

PERKINS+WILL  
*DALLAS*

HAYDEN CONSULTANTS, KEITH MANOY, NELSON-NYGAARD

*HIGH-SPEED RAIL*  
*STATION ZONE ASSESSMENT*





UNDERGROUND

# 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



# SUSTAINABILITY

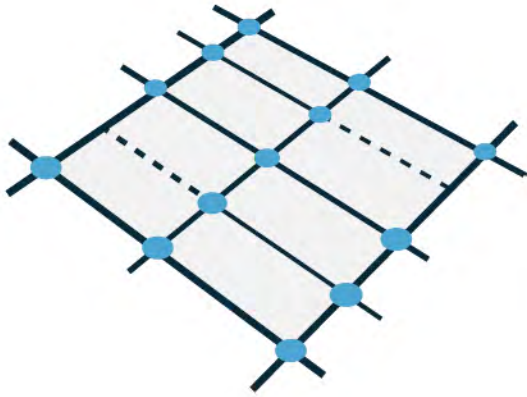
Whole-systems thinking

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

*URBAN  
FABRIC*



# WALKABILITY



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



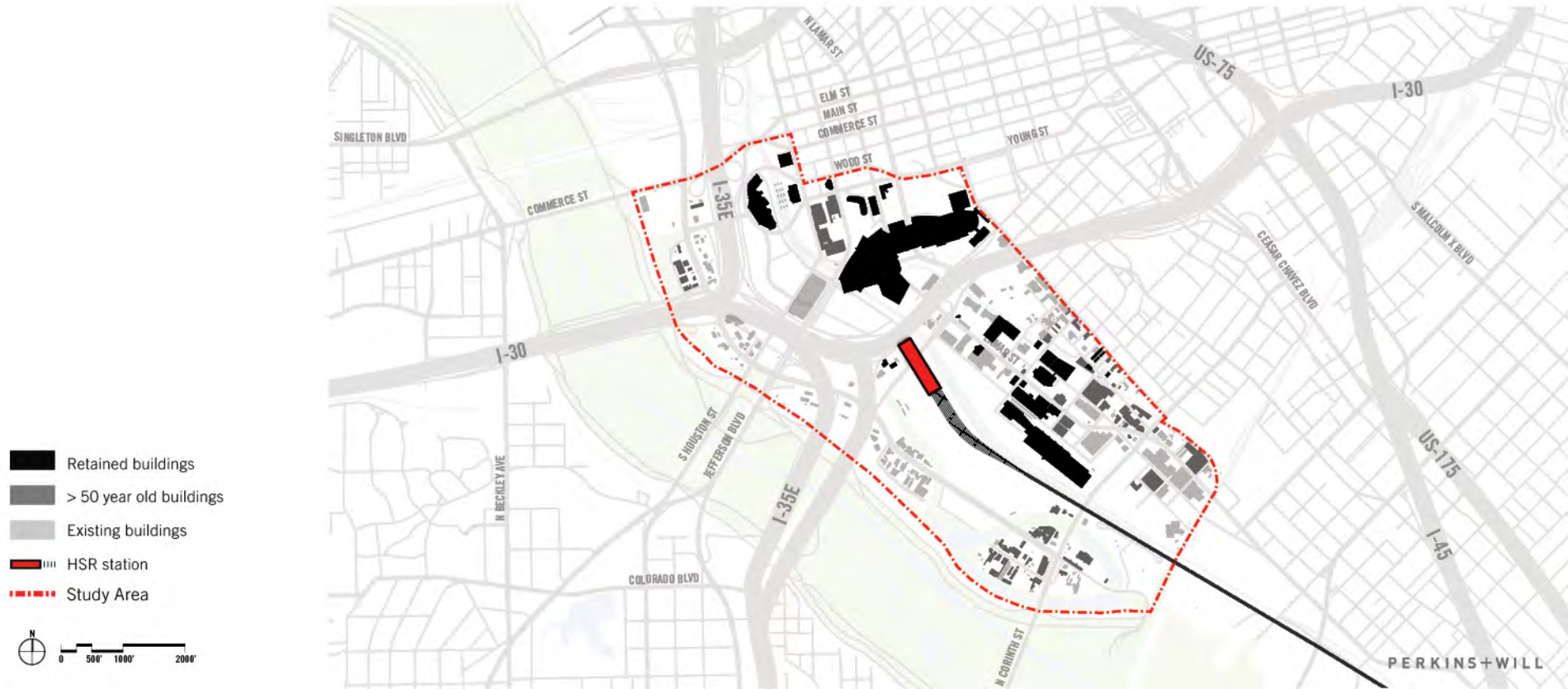
MISSION ROCK  
San Francisco, California

# EXISTING STREET GRID

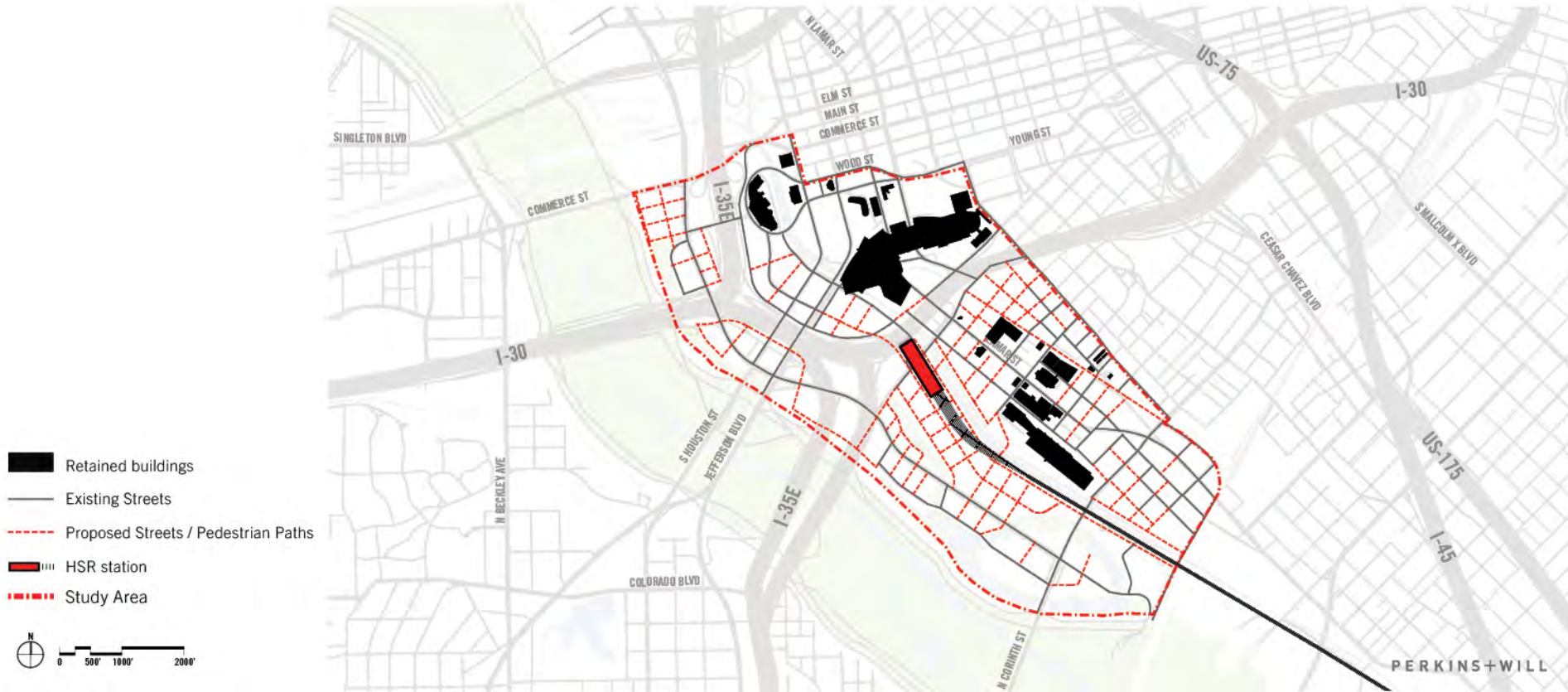




# EXISTING BUILDINGS

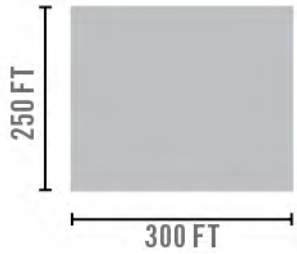






# EXTENDING THE STREET GRID

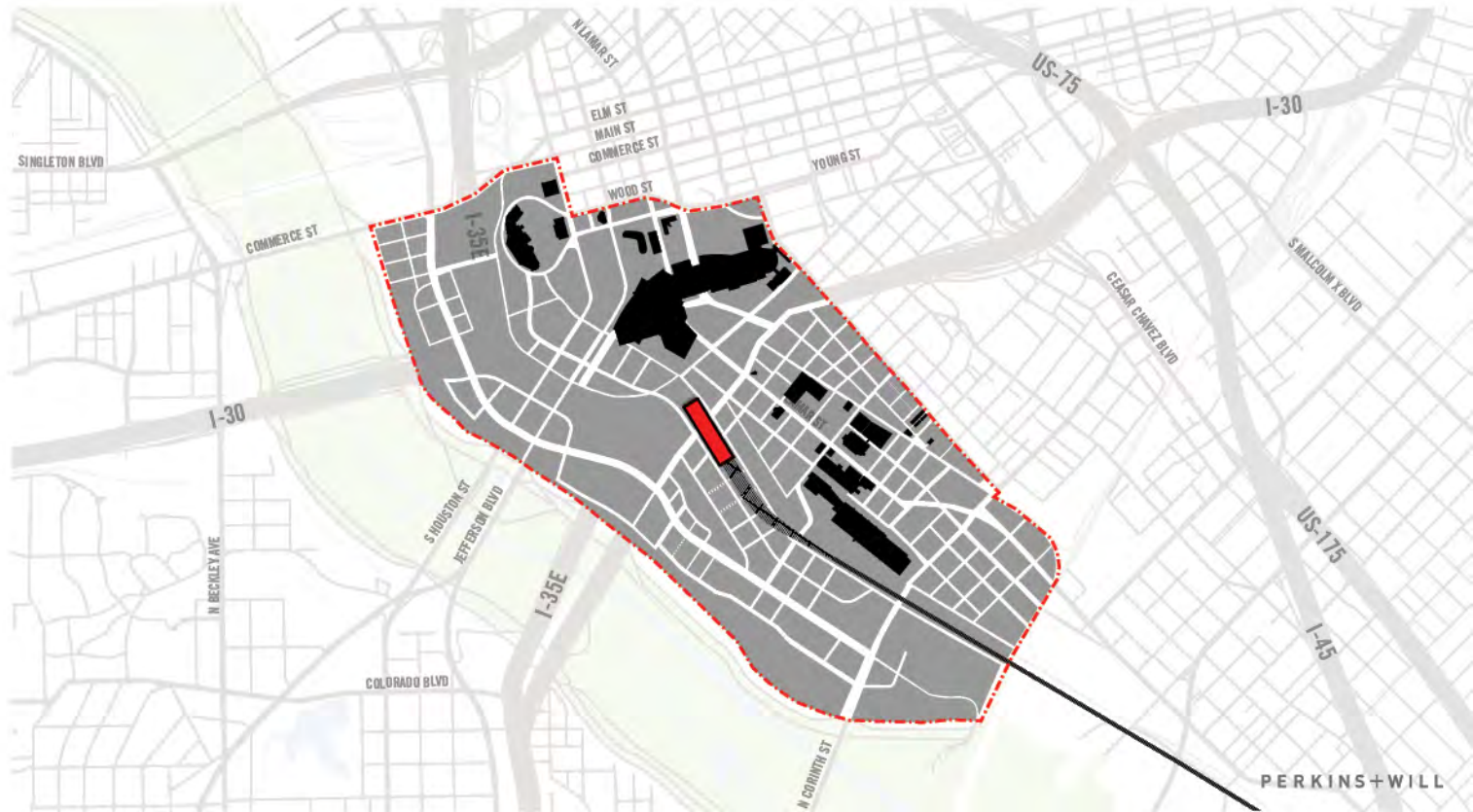
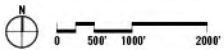




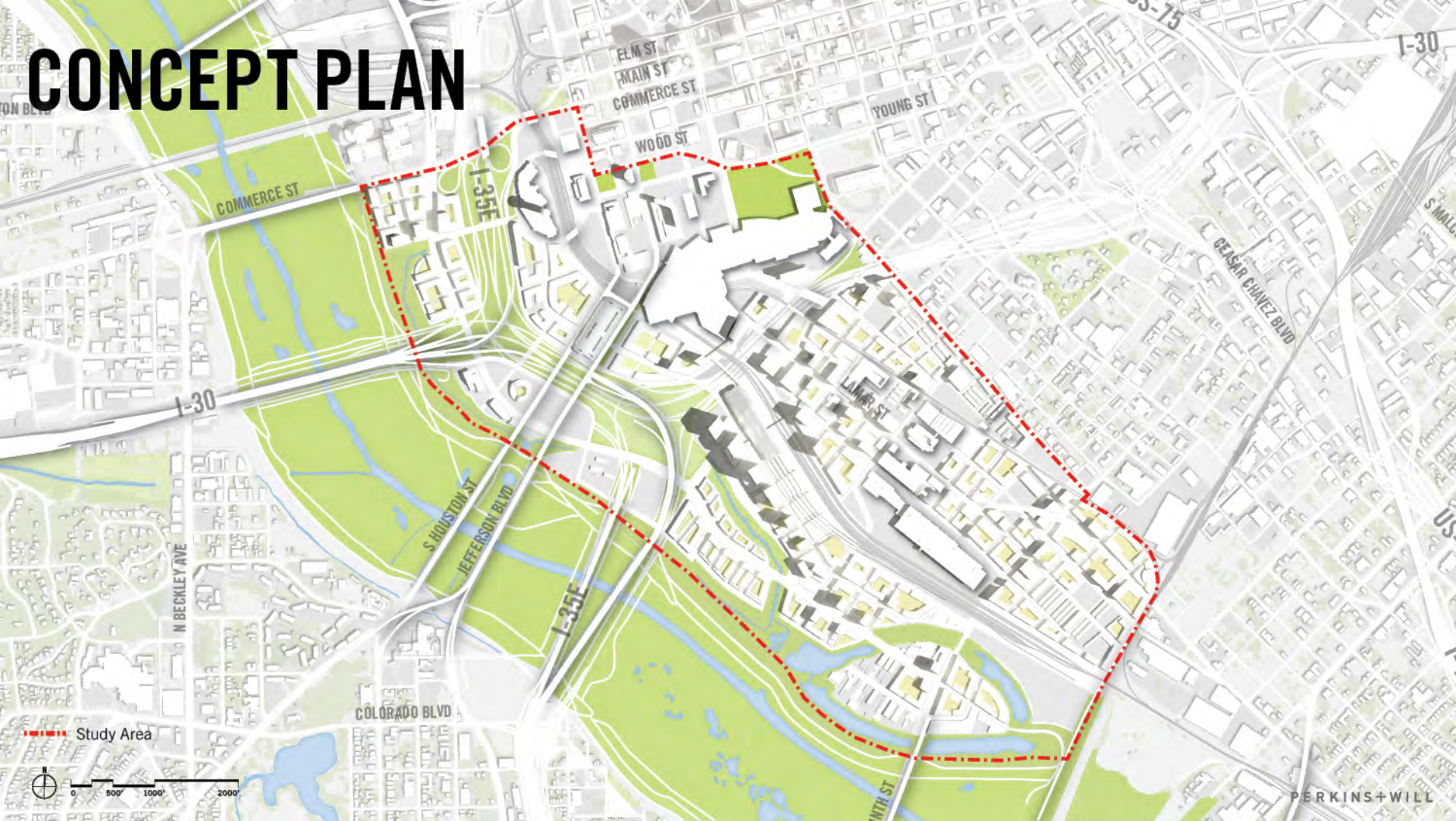
# WALKABLE BLOCKS



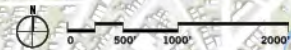
-  Retained buildings
-  Proposed blocks
-  HSR station
-  Study Area



