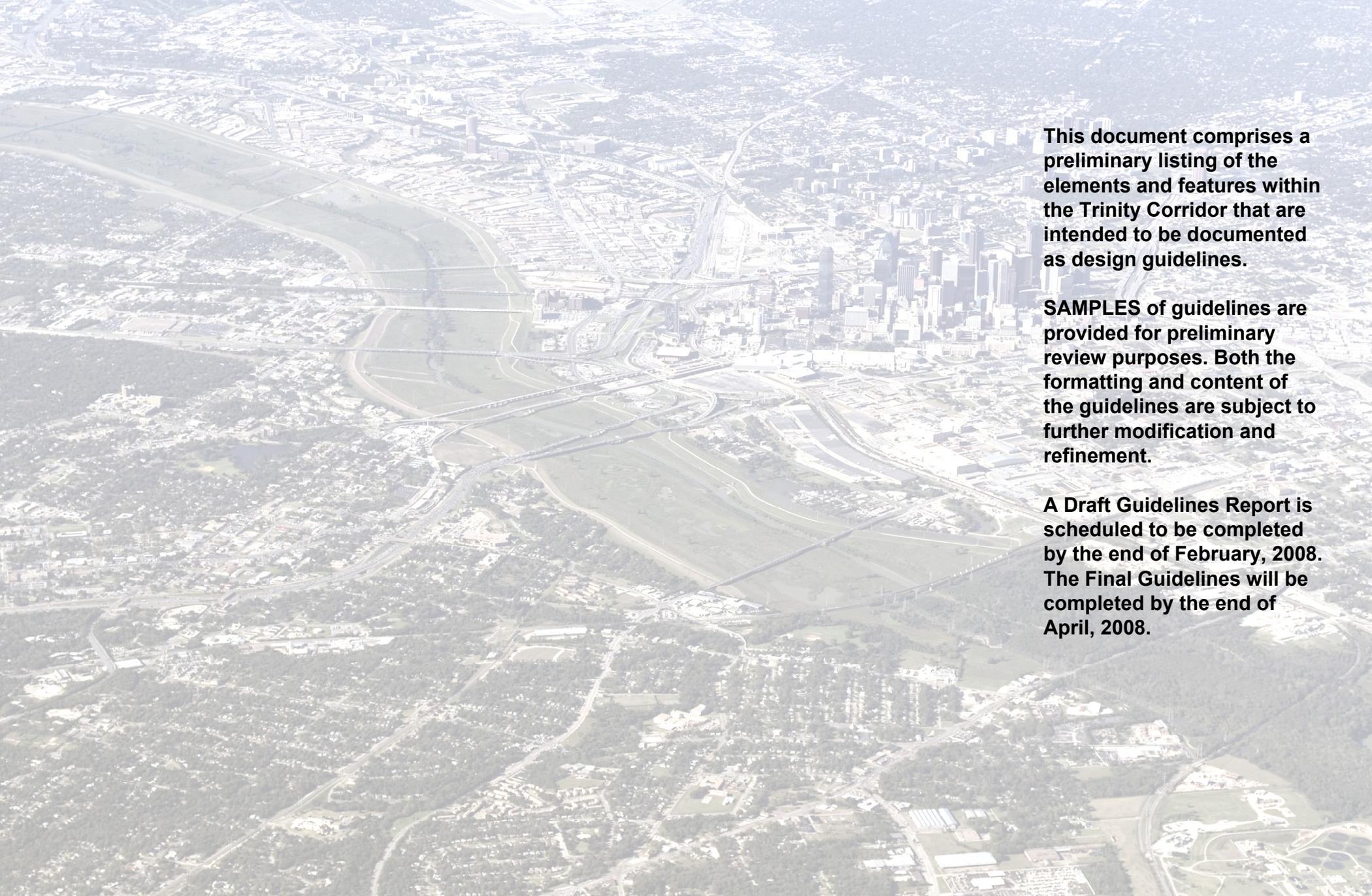


TRINITY LAKES PROJECT - PHASE I

DESIGN GUIDELINES **Outline**

January 8, 2008





This document comprises a preliminary listing of the elements and features within the Trinity Corridor that are intended to be documented as design guidelines.

SAMPLES of guidelines are provided for preliminary review purposes. Both the formatting and content of the guidelines are subject to further modification and refinement.

A Draft Guidelines Report is scheduled to be completed by the end of February, 2008. The Final Guidelines will be completed by the end of April, 2008.

