



D2 Subway Update

Dallas City Council Transportation
and Infrastructure Committee

November 16, 2020

Gary C. Thomas, President/Executive Director

Steve Salin, Vice President, Capital Planning



Background

- 1990 DART/City Master Interlocal Agreement – Start planning for subway alignment when ridership warrants
- 2007-2015 – Alternatives analysis and planning efforts
- September 2015 – Council resolution approved alignment
 - Mostly at-grade Young/Jackson - \$650M budget
- October 2016 – Dallas City Council directs DART to develop subway between Woodall Rodgers and I-345
 - Doubles budget estimate to \$1.3B
 - September 2017 – Council resolution approves new alignment
 - Commerce subway via Victory/Swiss - \$1.4B budget
- October 2020 – DART completes 30% design of subway based on Council direction - \$1.7B cost estimate
- Eligible for a 50% Federal Capital Investment Grant (\$800M or more)

Why D2 Subway is Important

- The current at-grade Bryan/Pacific light rail mall cannot add more trains to or through downtown to address growing demand and address overcrowding on some trains
- D2 Subway is designed to address core capacity issues and increase operational flexibility, reliability, and quality of passenger service
- D2 Subway will position Downtown Dallas for success as a world-class transit hub
- D2 Subway will connect existing and new downtown markets to the region during a time when economic recovery and workforce development is important



CORE CAPACITY

OPERATIONAL FLEXIBILITY

MOBILITY & ACCESS

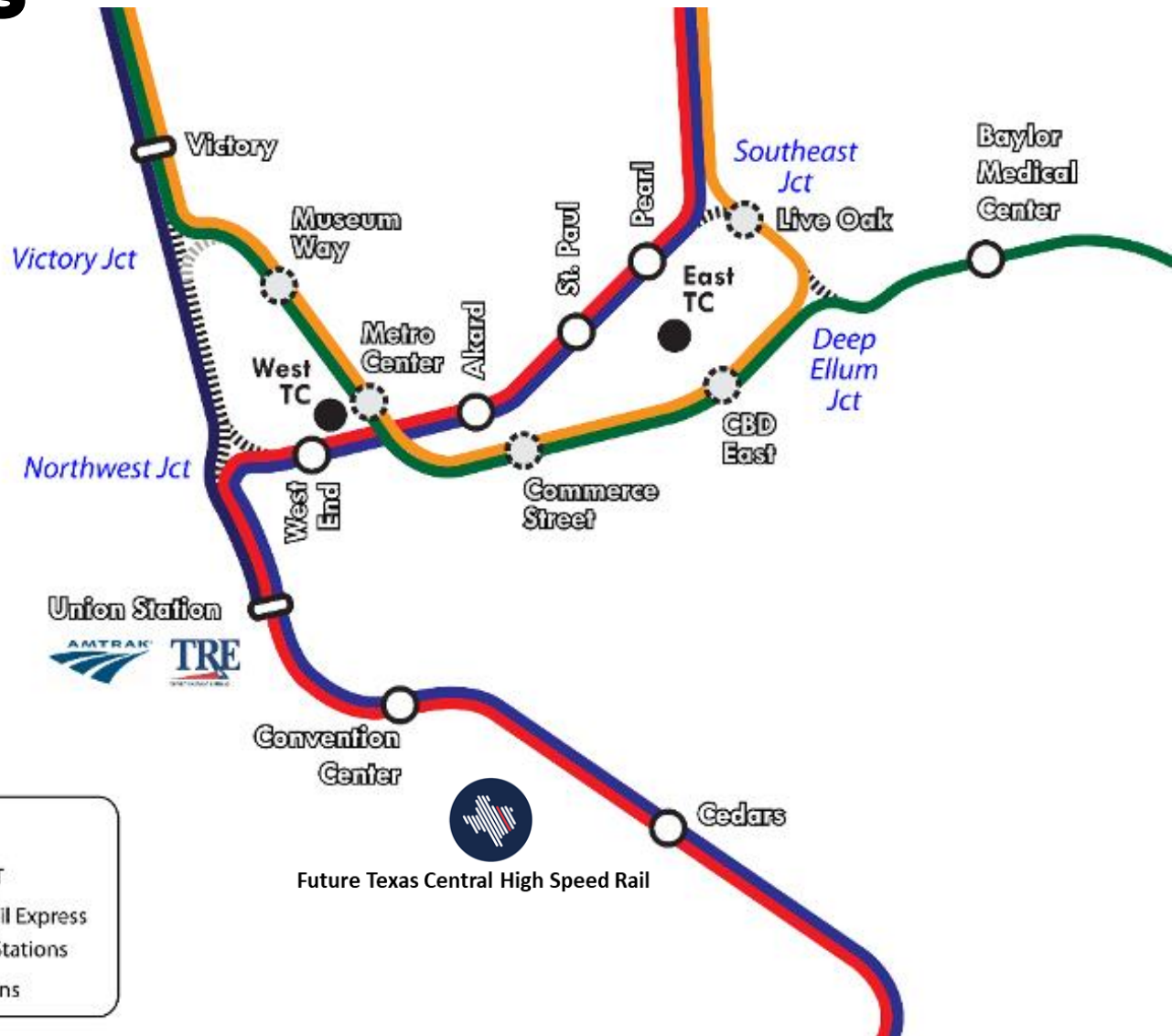
LAND USE / URBAN DESIGN

Quick Facts about D2 Subway

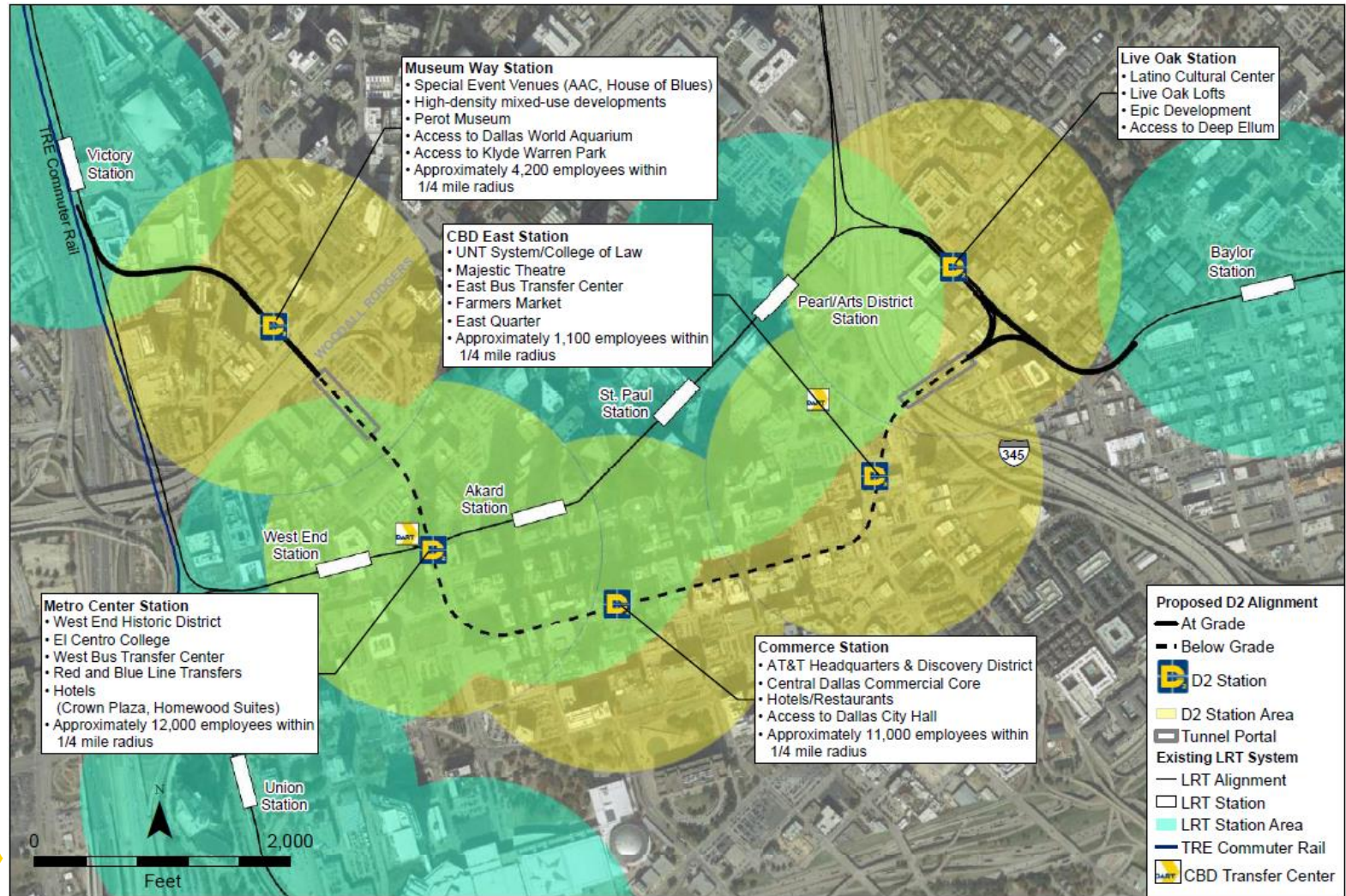
- 2-mile light rail alignment
 - 1.3-mile tunnel
 - 0.7 mile at-grade
- 4 new stations
- 1 relocated station



