DALLAS
HIGH-SPEED RAIL
STATION ZONE ASSESSMENT
PLACEMAKING
Respond to the existing context

- Create an civic landmark and a welcoming gateway to the City
- Create a vibrant destination
- Catalyze new development
MOBILITY
Station building as a Connector

- Create an efficient multimodal hub
- Provide ease of connectivity to, from and through the station
- Ensure parking need is right-sized
USER EXPERIENCE
Programming and Wayfinding

- Showcase the culture and identity of Dallas
- Enable a diverse mix of uses and activities
- Ensure a clear and legible urban environment

SAINT PANCRAS, LONDON
SUSTAINABILITY
Whole-systems thinking

- Reduce greenhouse gas emissions
- Leverage and enhance the natural systems
- Prioritize health and well-being of the people
WALKABILITY

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

MISSION ROCK
San Francisco, California
EXISTING STREET GRID
EXISTING BUILDINGS
EXTENDING THE STREET GRID
WALKABLE BLOCKS
CONCEPT PLAN
MOBILITY AND CONNECTIVITY
LOCAL TRANSIT
MAIN CONNECTIONS
TRANSIT CONDITIONS
EXISTING + COMMITTED
FIXED GUIDEWAY OPPORTUNITIES

TRANSIT OPTIONS

- Waxahachie Line
- Trinity Railway Express (TRE) Extension
- Fixed Guideway Transit
- Core Express Service (CES)
- Dalles Streetcar
- Central Link Streetcar
- Orange Line (D2)
- Green Line (D2)
- Orange Line
- Green Line
- Blue Line
- Red Line
- Trinity Railway Express
- HSR Station
- Study Area

Potential TRE Extension to HSR Station
Fixed Guideway Transit Connection to Union Station
BUS/STREETCAR OPPORTUNITIES
D2 CONNECTION

- Bus/Streetcar Option
- Waxahachie Line
- Trinity Railway Express (TRE) Extension
- Fixed Guideway Transit
- Core Express Service (CES)
- Dallas Streetcar
- Central Link Streetcar
- Orange Line (D2)
- Green Line (D2)
- Orange Line
- Green Line
- Blue Line
- Red Line
- Trinity Railway Express
- HSR Station
- Study Area

Potential additional DART stations
Potential extension to other sites
Streetcar to HSR Station
BUS/STREETCAR OPPORTUNITIES
DESIGN DISTRICT CONNECTION VIA RIVERFRONT BLVD OR SPORTS ST

- Bus/Streetcar Option
- Waxahachie Line
- Trinity Railway Express (TRE) Extension
- Fixed Guideway Transit
- Core Express Service (CES)
- Dalles Streetcar
- Central Link Streetcar
- Orange Line (D2)
- Green Line (D2)
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- Trinity Railway Express
- HSR Station
- Study Area

Potential extension to other sites
STREET HIERARCHY
STATION AREA ACCESS

- Deck area for Station Plaza or Austin St extension
- Potential two-way Cadiz to Farmer’s Market
- Kiss & Ride zone
- New ramp at Akard
- Remove/rationalize excess off ramp
- Create new intersection at Griffin/Cadiz
Alternative 1: I-30 Eastbound access via Riverfront Boulevard, (two-way) Cadiz

Alternative 2: Exit via new offramp at Akard, with rationalized intersection at Griffin/ (two-way) Cadiz

Alternative 3: Exit via existing offramp at Cadiz/Lamar (limited capacity of ~20 vehicles in queue lane). Wayfinding priority for Griffin exit. Stacking shortage to be resolved with TX DOT Canyon redesign.
I-30 Westbound access via Griffin Street
Requires converting Cadiz, Canton to two-way between Lamar and Harwood (Dallas Farmer's Market)
I-35 Northbound access via Cadiz Street
VEHICULAR ACCESS - I-35 SB
ACCESS AND PARKING

Alternative 1: I-35 Southbound access via Riverfront Boulevard, Cadiz Street

Alternative 2: Exit via new offramp at Akard, with rationalized intersection at Griffin/Cadiz