Scope of the Design Guidelines

1. Executive Summary

- a. Overall Design Intent
- b. Plan Layout
- c. Typical Cross Sections
- d. Program Summary
- e. Key Park Features
- f. Trinity Parkway
- g. Cost Summary
- h. Phasing

2. Introduction

- a. Project Goal: Implementing the Balanced Vision Plan
- b. Purpose of the Guidelines: Establishing a Design Baseline
- c. Use of the Guidelines: Intent, Criteria & Standards

3. Park Identity & Communication

- a. The Trinity Corridor: A Unique City, State and National Resource
- b. Design Goals & Objectives
- c. Branding
- d. Public Art Program
- e. Educational Program (UNT)

4. Park Program

- a. City-wide Recreation Context
- b. Corridor Program Elements
- c. Program Allocation (Plan)
- d. Carrying Capacities

5. Corridor-Wide Guidelines

- a. Community Interface
- b. Gateways
- c. Access
- d. Parks Roads & Parking
- e. Trails & Trail Heads
- f. Watercraft Facilities
- g. Vegetation & Habitat
- h. Lighting
- i. Public Rest Stations
- j. Wayfinding

k. Interior Drainage Control Structures

- l. Utilities Plan
- m. Operations & Management
- n. Safety & Security

6. River Relocation

- a. Meander Alignment
- b. Embankment Profiles
- c. Armoring
- d. Bridges Interface
- e. Vegetation Criteria

7. Urban & Natural Lakes

- a. Lakes' Geometry
- b. Lake Edges
- c. Lake Isthmus
- d. Lake Management Elements (aeration, eco-restorers)
- e. Fishing Facilities
- f. Boardwalks
- g. Water Features
- h. Concessions (boat house)

8. Urban Promenade

- a. Access
- b. Layout
- c. Cross sections
- d. Amenities (program)
- e. Lake Edge Interface
- f. Materiality
- g. Lighting
- h. Vegetation
- i. Concessions (boats, bikes, skates, segways)

9. Central Island

- a. Access
- b. Paths
- c. Fountain Plaza
- d. Amphitheater
- e. Landscape Treatment
- f. Lake Edge Interface

- a. Shade Structures
- b. Lighting
- c. Protective Berm

10. Reunion Overlook

- a. Site Context
- b. Alternative Programs
- c. Architectural Concepts
- d. Levee Interface
- e. Urban Promenade Interface
- f. Materiality
- g. Lighting

11. Oak Cliff Parkland

- a. Access & Parking
- b. Levee Paths
- c. Amenities (program)
- d. Landscape Treatment
- e. Lighting

12. Crow Lake

- a. Lake Enhancements
- b. Park Road & Trails Interface
- c. Group Picnic
- d. Play Areas

13. West Dallas Playfields (North & South)

- a. Access
- b. Fields Layout
- c. Grading and Drainage Concept
- d. Vegetation
- e. Play Areas
- f. Lighting
- g. Restrooms
- h. Shade & Picnic Structures
- i. Concessions

14. West Dallas Lake

(TBD)

15. Trinity Parkway

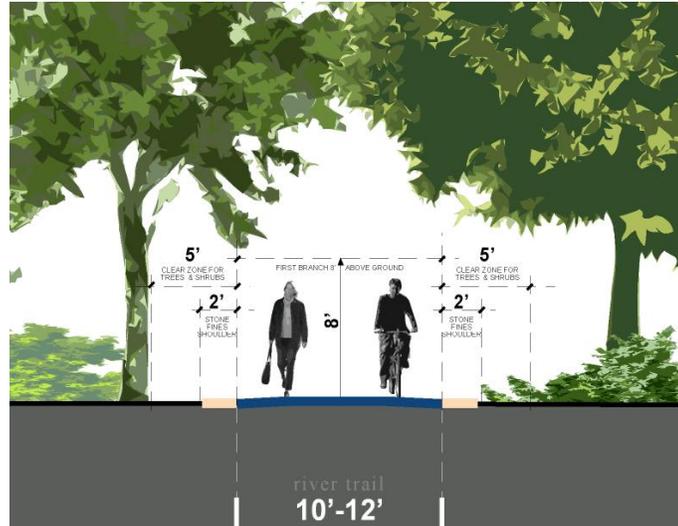
- a. Design Intent
- b. Alignment
- c. Cross Sections
- d. Diaphragm Walls
- e. Flood Wall Treatment
- f. Bridge Treatments
- g. Levee Treatment
- h. Median Treatment
- i. Shoulder Treatment
- j. Ramps Treatment
- k. Parkway Deck Treatment
- l. Signage
- m. Guardrails
- n. Lighting
- o. Plant List

16. Implementation

- a. Cost Estimates (Order-of-Magnitude)
- b. Potential Donor Program
- c. Phasing

17. Acknowledgements

2-b: Purpose of the Design Guidelines



Example of a trail guideline for the Anacostia River Waterfront, Washington, DC.