# CONCEPT PLAN



Study Area





*MOBILITY AND  
CONNECTIVITY*

# LOCAL TRANSIT

## MAIN CONNECTIONS

HSR STATION

CONVENTION CENTER

UNION STATION

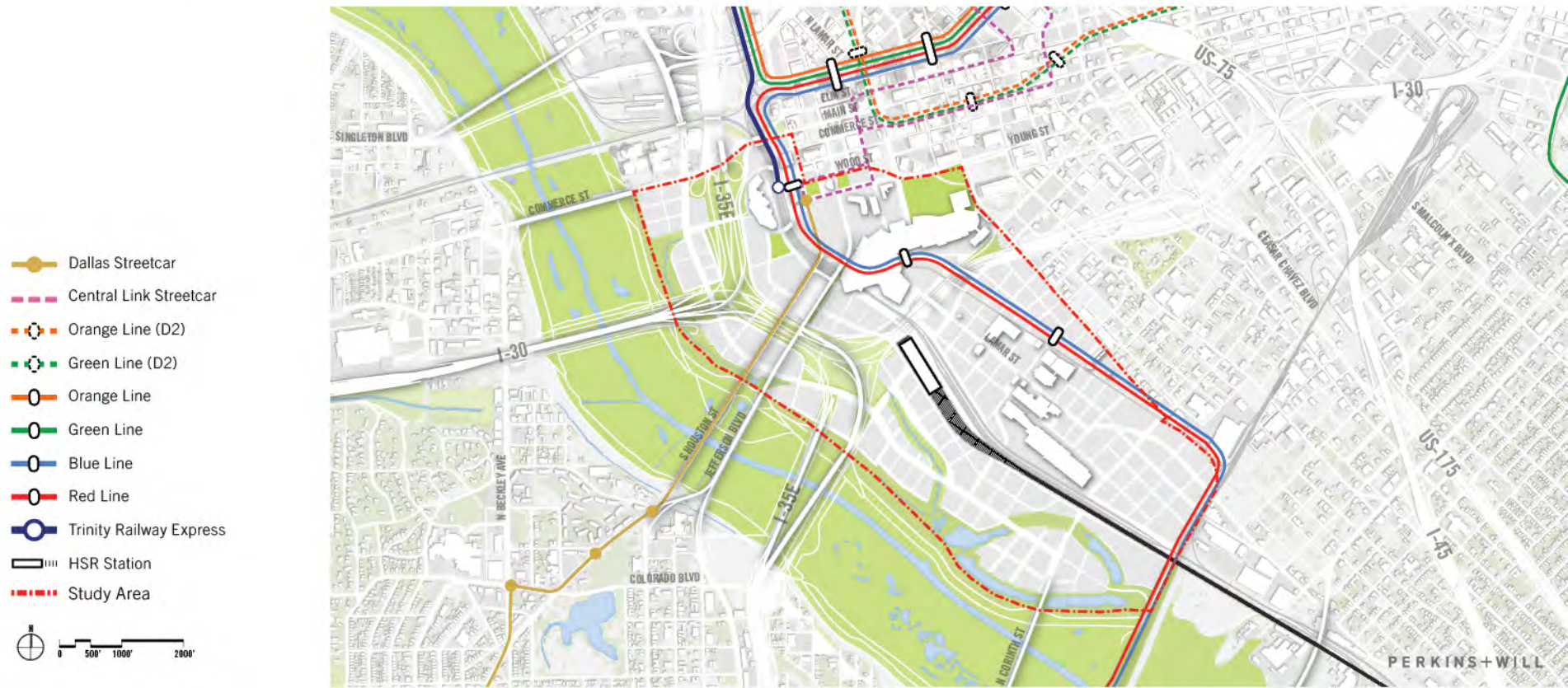
CBD





# TRANSIT CONDITIONS
















EXISTING + COMMITTED

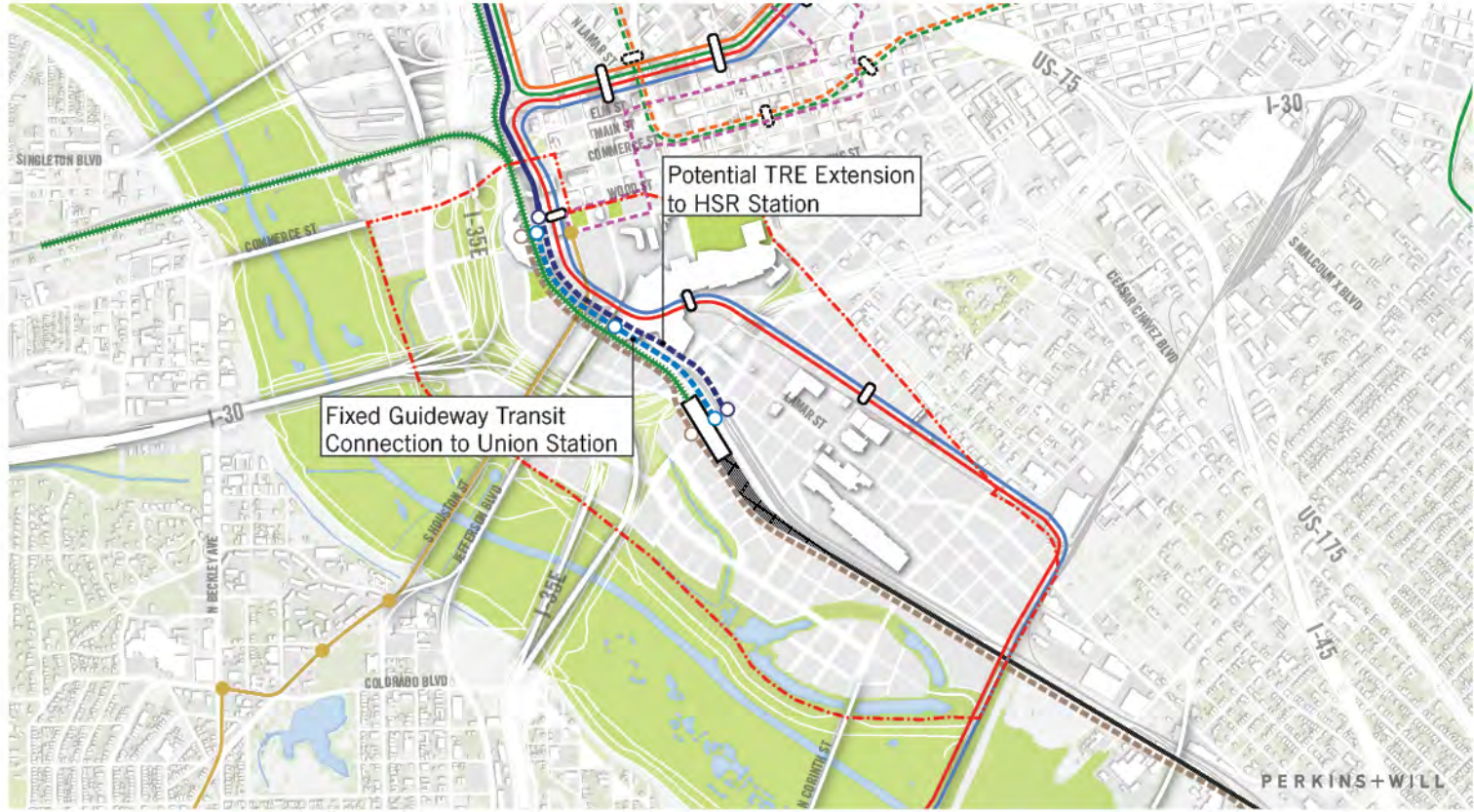




# FIXED GUIDEWAY OPPORTUNITIES

## TRANSIT OPTIONS

















-  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

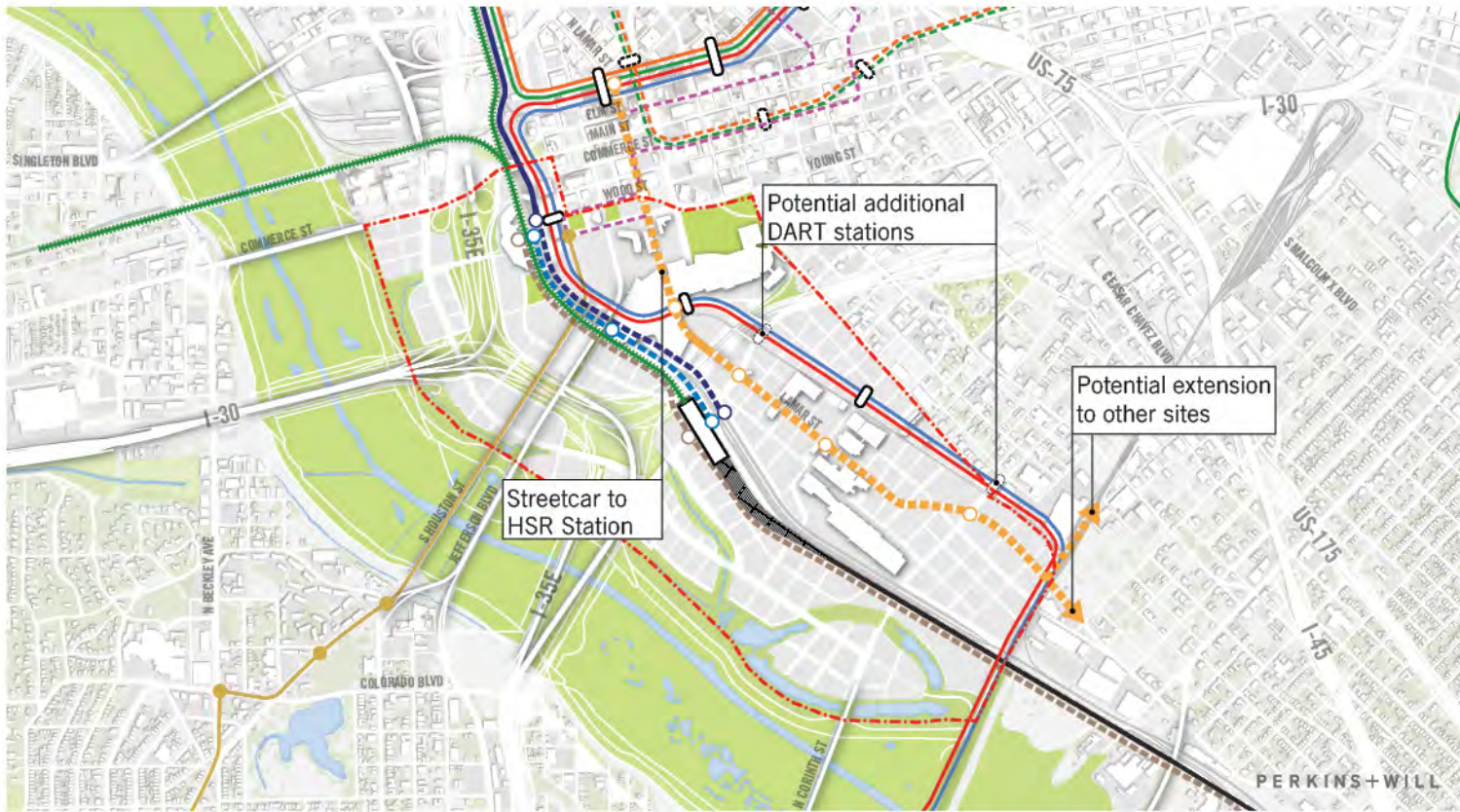
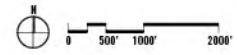