Not recommended: Exit via Cadiz/Lamar (limited capacity of ~20 vehicles in queue lane). Wayfinding priority for Griffin exit. Stacking shortage to be resolved with TX DOT Canyon redesign.
PARKING STRATEGY

SCALE COMPARISON

DENVER UNION STATION
Denver, Colorado

LOVE FIELD INTERNATIONAL AIRPORT
Dallas, Texas
VEHICULAR ACCESS
ACCESS AND PARKING

- Vehicular Access
- Existing Parking
- Interim Parking
- Potential Parking Facilities
- HSR Station
- Study Area
BIKE PRIORITY EXTENSION

[Map of bike priority extension with various colored lines indicating different types of bike facilities and infrastructure, such as proposed one-way buffered bike lanes, proposed two-way buffered bike lanes, existing/funded dedicated bike lanes, existing shared lanes, existing/funded trails, HSR stations, and study areas.]
OPEN SPACE STRATEGY
FUNCTION AND SCALE

MULTIPLE PURPOSE OPEN SPACES

A VARIETY OF OPEN SPACE TYPOLOGIES TO SUPPORT A DIVERSE RANGE OF ECOLOGICAL, CULTURAL AND SOCIAL PURPOSES

ATLANTA BELTLINE
Atlanta, Georgia
OPEN SPACE TYPOLOGIES

THE RIVERS PARK

CIVIC PARK

GREEN STREET & PEDESTRIAN CORRIDORS

TRANSIT PLAZA

NEIGHBORHOOD PARK
OPEN SPACE
THE RIVERS PARK

- Recreational Open Space
- Active Waterfront - Water Gardens
- Green Buffer
- The Rivers Park
- Existing Open Space
- Planned HSR Station
- Study Area
OPEN SPACE
CIVIC PARK

DECKED PARK

LARGE GATHERINGS

Map details:
- Civic Park
- Existing Open Space
- Planned HSR Station
- Study Area

PERKINS+WILL
OPEN SPACE
GREEN STREET & PEDESTRIAN CORRIDORS

- Pedestrian corridor
- Green Street
- Existing Open Space
- Planned HSR Station
- Study Area
OPEN SPACE
TRANSIT PLAZA
OPEN SPACE
PARK OPPORTUNITIES

REPURPOSED OPEN SPACE

SERVING THE LOCAL COMMUNITY

ACTIVE OPEN SPACE

- Park Opportunities
- Existing Open Space
- Planned HSR Station
- Study Area
PROGRAM
ANALYSIS
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.
HIGH-SPEED RAIL DISTRICTS

WALKING RADIUS

1/2 mile - 10 min walking radius from transit station
1/4 mile - 5 min walking radius from transit station
1/8 mile - 2.5 min walking radius from transit station

- Bus/Streetcar Option
- Waxahachie Line
- Trinity Railway Express (TRE) Extension
- Fixed Guideway Transit
- Core Express Service (CES)
- Dalles Streetcar
- Central Link Streetcar
- Orange Line (D2)
- Green Line (D2)
- Orange Line
- Green Line
- Blue Line
- Red Line
- Trinity Railway Express
- HSR Station
- Study Area
LOCAL TOD DISTRICTS
WALKING RADIUS

- 1/4 mile – 5 min walking radius from transit station
- 1/8 mile – 2.5 min walking radius from transit station

- Bus/Streetcar Option
- Waxahachie Line
- Trinity Railway Express (TRE) Extension
- Fixed Guideway Transit
- Core Express Service (CES)
- Dalles Streetcar
- Central Link Streetcar
- Orange Line (D2)
- Green Line (D2)
- Orange Line
- Green Line
- Blue Line
- Red Line
- Trinity Railway Express
- HSR Station
- Study Area
HIGH-SPEED RAIL AND LOCAL TOD DISTRICTS DENSITIES