The recreation system in Trinity Corridor will include many types of trail, ranging from grassy trails within meadows to gravel and paved paths, boardwalks and bridges. Each will be described by means of a design guideline similar to the above example.

The purpose of the guidelines is threefold:

- Validate the Balanced Vision Plan from a technical standpoint as a compendium of flood control, transportation, recreation and environmental elements.
- Define the overall design intent of the specific improvements necessary to implement the Balanced Vision Plan, as may be validated
- Coordinate for all improvements their engineering, aesthetic, sustainability, cost and regulatory parameters.

The guidelines are in essence the “bridge” between the Balanced Vision Plan and the technical documentation necessary to construct the park improvements. As such, they do not contain engineering calculations and may or may not be informed by field surveys or other technical investigations.

Executive Summary: Aerial View of the Lakes Region



DALLAS

identifiable
distinctive
recognizable

RIVER

healing
life force
water
nostalgic/
forming

ENERGY

movement
convergence
transformative

ELEMENTS

layers
components
transparency
places
features

SOUL

soaring
progress
pioneers
spirit

TENSION

contrast
dichotomy
diversity

modern

sustainable

diverse

fun

cultural

nature

transformation

harmony

balance

holistic

adventurous

rhythm

connected

multi-venue

complex

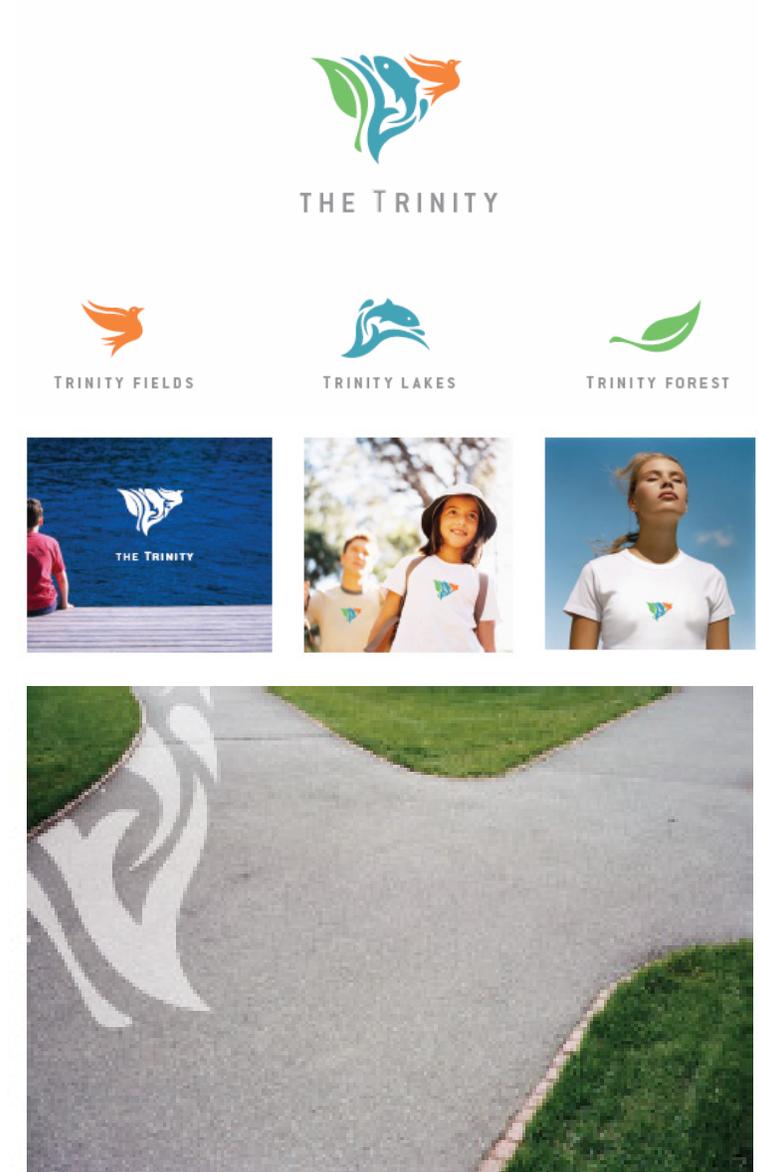
The branding of the park—or the effort to translate the design theme into a unique graphic identity—begins with the selection of terms that capture key desired place-making qualities, or **Guiding Concepts**.