# BUS/STREETCAR OPPORTUNITIES

## 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)
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-  Blue Line
-  Red Line
-  Trinity Railway Express
-  HSR Station
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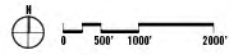
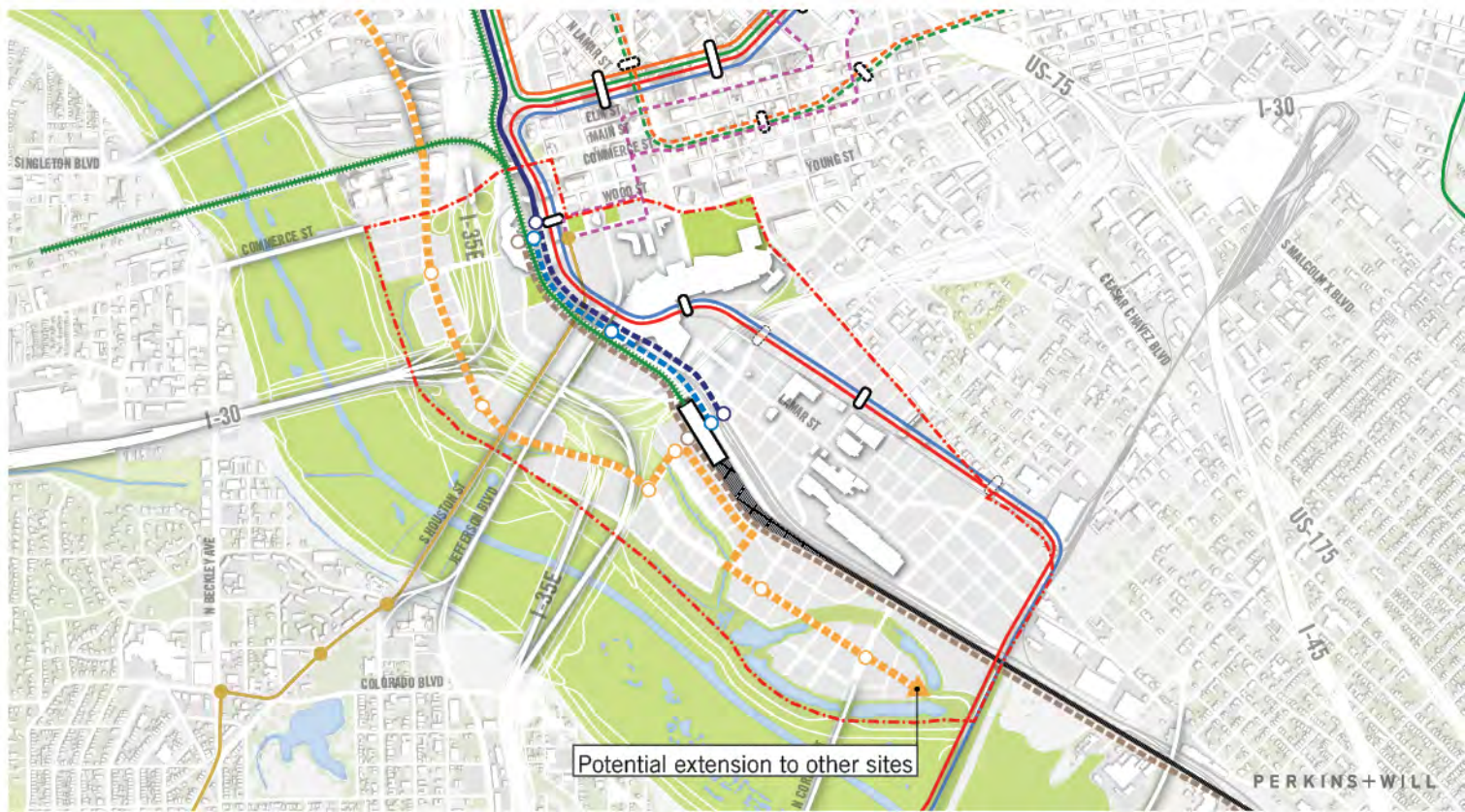




# BUS/STREETCAR OPPORTUNITIES

## 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)
- 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



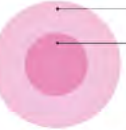


# TRANSIT SYSTEM OPPORTUNITIES

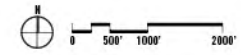
## TRANSIT AND WALKABILITY

1/2 mile ~ 10 min walking radius  
from transit station

1/4 mile ~ 5 min walking radius  
from transit station

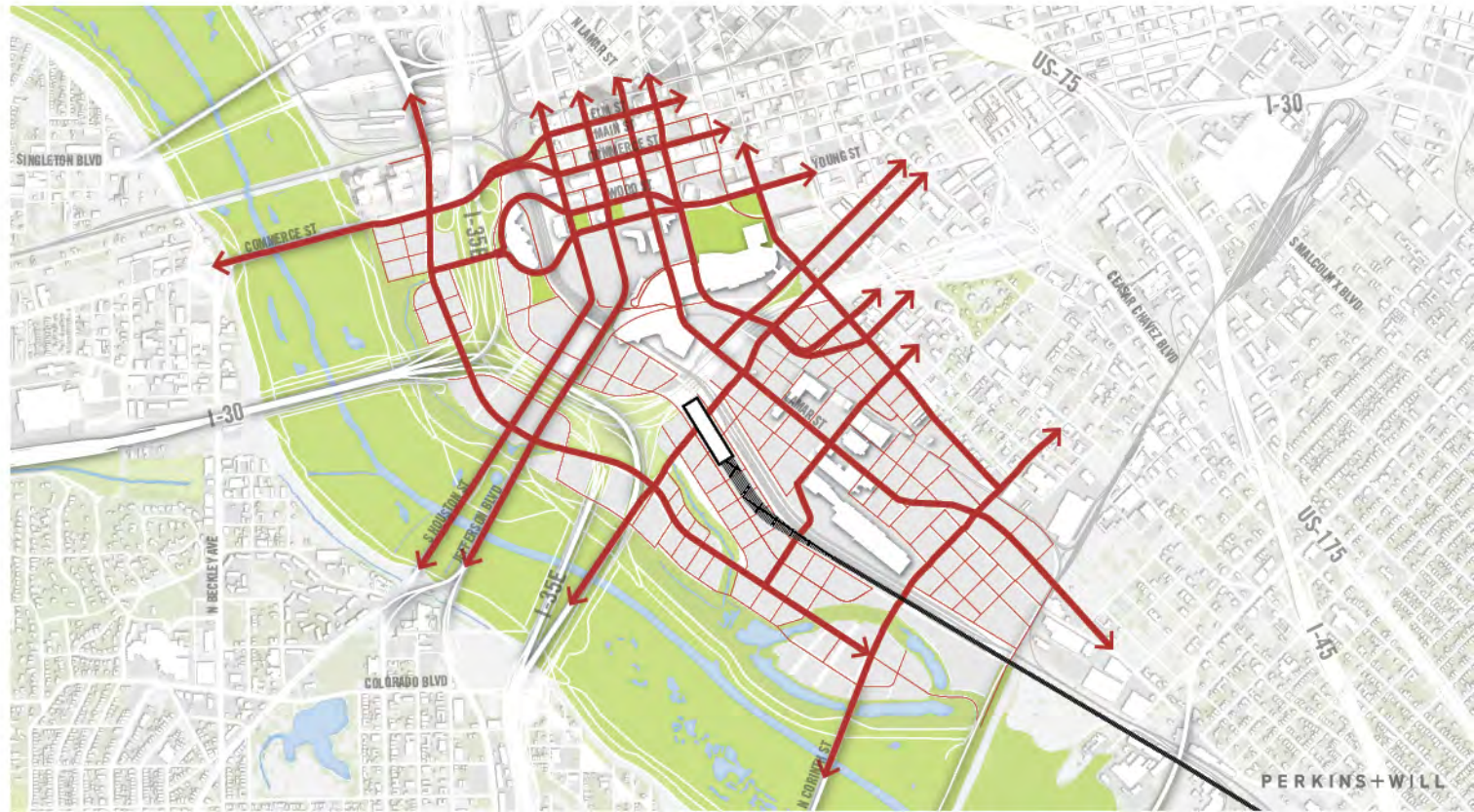


- Bus/Streetcar Option
- Waxahachie Line
- Trinity Railway Express (TRE) Extension
- Fixed Guideway Transit
- Core Express Service (CES)
- Dallas Streetcar
- Central Link Streetcar
- Orange Line (D2)
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- Orange Line
- Green Line
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-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

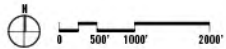




# STREET HIERARCHY



- Major Streets
- Streets
- Study Area





# STATION AREA ACCESS



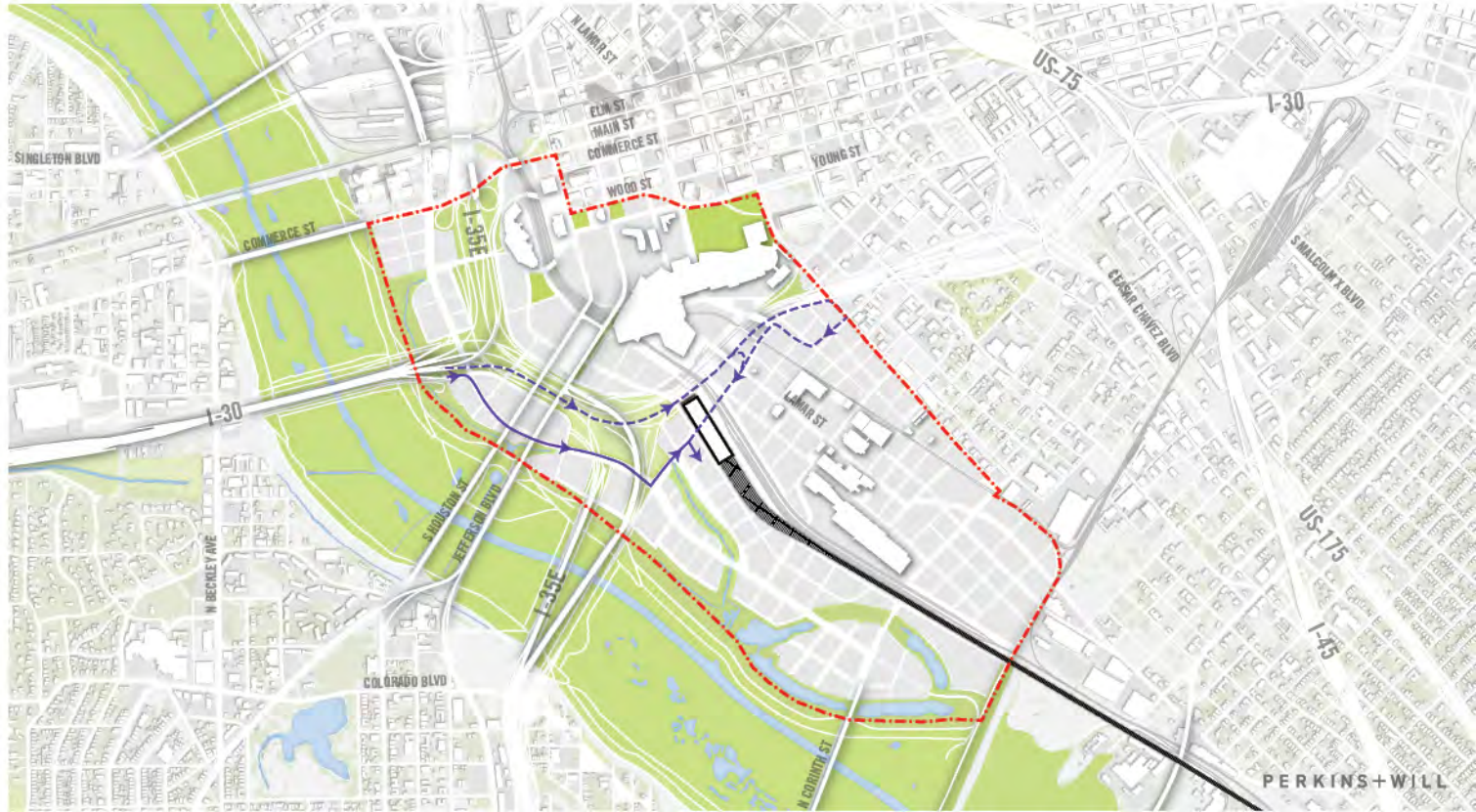
# VEHICULAR ACCESS - I-30 EB

## ACCESS AND PARKING

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.



