Applicable Urban Design Priorities Project Should Achieve

[1] **Develop a vision for the future of Trinity Groves' pedestrian environment that balances the needs of all street users and serves a multitude of social, recreational, and ecological needs.**

Embrace complete streets which prioritize the needs of pedestrians, cyclists, public transit users, and motorists alike and design streetscapes that accommodate multiple modes of transportation, wide sidewalks and bike infrastructure.

Integrate green infrastructure elements into the pedestrian environment to enhance ecological sustainability and mitigate environmental impacts. This may include incorporation of street trees, rain gardens, bioswales, permeable pavements, and green roofs to manage stormwater runoff, improve air quality, and provide habitat for wild life.

Create inviting and vibrant pedestrian spaces that encourage usage, social interaction, and recreation. Incorporate opportunities for public art, seating, community gathering and play spaces.

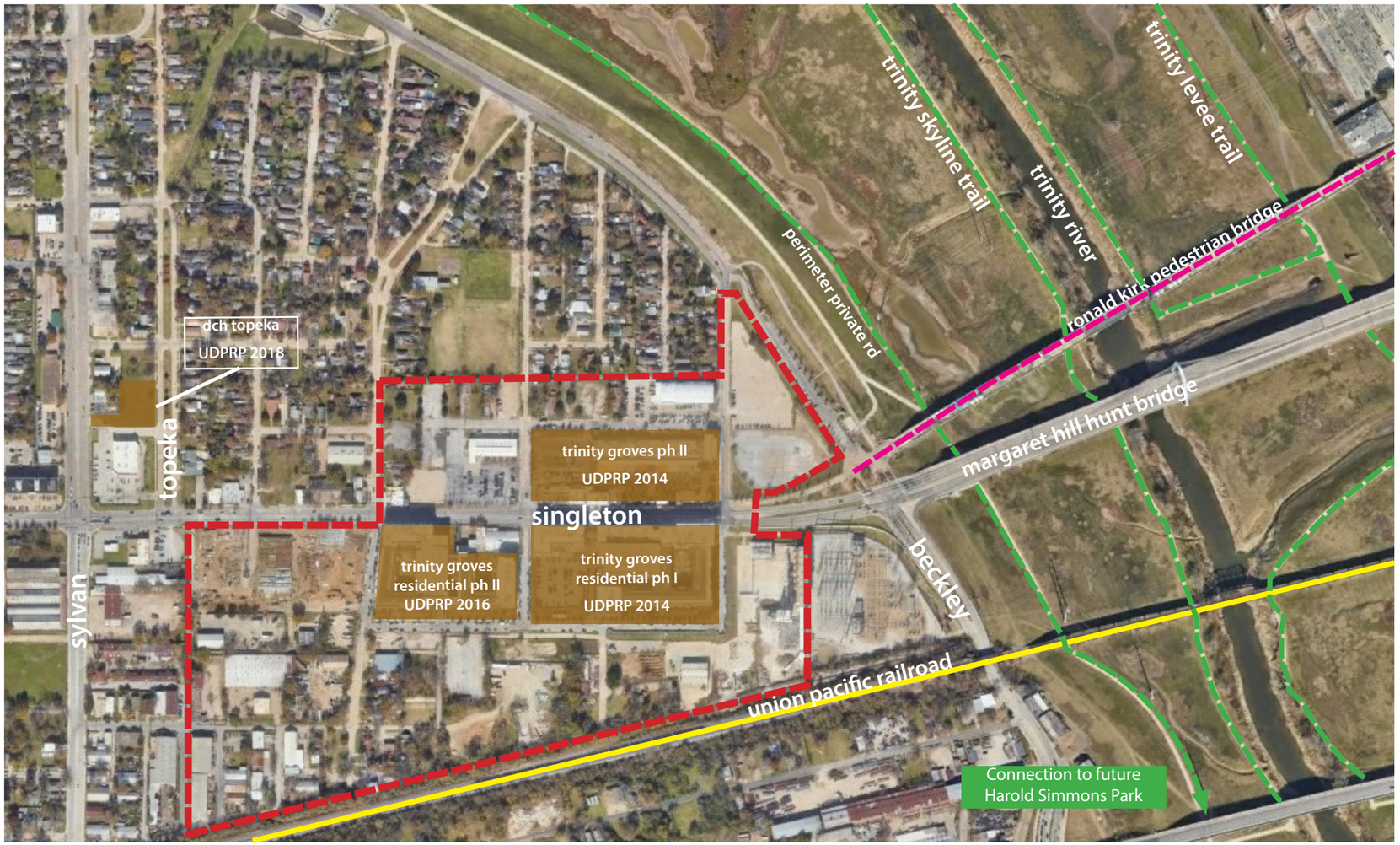
Promote active transportation as viable alternatives to driving.

[2] **Consider how the proposed Phasing can maximize the success of the development and neighborhood over time.**

Ensure project can remain responsive to evolving needs, capitalize on opportunities, provide infrastructure and public amenities that support the needs of residents, businesses, and visitors as the project evolves.

[3] **Promote a walkable and connected district with convenient access to parks and open space through the reconfiguration of large blocks.**

Where appropriate, consider how large block sizes can be reconfigured into smaller blocks to increase walkability, improve connectivity, increase mixed-use development opportunities, and enhance a sense of place.



Policy References

Forward Dallas!
Section 5 [urban design element]

TIF Urban Design Guidelines
Part II & III, Part IV [Downtown Connection]

The 360 Plan
Chapters IV & V

West Dallas Urban Structure and Guidelines

Context Description

Trinity Groves is a 75-acre development designed to be a vibrant, people-centric environment located in West Dallas. It will be completed in phases and add to development that has occurred over the last decade spurred by construction of the Margaret Hunt Hill Bridge, the conversion of the Continental Avenue Bridge to the Ronald Kirk pedestrian bridge, and efforts to transform the Trinity River into a natural gathering place for Dallas.

Design considerations should focus on phasing, access, and infrastructure (parcel, street, park and open space) considerations that best set the Trinity Groves District up for long term success in achieving its goal as an authentic destination that's walkable, connected, diverse, sustainable place to live, work and play.

West Dallas

Neighborhood:
West Dallas / Trinity Groves

Program:
Master Plan
Mixed-Use
Office/ Hotel/ Residential/ Open Space

OJB Gensler

Trinity Groves

DALLAS, TX

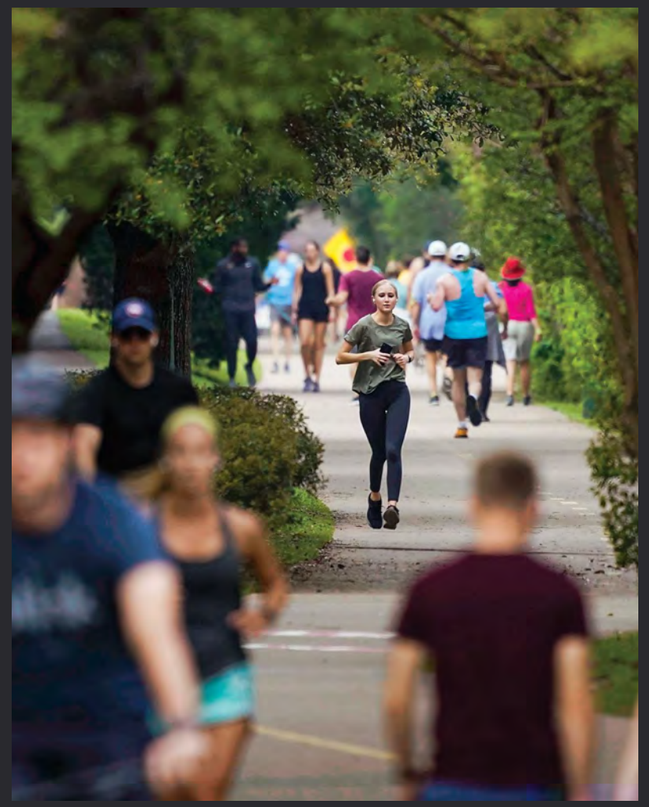
Urban Design Peer Review Panel

MAY 24, 2023

GOLDENROD
COMPANIES

TRINITY GROVES GOALS

Live, Work, Play



Walkability / Connectivity

Destination

Place for Everyone

TRINITY GROVES GUIDING PRINCIPLES

DIVERSE EXPERIENCES Not a One Liner

FLEXIBLE Small, Medium, Large

AMENITY RICH Fascinating Choices

AUTHENTIC Capture the Spirit of the Region

URBAN Exciting, a Place to See and Be Seen

SIGNIFICANT ART AND ARCHITECTURE Unique and Memorable

TOTAL SUSTAINABILITY An Intelligent Approach

NATURE INSPIRED Comfortable, Hand Crafted, Restorative, Green

CURATED DESIGN Everchanging, World Class, Innovative

COMMERCE AND CIVIC What is the Right Mix?

WALKABILITY

LEGEND

- PARK SITE
- EXISTING CITY PARK
- WALKING RADIUS

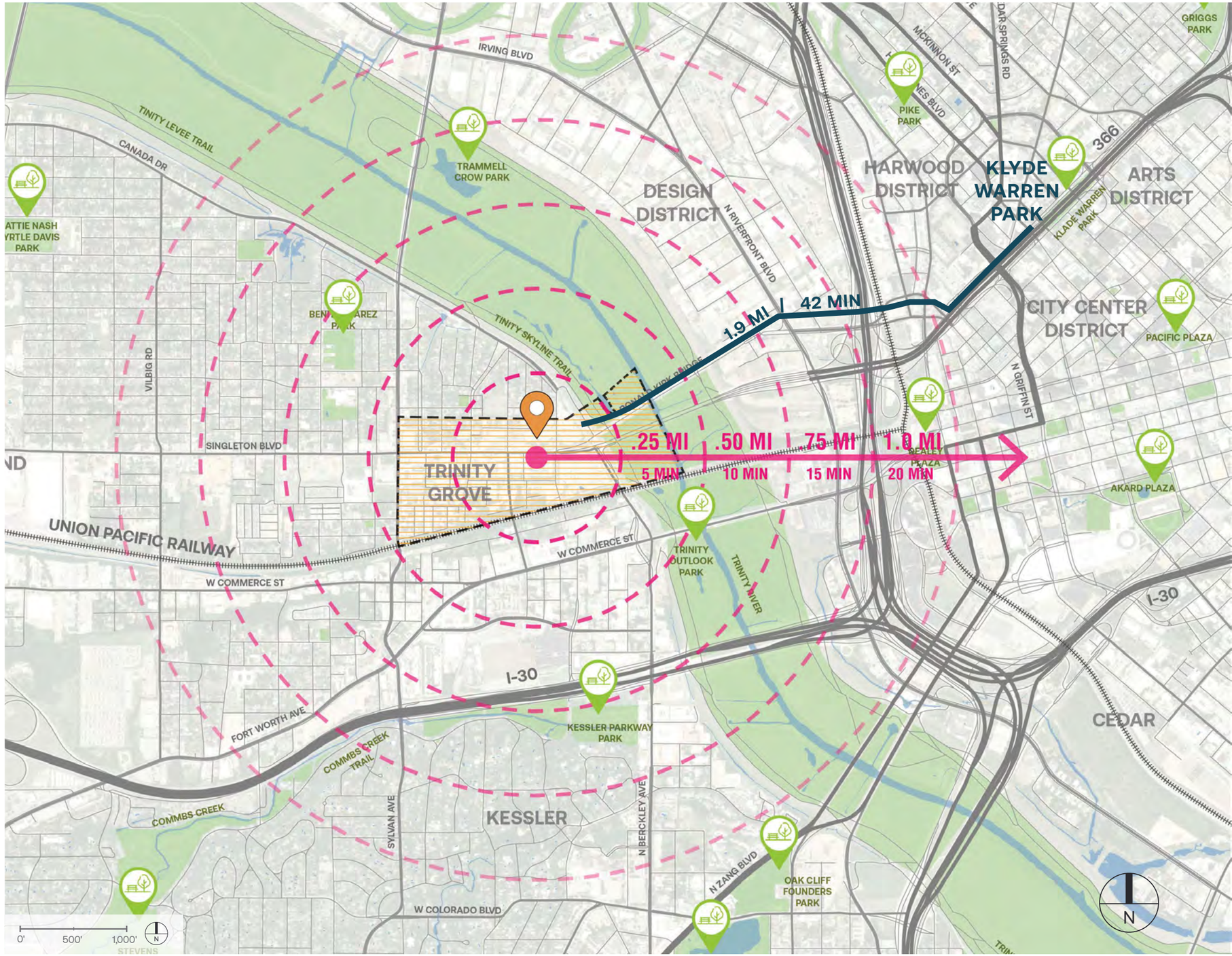
DISTANCE FROM SITE TO:

KLYDE WARREN PARK
1.9 MILES | 42 MIN.

UPTOWN
2.5 MILES | 56 MIN.

ARTS DISTRICT
2.3 MILES | 52 MIN.

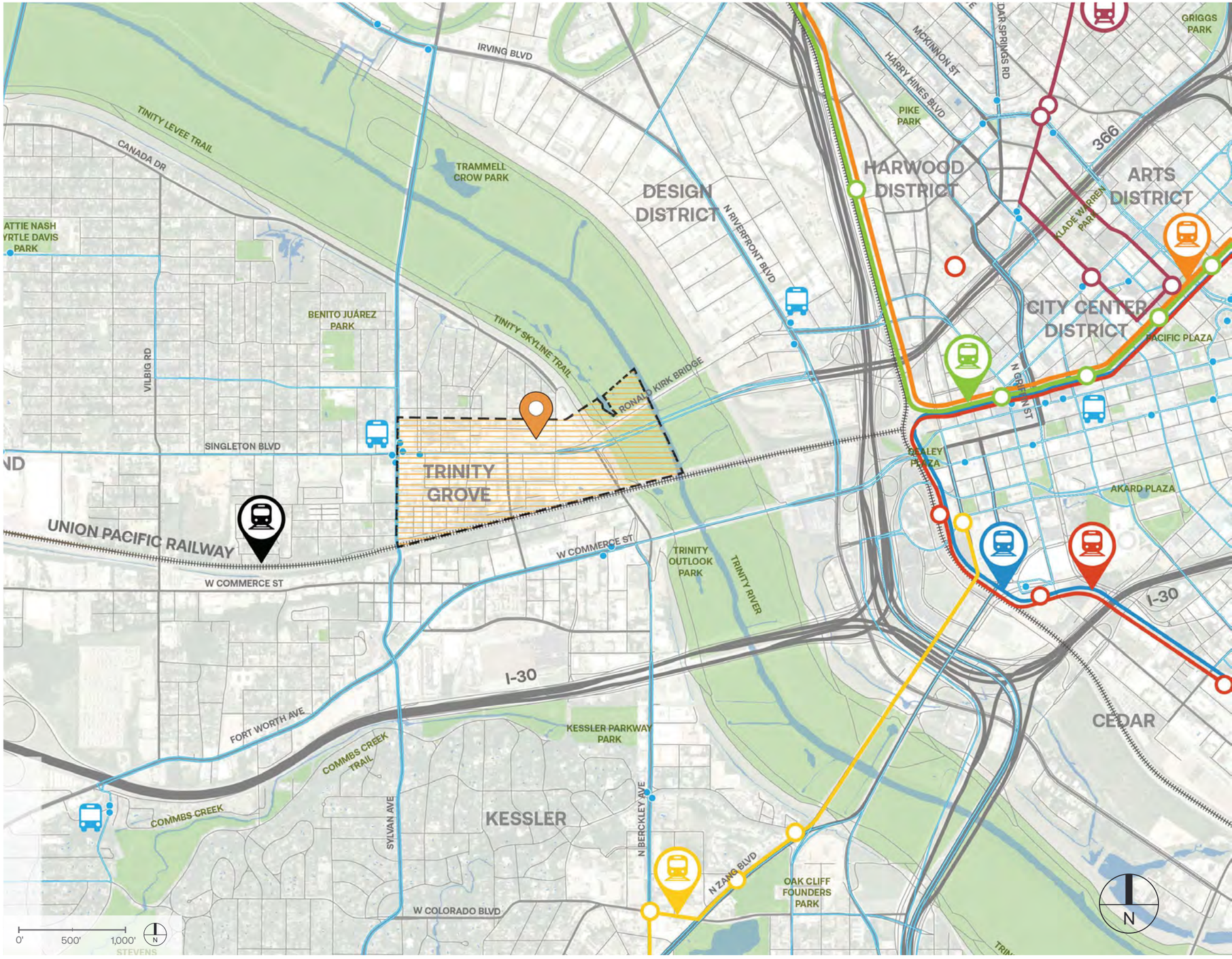
Ronald Kirk Pedestrian Bridge



TRANSPORTATION

LEGEND

- PARK SITE
- DART STOPS
- BUS STOPS
- BUS ROUTE
- GREEN LINE
- RED LINE
- ORANGE LINE
- BLUE LINE
- STREETCAR
- MCKINNEY TROLLEY
- RAILWAY

