations have been taken to respect adjacent historic buildings and downtown historic districts. As design is only at the 30% level and many details have yet to be defined, a Section 106 Programmatic Agreement (PA) between FTA, THC and DART has been developed and is included in the FEIS, Appendix E. The PA outlines a design review process for historic resources to ensure that the historic context helps to inform the final design of the project and no adverse effects are created. Both the City of Dallas OHP and Preservation Dallas are concurring parties to the PA and will be actively engaged in the process.

As final design is initiated, the historic character and context of the area will continue to inform design and materials choices. At the 30% design level, new construction design has been done to be distinguishable but not detracting from the surrounding historic context. Building materials considered are generally transparent, semi-transparent or reflective in design, there by bringing the surrounding natural environment or historic architecture to the forefront. These considerations allow construction to be compatible in its setting and recognizable for its use. Station design does not attempt to replicate or mimic historic design.

There is no formula or prescription for designing compatible new construction within a historic context. Design for D2 has taken the following into account with respect to subway station design:

- Urban street edge
- Hardscape and softscape
- Adjacent building heights/stories
- Station construction materials
- Public space
- Pedestrian routes and connections
- Views to and from
- Access
- Potential development above or adjacent
- Social activity that exists

Tunnel portals will be constructed so as not to preclude future development potential. DART is open to continued coordination for design (by others) within the air rights of these spaces. The intent would wholly integrate the portals within proposed future development there by taking them completely out of “views to” this structure. The tunnel portal envelope would remain untouched, however, building design and pedestrian connections and design of open space could happen directly adjacent to and above the tunnel portal.

Subway headhouse design has been done in a manner that complements size and scale of the space and surrounding architecture. Design of these structures for both the Metro Center and CBD East stations does not preclude future development potential within the air rights of these structures. Design of the structure for Commerce Station within Pegasus Plaza has been done in concert with key stakeholders through workshops and presentations to the City of Dallas Park and Recreation Board. Reference the D2 Subway | Pegasus Plaza Vision Summary (Appendix A) for detailed information regarding design of key themes and priorities and anticipated next steps.

City of Dallas staff, representing multiple departments including the OHP will be involved in continued design review of the D2 Subway. Many improvements outside of the DART project limits may be implemented by the City of Dallas separate from the D2 Subway project to ensure design continuity.

Review Process

The review process associated with the Urban Transit Design Guidelines is integrated into DART’s project development process by introducing a series of reviews by the City of Dallas Urban Design Peer Review Panel. The Urban Design Peer Review Panel’s role is to provide ongoing urban design review at key stages through project development and engineering to facilitate a desirable urban design outcome. The Urban Design Peer Review Panel has provided urban design review for private projects receiving City incentives for over 5 years. The Urban Transit Design Guidelines will serve as the basis for this review. The guidelines and review process are not intended to replace the need for stakeholder input for individual projects. City of Dallas and DART are responsible for timely review of all project submittals and active engagement of appropriate stakeholders.

Documentation of meetings to the Peer Review Panel can be found in Chapter 6 of the FEIS.



CBD East Focus Area Meeting



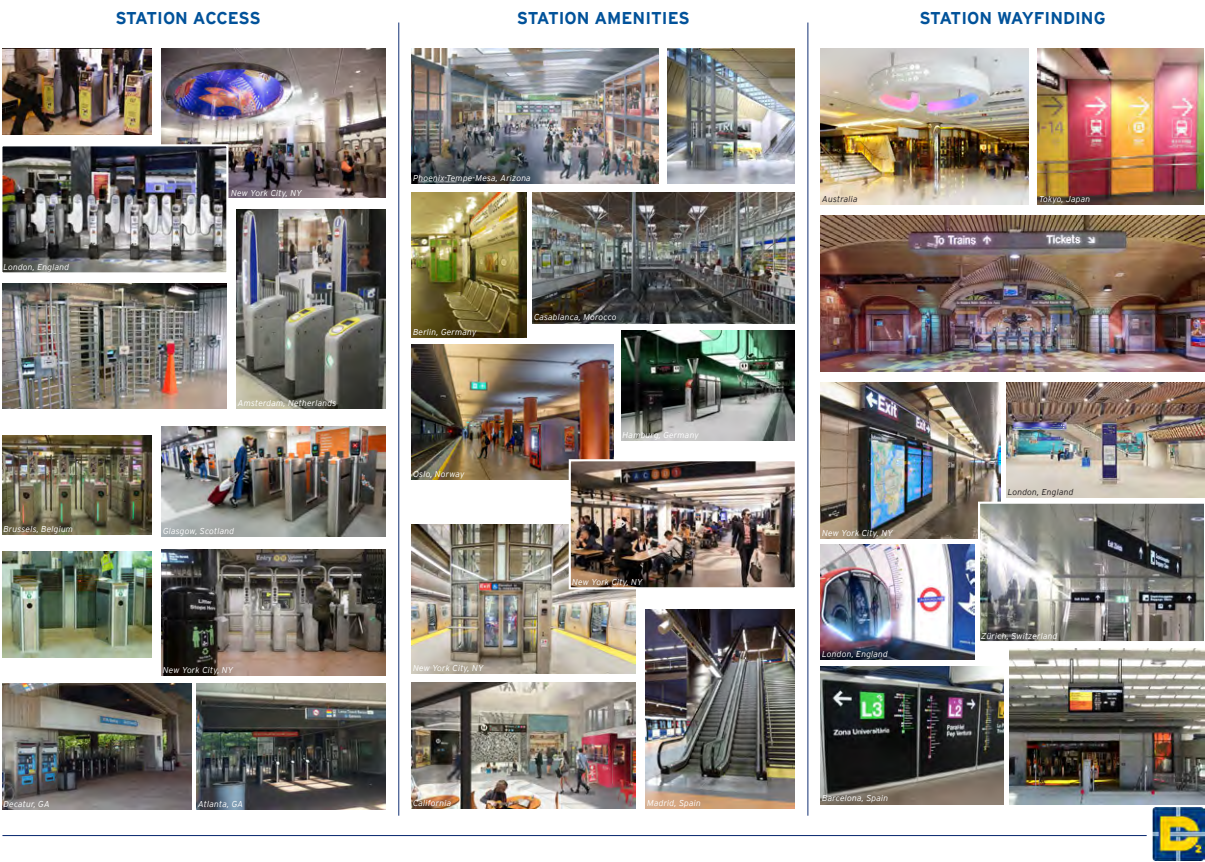
## Precedents

Precedent image boards were created to generate reactions and encourage conversation at Focus Area meetings. Their intent was to provide built or imagined examples around the world to convey different design approaches to elements of a subway or a transit system.

The boards were often referred to in Focus Area meetings to aid in explaining or defining design elements. Some of the images focus specifically on the creation of social space in, around or sometimes over a system. The relationship of public space and transit activity is important.

These precedent boards will continue to be used as part of public involvement. The team is responsible to listen to stakeholder feedback and preferred imagery and capture input regarding supported design ideas and direction.

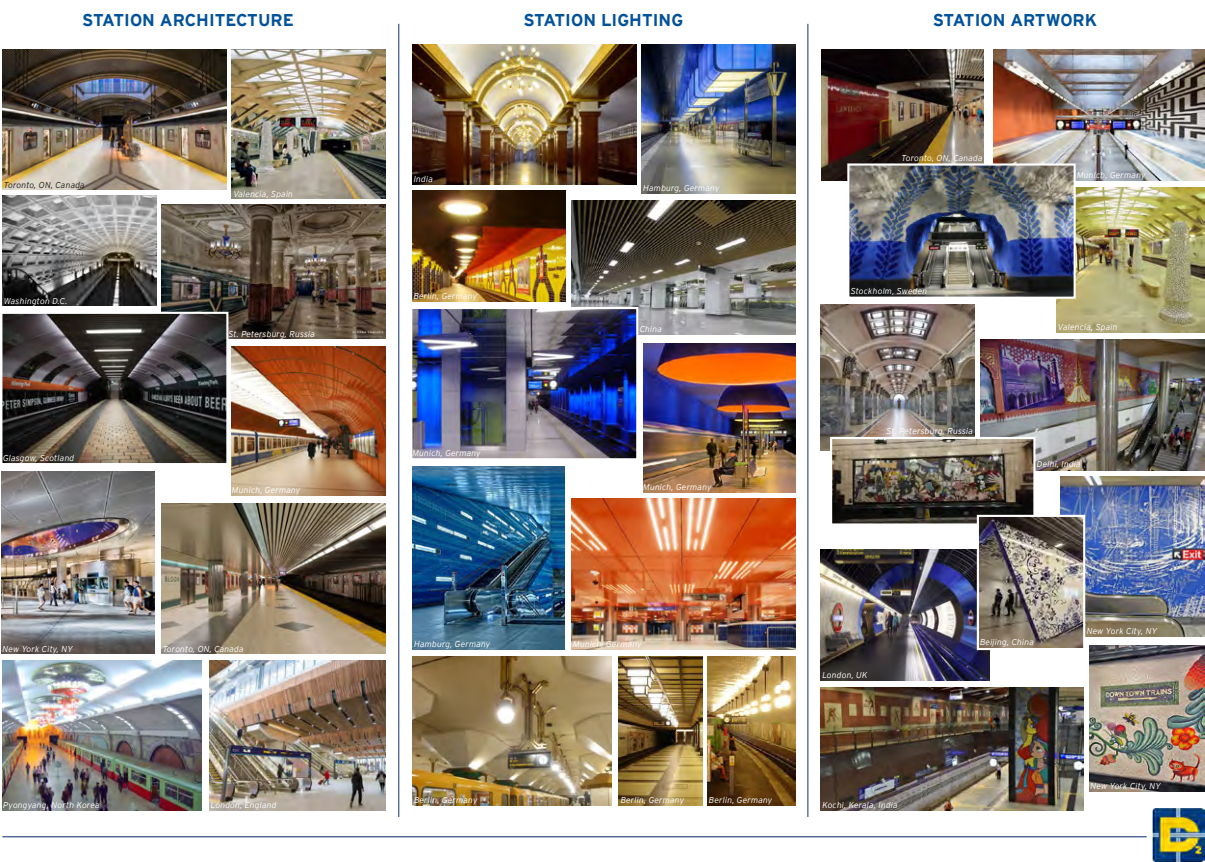
## PRECEDENTS



## PRECEDENTS



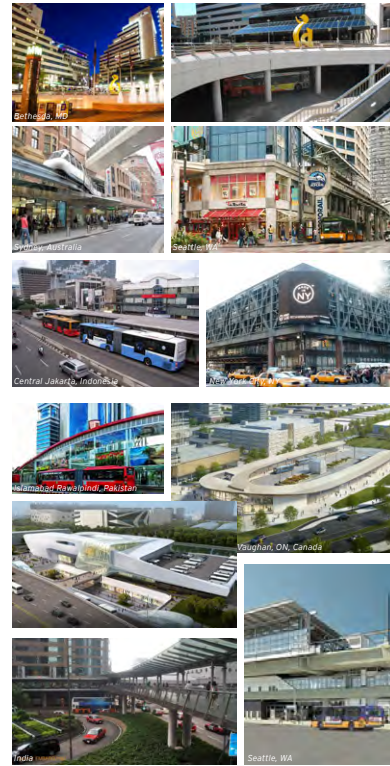
## PRECEDENTS





# PRECEDENTS

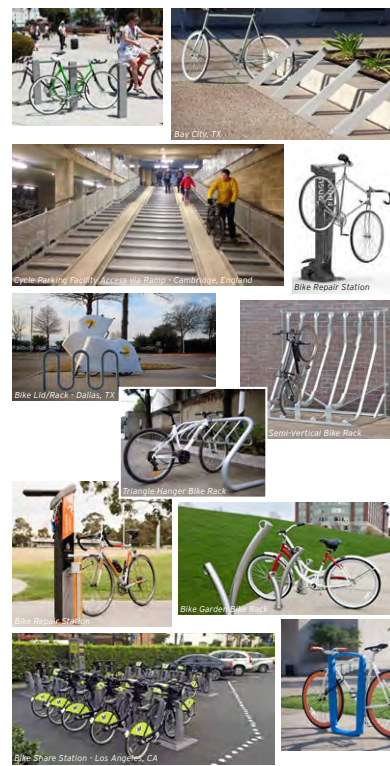
## BUS TRANSFER CENTERS



## BUS SHELTERS

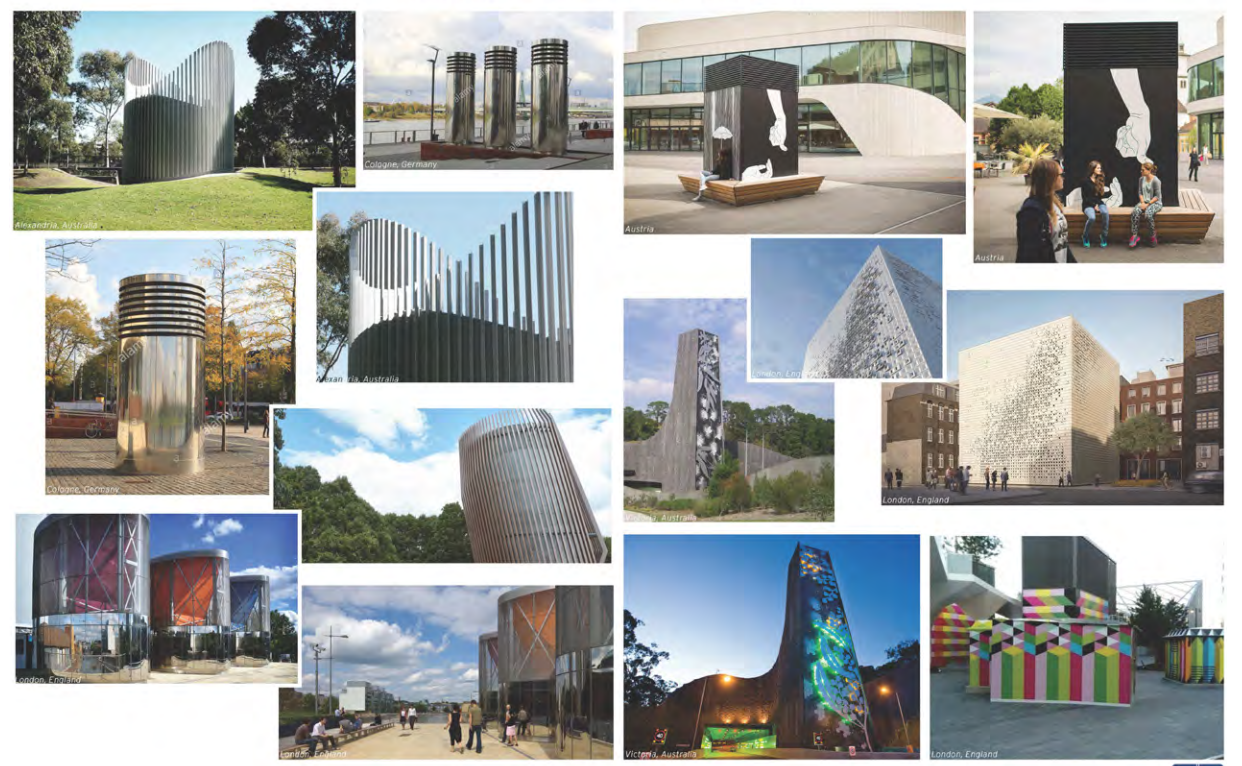


## BIKE PARKING & FACILITIES



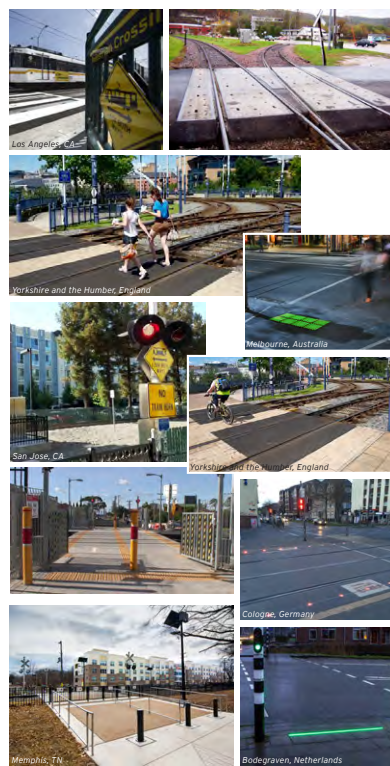
PRECEDENTS

## VENTILATION SHAFT & OPERATIONAL FACILITIES



PRECEDENTS

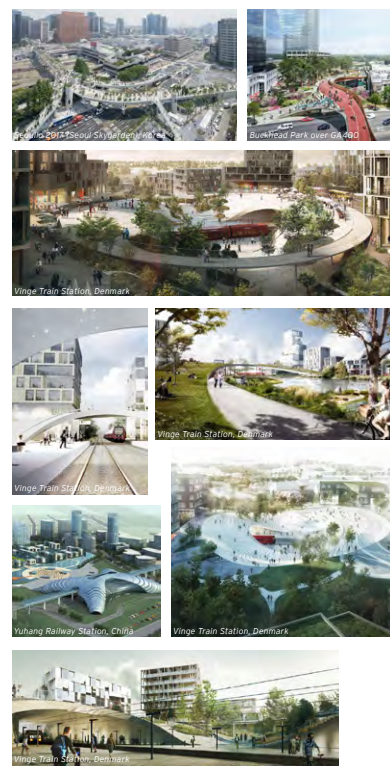
## PEDESTRIAN CROSSINGS



## TUNNEL PORTALS & CONNECTIONS



## ELEVATED CONNECTIONS



PRECEDENTS





# Focus Areas

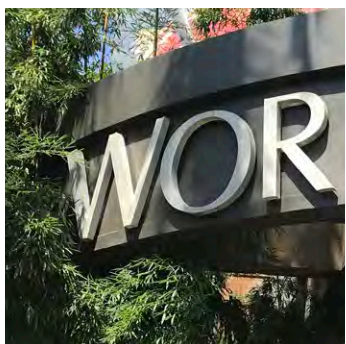
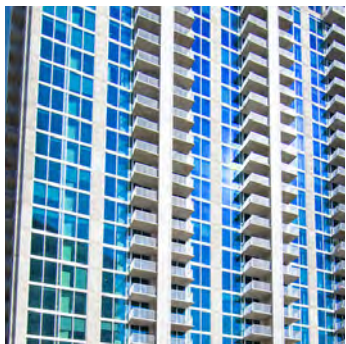
## Section 2









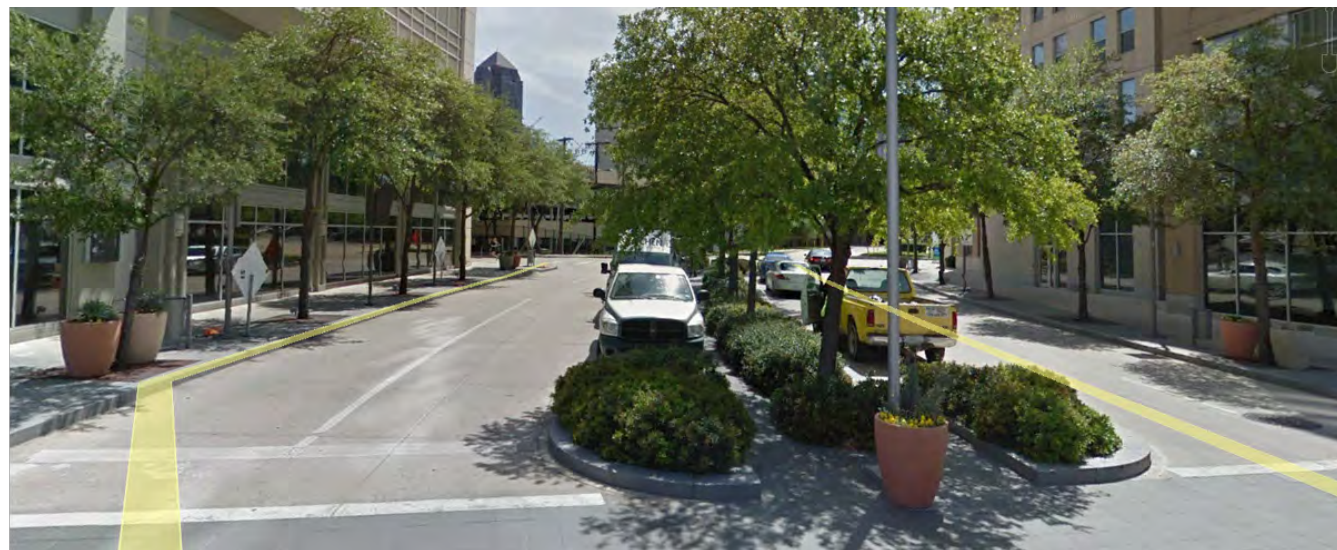


# VICTORY-PEROT

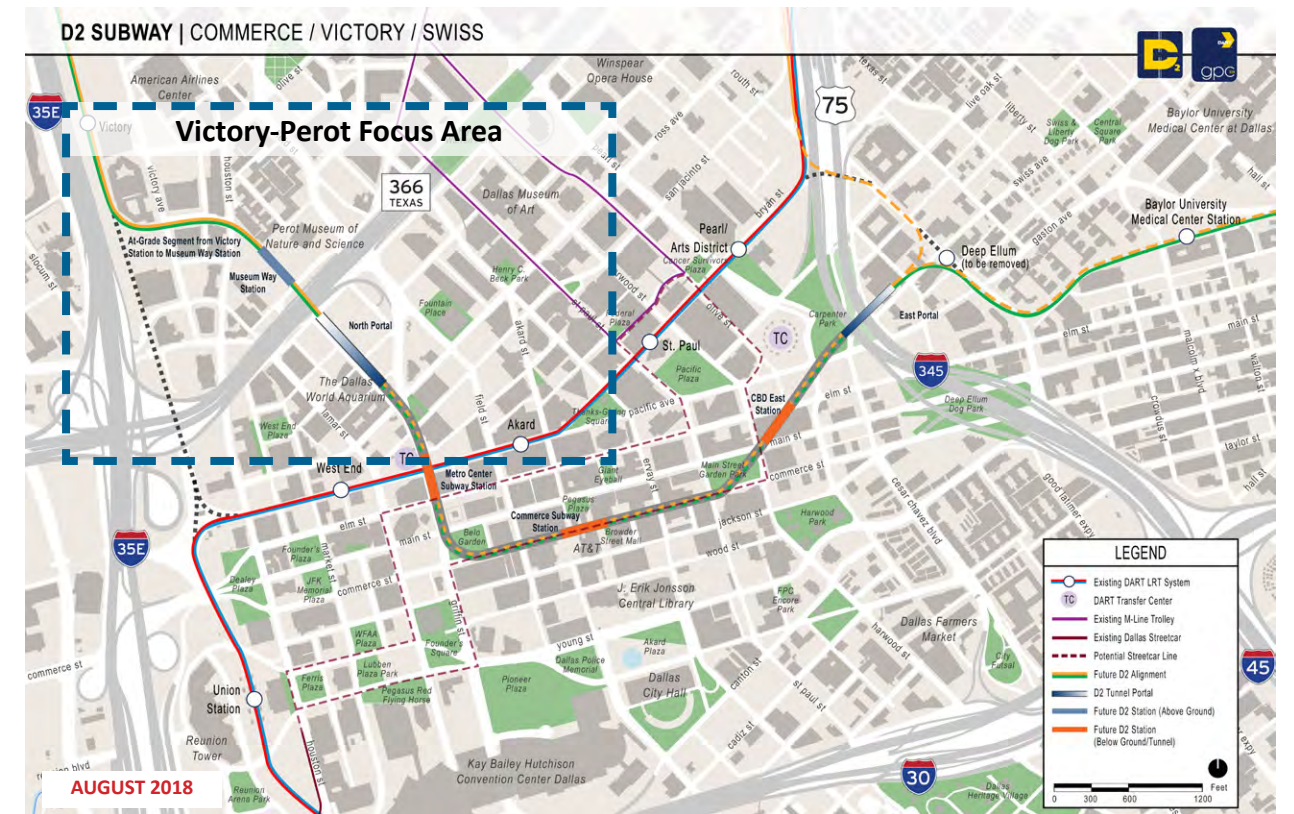
## Victory-Perot Focus Area Meeting (August 2018)

The following captures ideas, messages or considerations from the focus area meeting that received group consensus. Full meeting summary notes, meeting details including the presentation, attendees and other corresponding materials can be found at [www.DART.org/D2](http://www.DART.org/D2).

- Stakeholders asked about the proposed new cross section for Museum Way. DART currently owns a 35'-0" wide section centered in the Museum Way ROW. The D2 tracks will replace the current median and parking in this location. Stakeholders want to maintain mid-block access for parking garage entries. The cross section will need to be coordinated with the City - it could potentially be one lane of travel each direction either side of the new tracks with on street parking and bike lanes.
- Noise and vibration will be a concern for residential/hotels. The group discussed that speeds would be 10-15 mph max through this area, but noise can still be a concern where the alignment curves. DART will be doing a noise and vibration analysis in the area.
- Pedestrian portal access should be accommodated in all directions at the Woodall Rodgers/Field intersection to provide improved connections north and south under Woodall across Broom Street and McKinney Avenue, and east to Klyde Warren Park.
- The group discussed the potential for development over the portal or even a raised access over it. DART indicated it might be possible for the portal to be integrated with development over it.
- Keeping Hord Street open south of the portal is important. DART indicated that it will likely be feasible since the alignment will be deeper at that location.
- Wayfinding to help people get from the stations to attractions in the area will be key.



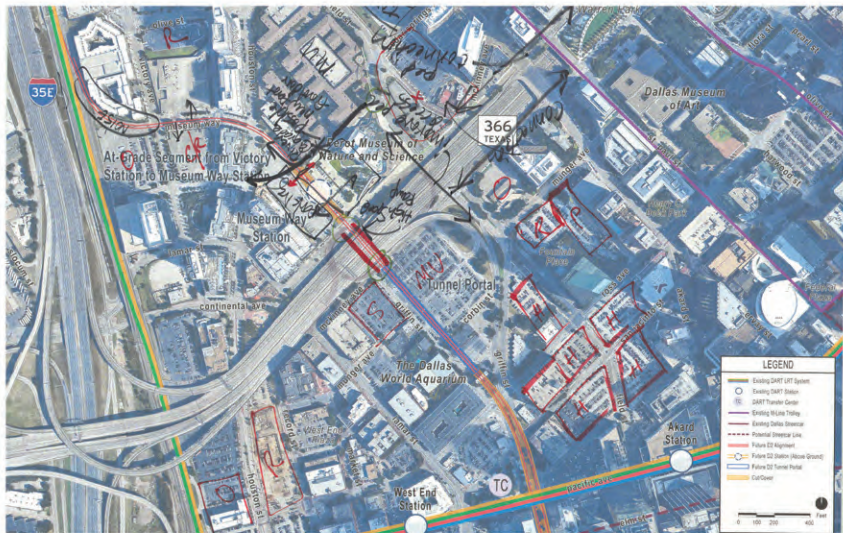
Museum Way - Existing Street View



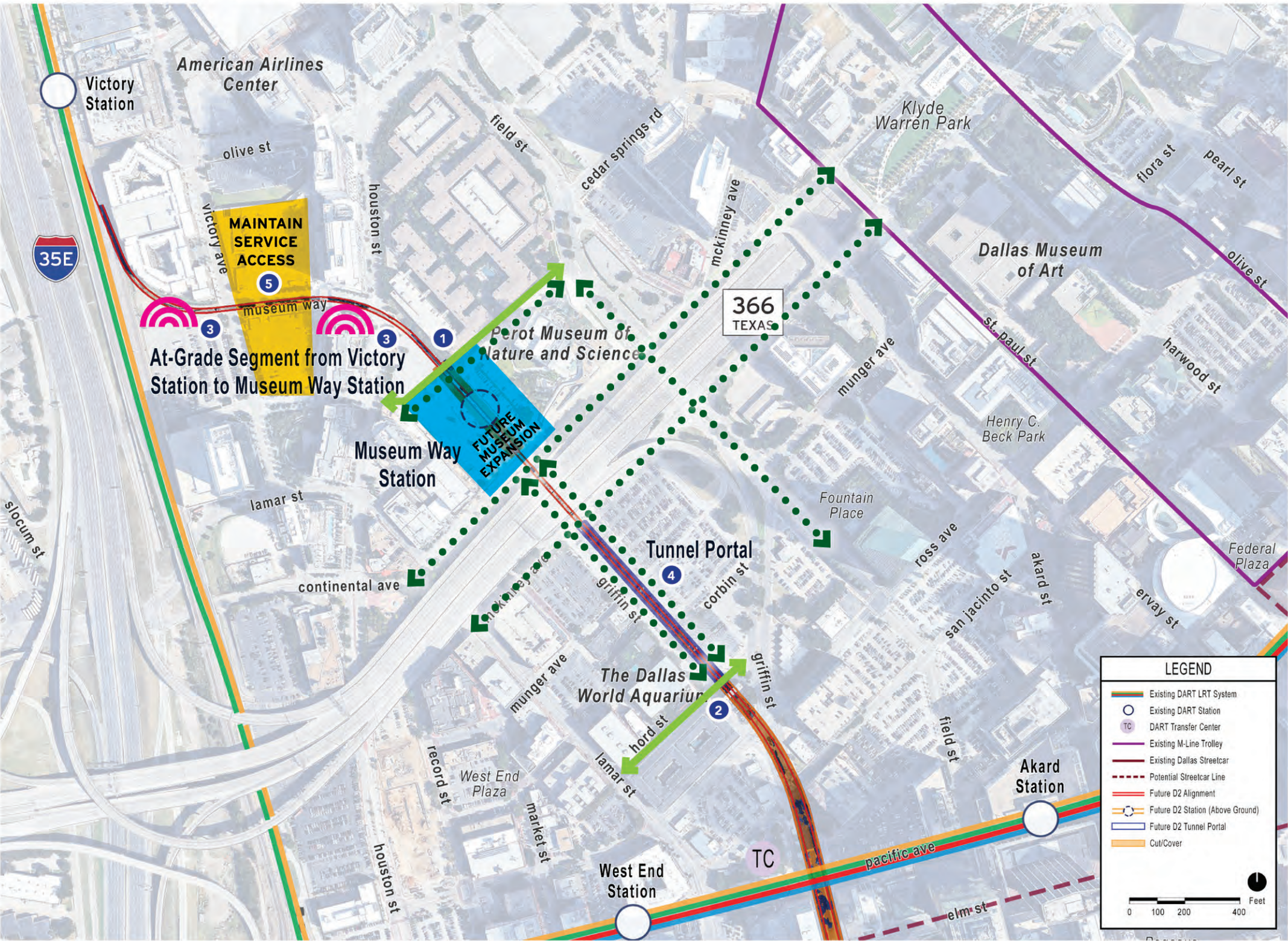
Victory-Perot Focus Area Meeting



STAKEHOLDER COMMENTS (AUGUST 2018) FOCUS AREA SUMMARY



- 1 Stakeholders indicated potential redevelopment north of the Perot Museum with River Street being an important connector. Traffic signalization would be proposed at River Street and Field Street. It would be desirable for River Street to cross the tracks north of the DART Museum Way Station in this location.
- 2 Just as it is important to allow for vehicles and pedestrians to cross the tracks at River Street north of the Museum Way Station, it is also important to maintain the existing Hord Street connection south of the Tunnel Portal. Based on this stakeholder feedback, DART will look at the possibility of maintaining this important grid connection.
- 3 Noise is a stakeholder concern where the train tracks curve near Victory Park residential buildings.
- 4 Based on the vision of the Dallas 360 Plan for this area, pedestrian connections along Broom Street and McKinney Avenue adjacent to Woodall Rodgers and along Field Street could see future improvements. Stakeholders propose additional pedestrian connections along either side of the tunnel portal and Museum Way Station in this area. *See Examples 1, 2 and 3 photos*
- 5 DART tracks will exist in the center of Museum Way within the 35 feet of DART owned ROW. DART will work with stakeholders on the cross section of the new Museum Way condition to include vehicular travel lane(s), a possible bike lane, on-street parking and a pedestrian zone. Stakeholder discussion included maintaining service and garage access points that exist mid-block along Museum Way. *See Existing Museum Way photo.*



LEGEND

- Noise Concern
- Vehicular Connection
- Pedestrian Connection



Victory-Perot Focus Area Coordination

Multiple coordination meetings have been held with various property owners, developers, boards, other agencies and interested parties. Meetings in small groups or in one-on-one settings will continue to be held to gather feedback and maintain open communication.

Documentation of all project communication is available as part of Chapter 6 of the FEIS - Public and Agency Consultation and Coordination.

Urban Design Vision

The hand drawn Urban Design Vision, as seen on this page, was developed to capture information shared in the initial Focus Area coordination and inform future urban design decisions.

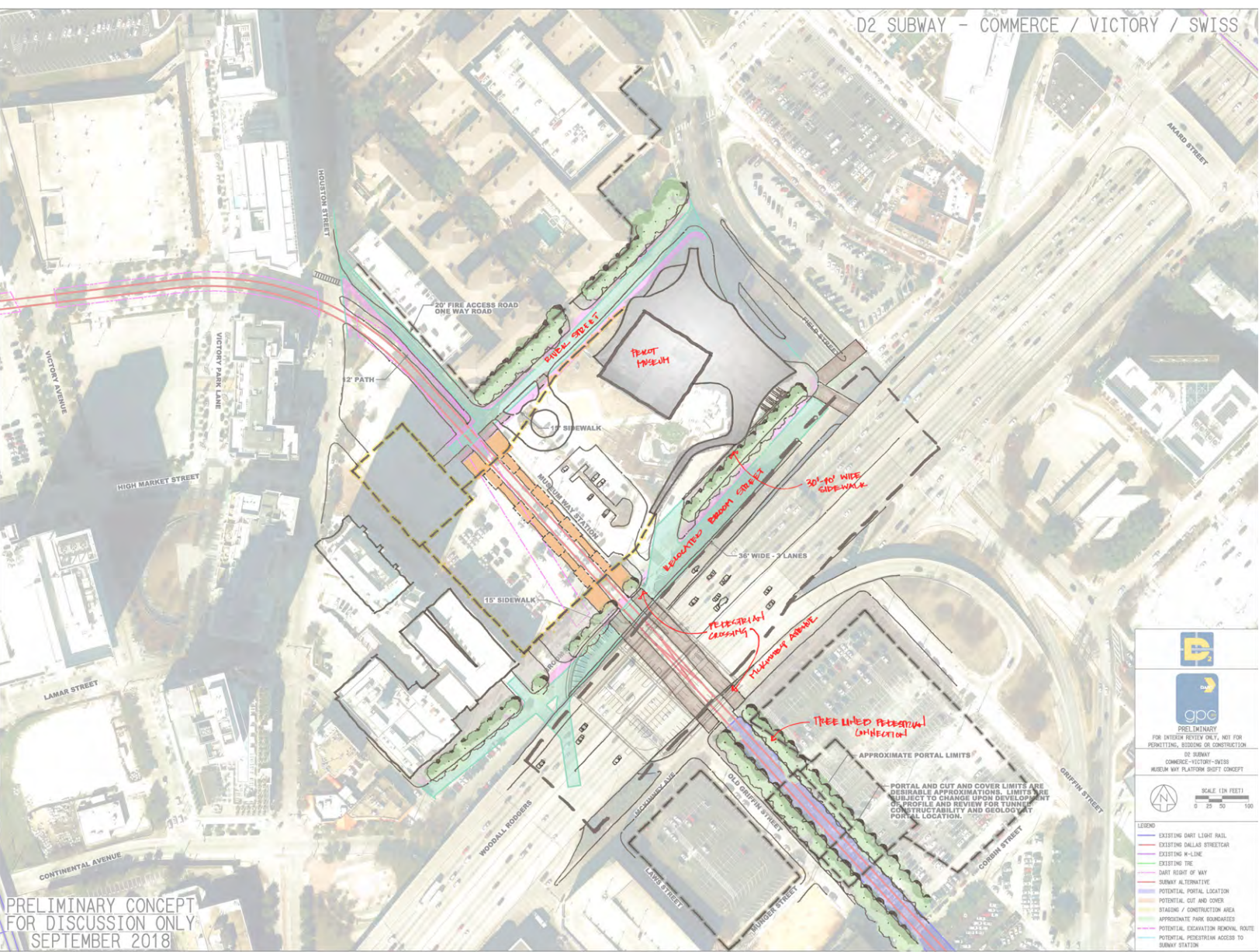
River Street was identified by stakeholders as an important connection. For this reason an improved city street is shown. The Museum Way Station has been modified to shorten the platform length to an acceptable standard to accommodate the construction of River Street (by others) to the north of the station. South of the station, reconfiguration of Broom Street to provide a wider pedestrian edge to the Perot Museum and adjacent destinations is seen as a positive to all stakeholders. Depressing the tracks at the station may also allow for D2 to pass under Woodall Rodgers without any reconstruction of the on-ramp west of the Field Street intersection. This may also shorten the length of the tunnel portal in order to maintain Hord Street as a vehicular connection. Maintaining a strong pedestrian connection north and south connecting both sides of Woodall Rodgers is important.