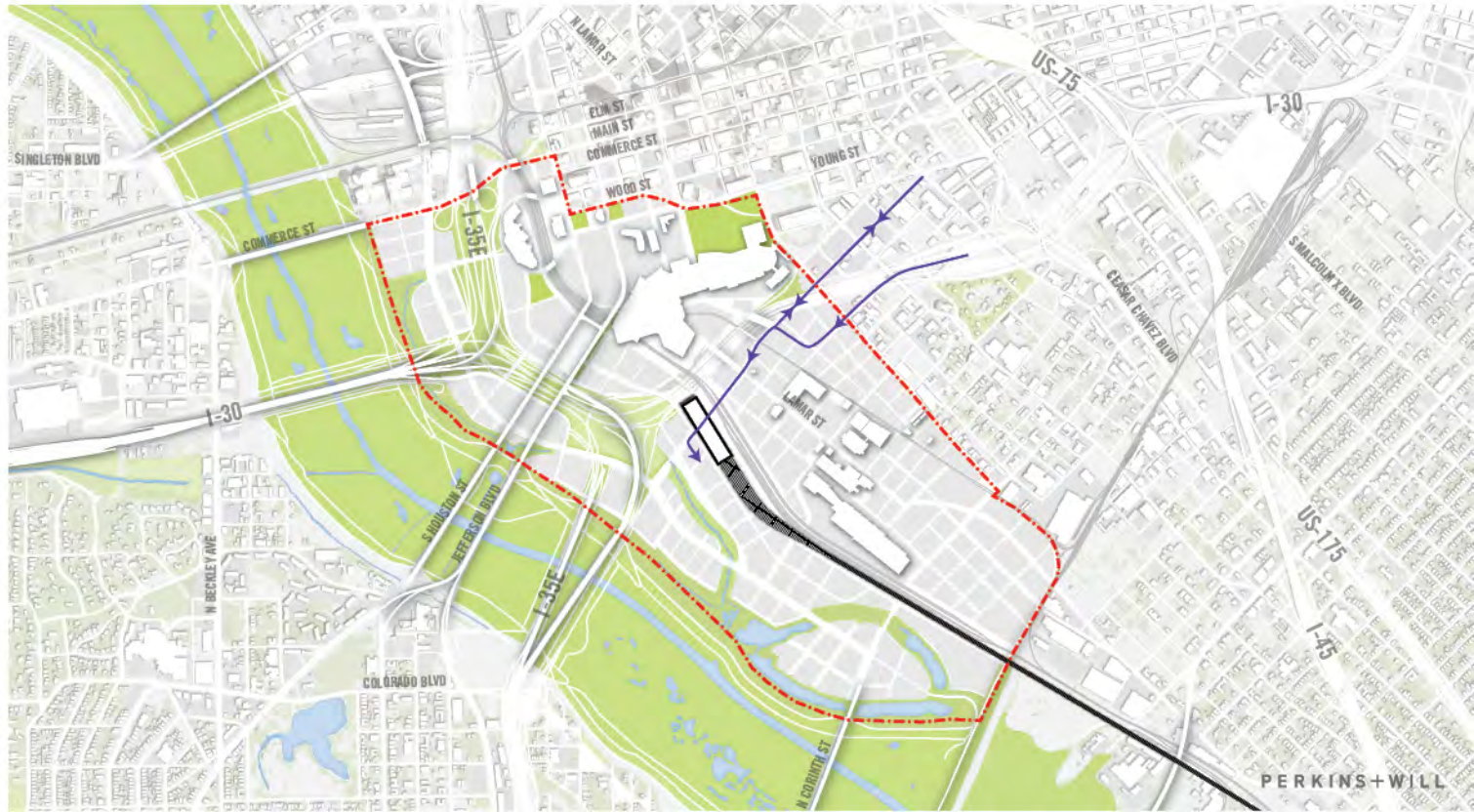


# VEHICULAR ACCESS - I-30 WB

## ACCESS AND PARKING

I-30 Westbound access via Griffin Street

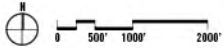
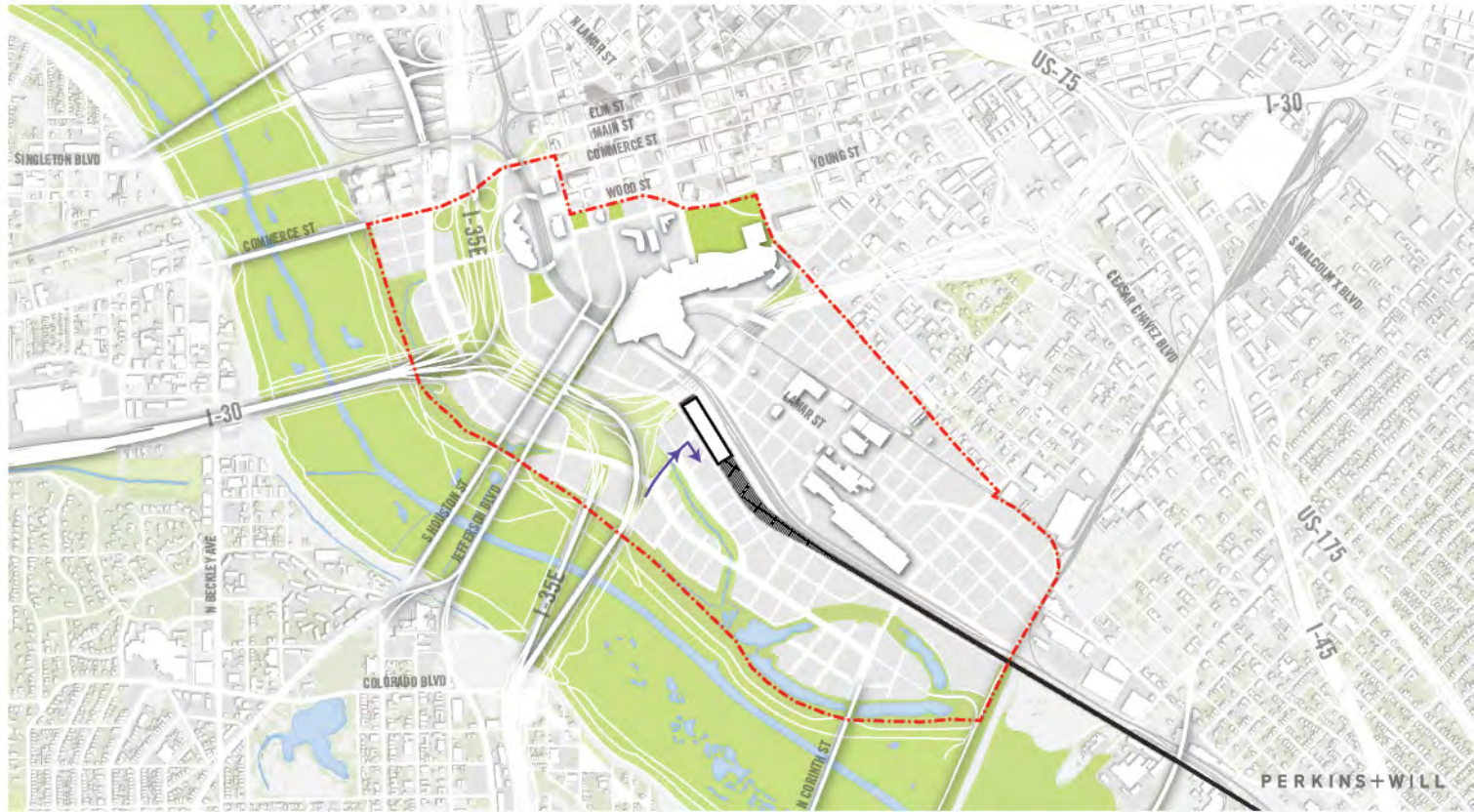
Requires converting Cadiz, Canton to two-way between Lamar and Harwood (Dallas Farmer's Market)