3-c: Branding

The images on the right represent one of several branding “marks” that have been developed as part of the branding process.

The City is currently evaluating how best to arrive at a preferred mark, possibly through focus groups representative of the wider Dallas community, through continuing consultations with stakeholder and, ultimately, City Council.

As the images at right suggest, the selected mark will serve as a master logo for the corridor and be applied widely across many public “touch points,” including, potentially, the design of paving.



4-c: Program Allocation

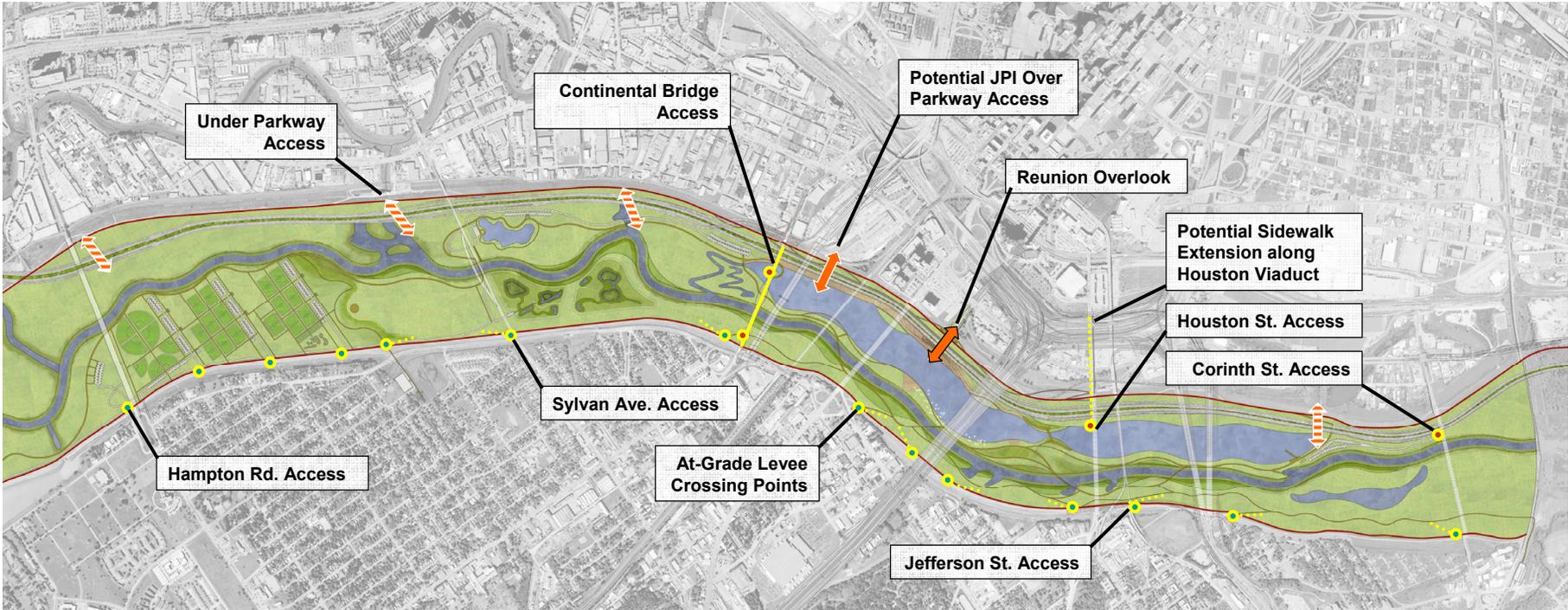
The shaded area on the right represents the main zones devoted to ecological enhancements. The intent is create an uninterrupted corridor of wetland, meadows and limited wooded areas, thereby extending the reach of the Trinity Forest into the heart of the City. The center piece of this zone will be the Natural Lake.

The un-shaded areas will draw most of the crowds during Holiday weekends and special events, celebrations and gatherings. The center piece of this zone will be the promenade facing the urban lake.

Multiple paths and trails will allow people to access and enjoy both zones as the move up and down river.