DART is open to plans for future expansion of the museum over the station and future development and connections over the tunnel portal. The design (by others) would be subject to review and coordination with DART. DART recognizes the potential that future development has for unifying this area of downtown.

Urban Design Plan

Based on the Urban Design Vision, and through continued stakeholder communication, the Urban Design Plan was created. The Urban Design Plan, on the following page, documents important elements of the D2 project and shows it in the context of the surrounding downtown environment. This plan continued to be modified to document alignment revisions, future development decisions, and stakeholder input. The Urban Design Plan shown in this report is the most current. All preceding plans developed and presented in public and stakeholder meetings can be found at [www.DART.org/D2](http://www.DART.org/D2).

Urban Design Vision





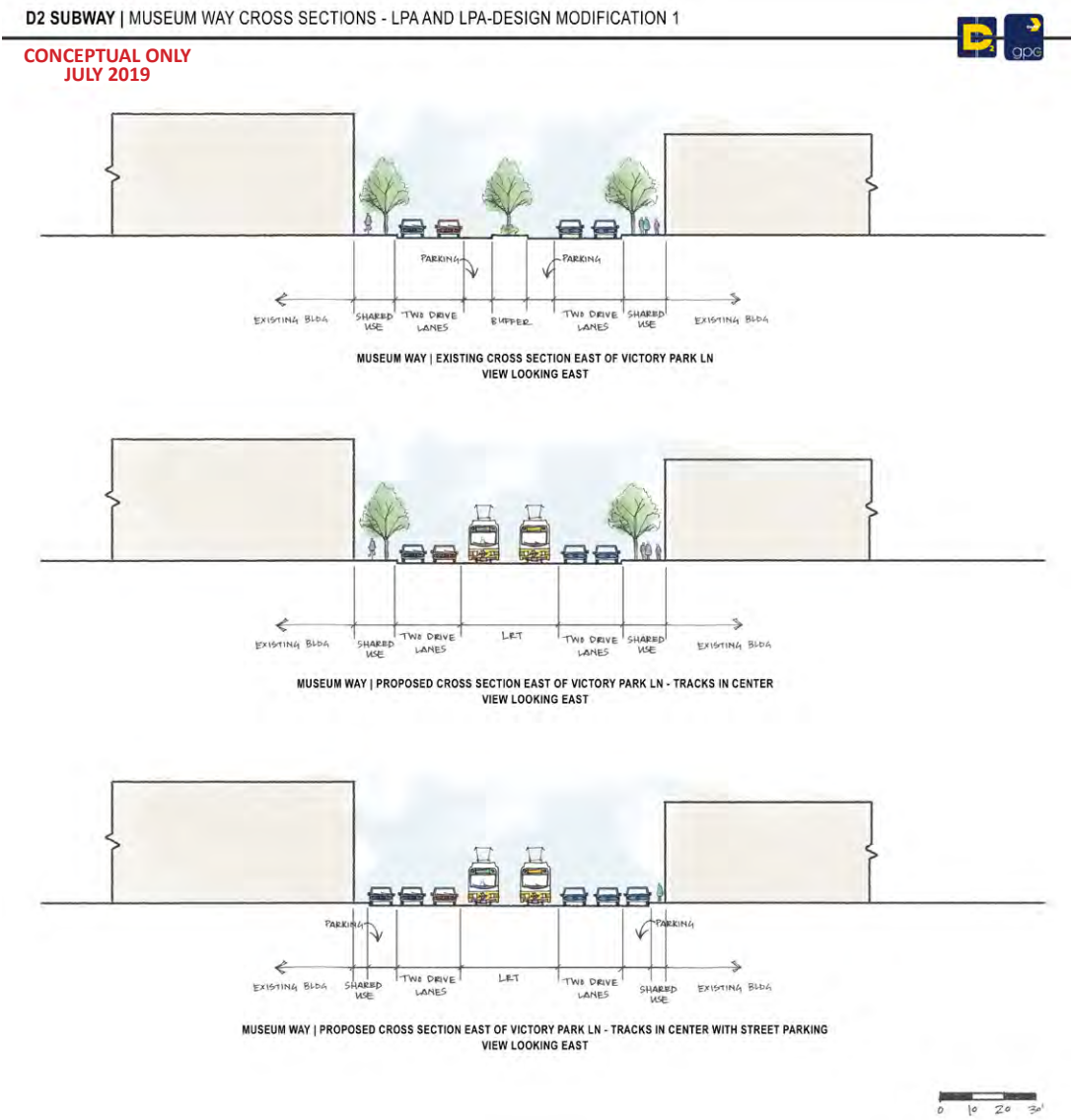


Illustration(s) is graphic in nature and includes context outside the limits of the D2 project. Elements are subject to change. Engineering and Architectural plans, profiles and details govern.



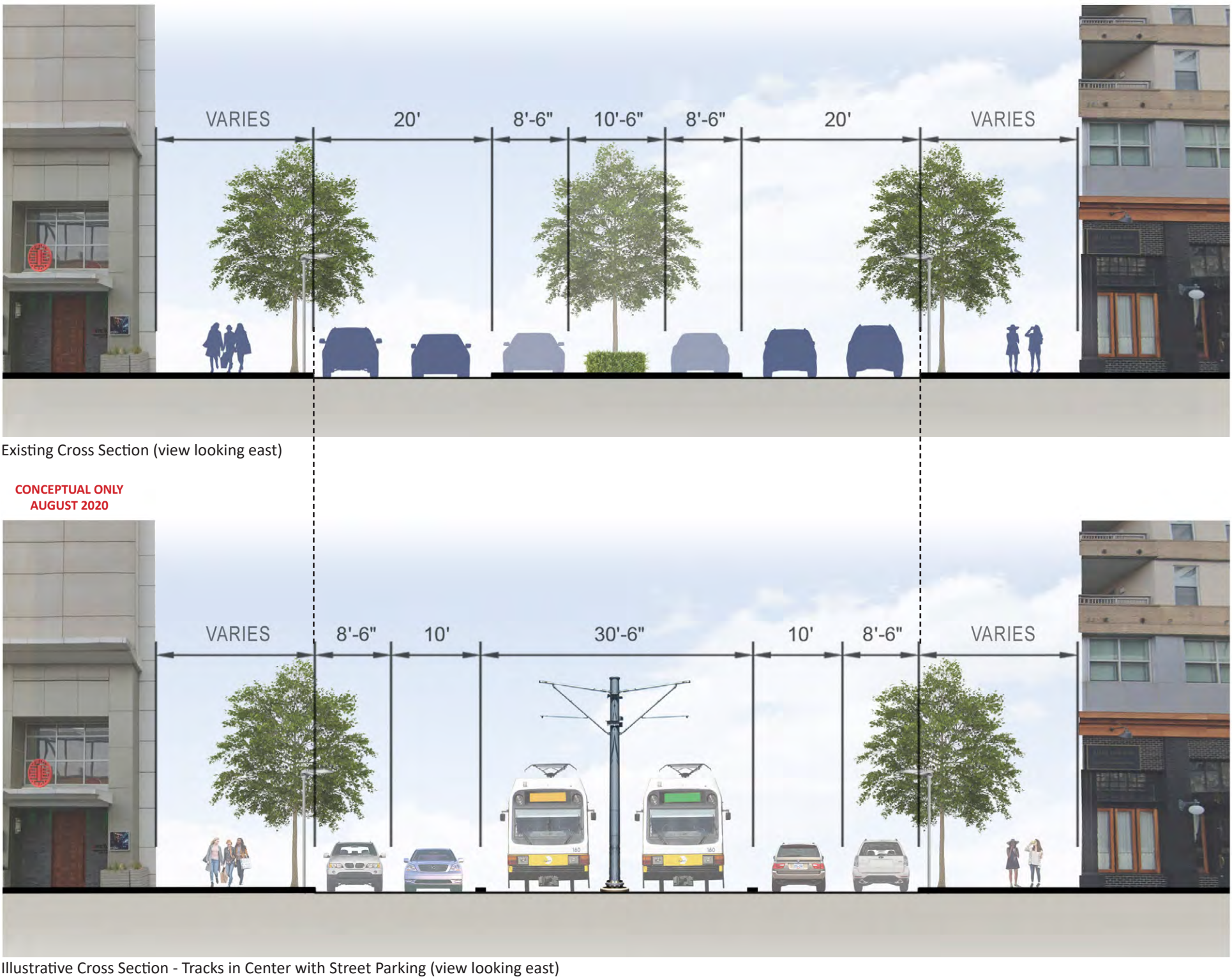
Museum Way Cross Section

DART maintains open communication with stakeholders to define the new cross section of Museum Way. DART owns and will use approximately 35'-0" in width down the center of Museum Way to transition D2 at grade from the existing Victory Station to the proposed Museum Way Station west of the Perot Museum. The remainder of that cross section with regard to vehicular lanes, bicycle and pedestrian access is indicated based on stakeholder feedback and mutual consensus with the City of Dallas and surrounding property owners and developers. The cross section shown here is preliminary and has been provided in recent public and stakeholder meetings for review. Detailed information regarding the track alignment and vehicular and pedestrian track crossing can be found as part of the engineering design.



Museum Way Illustrative Cross Sections

CONCEPTUAL ONLY  
AUGUST 2020



Illustrations(s) is graphic in nature and includes context outside the limits of the D2 project. Elements are subject to change. All dimensions are approximate. Engineering and Architectural plans, profiles and details govern.



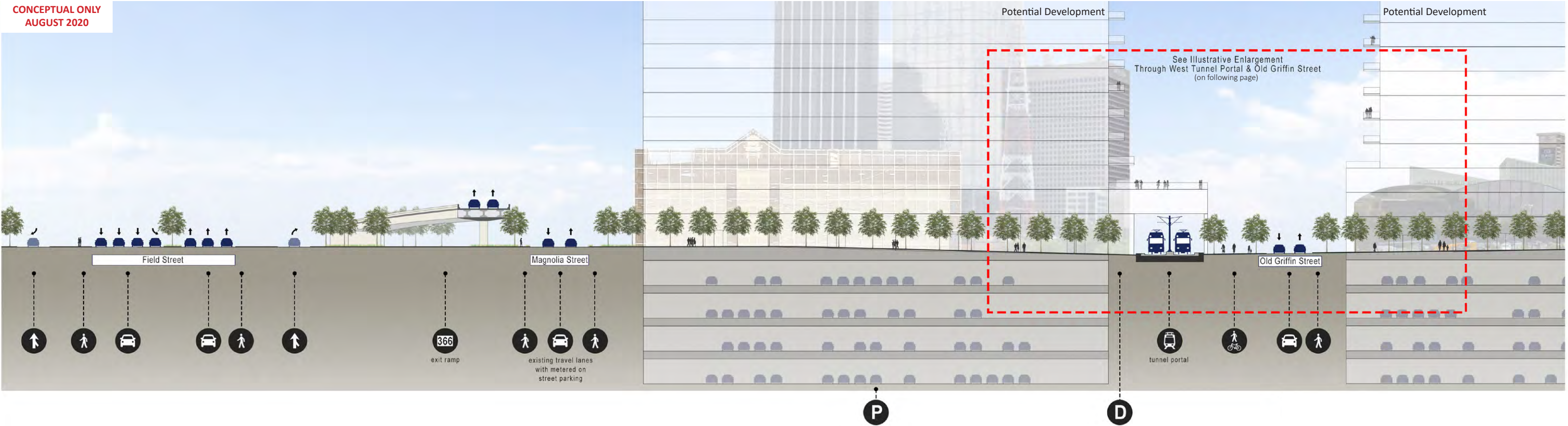
Museum Way Station Illustrative Cross Sections

CONCEPTUAL ONLY  
AUGUST 2020



Broom Street / Perot Museum Area - Lamar Street to Field Street (view looking north)

CONCEPTUAL ONLY  
AUGUST 2020



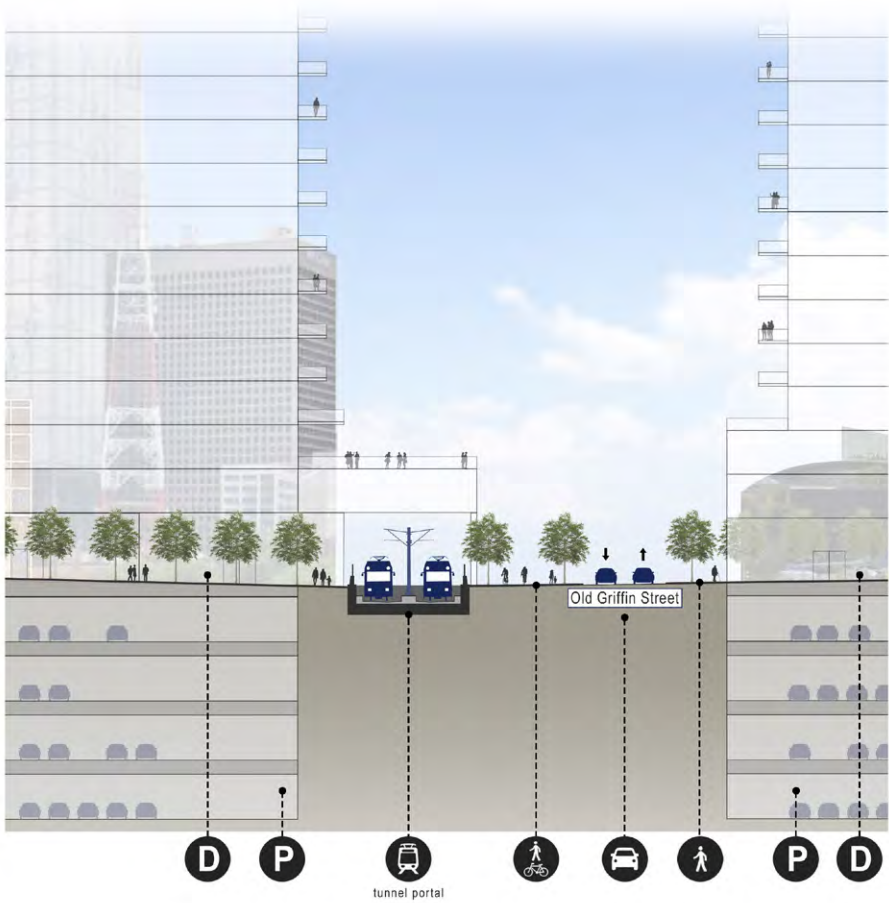
South of McKinney Avenue Area - Field Street to Old Griffin Street (view looking south)

Illustrations(s) is graphic in nature and includes context outside the limits of the D2 project. Elements are subject to change. All dimensions are approximate. Engineering and Architectural plans, profiles and details govern.



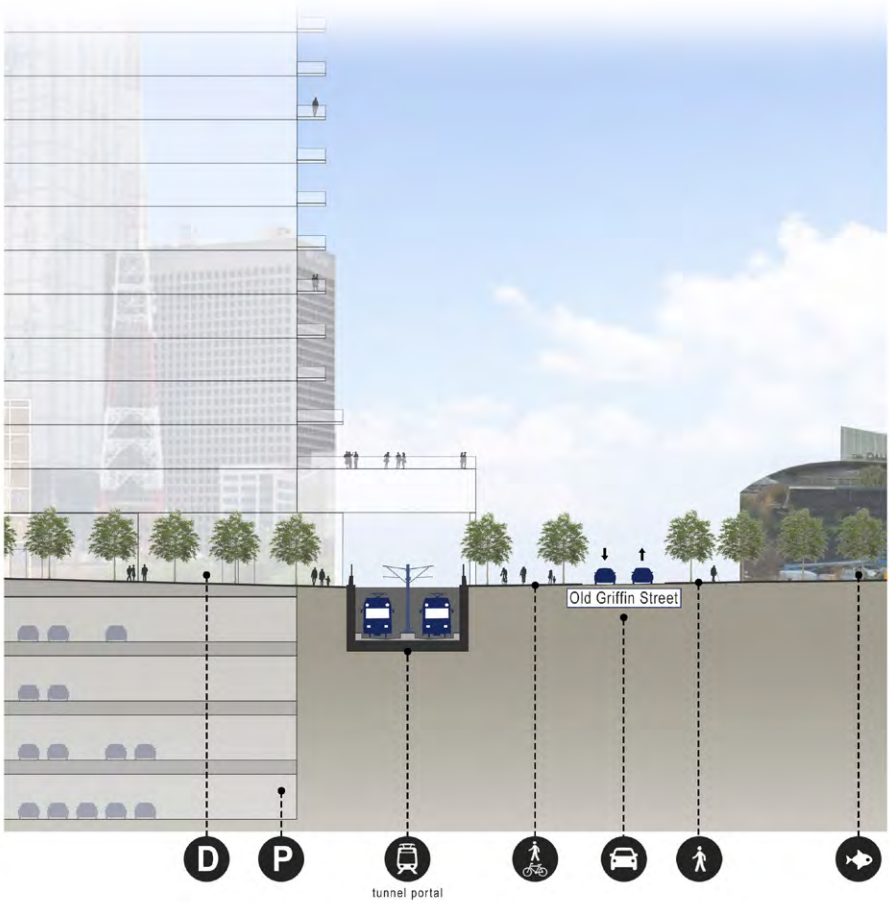
Museum Way Station Illustrative Cross Sections

CONCEPTUAL ONLY  
AUGUST 2020



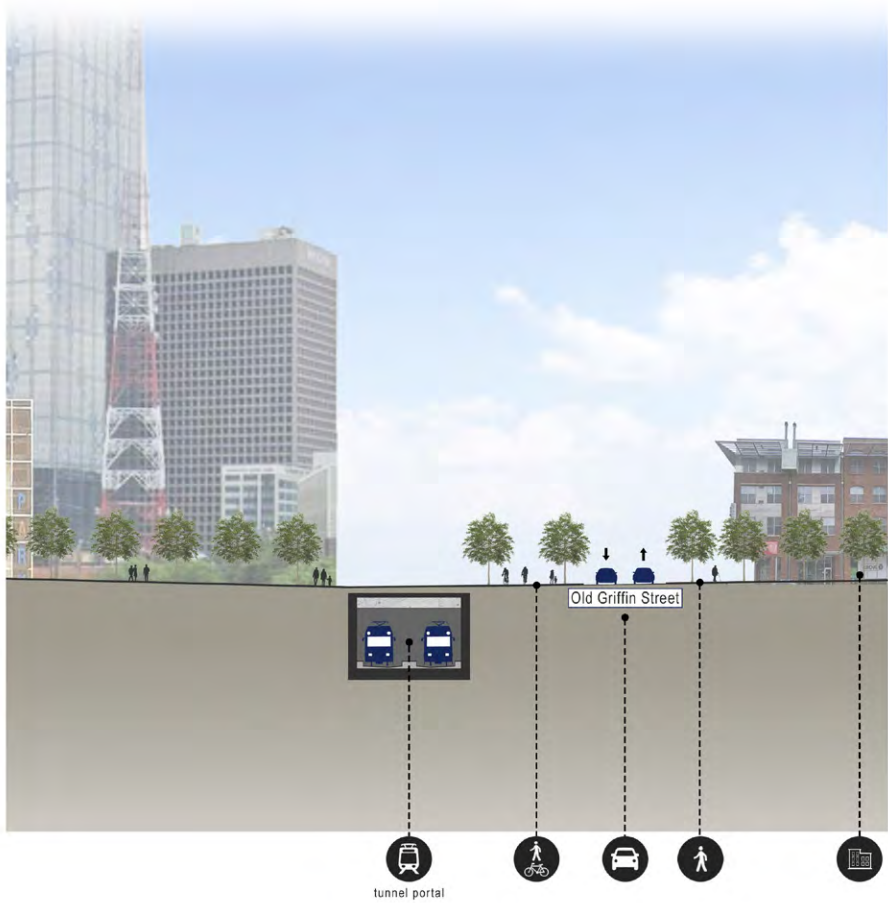
Munger Street Cut (view looking south)

CONCEPTUAL ONLY  
AUGUST 2020



Corbin Street Cut (view looking south)

CONCEPTUAL ONLY  
AUGUST 2020



Hord Street Cut (view looking south)

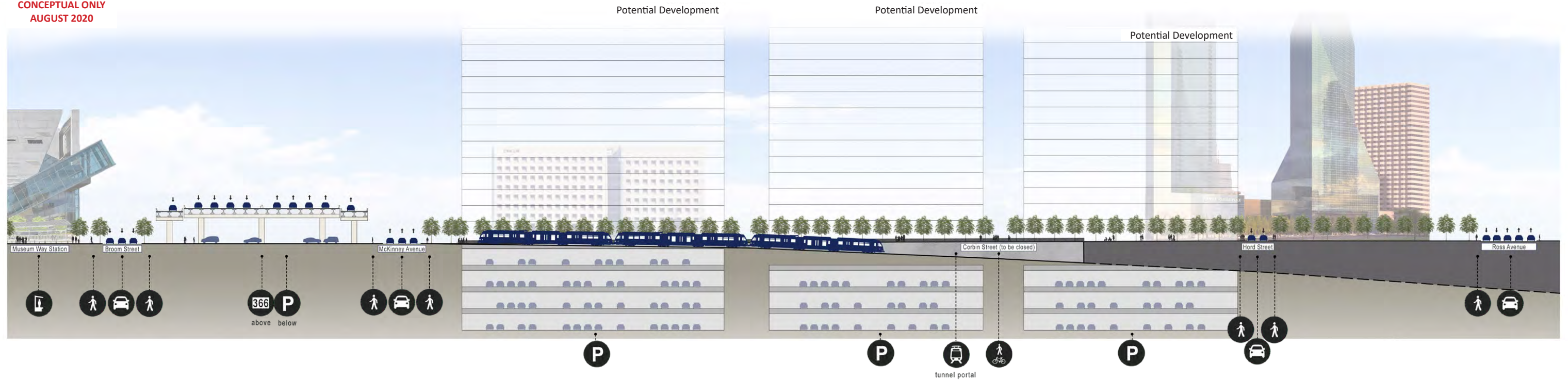
LEGEND			
	station platform	<b>P</b>	below parking
	light rail train	<b>D</b>	development
	pedestrian connection		merge lane
	cyclist connection		park
	driving lanes		museum
	366 Woodall Rodgers Freeway		aquarium
	I-345 freeway		residential
	TxDOT right of way		
	TxDOT right of way		

Illustrations(s) is graphic in nature and includes context outside the limits of the D2 project. Elements are subject to change. All dimensions are approximate. Engineering and Architectural plans, profiles and details govern.



## Museum Way Station Illustrative Cross Sections

















**CONCEPTUAL ONLY**  
**AUGUST 2020**



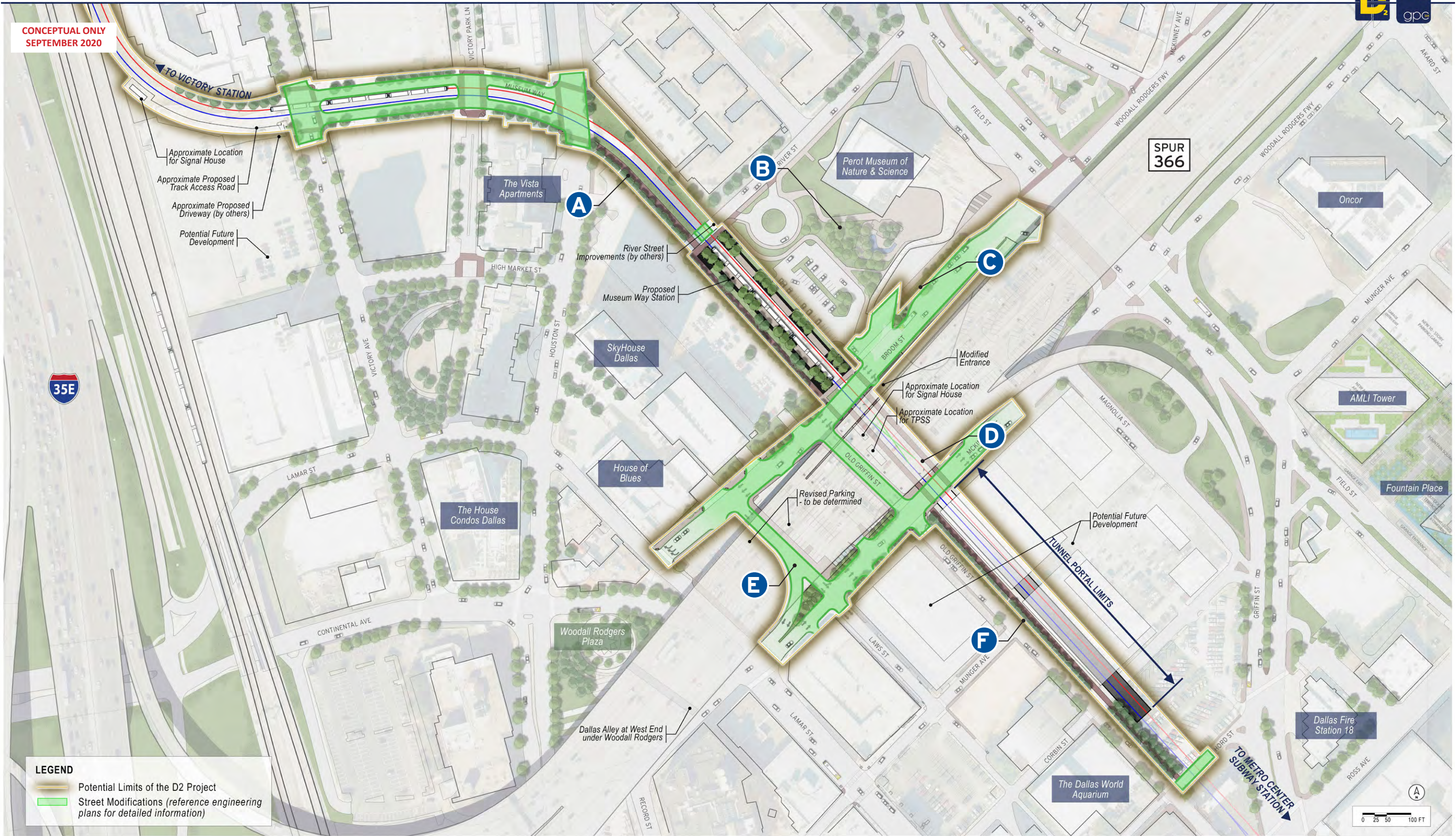
Old Griffin Street / North Tunnel Portal Area - Broom Street to Ross Avenue (view looking east)

Illustrations(s) is graphic in nature and includes context outside the limits of the D2 project. Elements are subject to change. All dimensions are approximate. Engineering and Architectural plans, profiles and details govern.

# LEGEND

	station platform		below parking
	light rail train		development
	pedestrian connection		merge lane
	cyclist connection		park
	driving lanes		museum
	Woodall Rodgers Freeway		aquarium
	TxDOT right of way		residential
	I-345 freeway		
	TxDOT right of way		





Illustrations(s) is graphic in nature and includes context outside the limits of the D2 project. Elements are subject to change. Engineering and Architectural plans, profiles and details govern.



## Urban Design Plan - D2 Potential Project Limits

The “haloed” information overlaid on the Urban Design Plan, was developed in order to show the potential limits of the D2 Project including track alignment, stations/platforms, headhouses, pedestrian portal access, and roadway and sidewalk repairs associated with cut and cover construction.

For detailed track alignment, signalization and crossing information, as well as, street and sidewalk modifications and fencing locations the engineering plans may be referenced. For design of the Museum Way Station, architectural plans, cross sections and details may be referenced.

- A** DART shall provide a sidewalk approximately 12’ wide to be maintained by others. This connection shall run on the west side of the DART tracks and connect Houston Street to the Museum Way Station. Reference engineering plans for detail.
- B** Parking lot and street locations on the Perot Museum property is a graphic representation only. Property owners will establish future design changes for entry points, street design, parking layout and circulation in coordination with DART at the Museum Way Station and the City of Dallas.
- C** DART shall provide a sidewalk along the north side of Broom Street from Field Street to the Museum Way Station. The sidewalk shall be a minimum 12’ wide with a minimum 10’ landscape buffer where achievable. The landscape buffer shall include street trees. Trees shall not be placed where they obstruct pedestrian or train crossings. West of the station along Broom Street, the sidewalk shall continue a minimum 8’ wide and tie into the existing condition. Sidewalk and landscape design shall be coordinated with property owners, DART and the City of Dallas and maintained by others. Reference engineering plans for detail.
- D** DART shall provide a pedestrian connection under Woodall Rodgers as well as fencing to separate the track and pedestrian travel. The connection shall be a minimum 12’ wide. Consideration shall be taken to design for bike movements on one or both sides. Connection and fence design shall be coordinated with the City of Dallas. The pedestrian connection will be designed and constructed by DART and maintained by others. Reference engineering plans for detail.
- E** DART will continue to work with the City of Dallas and adjacent property owners for options to remove or modify the Laws Street connection by exploring the potential for an alternate connection of Broom Street to southbound Lamar Street or Continental Boulevard. Reference engineering plans for detail.

- F** DART will continue to work with adjacent property owners south of Woodall Rodgers to coordinate the design of a pedestrian connection in this location. DART is open to plans for future development and connections over the tunnel portal and track alignment that would maximize connectivity to adjacent development. The potential design shown below (by others) would be subject to review and coordination with DART and the City of Dallas. DART recognizes the potential that future development has for unifying this area of downtown. The pedestrian sidewalk east of Old Griffin Street shown on this plan may be constructed in the event future development in this area is delayed.



First Look: Field Street District in Dallas, December 12, 2019 | D Magazine



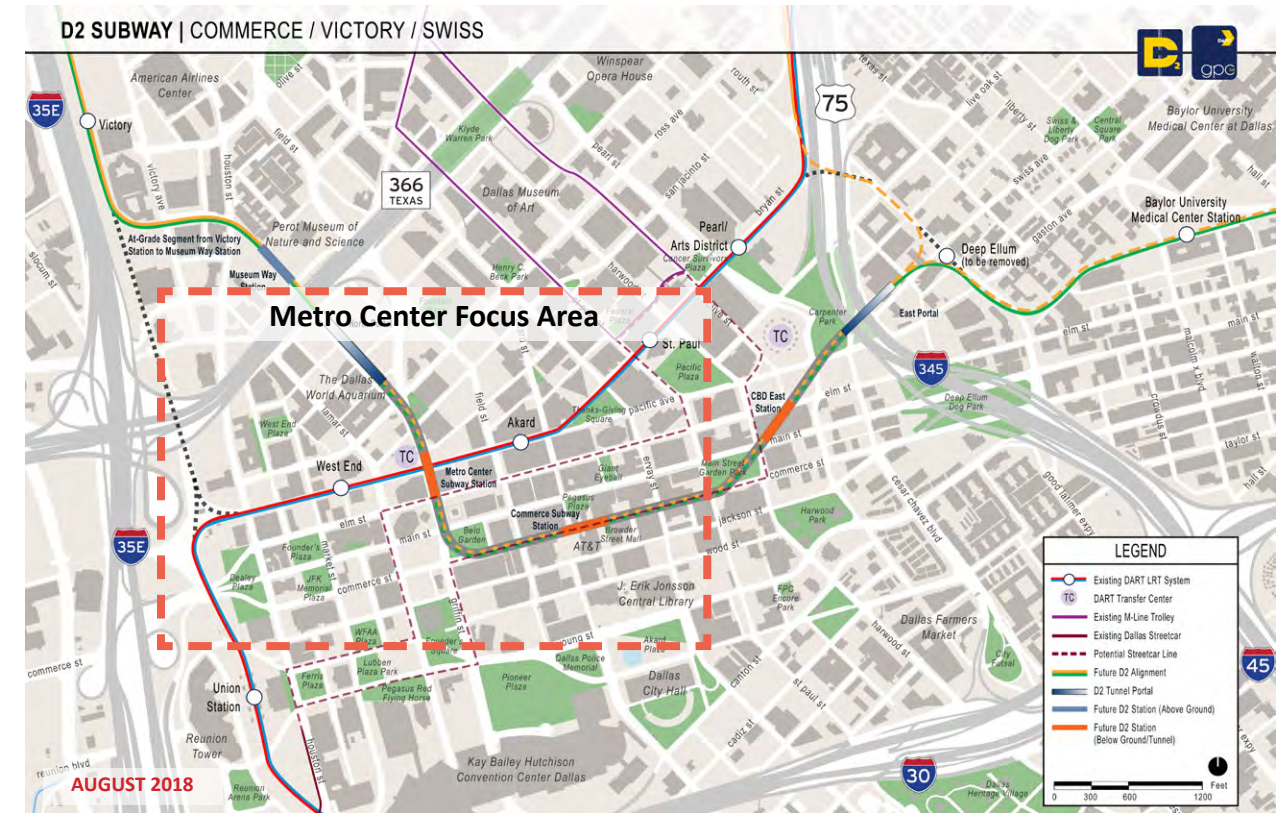


# METRO CENTER

## Metro Center Focus Area Meeting (August 2018)

The following captures ideas, messages or considerations from the focus area meeting that received group consensus. Full meeting summary of notes, meeting details including the presentation, attendees and other corresponding materials can be found at [www.DART.org/D2](http://www.DART.org/D2).

- Stakeholders that participated, supported the potential sites identified for pedestrian portal access in the presentation such as West Transfer Center (WTC) and the parking lot east of WTC, Rosa Parks Plaza, and the sunken plaza west of the Westin Hotel. Stakeholders agree that tying into the existing pedestrian tunnel network in this area should be considered.
- Stakeholders discussed the potential for possibly reimagining the WTC to include a potential multi-story transit center. Stakeholders indicated that the block north of the existing transfer center may be needed as part of this potential development plan.
- Stakeholders agreed on several potential sites for pedestrian portal access on either side of Griffin Street and at either end of the station. The portal suggested directly across from the transfer center on the east side of Griffin Street at the corner of existing at grade parking could be built with the flexibility to complement future multi-story development. This portal would also allow subway users to decide which side of Griffin Street they wish to access before coming to the surface. Their choice would be based on destination or access to the West End Facilities or Akard Station to continue their travel.
- The group discussed pedestrian portal access size. DART will be following the Urban Design Technical Guidelines recommendations for portal placement and will design portals based on available space and accessibility requirements. The stakeholders shared their vision to prioritize the streetscape and pedestrian experience in downtown. The majority of the portals could be kept to a minimum size/ minimum obstruction designed to support the vision of a vibrant and active pedestrian zone along the downtown streets and fit into the urban context.
- Stakeholders can envision a successful larger portal opportunity at the sunken plaza west of the Westin Hotel / One Main Place that better connects from the street level to existing subsurface and future restaurant and retail. This location would require thought for security and access as it connects multiple towers, buildings and public spaces.

