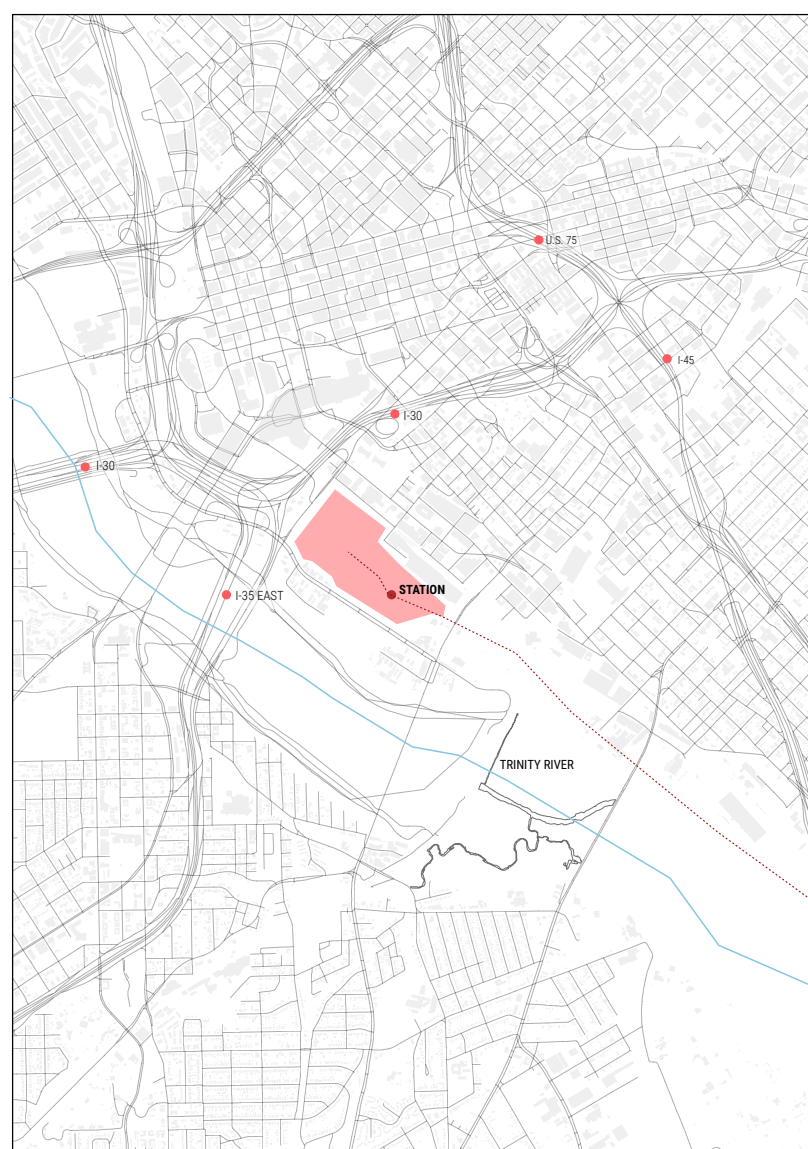