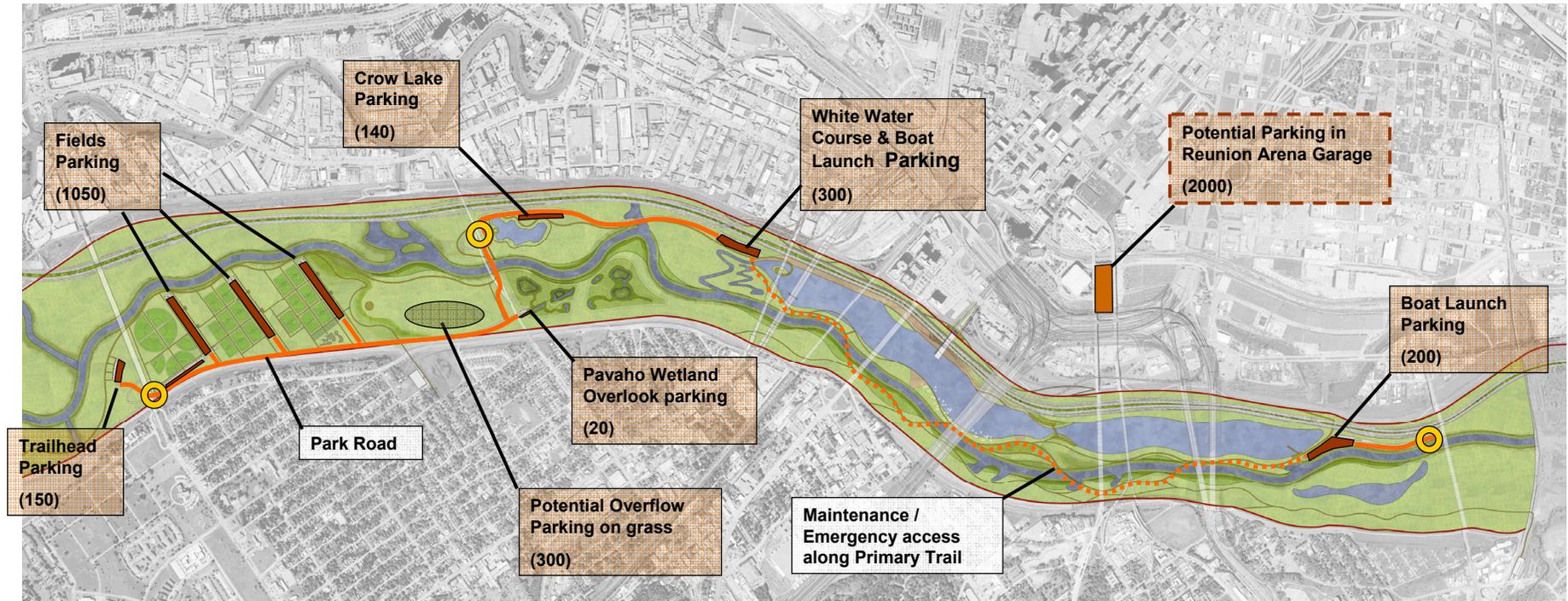


5-c: Pedestrian/Bicycle Access



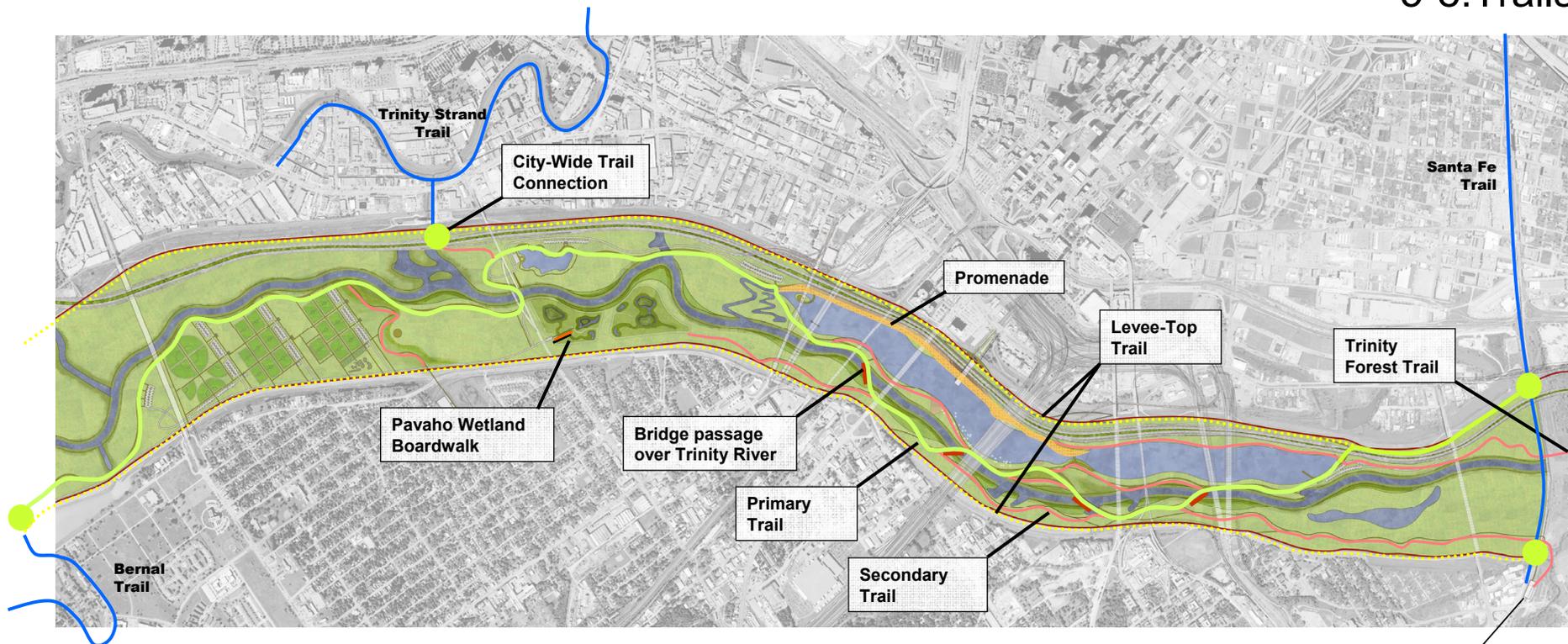
Six potential access points into the Park are proposed from the Downtown side. Three of these would go under the Parkway, two over it. Several at grade levee crossing points would facilitate access to the park from the Oak Cliff side. Access will also be provided from the Continental Bridge (once converted into a pedestrian way) through elevators, stairs and/or ramps. An extension of the Houston Viaduct sidewalk (on its north side) is also proposed to facilitate access to the park from the Reunion Garage, should it become available to serve the Trinity Lakes. The potential also exists to use the structure of the Parkway's off-ramp into the Houston Viaduct to provide an ADA suitable ramp into the park.

5-d: Roads & Parking



A total of 1,840 parking spaces are proposed between Hampton and Corinth Streets, with the potential for an additional 300 parked on grass north of Sylvan Bridge. Transit studies are necessary to supplement the proposed corridor roadways and parking access, especially to the Urban Lake from the Downtown side. Among the potential improvements could be a rubber-wheeled trolley from Union Station to the Reunion Overlook, with stops at the Hyatt Hotel, Convention Center and the Reunion Arena parking deck.

NOTE: Existing Oak Cliff levee access ramps would remain available for park maintenance purposes.



The Primary trail is envisioned as a paved 2-way facility, each way 10' in width. A planted or gravelly strip of varying widths may divide the two ways, excepting bridge crossings or other special areas. The secondary and levee-top trails would consist of a 6" to 8' gravel surface suitable for walking, cycling, jogging and strolling. The character of the primary trail should change between the Urban and natural Lakes to underscore the latter's more habitat-oriented quality. The change may consist of color change in the trail surface and/or in the median and shoulder plantings.