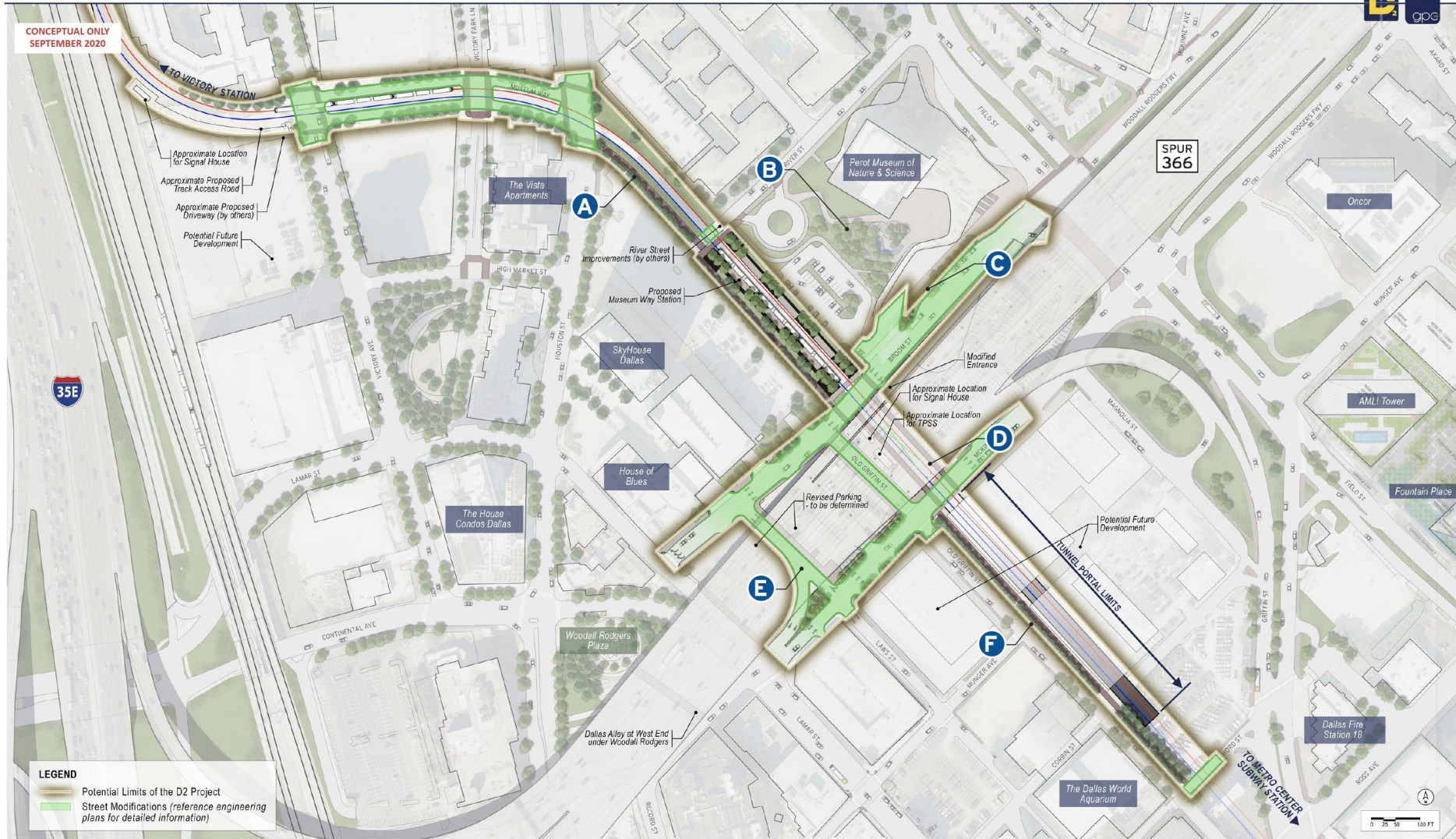
Operations



FTA awarded DART and City of Dallas \$1 million TOD Grant for D2

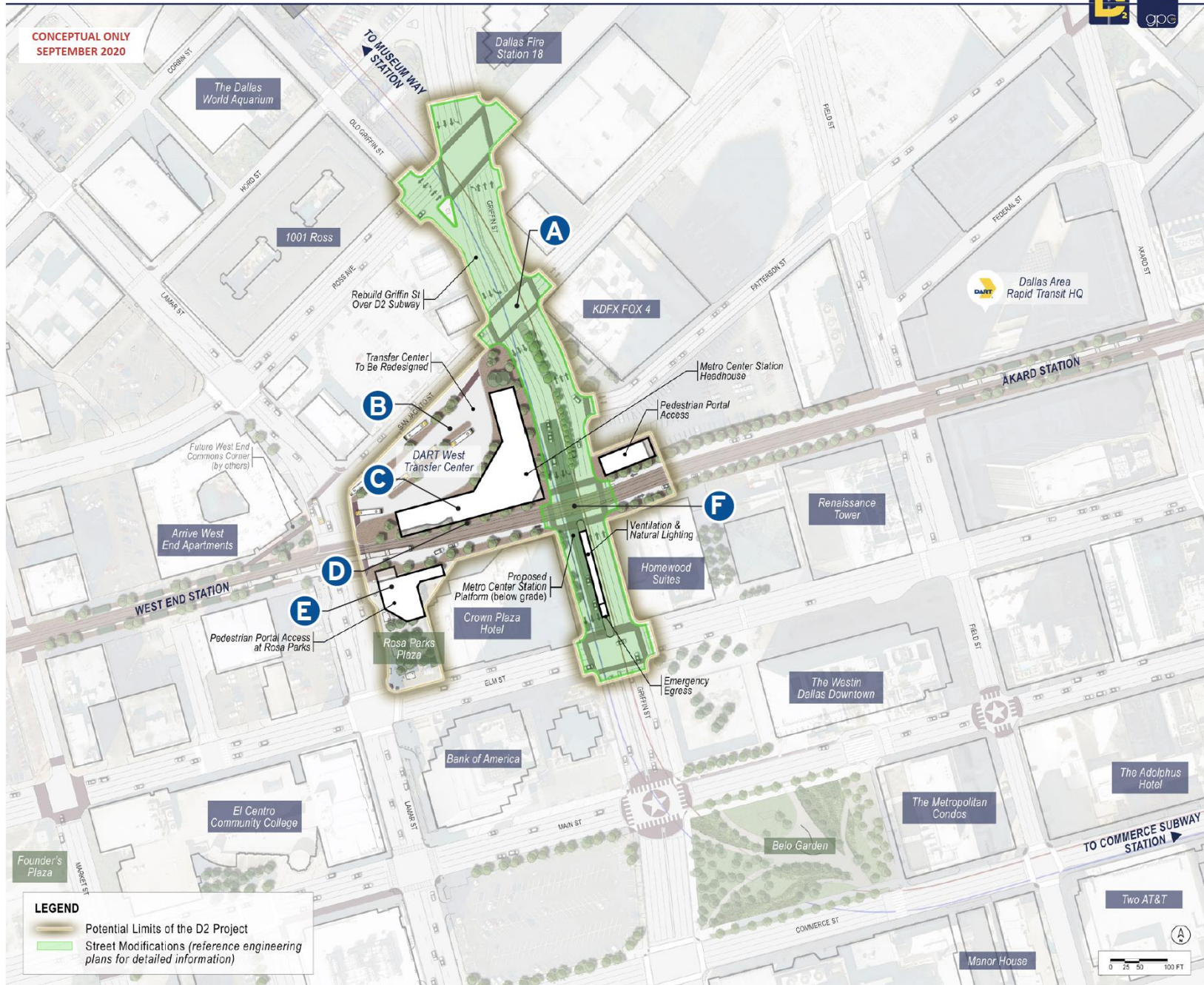


D2 SUBWAY | MUSEUM WAY STATION & NORTH TUNNEL PORTAL AREA | POTENTIAL PROJECT LIMITS



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.

