22x34

A B C D E F G H I J K L M N O P

DART CEDARS STATION

BELLEVIEW ST.

PEDESTRIAN BRIDGE AT EL. 440

SERVICE AREA

S LAMAR ST.

BUS DROP OFF

POTENTIAL FUTURE PEDESTRIAN CONNECTION TO TRANSIT ORIENTED DEVELOPMENT (TOD) BY OTHERS. COORDINATE WITH CITY OF DALLAS

S AUSTIN ST.

SIDEWALK IMPROVEMENT FOR DART CONNECTION

PARKING ZONE 2

ENCLOSED PEDESTRIAN CONCOURSE AT PEDESTRIAN BRIDGE LEVEL

DART CONVENTION CENTER STATION

HOTEL ST.

LIMIT OF TRACK STRUCTURE

UNION STATION

SERVICE AREA
ENCLOSED PEDESTRIAN CONCOURSE AT PEDESTRIAN BRIDGE LEVEL
GATEWAY SIGNAGE

DART

TRE

PROPOSED ST. 1

POTENTIAL SIDEWALK IMPROVEMENT

PARKING ZONE 1

I-30

PROPOSED ST. 2

S. RIVERFRONT BLVD

LIMIT OF POSSIBLE FORT WORTH CONNECTION - DO NOT PRECLUDE

CADIZ ST. AT LEVEL 1 - GRADE

OPTIONAL HOTEL STREET PARKING ZONE

CADIZ ST.

FUTURE TRACKS AND PLATFORM DO NOT PRECLUDE

200 0 200 400
HORIZ.

NOTES:

1. THIS STATION AREA PLAN IS INTENDED TO ILLUSTRATE POTENTIAL ROADWAY NETWORK IMPROVEMENTS, PARKING AREAS, ELEVATED PEDESTRIAN CONCOURSES, VERTICAL CIRCULATION TOWERS, AND GROUND LEVEL PLAZAS TO SERVE PROPOSED HSR STATION. DETAILED COORDINATION WITH THE CITY OF DALLAS, DART, LOCAL AGENCY AND PUBLIC STAKEHOLDERS, AND APPLICABLE REGULATORY BODIES WILL BE UNDERTAKEN DURING MORE DETAILED PLANNING AND DESIGN TO FULLY INTEGRATE URBAN AND TRANSPORTATION PLANNING ELEMENTS WITH LOCAL DEVELOPMENT GOALS.

2. PARKING CAPACITY PROVIDED AT STATION WAS BASED ON TCRR RIDERSHIP ANALYSES FOR THE MAXIMUM PARKING DEMAND IDENTIFIED THROUGH 2050. SEE FDCE REPORT FOR MORE INFORMATION.

3. PARKING CAPACITY ALLOCATION SHOWN WAS INTENDED TO SUPPORT TRAFFIC IMPACT ANALYSES. ULTIMATE PARKING CAPACITY REQUIREMENTS AND ALLOCATION WOULD BE CLOSELY COORDINATED WITH THE CITY OF DALLAS DURING MORE DETAILED DESIGN DEVELOPMENT TO ENSURE COORDINATION WITH LOCAL URBAN DEVELOPMENT GOALS.

4. REFER TO STATION FLOOR PLANS, CROSS SECTIONS, AND RENDERINGS FOR MORE DETAILS. REFER TO FDCE REPORT FOR PARKING ALLOWANCES.

5. THE PROJECT CURRENTLY PROPOSES BUILDING ONLY FOUR TERMINAL TRACKS TO SUPPORT THE INITIAL SERVICE LEVEL. THE DESIGNS OF THE STATION AREA PLANS, ROADWAYS, PARKING, AND TRACK ALIGNMENT WERE DEVELOPED FOR THE PEAK SERVICE LEVEL AND DO NOT PRECLUDE A FUTURE EXPANSION TO A SIX-TRACK TERMINAL. USE OF THE SIX-TRACK TERMINAL DESIGN IN THE FDCE IS INTENDED TO PROVIDE A CONSERVATIVE FOOTPRINT FOR ENVIRONMENTAL ANALYSES SO THAT IMPACTS OF POTENTIAL FUTURE TERMINAL CAPACITY EXPANSION WOULD BE CONSIDERED. SEE FDCE REPORT FOR ADDITIONAL DETAIL.

LEGEND:
PASSENGER DROP-OFF & PICK UP
PEDESTRIAN PLAZA
PARKING ZONE
STATION
LIMITS OF HSR STRUCTURE
PEDESTRIAN BRIDGE
VERTICAL CIRCULATION