# VEHICULAR ACCESS - I-35 NB

## ACCESS AND PARKING

I-35 Northbound access via  
Cadiz Street





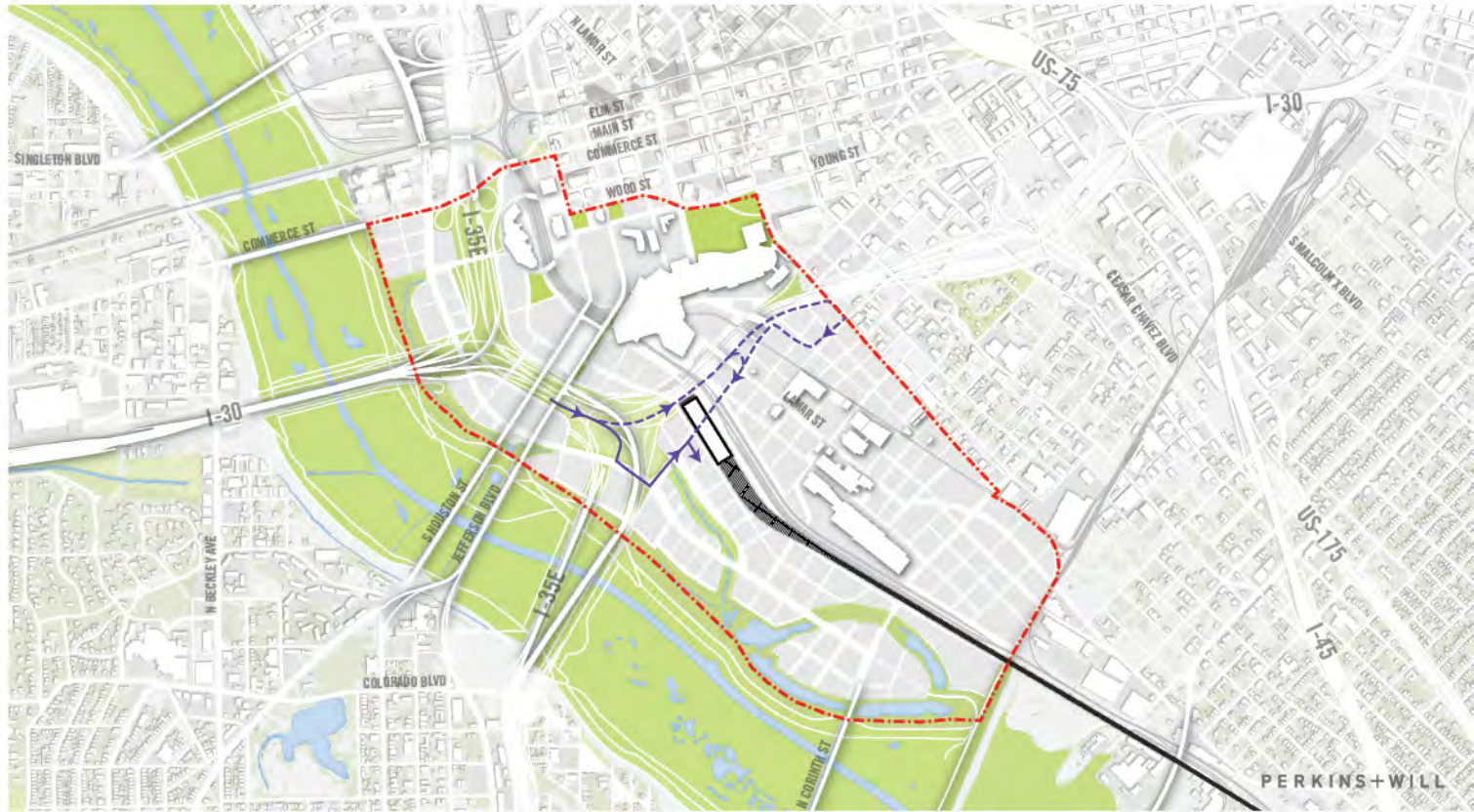
# VEHICULAR ACCESS - I-35 SB

## 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

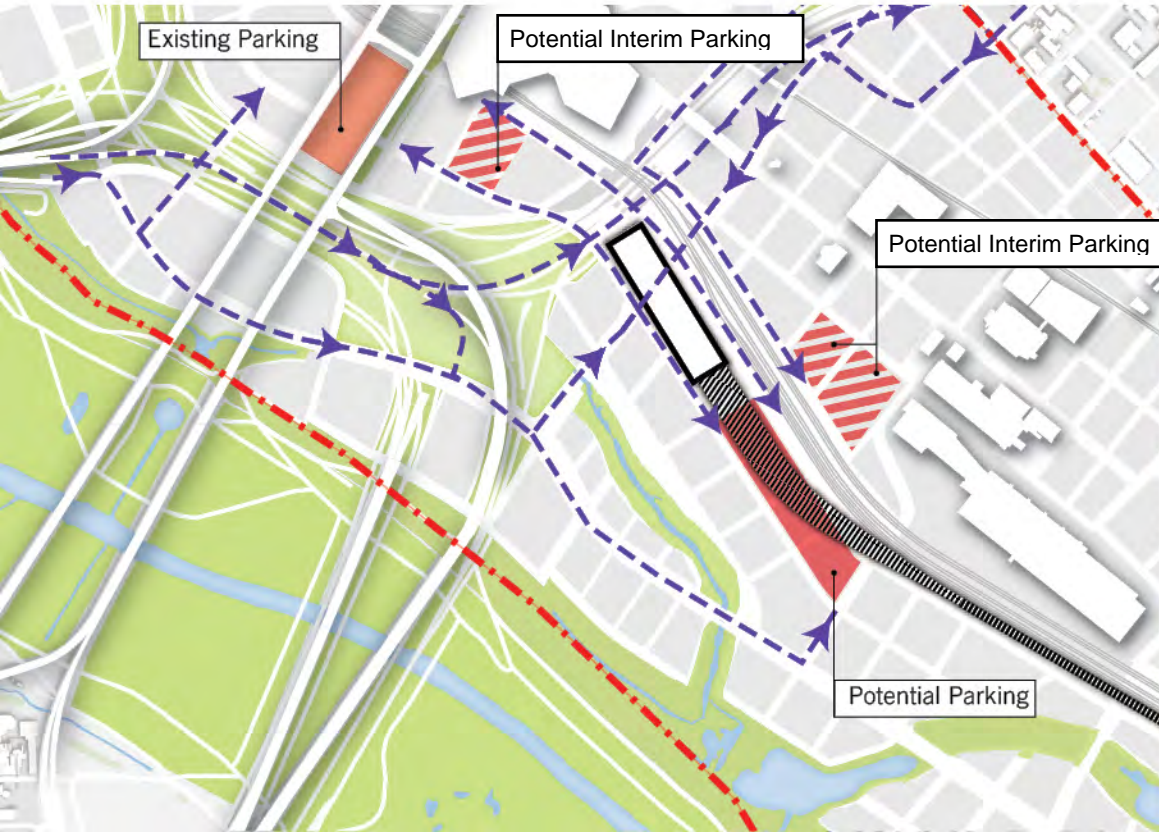
## SCALE COMPARISON





# PARKING STRATEGY

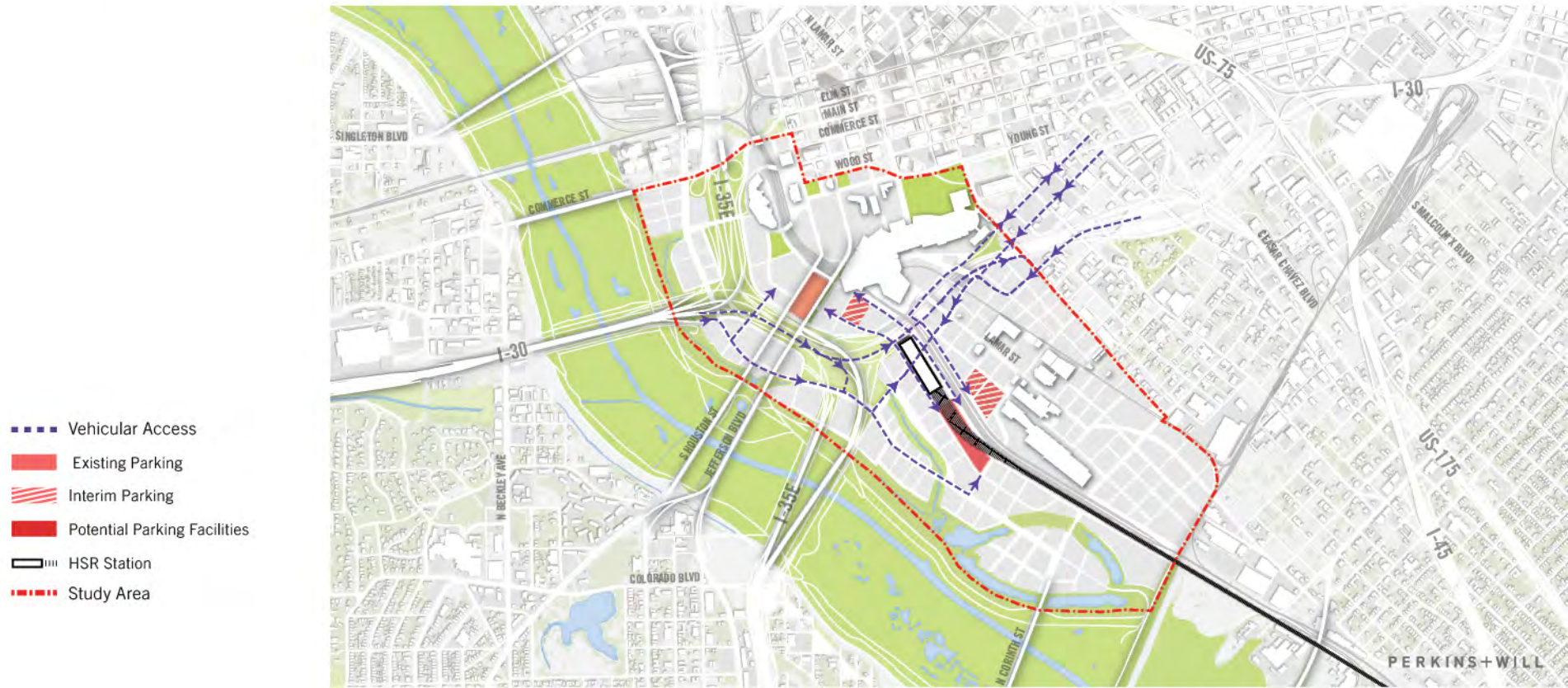
## SCALE COMPARISON





# VEHICULAR ACCESS

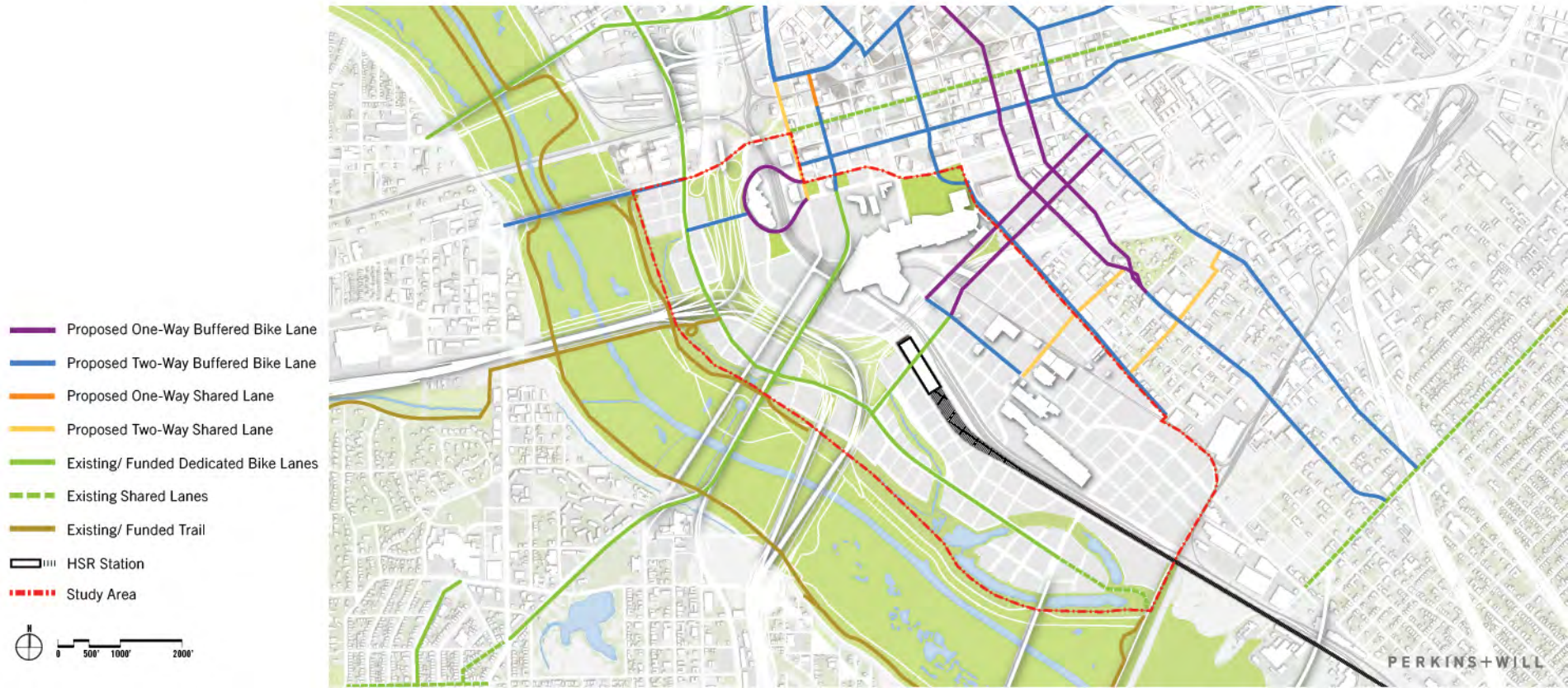
## ACCESS AND PARKING





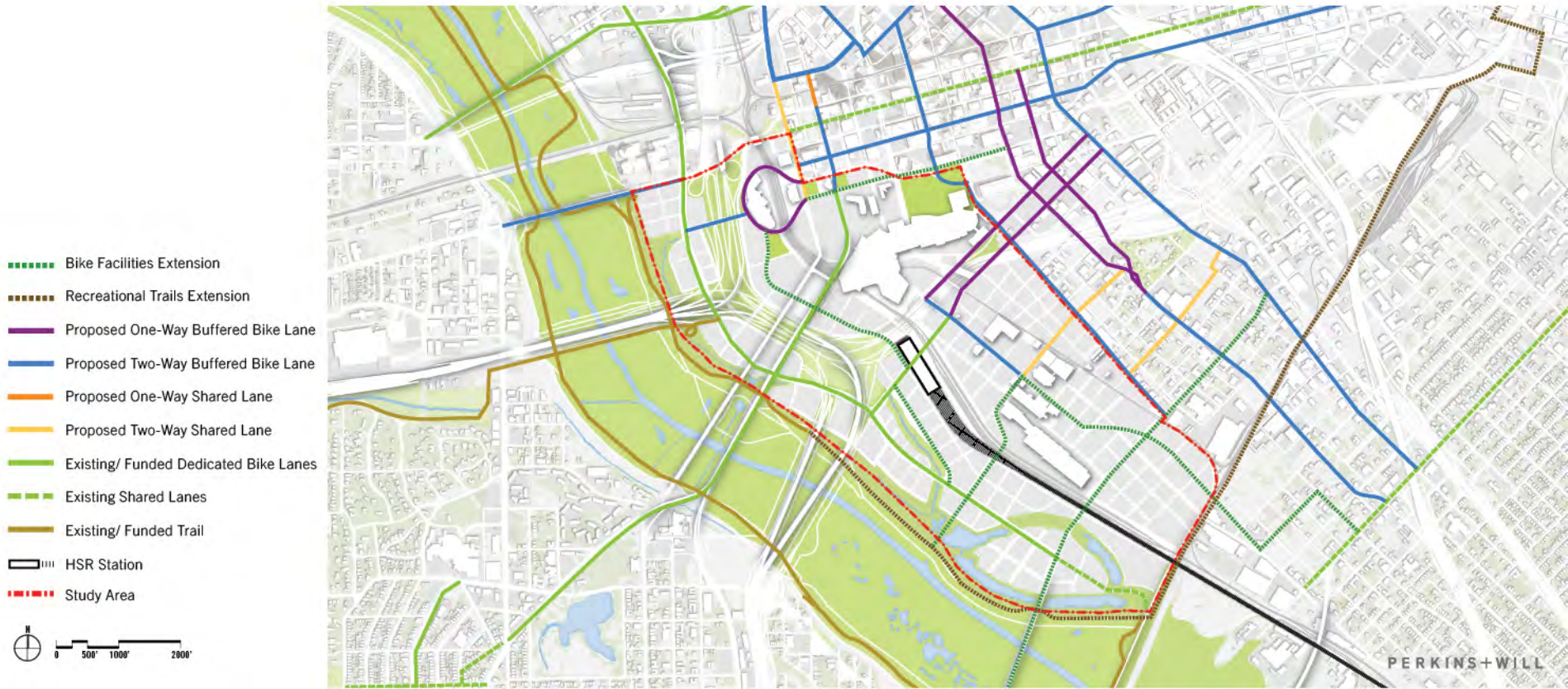
# BIKE PRIORITY

## 360 PLAN





# BIKE PRIORITY EXTENSION

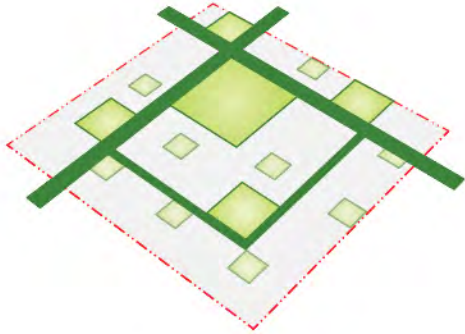




*OPEN SPACE  
STRATEGY*

# 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



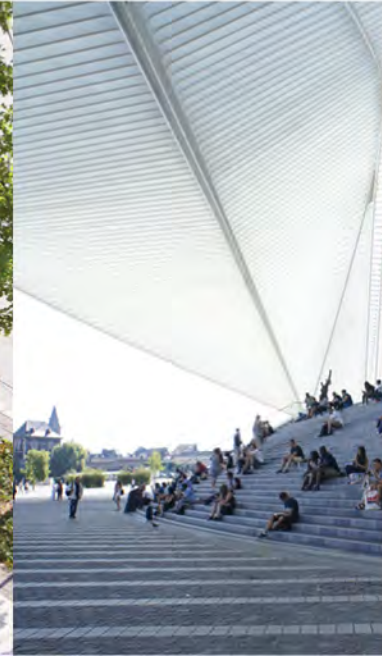
CIVIC PARK



GREEN STREET  
&  
PEDESTRIAN CORRIDORS



TRANSIT PLAZA



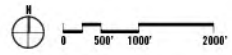
