

# Memorandum



DATE November 6, 2017

CITY OF DALLAS

Honorable Members of the Mobility Solutions, Infrastructure and Sustainability  
TO Committee: Lee M. Kleinman (Chair), Rickey D. Callahan (Vice-Chair), Sandy  
Greyson, Adam Medrano, Casey Thomas, II and Tennell Atkins

SUBJECT **High-Speed Rail Update – Station Zone Assessment**

On Monday, November 13, 2017, you will be briefed on the Station Zone Assessment for the High-Speed Rail project. The briefing materials are attached for your review.

Please feel free to contact me if you have any questions or concerns.

A handwritten signature in blue ink, appearing to read 'Majed A. Al-Ghafry'.

Majed A. Al-Ghafry  
Assistant City Manager

[Attachment]

c: Honorable Mayor and Members of the City Council  
T.C. Broadnax, City Manager  
Larry Casto, City Attorney  
Craig D. Kinton, City Auditor  
Billierae Johnson, City Secretary (Interim)  
Daniel F. Solis, Administrative Judge  
Kimberly Bizer Tolbert, Chief of Staff to the City Manager  
Jo M. (Jody) Puckett, Assistant City Manager (Interim)

Jon Fortune, Assistant City Manager  
Joey Zapata, Assistant City Manager  
M. Elizabeth Reich, Chief Financial Officer  
Nadia Chandler Hardy, Chief of Community Services  
Raquel Favela, Chief of Economic Development & Neighborhood Services  
Theresa O'Donnell, Chief of Resilience  
Directors and Assistant Directors

# High-Speed Rail Update – Station Zone Assessment

**Mobility Solutions,  
Infrastructure &  
Sustainability**

**November 13, 2017**

**Mark Duebner  
Project Manager  
High-Speed Rail**



# Overview

- Update committee on High-Speed Rail (HSR) Station Zone Assessment (SZA) progress
- Share vision for development of HSR station
- Provide feedback related to performance criteria and key policy items
- Next steps

# Background

- Texas Central Partners is the private company developing the Dallas-to-Houston HSR
- Hired Perkins+Will to complete the SZA
- The City has been working with consultants to formulate modern ideas and recommendations for the station area

# SZA Major Components

- Placemaking
- Mobility and connectivity
- User experience
- Sustainability
- Land use and open space strategy
- Cedars District
- Mixed-use concept

# City of Dallas Participation in SZA

- 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

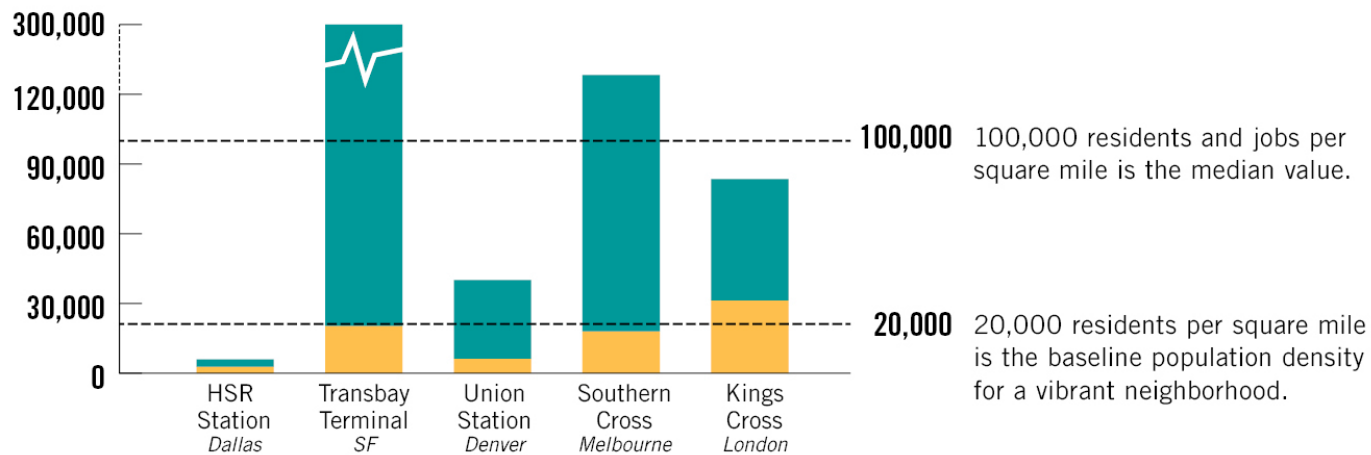
- Economic and environmental sustainability
- Economic development
- High-quality urban design
- Infrastructure and circulation improvements
- Multi-modal transportation connections
- Revenue enhancements for City facilities