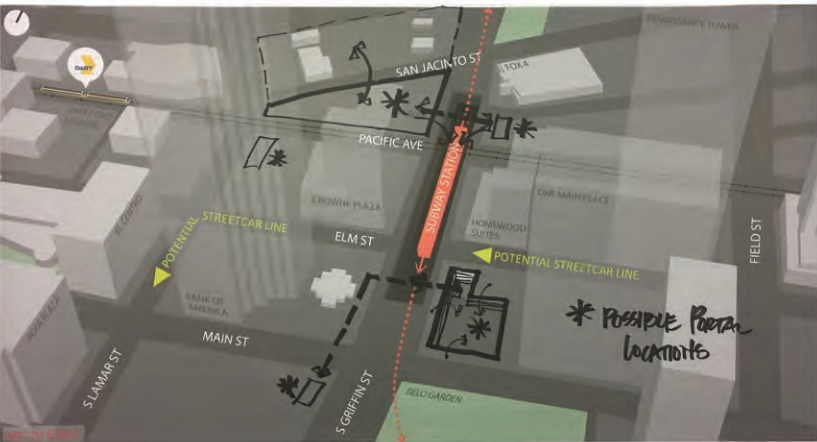
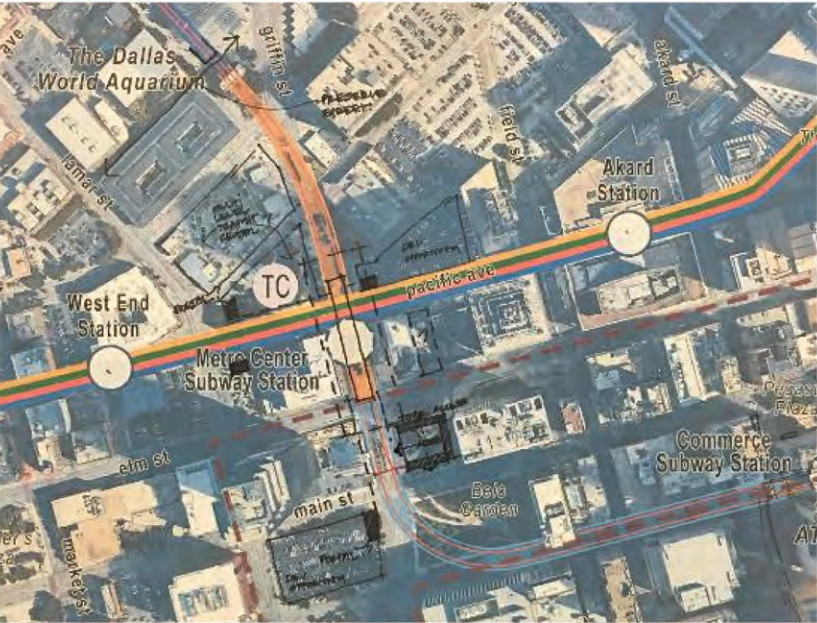


Metro Center Focus Area Meeting viewing future station location below

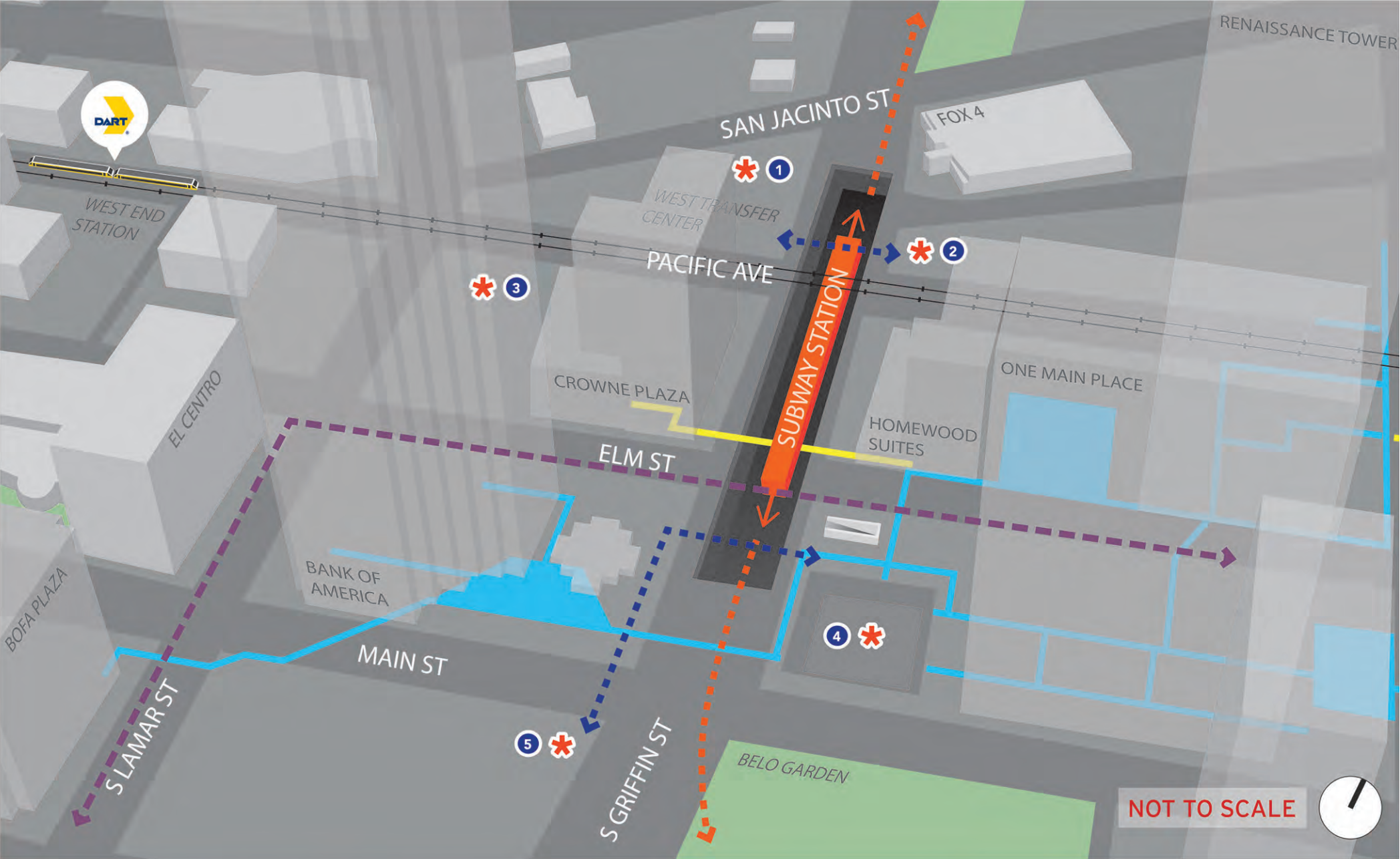


STAKEHOLDER COMMENTS (AUGUST 2018)

FOCUS AREA SUMMARY



- 1 Stakeholders agreed on several potential sites either side of Griffin Street and at either end of the station, including a potential multi-story transit center that completely reimagines the space that currently serves as the West Transfer Center. Thinking big, stakeholders felt that the block north of the existing transfer center may be needed as part of this potential development plan. See Example 1 photo.
- 2 A second portal is suggested directly across from the transfer center on the east side of Griffin Street at the corner of existing at grade parking. A portal location in this area built with the flexibility to complement future multi-story development would be encouraged. This would also allow subway users to decide which side of Griffin Street they wish to access before coming to the surface. Their choice would be based on destination or access to the West End Facilities or Akard Station to continue their travel. See Example 2 photo.
- 3 The DART owned Rosa Parks Plaza is also a potential space for a portal location. The portal would reach west and provide direct access to Lamar Street. Many stakeholders have indicated their desire to access the portals in urban plaza areas and near parks. See Example 3 photo.
- 4 Reimagining the sunken plaza directly west of the Westin Dallas Downtown Hotel is another potential site for a subway pedestrian portal. National precedents and projects around the world show the possibility this space has if redesigned to allow direct at grade pedestrian access on all three sides into the plaza. The design could be accomplished to keep the space vibrant and active, take full advantage of existing and future restaurant and retail services, connect where appropriate to the existing tunnel system in this location and provide direct subway portal access. See Example 1 photo.
- 5 An additional potential portal is indicated directly south of Bank of America at the corner of existing surface parking. A portal location in this area built with the flexibility to complement future multi-story development would be encouraged. This would also be the most southern reaching portal for this subway and provides access to multiple destinations, employment and education areas. See Example 4 photo.



**LEGEND** Park/Plaza Potential Access to Subway Existing Pedestrian Tunnel Closed Pedestrian Tunnel Potential Streetcar D2 Subway Route Potential Subway Portal Access Routes



Example 1 - Chicago, Illinois



Example 2 - Seattle, Washington



Example 3 - Dubai, United Emirates



Example 4 - Conceptual



**Metro Center Focus Area Coordination**

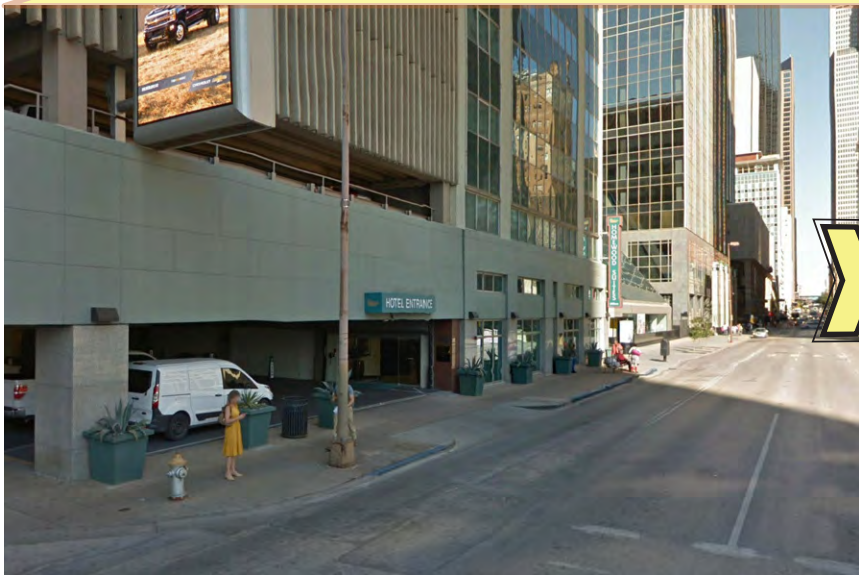
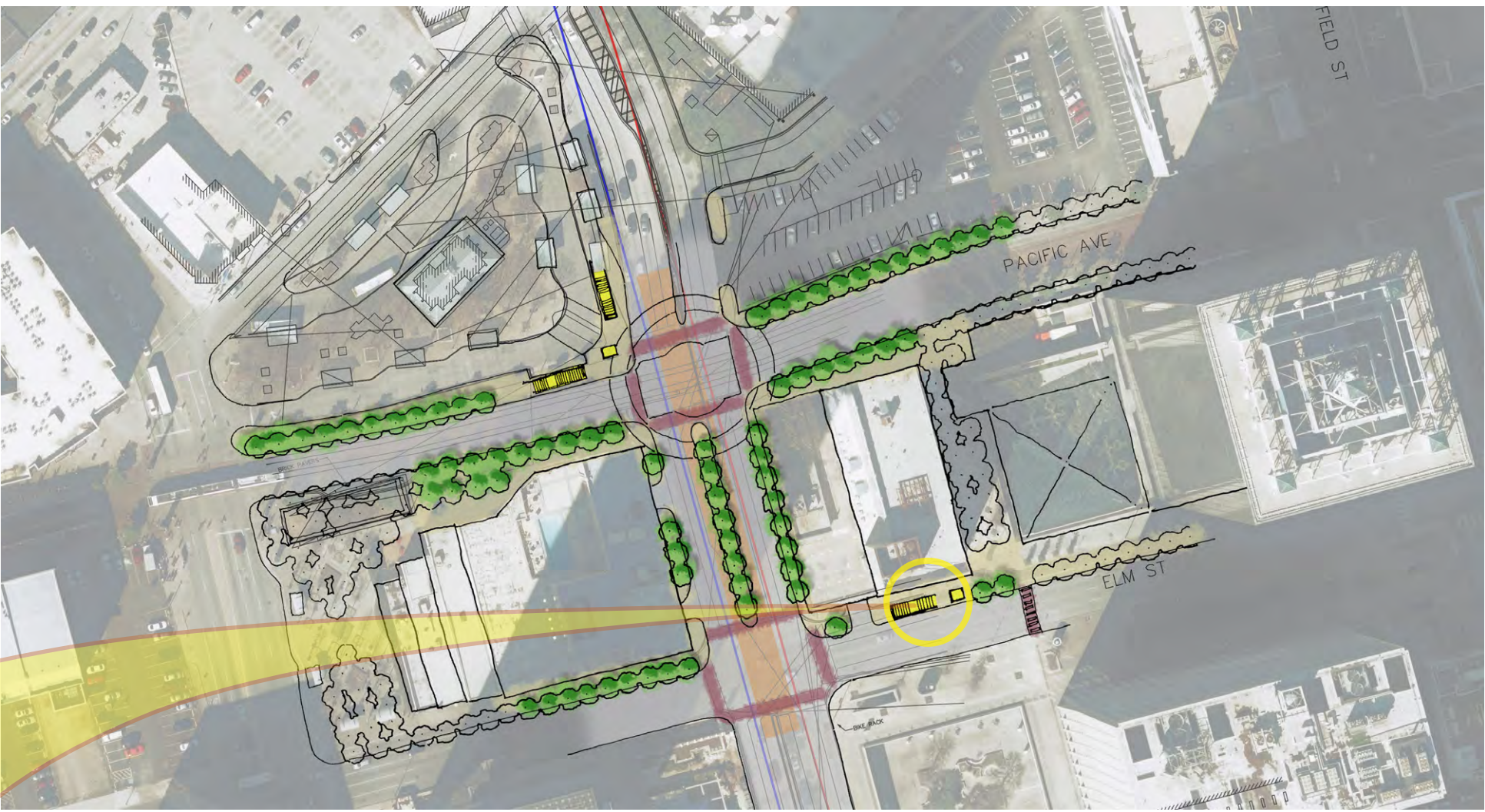
Based on feedback received after the Focus Area meeting held August 23, 2018, a few pedestrian portal access areas originally identified by stakeholders as opportunities have been ruled out for various reasons. Some of the portals initially considered were eliminated based on a survey of portals that were not desired.

**Urban Design Vision**

The hand drawn Urban Design Vision was developed to capture information shared in the initial focus area coordination and inform future urban design decisions. At the time this vision was created, potential pedestrian portal access was considered at the northeast corner of Griffin Street and Elm Street. Options for stair and elevator access on Elm Street were proposed in a curb bump-out segment. The photos depict a conceptual progression from the existing condition in front of the Homewood Suites garage entry to a potential pedestrian portal access. This sketch simulation is provided to show scale spatially only and does not reflect portal or elevator design or materials.

Through continued design development, it has become a challenge to locate pedestrian portal accesses that provide direct access to the south end of the subway platform. Constraints including existing utilities and limited available public ROW make placing portals along Elm Street difficult. The Urban Design Plan will focus on the development of pedestrian portal access at the WTC, Rosa Parks Plaza and the northeast corner of Griffin Street and Pacific Avenue as potential locations based on stakeholder feedback.

**Urban Design Vision**



Griffin St and Elm St - Existing



Griffin St and Elm St - Pedestrian Portal Access Overlay



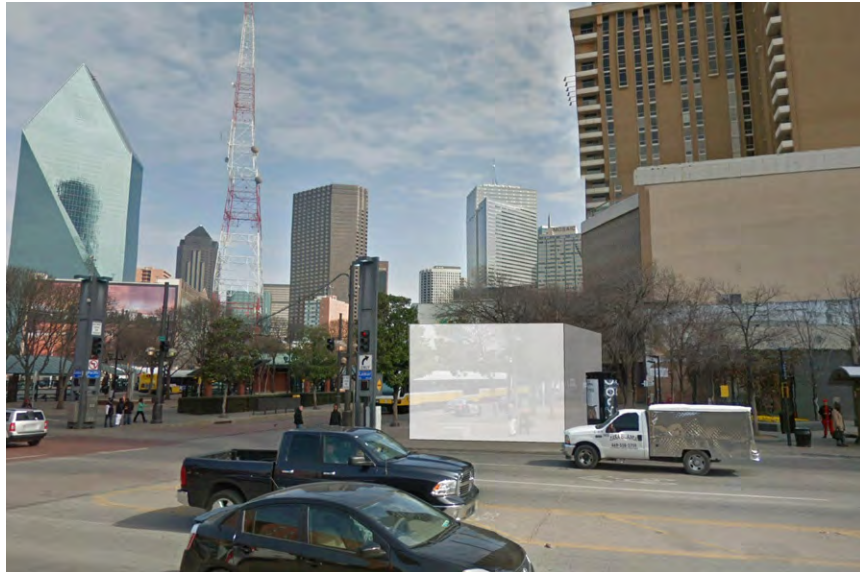
Griffin St and Elm St - Pedestrian Portal Access Overlay Illustrative



Metro Center Station - Pedestrian Portal Access



1 Griffin Street / Pacific Avenue Tracks - Headhouse Shape Overlay



2 Rosa Parks - Pedestrian Portal Access Shape Overlay



3 NE Corner of Griffin Street / Pacific Avenue - Pedestrian Portal Access Shape Overlay

Metro Center Subway Station - Shape Overlays

As an intermediate step in identifying pedestrian portal access points, shape overlays were created and placed into a photo image. The shape roughly shows the size and scale for the portal being considered in each location.

- 1 Image 1 indicates the volume for a larger headhouse planned in this location. The headhouse will be on the northwest corner of Griffin Street and Pacific Avenue on DART owned property that is currently in use as the WTC. It is anticipated that bus transfers will be temporarily relocated during construction and this site will be redesigned to accommodate the headhouse when construction is complete. The redesign could include additional property to the north of the WTC. The larger headhouse is anticipated to have two or more points of entry at the surface with direct access to and from bus transfers a direct access to and from Akard and West End Stations and downtown destinations. The current design considers a ticketing area, a lower concourse, and transitions that allow access to the subway platform below. The transitions include elevator, stair and escalator options. Natural light is also an important consideration of the design. Light would filter from surface to the concourse and platform levels.
- 2 Image 2 indicates the volume for a smaller headhouse planned at Rosa Parks Plaza. Redesign in this area would respect all the components, sculpture and art that currently exist. The smaller headhouse is anticipated to have two points of entry at the surface with direct access from West End Station and downtown destinations. The smaller headhouse planned on this DART owned property provides better access to ticketed access under Pacific Avenue and connects riders to the concourse level of the larger headhouse discussed above. From the larger headhouse, passengers will be able to access the subway platform. The current design considers a combination of elevator, stair and escalator.
- 3 Image 3 shows the volume for a proposed pedestrian portal access on the northeast corner of Griffin Street and Pacific Avenue. This would be a smaller scaled portal that would allow ticketed riders to transition under Griffin Street and provides better access to Akard Station and downtown destinations. The current design considers elevators and stair and connects to the north end of the subway platform below.



## Urban Design Plan

Based on the Urban Design Vision, and through continued stakeholder communication, the Urban Design Plan was created. The Urban Design Plan documents important elements of the D2 project and shows it in the context of the surrounding downtown environment.

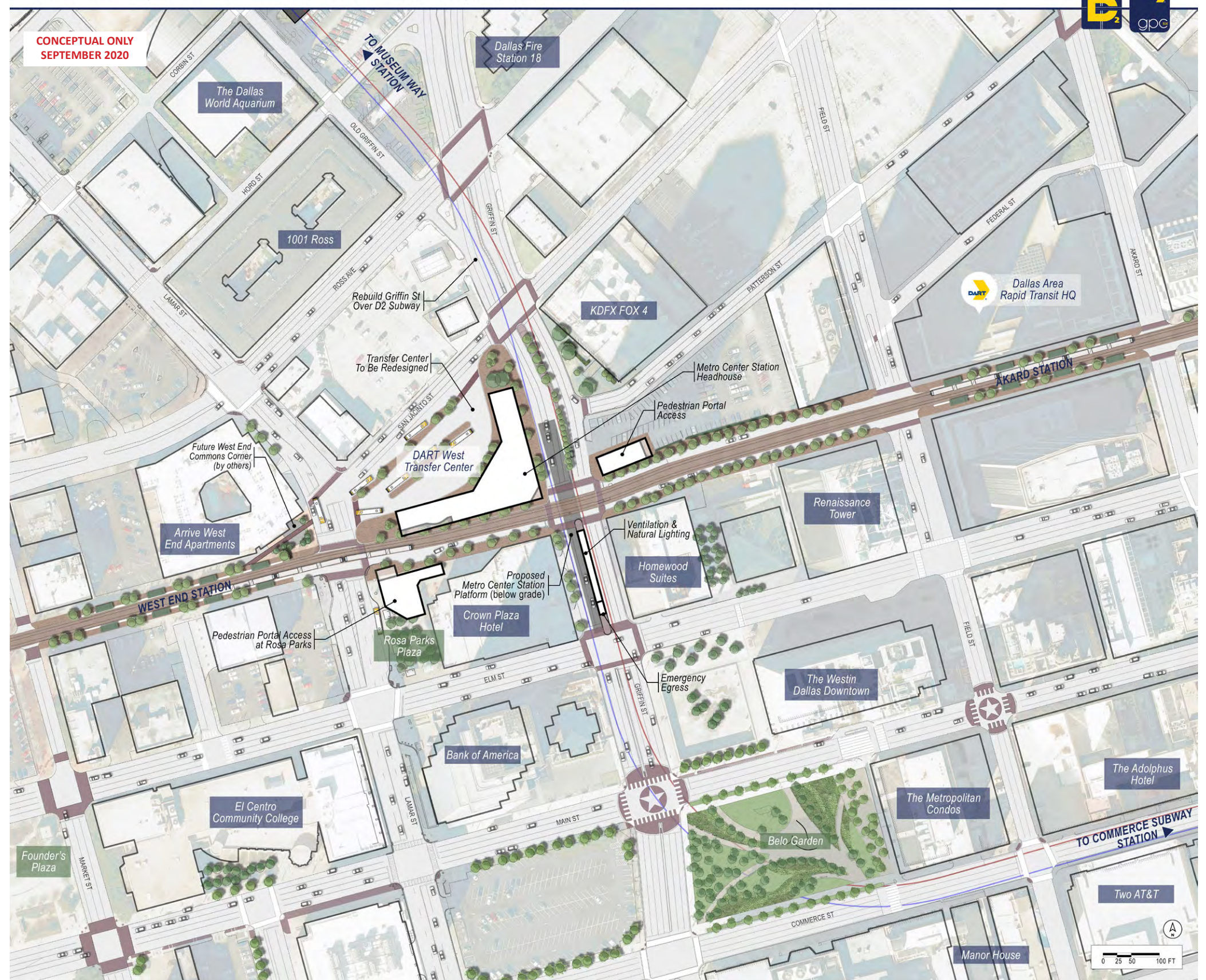
The plan indicates a headhouse at the northwest corner of Griffin Street and Pacific Avenue at the DART WTC. The illustration shows the existing transfer facility has been modified to accommodate the design for the headhouse. The Metro Center Subway Station will provide transfer opportunities from the subway station to the existing light-rail stations and bus at grade.

Pedestrian portal access, shown at Rosa Parks Plaza, allows access to the West End pedestrian traffic and serves Bank of America Tower, across the street to the south, and surrounding destinations. An additional point of pedestrian portal access is indicated on the northeast corner of Griffin Street and Pacific Avenue. Due to constraints, there are no pedestrian points of access south of Pacific Avenue as had been considered in the Urban Design Vision.

This Urban Design Plan continued to be modified to document alignment revisions, future development decisions, and stakeholder input. The plan shown in this report is the most current. All preceding plans developed and presented in public and stakeholder meetings can be found at [www.DART.org/D2](http://www.DART.org/D2).

For detailed track alignment, signalization and crossing information, as well as, street and sidewalk modifications, the engineering plans may be referenced. For design of the Metro Center Subway Station, architectural plans, cross sections and details may be referenced.

## D2 SUBWAY | METRO CENTER SUBWAY STATION | URBAN DESIGN PLAN



Illustrations(s) is graphic in nature and includes context outside the limits of the D2 project. Elements are subject to change. Engineering and Architectural plans, profiles and details govern.



**This Page Intentionally Left Blank**



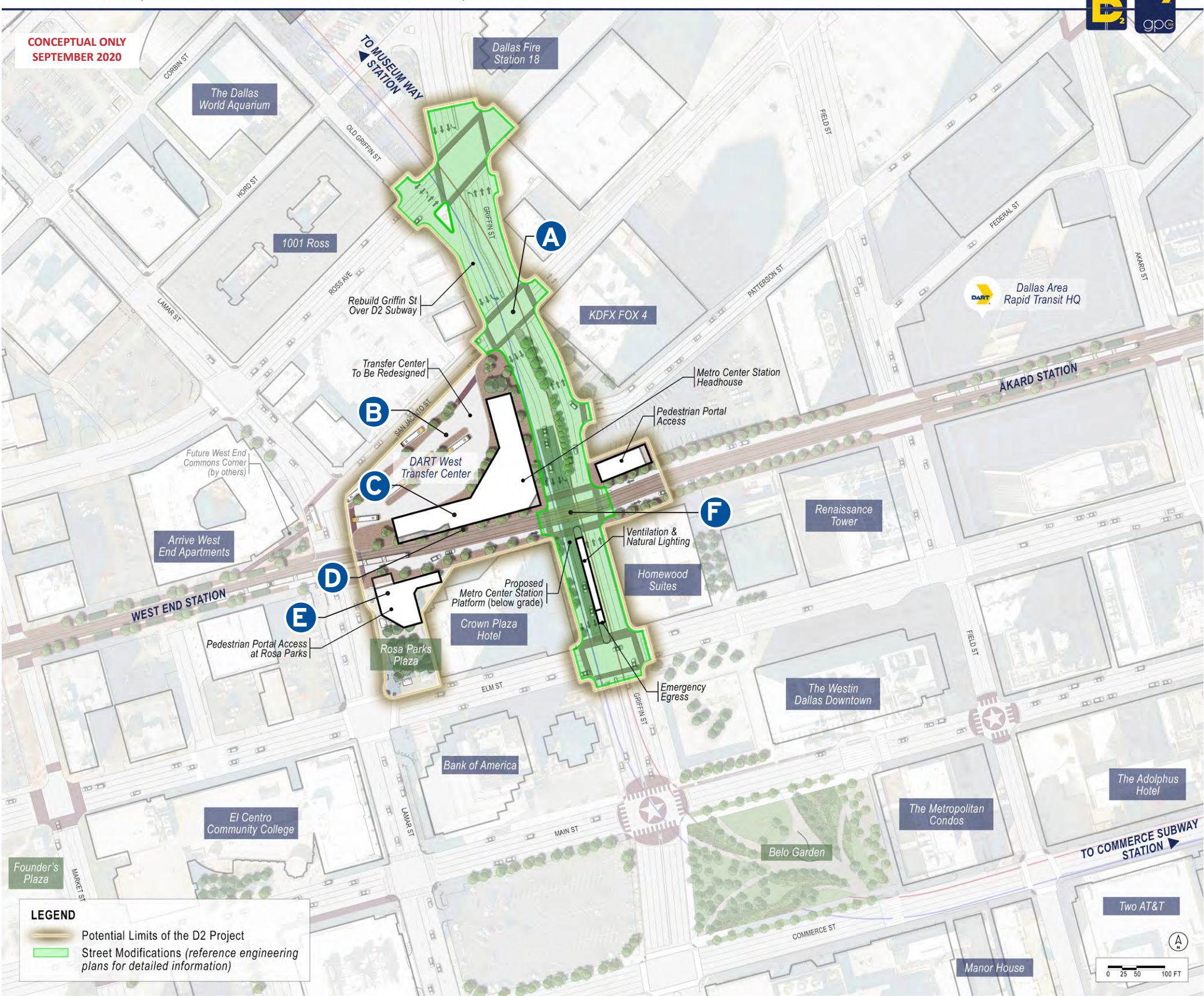
Urban Design Plan - D2 Potential Project Limits

The “haloed” information overlaid on the Urban Design Plan was developed in order to show the potential limits of the D2 Project including track alignment, stations/platforms, headhouses, pedestrian portal access, and roadway and sidewalk repairs associated with cut and cover construction.

This plan continued to be modified to document alignment revisions, future development decisions, and stakeholder input. The plan shown in this report is the most current. All preceding plans developed and presented in public and stakeholder meetings can be found at [www.DART.org/D2](http://www.DART.org/D2).

For detailed track alignment, as well as, street and sidewalk modifications, the engineering plans may be referenced. For design of the Metro Center Subway Station, architectural plans, cross sections and details may be referenced.

D2 SUBWAY | METRO CENTER SUBWAY STATION | POTENTIAL PROJECT LIMITS



Illustrations(s) is graphic in nature and includes context outside the limits of the D2 project. Elements are subject to change. Engineering and Architectural plans, profiles and details govern.



**A** Pedestrian street crossings included as part of the D2 Project shall be minimum 10'-0" in width and designed per the Dallas Complete Streets Design Manual. Final design shall be coordinated with the City of Dallas.

**B** The site of the existing DART WTC shall be used entirely for construction. Property will be cleared of all landscape, hardscape and auxiliary buildings.

Illustration shown provides a preliminary concept of bus bays and street reconfiguration for future bus circulation and Metro Center Subway Station Headhouse. Final design shall be coordinated with the City of Dallas. Both the City of Dallas OHP and Preservation Dallas are concurring parties to the PA and will be actively engaged in the design review process.

Existing trees impacted as part of the D2 Project shall be identified before removal. Consideration to relocate trees (by others) shall be made prior to tree removal. Tree replacement shall comply with Article X of the Dallas Development Code – The Landscape and Tree Preservation Ordinance. Trees and plants shall be climate appropriate material. Refer to Article X and NCTCOG's iSWM guidelines for material selection. Final quantities would be determined based on placement of trees per the Dallas Complete Streets Design Manual for location and spacing.

**C** A review process has been established in the Section 106 Programmatic Agreement found in the FEIS, Appendix E to review design milestones through Final Design for the headhouse, alternative pedestrian portal access points and support services such as ventilation.

**D** Construct a minimum 6' sidewalk and 4' landscape buffer with street trees on all streets reconstructed as part of the D2 Project. Construct a minimum of 8-10' sidewalks on streets that fall within the CBD Pedestrian Overlay Zone in compliance with the Dallas Complete Streets Design Manual.

Street trees shown on the Urban Design Master Plan are for illustrative purposes. Final quantities would be determined based on requirements within the CBD Pedestrian Overlay Zone per the Dallas Complete Streets Design Manual for location and spacing.

Street trees, where indicated as part of the D2 project, shall comply with Article X of the Dallas Development Code – The Landscape and Tree Preservation Ordinance. Trees and plants shall be climate appropriate material. Refer to Article X and NCTCOG's iSWM guidelines for material selection.

**E** Appropriate measures will be taken to protect and relocate art, sculpture and valued elements of Rosa Parks Plaza including but not limited to the statue, inscriptions and plaques. Elements to be removed will be done so delicately, stored off-site in a protected environment and brought back at the completion of construction. These elements may occupy a new location within the plaza and will maintain a prominent role in the re-design of this space. The Urban Design Plan is for illustrative purposes only.

**F** DART shall repair or replace all paving disturbed along the existing transit mall. Paving shall match existing condition both in color and pattern.



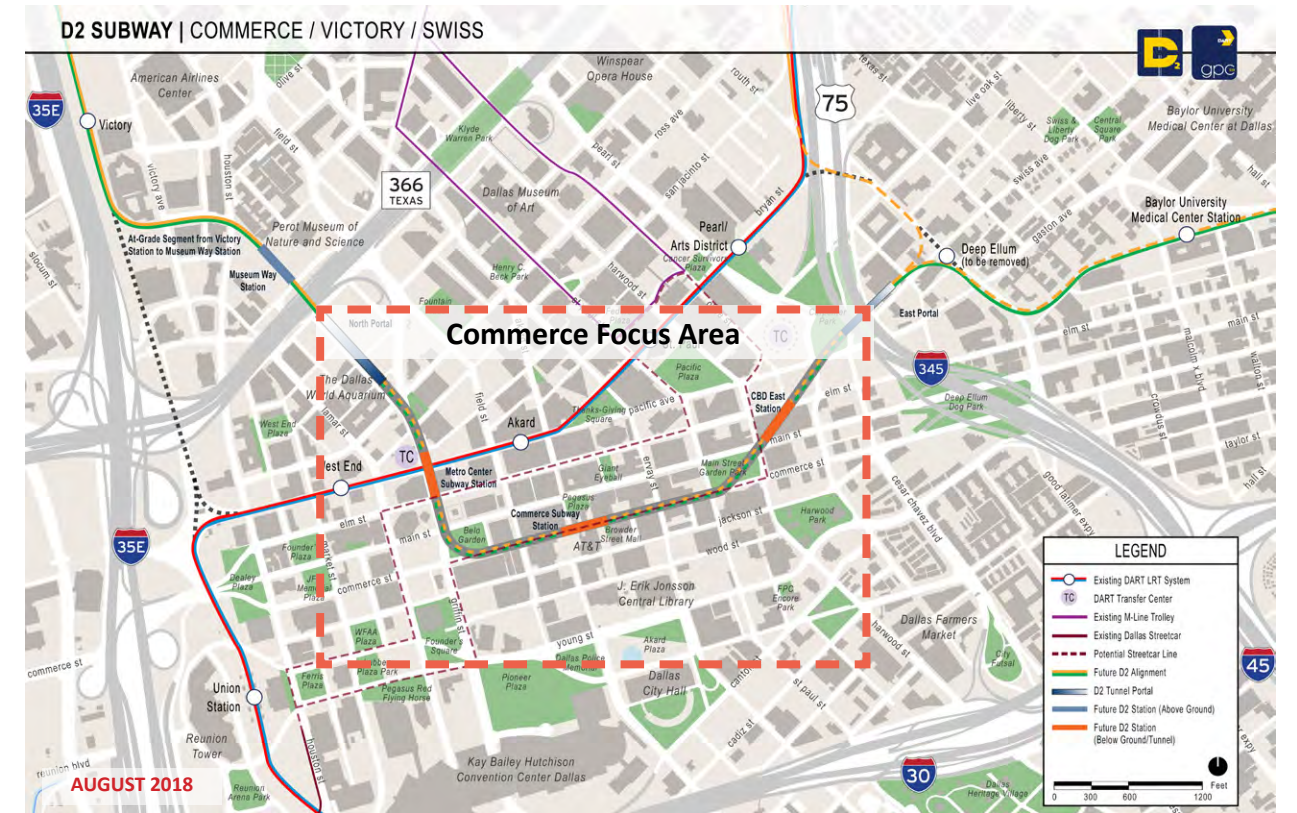


# COMMERCE

## Commerce Focus Area Meeting (August 2018)

The following captures ideas, messages or considerations from the focus area meeting that received group consensus. Full meeting summary of notes, meeting details including the presentation, attendees and other corresponding materials can be found at [www.DART.org/D2](http://www.DART.org/D2).

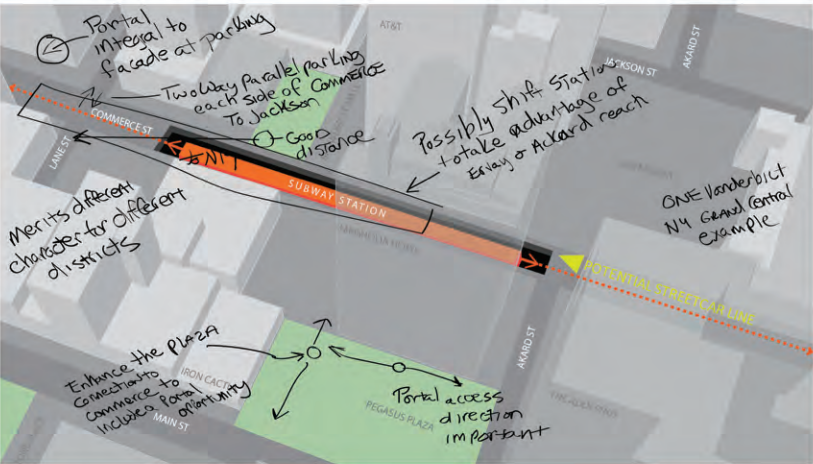
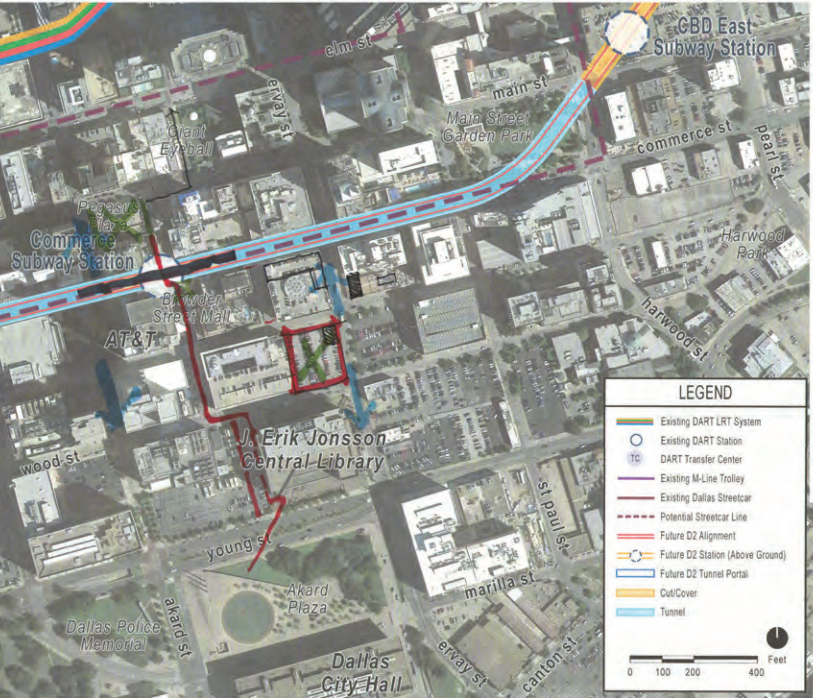
- The stakeholders discussed the project construction. The construction start date is anticipated late 2020. The specific construction sequencing has not been determined. Vehicular lanes along Commerce Street are anticipated to be temporarily closed, however, the majority of construction should be happening underground with the exception of pedestrian portal access and other necessary points of access. Survey is being completed to locate utilities and building foundations in the area and minimize impacts during construction.
- Stakeholders like the idea of Browder Street Mall and Pegasus Plaza for a pedestrian portal access and agree it would be positive to activate these spaces. The City indicated support for the possibility of a pedestrian portal access at both of these locations. DART will work with the City when determining a final location.
- The stakeholders suggested shifting the Commerce subway station east to be equidistant to Akard and Ervay Streets in order to anchor north-south connections. The City indicated that Akard is the most comfortable street for walk access to City Hall. This path would be through the AT&T Discovery District that is currently under construction and will be open to the public. In addition to the DalPark garage, stakeholders selected a second potential option for a portal that would provide direct access to Ervay, south of the DalPark garage in the open parking lot area, which could be built with the flexibility to complement future multi-story development.
- The group discussed design of the pedestrian portal accesses and referenced the Portal Precedents display board. The City noted that consistency is important with respect to symbols, signage and wayfinding. New York City was suggested as a good reference as all the signs are banded and consistent, but noted portal design there is different.
- Stakeholders agree that portal design should reflect the area and complement the urban fabric around it. Design should consider combining vent shafts with portals where possible to integrate, hide or minimize visual and space disruptions.