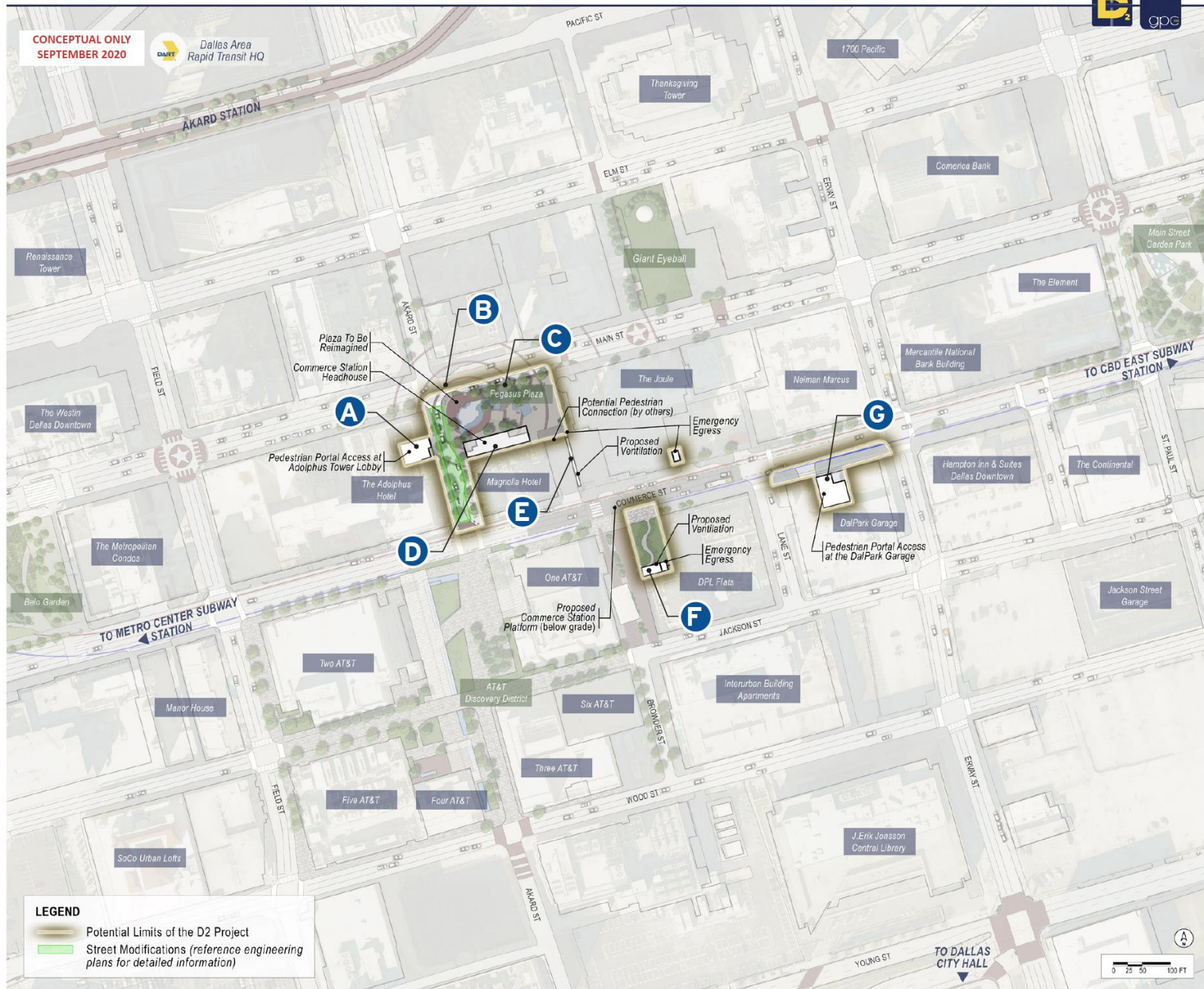
CONCEPTUAL ONLY
SEPTEMBER 2020



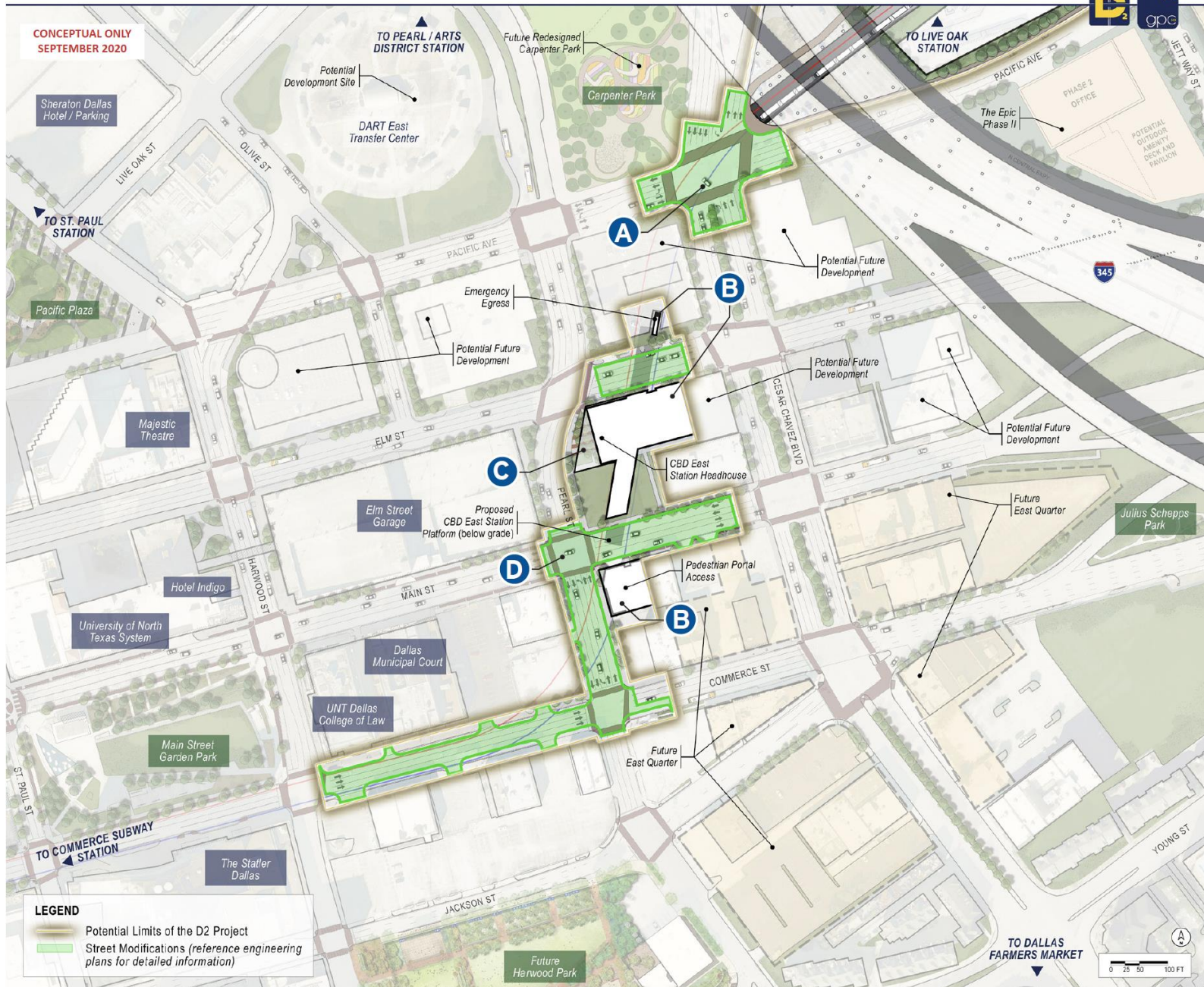
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CONCEPTUAL ONLY
SEPTEMBER 2020

DART Dallas Area
Rapid Transit HQ



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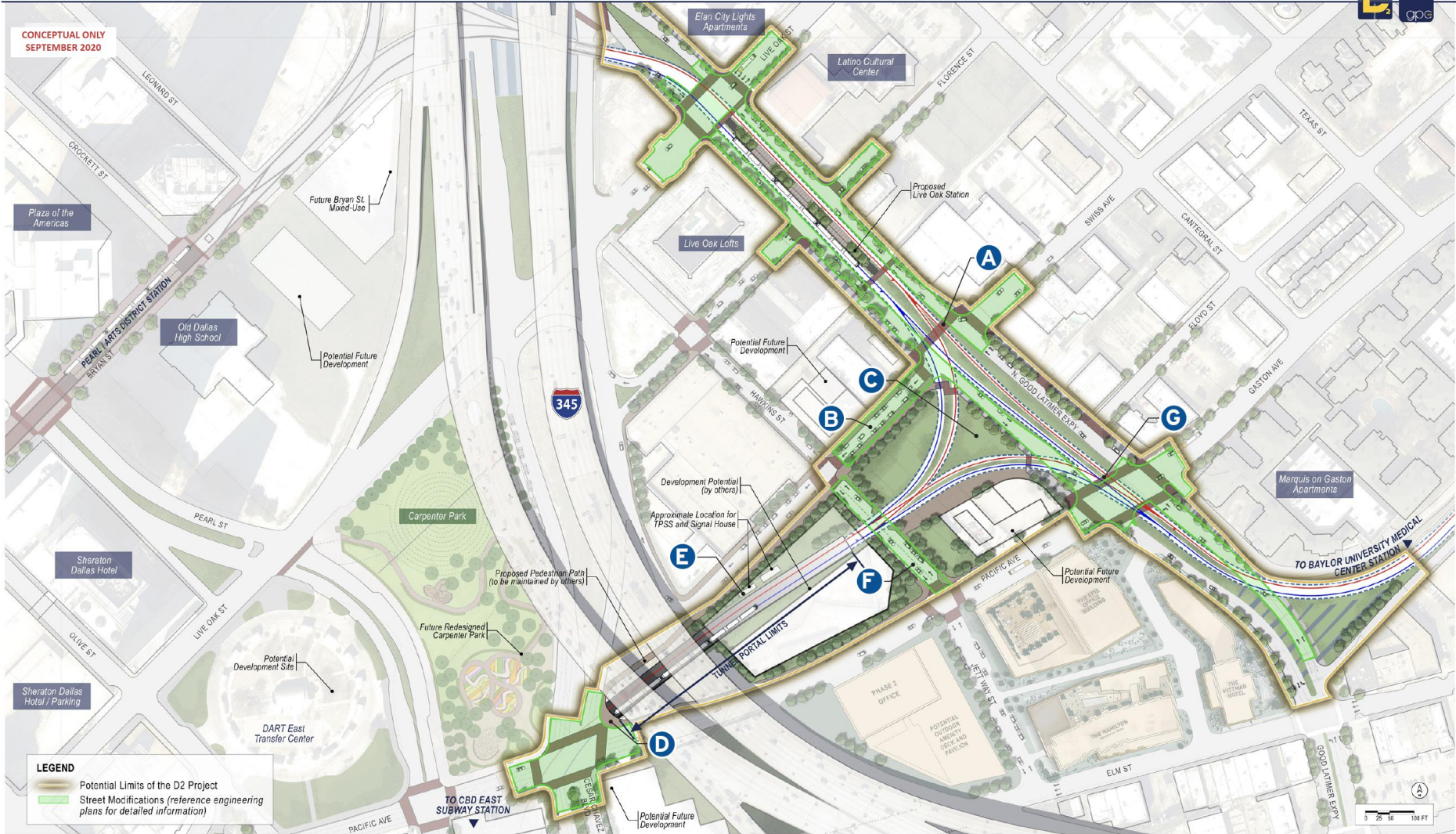


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D2 SUBWAY | LIVE OAK STATION & EAST TUNNEL PORTAL AREA | POTENTIAL PROJECT LIMITS



CONCEPTUAL ONLY
SEPTEMBER 2020



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Public and Agency Involvement

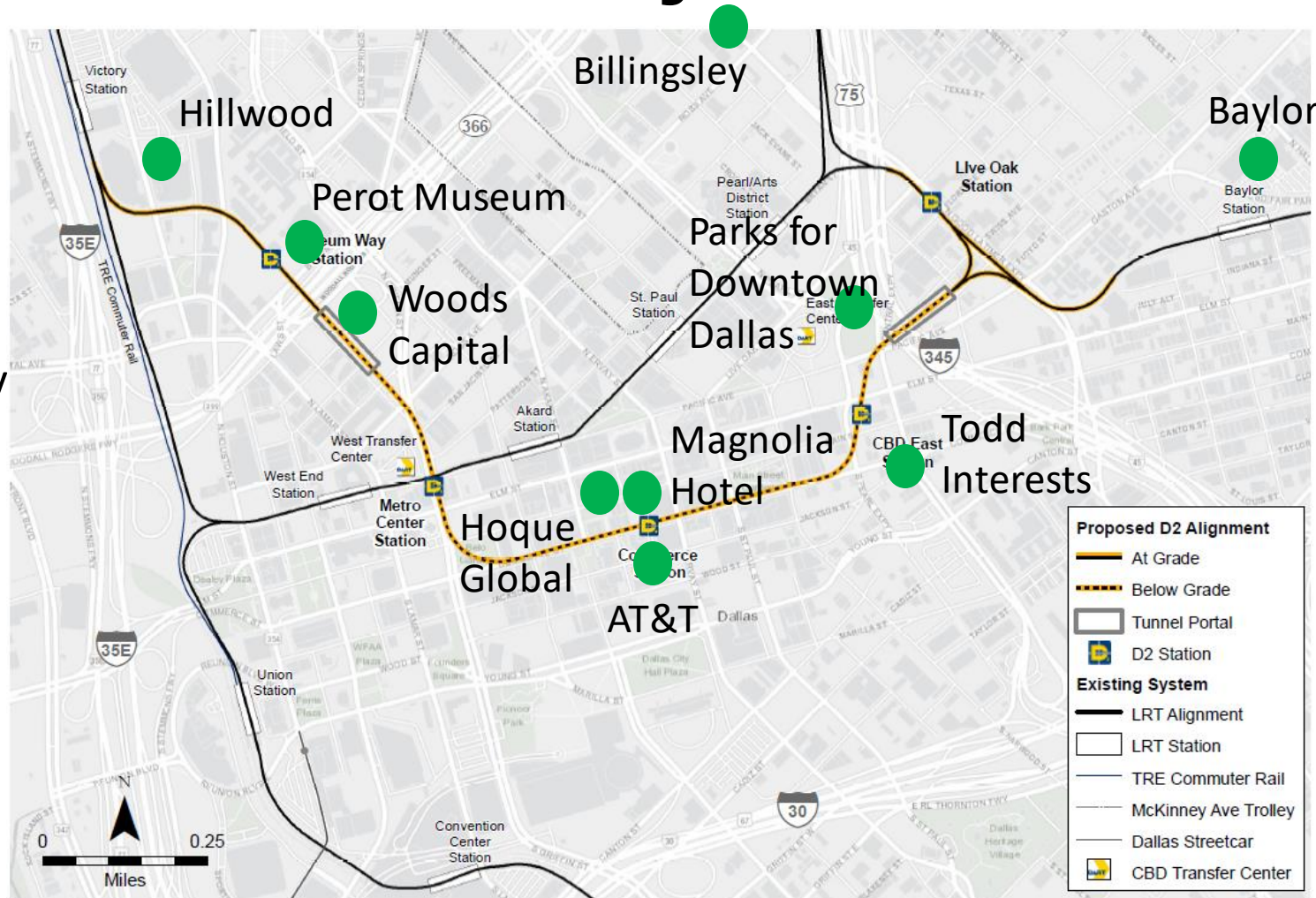


- Since Summer 2018, DART has hosted over 150 meetings with the community, stakeholders, the City and other agencies
- There is broad based support for this project
- TxDOT indicated that the D2 Subway as currently designed works with different I-345 options
- While Deep Ellum Foundation (DEF) recently submitted a letter opposing the at-grade connection to Green Line along Swiss and Good Latimer, DART staff believes issues can or have been addressed and we will continue to coordinate and seek resolution to support DEF priorities