# Economic and Environmental Sustainability

## HIGH-SPEED RAIL DISTRICTS

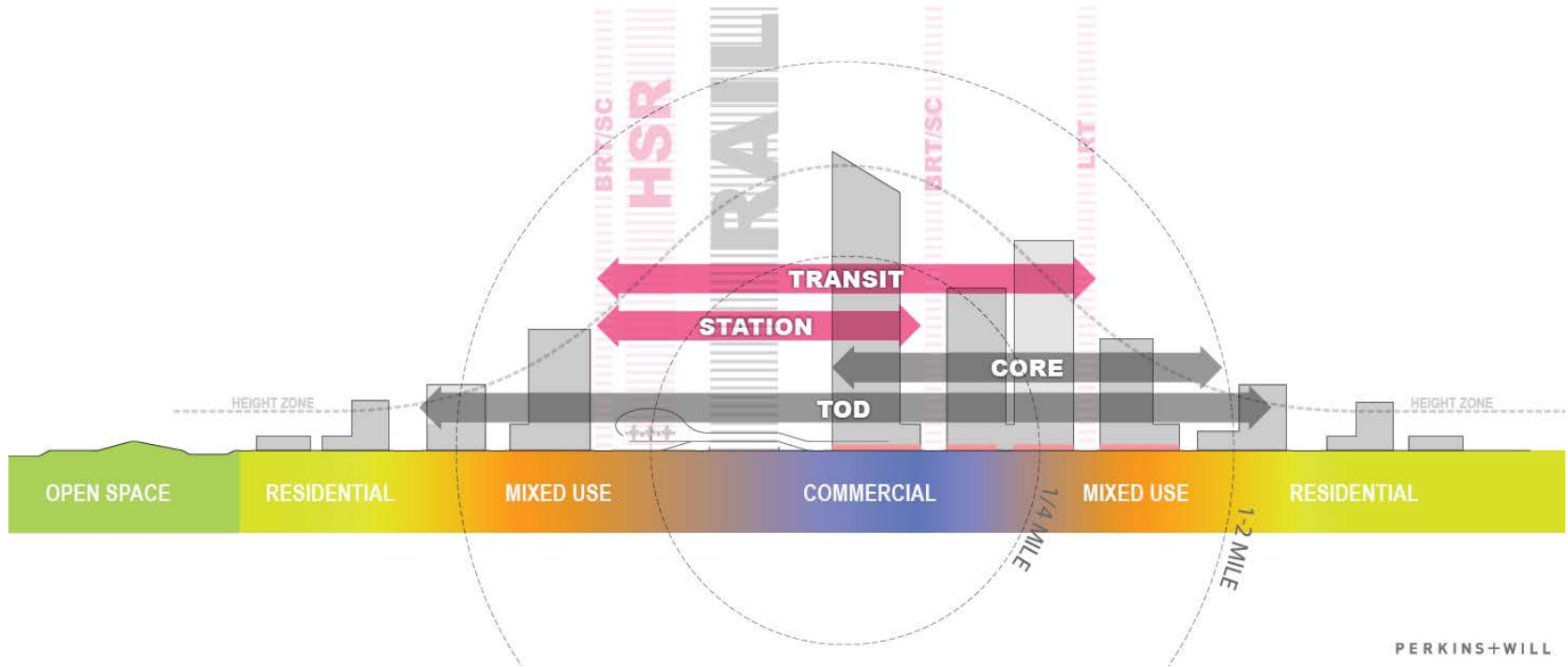
RESIDENTS + JOBS/SQUARE MILE



PERKINS+WILL