NEIGHBORHOOD PARK





# OPEN SPACE

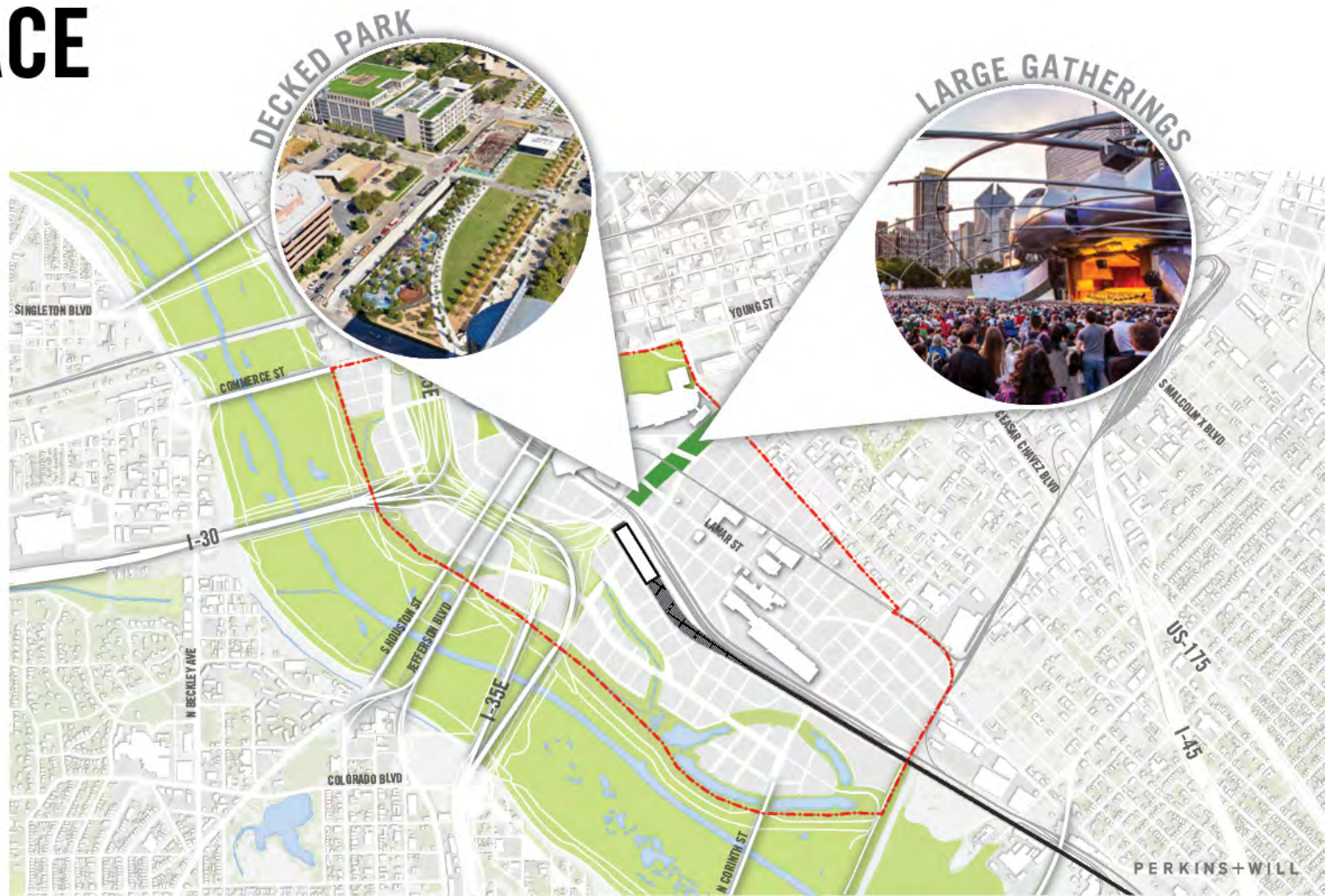
## THE RIVERS PARK



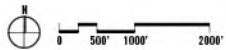


# OPEN SPACE

## CIVIC PARK



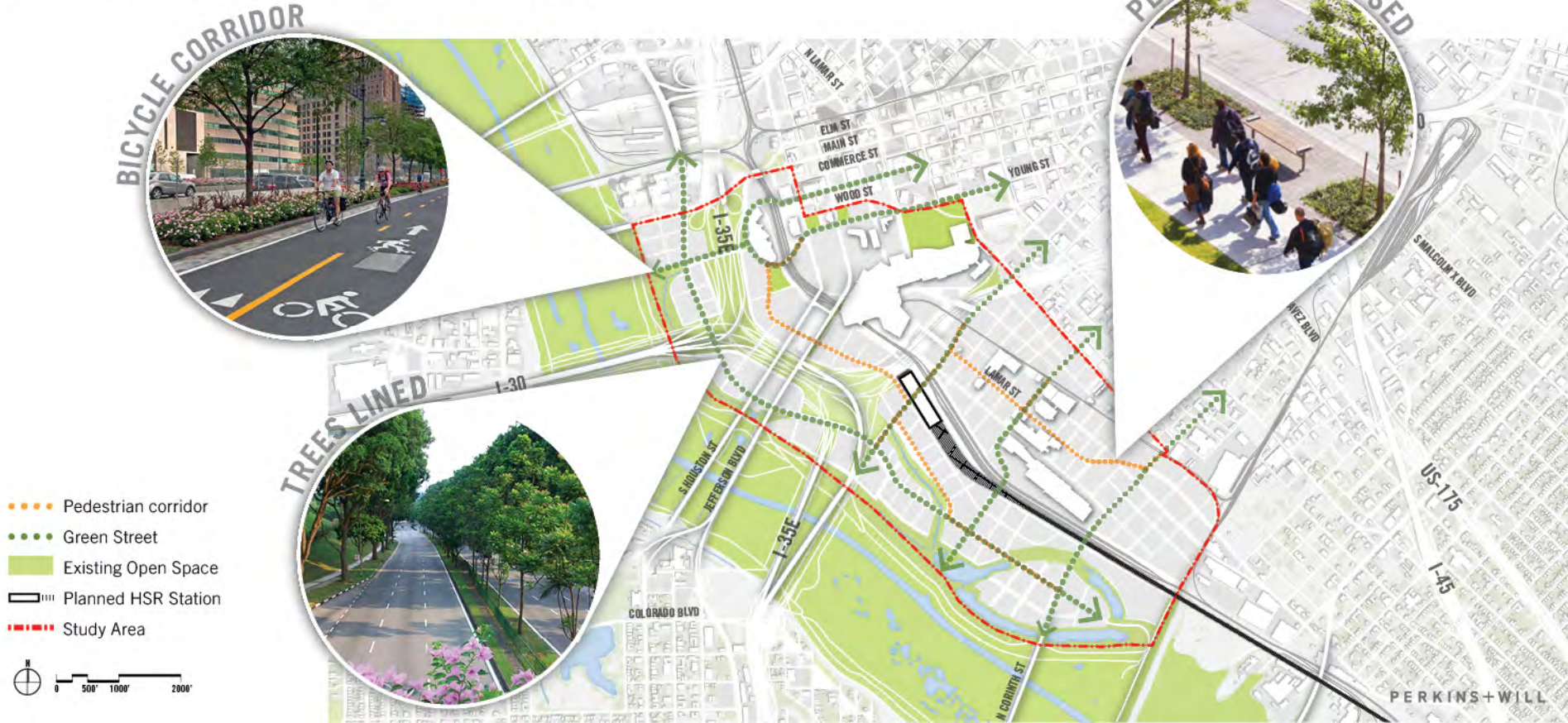
- Civic Park
- Existing Open Space
- Planned HSR Station
- Study Area





# OPEN SPACE

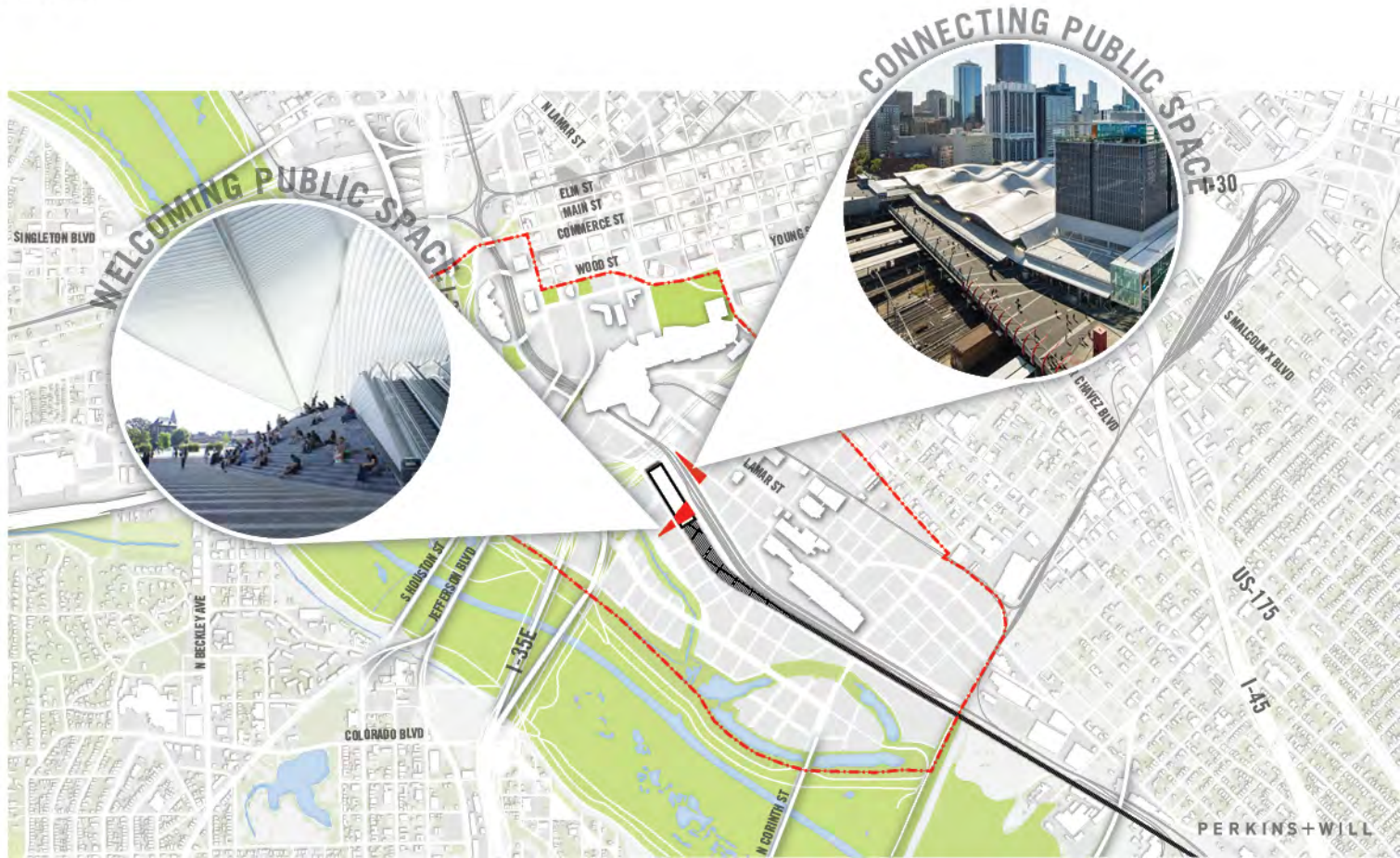
## GREEN STREET & PEDESTRIAN CORRIDORS



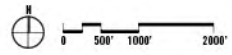


# OPEN SPACE

## TRANSIT PLAZA



- Transit Plaza
- Existing Open Space
- Planned HSR Station
- Study Area





# OPEN SPACE

## PARK OPPORTUNITIES

REPURPOSED OPEN SPACE



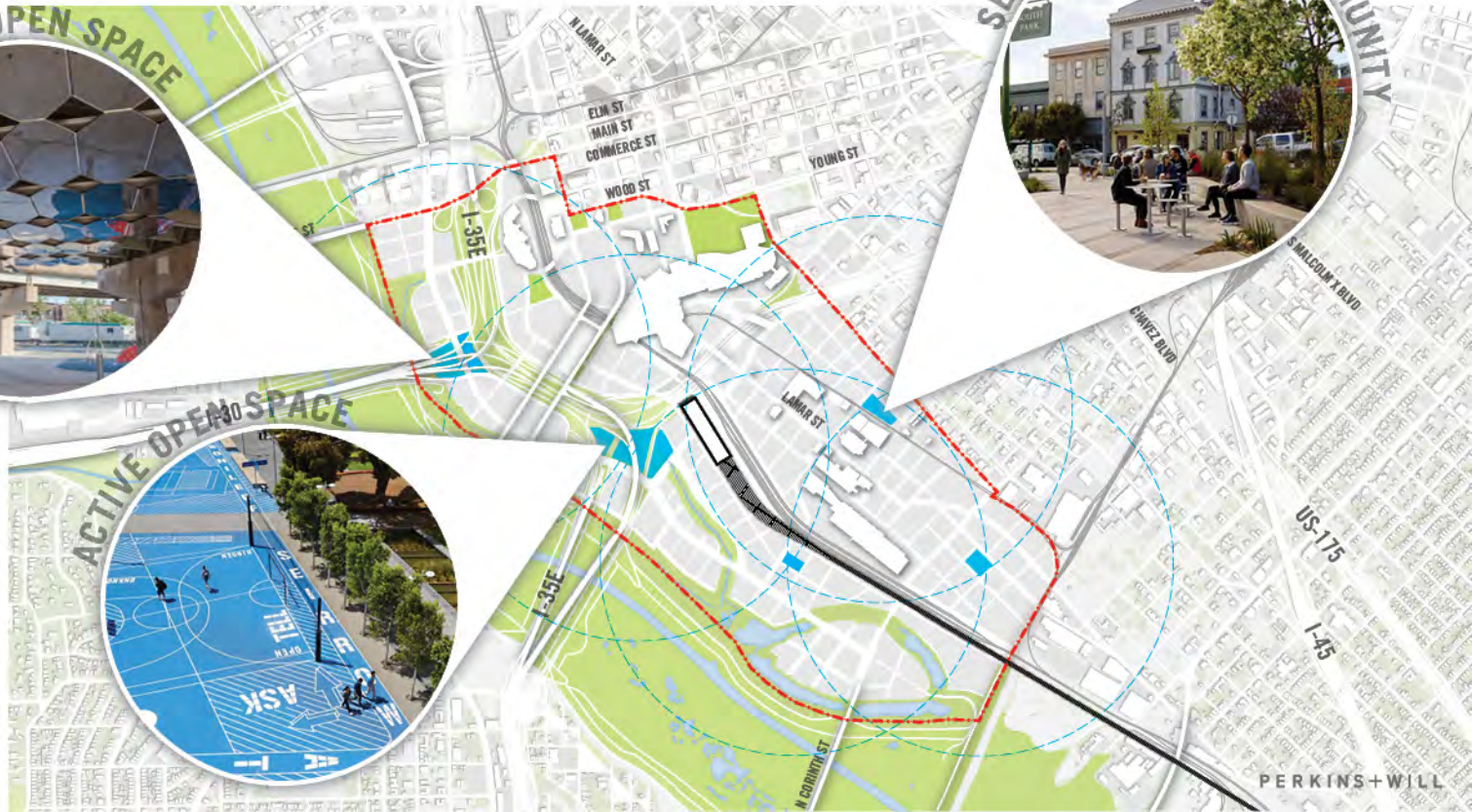
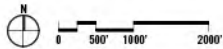
SERVING THE LOCAL COMMUNITY



ACTIVE OPEN SPACE

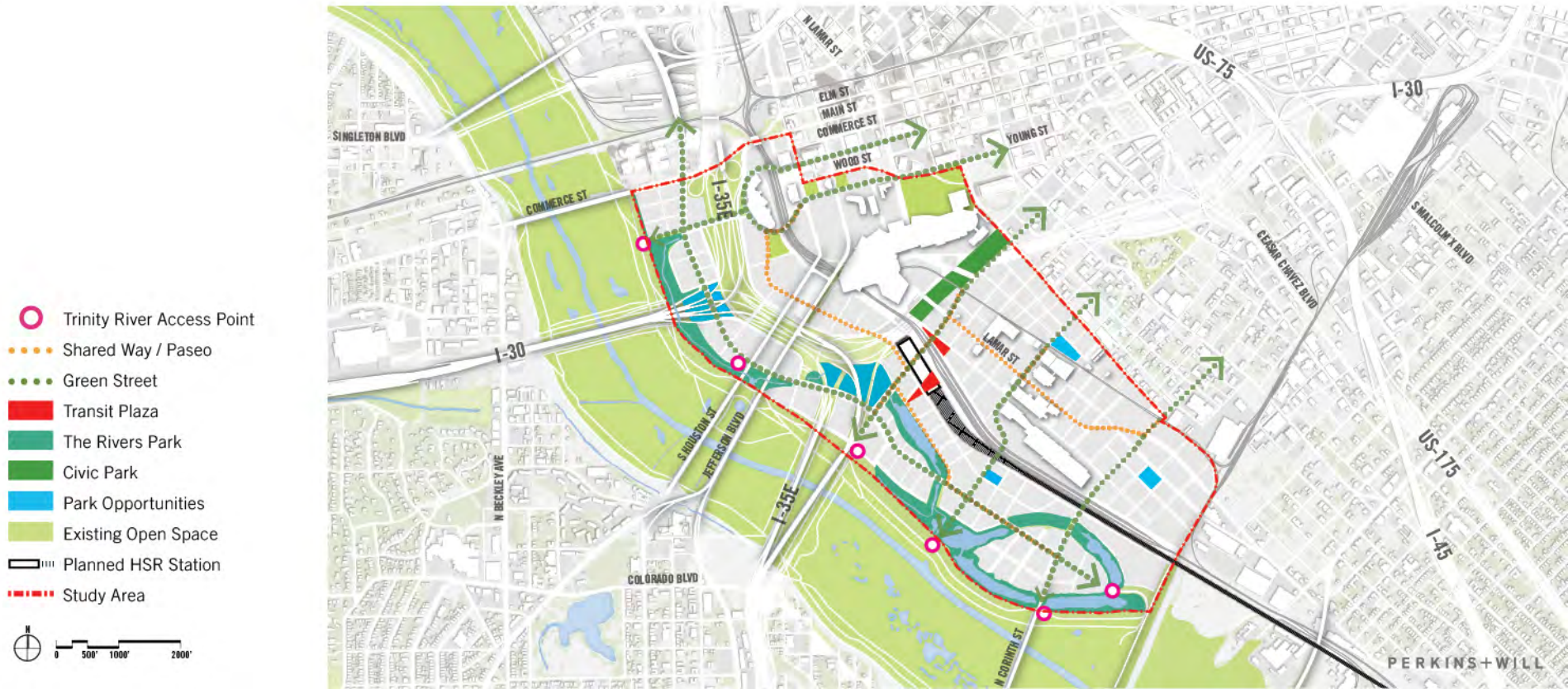


-  Park Opportunities
-  Existing Open Space
-  Planned HSR Station
-  Study Area