Support for D2 Subway

Additional letters of support from:

- DDI
- Dallas Mobility Council (Coalition for New Dallas)
- Community members



Feasibility Study West Portal

- Coordination with DKW on integration of project into proposed Field Street District development



Potential Real Estate Needs

- Letters received from impacted property owners

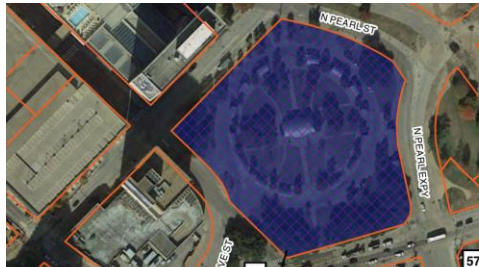
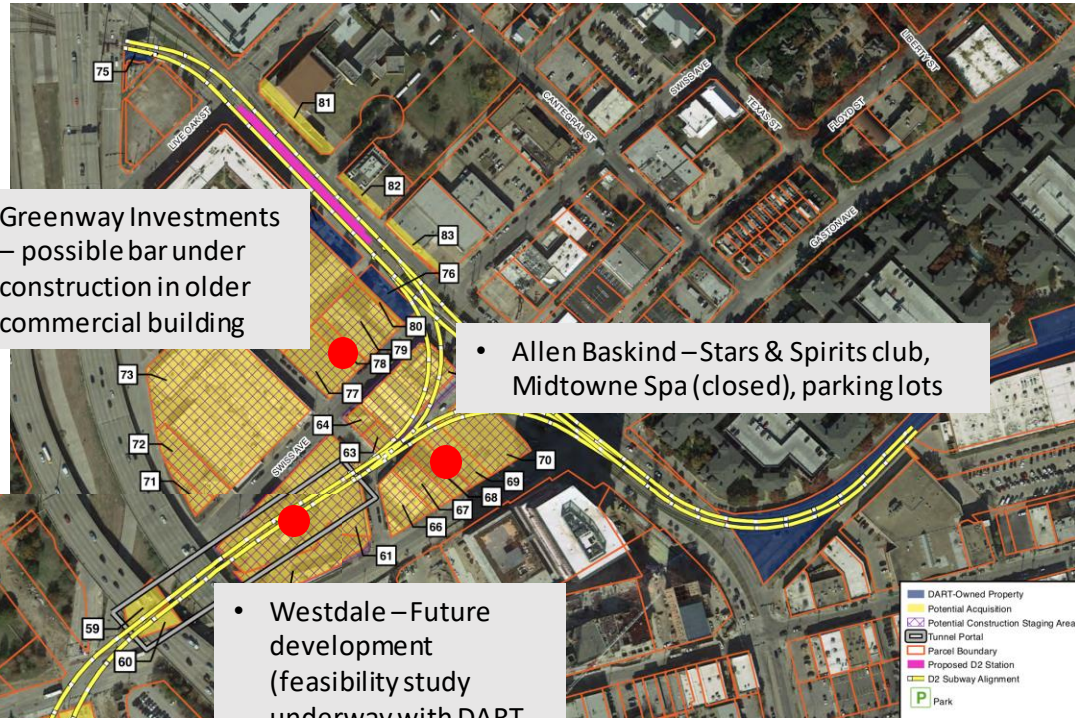
- Greenway Investments – possible bar under construction in older commercial building

- Allen Baskind – Stars & Spirits club, Midtowne Spa (closed), parking lots

- Westdale – Future development (feasibility study underway with DART to integrate building over portal)

- James Grey – Parking lots

- 42 Real Estate – Several parcels with parking lots or small commercial buildings



Feasibility Study East Portal

- Milestone 1 completed with Westdale and their architect
- Milestone 2 in progress

Perkins&Will

Planning Test Fit

Section Cuts

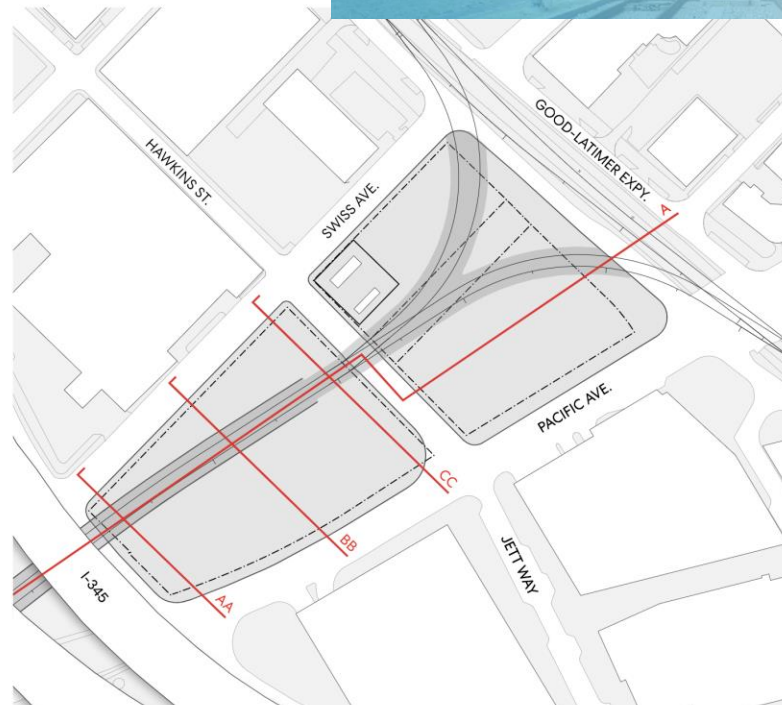
Westdale D2 Feasibility Study

*Prepared for Dallas Area Rapid Transit
and Westdale*

Milestone 01

June 23, 2020

Perkins&Will



Deep Ellum Foundation

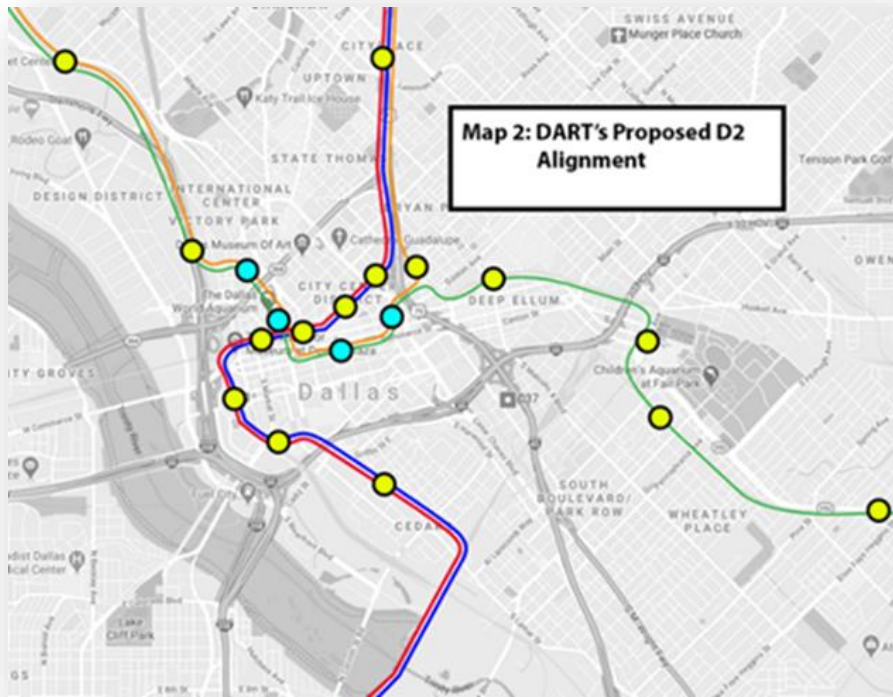
Key Issues

- Key Issues:
 1. Severing Connectivity
 2. Development Disruption
 3. Traffic Congestion
 4. Live Oak Station & Intersection Safety Risk
 5. Cultural Trail Hindrance
 6. Construction Disruption
- DART believes we have addressed or will address the issues
- DART will continue to work with city staff and Deep Ellum representatives to minimize impacts and maximize development and connectivity

D2 Subway is at Critical Juncture

- Advanced to 30% design consistent with Dallas City Council resolutions, City staff direction, and with significant stakeholder involvement
- Funding is available now for D2 and FTA is anticipating our project submittal by early 2021
- The MLK subway corridor as suggested by some is not an alternative to D2 Subway
- There are other opportunities, separate from the D2 project, better suited for the MLK community, which DART is prepared to address:
 - GoLink Pilot in Spring 2021 based on community survey and input
 - Streetcar or Enhanced Bus are also more suitable options for the neighborhood scale

MLK Alignment Proposed by Others (Maps not from DART)



MLK Alignment does not meet purpose and need and would not qualify for the FTA grant

Upcoming City Council Actions

- City support is critical to advance the project and secure federal funding
- Park easements:
 - City Council park use hearing on November 11, 2020
 - Park use approval required for FTA and DART to complete Final environmental document
- Service Plan
 - City Council approval is needed to add D2 Subway to the DART Service Plan
 - Required to advance project in FTA Engineering phase for design and construction

Continuing Coordination

- TxDOT I-345 Feasibility Study
 - City of Dallas, DART, TxDOT and NCTCOG continue to meet quarterly
 - I-345 concepts to date indicate both projects can exist together under any future I-345 scenario
- Deep Ellum Foundation
 - DART will continue to work with stakeholders and property owners to ensure any remaining issues are addressed
 - DART is coordinating with NCTCOG on potential additional enhancements as part of broader plan
- Park and Recreation Department
 - Pegasus Plaza final agreement and park re-design effort will be coordinated during final design

