Overview

- Purpose
- Background
- Performance Criteria
- Key Policy Items
- Proposed Action
- Next Steps
Purpose

• Update Committee on High Speed Rail – Station Zone Assessment progress
• Vision for development of High Speed Rail Station
• Feedback related to Performance Criteria and Key Policy Items
• Next Steps
Background

- Last update to Committee on April 24, 2017
- Texas Central Partners is the private company developing the Dallas-to-Houston High Speed Rail
- Hired Perkins+Will to complete the Station Zone Assessment
- The City has been working with consultant to formulate modern ideas and recommendations for the station area
Station Zone Assessment – Major Components

- Placemaking
- Mobility and Connectivity
- User Experience
- Sustainability
- Land Use and Open Space Strategy
- Cedars District
- Mixed-Use Concept
City of Dallas Participation

- Building Inspections
- Convention Center
- Dallas Police Department
- Dallas Water Utilities
- Economic Development
- Public Works
- Planning and Urban Development
- Transportation
External Partnerships

• DART
• Downtown Dallas Inc.
• Matthews Southwest
• North Central Texas Council of Governments
Performance Criteria

- Economic and Environmental Sustainability
- Economic Development
- High Quality Urban Design
- Infrastructure Enhancement and Circulation Improvements
- Multi-modal Transportation Connections
- Revenue Enhancement for City Facilities
Economic and Environmental Sustainability

HIGH-SPEED RAIL DISTRICTS
RESIDENTS + JOBS/SQUARE MILE

100,000 residents and jobs per square mile is the median value.

20,000 residents per square mile is the baseline population density for a vibrant neighborhood.
Economic Development

TRANSIT ORIENTED DEVELOPMENT
High Quality Urban Design

THE RIVERS PARK  CIVIC PARK  GREEN STREET & PEDESTRIAN CORRIDORS  TRANSIT PLAZA  NEIGHBORHOOD PARK

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Infrastructure and Circulation

VEHICULAR ACCESS
ACCESS AND PARKING

WALKABILITY

THE MOST WALKABLE DOWNTOWNS RANGE FROM: 140 - 400 INTERSECTIONS PER SQUARE MILE

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Multi-modal Transportation Connections

TRANSIT AND WALKABILITY

- 5 min walk
- 2.5 min walk
- 1.8 mile
- 1/4 mile

- BRT/Streetcar (Proposed)
- Autonomous Transit
- Dallas Streetcar
- Preferred Orange Line (D2)
- Preferred Green Line (D2)
- Orange Line
- Green Line
- Blue Line
- Red Line
- Trinity Railway Express
- Core Express Service (CES)
- HSR Station
- Study Area
Revenue Enhancements

HIGH-SPEED RAIL DISTRICTS
JOBS AND RESIDENTIAL PROGRAM TARGETS

1/2 MILE RADIUS TOTALS
150 ACRES DEVELOPABLE LAND

MAXIMUM RESIDENTIAL SCENARIO
1.5 JOBS/DU  29,000 JOBS
60K PPL/SM  50,000 RESIDENTS
79,000 PEOPLE
DAYTIME + NIGHTTIME POPULATION

1/2 MILE RADIUS TOTALS
150 ACRES DEVELOPABLE LAND

MAXIMUM JOBS SCENARIO
10 JOBS/DU  63,000 JOBS
20K PPL/SM  16,000 RESIDENTS
79,000 PEOPLE
DAYTIME + NIGHTTIME POPULATION

Legend:
- High density
- Medium density
- Low Density
- Planned Hsr Station
- Study Area

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Key Policy Items

- Parking
- Street Grid
- Walkability
- Ingress & Egress
- Connectivity to all DART stations
- Design Guidelines
Items to be Resolved

• I-30 Corridor
• Cadiz Pump Station
• DART Stations
• Utility Locations
High Speed Rail Station
Timeline

• End of 2017 – Publication of Draft Environmental Impact Statement; Submittal of 404/408 permits
• Summer 2018 – Publication of Final Environmental Impact Statements
• End of 2018 – Federal Railroad Administration publishes Record of Decision
• End of 2018/Early 2019 – Begin Construction
• 2023 – Begin Operations
Next Steps

• Draft Development Agreement
• Work with DART on creating a transit mall area
• TxDOT design of I-30 Corridor
High Speed Rail Update – Station Zone Assessment

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November 13, 2017

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City of Dallas