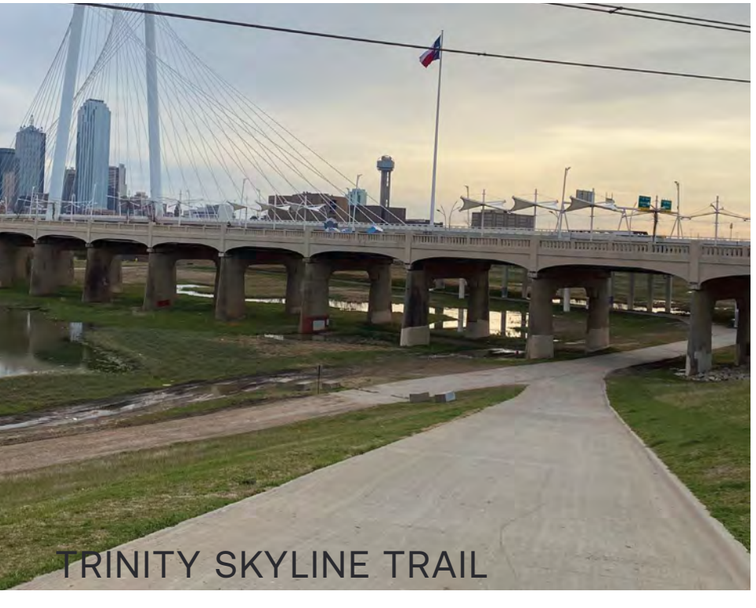


OPEN SPACE AND BIKING

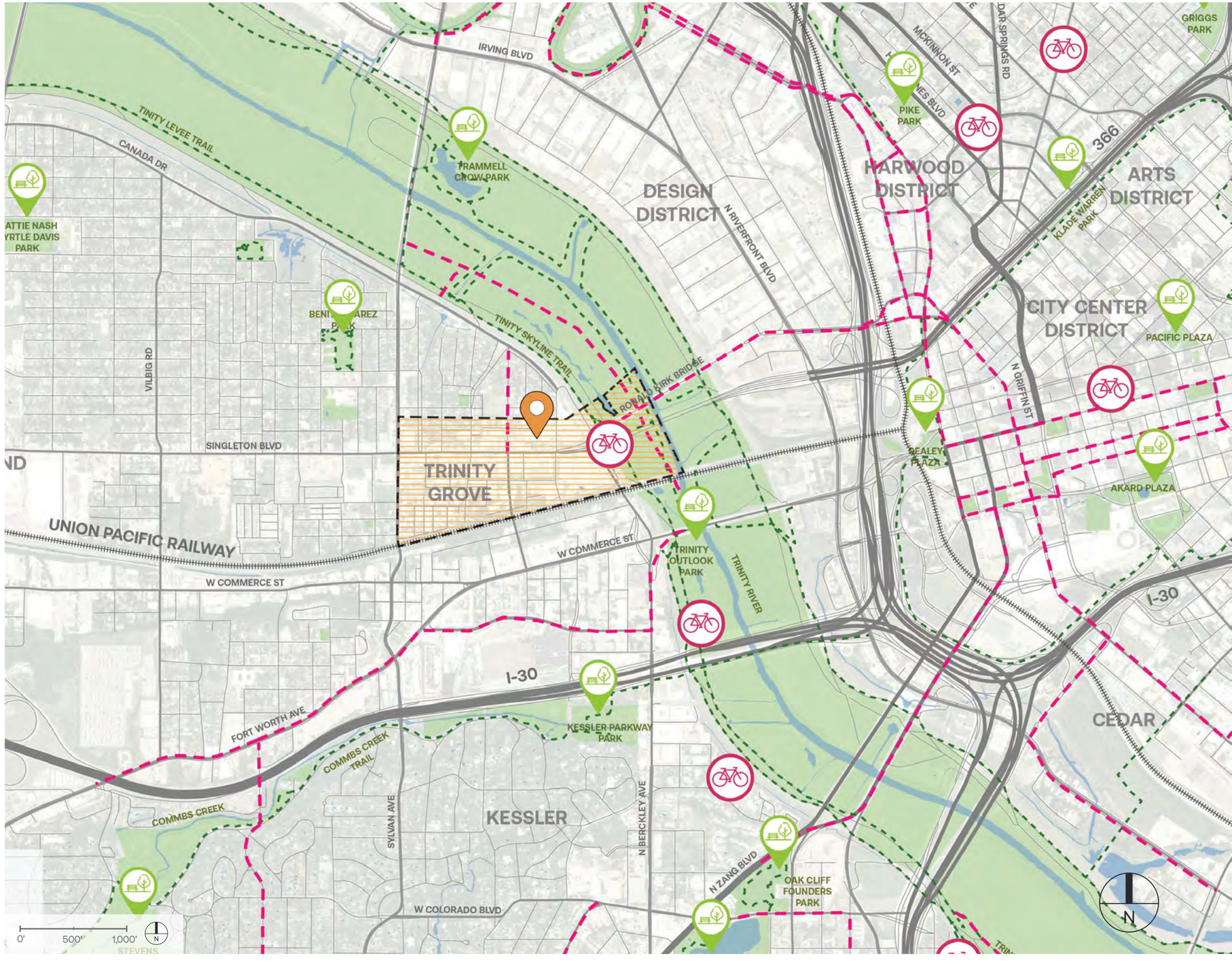
LEGEND

- PARK SITE
- EXISTING CITY PARK
- TRAILHEAD / REPAIR / REST STATION
- BIKE ROUTE
- TRAIL ROUTE

TRAILHEAD / BIKE REPAIR STATION



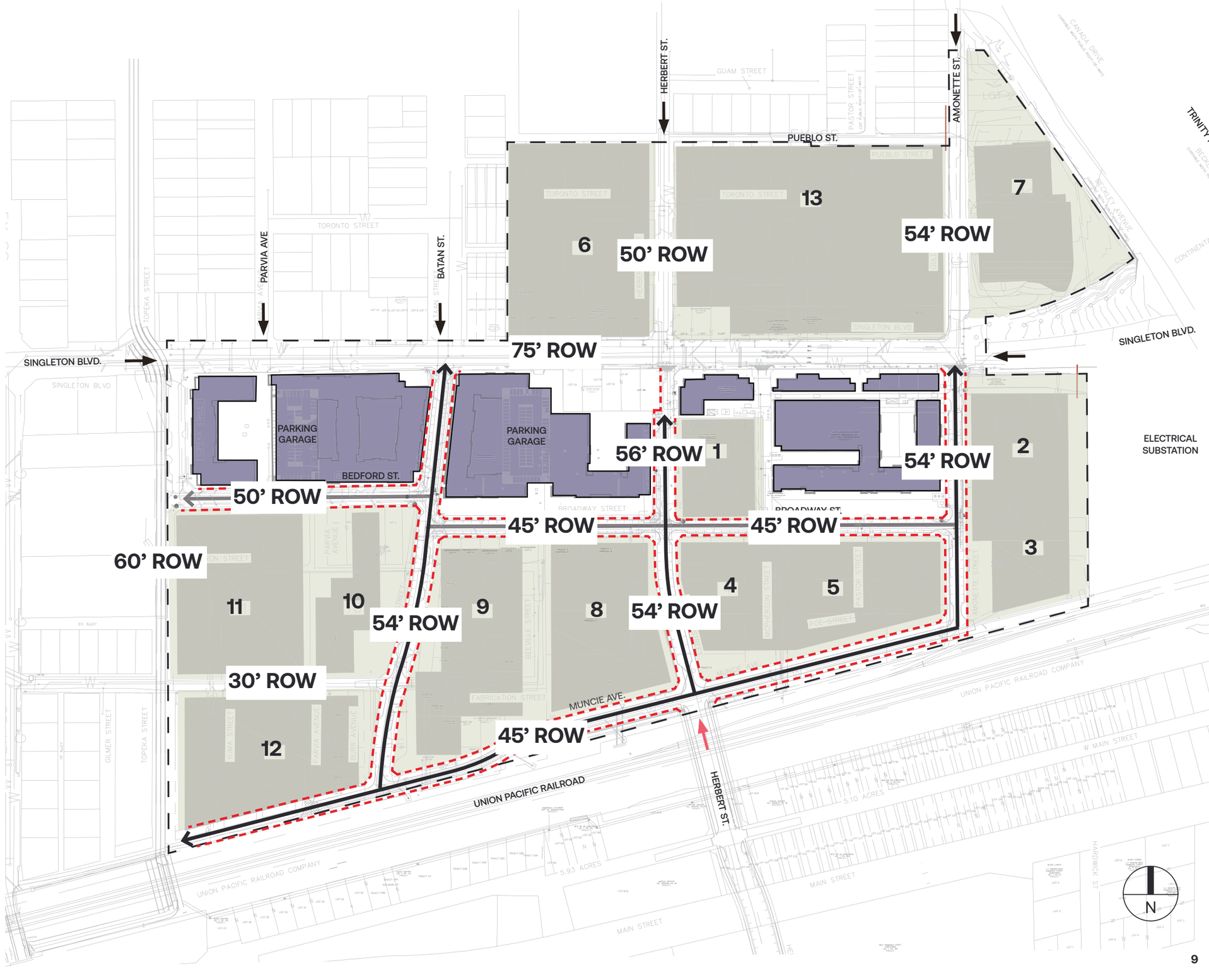
TRINITY SKYLINE TRAIL



SITE MAP

Parcel Data

EXISTING BUILDINGS TO REMAIN



DEVELOPMENT PARCELS

Parcel Data

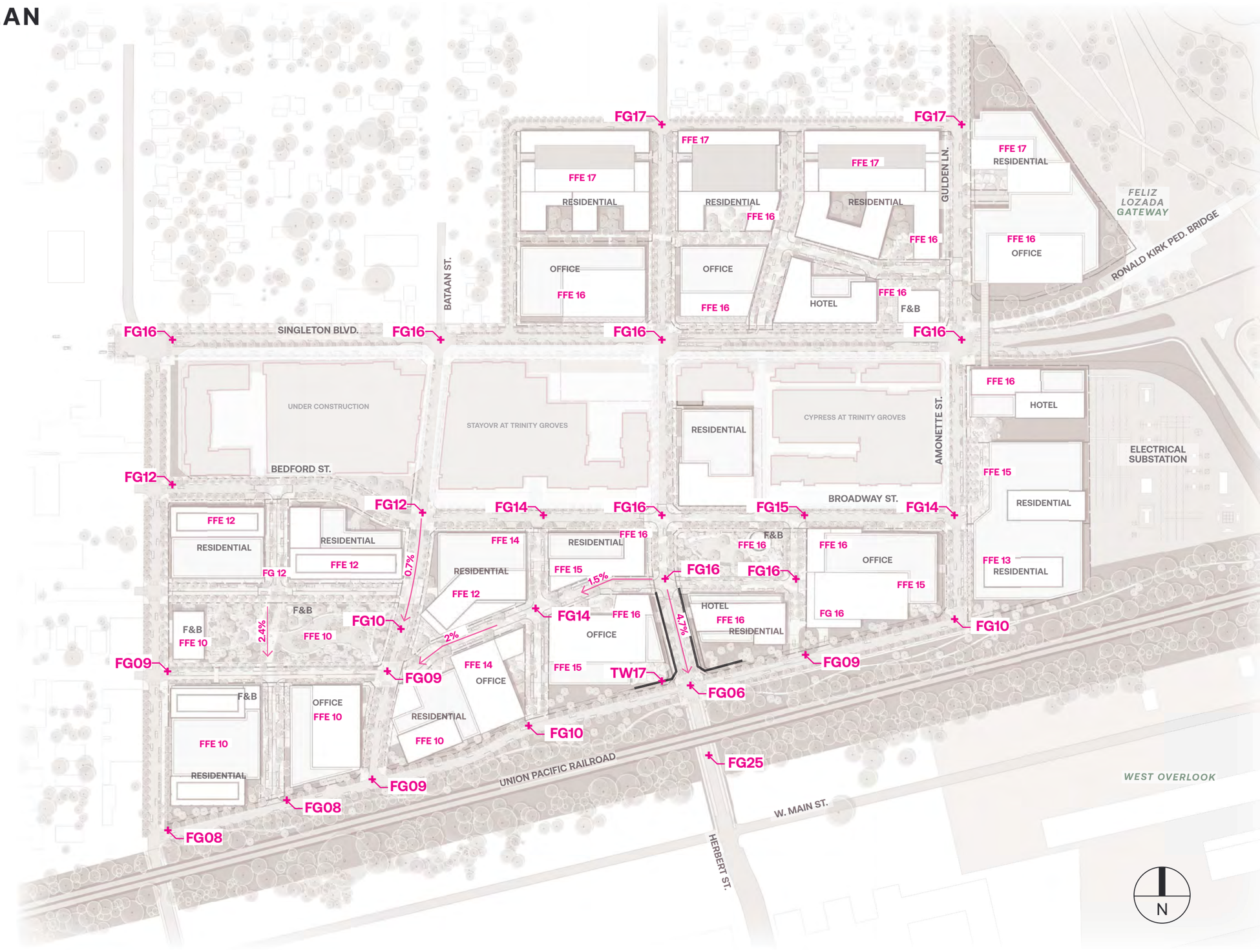
DEVELOPABLE PARCELS

CONCEPTUAL GRADING PLAN

Legend

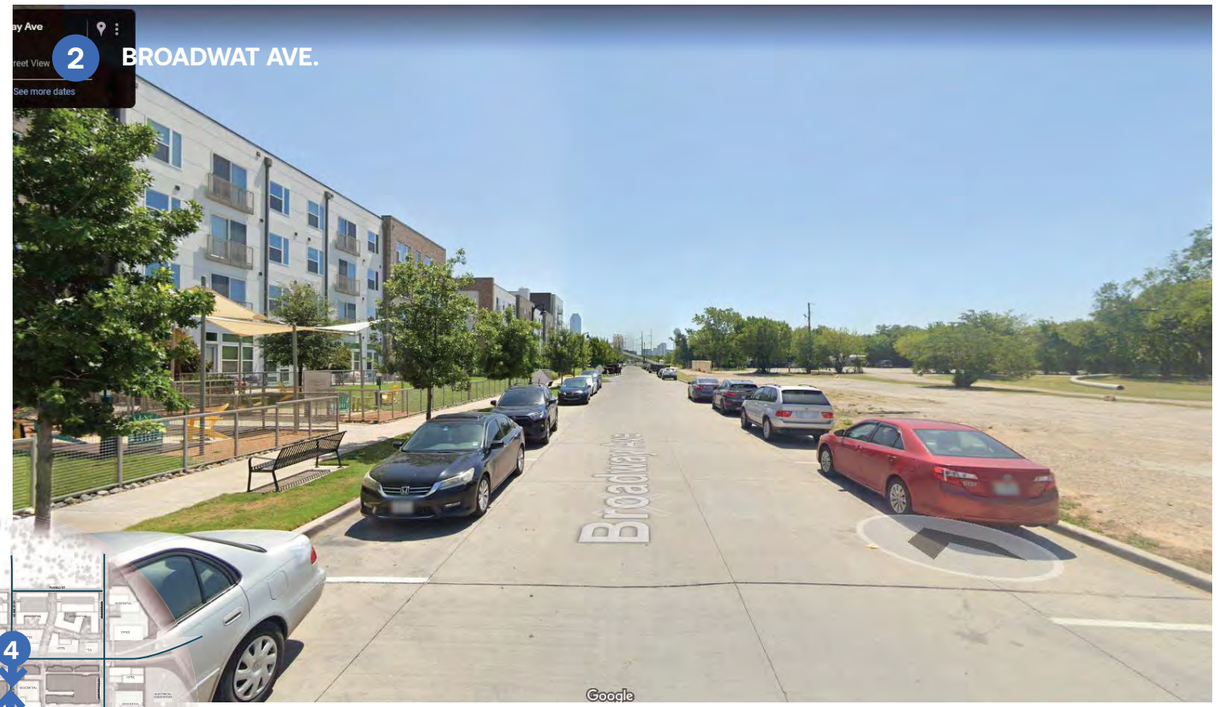
XX SPOT ELEVATION

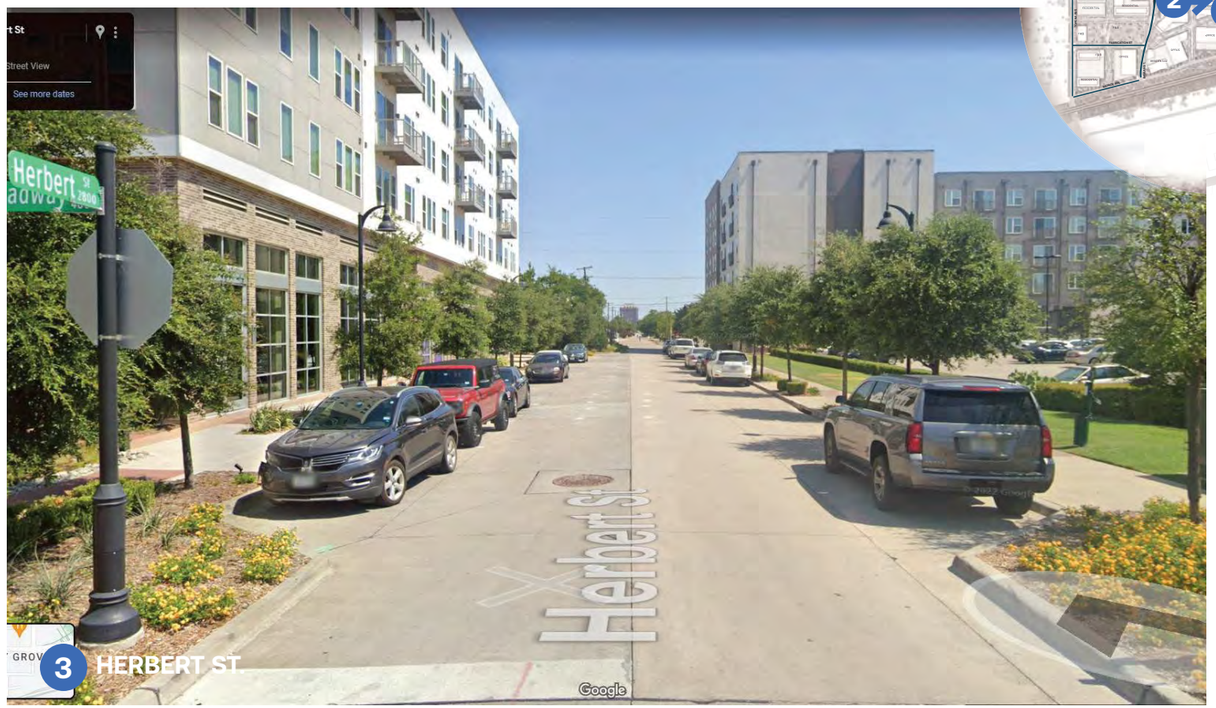
SLOPE

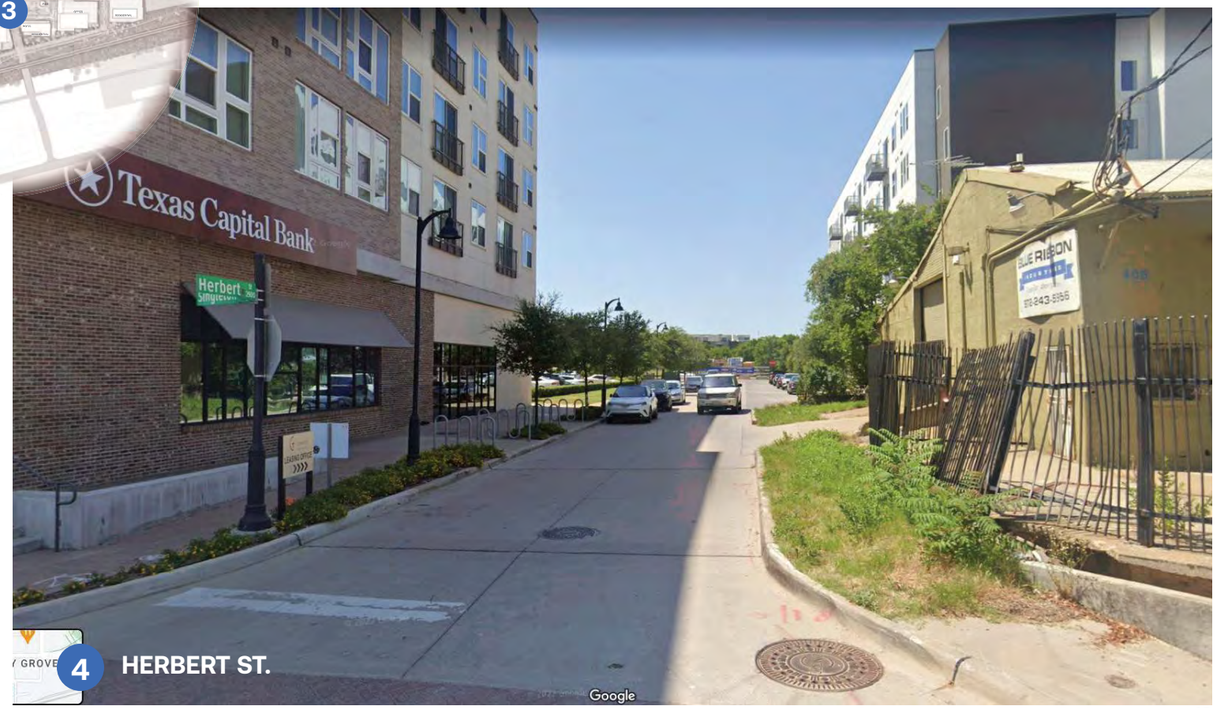


ROADWAY ANALYSIS

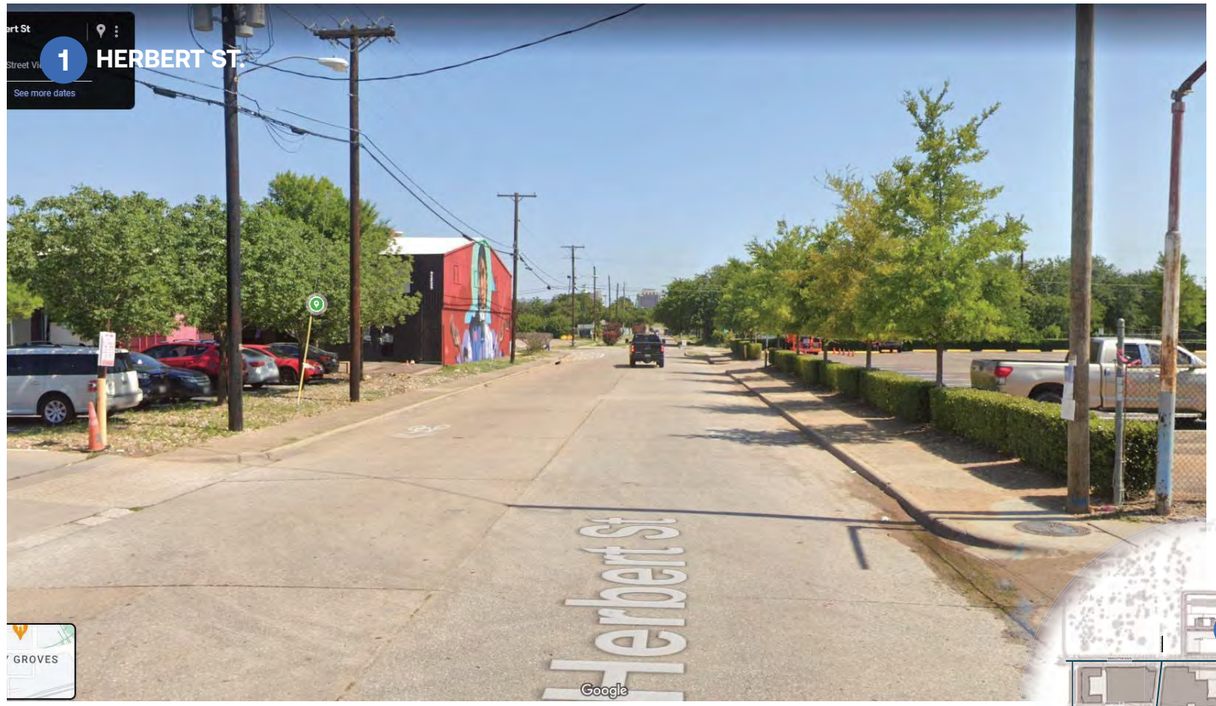
ROADWAY ANALYSIS

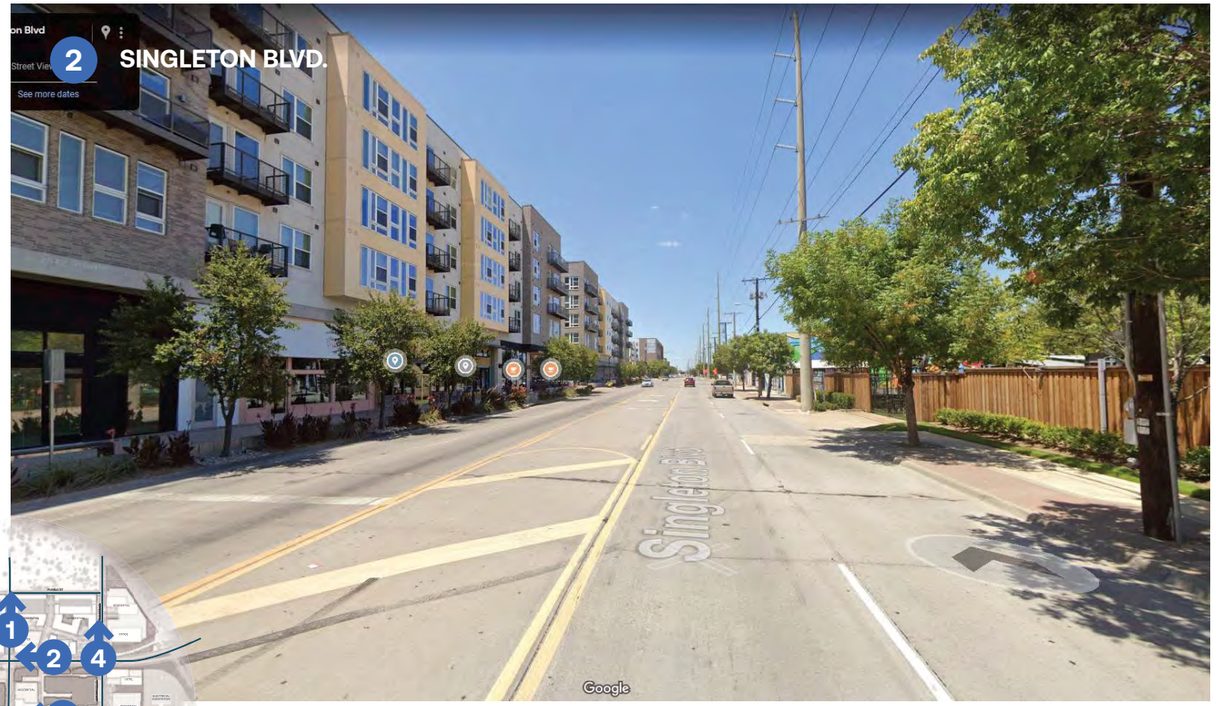


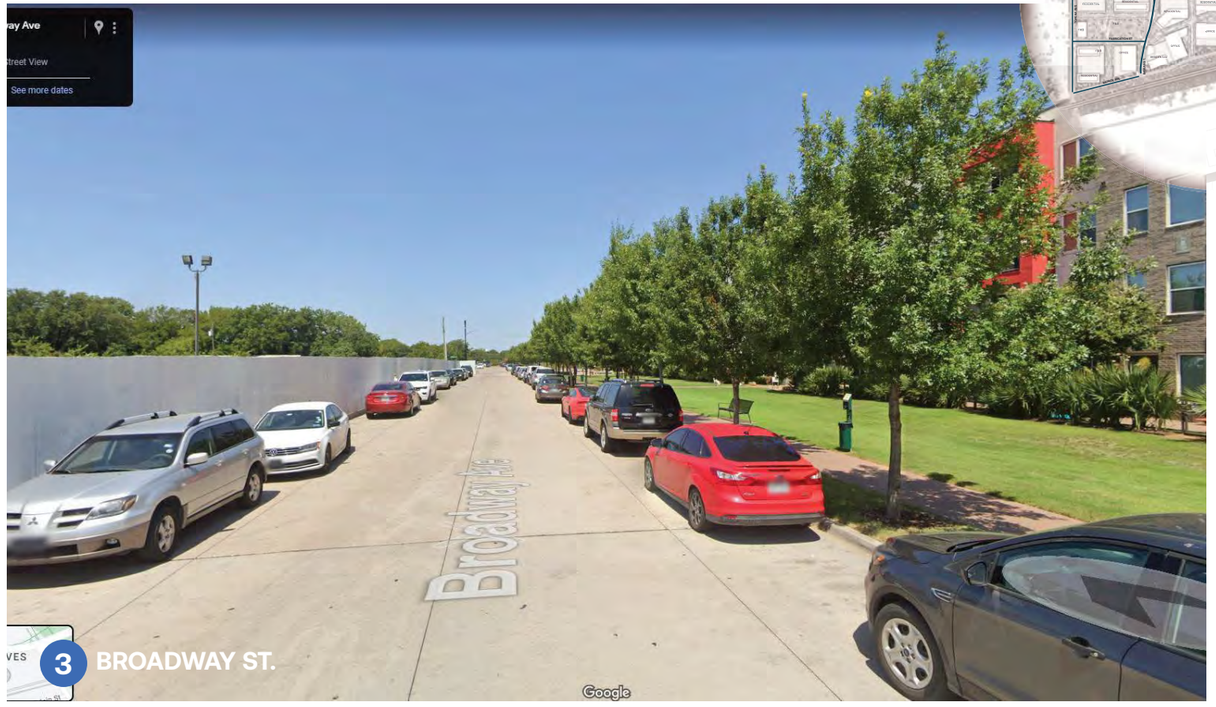




ROADWAY ANALYSIS







MASTER PLAN


TRINITY RIVER
FELIZ LOZADA GATEWAY
RONALD KIRK PED. BRIDGE
GULDEN LN.
AMONETTE ST.
BATAAN ST.
SINGLETON BLVD.
BEDFORD ST.
BROADWAY AVE.
TOPECA AVE
FABRICATION ST.
HERBERT ST.
UNION PACIFIC RAILROAD
W. MAIN ST.
ELECTRICAL SUBSTATION
WEST OVERLOOK
RESI
OFFICE
HOTEL
F&B
HOTEL / RESI
EXISTING RESIDENTIAL
N


TESLA

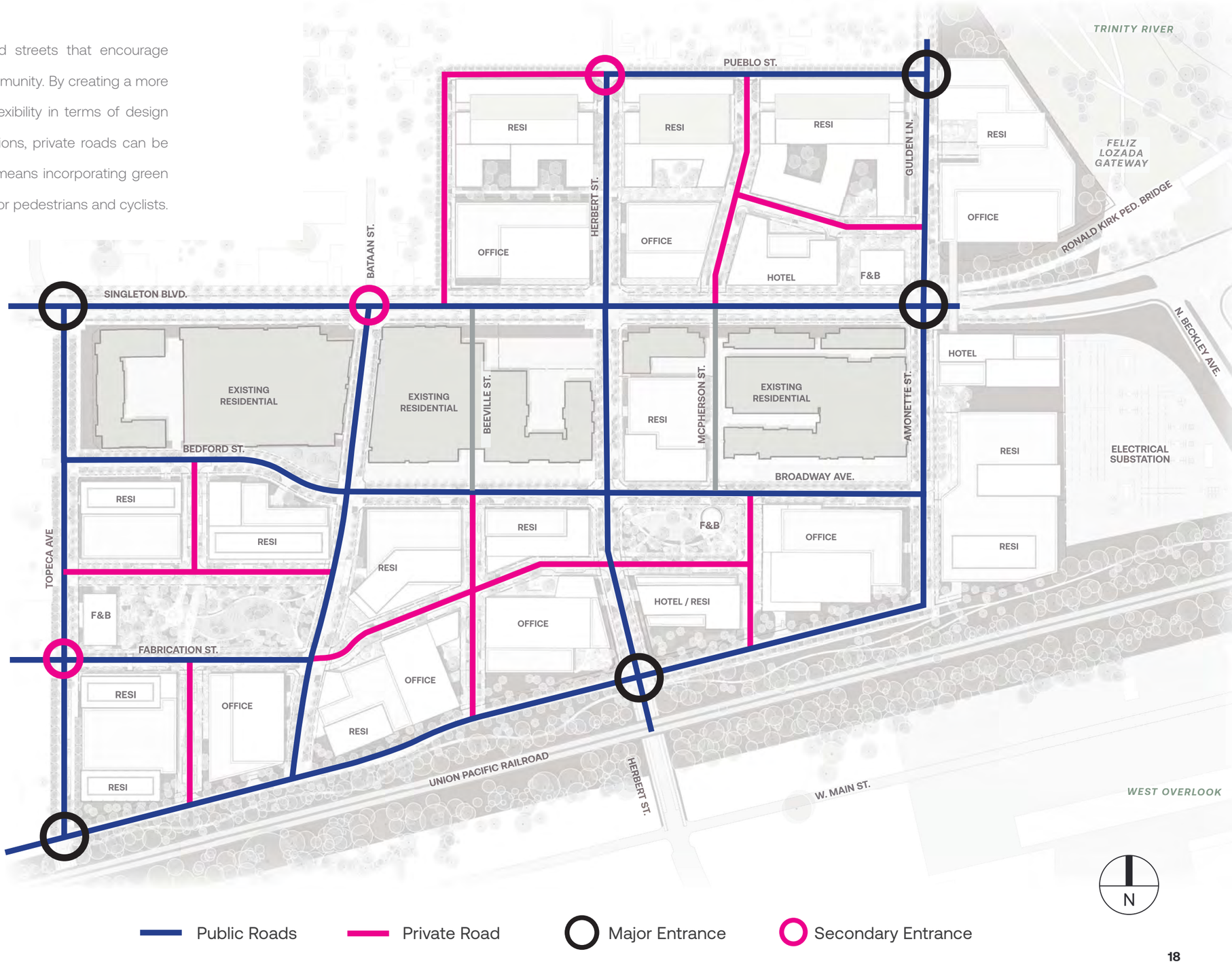

PETER MILLAR
TESLA

PUBLIC VS PRIVATE