Animation



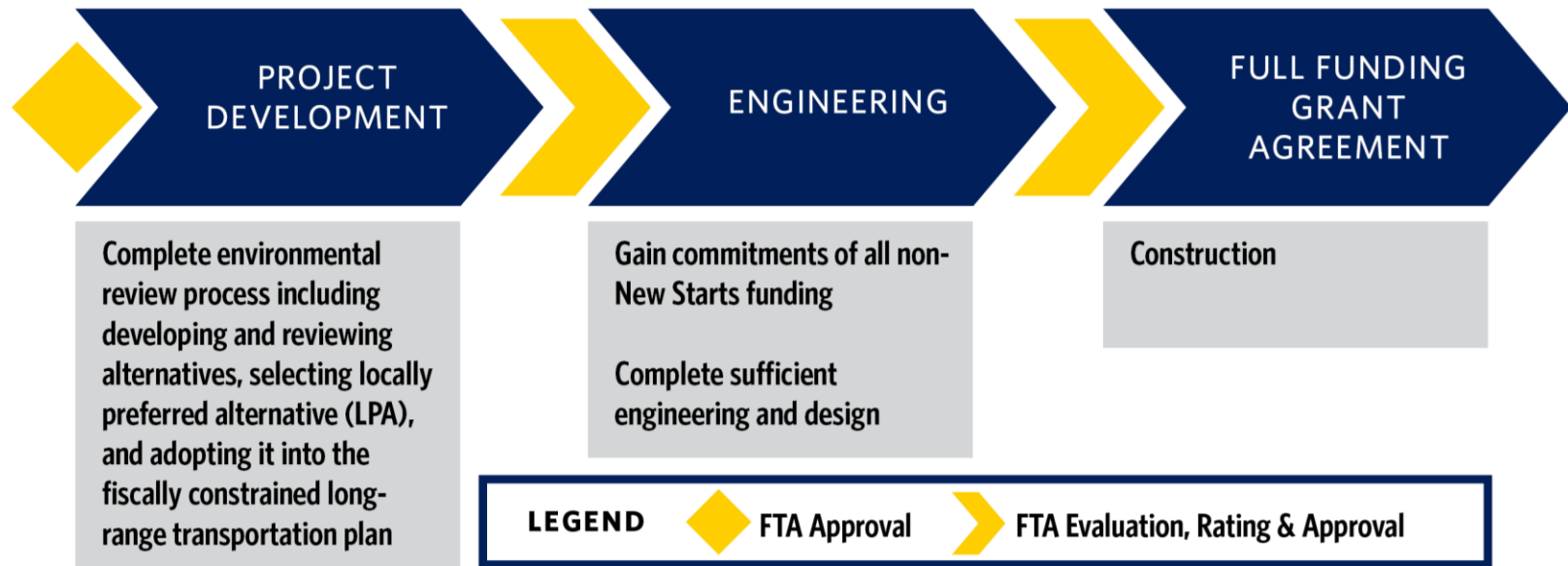
Questions?



Appendix

FTA Capital Investment Grant Process

- Project Development phase nearly complete
- FTA is ready for DART to request entry into Engineering
- D2 received **MEDIUM-HIGH** ratings in 2015, 2016, and 2017.



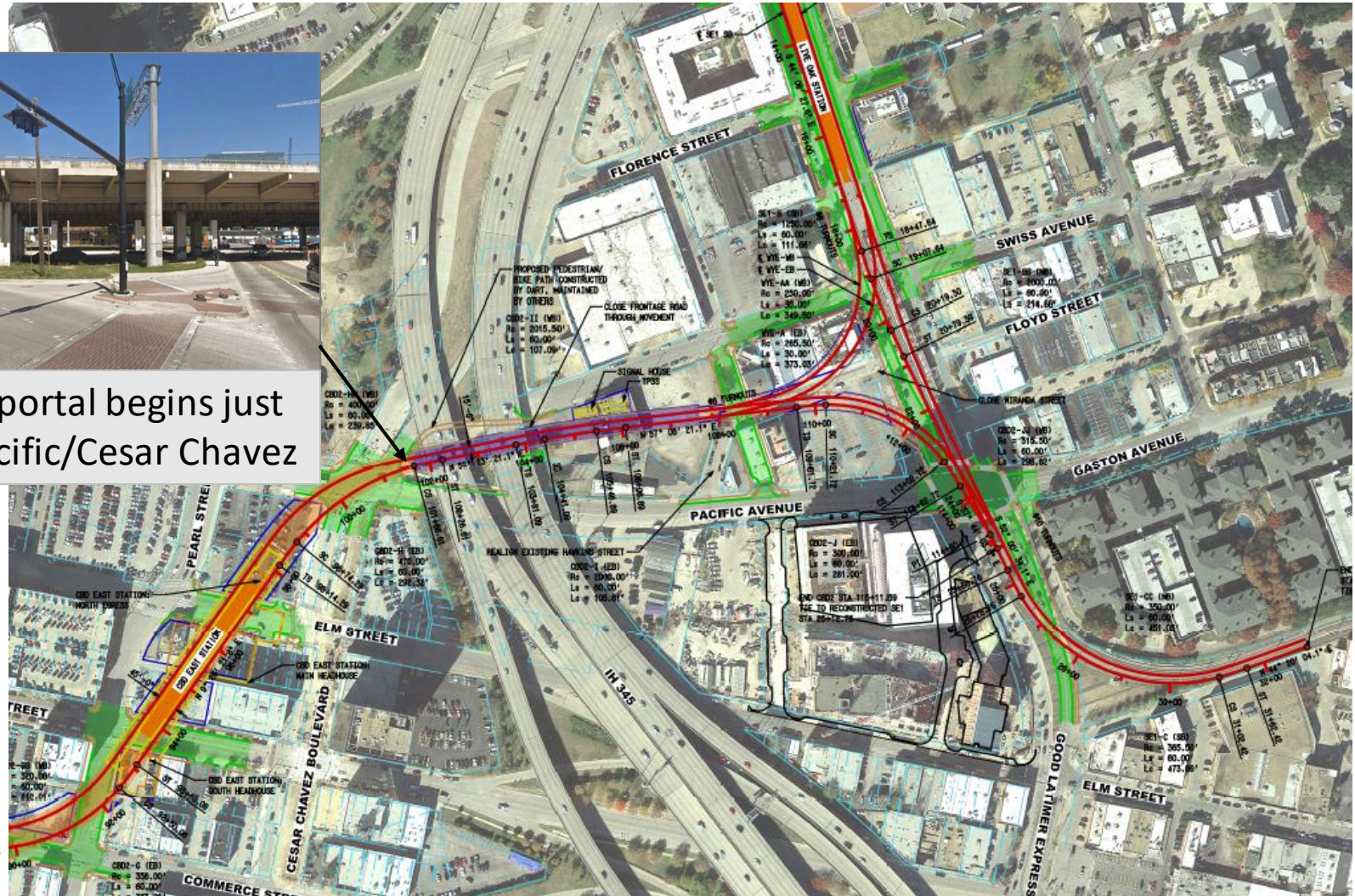


D2/I-345 Interface

D2 Subway Alignment LPA with portal under IH 345



Tunnel portal begins just
past Pacific/Cesar Chavez

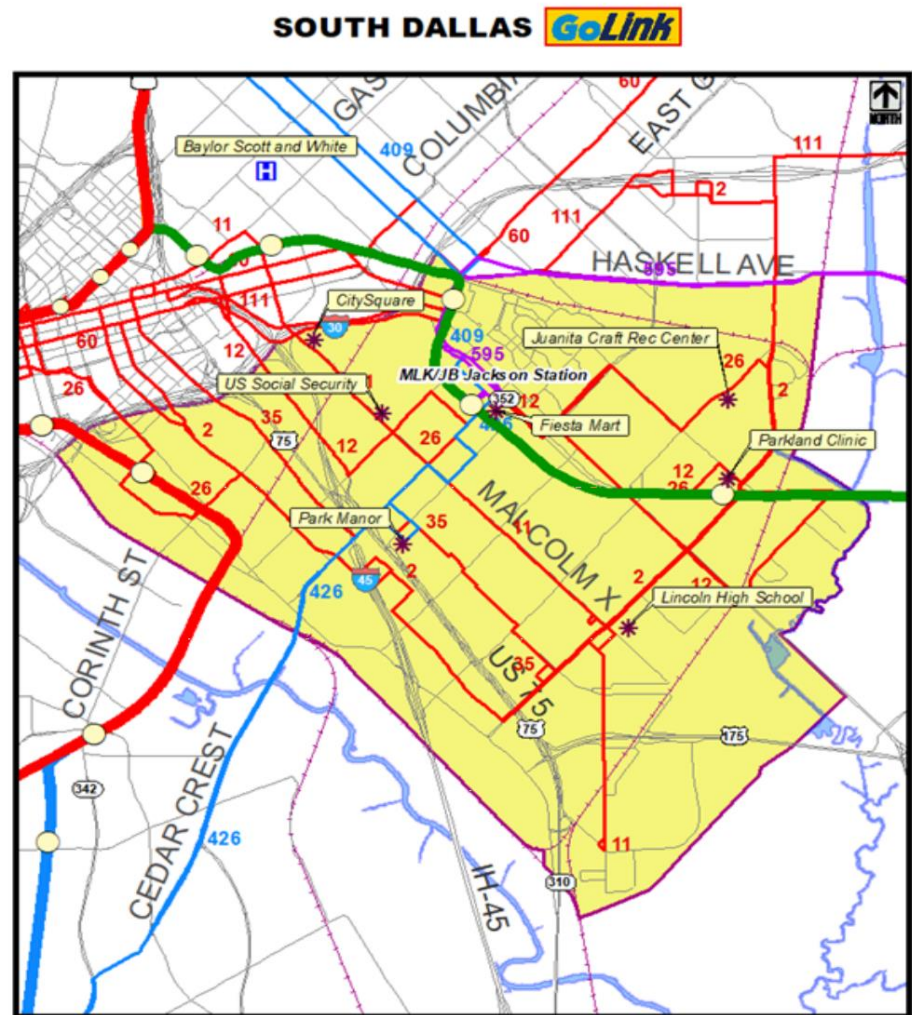




MLK Corridor Review

Current and Planned Service in MLK Corridor

- Several bus routes
- Future GoLink pilot
- Key needs based on resident survey done with South Dallas/Fair Park Transportation Initiative:
 - Short trips
 - Access to neighborhood services (grocery, medical, community center)