- High density
- Medium density
- Low Density
- Bus/Streetcar Option
- Waxahachie Line
- Trinity Railway Express (TRE) Extension
- Fixed Guideway Transit
- Core Express Service (CES)
- Dales Streetcar
- Central Link Streetcar
- Orange Line (D2)
- Green Line (D2)
- Orange Line
- Green Line
- Blue Line
- Red Line
- Trinity Railway Express
- HSR Station
- Study Area
HIGH-SPEED RAIL DISTRICTS
JOBS AND RESIDENTIAL PROGRAM CAPACITY

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

*Density calculations based on maximum FAR allowed by associated zoning in place. Densities seen in Victory and Uptown are below the numbers represented.
TRANSIT ORIENTED DEVELOPMENT
TRANSIT ORIENTED DEVELOPMENT
HIGH-SPEED RAIL DISTRICTS
MAXIMUM RESIDENTIAL CAPACITY SCENARIO

1/2 MILE RADIUS TOTALS
150 ACRES DEVELOPABLE LAND
MAXIMUM RESIDENTIAL SCENARIO

<table>
<thead>
<tr>
<th></th>
<th>1.5 JOBS/DU</th>
<th>60K PPL/SM</th>
<th>78,500 PEOPLE</th>
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</thead>
<tbody>
<tr>
<td></td>
<td>30,000 JOBS</td>
<td>48,500 RESIDENTS</td>
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**COMMERCIAL AREAS**

<table>
<thead>
<tr>
<th>PARCEL AREA</th>
<th>20 ACRES</th>
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<tbody>
<tr>
<td>GFA</td>
<td>8,500,000 SF</td>
</tr>
<tr>
<td>FAR</td>
<td>9 FAR</td>
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<tr>
<td>JOBS</td>
<td>29,000</td>
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**RESIDENTIAL AREAS**

<table>
<thead>
<tr>
<th>PARCEL AREA</th>
<th>130 ACRES</th>
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<tbody>
<tr>
<td>DWELLING UNITS</td>
<td>19,000 DU</td>
</tr>
<tr>
<td>DENSITY</td>
<td>145 DU/ACRE</td>
</tr>
<tr>
<td>RESIDENTS</td>
<td>50,000 PEOPLE</td>
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**HIGH DENSITY**

<table>
<thead>
<tr>
<th>PARCEL AREA</th>
<th>3.0 ACRES</th>
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<tr>
<td>GFA</td>
<td>3,000,000 SF</td>
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<tr>
<td>FAR</td>
<td>19 FAR</td>
</tr>
<tr>
<td>JOBS</td>
<td>10,000</td>
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</tbody>
</table>

**RESIDENTIAL AREAS**

<table>
<thead>
<tr>
<th>PARCEL AREA</th>
<th>5.0 ACRES</th>
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</thead>
<tbody>
<tr>
<td>DU</td>
<td>5,500 DU</td>
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<tr>
<td>DENSITY</td>
<td>800-1,000 DU/ACRE</td>
</tr>
<tr>
<td>RESIDENTS</td>
<td>15,000 PEOPLE</td>
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</table>

**MEDIUM DENSITY**

<table>
<thead>
<tr>
<th>PARCEL AREA</th>
<th>7.0 ACRES</th>
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</thead>
<tbody>
<tr>
<td>GFA</td>
<td>3,000,000 SF</td>
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<tr>
<td>FAR</td>
<td>8 FAR</td>
</tr>
<tr>
<td>JOBS</td>
<td>10,000</td>
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</tbody>
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**RESIDENTIAL AREAS**

<table>
<thead>
<tr>
<th>PARCEL AREA</th>
<th>25.0 ACRES</th>
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<tr>
<td>DU</td>
<td>5,500 DU</td>
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<tr>
<td>DENSITY</td>
<td>200 DU/ACRE</td>
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<tr>
<td>RESIDENTS</td>
<td>15,000 PEOPLE</td>
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**LOW DENSITY**