Private roads create a network of smaller blocks and interconnected streets that encourage walking and biking, reduce reliance on cars, and promote a sense of community. By creating a more pedestrian-friendly environment. Private roads can also provide more flexibility in terms of design and maintenance. Because they are not subject to government regulations, private roads can be designed to suit the needs of the community they serve, whether that means incorporating green space, creating shared spaces for social interaction, or prioritizing safety for pedestrians and cyclists.

Public Road

Private Road

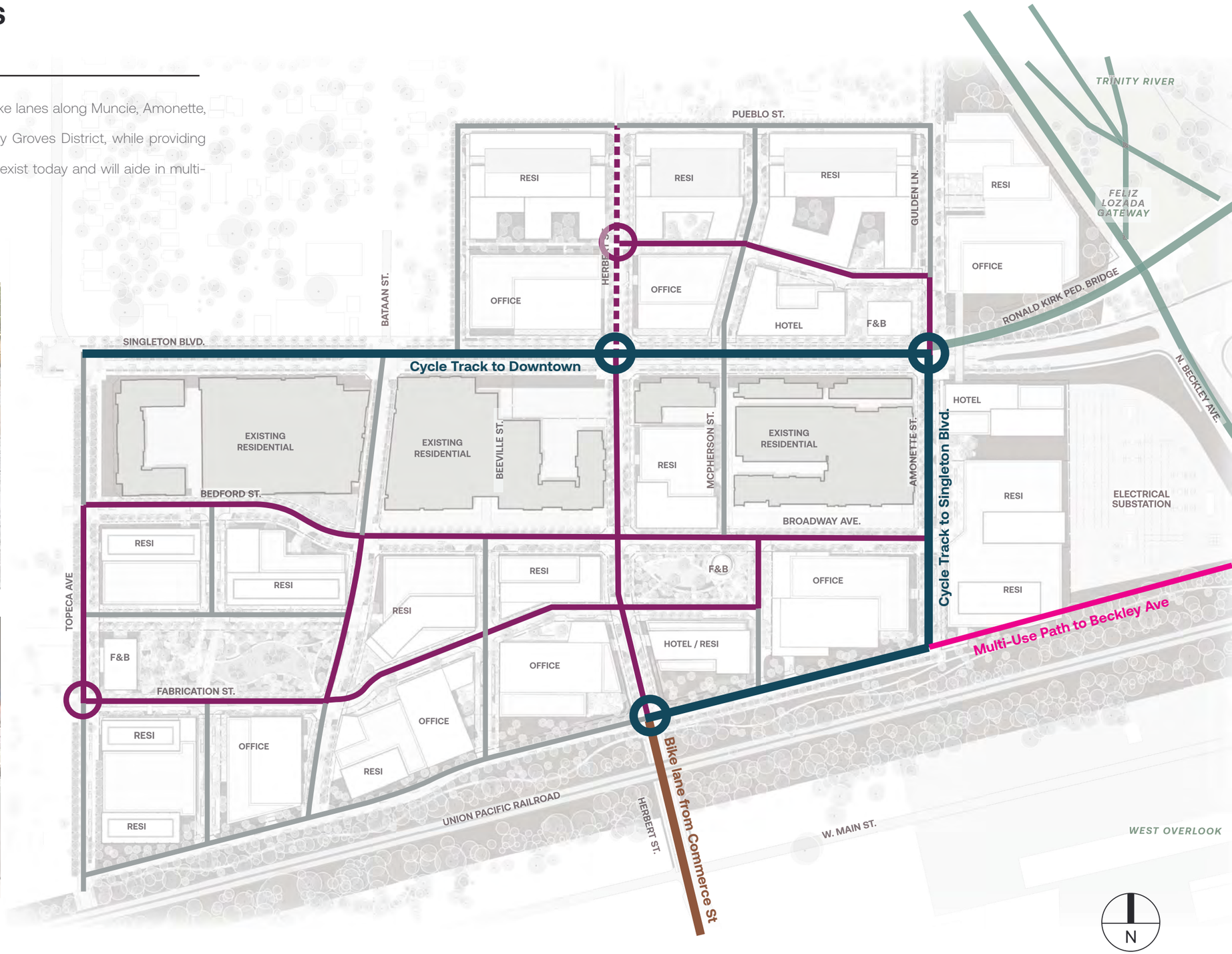


BIKE LANE VS SHARED STREETS

Bike lanes provide a dedicated space for cyclists to ride safely. The bike lanes along Muncie, Amonette, and Singleton Blvd will provide a continuous circuit through the Trinity Groves District, while providing direct acces to downtown. This type of cycle infrastructure does not exist today and will aide in multi-module opportunities to and from the district.

Cycle Track - Singleton Blvd

Bike Lanes - Herbert St



STREET NETWORK

LEGEND

TYPICAL STREET
(2) Drive lanes + Parallel Parking + Sidewalk & Amenity Zone - Trees 22'-30' o.c.

CENTRAL OPEN SPACE
(2) Drive lanes + Parallel Parking + Sidewalk & Amenity Zone - Trees 22'-30' o.c. (Consider closures for events)

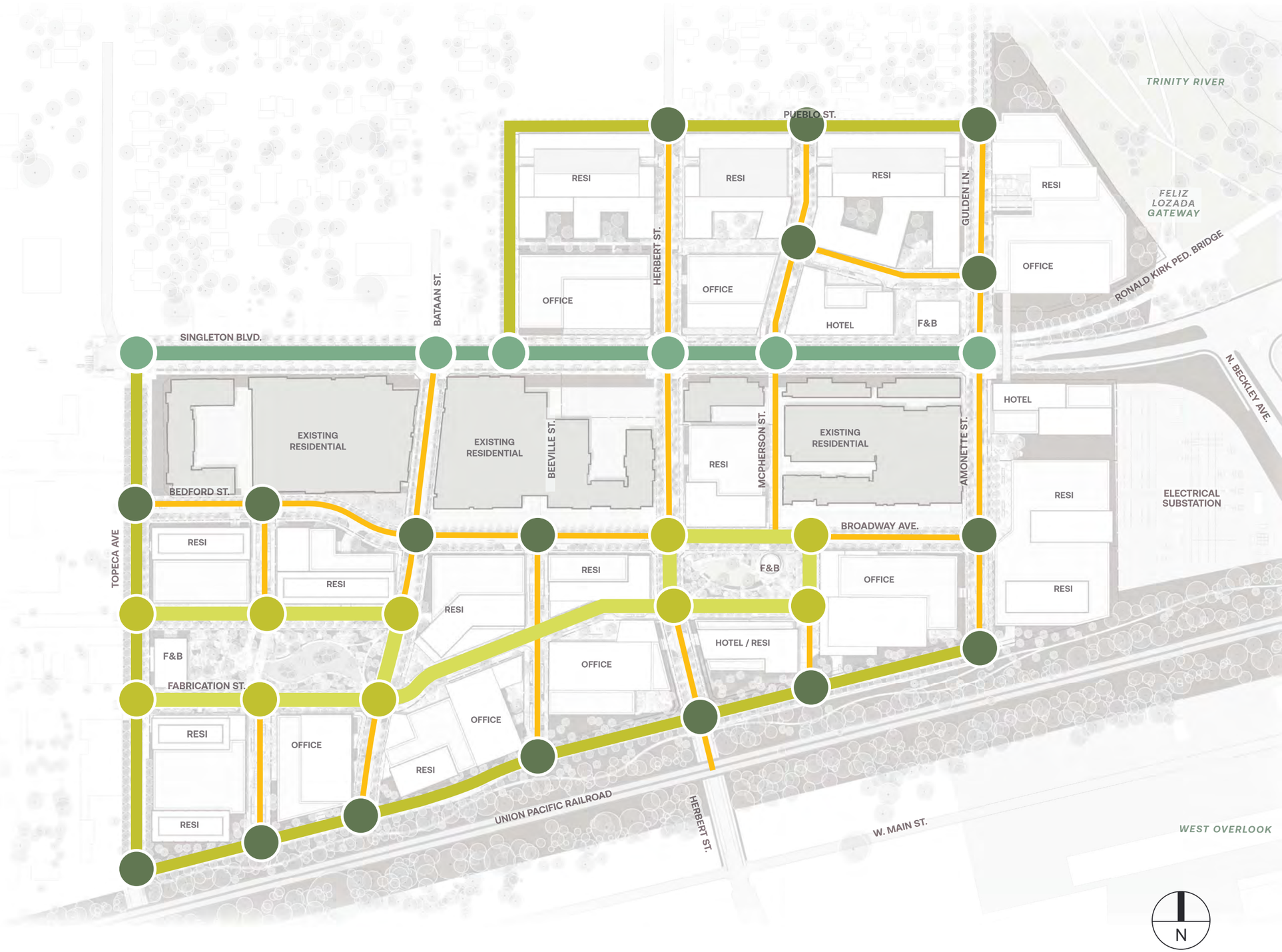
BOULEVARD
(4) Dive lanes + Turn lane + Planted median + Sidewalk & Amenity zone - Trees 30' o.c.

PERIMETER
(2) Drive lanes + Trail Network + Cycle Track - Trees 22'-30' o.c.