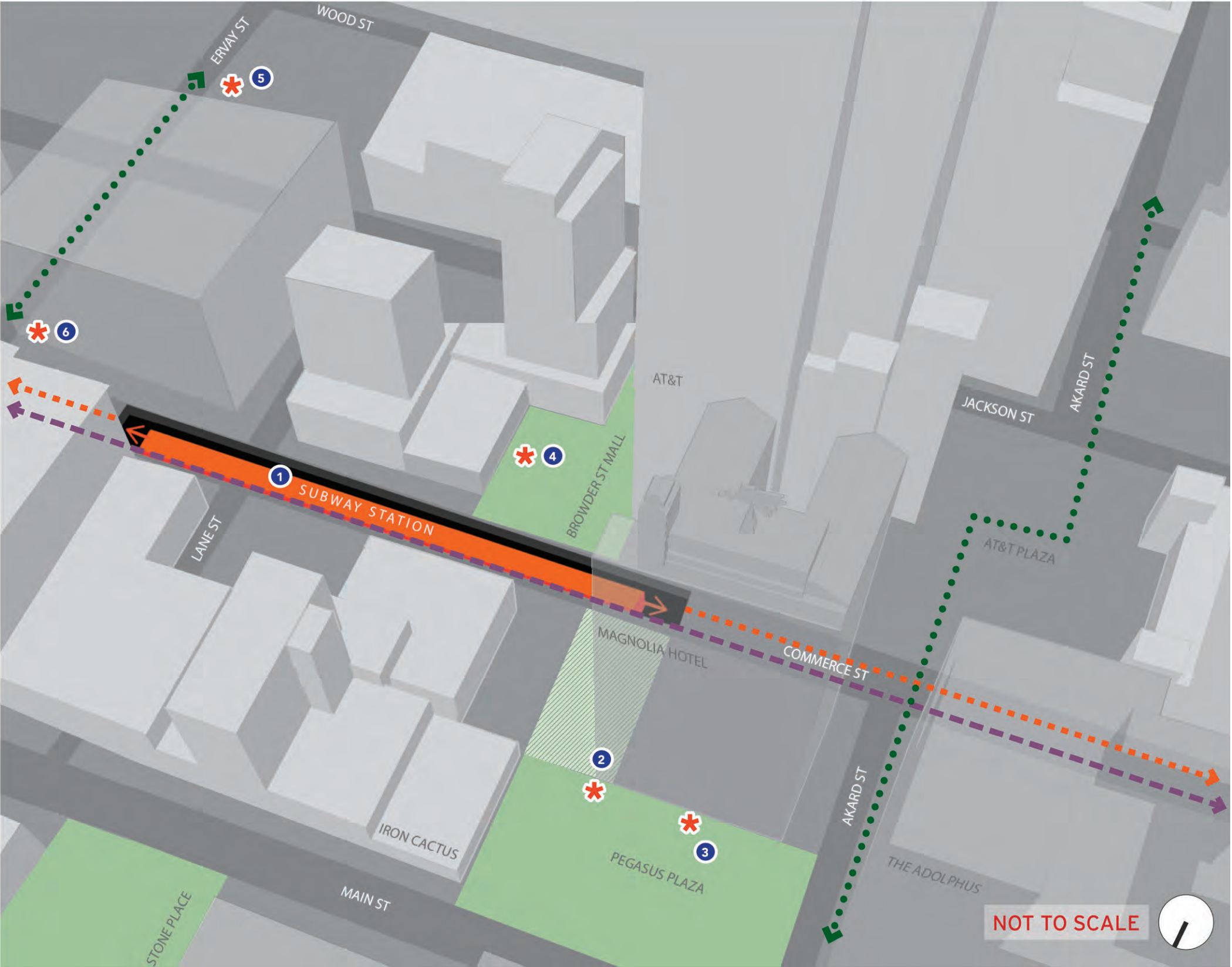
Commerce Focus Area Meeting



STAKEHOLDER COMMENTS (AUGUST 2018) FOCUS AREA SUMMARY



- 1 Stakeholders suggest shifting the Commerce Station to the east and position it equidistant from Ervay and Akard Streets. Providing pedestrian portals to these streets allows riders direct access to strong pedestrian connections at grade to the north into the heart of downtown and south to important employment areas and the public library and city hall.
- 2 The Magnolia Pass Through is a proposed connection to move pedestrians from the existing Browder Street Mall across Commerce Street and connect Pegasus Plaza and Main Street. Stakeholders indicate an opportunity to strengthen this connection by also incorporating a multi-directional portal in this space.
- 3 A second portal location within Pegasus Plaza, at the 'back' of the Magnolia Hotel was suggested in the event that a quick study of this location in comparison to the portal above indicates better opportunity for pedestrian connection to both Akard Street and the Browder Street Mall, positively activating the plaza and complementing the area patio dining experience and surrounding services.
- 4 A third access point in the vicinity of the Browder Street Mall could provide an additional entry into the subway. The design would consider a smaller footprint and possibly incorporate needed tunnel ventilation all designed to keep within the aesthetic of the smaller space and complement the scale of services like ground floor retail and restaurant dining surrounding it.
- 5 Stakeholders indicated the potential for a portal in the at grade parking currently bound by Jackson, Ervay and Wood Streets and the Interurban Building Apartments. This portal would be located in the northeast corner at Jackson and Ervay Streets and provide important pedestrian connection to the north and south. Stakeholders felt a portal location in this area built with the flexibility to complement future multi-story development would be encouraged.
- 6 Secondary to the portal listed above, stakeholders discussed the possibility of an integral portal entry at the first floor of the existing garage bound by Lane, Commerce, Jackson and Ervay Streets. This, and the Browder Street Mall portal, would provide riders access to Neiman Marcus and other commercial and business destinations.



- LEGEND
- Park/Plaza
  - Potential Access to Subway
  - Potential Streetcar
  - D2 Subway Route
  - Pedestrian Connection



Commerce Focus Area Coordination

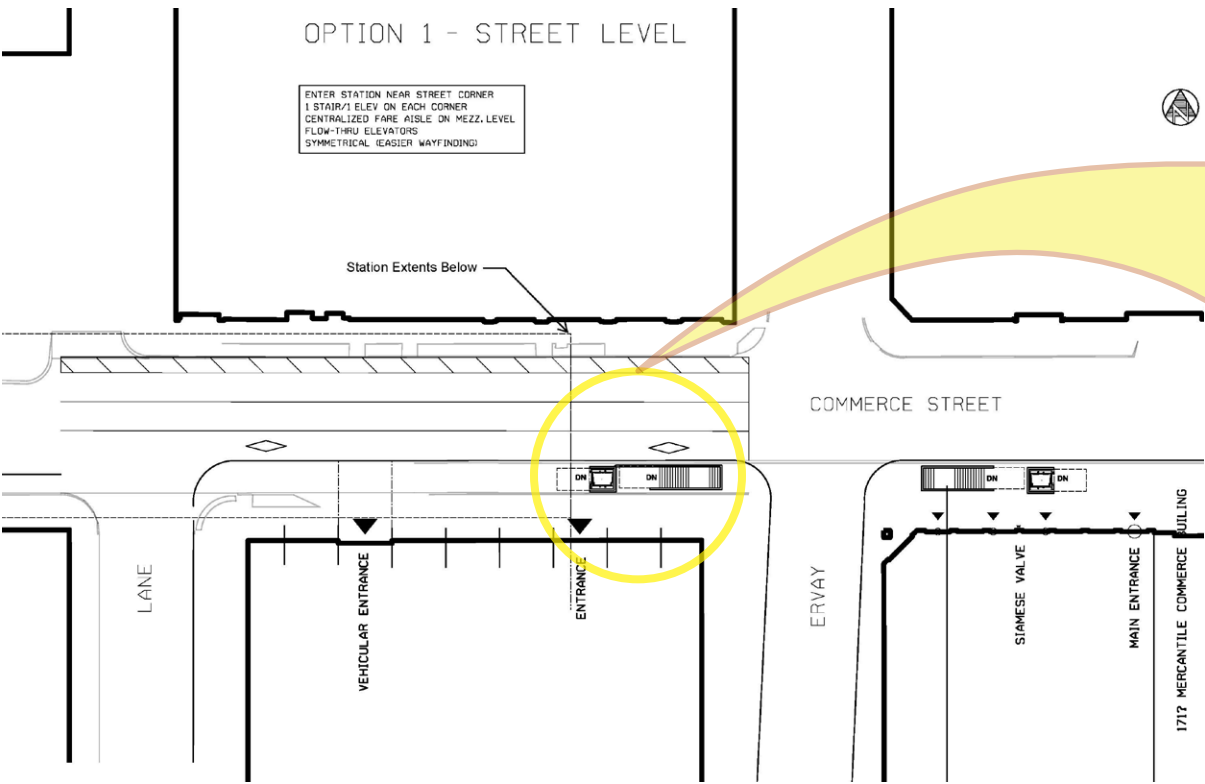
Design in this Focus Area is challenging in part due to the vibrancy and development along Commerce Street. There is very little unused or unplanned space. Based on feedback from stakeholders in the Focus Area meeting held August 22, 2018, Akard Street and Ervay Street serve as strong pedestrian corridor connections running north and south in the CBD. Placing the station below Commerce Street and providing access to both Akard Street and Ervay Street via headhouse or pedestrian portal access is preferred.

Urban Design Vision

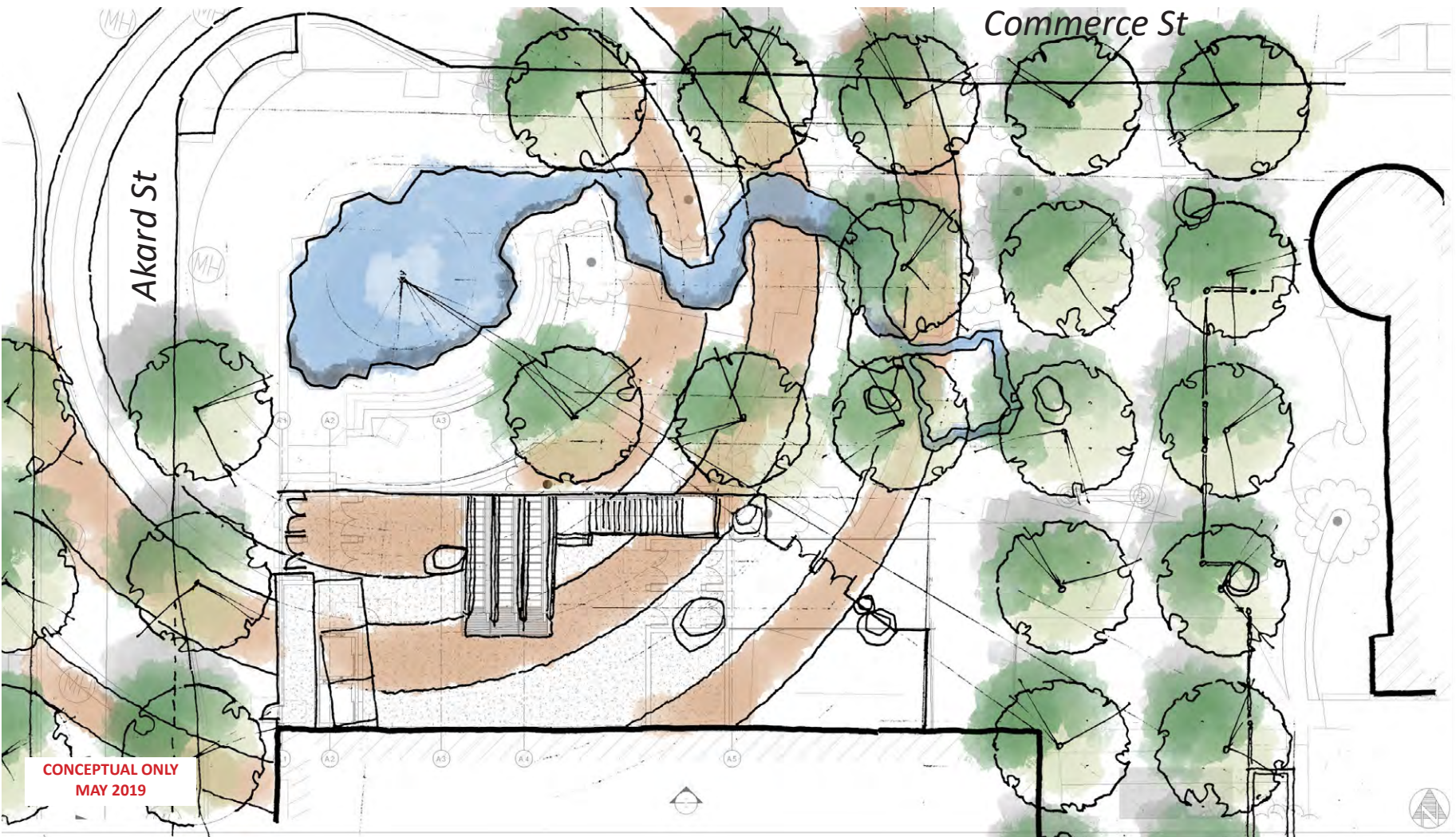
The hand drawn Urban Design Vision was developed to capture information in ongoing stakeholder communication and guide future urban design decisions. Pegasus Plaza continues to be supported as a location for a station headhouse providing access to Akard Street to the north and south. Through continued meetings with the City, participating agencies, area developers, property and business owners and stakeholders, the re-imagining of this space will be mutually determined.

The architectural study was created to address the stakeholder’s desires to provide pedestrian portal access from the station to Ervay Street to the north and south. Options for stair and elevator access on Commerce Street were proposed where currently a vehicular travel lane exists. The photos beside the study indicate a conceptual progression from the existing condition to a potential pedestrian portal access. The sketch simulation is provided to show scale spatially only and does not reflect portal or elevator design or materials. For current design of the pedestrian portal access in this location reference architecture plans, cross sections and details.

Architecture Study - East Portal Entry (January 15, 2019 - Subject to Change)



Pegasus Plaza - Portal Conceptual Plan Design



Commerce St and Ervay St - Existing



Commerce St and Ervay St - Pedestrian Portal Access Overlay



Commerce St and Ervay St - Pedestrian Portal Access Overlay Illustrative



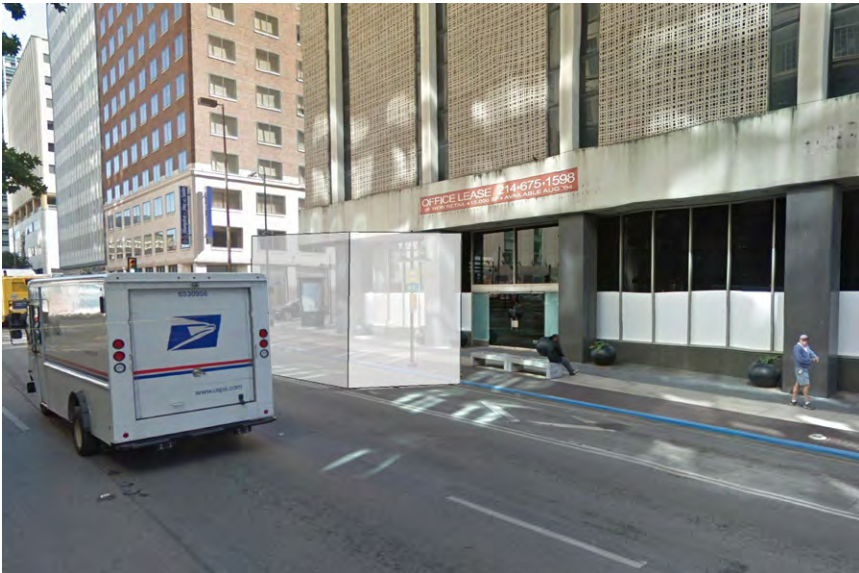
Commerce Station - Pedestrian Portal Access



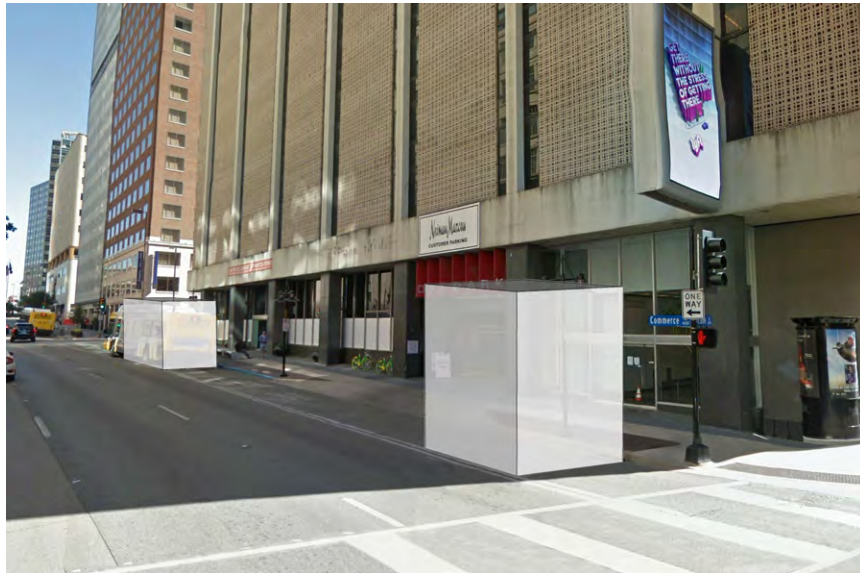
1 Pegasus Plaza - Headhouse Shape Overlay



2 Pegasus Plaza- Headhouse Shape Overlay



3 Commerce Street / Ervay Street - Pedestrian Portal Access Shape Overlay



4 Commerce Street / Ervay Street - Pedestrian Portal Access Shape Overlays with Elevator and Stairway

Commerce Subway Station - Shape Overlays

As an intermediate step in identifying pedestrian portal access points, shape overlays were created and placed into a photo image. The shape roughly shows the size and scale for the access being considered in each location.

Images 1 and 2 indicate the volume for a headhouse planned in this location. The headhouse will be on the southeast corner of Main Street and Akard Street in Pegasus Plaza. It is anticipated that the plaza would be completely disassembled and temporarily stored off site in a location to be determined during the construction. The headhouse, concourse and underground pedestrian connections would then be constructed, and a cross cavern built to connect riders from the surface to the west side of the subway platform under Commerce Street. The headhouse is anticipated to have two points of entry at the surface. The current design considers a ticketing area one level below and access includes elevator, stair and escalator. Redesign of the plaza, when construction of the subway is complete, has not been finalized.

Working with the Parks and Recreation Board (Board) at the City of Dallas both DART and the Board have agreed to a resolution that supports the consideration of a station headhouse at this location and the reconstruction of Pegasus Plaza. DART will be coordinating and participating in a series of meetings with the City, participating agencies and area developers, property and business owners, and stakeholders to further discuss design of the future plaza.

Image 3 and 4 indicate the volume for a proposed pedestrian portal access on the southwest corner of Commerce Street and Ervay Street. The City of Dallas has approved a Thoroughfare Amendment to Commerce Street that removes the southernmost vehicular lane of Commerce Street where this pedestrian portal access is proposed. Multiple points of pedestrian portal access in this location are being considered. Ticketing may occur at surface or one level below based on preferred access opportunities. This portal would allow passengers access to the east side of subway platform in the station below.

This intermediate step was developed in order to provide an early understanding of space requirements. The ghosted shapes are meant to estimate potential volume and scale in the context of the area for which they are being planned. For detailed design of the Commerce Subway Station reference architecture plans, cross sections and details.







**This Page Intentionally Left Blank**



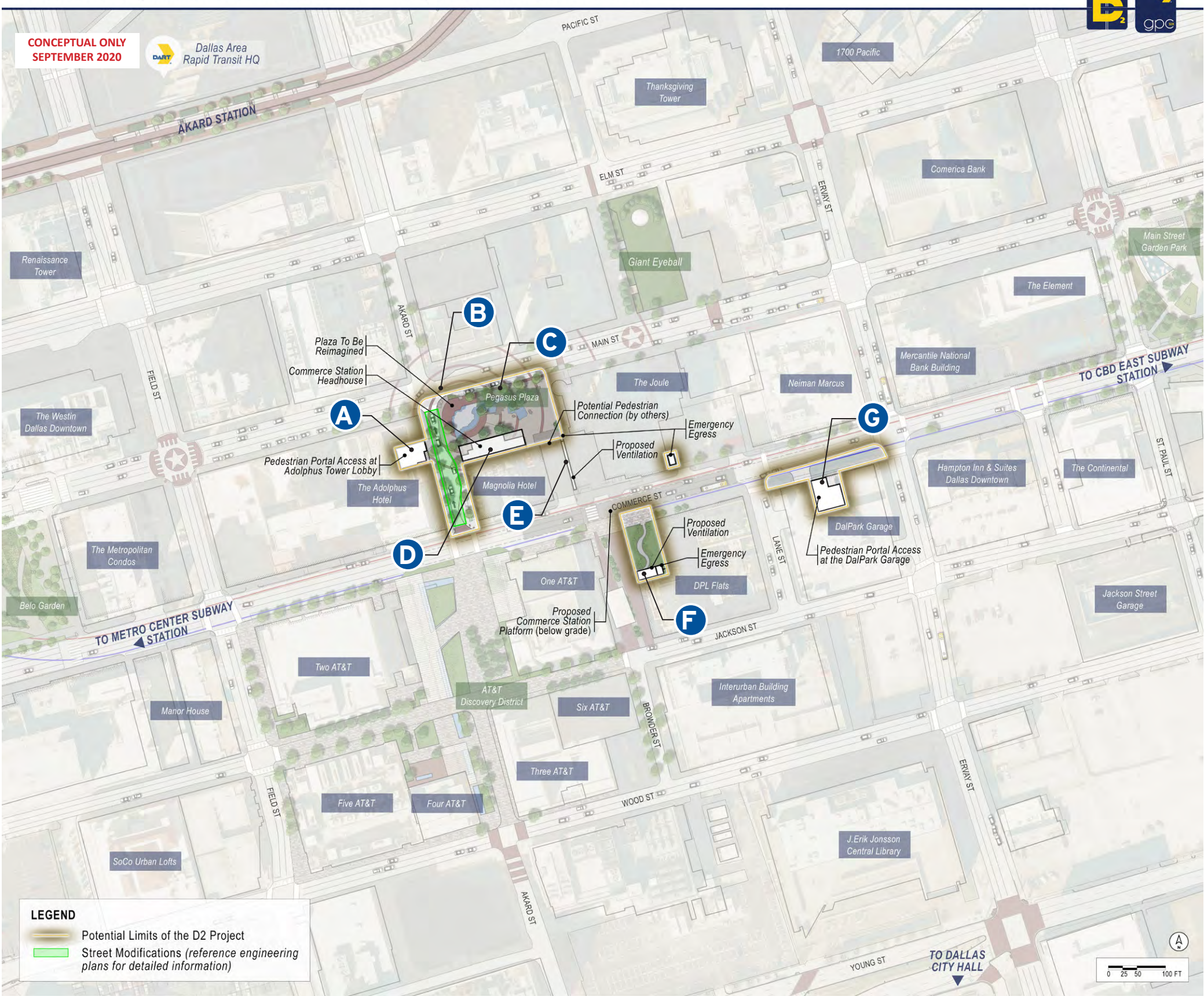
Urban Design Plan - D2 Potential Project Limits

The “haloed” information overlaid on the Urban Design Plan was developed in order to show the potential limits of the D2 Project including track alignment, stations/platforms, headhouses, pedestrian portal access, and roadway and sidewalk repairs associated with cut and cover construction.

This plan continued to be modified to document alignment revisions, future development decisions, and stakeholder input. The plan shown in this report is the most current. All preceding plans developed and presented in public and stakeholder meetings can be found at [www.DART.org/D2](http://www.DART.org/D2).

For detailed track alignment, as well as, street and sidewalk modifications, the engineering plans may be referenced. For design of the Commerce Subway Station, architectural plans, cross sections and details may be referenced.

D2 SUBWAY | COMMERCE SUBWAY STATION | POTENTIAL PROJECT LIMITS



Illustration(s) is graphic in nature and includes context outside the limits of the D2 project. Elements are subject to change. Engineering and Architectural plans, profiles and details govern.



- A** A pedestrian portal access to the Commerce Subway Station platform from the west is proposed in the Adolphus Tower lobby and basement with store front access from Akard Street and including elevators, stairs and escalators. This access will connect with the Pegasus Plaza headhouse at a concourse level under the plaza. Coordination of this design allows for the footprint of the headhouse planned for Pegasus Plaza to reduce in size and scale from what is documented in the D2 Subway | Pegasus Plaza Vision Summary (Appendix A).
- B** Final design around this space will indicate alternative ADA-compliant paths along all streets impacted during the construction of the Commerce Street Station. ADA-compliant pedestrian paths shall be provided on both sides of all streets at Main Street and Commerce Street and considered at Akard Street during the entirety of construction.
- C** Construction of the D2 Project would require full use of the park site temporarily. It is intended that the park be completely disassembled and reestablished after completion of the subway tunnel and pedestrian points of access. DART will be required to brief Public Art Committee regarding deaccession of the public art in Pegasus Plaza and will be required to follow the Office of Arts and Culture's official process.
- D** The design of the headhouse in Pegasus Plaza has evolved through continued coordination with stakeholders through workshops and meetings. Reference the D2 Subway | Pegasus Plaza Vision Summary (Appendix A) for detailed information. The headhouse design includes both stair and elevator access. It is the intent for DART to minimize the footprint of the building at grade to re-integrate where feasible the art, sculpture and elements of the space.
- E** The ventilation structures and emergency egress in this location would be incorporated into the adjacent infrastructure and complement surrounding architecture possibly in a manner similar to the existing wall. This would not preclude a connection, referred to as the Magnolia Pass Through from happening when construction on the D2 Project is complete. This pedestrian connection (by others) is supported by many stakeholders. It would link the existing Browder Street Mall and provide pedestrian portal access from Jackson Street to Main Street. Design and maintenance of the space would be coordinated with DART, adjacent property owners and the City of Dallas.
- F** The ventilation structure proposed for this location would be designed to complement surrounding architecture. As design continues a review process for subway elements such as these has been established in the Section 106 Programmatic Agreement found in the FEIS, Appendix E.
- G** A pedestrian portal access to the Commerce Subway Station platform from the east is proposed in the DalPark parking garage. This would include a portion of the at grade bay and basement for connection to the subway platform.



Commerce Subway Station - Headhouse at Pegasus Plaza

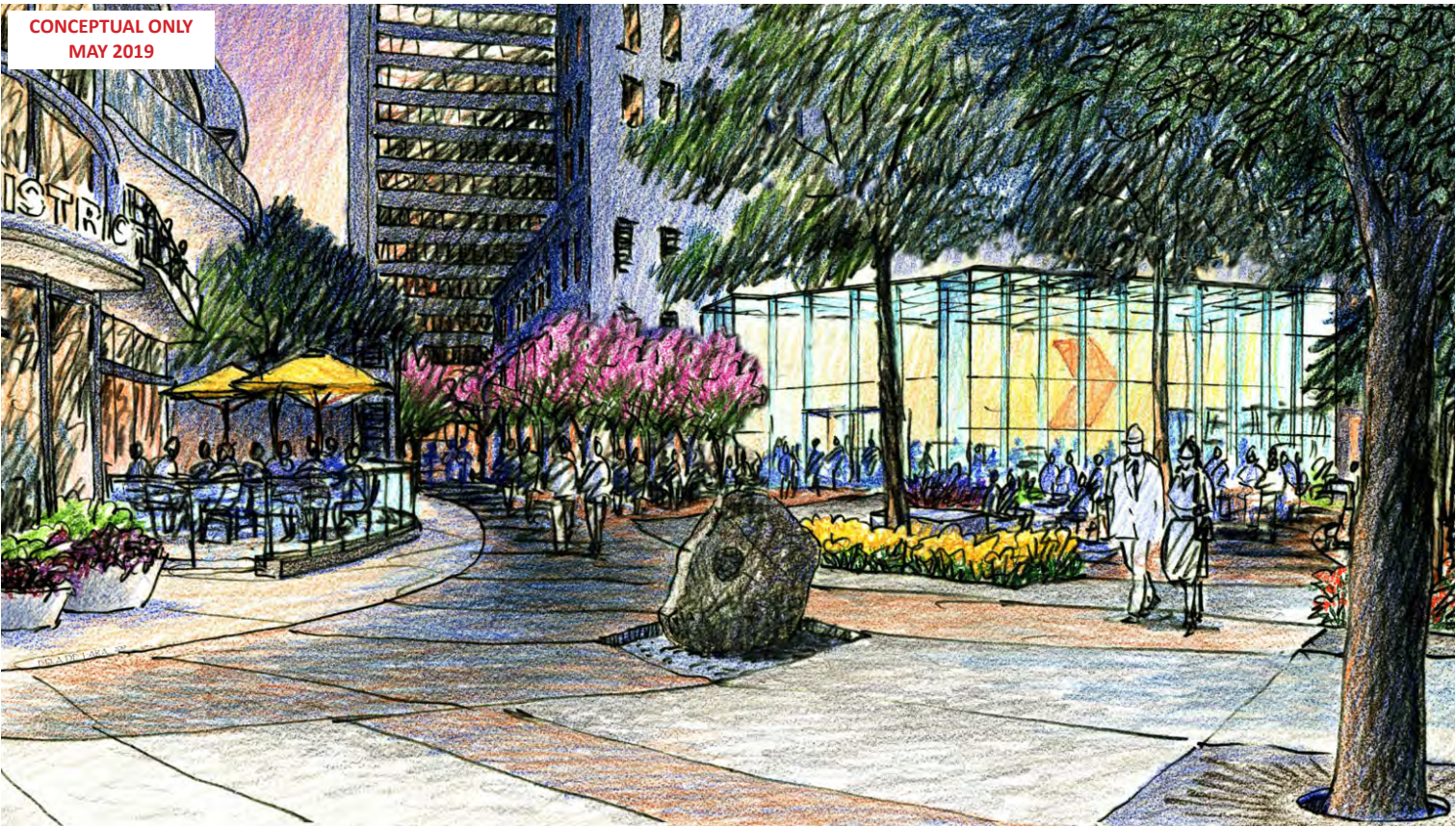
In order to minimize disruption to Commerce Street, DART proposed the possibility of using Pegasus Plaza as part of the construction of D2. The proposal includes complete disassembly of the space to be temporarily stored in an off-site location to be determined. When construction in this location is complete the plaza would be re-built in a manner that respected the story of Pegasus, the sculpture, the crystal, and the stonework featured in the original construction.

The Commerce Subway Station headhouse, the primary point of entry to the station, would sit at the back of the plaza against the north face of the Magnolia Hotel. The size and scale of the headhouse would be designed to accommodate appropriate ingress and egress, required queuing space, pedestrian portal access to lower levels via elevator, stair and escalator, and ancillary space(s) required for ventilation, operation and emergency use.

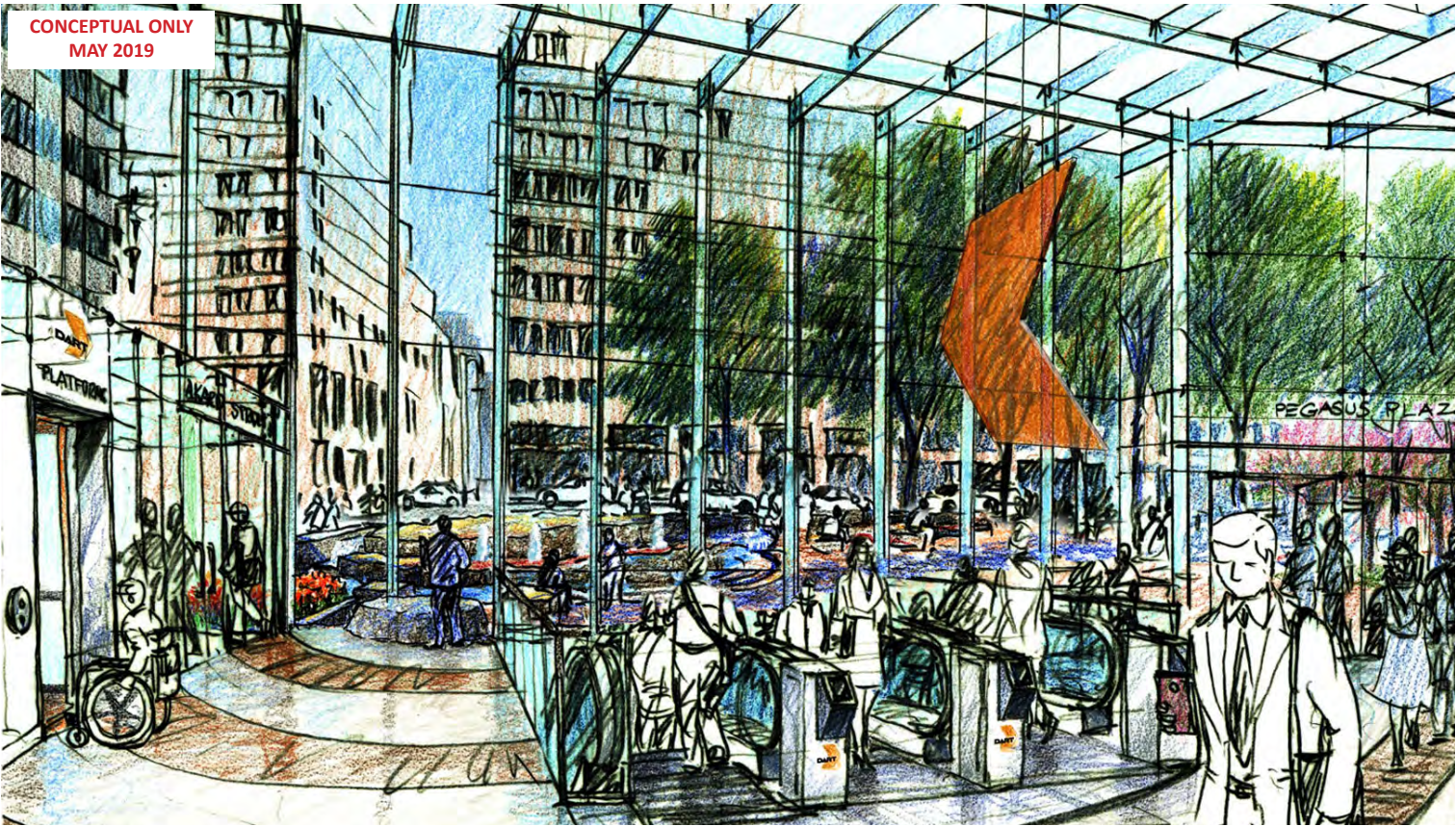
DART worked with the Parks and Recreation Board at the City of Dallas to develop an approved resolution that supports the consideration of a station headhouse at this location and the future reconstruction of Pegasus Plaza. For documentation of this resolution, reference the FEIS.