DART station parking potentially expanded to serve as transit-oriented trailhead.

8-b: Urban Promenade at Reunion Overlook



The Urban Promenade will be over a mile in length, and will provide a variety of environments in which to stroll, bike, or just stop to admire the sights. The Promenade will meander along its length, and will contain both shaded and sunlit, hard and soft areas. In certain areas, the lake waters will be captured in shallow canals, inviting children to wade and play. A large event plaza will anchor the Reunion Overlook, and it will be backed by ramps and steps suitable for viewing. Boat, Segway, skate and bicycle concessions are proposed as part of the Reunion Overlook.

Over 80 percent of the promenade should be shaded for environmental comfort by means of vegetation, canopies and building shadows. It is also recommended that formal seating areas, play areas, concessions and other such attractions should be placed in terraces above its base elevation to minimize flood-related impacts and maintenance. Access from the Overlook to the Promenade should rely on ramps and stairs rather than on elevator towers.

9-e: Central Island Landscape



The Central Island facing the Urban Lake will be the main attraction residing between the lakes and river channel, providing extensive areas of lawn for picnicking and passive recreation. A plaza facing the Reunion Overlook will contain a variety of interactive water effects; it will also function as a spillway during 2-year flood events or greater. Shade structures are envisioned as solar collectors powering soft nighttime lighting.