BOULEVARD INTERSECTION

TYPICAL INTERSECTION

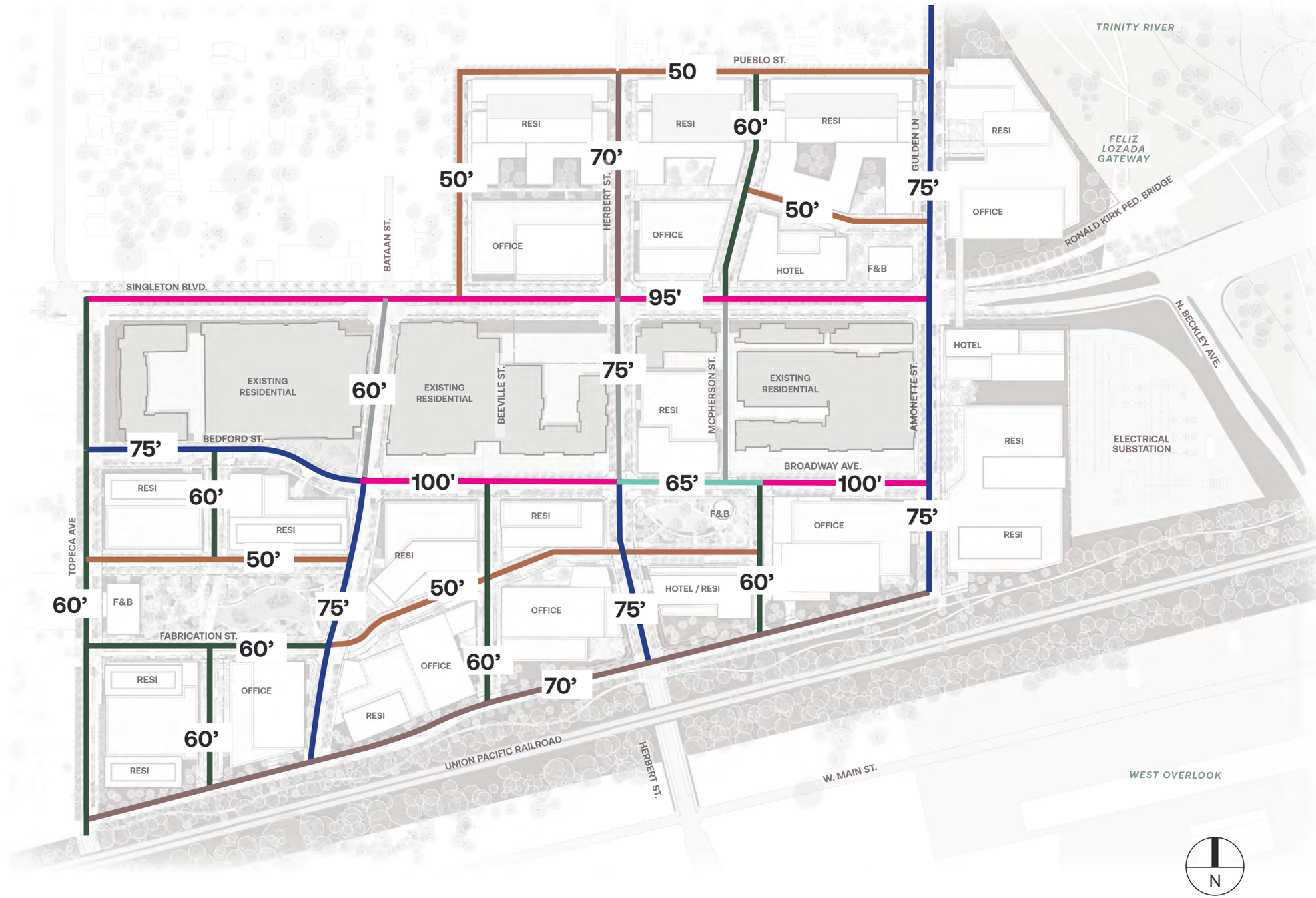
CENTRAL OPEN SPACE INTERSECTION



URBAN REALM DIAGRAM

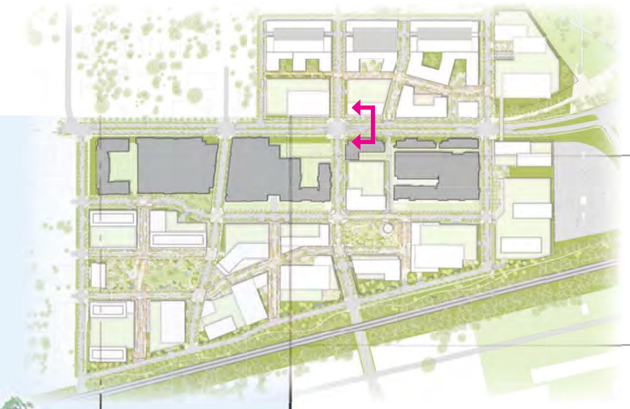
LEGEND

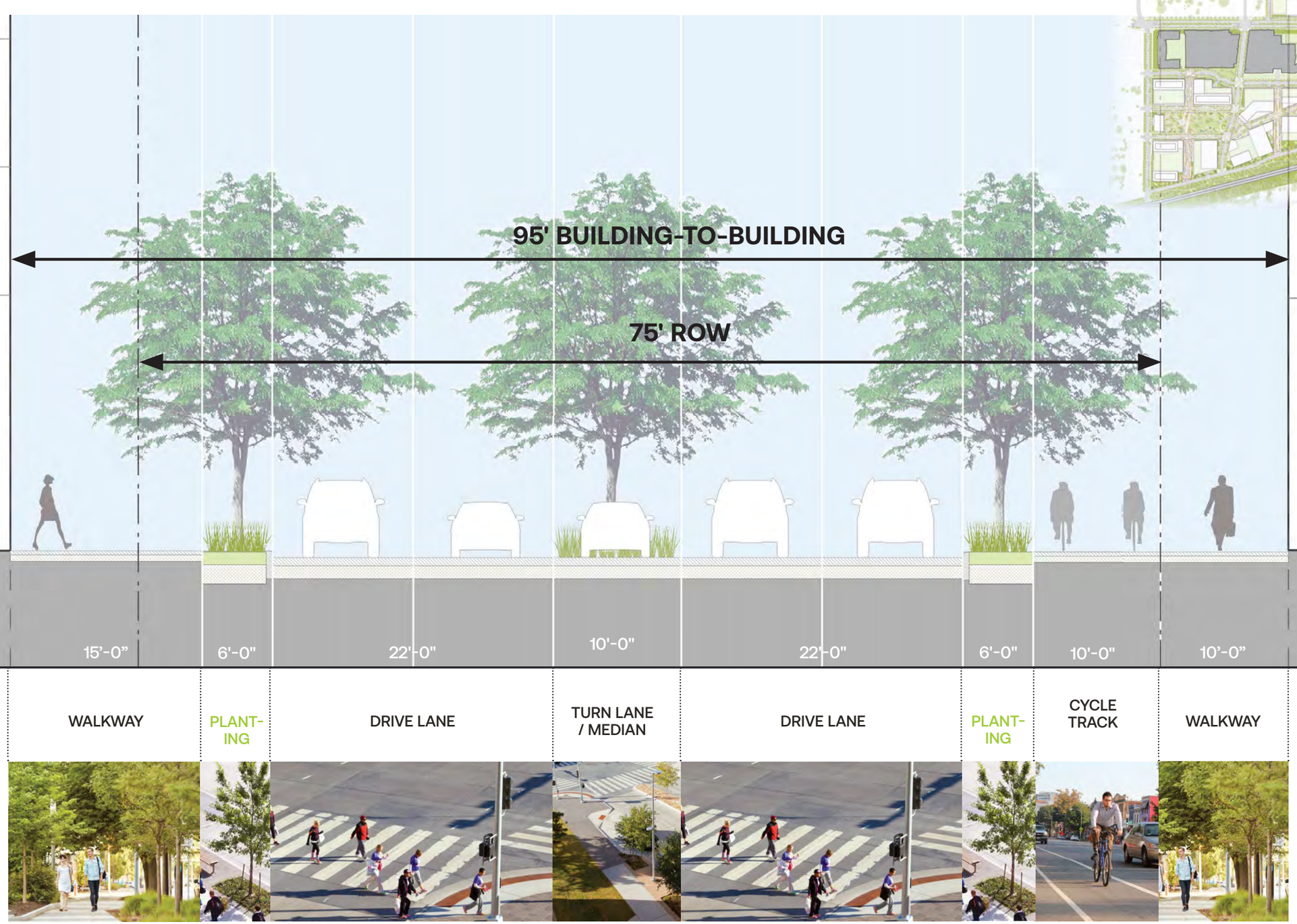
- 50' DIM.
- 60' DIM.
- 65' DIM.
- 70' DIM.
- 75' DIM.
- 90' DIM.
- 100' DIM.



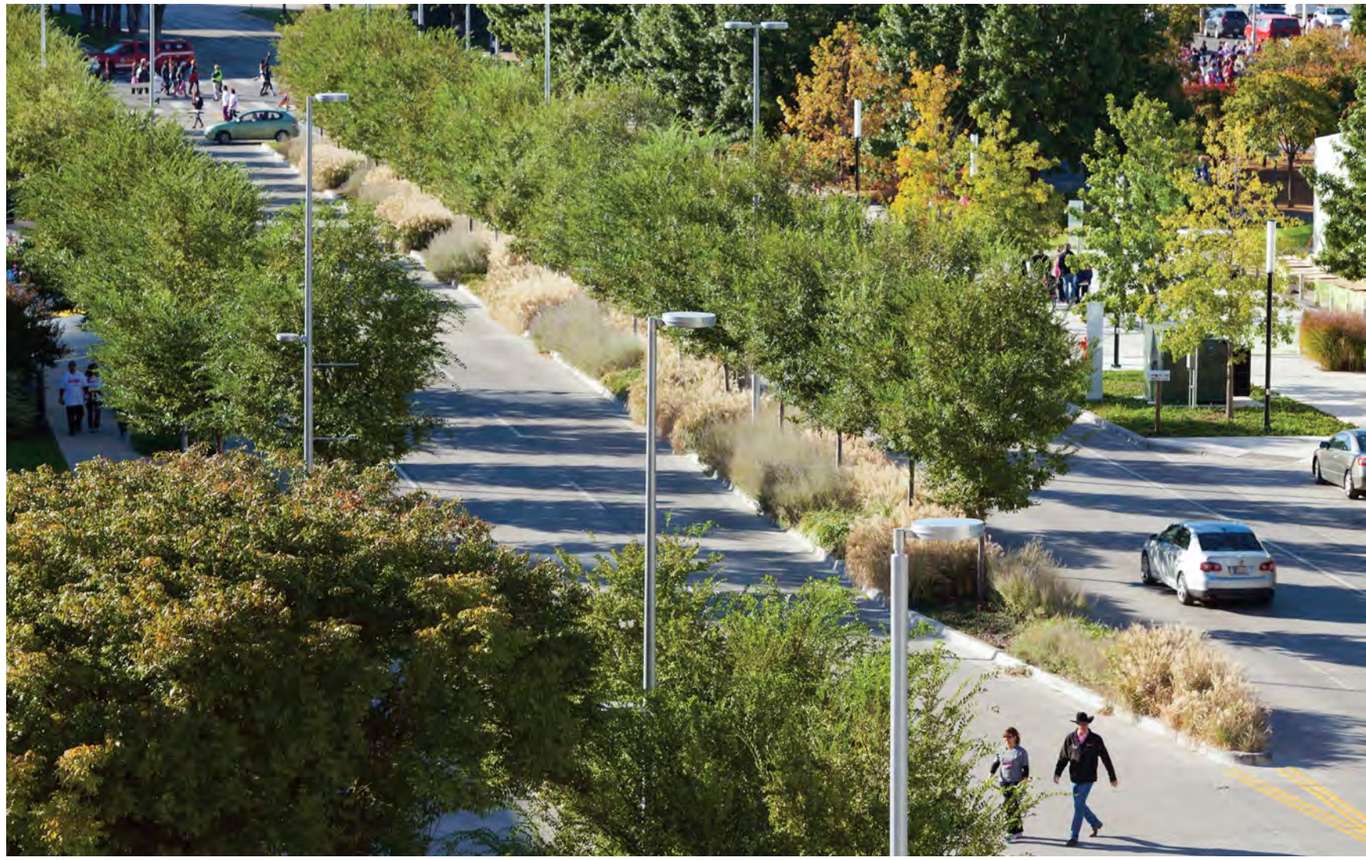
STREETSCAPE TYPOLOGY I 95' URBAN REALM

SINGLETON BLVD





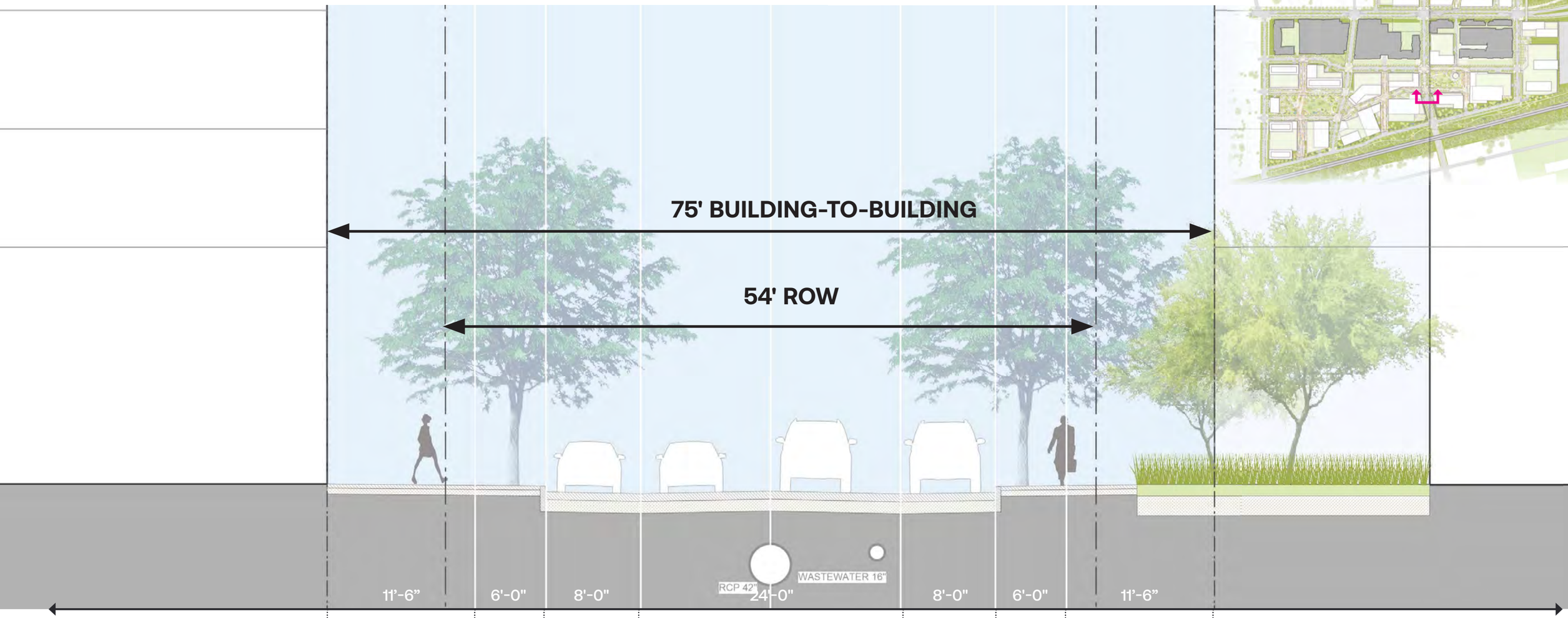
STREETSCAPE TYPOLOGY | BOULEVARD STREET TREE (100' URBAN REALM)



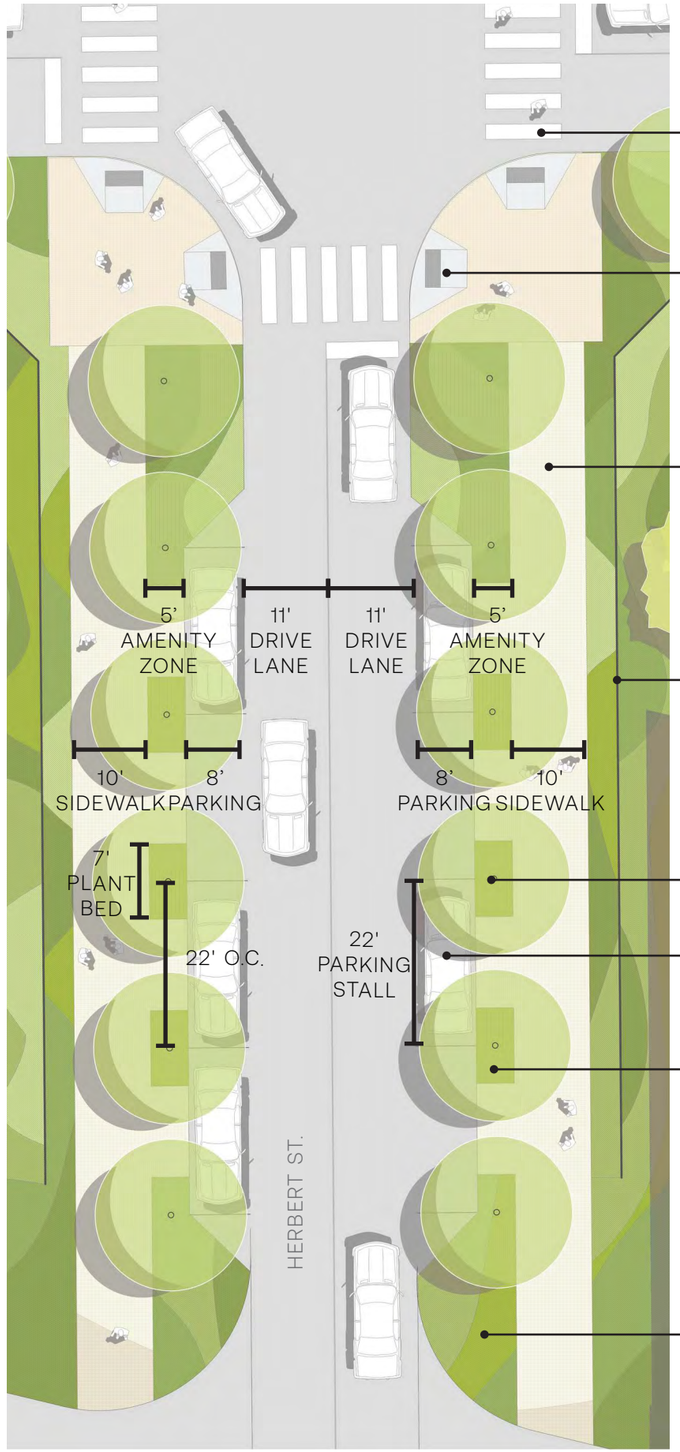
STREETSCAPE TYPOLOGY | BOULEVARD STREET TREE (100' URBAN REALM)

STREETSCAPE TYPOLOGY I TYPICAL STREET TREE (75' URBAN REALM)

HERBERT STREET



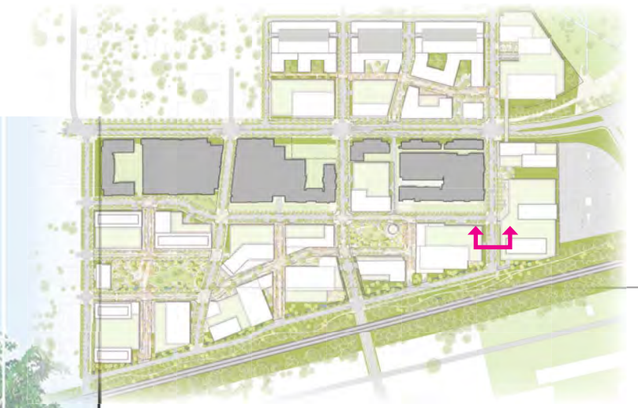
STREETSCAPE TYPOLOGY I TYPICAL STREET TREE (75' URBAN REALM)

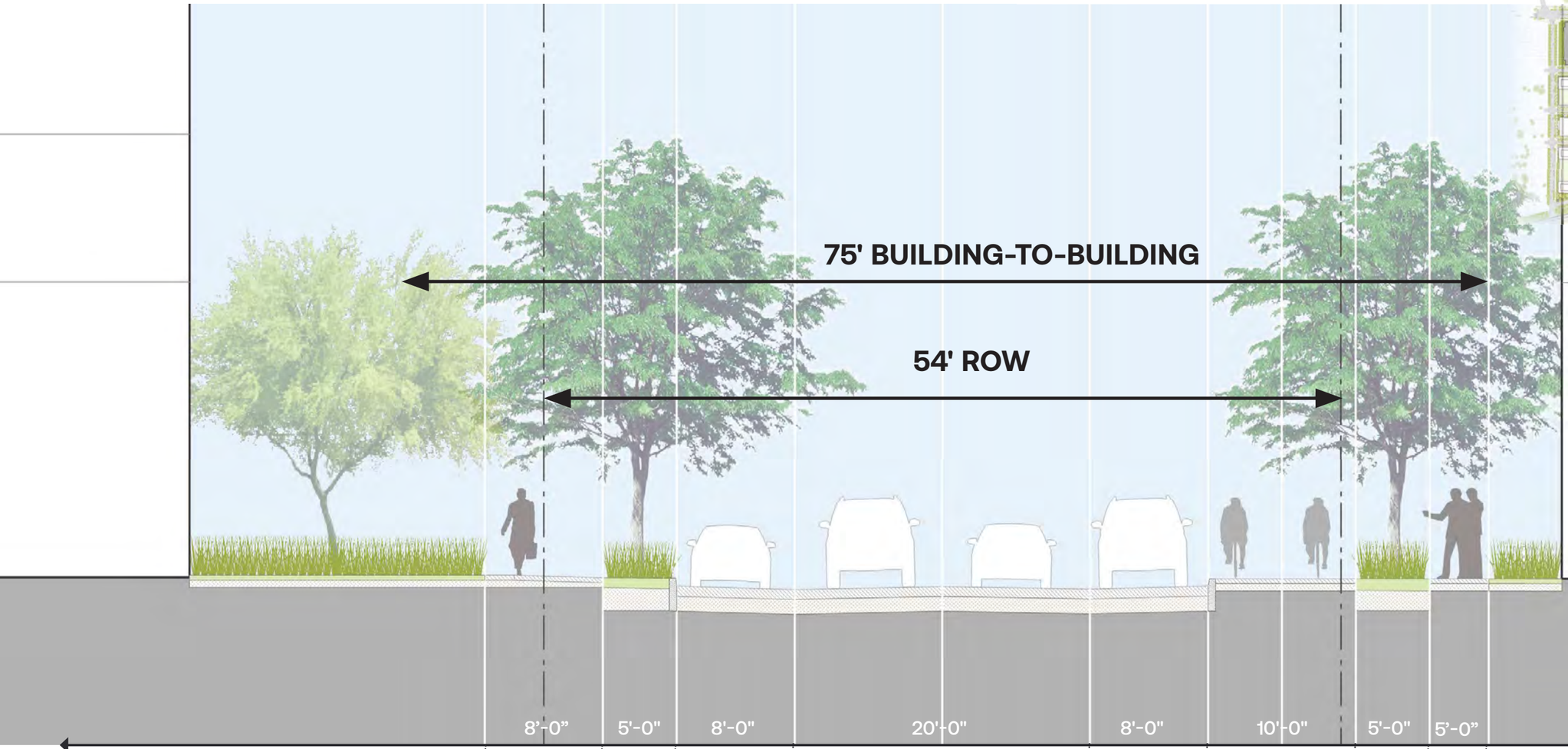


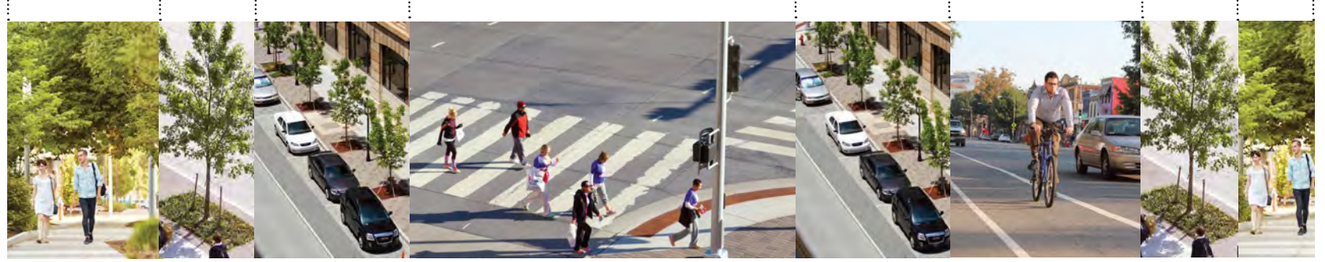
STREETSCAPE TYPOLOGY I TYPICAL STREET TREE (75' URBAN REALM)