# Economic Development

## TRANSIT ORIENTED DEVELOPMENT

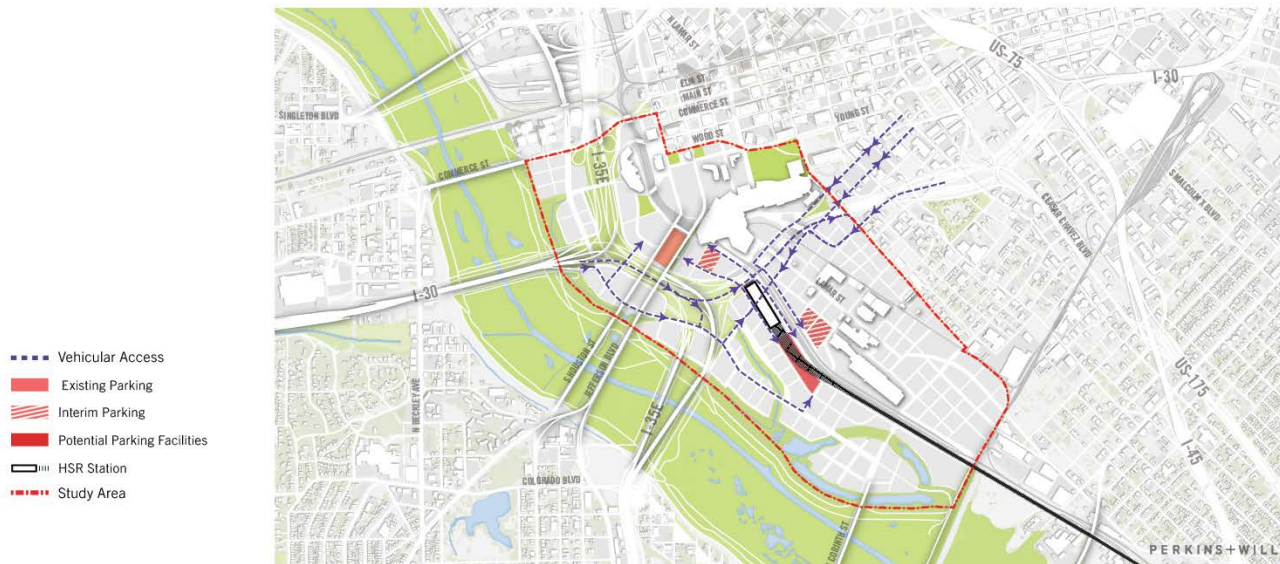


PERKINS+WILL

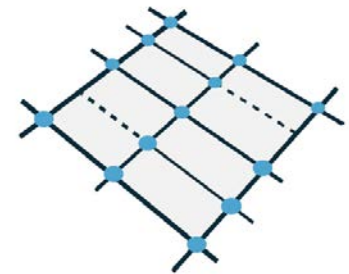
# Infrastructure and Circulation Improvements