The illustrations on this page depict the integration of a headhouse and plaza design as well as the sense of arrival up into the plaza from the subway station below. Reflective and transparent materials are proposed for the headhouse structure to allow views directly into the plaza and reflect the design of the space. The design should consider opportunities for natural light. DART supports the idea of incorporating key elements of the plaza design into the headhouse. This encourages a seamless plaza experience. Detailed design of the headhouse walls and floors can incorporate artwork and story-telling. Select sculpture may be placed inside the plaza or the headhouse providing a unique experience to both the plaza user and DART passenger. The illustrations are conceptual only and will be used to guide future discussions and architectural design.

DART will be coordinating and participating in a series of meetings with the City, participating agencies and area developers, property and business owners, and stakeholders to further discuss design of the reimagined plaza.



Pegasus Plaza Concept (view looking south)



Pegasus Plaza Concept (view looking north)



CONCEPTUAL ONLY  
NOVEMBER 2019



Pegasus Plaza - Muses Map

CONCEPTUAL ONLY  
NOVEMBER 2019



Pegasus Plaza Existing Cross Section South of Main Street (view looking north)



Pegasus Plaza Stakeholder Workshop

Stakeholders at the Magnolia Hotel 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.



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 portal 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 egress 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.

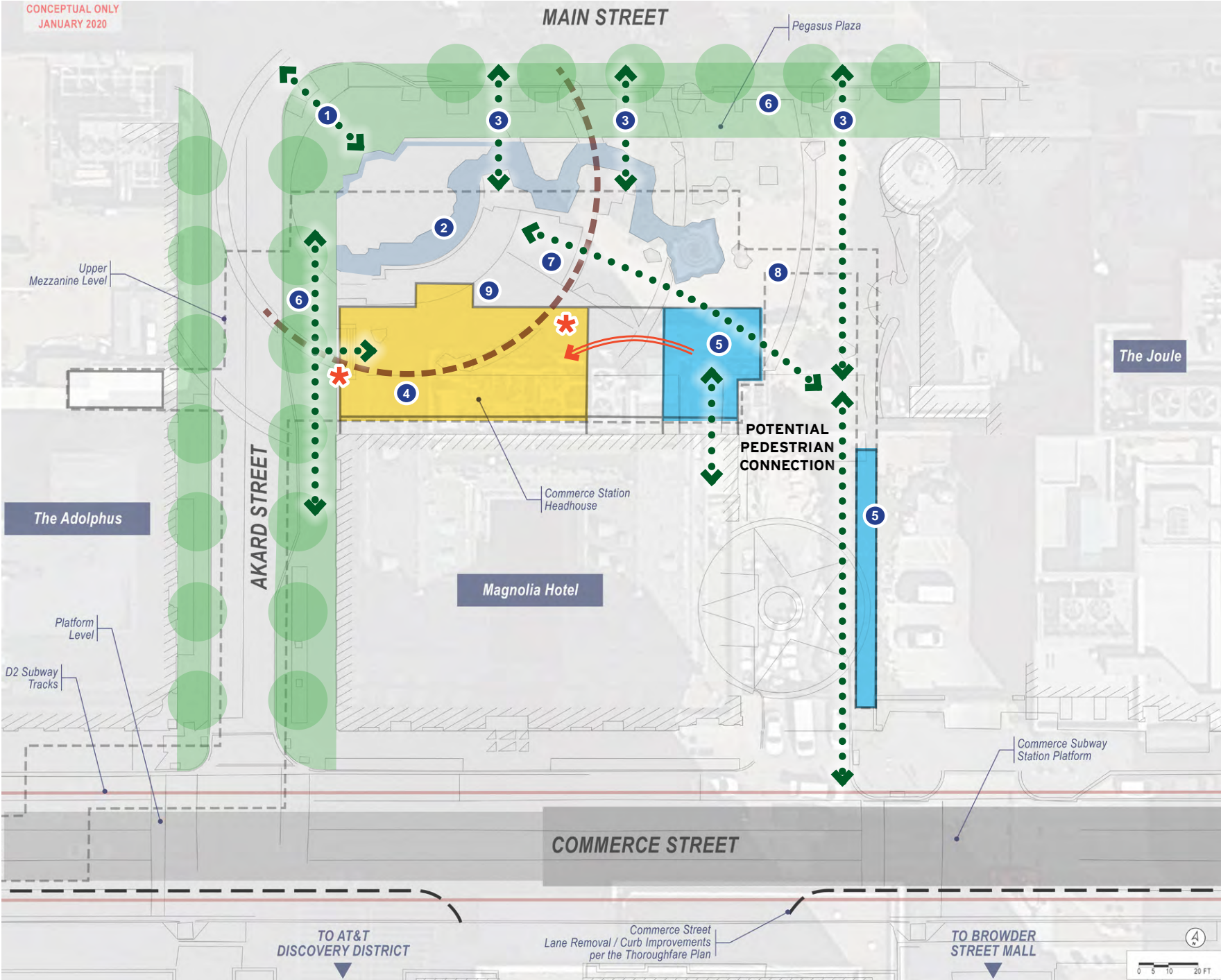
- 8 It is understood that the full plaza will be disassembled, and the space will be fenced appropriately and used during construction in order to facilitate the mining necessary to build the subway and Commerce Station with minimal disruption to the surface along Commerce Street.
- 9 The story of Pegasus 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 WORKSHOP ATTENDEES

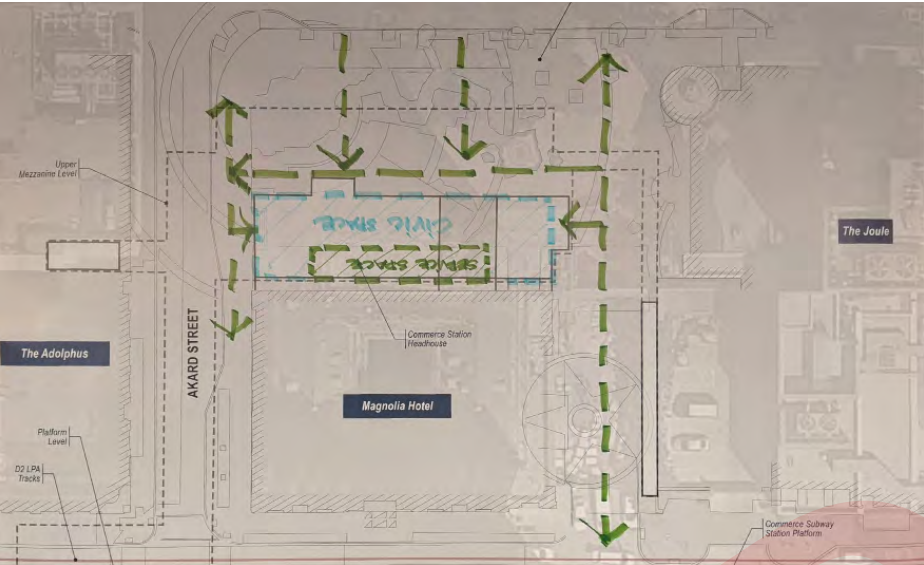
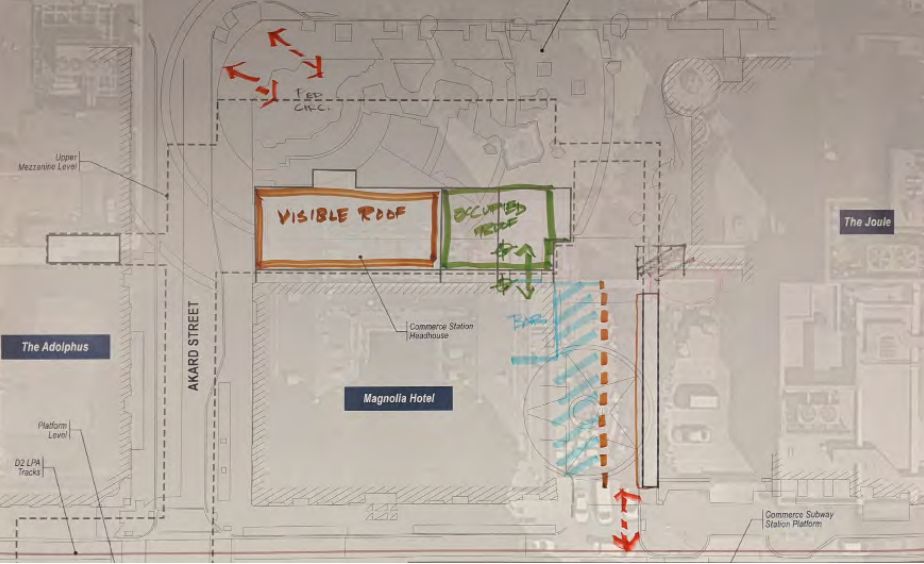
- Area Stakeholders**  
Jennifer Allbritton, Adolphus Hotel  
Nick Galen, Headington/The Joule  
Larry Good, GFF/Stakeholder  
Larry Hamilton, Hamilton Properties  
Aaron Kelley, Adolphus Hotel  
Vana Parham, AT&T  
Ben Reavis, Downtown Residents Council  
Arthur Santa Maria, Hoque Global/Adolphus Tower  
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



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



Recorded stakeholder input



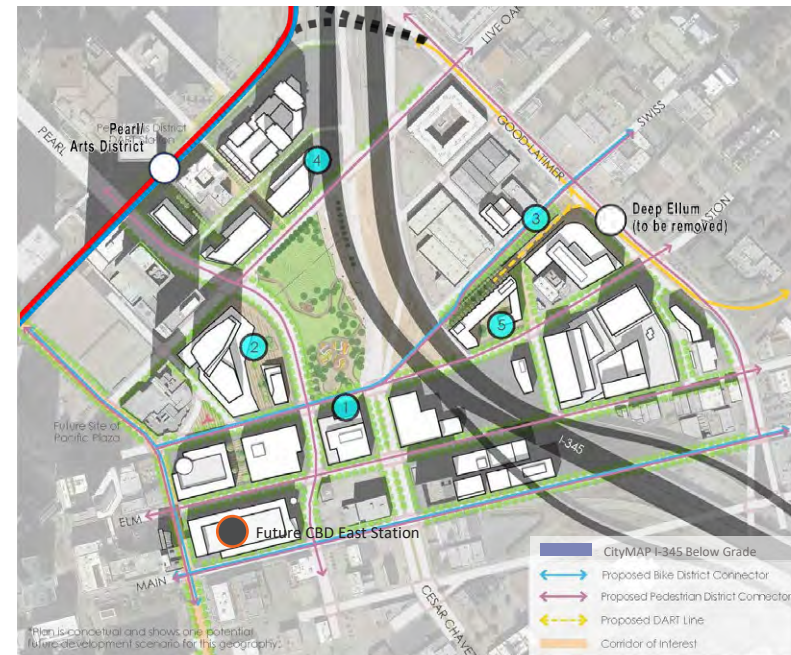
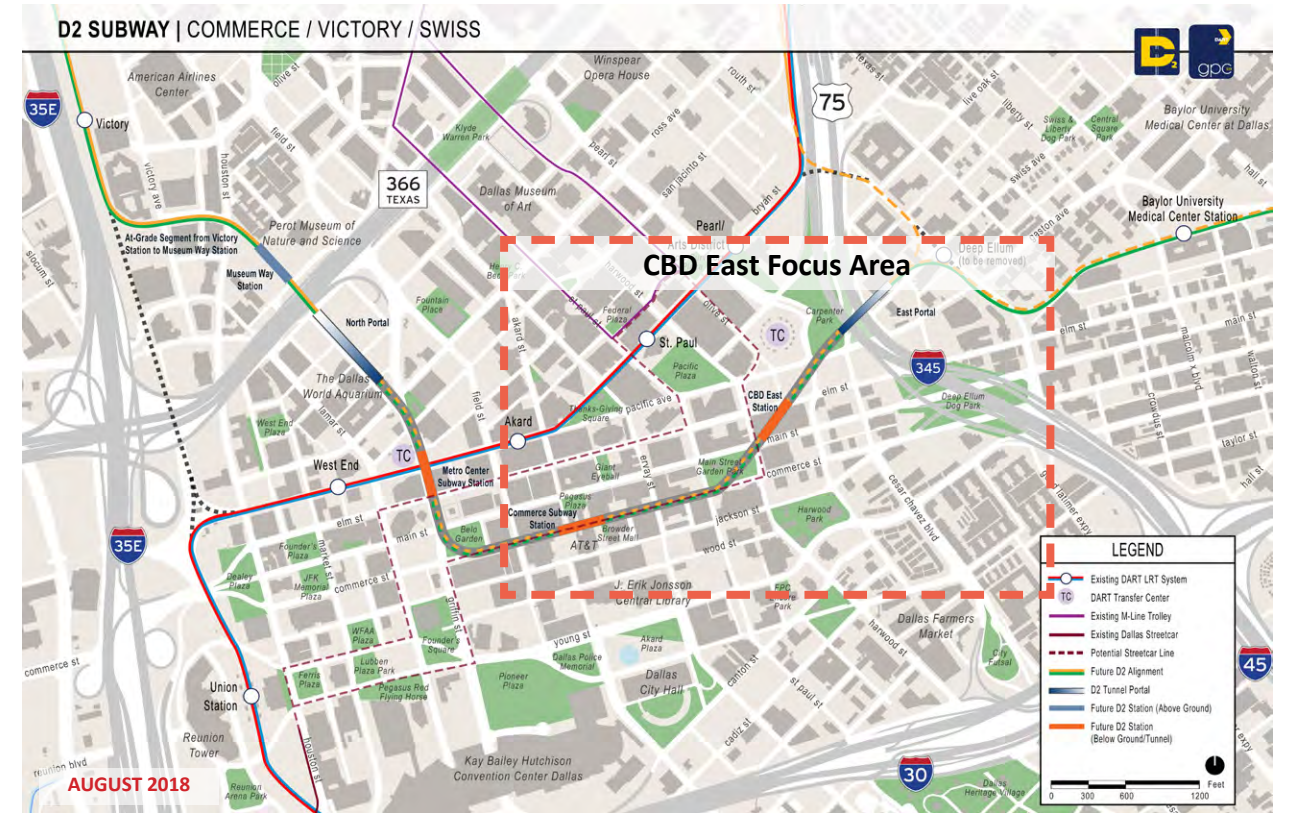


# CBD EAST

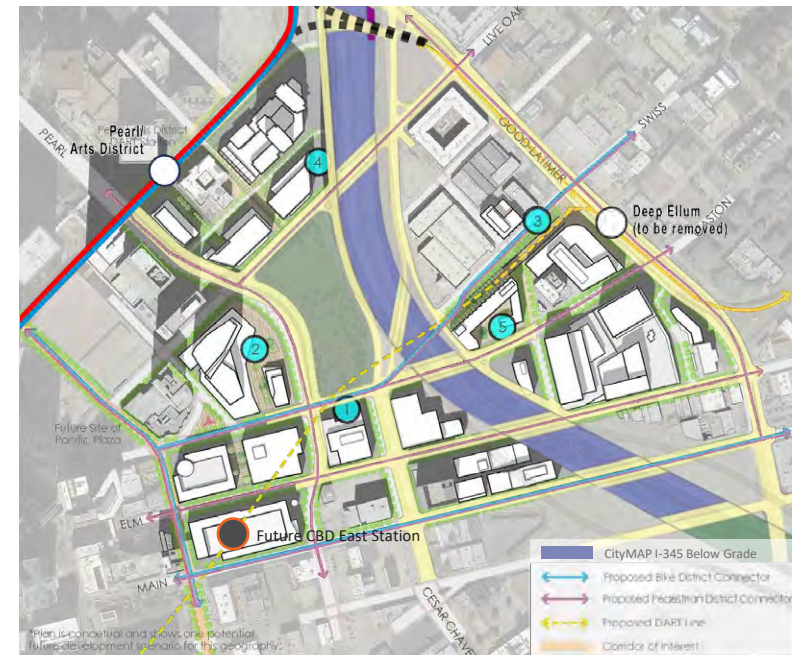
## CBD East Focus Area Meeting (August 2018)

The following captures ideas, messages or considerations from the focus area meeting that received group consensus. Full meeting summary of notes, meeting details including the presentation, attendees and other corresponding materials can be found at [www.DART.org/D2](http://www.DART.org/D2).

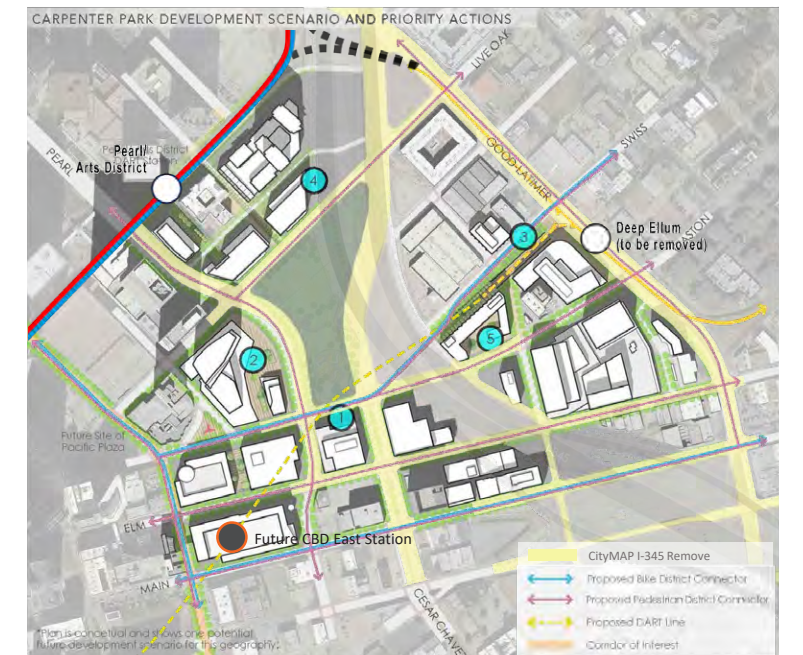
- Stakeholders supported the potential sites identified in the presentation such as the East Transfer Center (ETC), adjacent to Main Street Garden Park, and the open space and plaza spaces south of Elm Street between St. Paul Street and Harwood Street. Stakeholders indicated their desire to access the portals in urban spaces, plaza areas and near parks. When locating potential portals in open lot or at-grade parking, stakeholders preferred a design that could be integrated into future development on that site.
- Stakeholders discussed impacts to parks and specifically Carpenter Park. The City indicated that construction design plans for Carpenter Park will be done in mid-2019 and construction is set to begin the following fall. D2 cut and cover sections indicated here would have impacted the park. However, as noted earlier, a refinement to move the alignment out from underneath one of the garages and east one block indicates that the D2 Subway will avoid impacts to Carpenter Park. DART will continue ongoing City coordination to inform staff as D2 design development progresses.
- The group discussed the I-345 scenarios outlined in CityMAP. DART indicated that the D2 project is being designed to not preclude any of the CityMAP scenarios. DART continues to coordinate with TxDOT and noted that TxDOT is currently conducting a feasibility study to evaluate options for I-345.



I-345 Elevated Existing Condition (modified from Dallas 360 Plan)



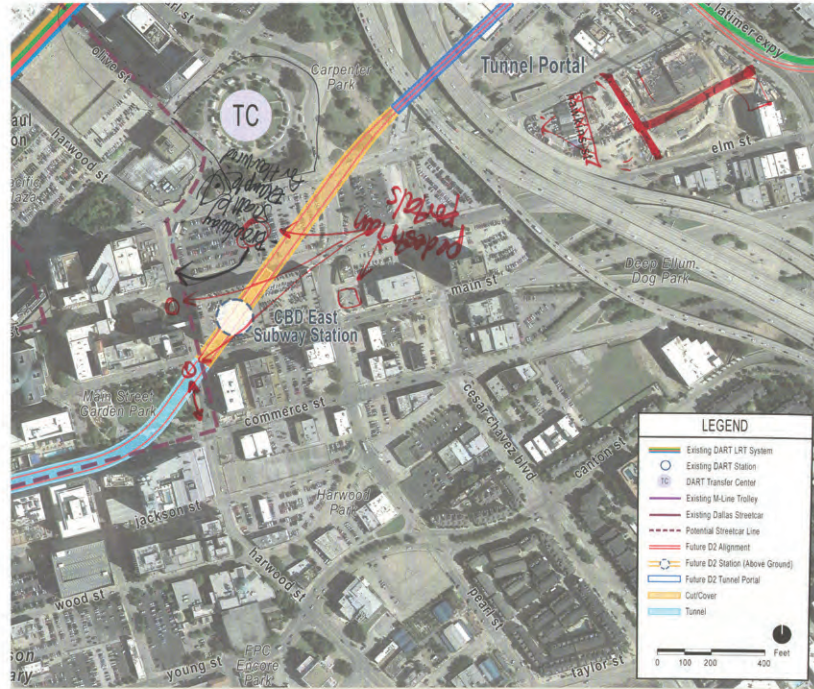
I-345 Below Grade Condition (modified from Dallas 360 Plan)



I-345 Removed Condition (modified from Dallas 360 Plan)

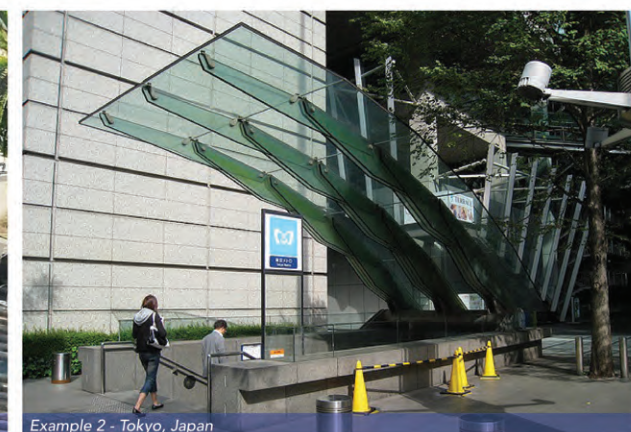


## STAKEHOLDER COMMENTS (AUGUST 2018)



- 1 Stakeholders have indicated their desire to access the portals in urban spaces, plaza areas and near parks. Main Street Garden, being located close to this station, provides the opportunity to exit the subway into public space. The exact location of the portal is left undetermined and coordination with the City of Dallas, Park and Recreation Department and other partnering agencies would solidify a supported opportunity -- be it in the park, at the edge or along the street. This decision would also indicate size and accommodation for the portal. *See Example 1 photo.*
- 2 Additional plaza and open space exists along Elm Street at the corner of Harwood Street and further west at mid-block. Both of these spaces could be viewed as underutilized and stakeholders identified them as possible opportunities for portal locations because of their adjacency to the UNT System Administration, UNT Dallas College of Law and Municipal Courthouse and direct proximity to destinations such as the Majestic. *See Example 2 photo.*
- 3 Stakeholders support potential redevelopment of the existing East Transfer Center to include multiple stories, ground floor services, ground floor or below grade bus transfer, drop-off and pick-up capabilities with potential to future streetcar. A portal could be located to allow for an experience accessing the heart of the development or taking advantage of its proximity to Carpenter Park or providing a portal along Pearl Street. *See Example 3 photo.*

## FOCUS AREA SUMMARY





CBD East Focus Area Coordination

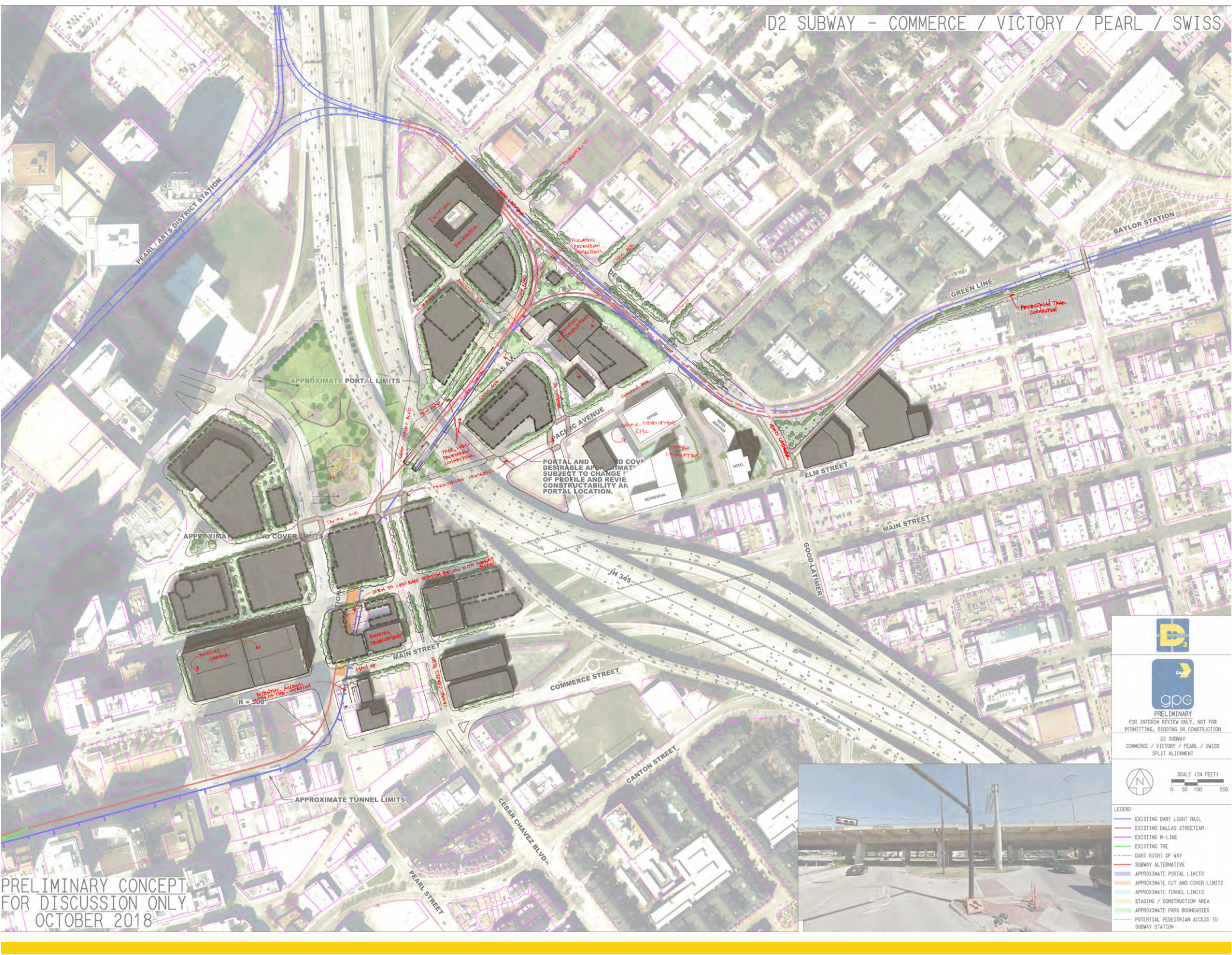
The alignment showing the CBD East Subway Station under the Elm Street Garage has been refined. The refined alignment moves the station east to the next block, out from under the garage. A Focus Area meeting for this new location was held March 28, 2019. This included a conversation about revised pedestrian portal access based on the refined location of the station. Documentation of the Focus Area meeting can be found at [www.DART.org/D2](http://www.DART.org/D2) and Chapter 6 of the FEIS.

Urban Design Vision

The hand drawn Urban Design Vision was developed to capture information in Focus Area coordination and ongoing stakeholder communication, and guide future urban design decisions. At the time this vision was created, stakeholders supported the idea of a subway station that could accommodate future development above and adjacent to pedestrian portal access.

The vision indicates potential future development north of the station as shown in the Dallas 360 Plan, including the reimagining of the DART East Transfer Station (ETC). The alignment of D2 has been refined since this vision was developed and includes modifications east of I-345 along with the incorporation of a light-rail station on Good Latimer Expy just south of Live Oak Street.

Urban Design Vision





## Urban Design Plan

Based on the Urban Design Vision, and through continued stakeholder communication, the Urban Design Plan was created. The Urban Design Plan documents important elements of the D2 project and shows it in the context of the surrounding downtown environment.

The plan indicates a larger headhouse at the southeast corner of Pearl Street and Elm Street. The headhouse fronts Pearl Street and is anticipated to have one or more points of entry at the surface to the subway platform. The current design considers a ticketing area and transitions to include elevator, stair and escalator access to the subway platform below. Natural light is also an important consideration of the design. Light would filter from surface to the platform level. The CBD East Subway Station will provide transfer opportunities from the subway station to the existing ETC one block to the north as well as downtown destinations west and Deep Ellum destinations to the east.

A small headhouse, shown at the southeast corner of Pearl Street and Main Street is anticipated to have one or more points of access and provides connections to downtown destinations to the south including Farmer's Market and East Quarter.

DART is open to plans for future development adjacent to and over the headhouse(s). The design (by others) would be subject to review and coordination with DART. DART recognizes the potential that future development has for unifying this area of downtown.

This Urban Design Plan continued to be modified to document alignment revisions, future development decisions, and stakeholder input. The plan shown in this report is the most current. All preceding plans developed and presented in public and stakeholder meetings can be found at [www.DART.org/D2](http://www.DART.org/D2).

For detailed track alignment, signalization and crossing information, as well as, street and sidewalk modifications, the engineering plans may be referenced. For design of the CBD East Station, architectural plans, cross sections and details may be referenced.

## D2 SUBWAY | CBD EAST SUBWAY STATION | URBAN DESIGN PLAN



Illustration(s) is graphic in nature and includes context outside the limits of the D2 project. Elements are subject to change. Engineering and Architectural plans, profiles and details govern.



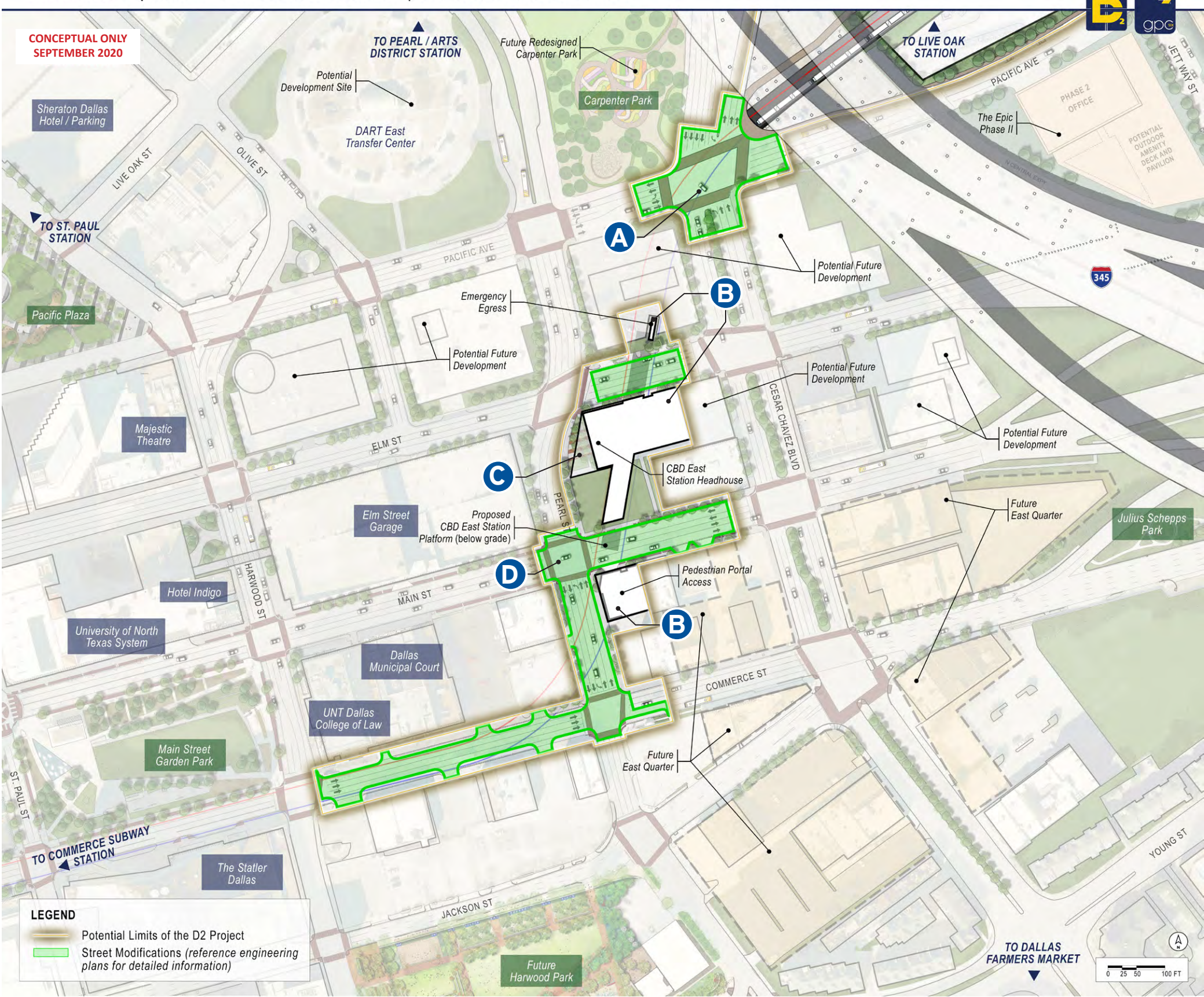
Urban Design Plan - D2 Potential Project Limits

The “haloed” information overlaid on the Urban Design Plan was developed in order to show the potential limits of the D2 Project including track alignment, stations/platforms, headhouses, pedestrian portal access, and roadway and sidewalk repairs associated with cut and cover construction.

The Urban Design Plan continued to be modified to document alignment revisions, future development decisions, and stakeholder input. The plan shown in this report is the most current. All preceding plans developed and presented in public and stakeholder meetings can be found at [www.DART.org/D2](http://www.DART.org/D2).

For detailed track alignment, as well as, street and sidewalk modifications, the engineering plans may be referenced. For design of the CBD East Subway Station, architectural plans, cross sections and details may be referenced.

D2 SUBWAY | CBD EAST SUBWAY STATION | POTENTIAL PROJECT LIMITS



Illustrations(s) is graphic in nature and includes context outside the limits of the D2 project. Elements are subject to change. Engineering and Architectural plans, profiles and details govern.



- A** Pedestrian street crossings included as part of the D2 Project shall be minimum 10'-0" in width and designed per the Dallas Complete Streets Design Manual.

DART shall remove the Pacific Avenue westbound free-right turn north on to Cesar Chavez. A sidewalk connection from the northeast corner of the intersection will be provided at back of curb on Pacific Avenue and tie into the existing condition to the east and on the north side of the tunnel portal to Swiss Avenue. A landing zone is planned for the northeast corner of the Cesar Chavez/Pacific intersection to accommodate the pedestrian traffic. The connections shall be coordinated with the City of Dallas. Reference engineering plans for detail.

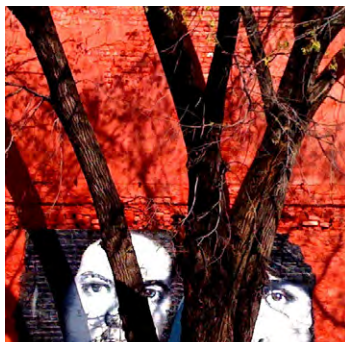
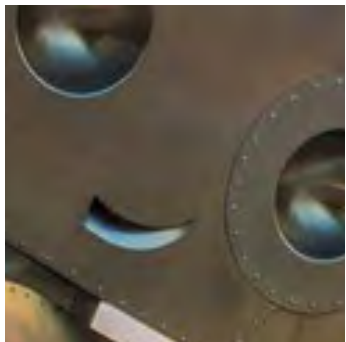
- B** A review process has been established in the Section 106 Programmatic Agreement found in the FEIS, Appendix E to review design milestones through Final Design for the headhouse, alternative pedestrian portal access points and support services such as ventilation

- C** Construct a minimum 6' sidewalk and 4' landscape buffer with street trees on all streets reconstructed as part of the D2 Project. Construct a minimum of 8-10' sidewalks on streets that fall within the CBD Pedestrian Overlay Zone in compliance with the Dallas Complete Streets Design Manual.