# OPEN SPACE NETWORK

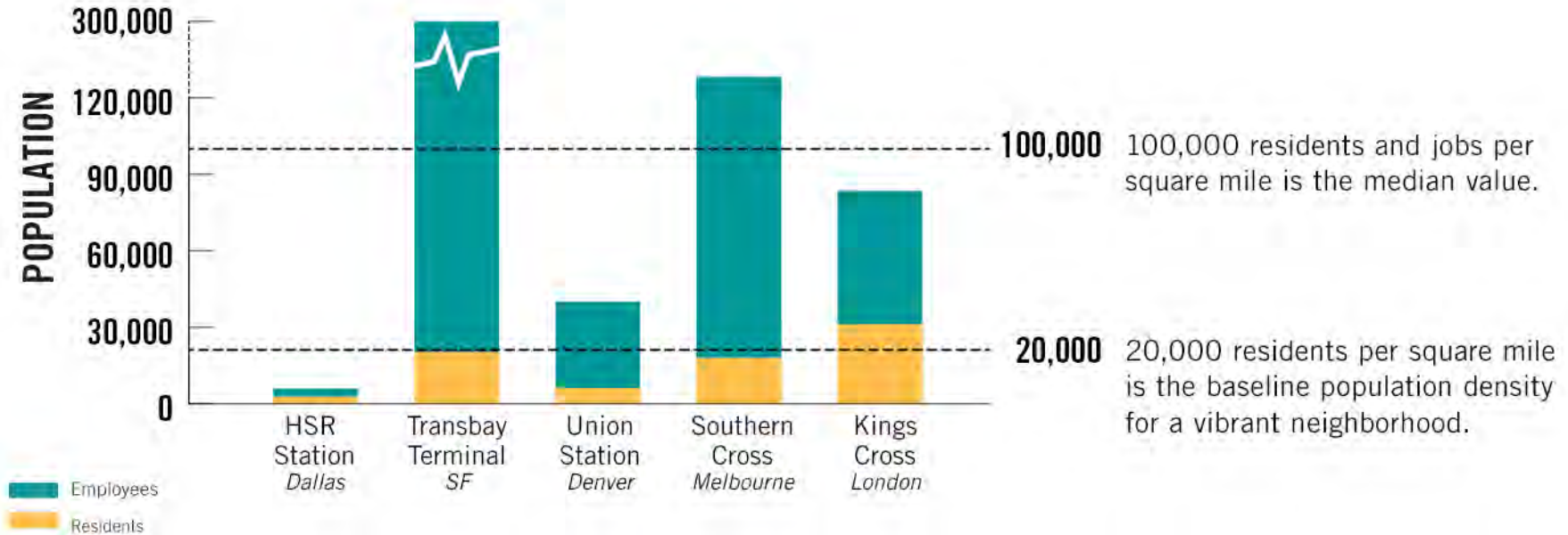


*PROGRAM  
ANALYSIS*



# HIGH-SPEED RAIL DISTRICTS

RESIDENTS + JOBS/SQUARE MILE

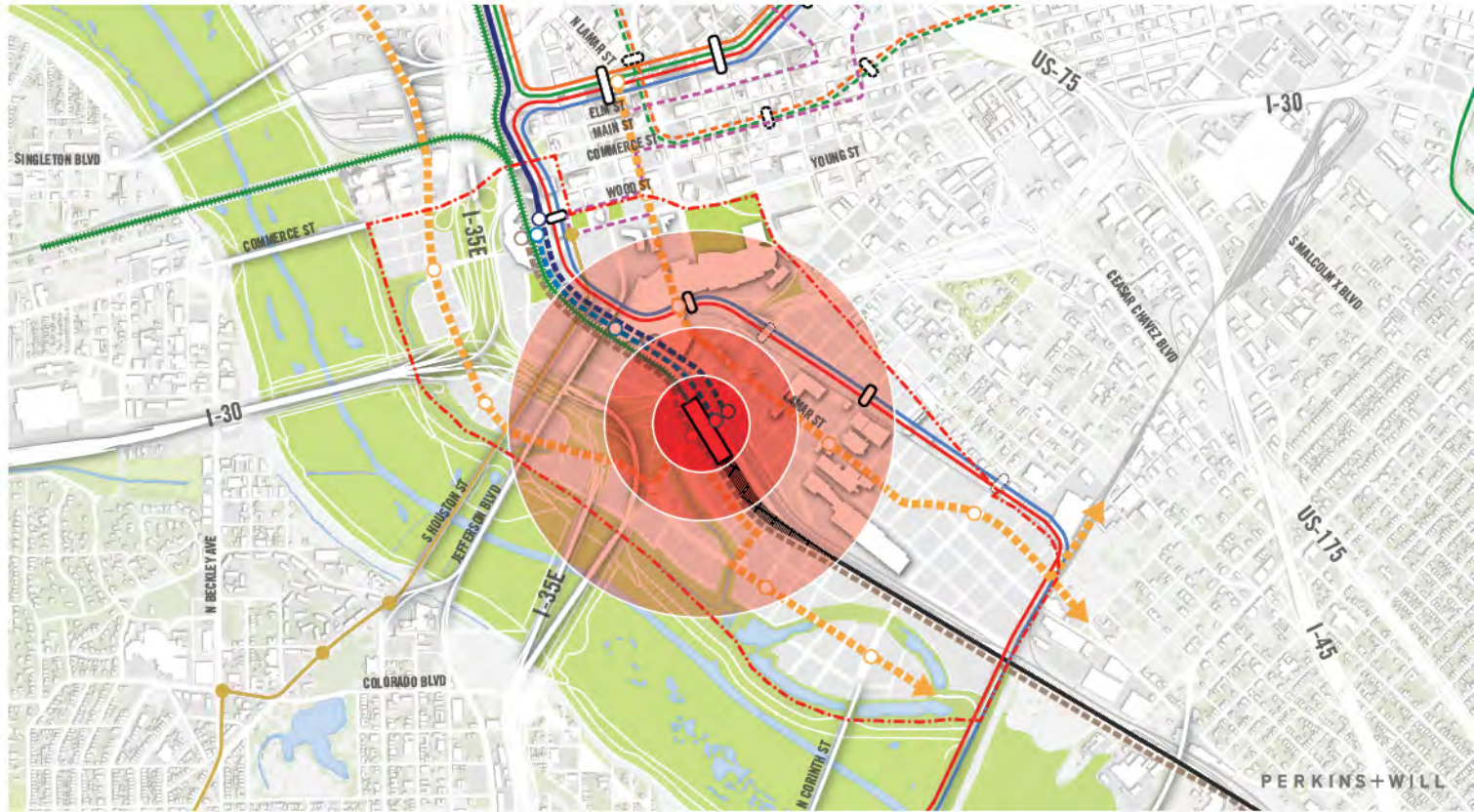


# HIGH-SPEED RAIL DISTRICTS

## 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

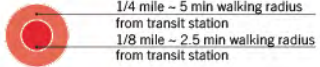
- Bus/Streetcar Option
- Waxahachie Line
- Trinity Railway Express (TRE) Extension
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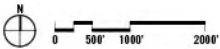
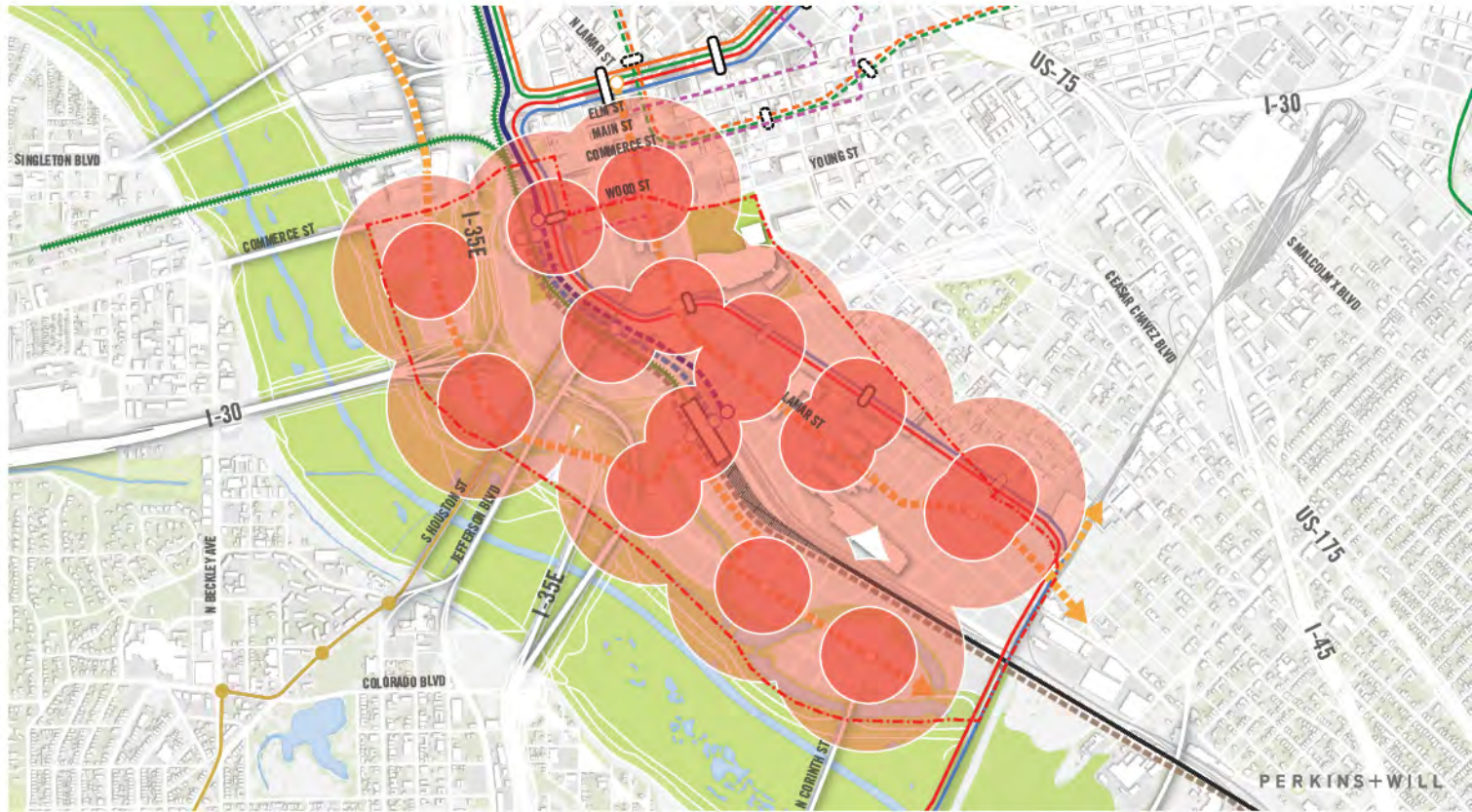


# LOCAL TOD DISTRICTS

## WALKING RADIUS



-  Bus/Streetcar Option
-  Waxahachie Line
-  Trinity Railway Express (TRE) Extension
-  Fixed Guideway Transit
-  Core Express Service (CES)
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-  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)
- Dallas Streetcar
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- Orange Line (D2)
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- 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

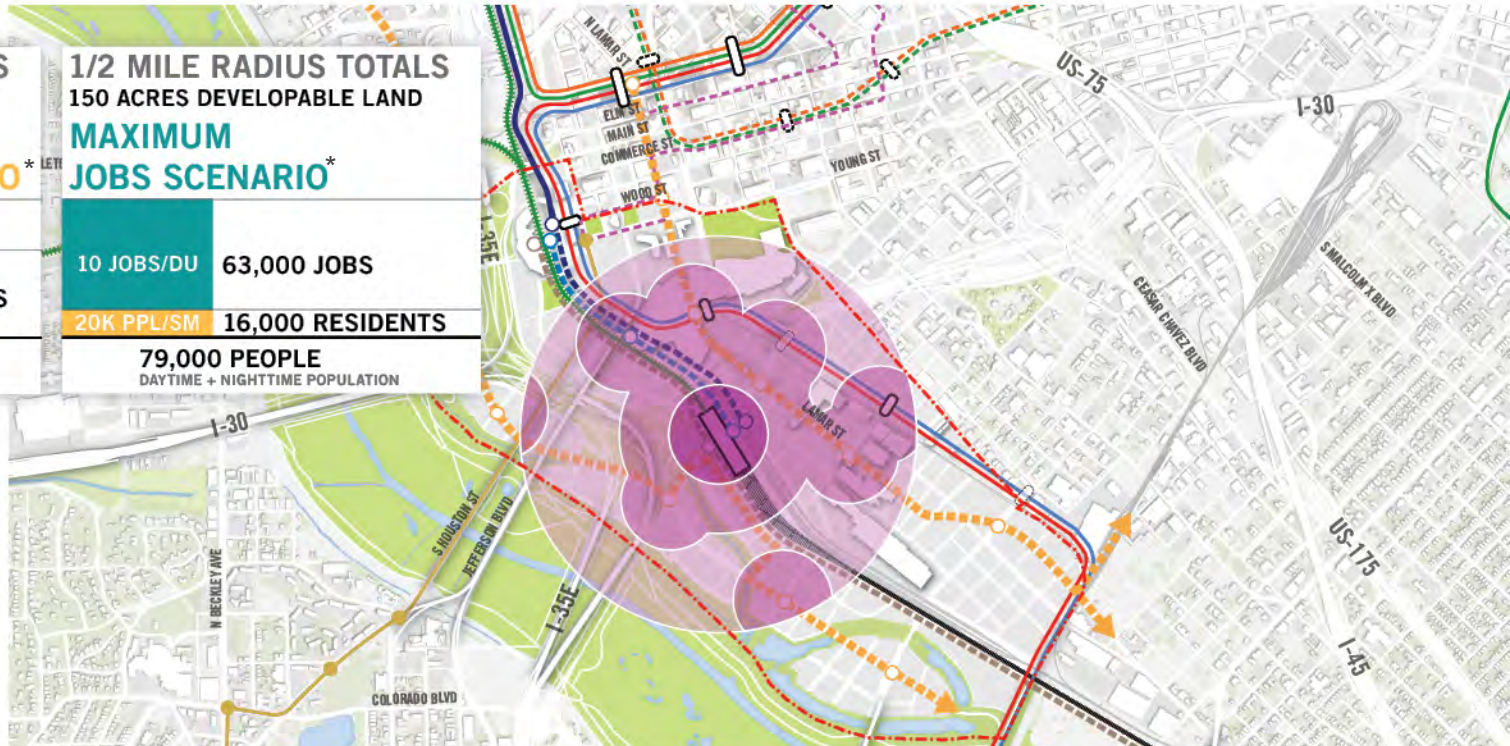
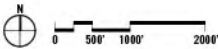
**MAXIMUM  
JOBS SCENARIO\***