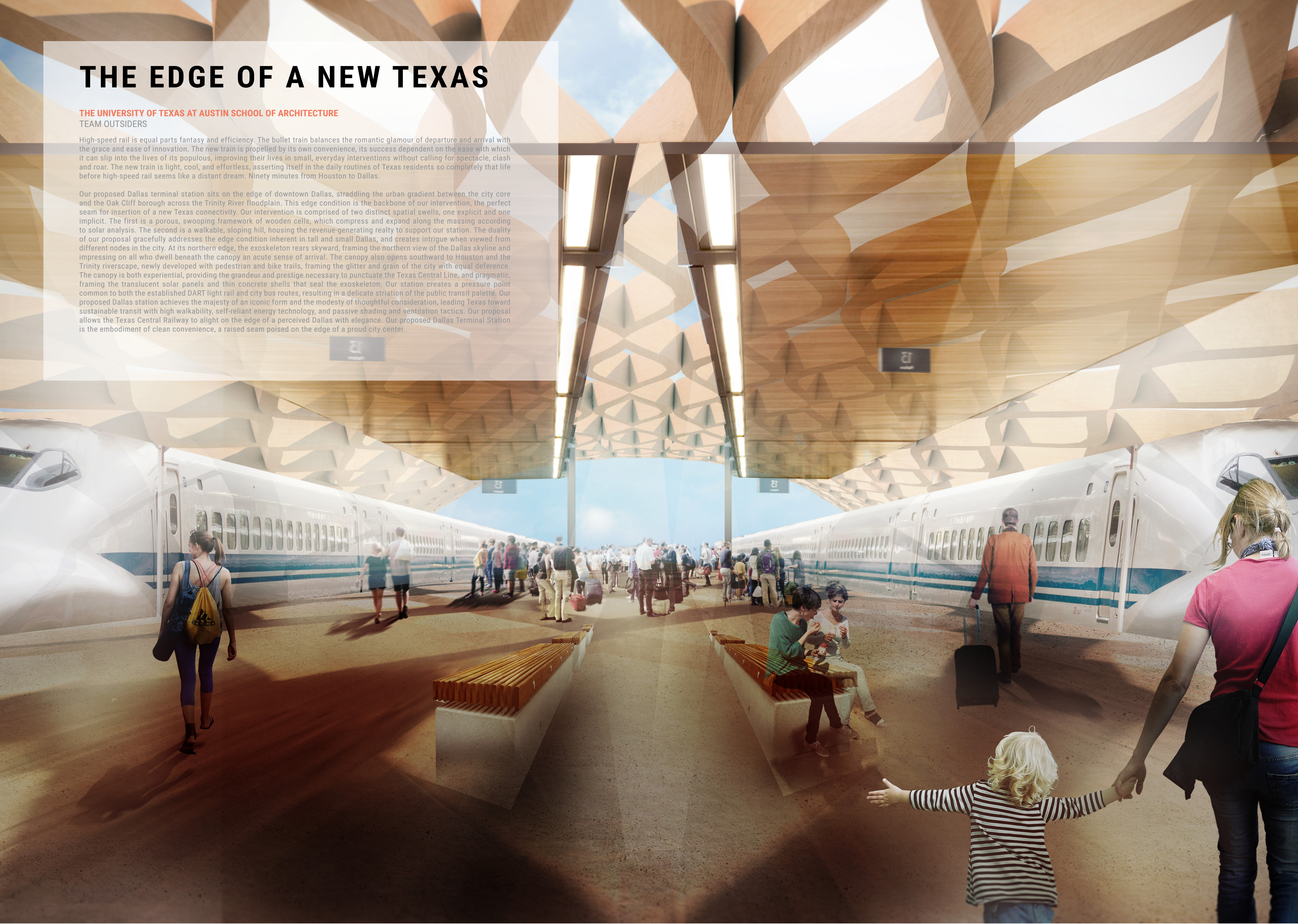