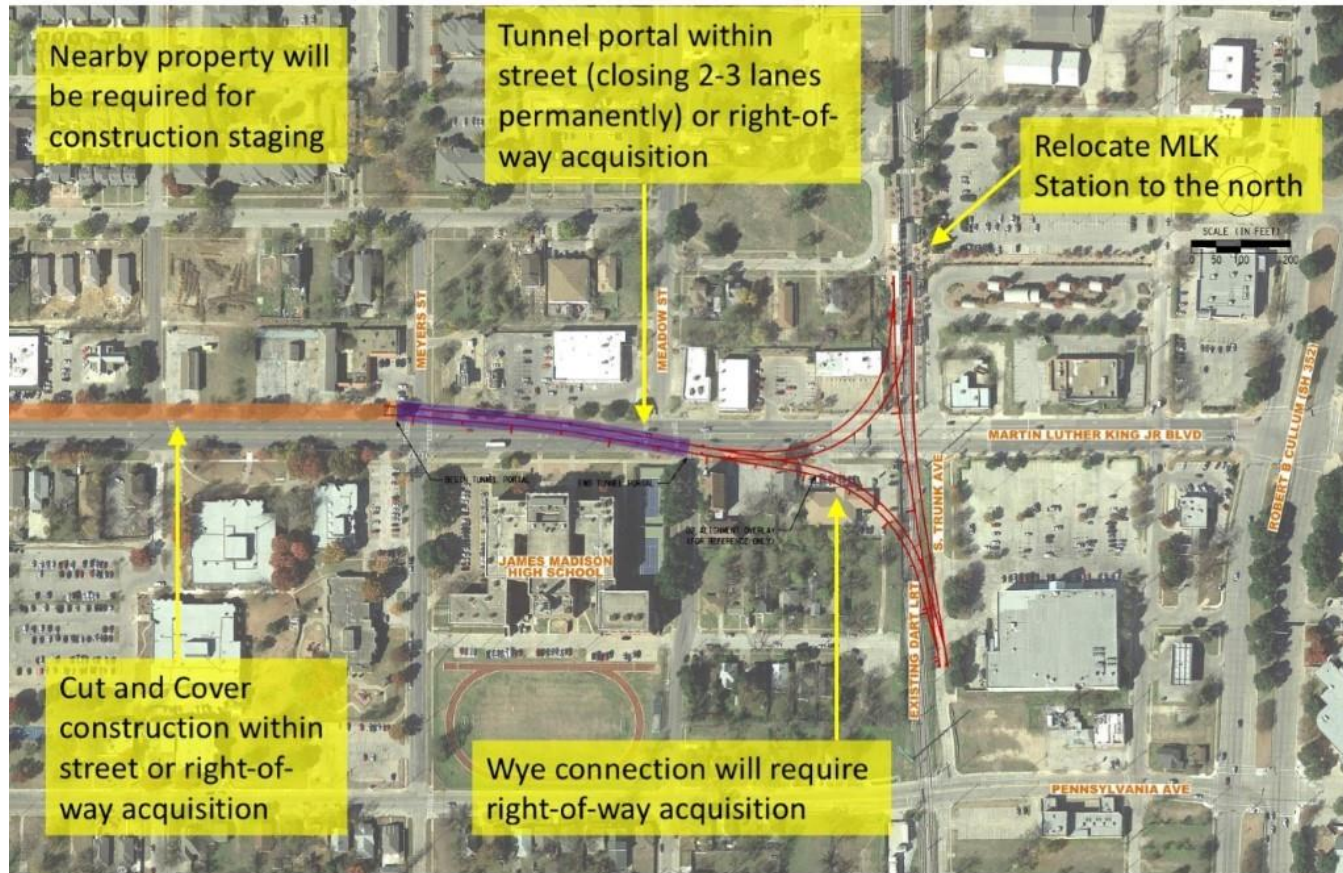


Legend

- Local
- Crosstown
- Rail Feeder
- GoLink Zone
- Rail Station

Potential Impacts to MLK Corridor

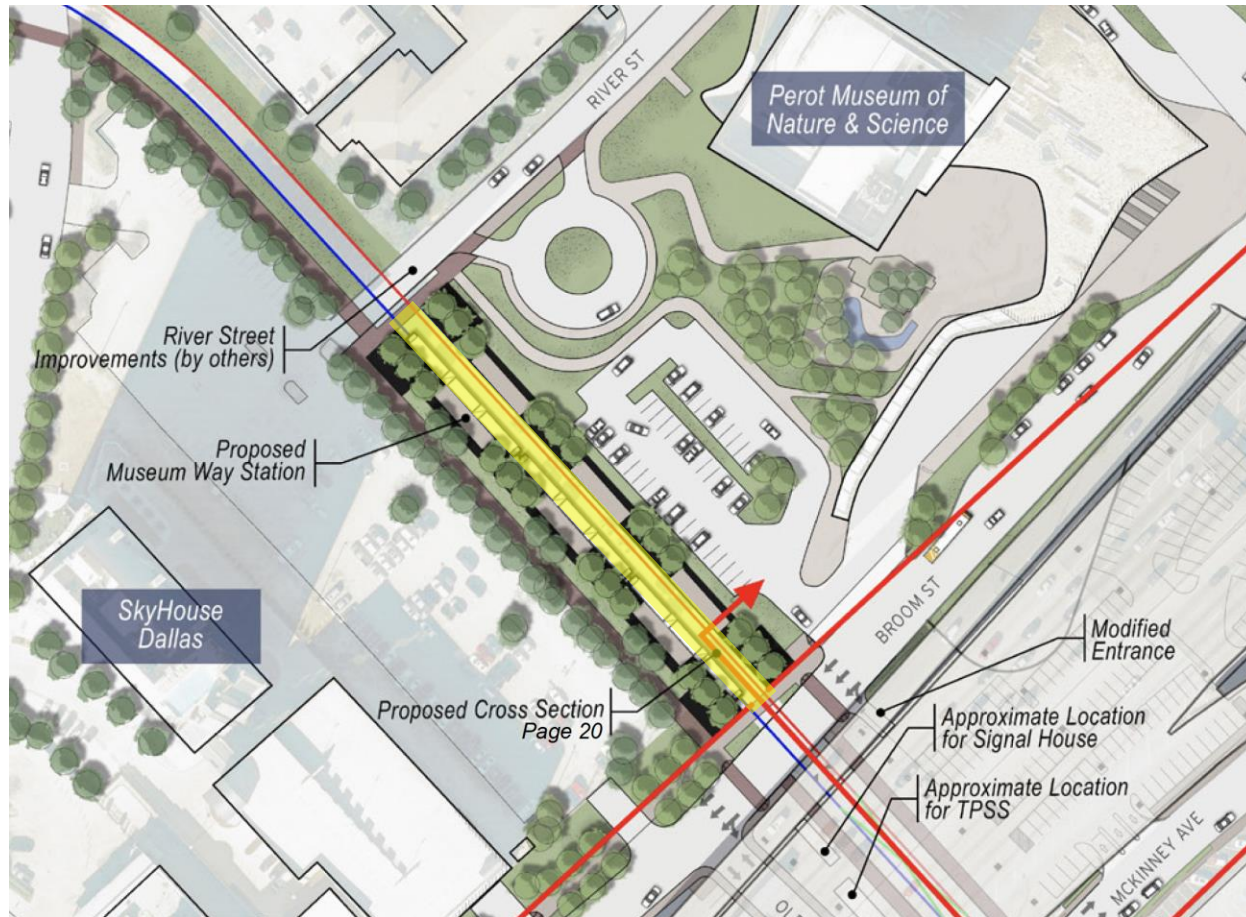
Overlay of D2 Subway portal and wye near MLK, Jr. Station