10 JOBS/DU 63,000 JOBS

20K PPL/SM 16,000 RESIDENTS

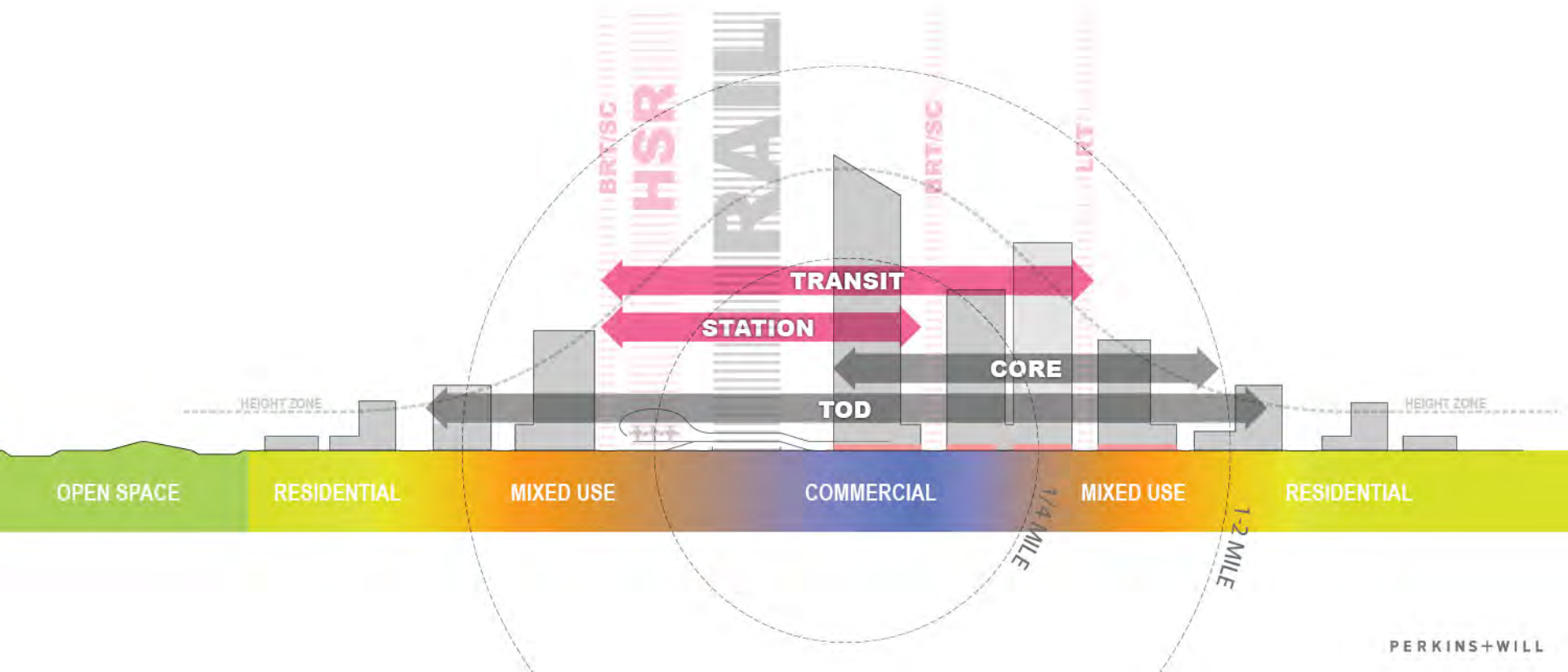
**79,000 PEOPLE**  
DAYTIME + NIGHTTIME POPULATION

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



\*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



LILLE EUROPE  
Lille, France



# HIGH-SPEED RAIL DISTRICTS

## MAXIMUM RESIDENTIAL CAPACITY SCENARIO

1/2 MILE RADIUS TOTALS  
150 ACRES DEVELOPABLE LAND

**MAXIMUM  
RESIDENTIAL SCENARIO**

1.5 JOBS/DU    30,000 JOBS

60K PPL/SM    48,500 RESIDENTS

**78,500 PEOPLE**  
DAYTIME + NIGHTTIME POPULATION

### COMMERCIAL AREAS

PARCEL AREA:    20 ACRES

GFA:    8,500,000 SF

FAR:    9 FAR

JOBS    29,000

### RESIDENTIAL AREAS

PARCEL AREA:    130 ACRES

DWELLING UNITS:    19,000 DU

DENSITY:    145 DU/ACRE

RESIDENTS:    50,000 PEOPLE

### HIGH DENSITY\*



### COMMERCIAL AREAS

PARCEL AREA:    3.0 ACRES

GFA:    3,000,000 SF

FAR:    19 FAR

JOBS    10,000

### RESIDENTIAL AREAS

PARCEL AREA:    5.0 ACRES

DU:    5,500 DU

DENSITY:    800-1,000 DU/ACRE

RESIDENTS:    15,000 PEOPLE

### MEDIUM DENSITY\*



### COMMERCIAL AREAS

PARCEL AREA:    7.0 ACRES

GFA    3,000,000 SF

FAR:    8 FAR

JOBS    10,000

### RESIDENTIAL AREAS

PARCEL AREA:    25.0 ACRES

DU    5,500 DU

DENSITY:    200 DU/ACRE

RESIDENTS:    15,000 PEOPLE

### LOW DENSITY



### COMMERCIAL AREAS

PARCEL AREA:    10.0 ACRES

GFA    2,500,000 SF

FAR:    5 FAR

JOBS    9,000

### RESIDENTIAL AREAS

PARCEL AREA:    100.0 ACRES

DU    8,000 DU

DENSITY:    75 DU/ACRE

RESIDENTS:    20,000 PEOPLE

\*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  
**MAXIMUM JOBS SCENARIO**

<b>10 JOBS/DU</b>	<b>62,800 JOBS</b>
<b>20K PPL/SM</b>	<b>15,700 RESIDENTS</b>
<b>78,500 PEOPLE</b> DAYTIME + NIGHTTIME POPULATION	

### COMMERCIAL AREAS

PARCEL AREA:	40 ACRES
GFA:	19,000,000 SF
FAR:	11 FAR
JOBS	63,000

### RESIDENTIAL AREAS

PARCEL AREA:	110 ACRES
DWELLING UNITS:	6,000 DU
DENSITY:	55 DU/ACRE
RESIDENTS:	16,000 PEOPLE

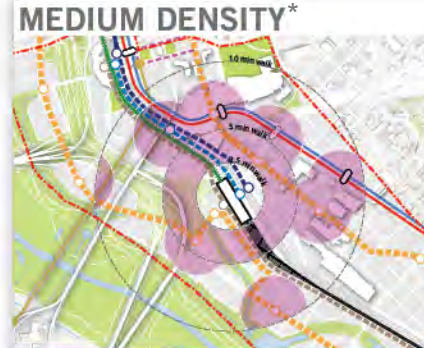


### COMMERCIAL AREAS

PARCEL AREA:	7.0 ACRES
GFA:	6,000,000 SF
FAR:	20 FAR
JOBS	20,000

### RESIDENTIAL AREAS

PARCEL AREA:	1.0 ACRES
DU	900 DU
DENSITY:	800-1,000 DU/ACRE
RESIDENTS:	9,500 PEOPLE

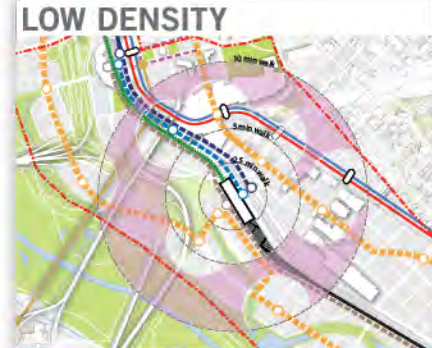


### COMMERCIAL AREAS

PARCEL AREA:	16.0 ACRES
GFA:	9,000,000 SF
FAR:	13 FAR
JOBS	31,000

### RESIDENTIAL AREAS

PARCEL AREA:	14.0 ACRES
DU	1,500 DU
DENSITY:	90 DU/ACRE
RESIDENTS:	4,000 PEOPLE



### COMMERCIAL AREAS

PARCEL AREA:	17.0 ACRES
GFA:	4,000,000 SF
FAR:	5 FAR
JOBS	12,000

### RESIDENTIAL AREAS

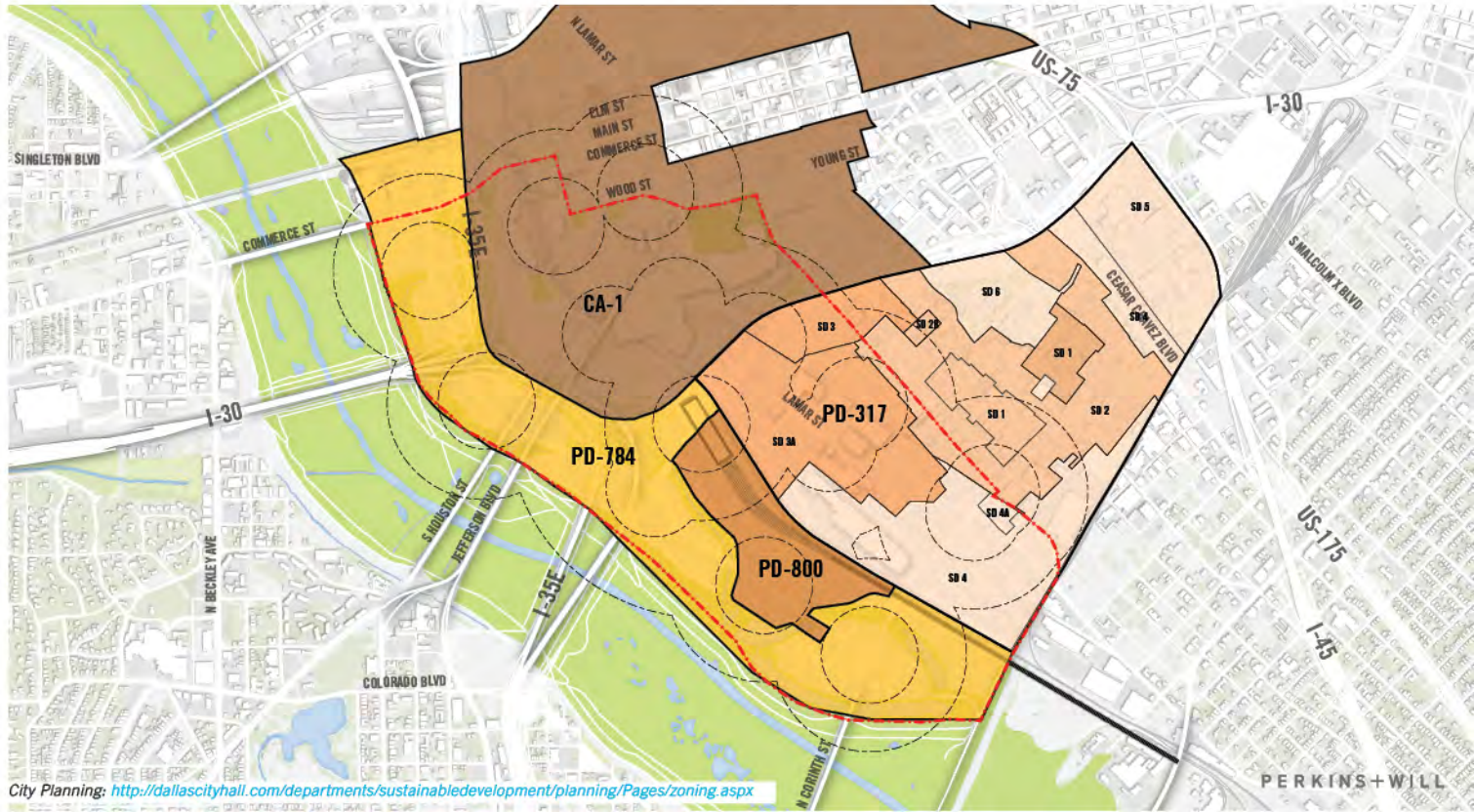
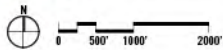
PARCEL AREA:	95.0 ACRES
DU:	3,500 DU
DENSITY:	40 DU/ACRE
RESIDENTS:	2,500 PEOPLE

\*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





*DISTRICT*  
*CHARACTER*

# THE RIVERS



SOUTHERN CROSS  
Melbourne, Australia



# THE RIVERS / WATER GARDENS



CHICAGO RIVERWALK  
Chicago, Illinois



# MIXED USE CORE





PERKINS+WILL

*THANK*

HAYDEN CONSULTANTS, KEITH MANOY, NELSON-NYGAARD

*YOU*