THE EDGE OF A NEW TEXAS

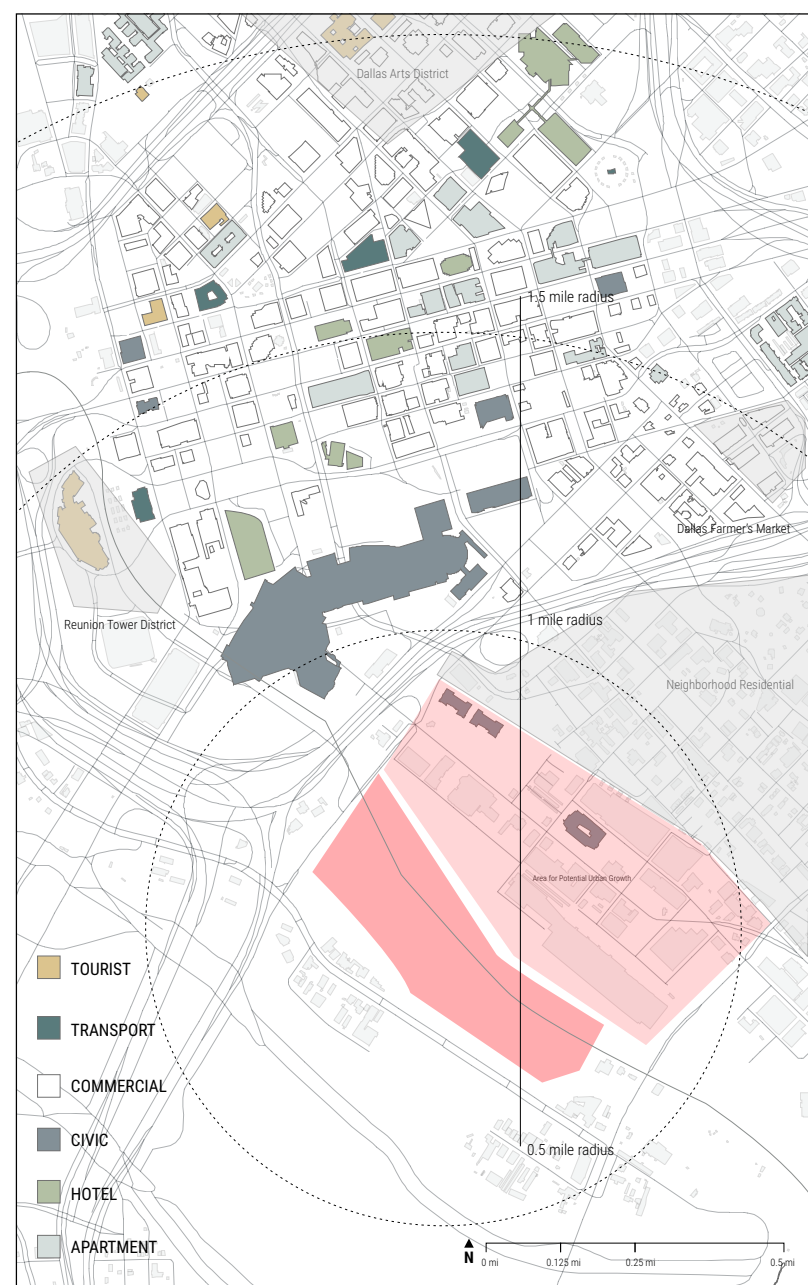
THE UNIVERSITY OF TEXAS AT AUSTIN SCHOOL OF ARCHITECTURE
TEAM OUTSIDERS

High-speed rail is equal parts fantasy and efficiency. The bullet train balances the romantic glamour of departure and arrival with the grace and ease of innovation. The new train is propelled by its own convenience, its success dependent on the ease with which it can slip into the lives of its populous, improving their lives in small, everyday interventions without calling for spectacle, clash and roar. The new train is light, cool, and effortless, asserting itself in the daily routines of Texas residents so completely that life before high-speed rail seems like a distant dream. Ninety minutes from Houston to Dallas.

Our proposed Dallas terminal station sits on the edge of downtown Dallas, straddling the urban gradient between the city core and the Oak Cliff borough across the Trinity River floodplain. This edge condition is the backbone of our intervention, the perfect seam for insertion of a new Texas connectivity. Our intervention is comprised of two distinct spatial swells, one explicit and one implicit. The first is a porous, swooping framework of wooden cells, which compress and expand along the massing according to solar analysis. The second is a walkable, sloping hill, housing the revenue-generating realty to support our station. The duality of our proposal gracefully addresses the edge condition inherent in tall and small Dallas, and creates intrigue when viewed from different nodes in the city. At its northern edge, the exoskeleton rears skyward, framing the northern view of the Dallas skyline and impressing on all who dwell beneath the canopy an acute sense of arrival. The canopy also opens southward to Houston and the Trinity riverscape, newly developed with pedestrian and bike trails, framing the glitter and grain of the city with equal deference. The canopy is both experiential, providing the grandeur and prestige necessary to punctuate the Texas Central Line, and pragmatic, framing the translucent solar panels and thin concrete shells that seal the exoskeleton. Our station creates a pressure point common to both the established DART light rail and city bus routes, resulting in a delicate striation of the public transit palette. Our proposed Dallas station achieves the majesty of an iconic form and the modesty of thoughtful consideration, leading Texas toward sustainable transit with high walkability, self-reliant energy technology, and passive shading and ventilation tactics. Our proposal allows the Texas Central Railway to alight on the edge of a perceived Dallas with elegance. Our proposed Dallas Terminal Station is the embodiment of clean convenience, a raised seam poised on the edge of a proud city center.