Station Design Concepts

Museum Way Station



Metro Center Station

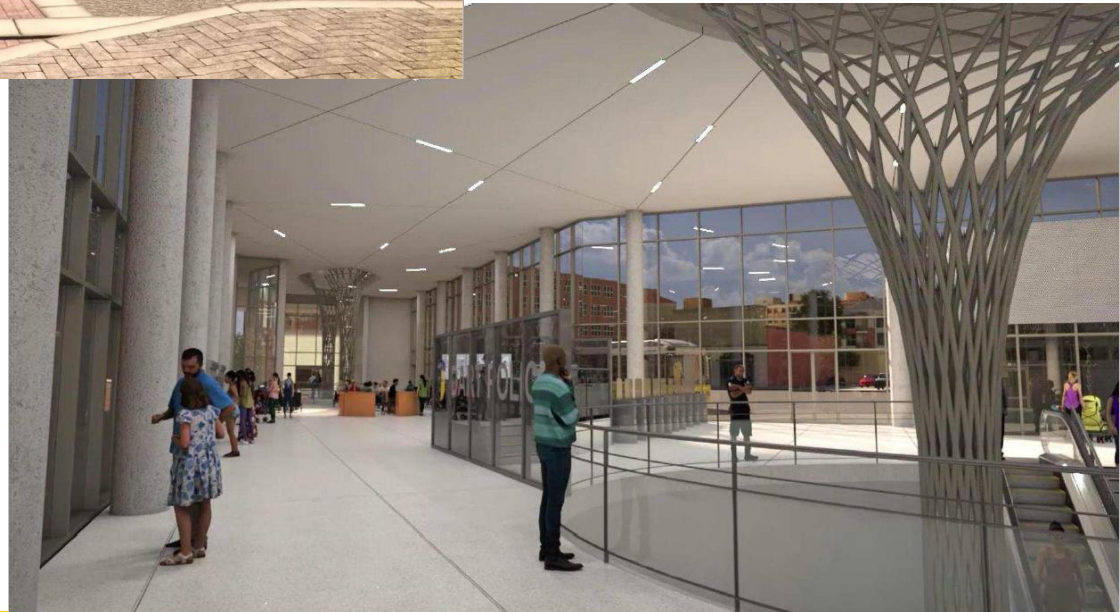


View looking northeast

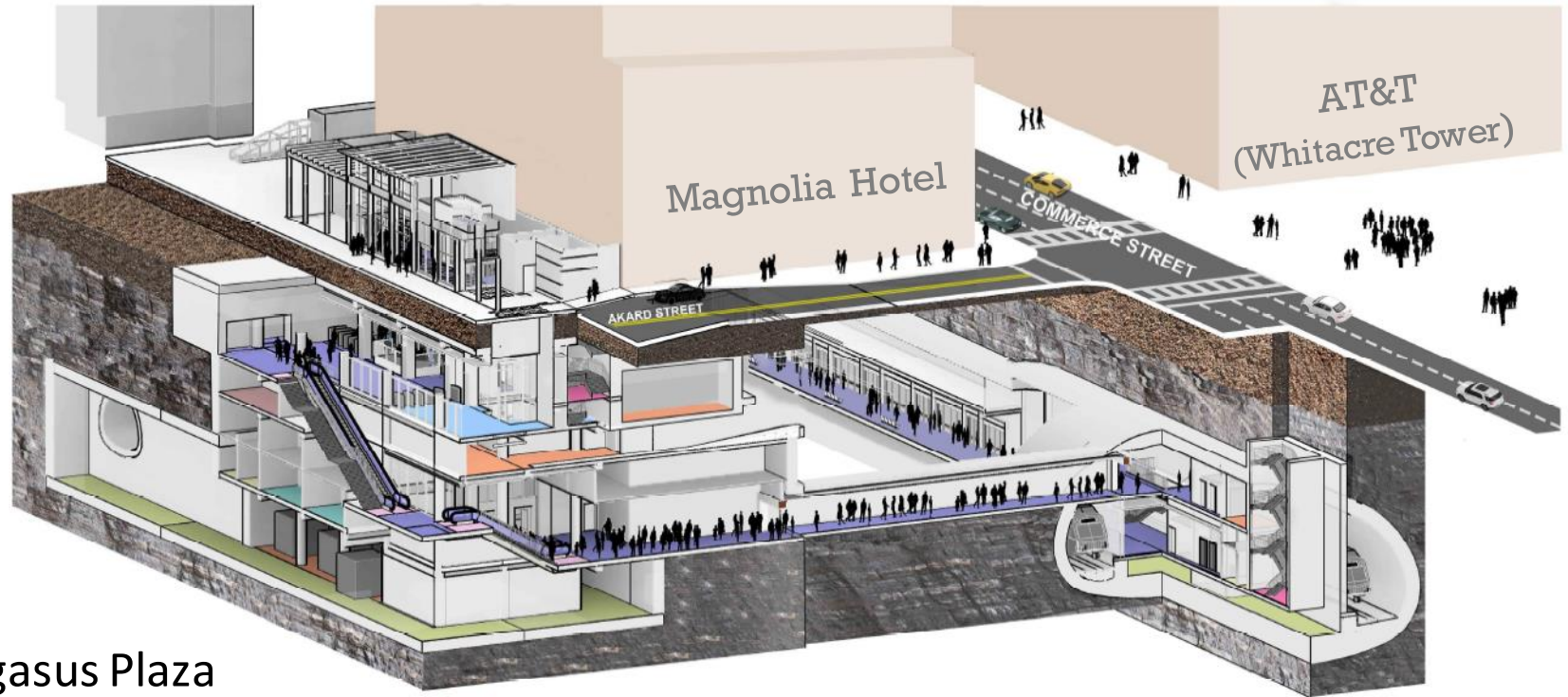
Metro Center Station



NOTE: Headhouse concepts were developed to convey space requirements, rather design specifics.



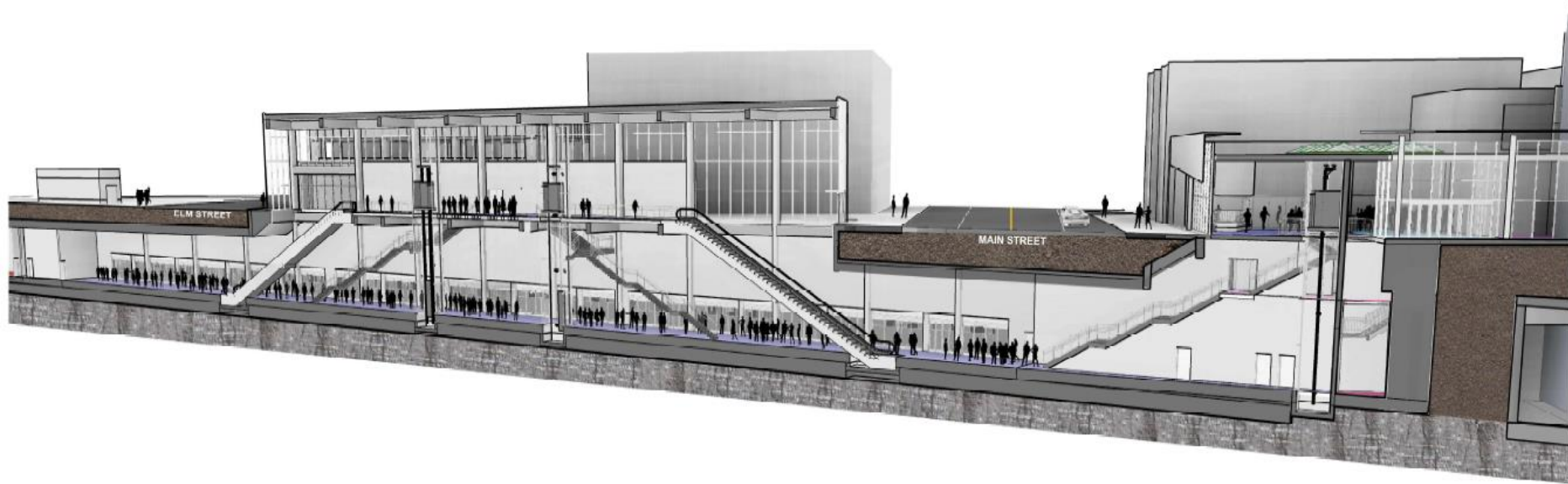
Commerce Station



Pegasus Plaza
and Headhouse

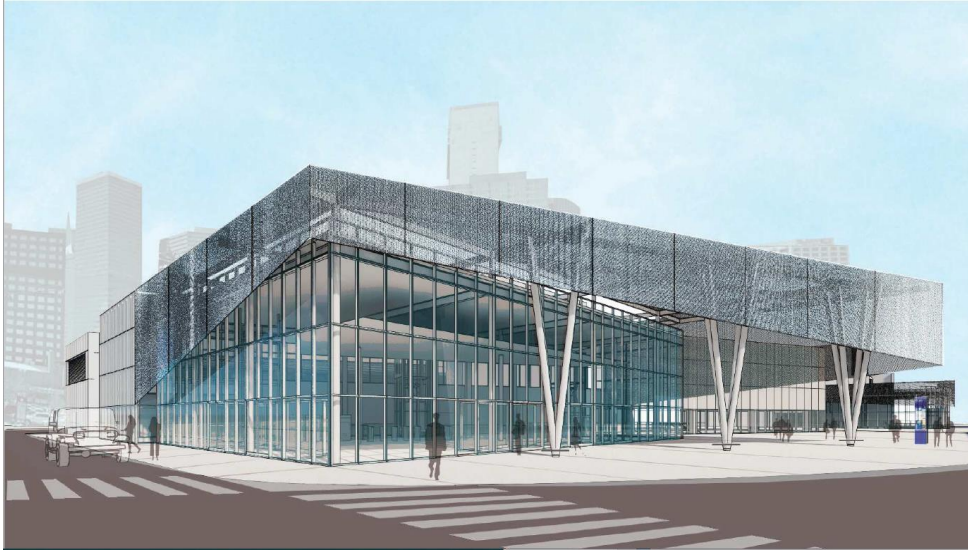
View looking southeast

CBD East Station



View looking east

CBD East Station



NOTE: Headhouse concepts were developed to convey space requirements, rather than design specifics.



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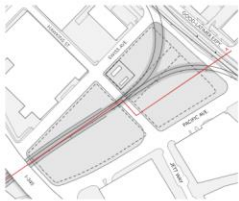
Real Estate Coordination

Feasibility Study East Portal

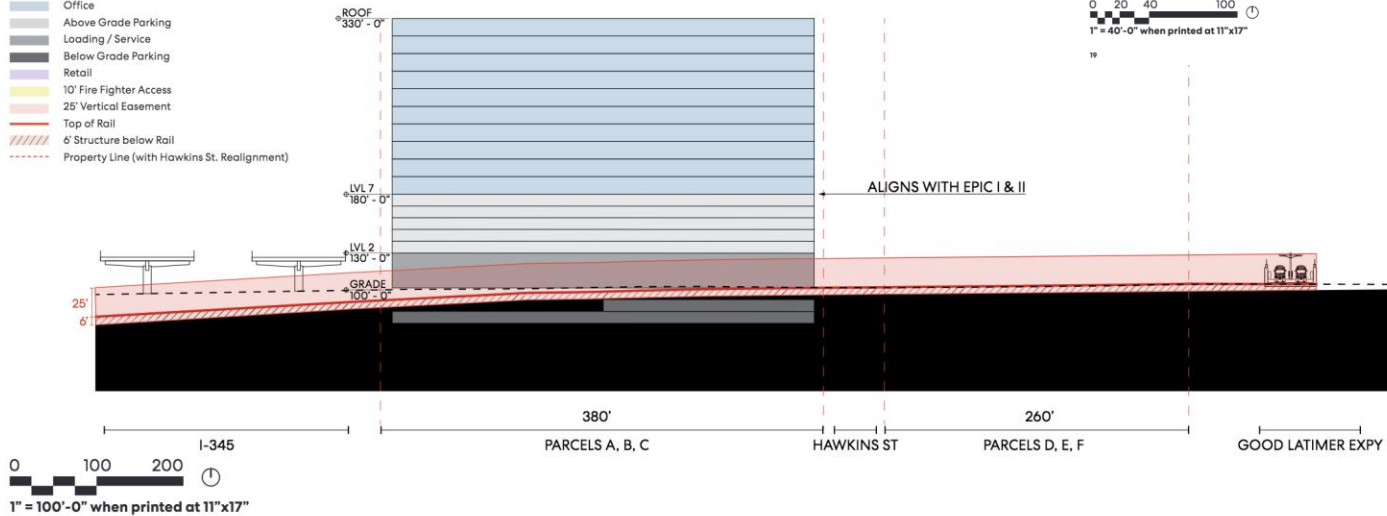
Perkins&Will

Planning Test Fit

Longitudinal Section A



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



22

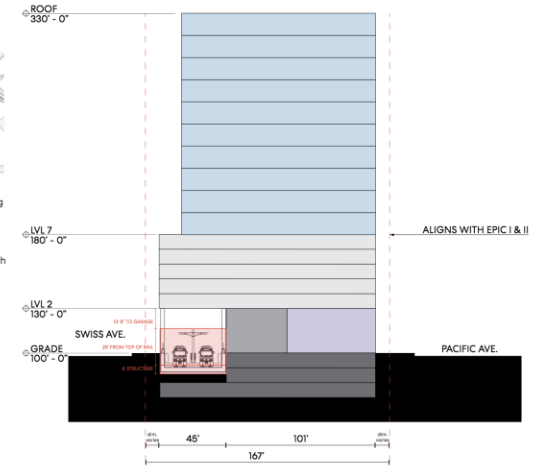
Perkins&Will

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.