## VEHICULAR ACCESS

ACCESS AND PARKING



## WALKABILITY



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



# Multi-Modal Transportation Connections

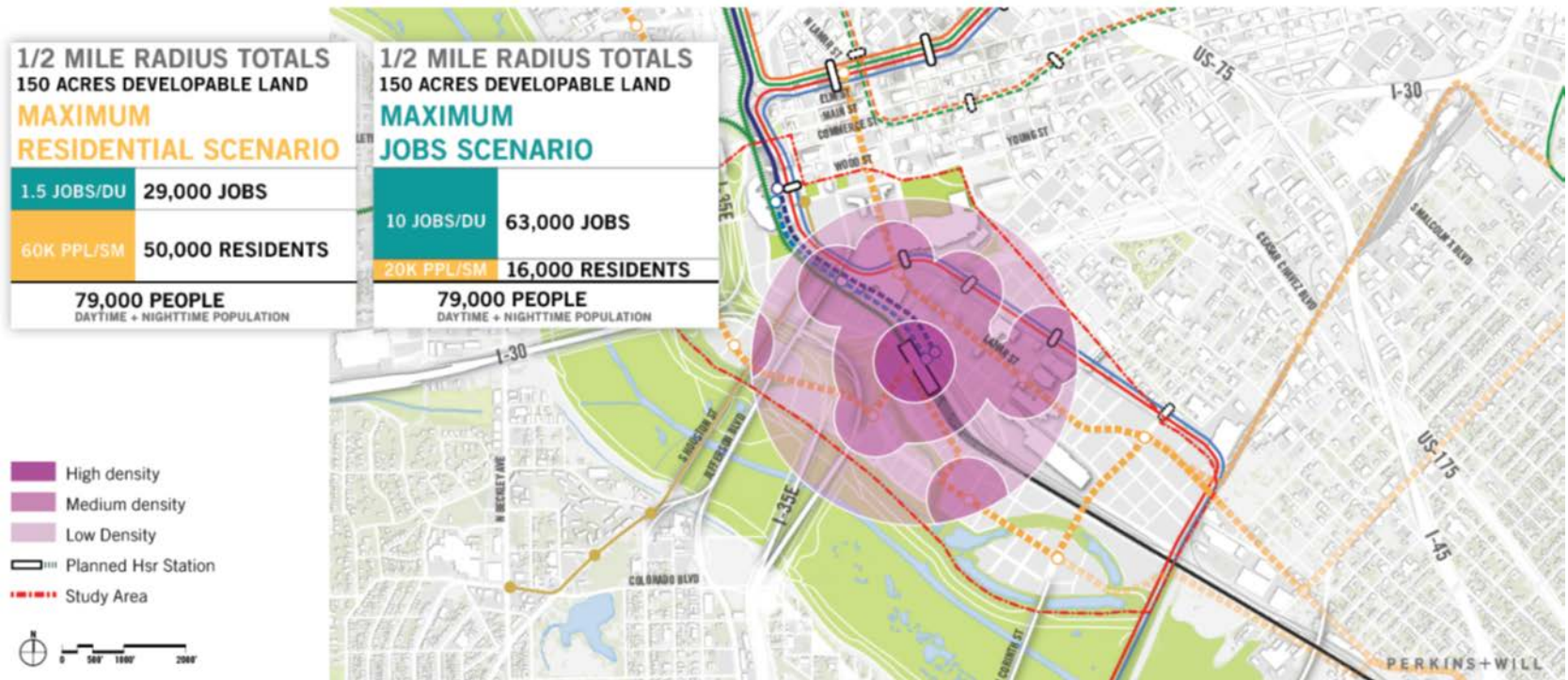
## TRANSIT AND WALKABILITY



# Revenue Enhancements for City Facilities

## HIGH-SPEED RAIL DISTRICTS

### JOBS AND RESIDENTIAL PROGRAM TARGETS



# Key Policy Items

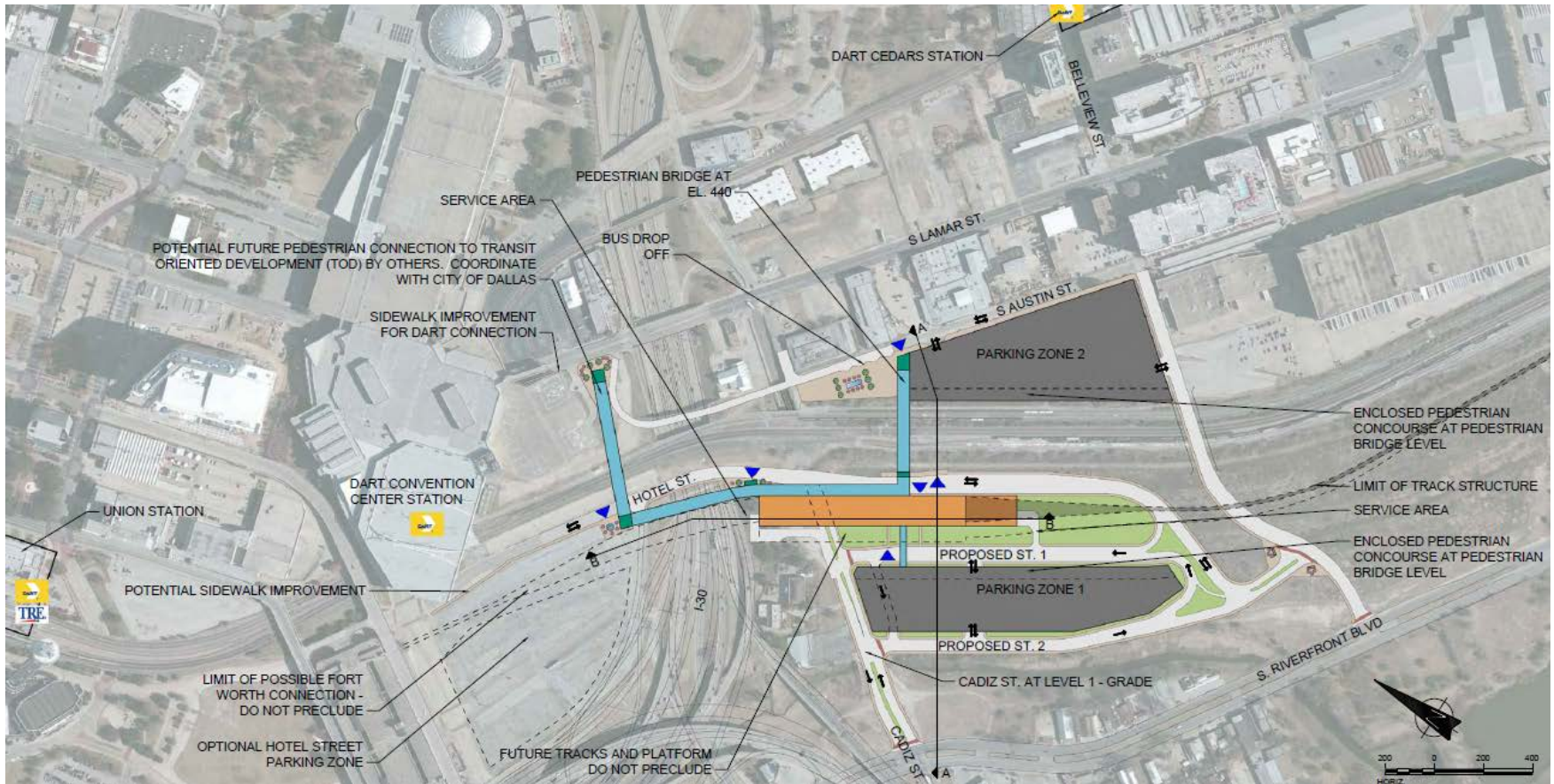
- Parking
- Street grid
- Walkability
- Ingress and egress
- Connectivity to all DART stations
- Design guidelines

# Items to Be Resolved

- TxDOT plans for I-30 Corridor
- Decommissioning of Cadiz Pump Station
- DART stations
  - Additional connections
  - Increased accessibility
- Utility locations along I-45 alignment



# High-Speed Rail Station





# Timeline

- End of 2017: Publish draft Environmental Impact Statement and submit 404/408 permits
- Summer 2018: Publish final Environmental Impact Statement
- 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 to create a transit mall area
- TxDOT design of I-30 Corridor

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