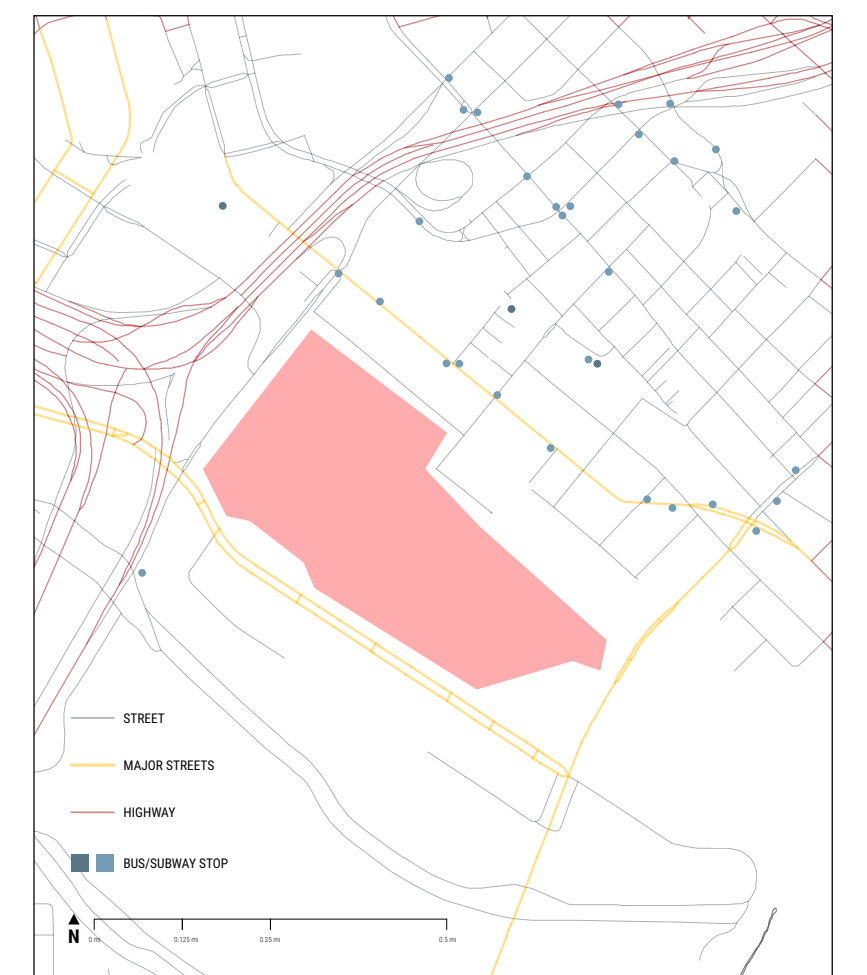
MAJOR ROADWAYS CONNECTION
This diagram talks about how the site connects is bordered by major highways.



PROGRAMMATIC CONNECTION
This diagram talks about how the site connects with the surrounding cityscape.



DART CONNECTION
This diagram talks about how the site connects with the existing DART line and proposed DART lines for the future for easier connection.



STREET CONNECTION
This diagram talks about how the site connects with the existing streetscape.