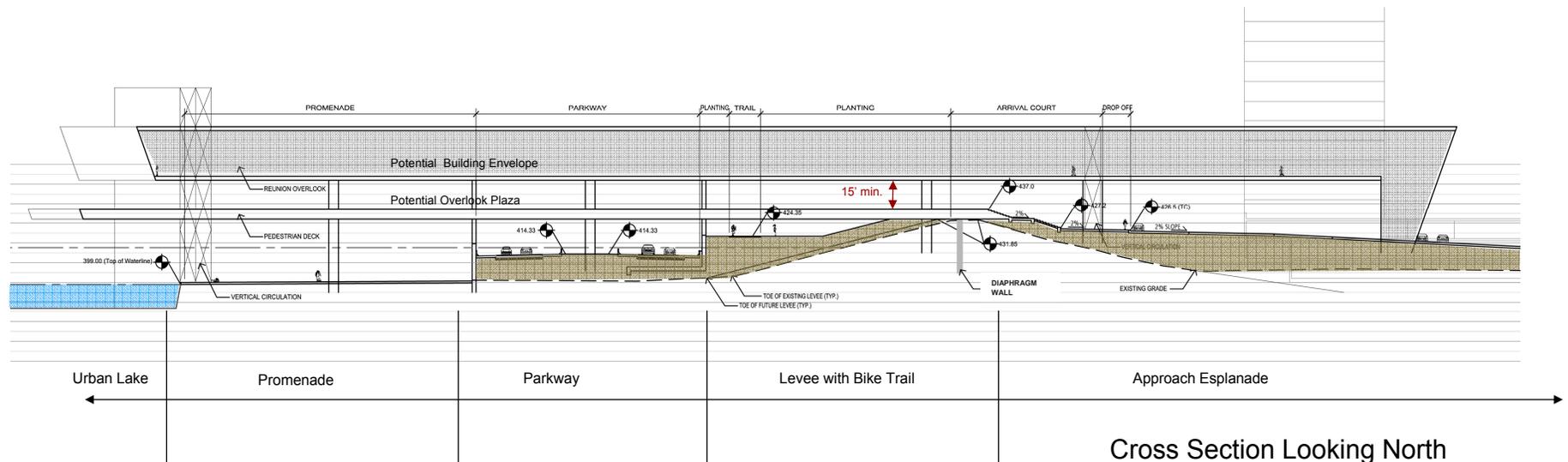
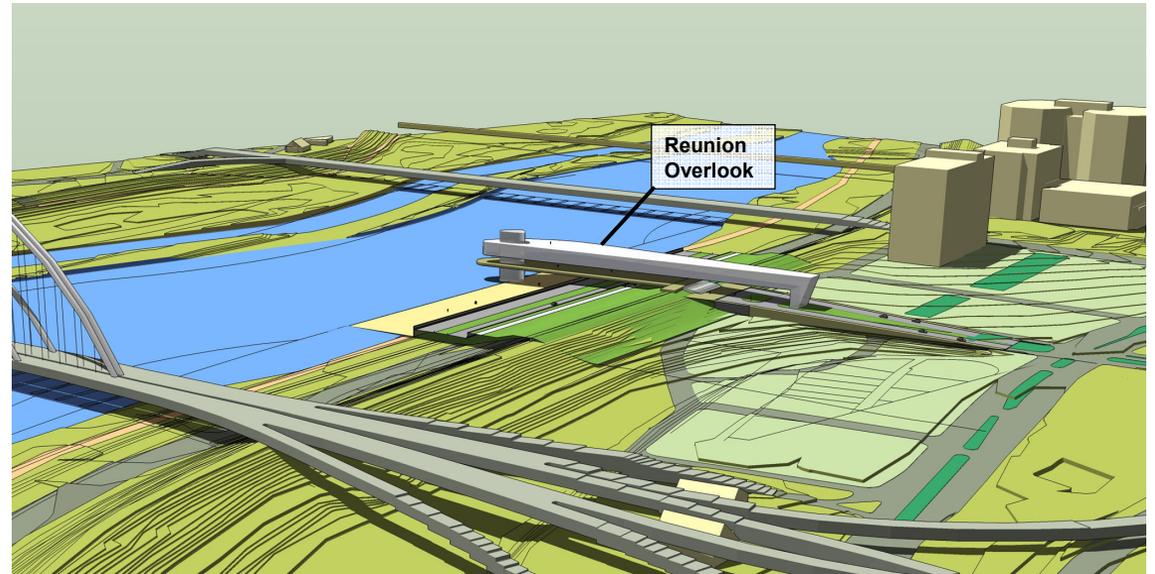
The Lake's protective berm (a 4-foot rise) should meander from edge to edge in an effort to balance the recreation focus between the river and the Urban Lake.