<table>
<thead>
<tr>
<th>PARCEL AREA</th>
<th>10.0 ACRES</th>
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<tr>
<td>GFA</td>
<td>2,500,000 SF</td>
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<tr>
<td>FAR</td>
<td>5 FAR</td>
</tr>
<tr>
<td>JOBS</td>
<td>9,000</td>
</tr>
</tbody>
</table>

**RESIDENTIAL AREAS**

<table>
<thead>
<tr>
<th>PARCEL AREA</th>
<th>100.0 ACRES</th>
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<tbody>
<tr>
<td>DU</td>
<td>8,000 DU</td>
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<tr>
<td>DENSITY</td>
<td>75 DU/ACRE</td>
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<tr>
<td>RESIDENTS</td>
<td>20,000 PEOPLE</td>
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*Density calculations based on maximum FAR allowed by associated zoning in place. Densities seen in Victory and Uptown are below the numbers represented.
# High-Speed Rail Districts

## Maximum Jobs Capacity Scenario

### 1/2 Mile Radius Totals

- **150 Acres Developable Land**
- **10 Jobs/du:** 62,800 Jobs
- **20k ppl/sm:** 15,700 Residents
- **78,500 People**

### Daytime vs. Nighttime Population

#### Commercial Areas

<table>
<thead>
<tr>
<th>Parcel Area</th>
<th>40 Acres</th>
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<td>19,000,000 SF</td>
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<tr>
<td>FAR</td>
<td>11 FAR</td>
</tr>
<tr>
<td>Jobs</td>
<td>63,000</td>
</tr>
</tbody>
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<table>
<thead>
<tr>
<th>Residential Areas</th>
</tr>
</thead>
<tbody>
<tr>
<td>Parcel Area</td>
</tr>
<tr>
<td>Dwelling Units</td>
</tr>
<tr>
<td>Density</td>
</tr>
<tr>
<td>Residents</td>
</tr>
</tbody>
</table>

#### High Density

<table>
<thead>
<tr>
<th>Parcel Area</th>
<th>7.0 Acres</th>
</tr>
</thead>
<tbody>
<tr>
<td>GFA</td>
<td>6,000,000 SF</td>
</tr>
<tr>
<td>FAR</td>
<td>20 FAR</td>
</tr>
<tr>
<td>Jobs</td>
<td>20,000</td>
</tr>
</tbody>
</table>

#### Medium Density

<table>
<thead>
<tr>
<th>Parcel Area</th>
<th>16.0 Acres</th>
</tr>
</thead>
<tbody>
<tr>
<td>GFA</td>
<td>9,000,000 SF</td>
</tr>
<tr>
<td>FAR</td>
<td>13 FAR</td>
</tr>
<tr>
<td>Jobs</td>
<td>31,000</td>
</tr>
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</table>

#### Low Density

<table>
<thead>
<tr>
<th>Parcel Area</th>
<th>17.0 Acres</th>
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<tbody>
<tr>
<td>GFA</td>
<td>4,000,000 SF</td>
</tr>
<tr>
<td>FAR</td>
<td>5 FAR</td>
</tr>
<tr>
<td>Jobs</td>
<td>12,000</td>
</tr>
</tbody>
</table>

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*Density calculations based on maximum FAR allowed by associated zoning in place. Densities seen in Victory and Uptown are below the numbers represented.*
ZONING DISTRICTS
ZONING DISTRICTS WITHIN THE STUDY AREA

- **CA-1**
  - FAR: 20.0

- **PD-800**
  - FAR: 20.0

- **PD-784**
  - FAR: 18.0

- **PD-317**

  - Subdistrict 3, 3A
    - FAR: 4.0
  - Subdistrict 1, 2, 2B
    - FAR: 2.0
  - Subdistrict 4, 5, 6
    - FAR: 1.0

- **HSR Station**

- **Study Area**

City Planning: [https://dallascityhall.com/departments/sustainabledevelopment/planning/Pages/zoning.aspx](https://dallascityhall.com/departments/sustainabledevelopment/planning/Pages/zoning.aspx)
DISTRICT
CHARACTER
THE RIVERS / WATER GARDENS
THANK YOU