STREETSCAPE TYPOLOGY I TYPICAL STREET TREE (75' URBAN REALM)

AMONETTE STREET W/ CYCLE TRACK

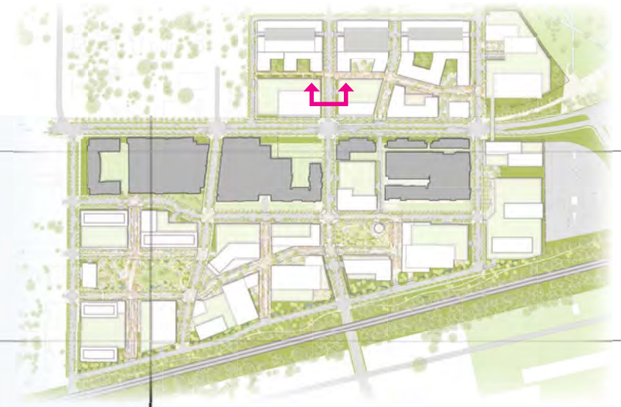


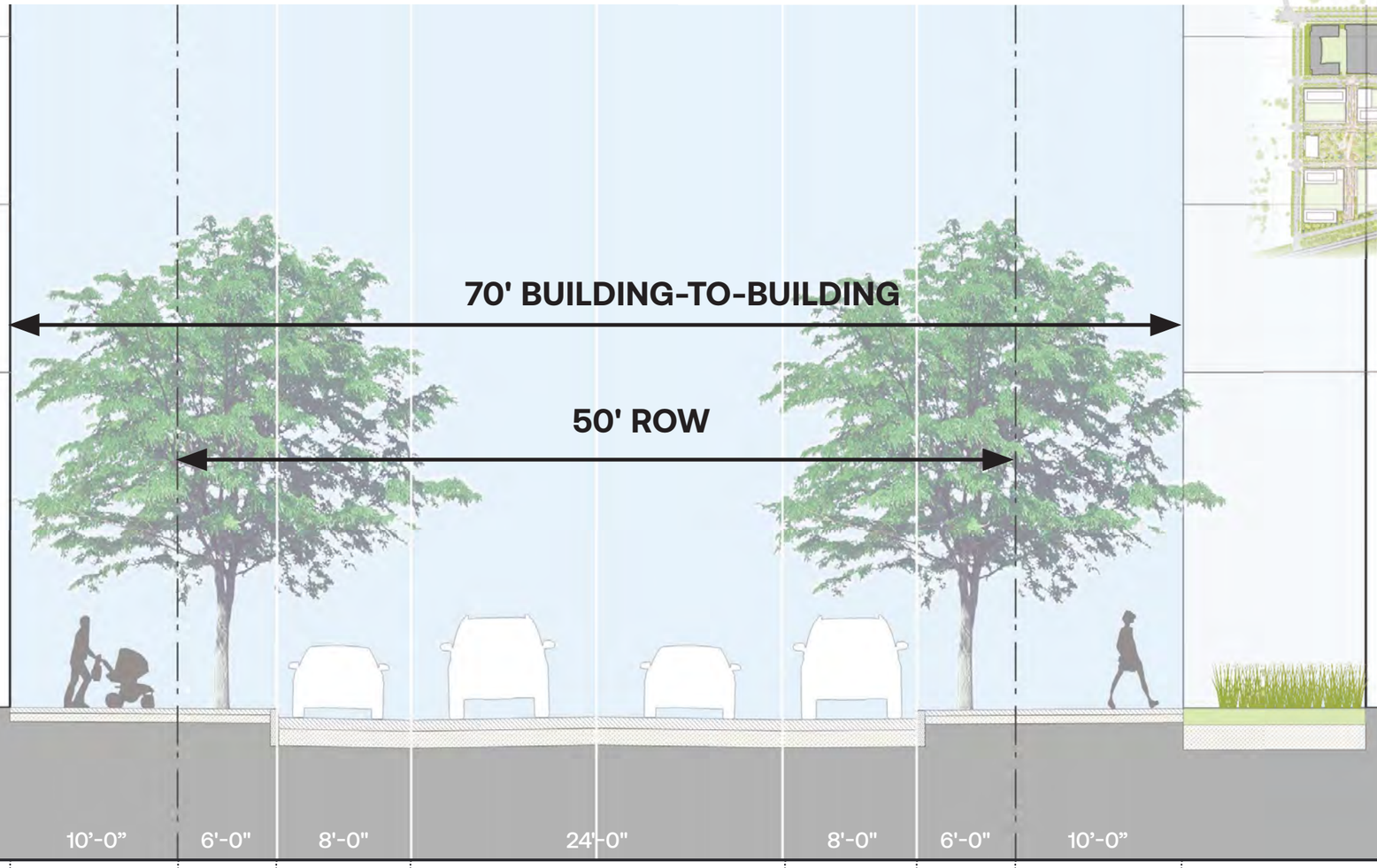




STREETSCAPE TYPOLOGY I 70' URBAN REALM

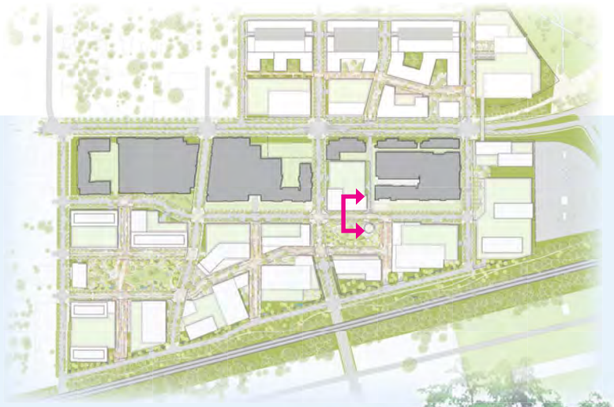
NORTH HERBERT STREET

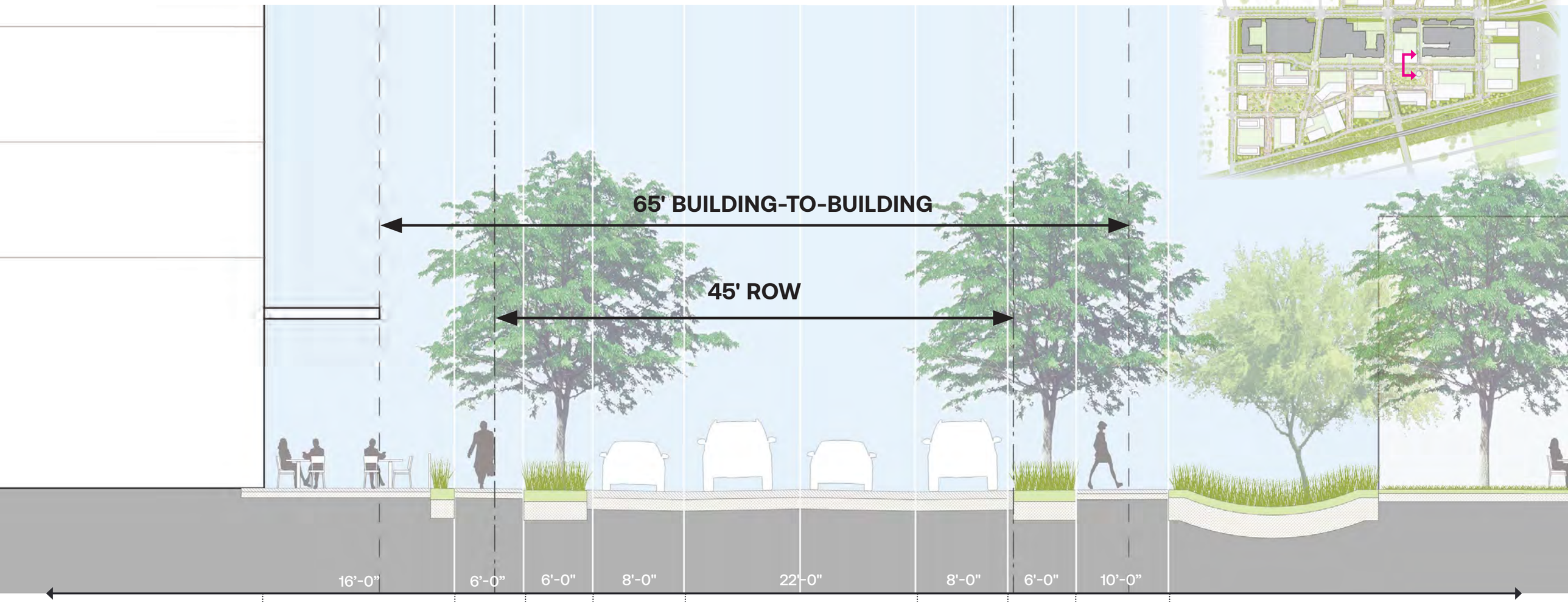




STREETSCAPE TYPOLOGY | 65' URBAN REALM

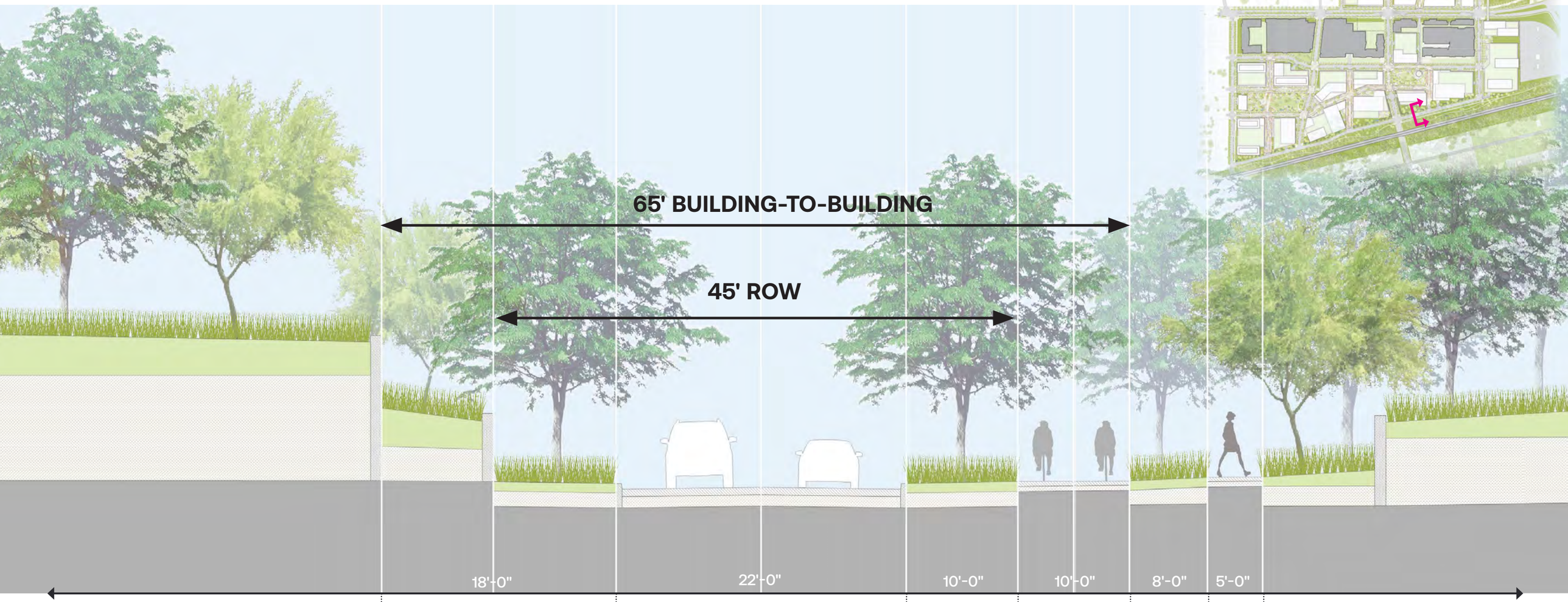
BROADWAY AVENUE

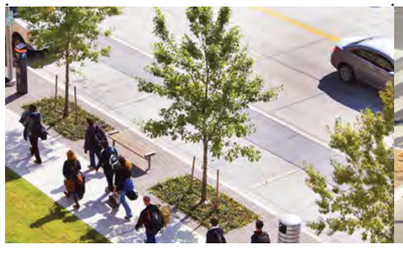
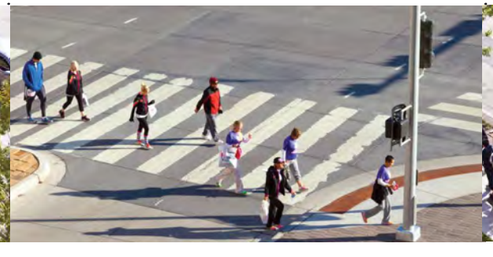




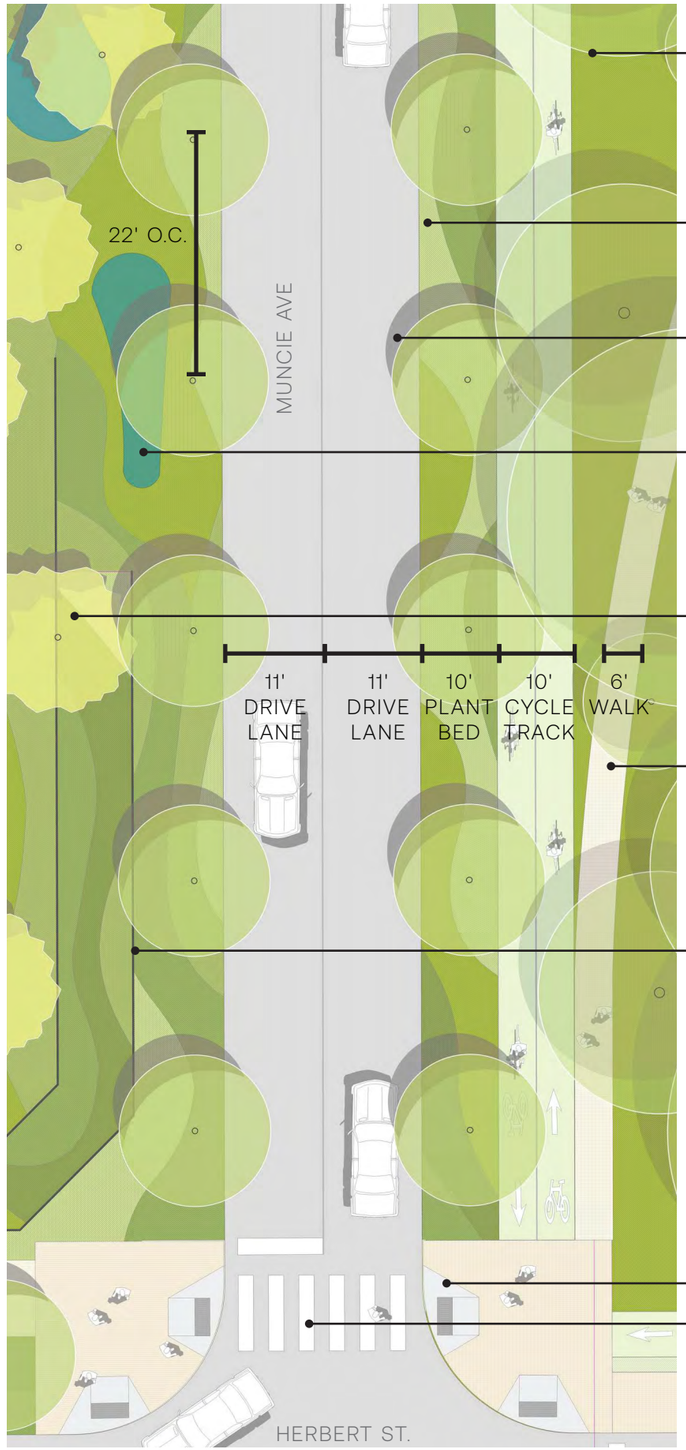
ARCH.	DINING TERRACE	WALK-WAY	PLANT-ING	PARKING	DRIVE LANE	PARKING	PLANT-ING	WALKWAY	TRINITY GROVES PLAZA

STREETSCAPE TYPOLOGY | PERIMETER TREE (65' URBAN REALM)



TERRACED PLANTING	DRIVE LANE	PLANTING	CYCLE TRACK	PLANTING	WALK
					

STREETSCAPE TYPOLOGY | PERIMETER TREE (65' URBAN REALM)



CYCLE TRACK

STREET PLANTING

STREET TREE (22' O.C.)

BIORETENTION

ORNAMENTAL TREE

PEDESTRIAN PATH

RETAINING WALL

CURB RAMP

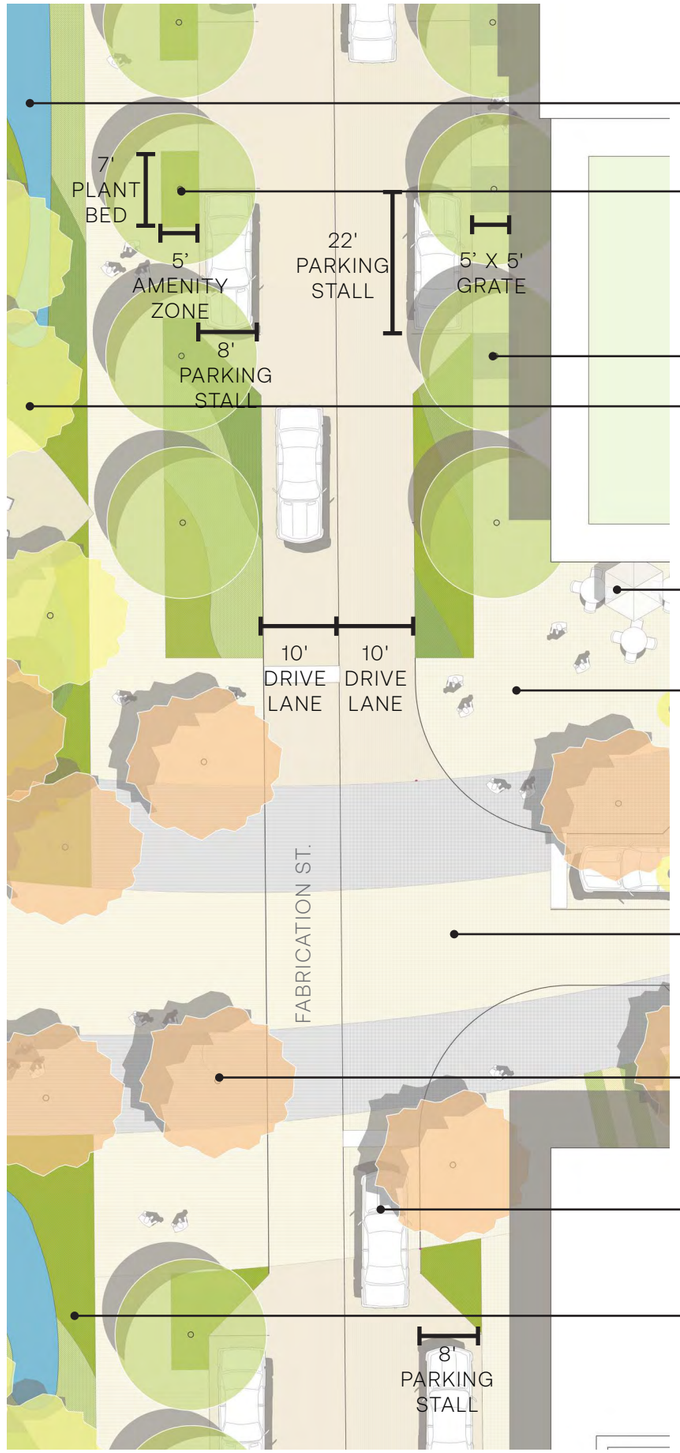
CROSSWALK

STREETSCAPE TYPOLOGY | PERIMETER TREE (65' URBAN REALM)

STREETSCAPE TYPOLOGY | CENTRAL PARK TREE (60' URBAN REALM)

FABRICATION STREET

STREETSCAPE TYPOLOGY | CENTRAL PARK TREE (60' URBAN REALM)



BIORETENTION

STREET TREE WITH PLANTING (22' O.C.)