Street trees, where indicated as part of the D2 project, shall comply with Article X of the Dallas Development Code – The Landscape and Tree Preservation Ordinance. Trees and plants shall be climate appropriate material. Refer to Article X and NCTCOG's iSWM guidelines for material selection. Note: tree locations shown on the Urban Design Master Plans are for illustrative purposes. Final quantities would be determined based on placement of trees per the Dallas Complete Streets Design Manual for location and spacing.

- D** DART will coordinate changes to the existing condition of the roads affected by the D2 project in the areas of cut and cover. Lane widths, on-street parking, curb extensions and curb cuts in these areas will be coordinated with the City of Dallas and their Thoroughfare Plan. Reference the engineering plans for detail.



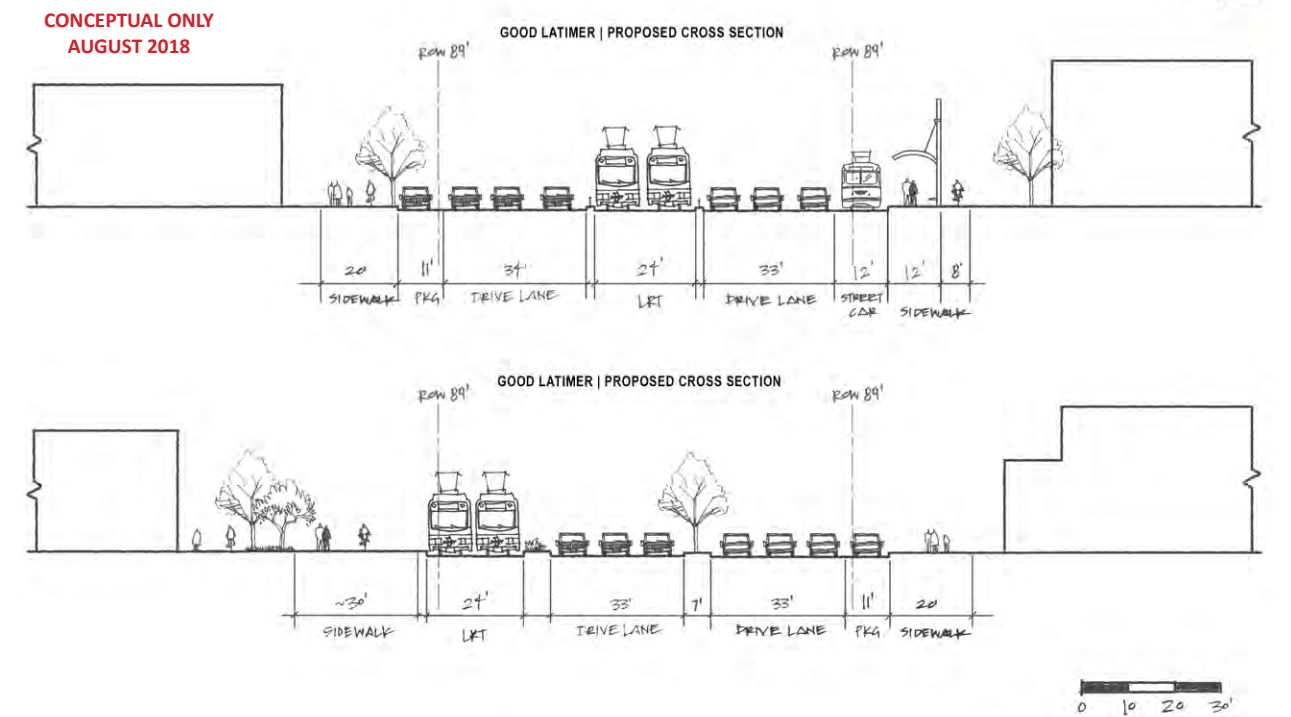
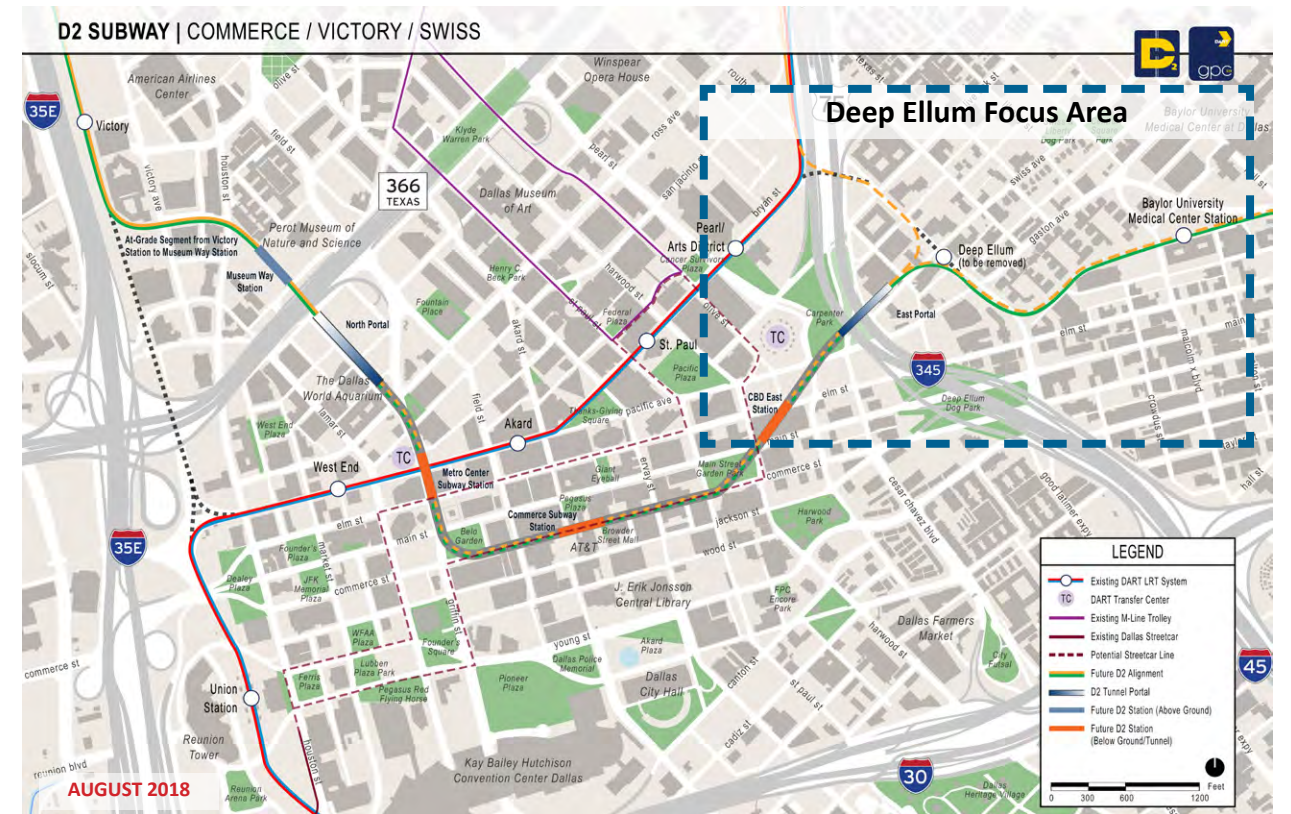


# DEEP ELLUM

## Deep Ellum Focus Area Meeting (August 2018)

The following captures ideas, messages or considerations from the focus area meeting that received group consensus. Full meeting summary of notes, meeting details including the presentation, attendees and other corresponding materials can be found at [www.DART.org/D2](http://www.DART.org/D2).

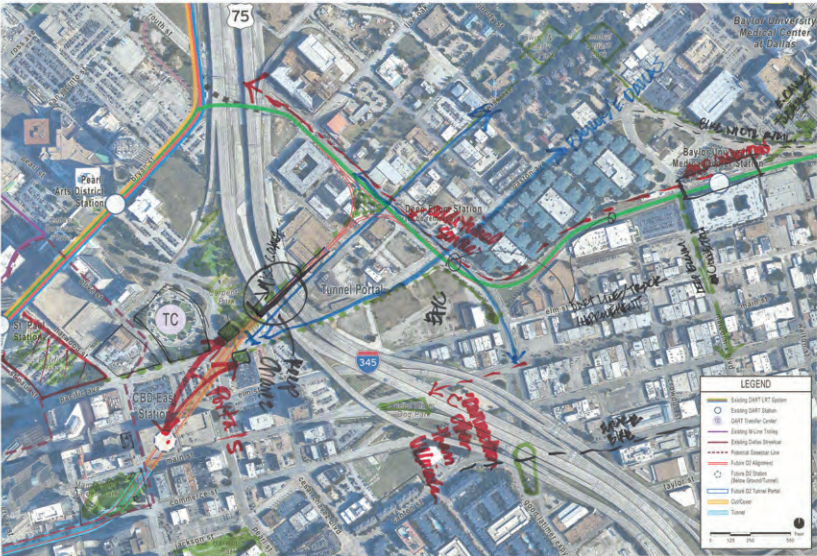
- Stakeholders that participated, discussed the current and proposed cross section for Good Latimer Expy. The stakeholders in attendance supported a potential modification of Good Latimer Expy to move the rails from the center of the north and south bound travel lanes and place the tracks to one side (west side) of the street. This provides a shorter pedestrian crossing distance. Stakeholders noted that Good Latimer Expy is the primary entrance to the Deep Ellum neighborhood from the north. Good Latimer Expy presents a complete street opportunity.
- Stakeholders indicated their desire to access the pedestrian portals in urban spaces, plaza areas and near parks. With the loss of the Deep Ellum Station, stakeholders would like to maintain some level of connectivity to the nearest subway station by including a pedestrian portal access that would come up near or at Carpenter Park.
- The stakeholders discussed the tunnel portal location. Stakeholders indicated Cesar Chavez Boulevard as a critical connection that cannot be permanently closed. Short term closures during construction are understandable. Permanently closing the N. Central Expy frontage road east of I-345 is recognizably unavoidable and acceptable to the majority of stakeholders.
- Stakeholders discussed the tunnel portal design and design of the tracks and the wye. Stakeholders encourage a design to minimize or cover the portal and minimize or design elevated public space at the wye. Design features that would better accommodate pedestrians should be considered.



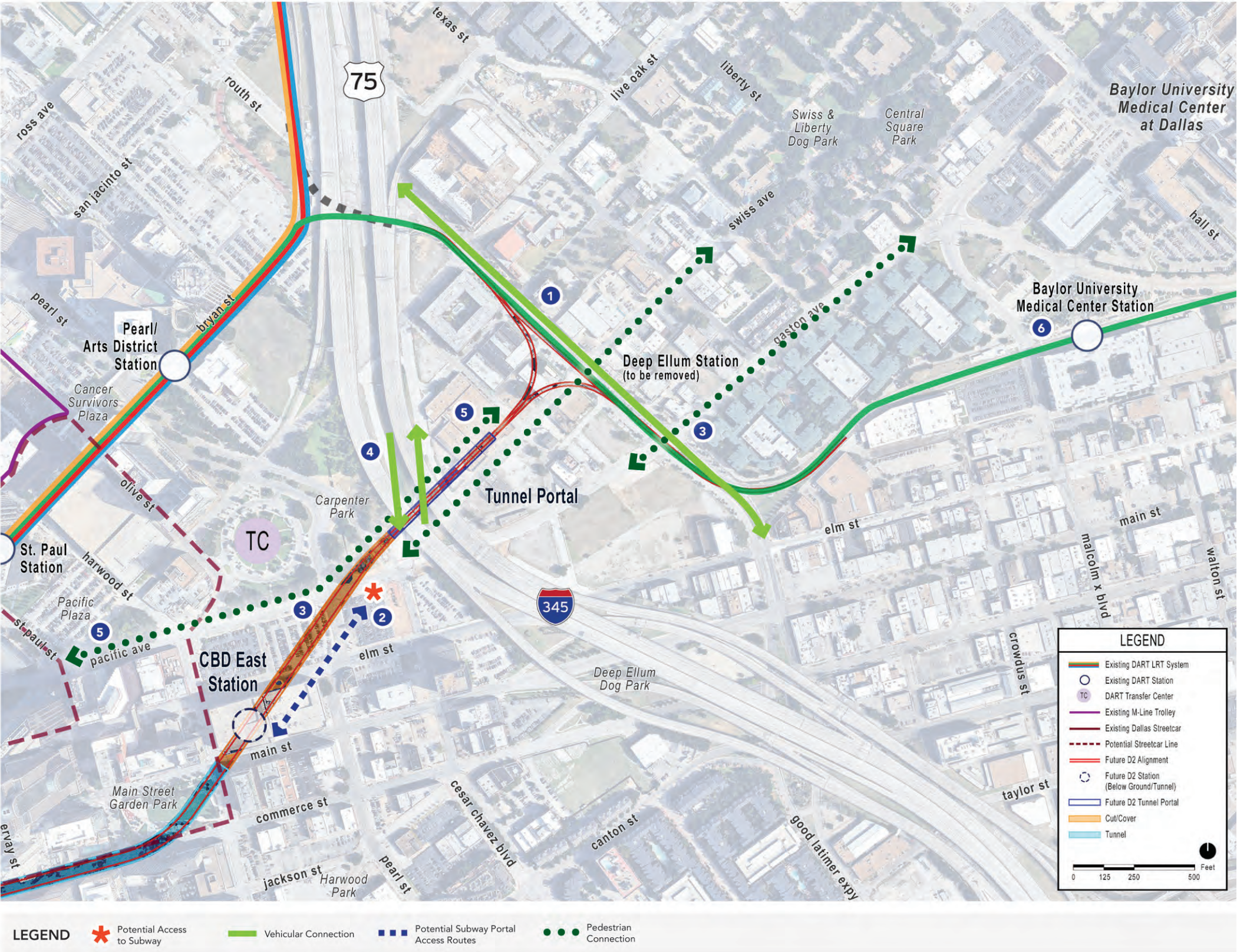
Good Latimer Expy Cross Sections



STAKEHOLDER COMMENTS (AUGUST 2018) FOCUS AREA SUMMARY



- 1 Stakeholders support the reconstruction of Good Latimer from North Central Expressway (I-345 frontage road) to the north to Elm Street to the south. North and south bound lanes of traffic on Good Latimer would be rebuilt adjacent to one another. Existing DART tracks would be removed from the center of Good Latimer and placed to the west. This will provide a shorter crossing distance for pedestrians. DART will prepare Complete Street cross sections of Good Latimer in this area for review and stakeholder feedback.
- 2 Stakeholders overwhelmingly support the placement of pedestrian access portals in or near the edge of Carpenter Park. See Example 1 photo.
- 3 Maintaining access to Pacific Avenue and Gaston Avenue during construction is very important to stakeholders. Stakeholders understand there will be short term impacts to the downtown grid in several locations through the cut and cover construction process.
- 4 Temporary construction closures at Cesar Chavez is understandable for stakeholders, but the connection north and south bound on Cesar Chavez must be maintained long term. Stakeholders understood the tunnel portal location will however disconnect the North Central Expressway frontage road east of I-345 at Swiss Avenue.
- 5 Based on the vision of the Dallas 360 Plan for this Catalytic Development Area, stakeholders support very strong pedestrian connections adjacent to the tunnel portal. This would connect Swiss Avenue east of Good Latimer to Carpenter Park west of Cesar Chavez, continuing on to Pacific Plaza.
- 6 With the loss of the Deep Ellum Station, DART should consider improvements at the existing Baylor Station. Improved security measures are a desire of stakeholders as well as improved access into Deep Ellum streets to the south from the existing Baylor Station. Possibly renaming the station 'Baylor/Deep Ellum' so as to provide intuitive arrival/destination information should be considered.
- 7 Engineering design of the D2 Subway in Deep Ellum shall not preclude any of the CityMAP Scenarios for I-345 from happening.





Deep Ellum Focus Area Coordination

A series of meetings and workshops have been held with stakeholders in this focus area. The Deep Ellum Focus Area Meeting kicked off with urban design communication on August 8, 2018. Since then, multiple one-on-one and small stakeholder meetings and agency meetings have been held.

The Deep Ellum Foundation formed a Good Latimer Committee to review design in greater detail with regards to multi-modal connections, conceptual development of the pedestrian and street connections, and ultimate configuration of Good Latimer Expy.

The area around Swiss Avenue east of I-345 remains the preferred location for the tunnel portal placement and wye track by majority consensus. The DART Board of directors and Dallas City Council approved resolutions to support the alignment that shows the tunnel portal south of Swiss Avenue. A series of concepts on the following pages were developed to show potential city street grid connections, pedestrian access and future development as guided by the Dallas 360 Plan.

Keeping the stakeholders’ desires in mind to maintain Good Latimer Expy traffic flow north and south, plans were developed that show the D2 tracks in the center of Good Latimer Expy and on the west side of Good Latimer Expy. Maintaining the tracks in the center of Good Latimer Expy and separating northbound and southbound Good Latimer Expy as it exists today was seen by some stakeholders as beneficial based on southbound right turn connections to private properties to the west. This center-running condition allows for continued transit service to this growing area which is also important to some stakeholders. The Deep Ellum Station would be forced to move due to the proposed track wye, but adequate space exists just south of Live Oak Street in the center of Good Latimer Expy to accommodate a station. The center-running condition does however, increase the number of track crossings, which would in turn affect signalization at intersections and automobile queuing.

In contrast, moving the tracks to the west would consolidate the northbound and southbound lanes of Good Latimer Expy with fewer track crossings but may eliminate connections to developments to the west or make them more difficult. In this condition, providing access from Good Latimer Expy across the tracks to developments to the west via Miranda Street, Swiss Avenue or Florence Street continues to be reviewed by DART operationally.

Based on stakeholder feedback, DART explored an alignment that placed the tunnel portal north of Swiss Avenue. DART prepared a series of concepts to show potential city street grid connections, pedestrian access and future development. Plans were developed that show the D2 tracks in the center of Good Latimer Expy and on the west side of Good Latimer Expy. Both options have similar opportunities and constraints as indicated above. A tunnel portal north of Swiss Avenue however, would not provide the adequate space needed to maintain a station in this area.

Through several internal staff workshops, DART recognized challenges to the north of Swiss Avenue alignment that would potentially have traffic impacts at major street intersections. Moving the wye further north, lessens the length in which to store a train between the proposed junction and the existing junction to the north. In this condition, there would be the potential for a train to block major street intersections like Live Oak Street. Stakeholders prefer fewer future rail operation impacts to the current street grid like Live Oak Street or southbound Good Latimer Expy.

Urban Design Vision

Based on the series of concepts, continued stakeholder communication, and through further refinement the Urban Design Vision in this area should accommodate multi-mobility for a growing and transforming area of downtown. The tunnel portal will remain south of Swiss Avenue to maintain the important bicycle and pedestrian connections identified in the Dallas 360 Plan. The track alignment will be modified down Good Latimer Expy, but remain centered between north and southbound lanes similar to its current condition today. This maintains connections to existing and future development. The center alignment also allows DART to plan for a light-rail station just north of the Deep Ellum Station that is removed as part of this project.

DART is open to plans for future development and connections over the tunnel portal and track alignment. The design (by others) would be subject to review and coordination with DART. DART recognizes the potential that future development has for unifying this area of downtown.

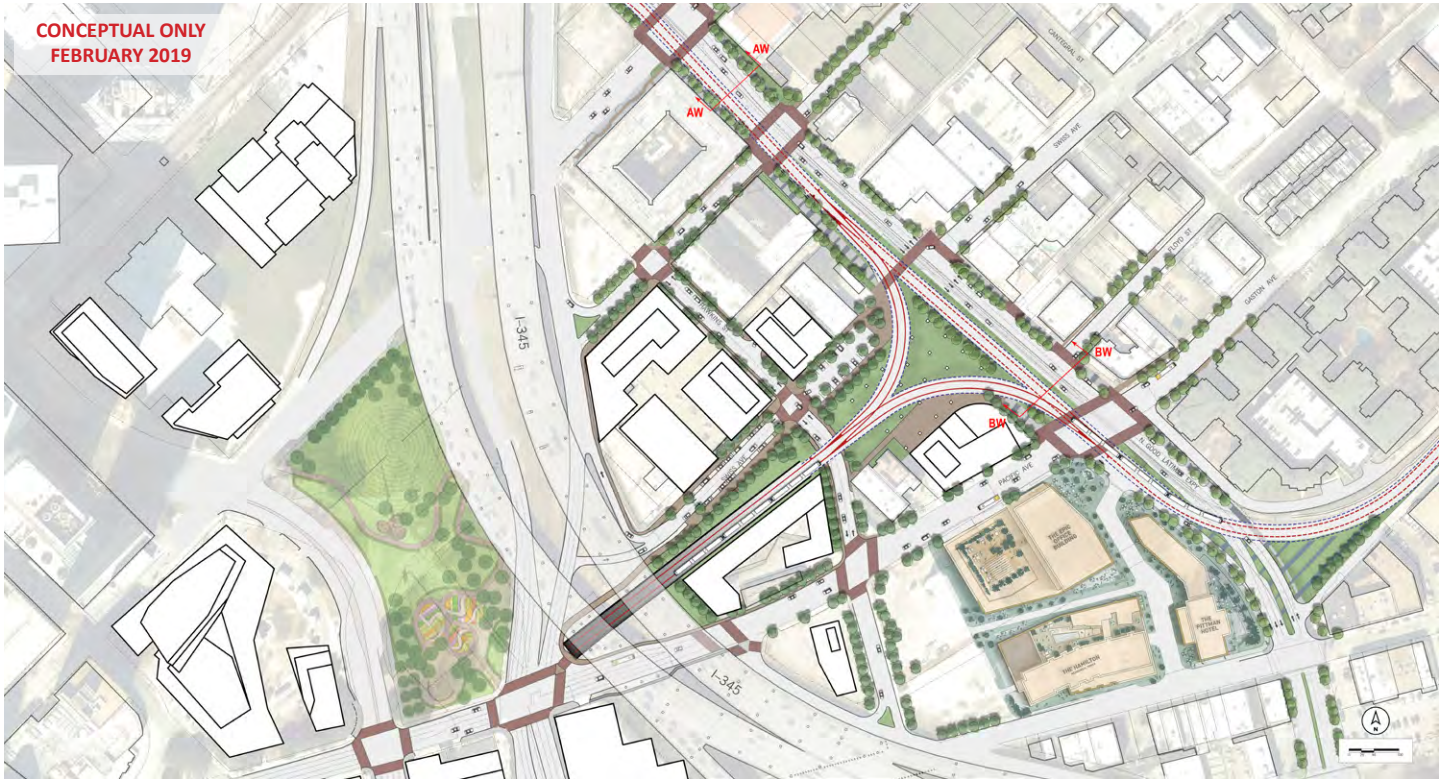


Good Latimer Expy Street View

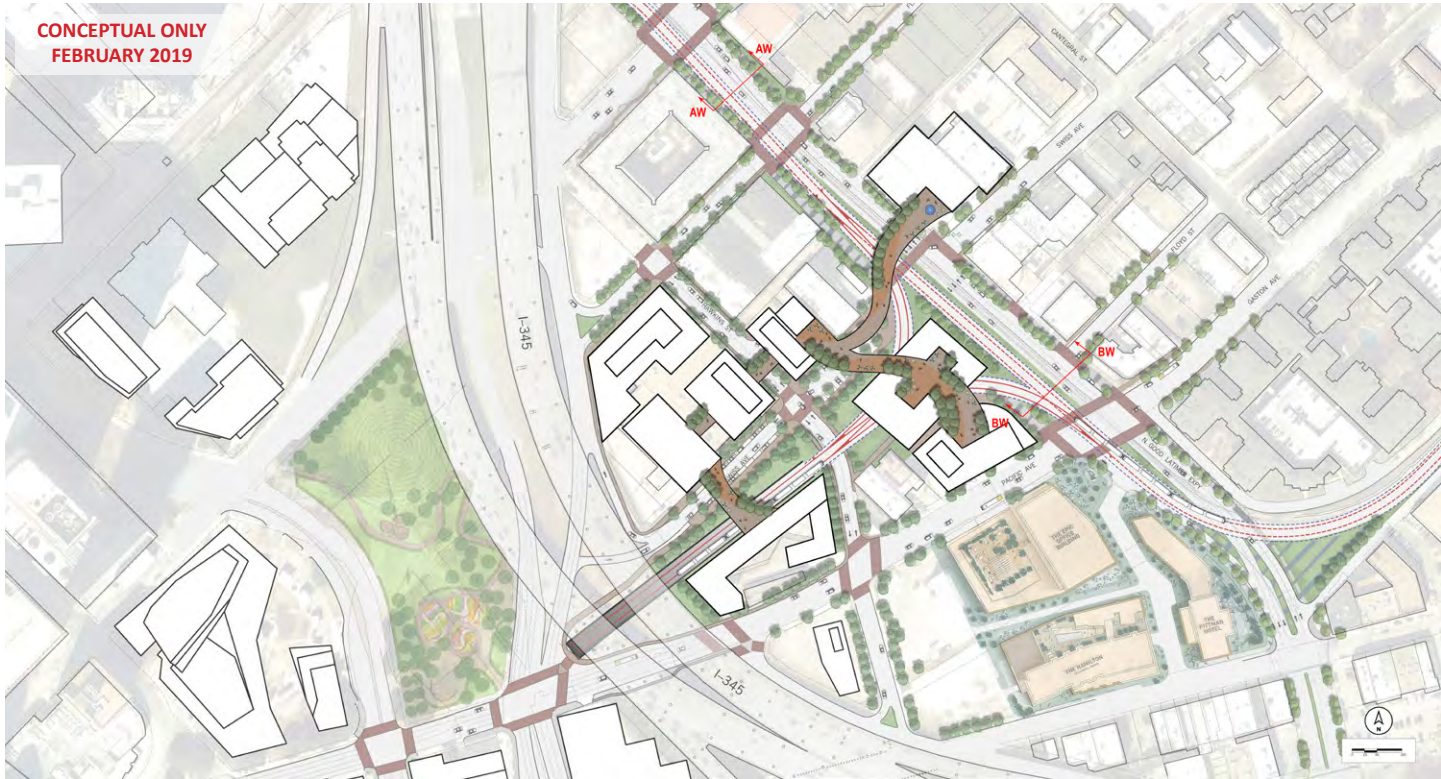


East Tunnel Portal

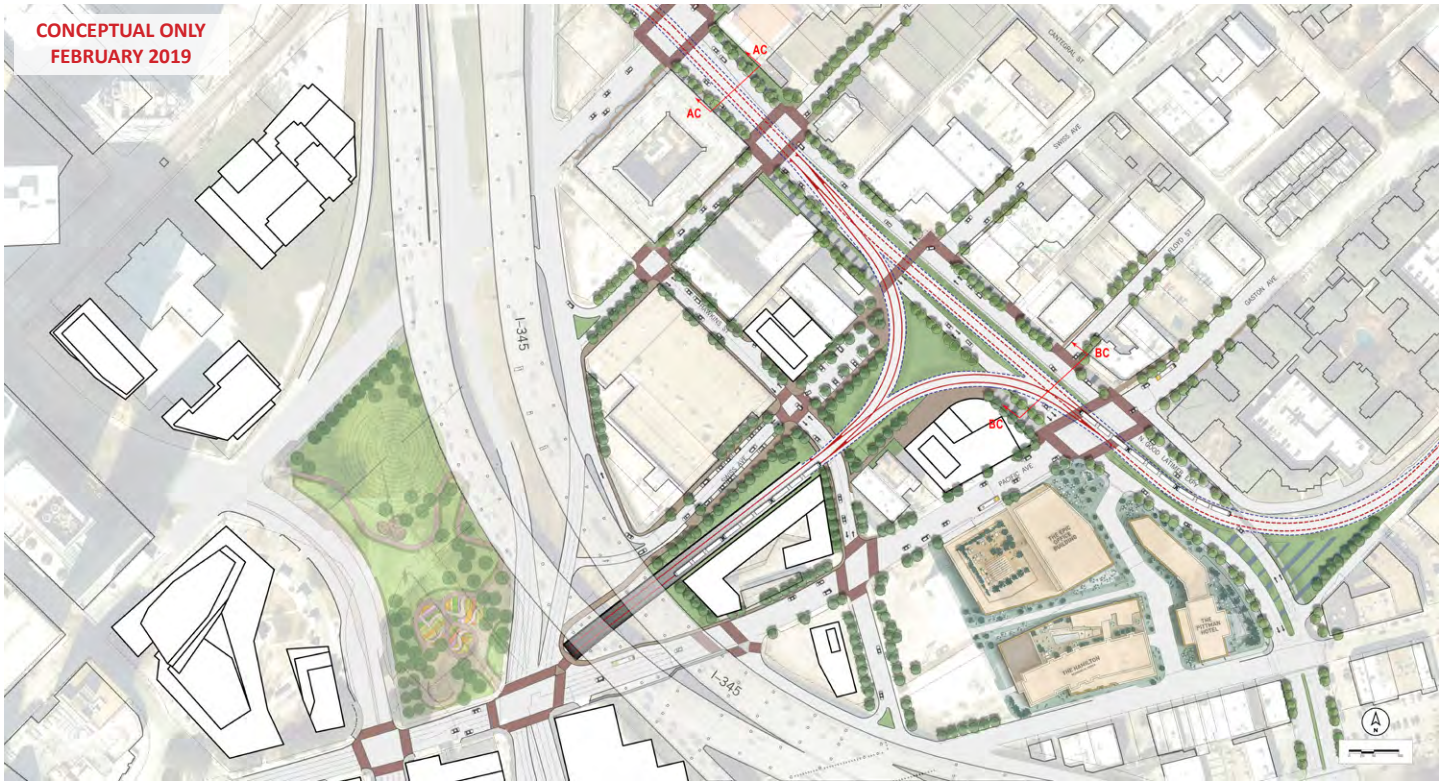
The conceptual urban design plans below depict various scenarios for track alignment south of Swiss Avenue with both west and center track alignments at Good Latimer Expy.



West Tracks

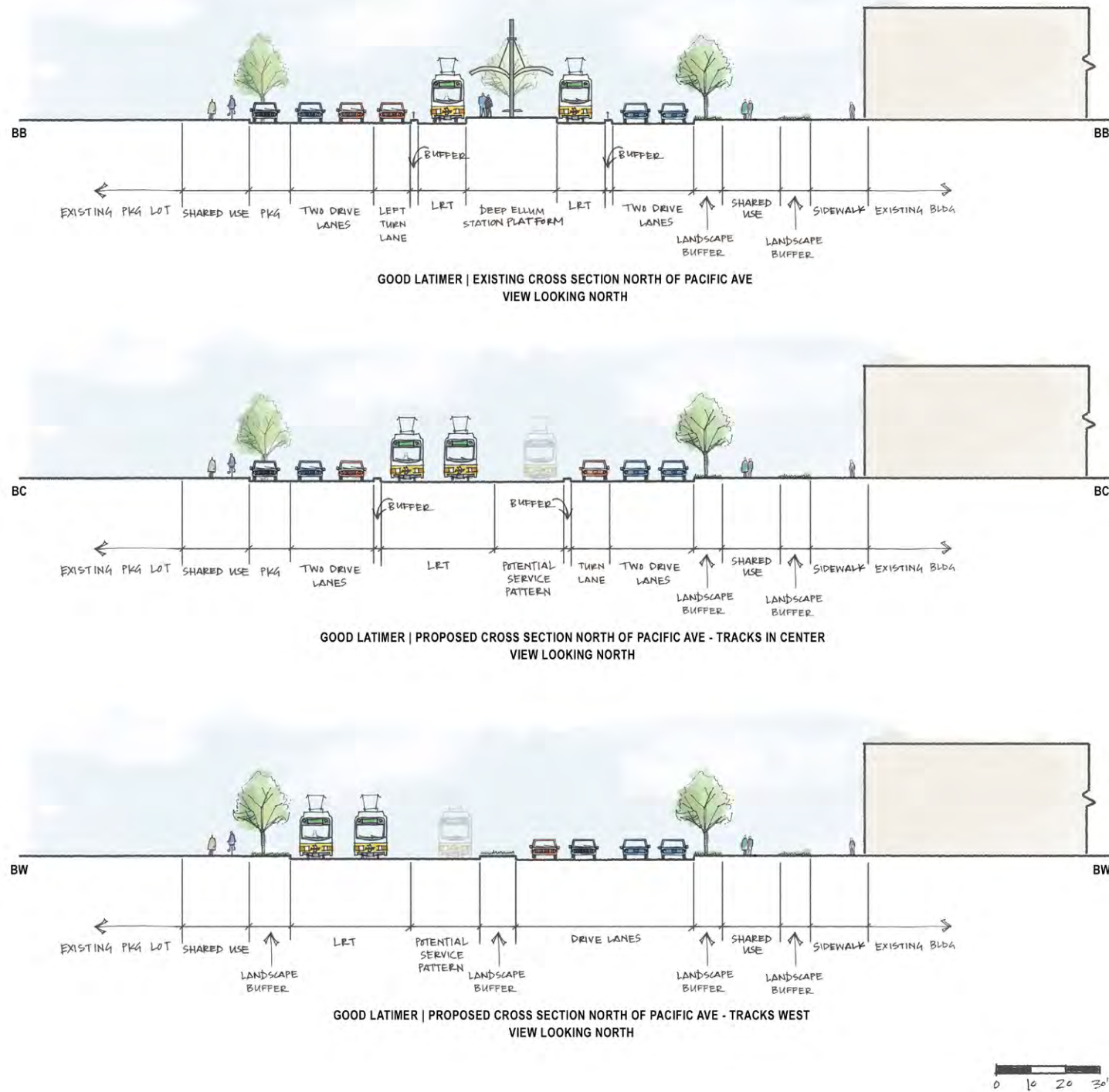


West Tracks



Center Tracks





Urban Design Plan

Based on the Urban Design Vision, and through continued stakeholder communication, the Urban Design Plan was created. The Urban Design Plan documents important elements of the D2 project and shows it in the context of the surrounding downtown environment. This plan has continued to be modified to document alignment revisions, future development decisions, and stakeholder input.

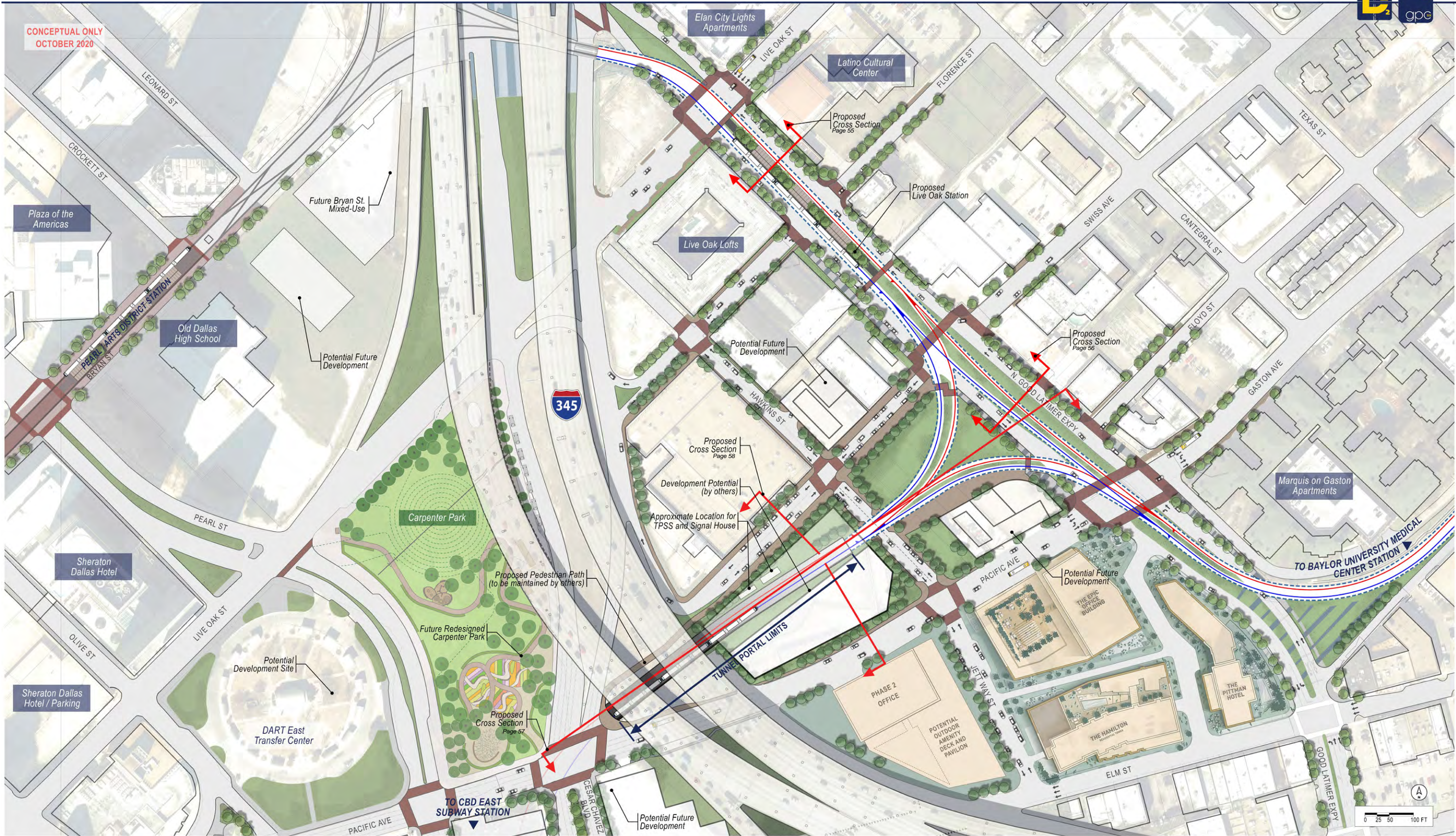
The Urban Design Plan indicates the tunnel portal under the existing I-345 at the northeast corner of Cesar Chavez Boulevard and Pacific Avenue. Placement of the tunnel portal in this location maintains existing circulation to the city grid streets and supports the mobility vision in this area. The addition of the Live Oak Station on Good Latimer Expy just south of Live Oak Street also supports the vision for a growing and transforming area of downtown.