0 20 40 100
1" = 40'-0" when printed at 11"x17"

19

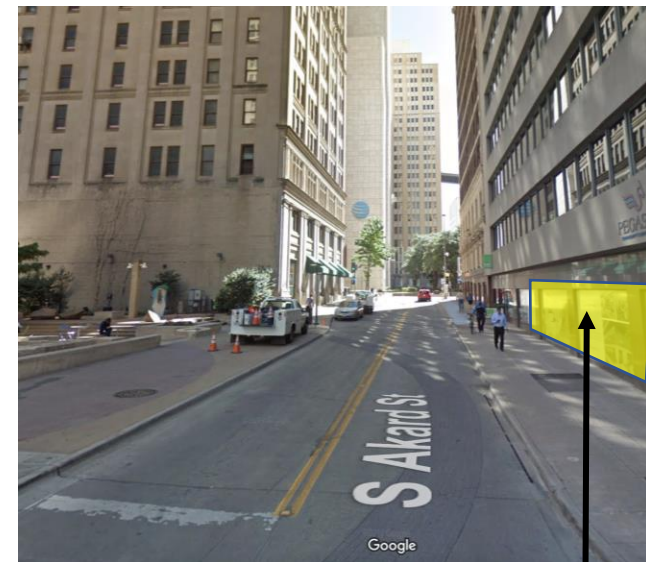
Commerce Station Dalpark Garage Access

- Letter of Interest with potential deal points provided on June 25, 2020
- Owner signed letter of interest with amended deal points
- DART reviewing options for short-term preservation and long-term use
- Owner desires to submit Center City Tax Increment Finance (TIF) funds application to make improvements to retail space
- DART commitment to use space (subject to Board approval) would support TIF application



Commerce Station Adolphus Tower Access

- Adolphus Tower changed from emergency access only to full public access via storefront entrance
- Coordination with Hoque Global
- What this did for Pegasus Plaza:
 - Reduced surface headhouse footprint
 - Reduced subsurface area under Pegasus Plaza
 - Enhanced vertical circulation and wayfinding at mezzanine levels



Storefront access
at Adolphus Tower

Environmental



Environmental Findings Summary

Summary from Supplemental Draft Environmental Impact Statement (SDEIS)

- Approximately 80 parcels identified for potential acquisition, easement, or temporary use for construction
 - Predominantly commercial parking lots (43)
 - Working with several owners for direct station access (Hoque Global, DKW, Westdale)
- Approximately 22 commercial displacements and 1 vacant residential
 - Bottled Blonde, Stars & Spirits, Public Storage, etc (potential temporary construction then redevelopment)
- Cultural resource impacts
 - St James A.M.E. Temple on Good Latimer – visual impact due to new station at Live Oak (current Deep Ellum Station)
 - Dalpark Garage, Adolphus Tower lobby (coordinating with property owners)
 - Programmatic Agreement developed for design review process

Environmental Findings Summary

Summary from Supplemental Draft Environmental Impact Statement (SDEIS)

- Limited Park impacts
 - Belo Garden – 30-60 feet below surface, no surface impacts
 - Pegasus Plaza – temporary, subsurface and surface easements; footprint of headhouse reduced with new Adolphus Tower access
 - Browder St Mall – no impacts; near ventilation shaft
 - Main Street Garden, Carpenter Park – adjacent – no impacts
- Noise – three moderate (less than 3dBA) impacts in Victory area – no mitigation needed
- Vibration – none; vibration monitoring during construction especially with historic buildings along Commerce
- Street modifications coordinated with City of Dallas
- Construction impacts principally due to excavation and disposal
- Proposed Muck House to reduce environmental impacts at Akard and Commerce Street

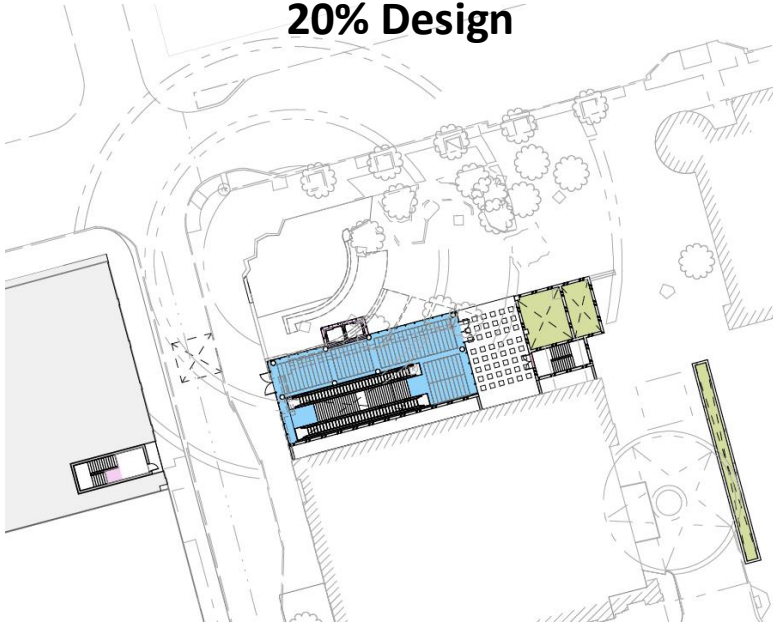
Park Use Coordination

- City approvals under state Chapter 26 and federal Section 4(f) regulations
- September 2019 – Park and Recreation Board briefings
- January 2020 - Pegasus Plaza stakeholder vision workshop
- June 4 – Park and Recreation Board briefing on project status
- August 6 – Park and Recreation Board Planning and Design Committee briefing on proposed term sheet for park use and review of 20% design
- September 17 – Park and Recreation Board recommended public hearing
- September 22 – DART Board approved acquisition of easements
- October 13 – City Council action on authorization for Park Department to advertise and conduct public hearing
- November 11 – Public hearing at City Council meeting and consider approval to convey park land in accordance with terms
- Final execution of easements and agreement will be after City Council action

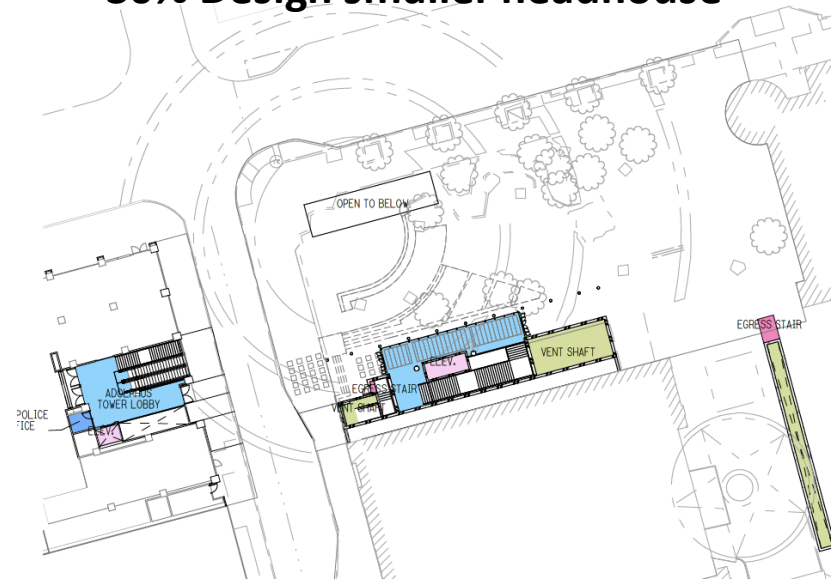
Park Use

- Subsurface easement under Belo Garden – no impacts
- Temporary/surface/subsurface easements at Pegasus Plaza
- Images below show reduction in headhouse footprint from 20% to 30% design

20% Design



30% Design smaller headhouse



Programmatic Agreement for Historic Resources

- Coordination meetings with FTA, Texas Historical Commission (THC), City of Dallas Office of Historic Preservation (OHP), Preservation Dallas, DART
- Key stipulations have been developed with focus on:
 - Design review and scope change process
 - Mitigation of identified adverse effects
 - Archaeology and unanticipated discoveries
 - Noise and vibration monitoring methods during construction
- Final draft in review for inclusion in Final EIS
- City of Dallas OHP invited as concurring party by FTA

The background image shows a city street scene. In the foreground, there is a wide, paved sidewalk with a brick pattern. A tram is visible in the middle ground, moving along the street. The tram is white with blue and yellow accents. In the background, there are several tall buildings, including a modern glass-fronted building on the right and older brick buildings on the left. A street sign for 'Akard St' is visible on the left. The overall scene is in black and white, with a blue tint overlaying the entire image.

September 22 DART Service Plan Hearing Comments

Service Plan Amendment

Public Hearing Comments Summary

Name	Organization	Support/Oppose
Ken Reese, Executive Vice President	Hillwood	Support
R. Lawrence Good, Retired Chairman and Co-Founder of GFF	Good Fulton & Ferrell	Support
Amy Meadows, President & CEO	Parks for Downtown Dallas	Support
Stephanie Herold	Todd Interests	Support
Arthur Santa-Maria, Vice President, Real Estate	Hoque Global	Support
Kevin Gilbert	Magnolia Hotel	Support
Patrick Sesker for William Prewitt, Executive Vice President	Woods Capital Management, LLC	Support
H. Ralph Hawkins, Chairman	Dallas Mobility Council (now disbanded) of the Coalition for a New Dallas	Support
Marcus Wood, President	Marcus Wood & Company	Support

Service Plan Amendment (cont.)

Public Hearing Comments Summary

Name	Organization	Support/Oppose
Dr. Linda Silver, Eugene McDermott Chief Executive Officer and David Humphries, Chief Operating Officer	Perot Museum of Nature and Science	Support
Phyllis Silver	Individual	Support
Russ McFadden, Vice President Portfolio Mgmt and Transactions	AT&T	Support
Charles Shelburne, Vice President Campus Planning	Baylor Scott & White	Support
Kourtny Garrett, President & CEO	Downtown Dallas, Inc	Support
Lucy Billingsley, Partner	Billingsley Company	Support
Crispin Lawson	Individual; West End Commons	Support

Service Plan Amendment (cont.)

Public Hearing Comments Summary

Name	Organization	Support/Oppose
Stephanie Hudiburg, Executive Director	Deep Ellum Foundation	Oppose
Jolene Hill	J&G Hill Interests	Oppose
Terry Flowers, Headmaster	St Philip's School & Community Center	Oppose
Benton Payne	Individual	Oppose
Brian Purcell, Managing Director	Asana Partners	Oppose
Scott Rohrman	42 Real Estate	Oppose
Mark Hardaway	Greenway Investment Company	Oppose
Allen Baskind	Pacifico Partners	Oppose
Elizabeth Wattley, Executive Director / Larry James, CEO	Forest Forward/ City Square	Oppose

Service Plan Amendment (cont.)

Public Hearing Comments Summary

Name	Organization	Support/Oppose
Ped Razazi, General Manager	Stars and Spirits	Oppose
Chuck Hixson, Vice President	Westdale Asset Management	Oppose
Mary Barkley Representing James Grey	Cantey Hanger, LLP	Oppose
Richard Schumacher	Individual	Questions

Support for D2 Subway

- AT&T
- Baylor Scott & White
- Todd Interests
- Hoque Global
- Woods Capital Management
- Parks for Downtown Dallas
- Perot Museum of Nature and Science
- Downtown Dallas, Inc
- Dallas Mobility Council, Coalition for a New Dallas
- Magnolia Hotel
- Community as a whole