STREET TREE IN GRATE (22' O.C.)

SHADE TREE

SEATING AREA

PEDESTRIAN PAVING

DECORATIVE UNIT PAVERS

ORNAMENTAL STREET TREE

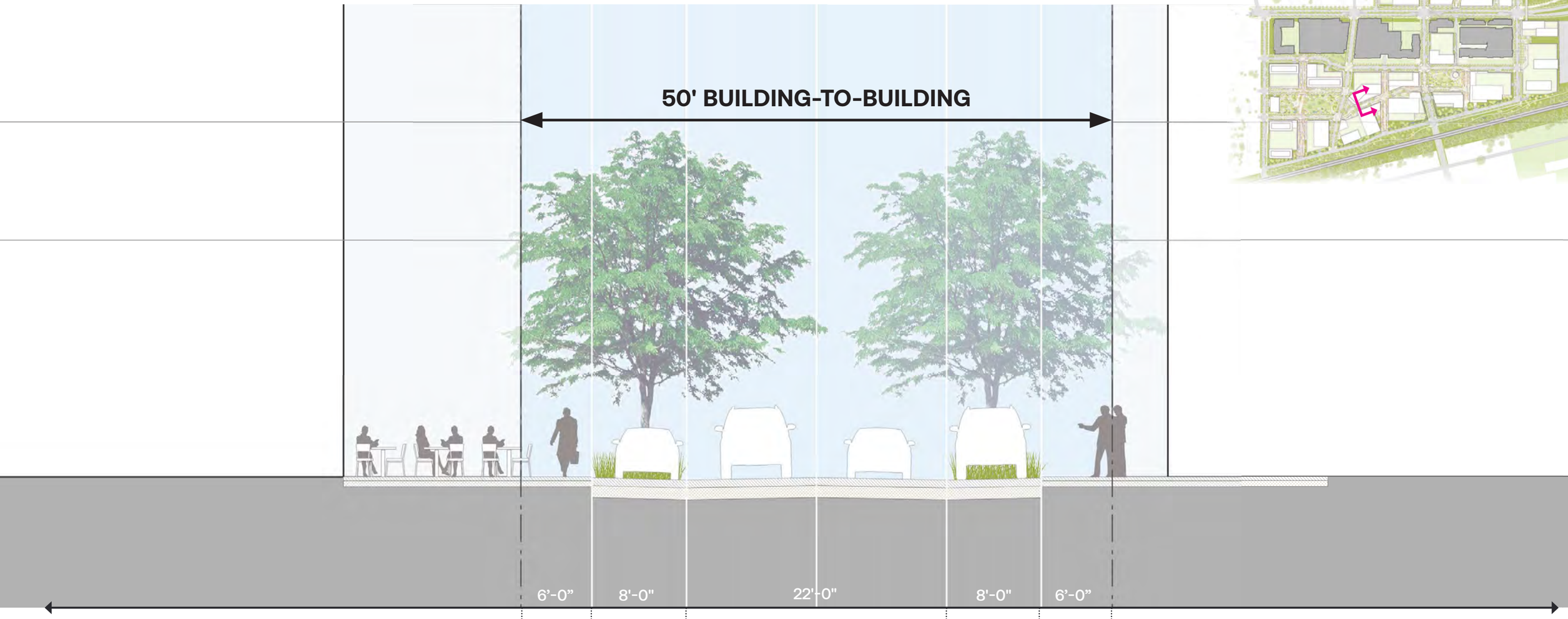
PARALLEL PARKING

BIORETENTION PLANTING

STREETSCAPE TYPOLOGY | CENTRAL PARK TREE (60' URBAN REALM)

STREET SECTIONS I 50' URBAN REALM

INTERNAL RETAIL STREET



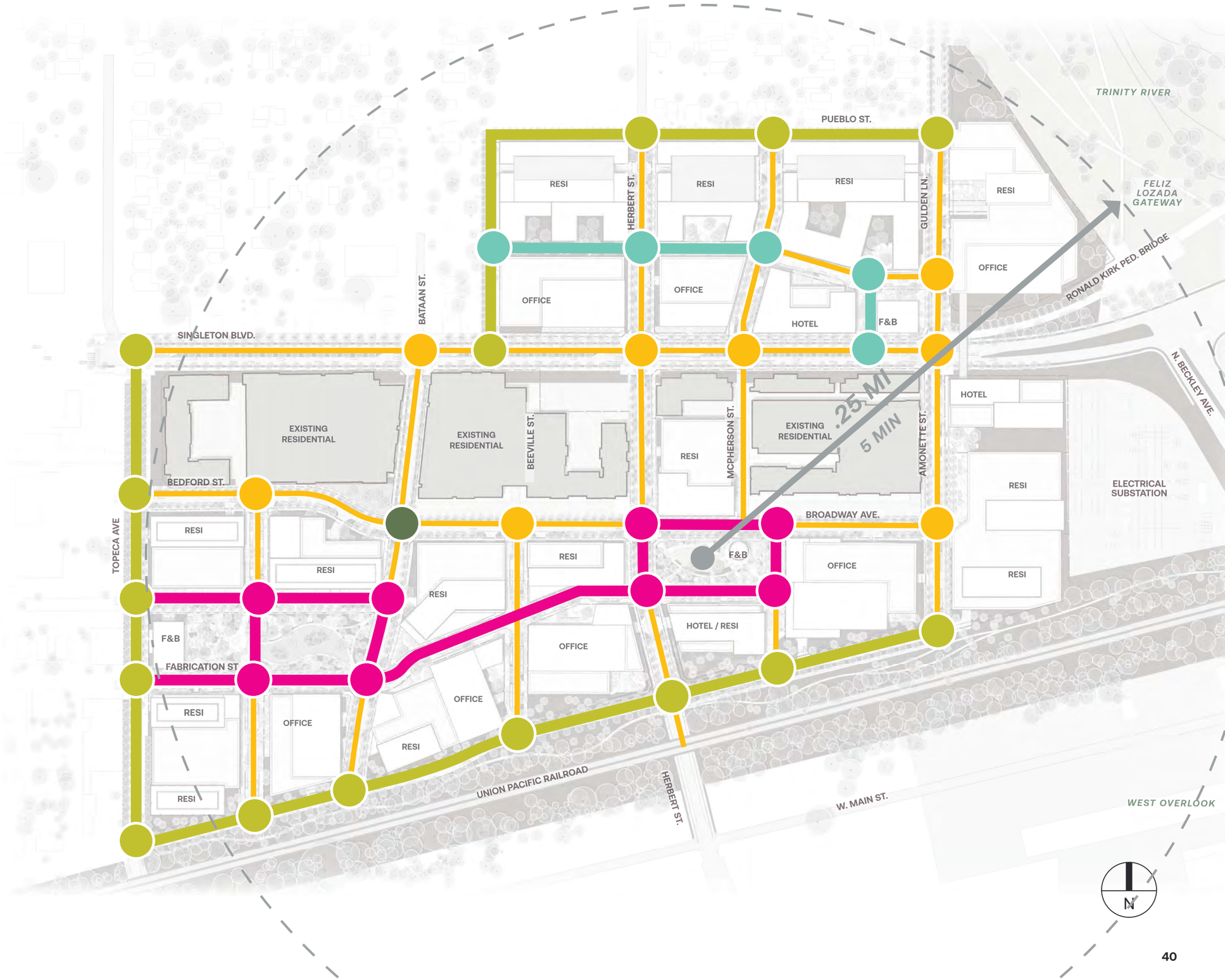
MASTER PLAN


TRINITY RIVER
FELIZ LOZADA GATEWAY
RONALD KIRK PED. BRIDGE
GULDEN LN.
AMONETTE ST.
BATAAN ST.
SINGLETON BLVD.
BEDFORD ST.
BROADWAY AVE.
FABRICATION ST.
UNION PACIFIC RAILROAD
W. MAIN ST.
HERBERT ST.
ELECTRICAL SUBSTATION
WEST OVERLOOK
RESI
OFFICE
HOTEL
F&B
HOTEL / RESI
EXISTING RESIDENTIAL
N

WALKABILITY

LEGEND

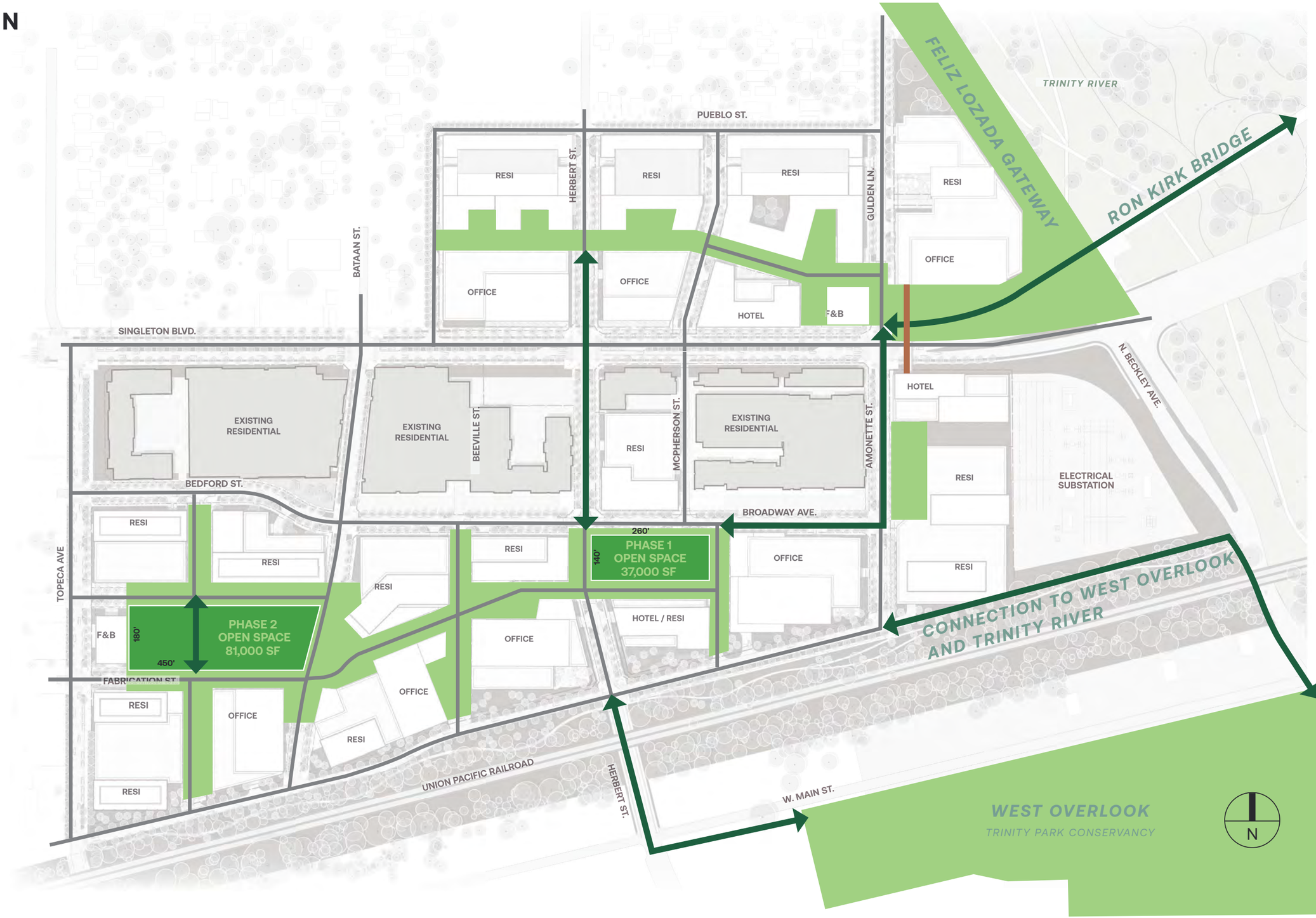
- Trailway System Circulation
- Central Park Major Circulation
- Minor Circulation
- Promeande Circulation



OPEN SPACE PLAN

LEGEND

- Vehicular Circulation
- Pedestrian Connections
- Overhead Circulation
- Open Space network
- Park Space