DART is open to plans for future development and connections over the tunnel portal and track alignment that would maximize connectivity to adjacent development. The design (by others) would be subject to review and coordination with DART. DART recognizes the potential that future development has for unifying this area of downtown.

The Urban Design Plan shown in this report is the most current. All preceding plans developed and presented in public and stakeholder meetings can be found at [www.DART.org/D2](http://www.DART.org/D2).

For detailed track alignment, signalization and crossing information, as well as, street and sidewalk modifications and fencing locations the engineering plans may be referenced. For design of the Live Oak Station, architectural plans, cross sections and details may be referenced.





Illustration(s) is graphic in nature and includes context outside the limits of the D2 project. Elements are subject to change. Engineering and Architectural plans, profiles and details govern.

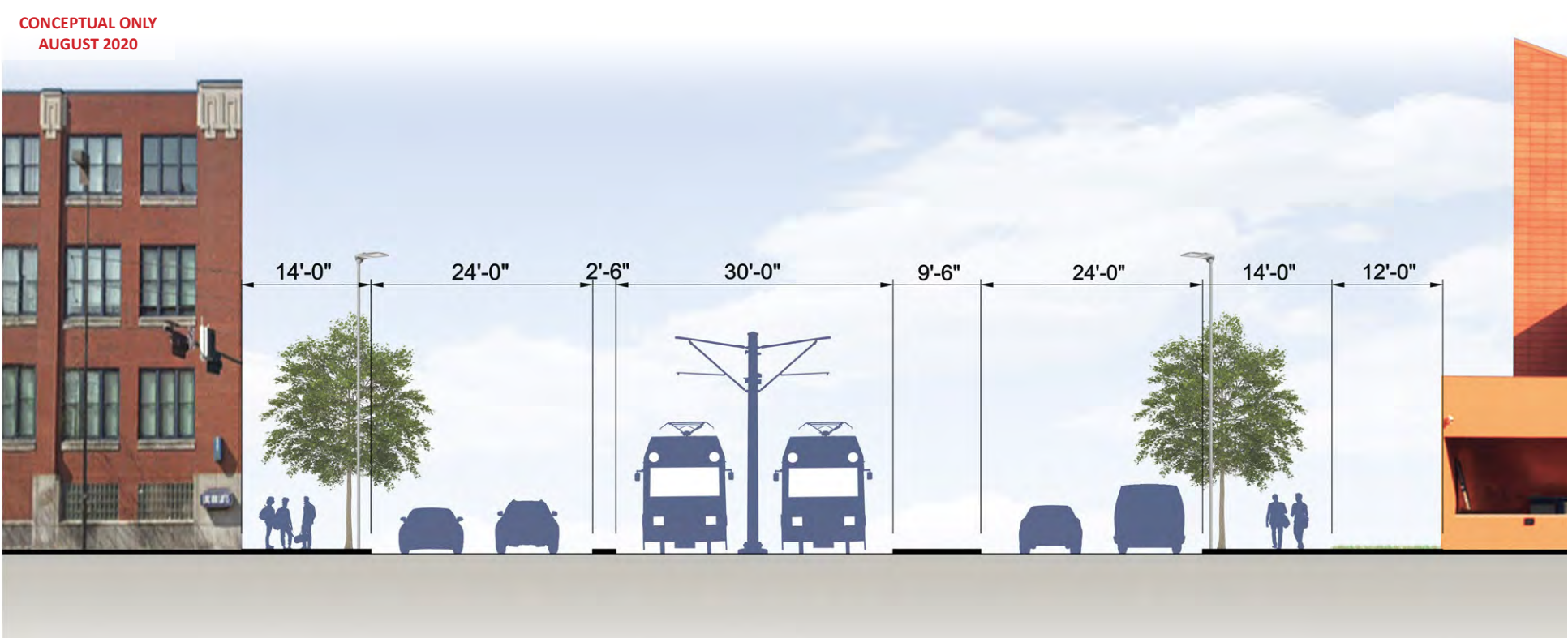


Good Latimer Expy Cross Section

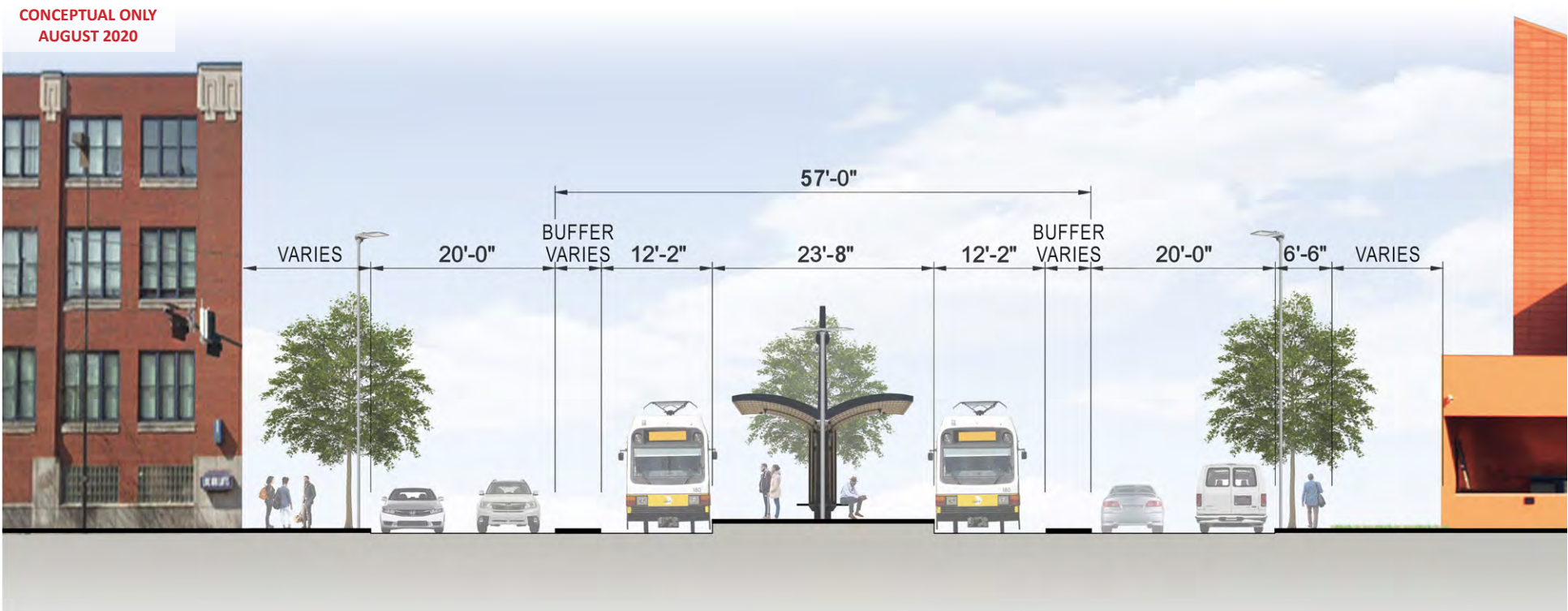
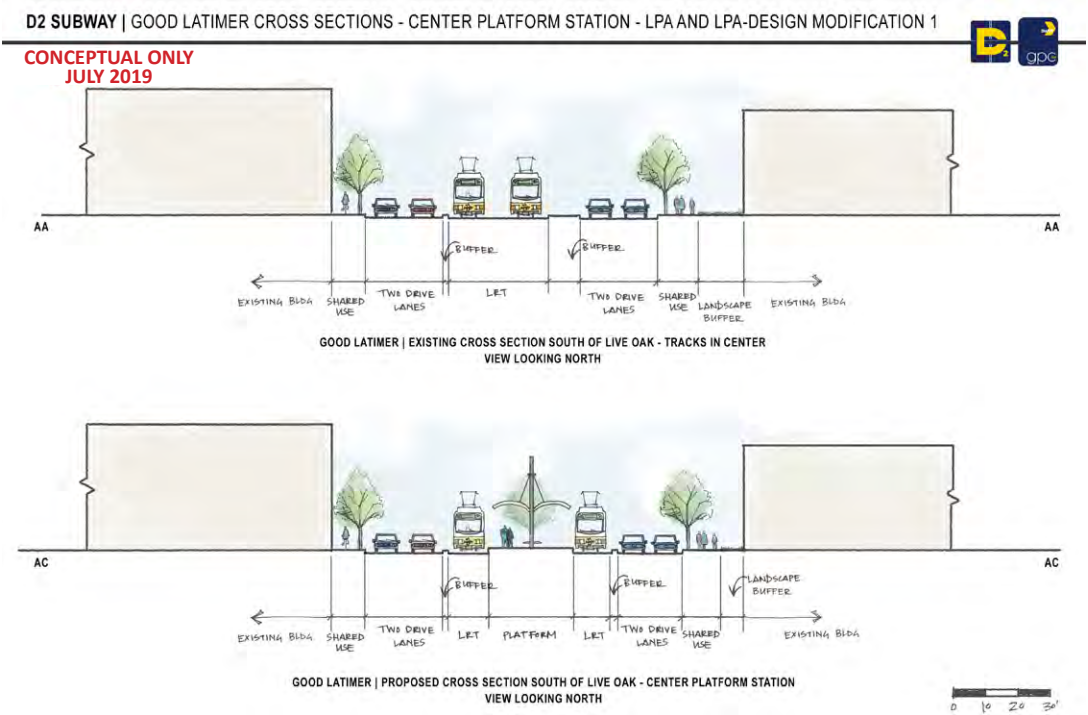
The cross sections are provided to depict the refinements to Good Latimer Expy, the pedestrian connections that are maintained and the future Live Oak Station.

For detailed track alignment, signalization and crossing information, as well as, street and sidewalk modifications and fencing locations the engineering plans may be referenced. For design of the Live Oak Station, architectural plans, cross sections and details may be referenced.

Good Latimer Expy Illustrative Cross Sections



Existing Cross Section - South of Live Oak Street - Tracks in Center (view looking north)



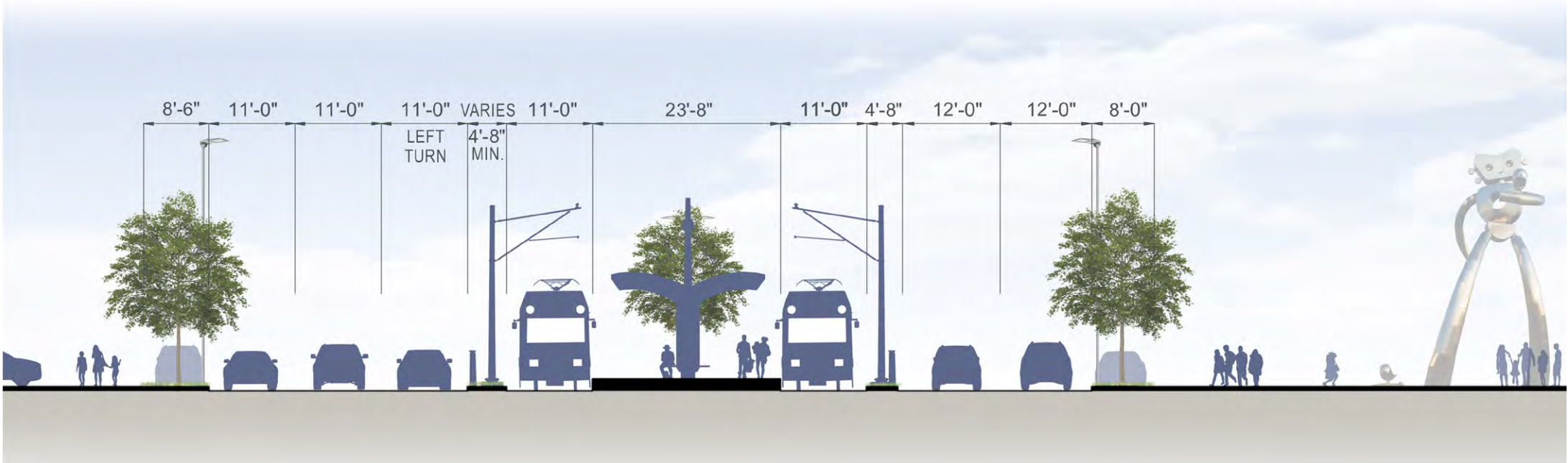
Illustrative Cross Section - South of Live Oak Street - Live Oak Station (view looking north)

Illustrations(s) is graphic in nature and includes context outside the limits of the D2 project. Elements are subject to change. All dimensions are approximate. Engineering and Architectural plans, profiles and details govern.



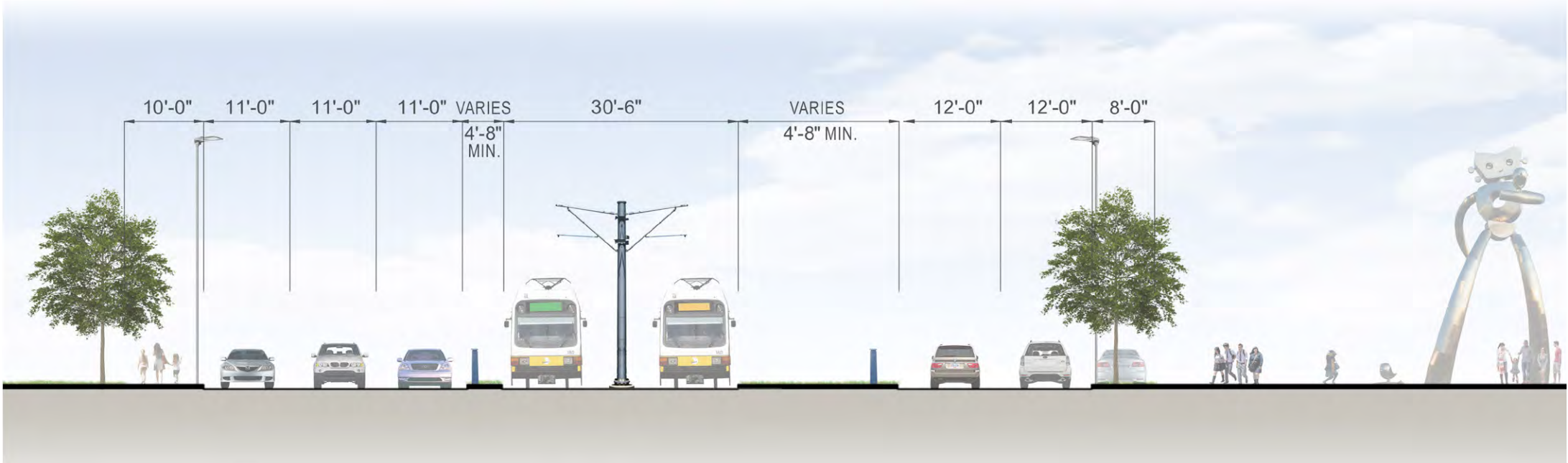
Good Latimer Expy Illustrative Cross Sections

CONCEPTUAL ONLY  
AUGUST 2020



Existing Cross Section - South of Miranda Street (view looking north)

CONCEPTUAL ONLY  
AUGUST 2020



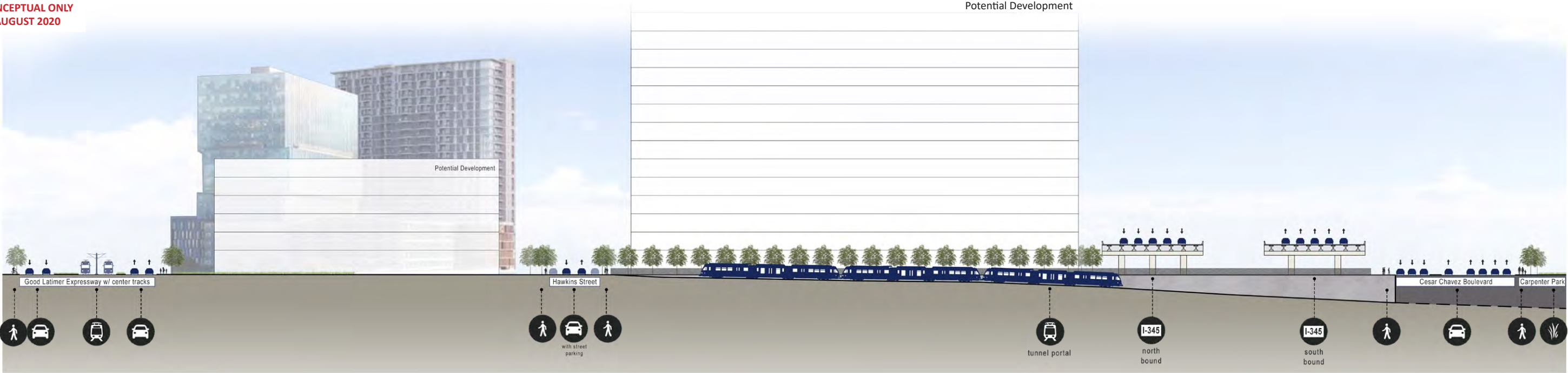
Illustrative Cross Section - South of Miranda Street - Tracks in Center (view looking north)

Illustrations(s) is graphic in nature and includes context outside the limits of the D2 project. Elements are subject to change. All dimensions are approximate. Engineering and Architectural plans, profiles and details govern.



East Tunnel Portal Area Illustrative Cross Sections

CONCEPTUAL ONLY  
AUGUST 2020



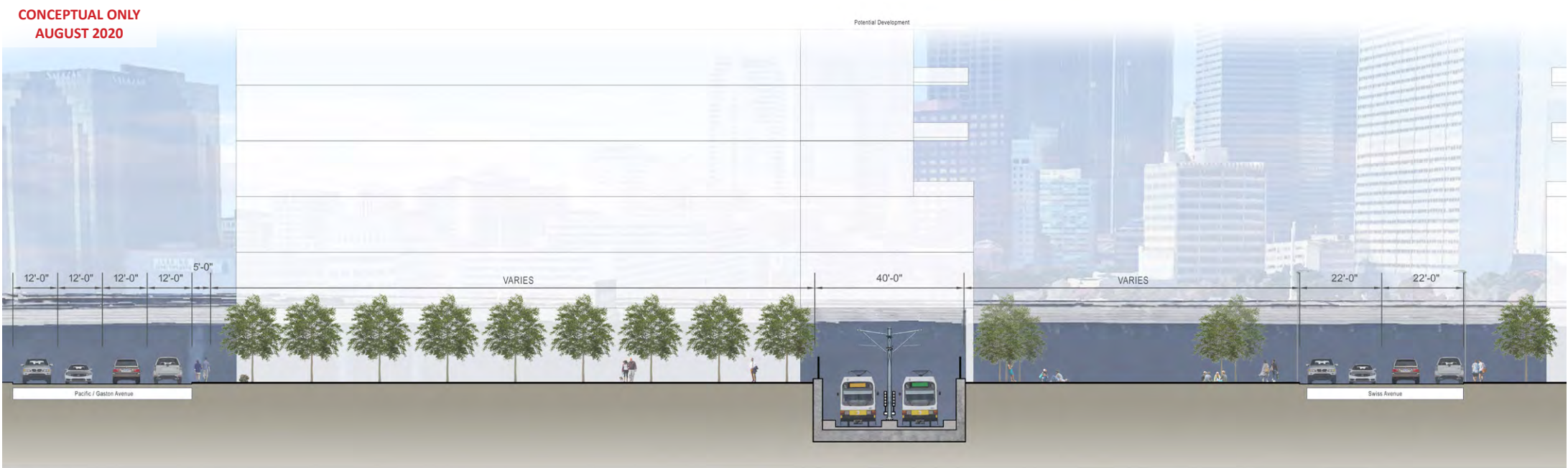
South of Swiss Avenue / East Tunnel Portal Area - Good Latimer Expy to Cesar Chavez Boulevard (view looking south)

Illustrations(s) is graphic in nature and includes context outside the limits of the D2 project. Elements are subject to change. All dimensions are approximate. Engineering and Architectural plans, profiles and details govern.

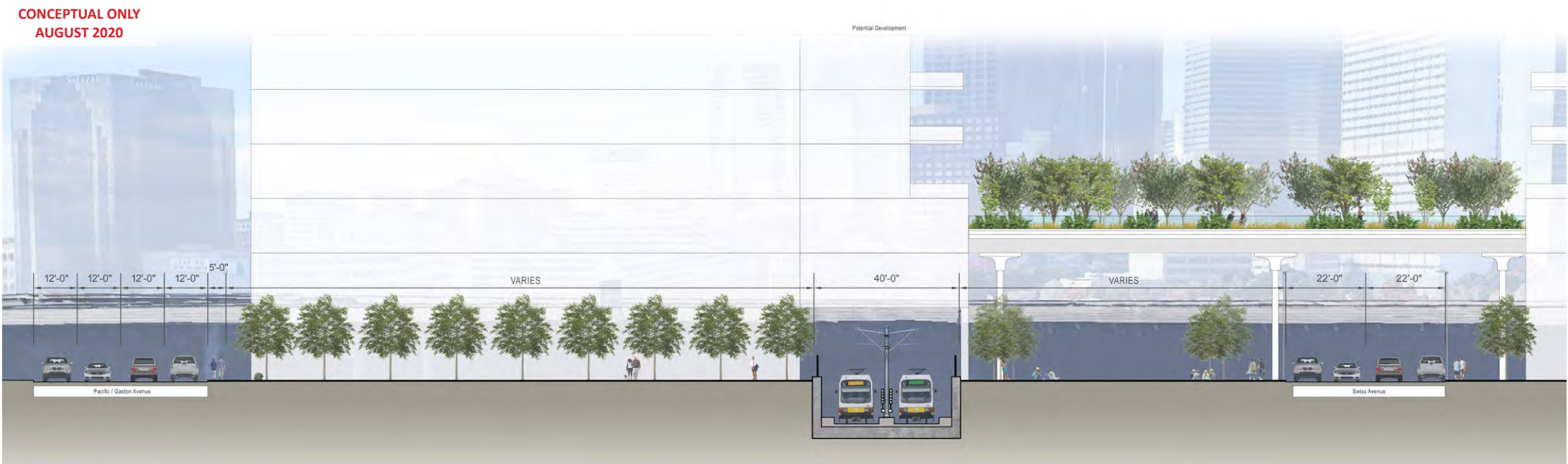
LEGEND	
	station platform
	light rail train
	pedestrian connection
	cyclist connection
	driving lanes
	366 Woodall Rodgers Freeway TxDOT right of way
	I-345 freeway TxDOT right of way
	P below parking
	D development
	merge lane
	park
	museum
	aquarium
	residential



East Tunnel Portal Illustrative Cross Sections



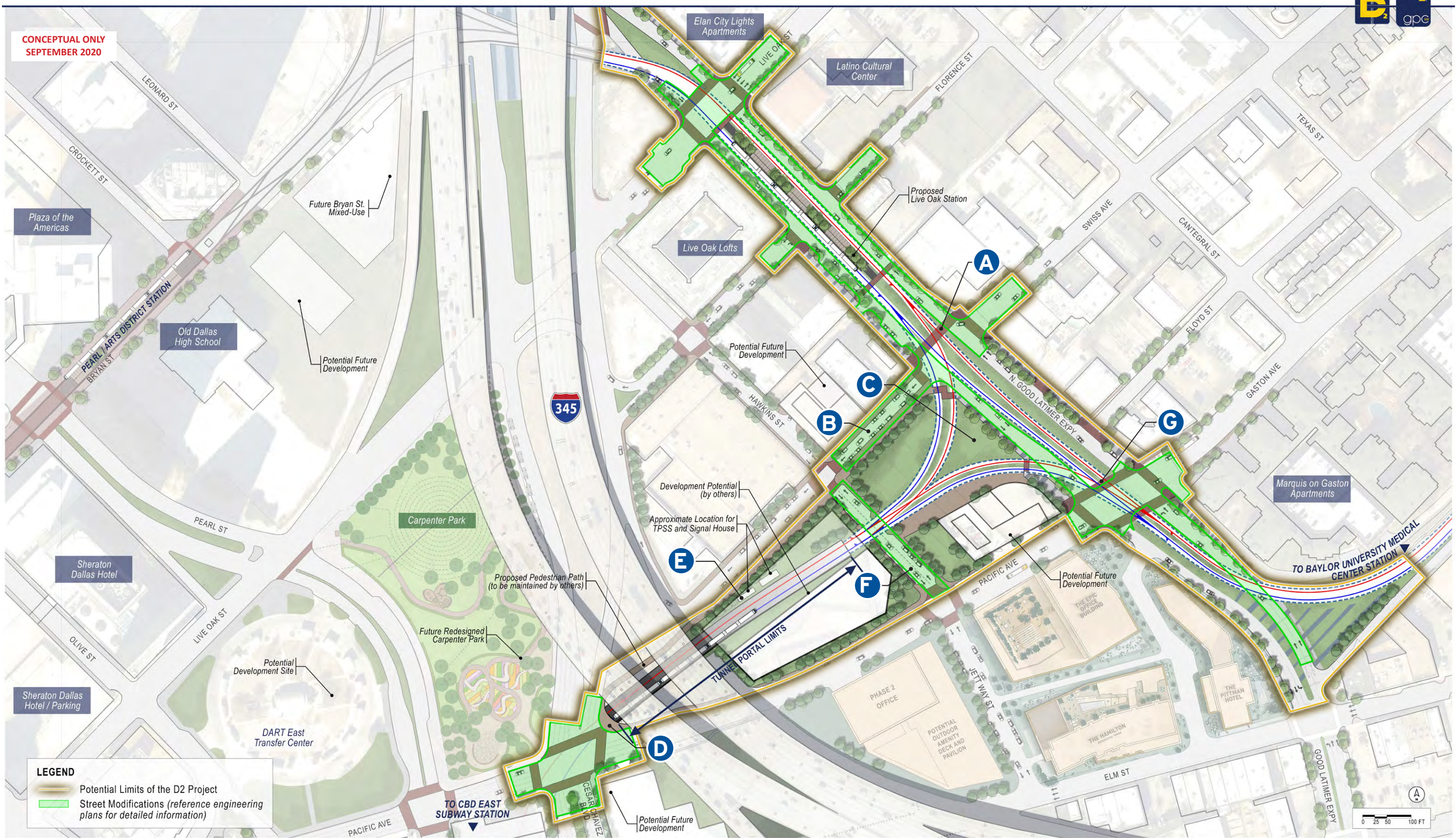
Hawkins Street / East Tunnel Portal Area - Pacific Avenue / Gaston Avenue to Swiss Avenue Between Hawkins Street and I-345 (view looking west)



Hawkins Street / East Tunnel Portal Area with Potential Skybridge Connection (by others) - Pacific Avenue / Gaston Avenue to Swiss Avenue Between Hawkins Street and I-345 (view looking west)

Illustrations(s) is graphic in nature and includes context outside the limits of the D2 project. Elements are subject to change. All dimensions are approximate. Engineering and Architectural plans, profiles and details govern.





Illustrations(s) is graphic in nature and includes context outside the limits of the D2 project. Elements are subject to change. Engineering and Architectural plans, profiles and details govern.



Urban Design Plan - D2 Potential Project Limits

The “haloed” information overlaid on the Urban Design Plan was developed in order to show the potential limits of the D2 Project including track alignment, stations/platforms, headhouses, pedestrian portal access, and roadway and sidewalk repairs associated with cut and cover construction.

The Urban Design Plan continued to be modified to document alignment revisions, future development decisions, and stakeholder input. The plan shown in this report is the most current. All preceding plans developed and presented in public and stakeholder meetings can be found at [www.DART.org/D2](http://www.DART.org/D2).

For detailed track alignment, signalization and crossing information, as well as, street and sidewalk modifications and fencing locations the engineering plans may be referenced. For design of the Live Oak Station, architectural plans, cross sections and details may be referenced.

**A** DART shall provide a minimum 10’ wide pedestrian/bike crosswalk across Good Latimer at Swiss Avenue. DART will evaluate options for improving the safety and accessibility of pedestrians crossing Good Latimer at this location (e.g., pedestrian refuge islands, barrier free ramps, etc.). The connection shall be coordinated with the City of Dallas.

**B** Swiss Avenue shall be modified to one-way traffic west from Good Latimer Expressway to Hawkins Street. Curb to curb dimension on Swiss Avenue may be reduced to accommodate a wide multi use trail and landscaping buffers within its right-of-way. Reference engineering plans for detail.

**C** DART is working with the property owner/developer on plans for future development and connections over the tunnel portal and track alignment, as see on this page. A pedestrian connection on the outside side of the tracks at the wye and back of curb along the west side of Good Latimer between the tracks is also proposed. Fencing shall be provided paralleling the track on both sides at the wye but not parallel to Good Latimer inside the wye. Connection and fence design shall be coordinated with the City of Dallas. Reference engineering plans for detail.

DART will continue to work with adjacent property owners in this area. DART is open to plans for future development and connections over the tunnel portal and track alignment that would maximize connectivity to adjacent development. The design (by others) would be subject to review and coordination with DART and the City of Dallas. DART recognizes the potential that future development has for unifying this area of downtown. See The Westdale D2 Feasibility Study (Appendix B) for additional information.

Landscape design shall be coordinated with the City of Dallas. The landscaped area shown within the wye may not be constructed in the event future development in this area is anticipated.

**D** DART shall remove the Pacific Avenue westbound free-right turn north on to Cesar Chavez. A sidewalk connection from the northeast corner of the intersection will be provided at back of curb on Pacific Avenue and tie into the existing condition to the east and on the north side of the tunnel portal to Swiss Avenue. A landing zone is planned for the northeast corner of the Cesar Chavez/Pacific intersection to accommodate the pedestrian traffic. The connections shall be coordinated with the City of Dallas. Reference engineering plans for detail.

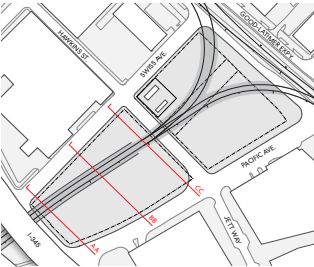
**E** Based on coordination with the adjacent property owners, the traction power substation (TPSS) and signal house shall be located south of Swiss between Cesar Chavez and Hawkins. Future design (by others) may consider design features that visually mask these ancillary buildings. Accessibility for DART staff must be maintained as part of the design. Design will be coordinated with DART and the City of Dallas.

**F** The realigned Hawkins Street will include on street parking in this location. Reference the engineering plans for detail.

**G** DART will evaluate options for improving the safety and accessibility of pedestrians crossing Good Latimer at Pacific and Gaston Avenue (e.g., pedestrian refuge islands, barrier free ramps, etc.). The connection shall be coordinated with the City of Dallas.

Planning Test Fit

Transverse Section AA

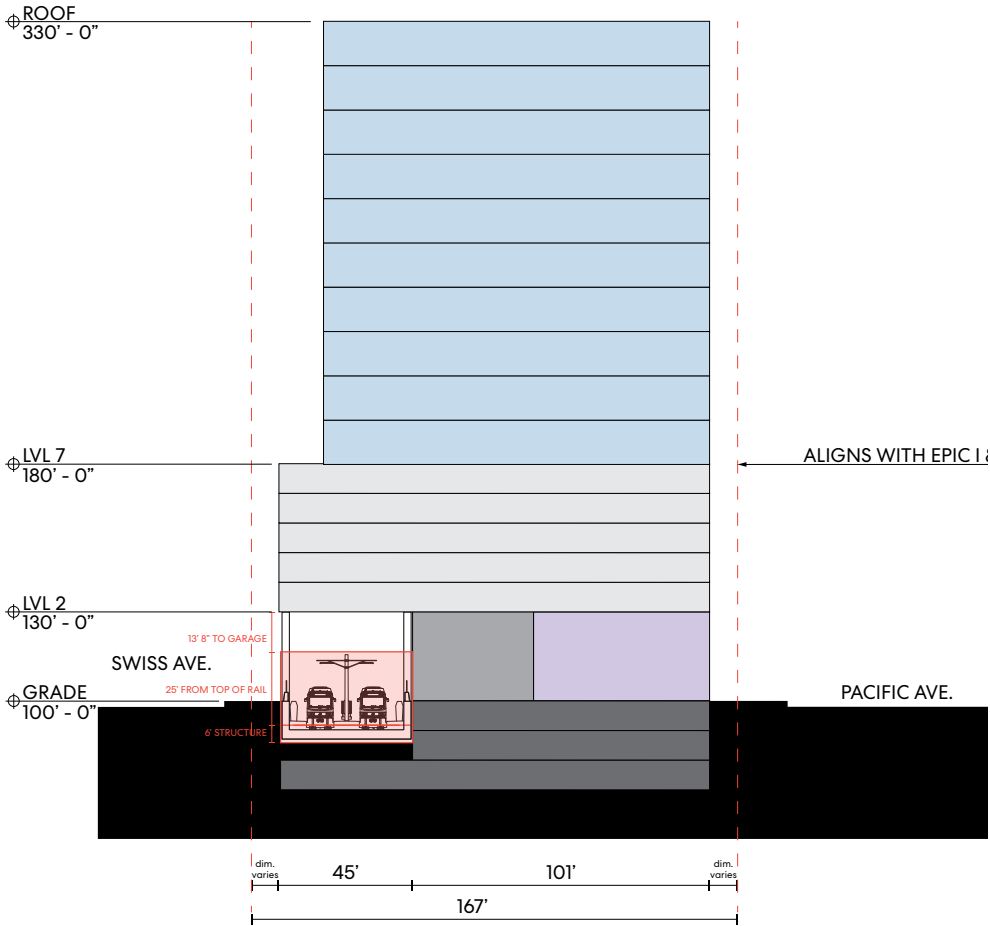


Details of construction sequencing and structural isolation of the rail structure from the building structure are not yet determined. It should simply be noted that the building structure is proposed both above and below the rail line at points along the rail portal.

- Office
- Above Grade Parking
- Loading / Service
- Below Grade Parking
- Retail
- 25' Vertical Easement
- Top of Rail
- 6' Structure below Rail
- Property Line (with Hawkins St. Realignment)



Westdale D2 Feasibility Study | Perkins&Will







# Urban Design Factors & Design Direction

---

## Section 3









**URBAN DESIGN FACTORS & DESIGN DIRECTION**

In order to deliver a project reflecting the broad range of goals and objectives from multiple partner agencies and stakeholders, the Urban Design team is using the information gathered in the Focus Area Meetings and stakeholder communication throughout the planning of the project to outline a list key factors for urban design and design direction.

**Increase & Ease of Service**

Increased and ease of service across the transit system is important to stakeholders. Urban design can support these needs through final design considerations for appropriate signage, wayfinding and location of access points.

**Transfer Options**

Transfer options should be a consideration during design. Location of a subway station or pedestrian portal access and the proximity to change trains or connect to bus, streetcar or other mode should be considered.