PLAZA PROGRAMMING

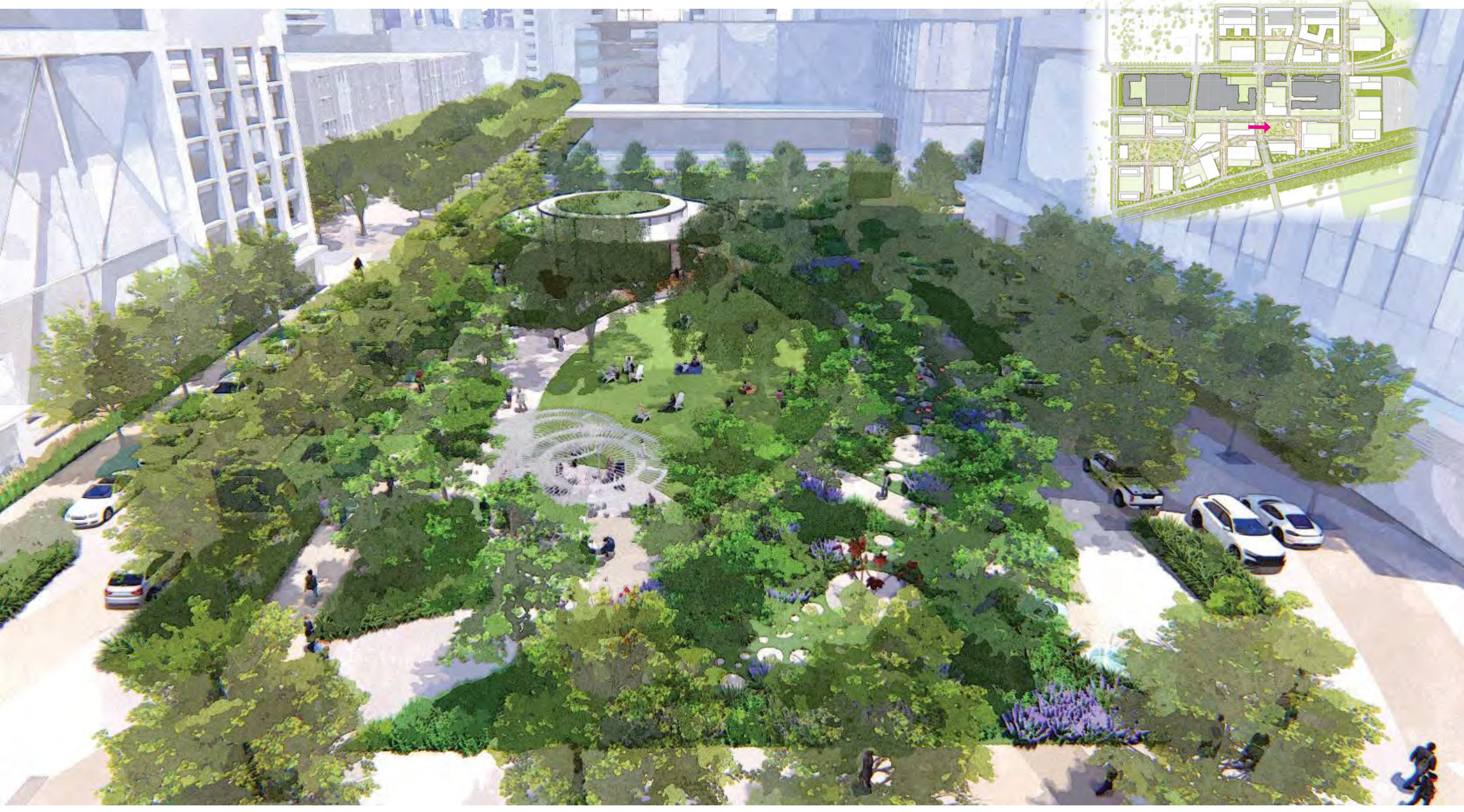
TRINITY GROVES PLAZA I SITE PLAN

PERSPECTIVE I TRINITY GROVES PLAZA VIEW FROM OFFICE

PERSPECTIVE I TRINITY GROVES PLAZA FROM OFFICE

PERSPECTIVE I TRINITY GROVES PLAZA FROM RESIDENCES

PERSPECTIVE I TRINITY GROVES PLAZA FROM RESIDENCES



CENTRAL PARK PROGRAMMING

TRINITY GROVES CENTRAL PARK I SITE PLAN

PERSPECTIVE I TRINITY GROVES CENTRAL PARK FROM RESIDENCES

PERSPECTIVE I TRINITY GROVES CENTRAL PARK

PERSPECTIVE I TRINITY GROVES CENTRAL PARK FROM RESIDENCES

PERSPECTIVE I TRINITY GROVES CENTRAL PARK

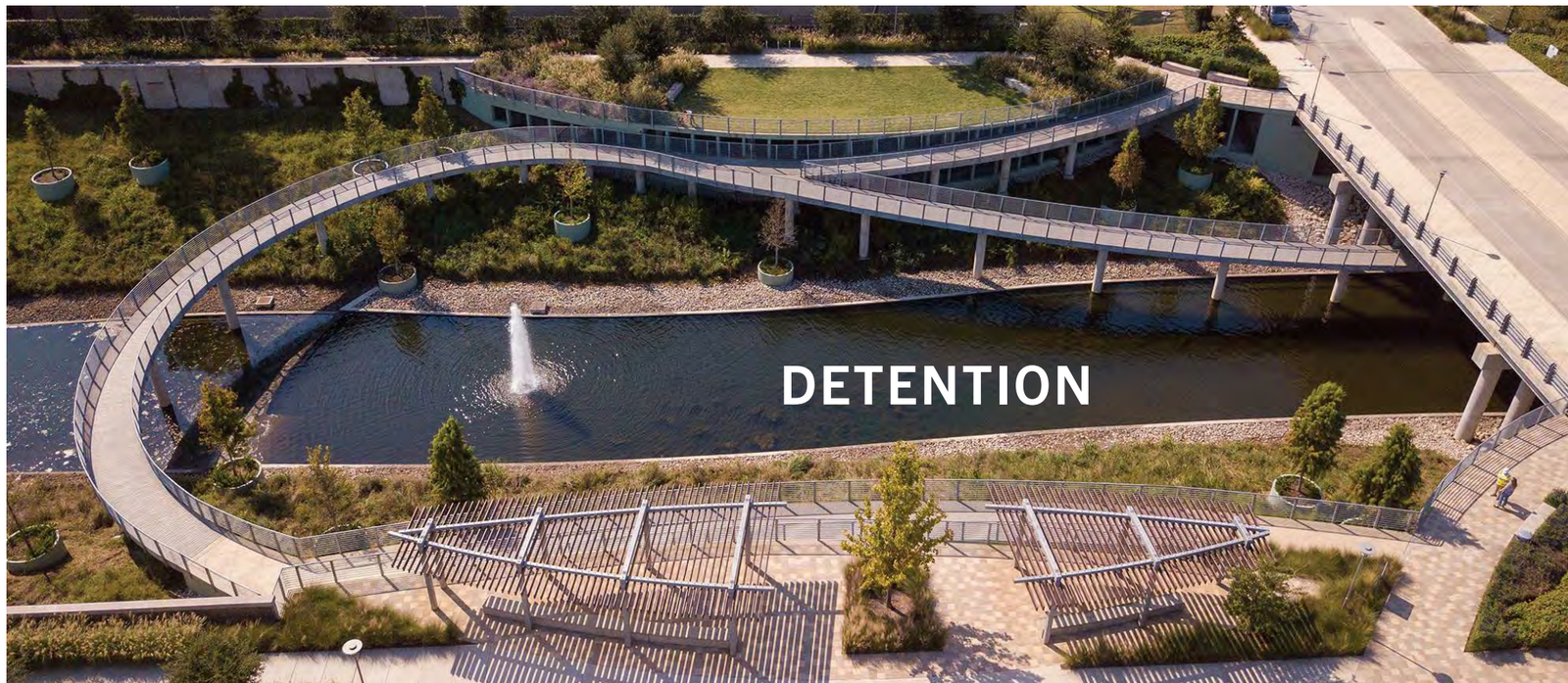

MATERIALS


HARVEST


GREEN


RAIN GARDEN
BIORETENTION


MITIGATE


DETENTION

STORMWATER MANAGEMENT

SOURCE

RAIN

CAPTURE

STREETSCAPES

SURFACE FLOW

ROOFTOPS

MOVEMENT

RAINWATER FEATURE

RUNNEL

SHEET FLOW

PIPED AND PUMPED

FILTRATION

RAIN GARDEN/ BIOSWALE

PLANT SELECTION

LAYERED GRAVEL

MECHANICAL FILTRATION

STORAGE

RAIN GARDEN/BIOSWALE

TANKS

DETENTION SYSTEMS

POND OR LAKE

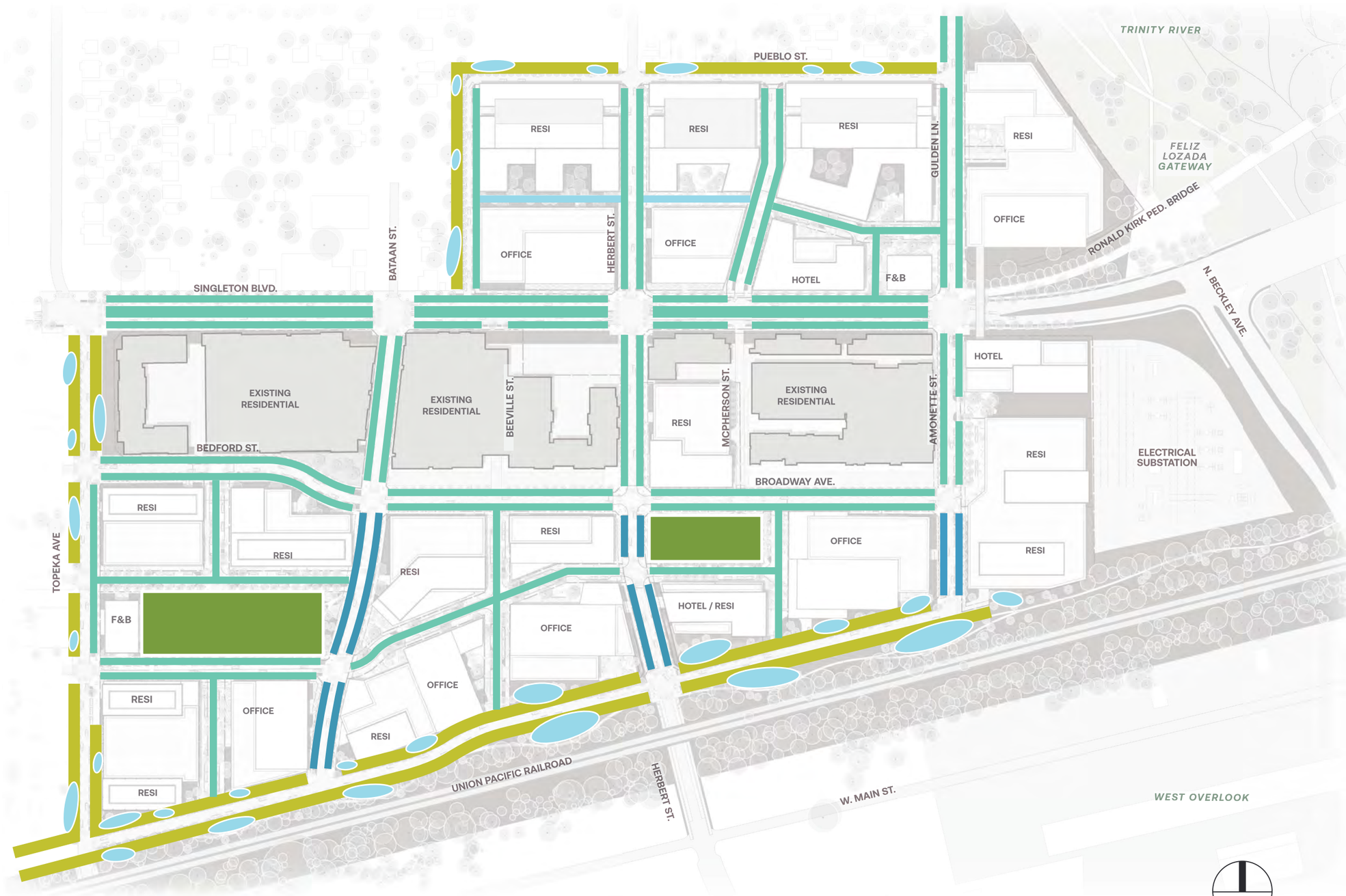
USE

IRRIGATION

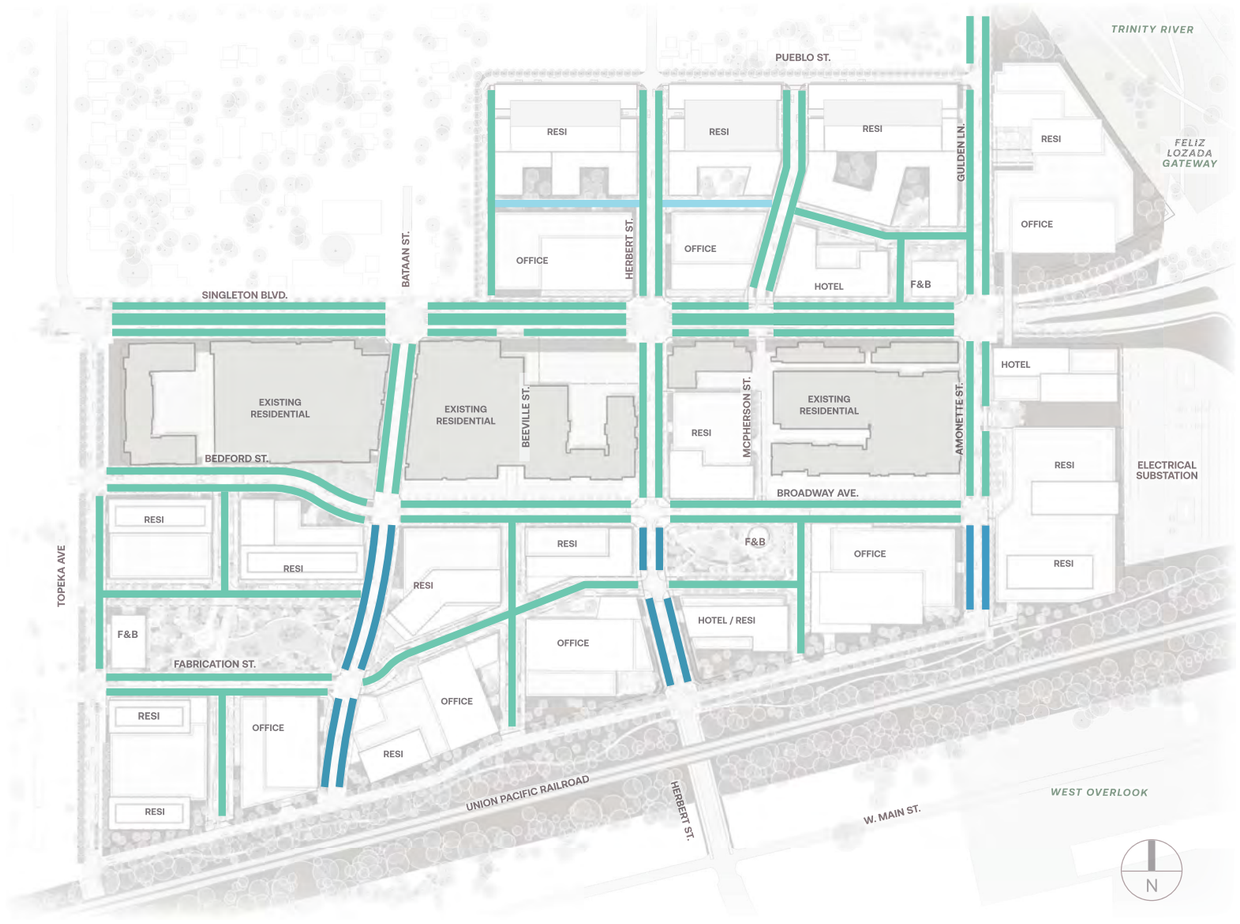
WATER FEATURE

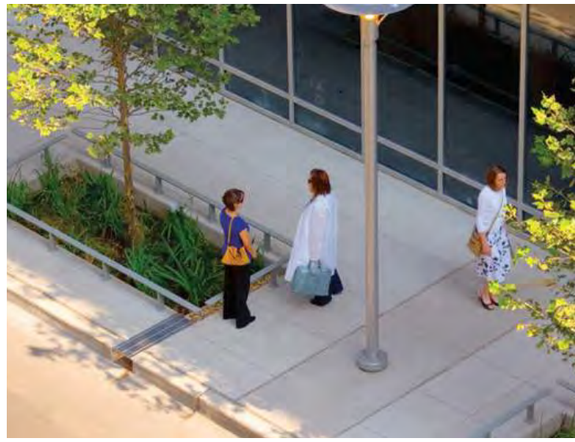
WATER AS A FEATURE AND ASSET

- Trailway System Bioretention
- Bioswale
- Streetscape Bioretention, West Dallas Gateway
- Streetscape Bioretention, Proposed
- Promenade Wash
- Park Water Detention / Rain Garden



STREETSCAPE BIORETENTION





TREATMENT PLANTERS

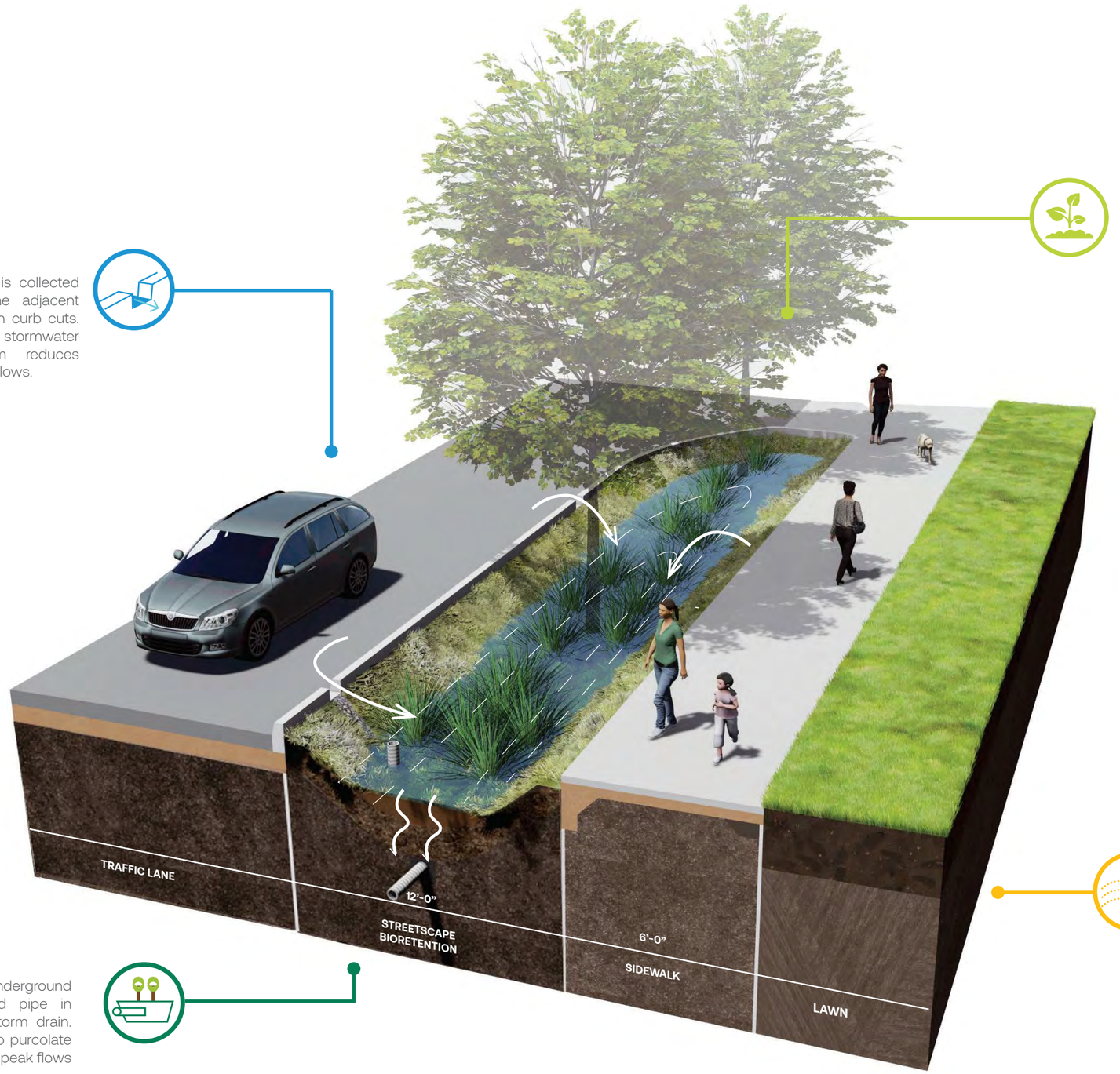
POROUS PAVING

BIORETENTION

STREETSCAPE BIORETENTION

Curbside Bioretention

Strategy: Stormwater runnoff is collected into planting areas from the adjacent sidewalk and raodway through curb cuts. The water then percolates into stormwater instrastructure. This system reduces runnnoff and attenuates peak flows.



Bioswale Plant Typology

Strategy: Utilize plant material that is tolerant of fluctuating water conditions. Native and adaptive plant species will also help to filter out pulutants before they enter the underground stormwater systems.

Underdrainage

Strategy: Implement underground drainage through perforated pipe in gravel bed to connect to storm drain. This will allow for the water to purcolate into the ground and attenuate peak flows on the overall system.

Soil Filtration Mix

Strategy: A Specialized soil mix to promote percolation and flitration for Houston specific conditions.

STREETSCAPE BIORETENTION

Welcoming, United, and Safe Corridor Environment
Strategy: Pedestrian path to improve park connectivity andaccessibility.

Mitigate Heat Island Effect
Strategy: Lush median to provide increase shade, reducing heat of surrounding hardscape.

Healing Power of Nature
Increase green spaces along pedestrian and vehicular right of way to connect users to nature.

Improve Mobility, Connectivity, and Accessibility
Strategy: Clear distinction between bike and vehicular lanes.

Stormwater Storage
Strategy: Utilize roadway Systems to detain large amounts of water during storm events.

PROMENADE / WASH

RESILIENT PLANTING

PLANTED SWALES WITH CROSSINGS

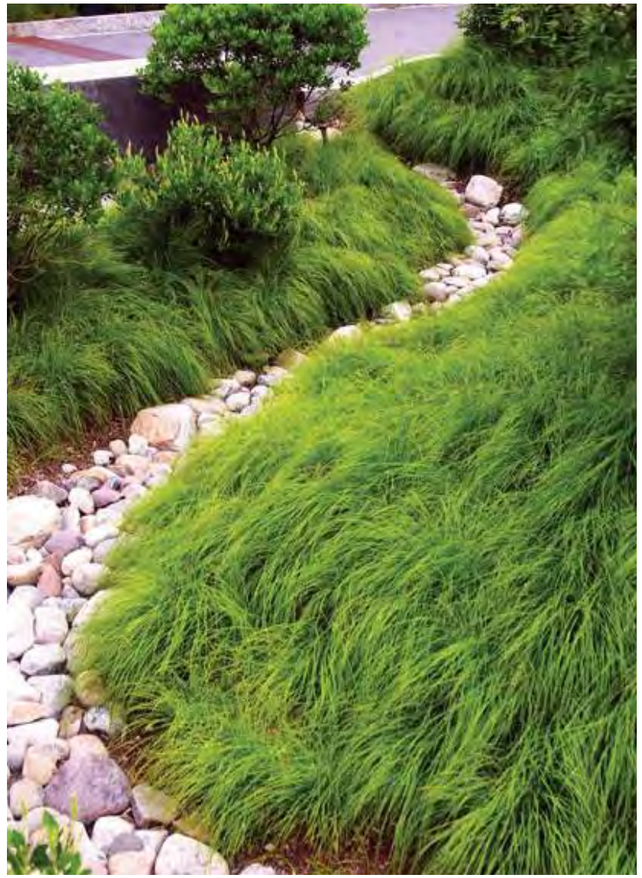
WATER RETENTION ON SITE

PARK BIORETENTION

RAIN GARDENS

TERRACED PLANTING

ARTFUL DESIGN



Curbside Bioretention

Strategy: Stormwater runnoff is collected into planting areas from the adjacent sidewalk and raodway through curb cuts. The water then percolates into stormwater instrastructure. This system reduces runnnoff and attenuates peak flows.

Bioswale Plant Typology

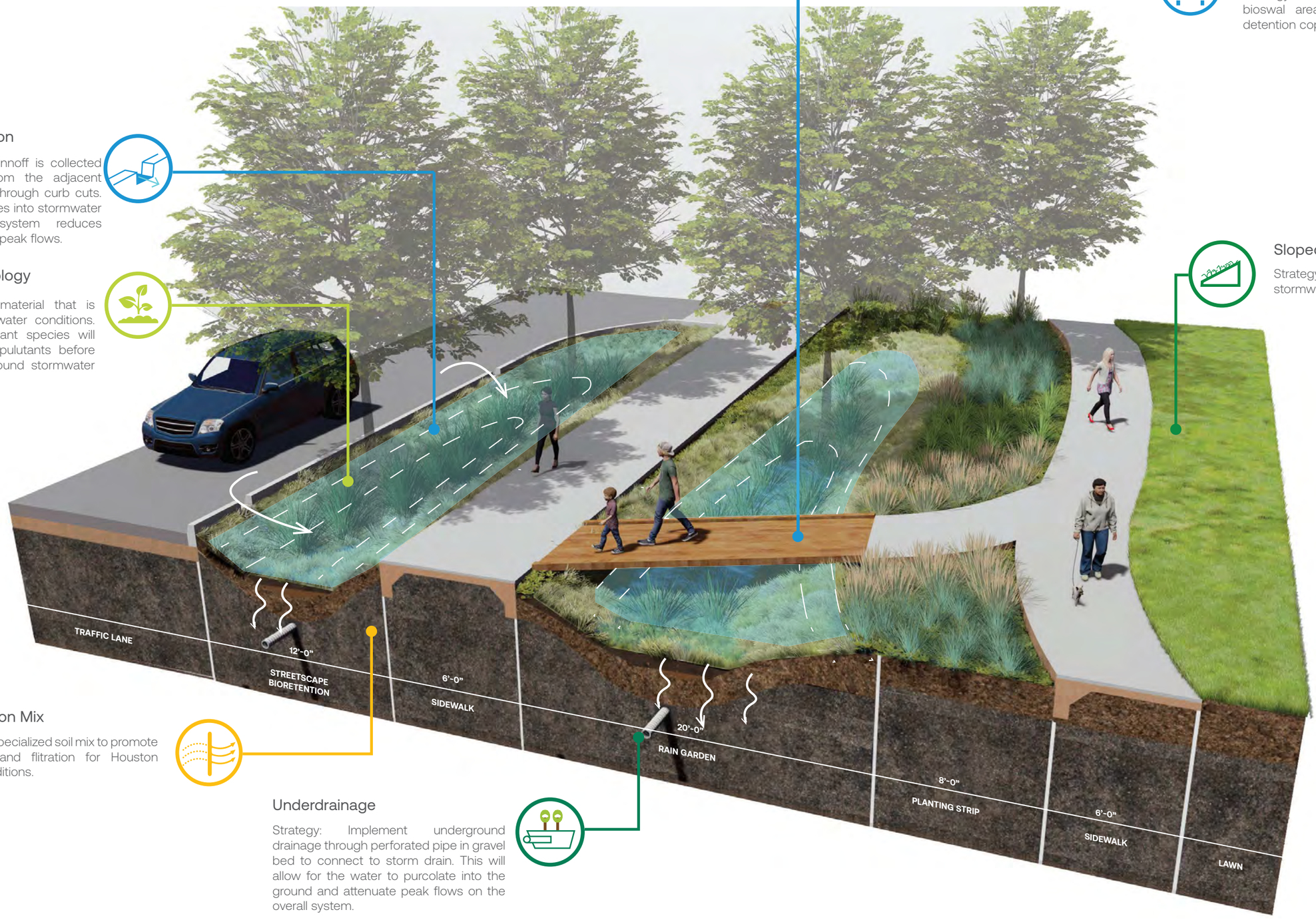
Strategy: Utilize plant material that is tolerant of fluctuating water conditions. Native and adaptive plant species will also help to filter out pulutants before they enter the underground stormwater systems.

Pedestrian Bridge

Strategy: Connect to adjacent Park across bioswal area for increase stormwater detention copacity.