**Improved Transit Centers**

Stakeholders support the possibility of improved transit centers that combine multiple transit options and consider multi-story and mixed-use opportunities.

**Last Mile Connection**

Last mile connection options be they bus, streetcar, scooter, bike or pedestrian, should be considered.

**Link to Pedestrian Zones**

Connecting to major north-south or east-west streets that carry higher volumes of pedestrian traffic and connecting to plaza and communal spaces should be considered. The existing pedestrian tunnel and skybridge system should also be considered but not at the expense of prominent, street level portals.

DART will provide at minimum the requirements for sidewalk and landscape buffer per the CBD Pedestrian Overlay Zone found in the Dallas Complete Streets Design Manual.

**Parks, Greenspace & Landscape Design**

Stakeholders have expressed the desire to access and exit pedestrian portals in urban spaces, open areas and near parks.

DART will provide at minimum landscape buffers per the CBD Pedestrian Overlay Zone found in the Dallas Complete Streets Design Manual. Street trees and landscape shall comply with Article X of the Dallas Development

Code – The Landscape and Tree Preservation Ordinance. Trees and plants shall be climate appropriate material. Refer to Article X and NCTCOG’s iSWM guidelines for material selection.

Existing trees impacted as part of the D2 Project shall be identified before removal. Consideration to relocate the trees shall be made prior to tree removal.

**Streets**

Pedestrian portal access locations should be considered with street typology. Maintaining city grid connections is important.

Streetscape including but not limited to the pedestrian space, transit stops, pedestrian and street lighting, landscape buffers and streetscape furniture shall comply with Dallas Complete Streets Design and the Urban Transit Design Guidelines manuals.

Construct a minimum 6’ sidewalk and 4’ landscape buffer with street trees on all streets reconstructed as part of the D2 Project. Construct a minimum of 8-10’ sidewalks on streets that fall within the CBD Pedestrian Overlay Zone in compliance with the Dallas Complete Streets Design Manual.

Maintain a minimum 10’ sidewalk clear zone on at least one side of all pedestrian portal access points per the CBD Pedestrian Overlay Zone.

Existing free right vehicular movements shall be eliminated on all streets impacted by the D2 Project wherever possible. Free right vehicular movements shall not be considered on any street as part of the D2 Project.

Design elements within median improvements shall be designed to not be a vehicular hazard.

**Trails**

Connections to pedestrian and bike trails should be considered.

**Accessibility**

Each subway station shall have a minimum of one (1) primary headhouse for pedestrian portal access. Subway station design may include a secondary headhouse, freestanding pedestrian portal access or lobby access into adjacent existing buildings. Design of the DART D2 station headhouse(s) shall not preclude street-facing retail or increased transparency on all street-facing facades where appropriate. Refer to the architectural plans for design direction.

Follow ADA standards for construction for all accessible paths and pedestrian circulation to and from pedestrian portal accesses. Sidewalk widths for

removed and replaced and newly constructed sidewalk shall follow direction provided in the Dallas Complete Street Design Manual.

Barrier-free curb ramps constructed as part of the D2 Project, shall be directional, with two per corner where feasible and appropriate. Diagonal curb ramps shall be the exception. Refer to the street modification plans for design direction.

**Enhanced Pedestrian Experience**

Enhancing the pedestrian experience may include design considerations that accommodate a higher volume of pedestrian traffic located in and around urban spaces.

**Equity**

Provide all riders equitable advantage to move around the city from places of residence to employment and entertainment destinations.

**Residential Proximity**

Pedestrian portal access locations should consider residential adjacency.

**Civic/Entertainment**

Pedestrian portal accesses should take advantage of and accommodate traffic to civic and entertainments districts.

**Noise**

Noise should be considered in residential areas and near hotels and communal spaces.

**Safety & Security**

Pedestrian safety is a priority with events, field trips, linkages between activity centers and existing/new developments, and vehicular and pedestrian track crossing. Integrated security and lighting design will be important at all portal locations.

**Signage & Wayfinding**

Consider wayfinding as a means to aid users to connect from stations to local attractions and destinations and signage to provide recognition at pedestrian portal access locations. Stakeholders agree portals should have wayfinding and signage standards that are intuitive, but overall design could respond to the urban fabric of area.

**User Experience**

Consider ticketing, secured access, standing and waiting area experience when determining design.



### Technology

Stakeholders desire for technology enhancements to assist in route planning, arrival and departure times and continuous wireless capabilities that enable a ride and work experience.

### Construction Activities

Minimize to the extent possible, lane closures, traffic impacts, utility conflicts and patron disruptions during construction.

### Service Disruptions

Consider higher volumes of traffic during event times, evacuation procedures and emergency issues.

### Employment & Economic Centers

Locate pedestrian portal accesses to accommodate employment and economic centers.

### Local & Historic Context

Stakeholders agree that portal design should reflect the area and complement the urban fabric around it. Design should consider combining vent shafts with portals where possible to integrate, hide or minimize visual and space.

Additionally, DART has established a design review process for historic resources to ensure that the historic context helps to inform the final design of the project and no adverse effects are created. Both the City of Dallas OHP and Preservation Dallas are concurring parties to the PA and will be actively engaged in the process.

### Development

Allow for development to occur over tunnel portals. The design of D2 should not preclude vertical development. Tunnel and pedestrian portal access considered in existing open areas should be built with the flexibility to complement future development.

### Cultural Centers

There should be coordination where the alignment runs near cultural centers. Bus route planning, signage, wayfinding and appropriate pedestrian zones and crossings should be considered by multiple partners.

### Government Institutions

Design pedestrian portal access appropriately for access to government institutions.







# Appendix A

Pegasus Plaza Vision Summary  
May 2020







**D2 Subway  
Pegasus Plaza Vision Summary**

May 2020



**CONTENTS**

**INTRODUCTION**

D2 Subway ..... 1

Pegasus Plaza..... 2

**THE OPPORTUNITY**

Early Concepts ..... 5

Station Design Progress..... 6

**STAKEHOLDER WORKSHOP**

Attendees..... 7

Key Themes and Priorities ..... 9

**THE VISION**..... 11

**NEXT STEPS**..... 12

**APPENDIX A**

Dallas Park and Recreation Board Resolution ..... 13

**APPENDIX B**

Stakeholder Workshop Notes ..... 15







## 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

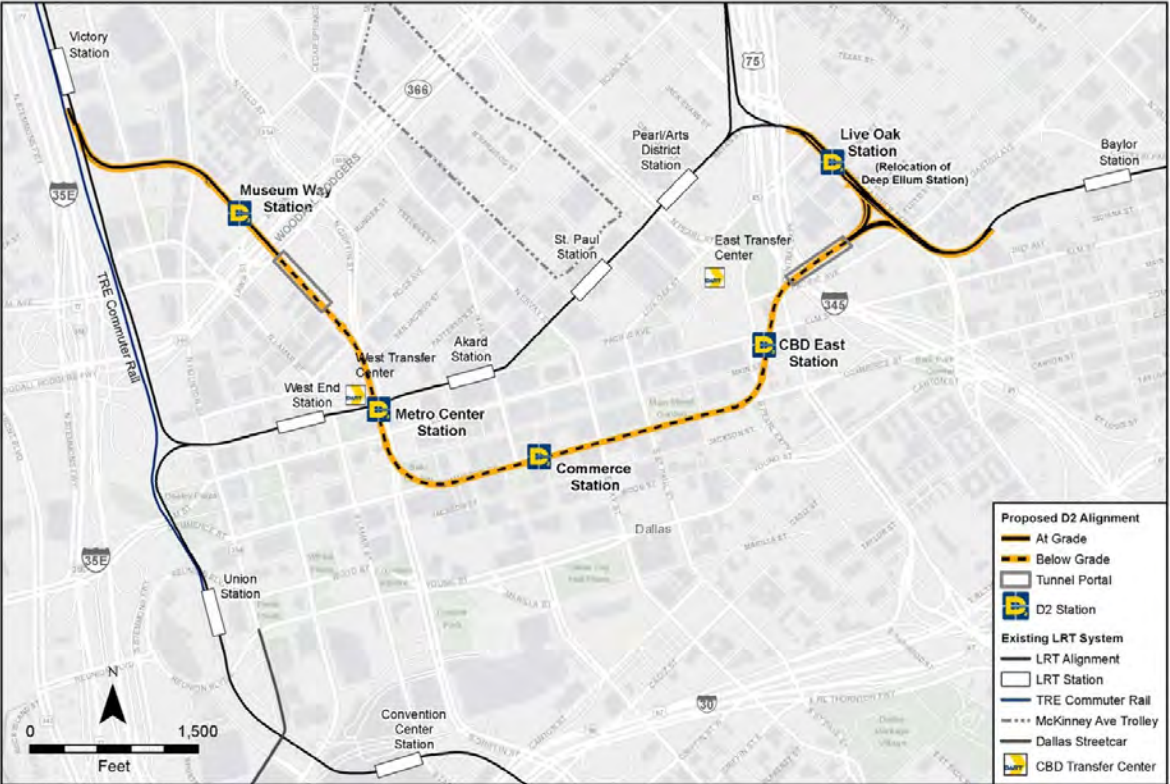
and flexibility for the entire DART system. DART is advancing the project in coordination with the Federal Transit Administration (FTA) under their Capital Investment Grant (CIG) program as a Core Capacity project in anticipation of a grant award in the future. DART began initial project planning in 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)



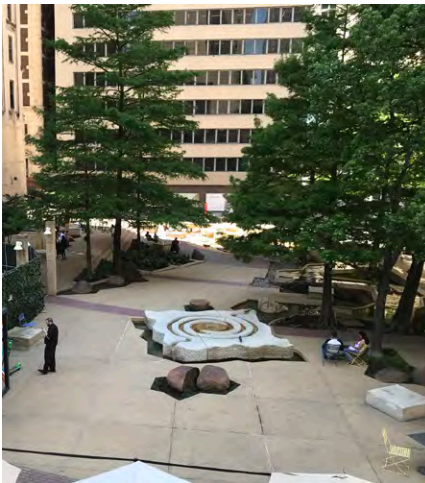
Pegasus Plaza

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

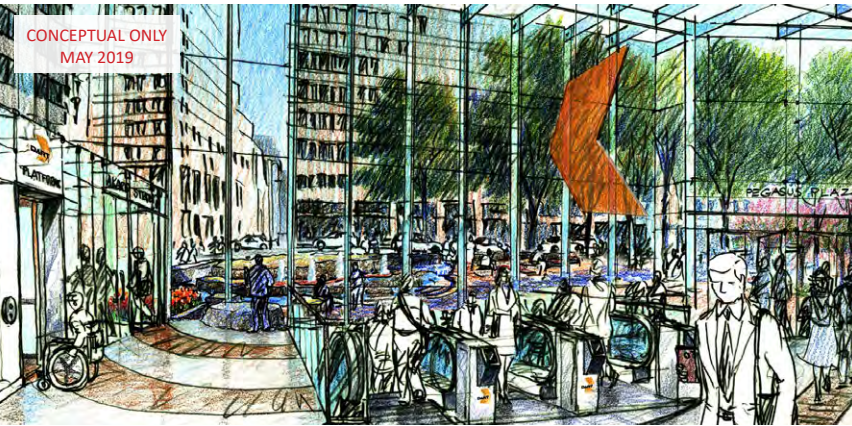
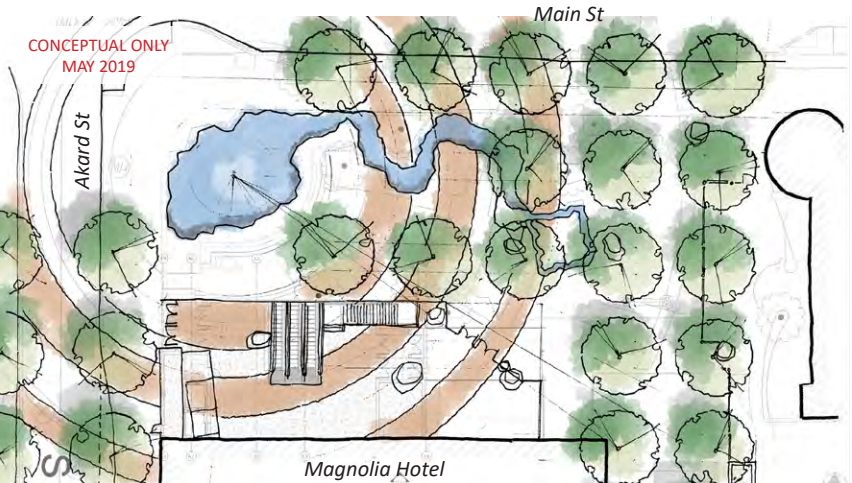


### Early Concepts

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)

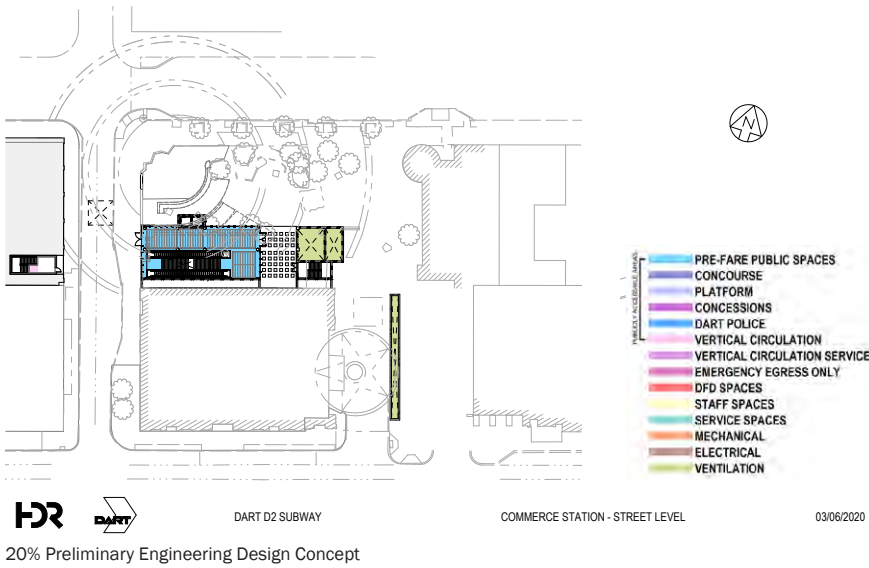




Station Design Progress

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.



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 Schulz, 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



## THEMES FROM STAKEHOLDER WORKSHOP

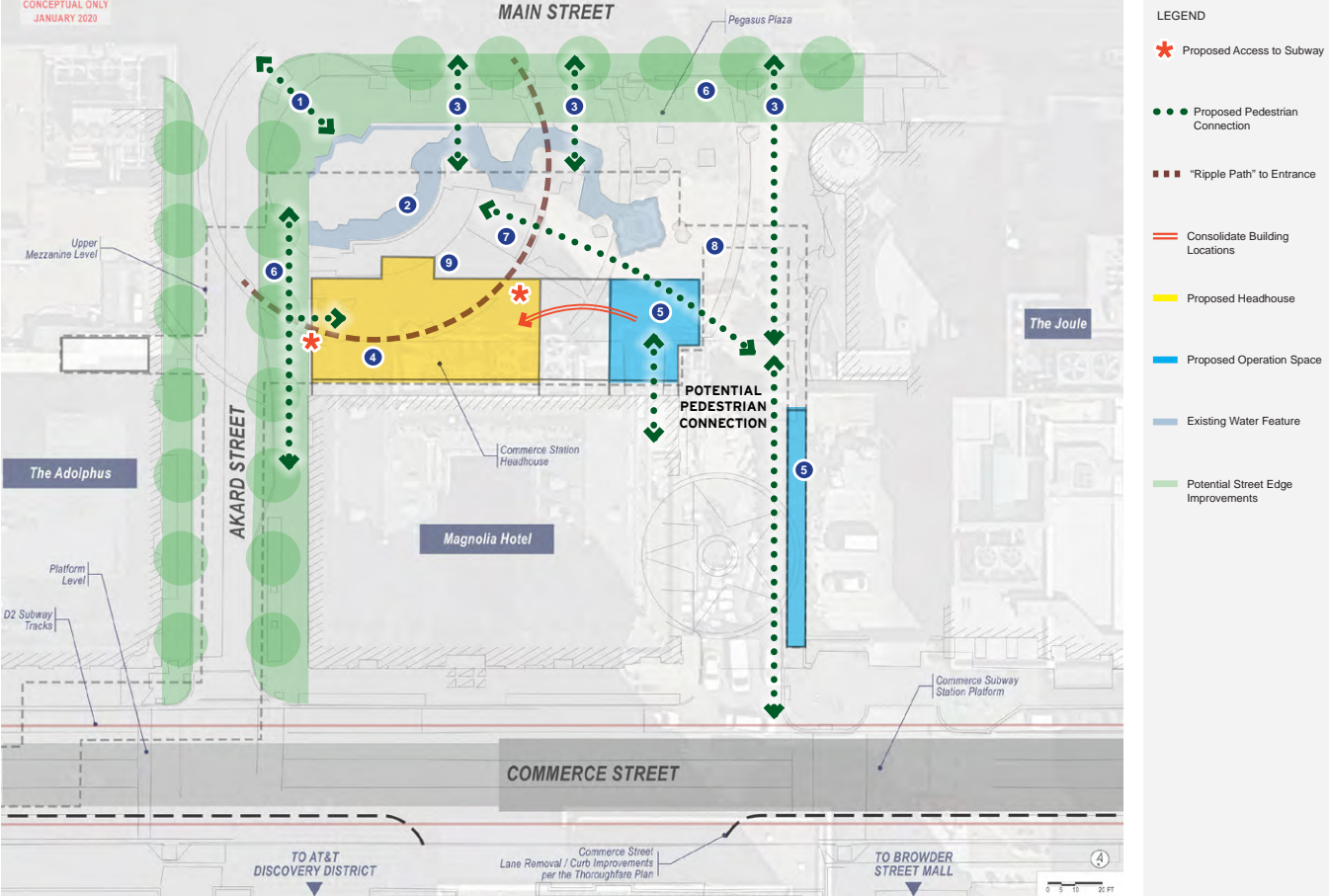


### Key Themes and Priorities

- 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



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 reimagined 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 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.”





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.

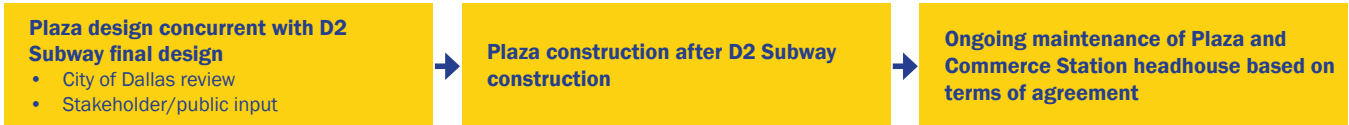
As the D2 Subway station design advances, DART and the City will work to advance an integrated design for Pegasus Plaza that seamlessly incorporates the station headhouse and reflects the vision and priorities described in this document. This will be accomplished through an agreement and ongoing coordination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



NOW



FUTURE



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:

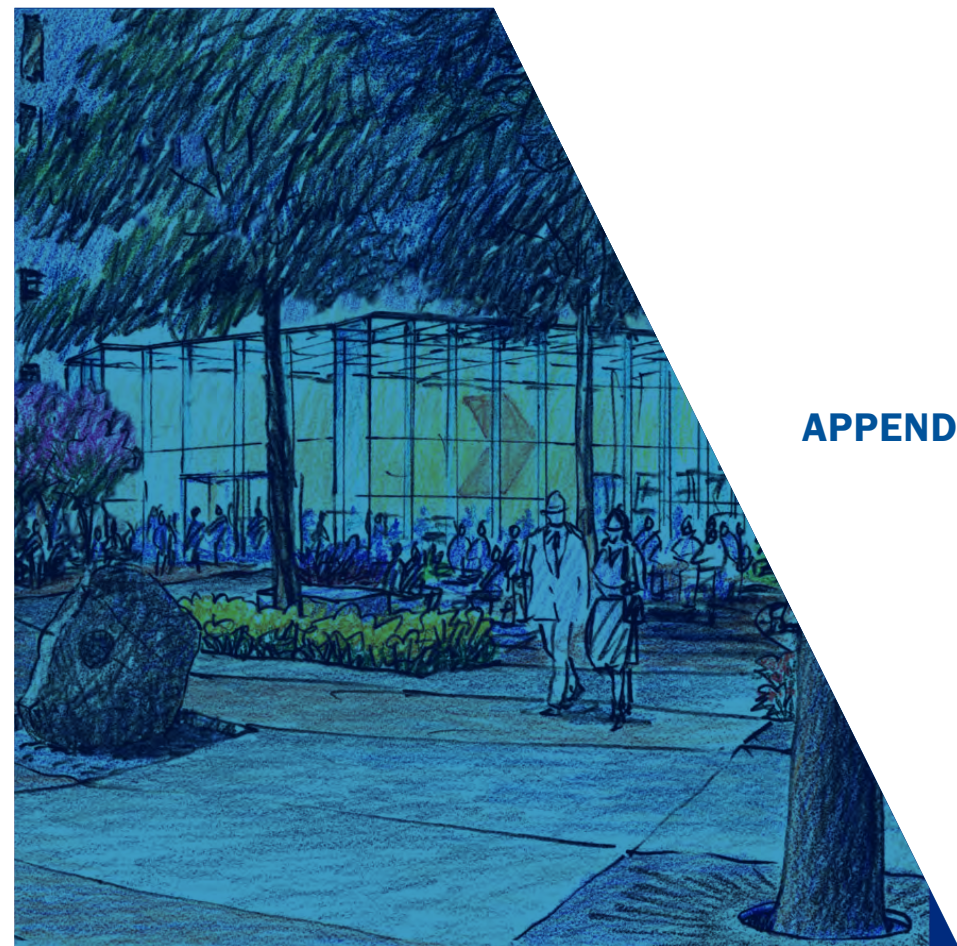
SECTION 1. That the Park and Recreation Board and DART agree to continue to discuss and further develop the concept of using the Pegasus Plaza site to enable construction of the Commerce Station without the need for significant cut-and-over construction along Commerce Street;

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 Muse Stones
  - o Trees
  - o North face of Headhouse transparent
  - o Water feature
  - o Nature and art as it exists should remain (physical location)
- 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
- 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 source 1650' source 'hot spring'
- 4

  - o Headhouse can house '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
- 5

  - o Subsurface levels of the headhouse that allow for landscape desired
  - o Park / Plaza to possibly encourage more maneuverability
  - o Lot this for a sense of arrival or local experience or both.
  - o It has to be beautiful
- 6

  - o points of access into to the park and into the headhouse need to make user sense
  - o Understand the utility and operations around the park
  - o Consider rooftop design

- 1

  - Pegasus starting @ station up toward Plaza
  - Preventing homeless residing in glass bldg/halls
  - 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









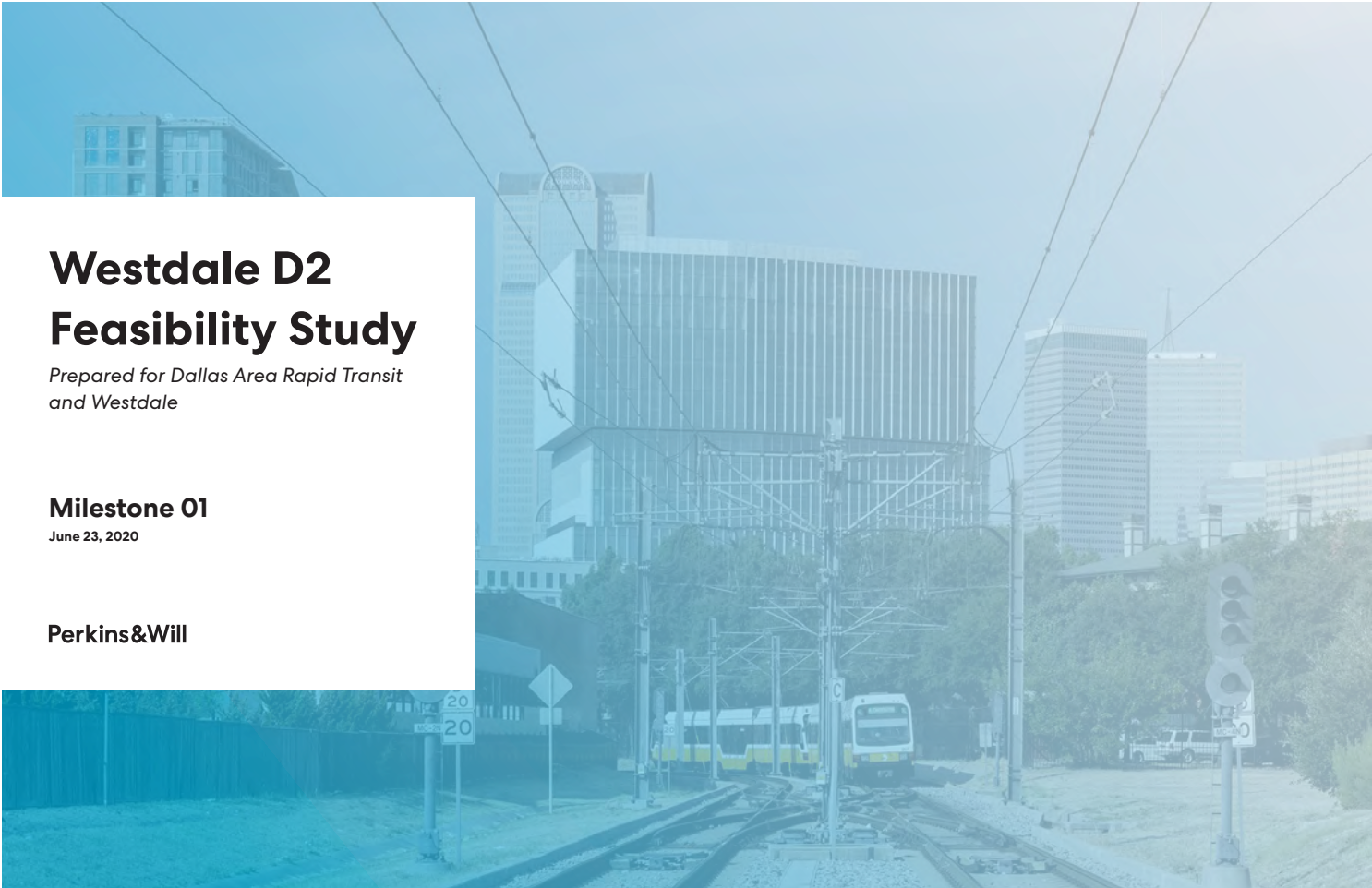


# Appendix B

Westdale D2 Feasibility Study  
June 2020







# Westdale D2 Feasibility Study

Prepared for Dallas Area Rapid Transit  
and Westdale

Milestone 01  
June 23, 2020

Perkins&Will

Perkins&Will

Westdale D2 Feasibility Study DRAFT

## Zoning Regulation Details

CA-2 (A) Zoning District Parcel Area	
A	1.284 Acres
B	0.46 Acres
C	0.25 Acres
D	1.014 Acres
E	0.28 Acres
F	0.65 Acres
Total	3.938 Acres / 171,539 sf

**Maximum Building Heights**  
No limit by zoning code.

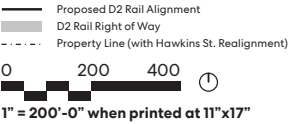
**Setbacks**  
None required by zoning. Areas for fire access may be needed based on Fire Marshall requirements.

**Lot Coverage Limit**  
100%

**FAR Limit**  
20:1

**Parking Requirements**  
1 parking space for each 2,000sf of floor area which exceeds 5,000sf

**Loading Requirements**  
1 berth for area between 50,000-150,000 sf. 1 berth for each additional 100,000sf or fraction thereof.

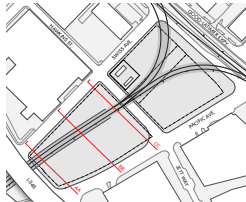


3



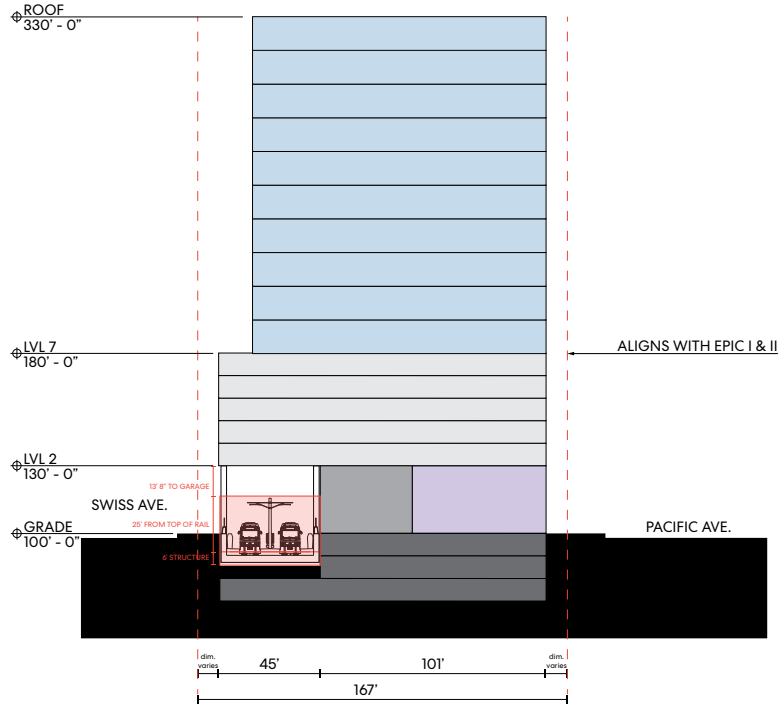


Planning Test Fit  
Transverse Section AA

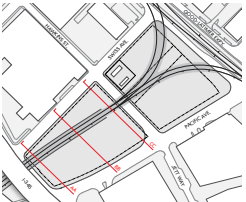


Details of construction sequencing and structural isolation of the rail structure from the building structure are not yet determined. It should simply be noted that the building structure is proposed both above and below the rail line at points along the rail portal.

- Office
- Above Grade Parking
- Loading / Service
- Below Grade Parking
- Retail
- 25' Vertical Easement
- Top of Rail
- 6' Structure below Rail
- Property Line (with Hawkins St. Realignment)

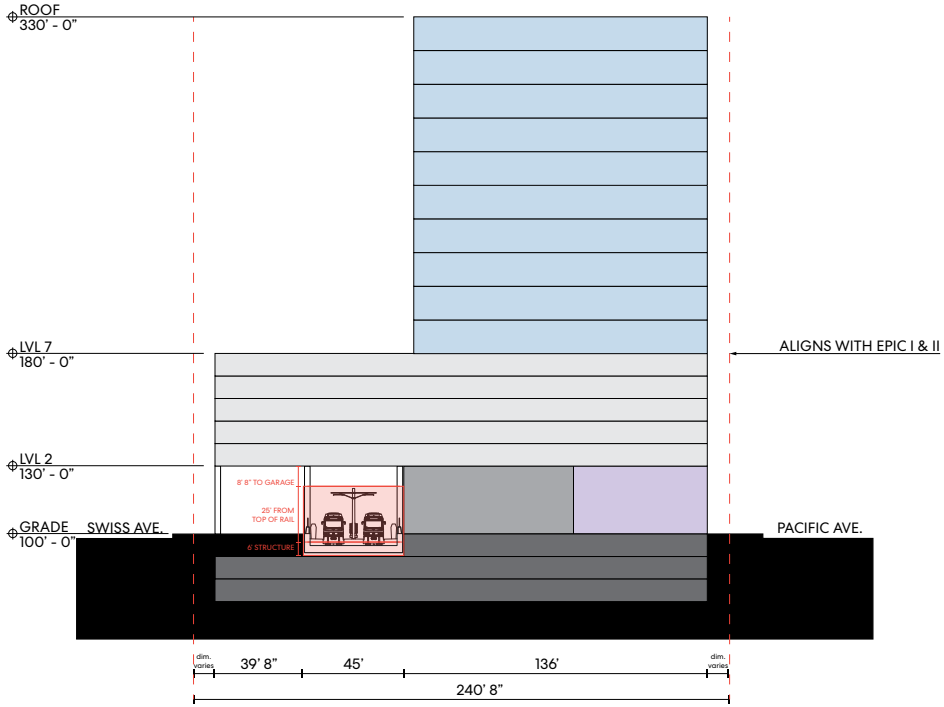


Planning Test Fit  
Transverse Section BB



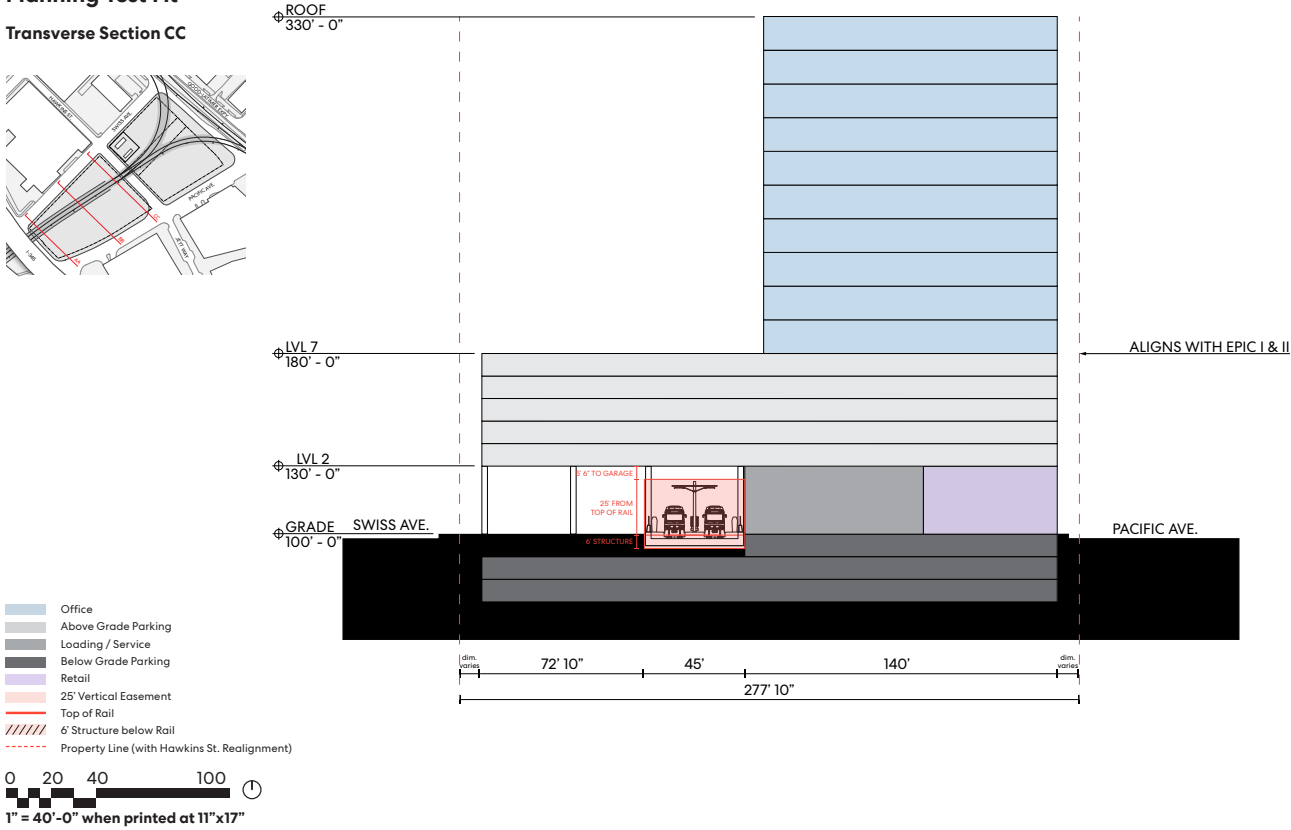
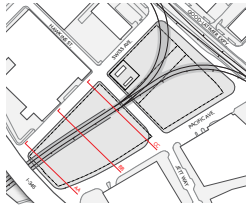
ALIGNS WITH EPIC I & II

- Office
- Above Grade Parking
- Loading / Service
- Below Grade Parking
- Retail
- 25' Vertical Easement
- Top of Rail
- 6' Structure below Rail
- Property Line (with Hawkins St. Realignment)





Planning Test Fit  
Transverse Section CC



Planning Test Fit  
Longitudinal Section A