Sloped Lawn

Strategy: Over flow for additional stormwater capture.



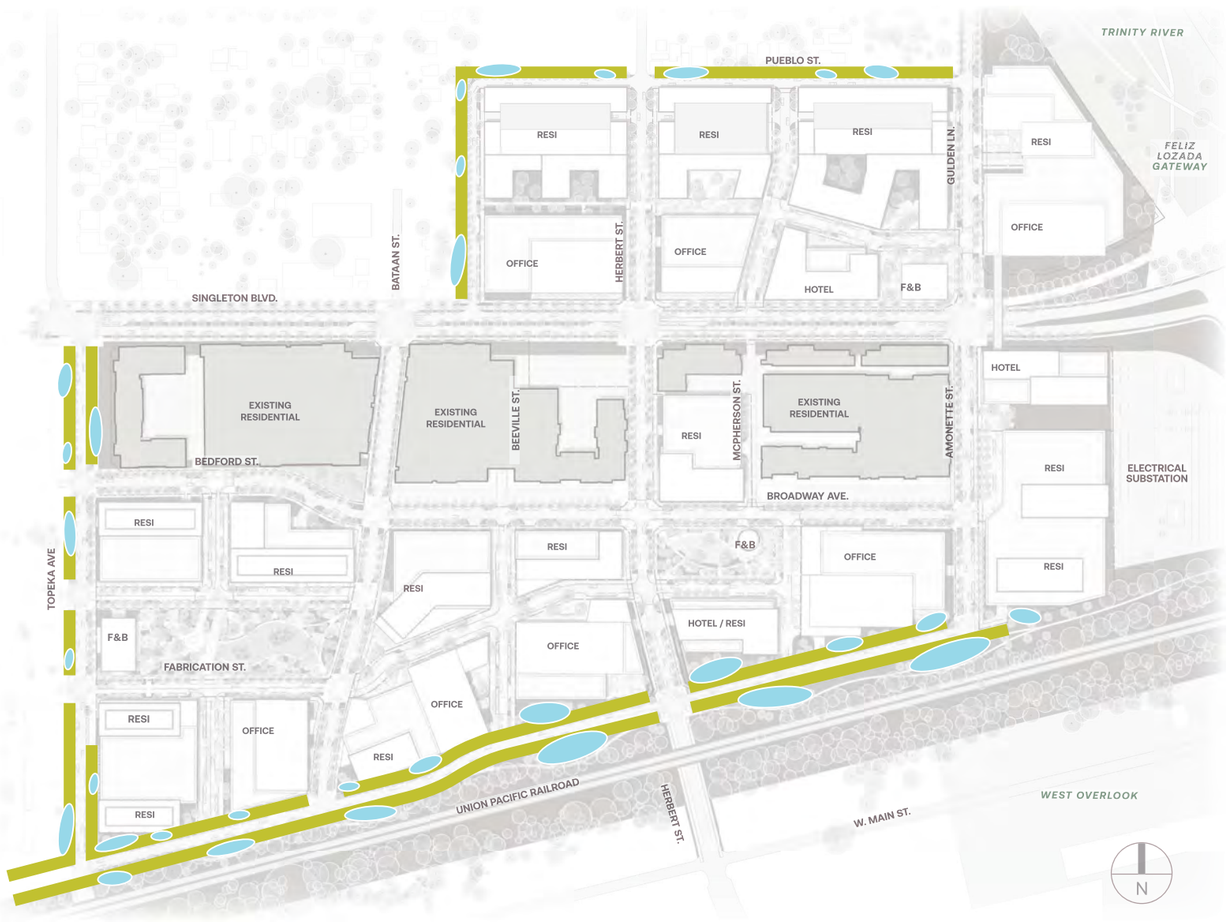
Soil Filtration Mix

Strategy: A Specialized soil mix to promote percolation and flitration for Houston specific conditions.

Underdrainage

Strategy: Implement underground drainage through perforated pipe in gravel bed to connect to storm drain. This will allow for the water to purcolate into the ground and attenuate peak flows on the overall system.

TRAIL SYSTEM BIORETENTION



SELF-TREATING AREAS

RAINWATER CAPTURE SYSTEMS

LUSH PLANTING

TRAIL SYSTEM BIORETENTION

Bioswale Plant Typology

Strategy: Utilize plant material that is tolerant of fluctuating water conditions. Native and adaptive plant species will also help to filter out pulutants before they enter the underground stormwater systems.

Sloped Lawn

Strategy: Over flow for additional stormwater capture.

Stormwater Storage

Strategy: Utilize roadway Systems to detain large amounts of water during storm events.

Soil Filtration Mix

Strategy: A Specialized soil mix to promote percolation and flitration for Houston specific conditions.

Detention System

Strategy: Utilize space underlawn with large pipe detention systems.

TRAIL SYSTEM BIORETENTION

Curbside Bioretention

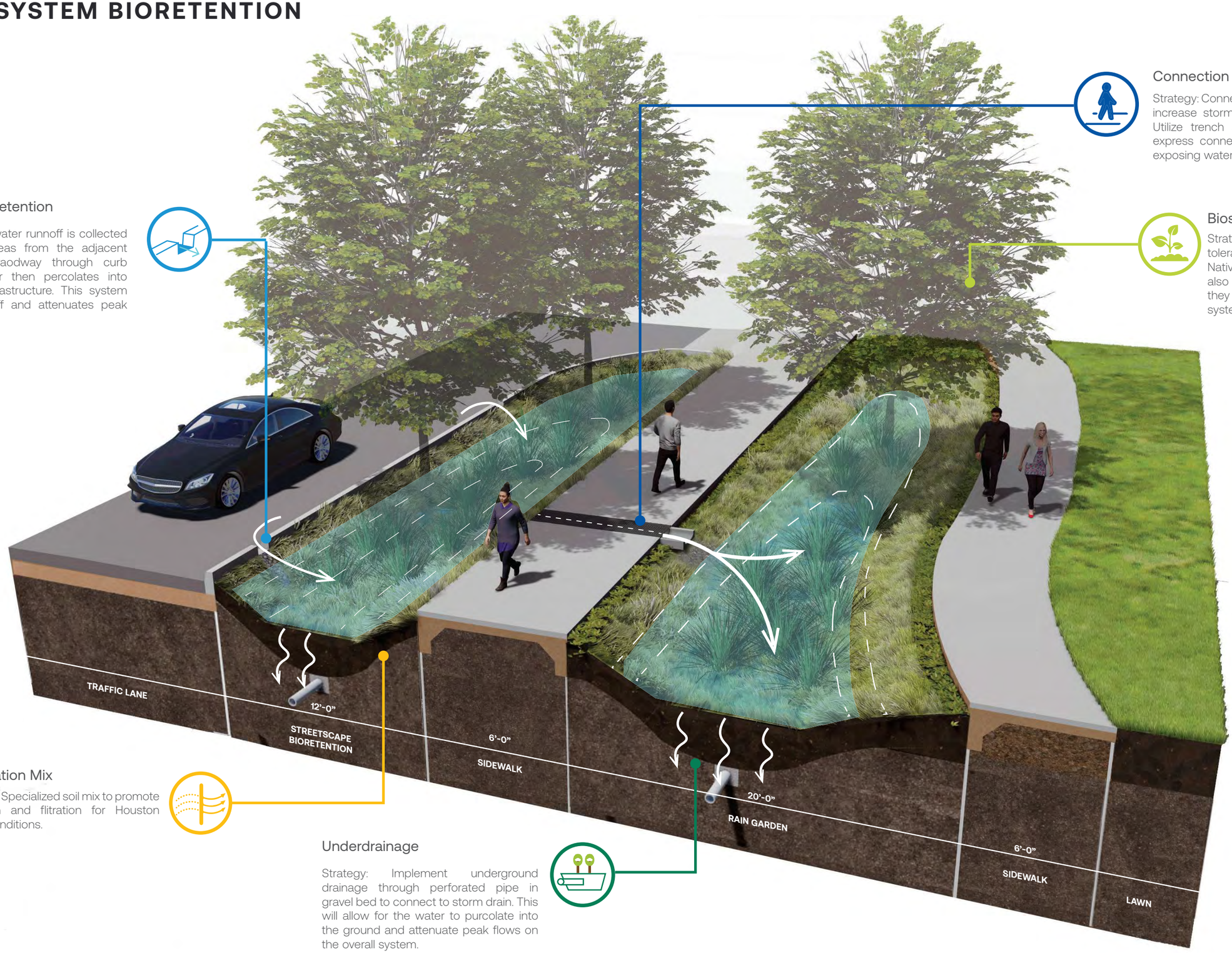
Strategy: Stormwater runnoff is collected into planting areas from the adjacent sidewalk and raodway through curb cuts. The water then percolates into stormwater instrastructure. This system reduces runnnoff and attenuates peak flows.

Connection to Rain Garden

Strategy: Connect to adjacent Park area for increase stormwater detention copacity. Utilize trench drain across sidewalk to express connection of systems through exposing water.

Bioswale Plant Typology

Strategy: Utilize plant material that is tolerant of fluctuating water conditions. Native and adaptive plant species will also help to filter out pulutants before they enter the underground stormwater systems.



Soil Filtration Mix

Strategy: A Specialized soil mix to promote percolation and flitration for Houston specific conditions.

Underdrainage

Strategy: Implement underground drainage through perforated pipe in gravel bed to connect to storm drain. This will allow for the water to purcolate into the ground and attenuate peak flows on the overall system.

ZONING

R-5A

PD-1046

IR

PD-891

IR

FORM RESTRICTIONS

Residential Proximity Slope

CBD View Control

P6 A
P13 A
P13 C
P7 A
P6 B
P13 B
P13 D
P7 B
P2
P1
P3 A
P11
P10 A
P9 A
P8 A
P5
P3 B
P8 B
P9 B
P12
P10 B

PROGRAM SUMMARY

PHASE FUTURE
Residential : **2,103** Units
Hotel : **205** Keys

Resi : **2,103K** SF
Hotel : **154K** SF
Office : **515K** SF
Retail : **69K** SF
Parking: **5,200** Spaces

PHASE 1
Residential : **2,419** Units
Hotel : **788** Keys

Resi : **2,149K** SF
Hotel : **591K** SF
Office : **1,396K** SF
Retail : **126K** SF
Parking: **9,571** Spaces

PHASE FUTURE
Residential : **511** Units

Resi : **511K** SF
Office : **1,396K** SF
Retail : **126K** SF
Parking: **3,144** Spaces

FULL BUILD-OUT

Residential : **5,033** Units
Hotel : **994** Keys

Resi : **5,033K** SF
Hotel : **745K** SF
Office : **2,642K** SF
Retail : **222K** SF
Parking: **17,915** SPACES

PERSPECTIVE I GATEWAY VIEW

PARCEL + PHASING PLAN

Parcel Data

P1 - 61,000 SF (1.4 AC)

P2 - 63,000 SF (1.44 AC)

P3 - 135,000 SF (3.1 AC)

P4 - 44,000 SF (1.01 AC)

P5 - 97,000 SF (2.23 AC)

P6A - 101,000 SF (2.32 AC)

P6B - 77,000 SF (1.77 AC)

P7 - 162,000 SF (3.72 AC)

P8A - 36,000 SF (.83 AC)

P8B - 77,000 SF (1.77 AC)

P9A - 67,000 SF (1.54 AC)

P9B - 84,000 SF (1.93 AC)

P10A - 60,000 SF (1.38 AC)

P10B - 58,000 SF (1.33 AC)

P11 - 55,000 SF (1.26 AC)

P12 - 77,000 SF (1.77 AC)

P13A - 72,000 SF (1.65 AC)

P13B - 56,000 SF (1.29 AC)

P13C - 119,000 SF (2.73 AC)

P13D - 66,000 SF (1.52 AC)

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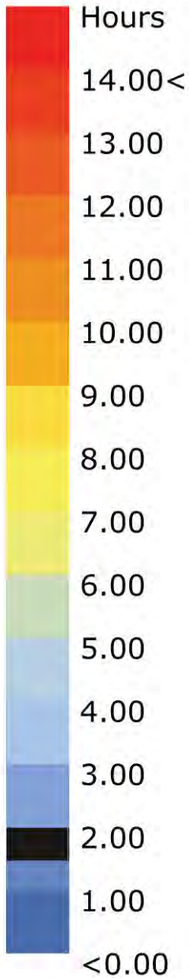
40 Total Parcel Acres

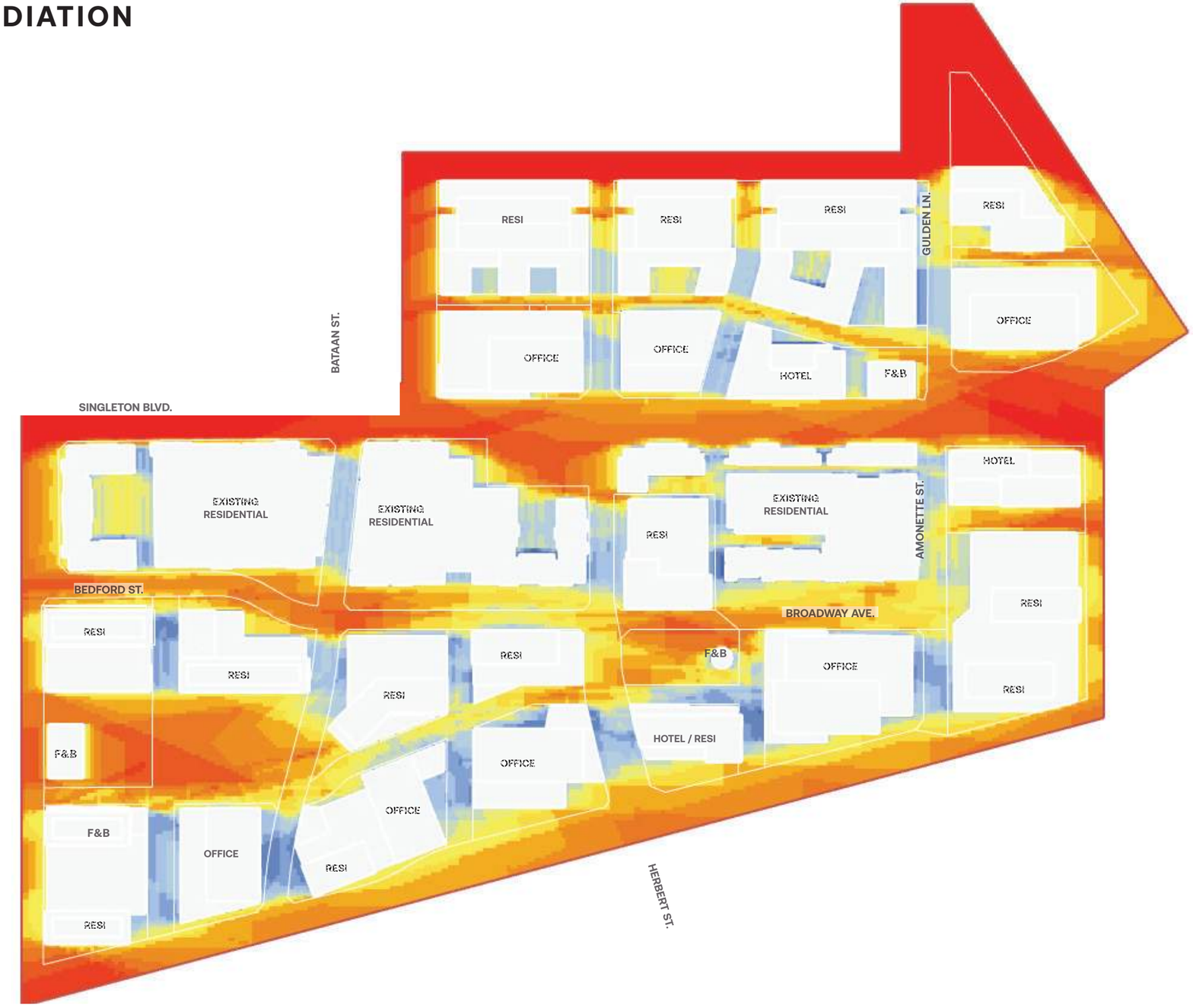
Phase 1

Phase 2

Phase 3

SOLAR RADIATION





Summer Solar

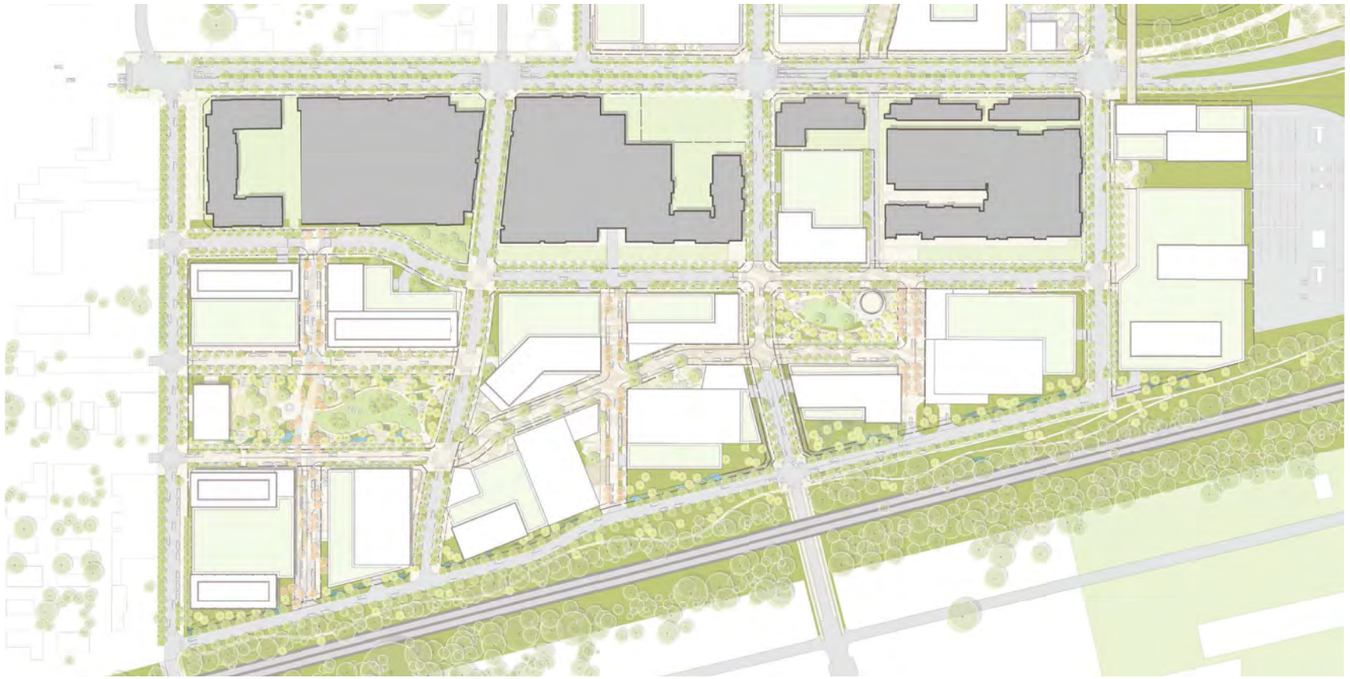
Fall/Spring Solar

Winter Solar

SITE LOGIC PLAN

- Hotel Dropoff
- Office Drop-Off
- Office Garage Access
- Residential Garage Access
- Retail Use
- Residential Use
- Office Use
- Hotel Use
- Tower Above

GRADIENT OF EXPERIENCE

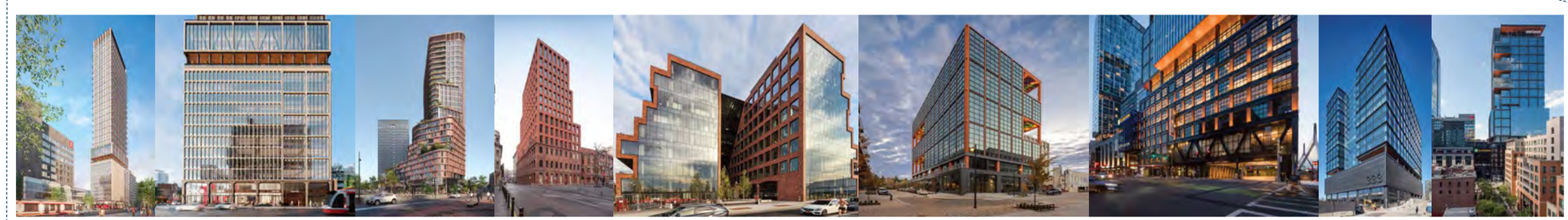


familiar — industrial inspired (expressive structure)

buttoned-down — buttoned-up

textured — glassy

background architecture — object architecture



PERSPECTIVE I GATEWAY VIEW

PERSPECTIVE I OVERLOOKING TRINITY GROVES PLAZA

PERSPECTIVE I VIEW OVERLOOKING TRINITY GROVES CENTRAL PARK

Video