10-d: Reunion Overlook Levee Interface

The Reunion Overlook is envisioned as a “signature” access feature to the Trinity Lakes. Program elements might include the following:

- Approach Esplanade from Industrial Boulevard
- Overlook Plaza
- ADA Access to the Promenade
- Galleries
- Meeting Rooms
- Concessions
- Rooftop Garden
- Restrooms

The design and program of the overlook should be coordinated with proposals for adjacent private development.



15-a: Trinity Parkway Design Intent

The Trinity Parkway is divided into two basic zones: a “high zone,” where the roadway is primarily above the 100-year flood line; and a “low-zone,” where the roadway is primarily below the 100-year flood line.

Owing to its higher perch, motorists will enjoy wide and unimpeded views of the corridor within the High Zone.

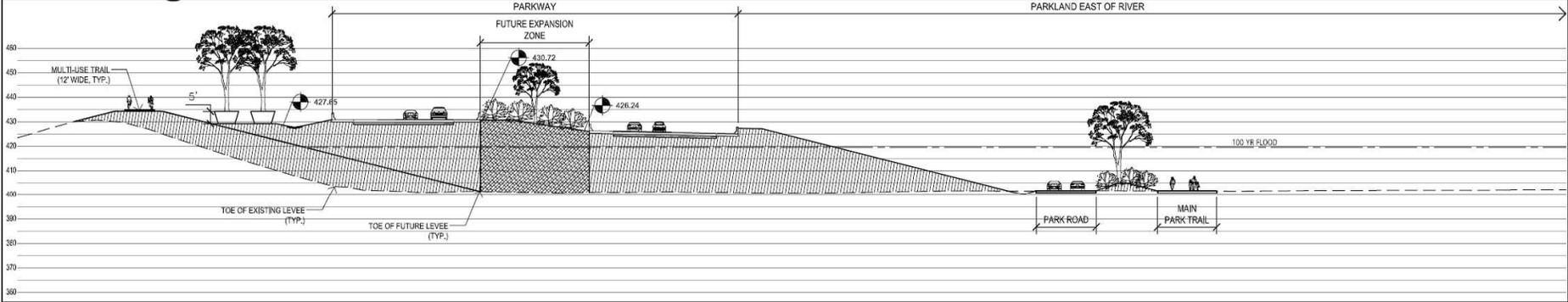
The Low Zone is contained by a floodwall of varying heights on the south-bound side, and by the rising levee on the northbound side. Accordingly, motorists within the Low Zone will mostly enjoy forward and framed views of the existing and proposed bridges.

The Low Zone coincides with the park area intended for greatest occupancy during holidays and special events.

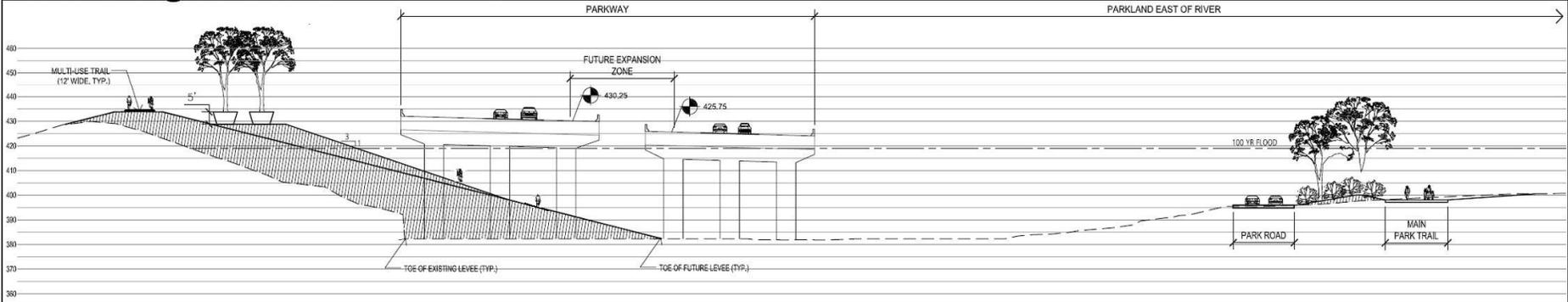


15-c: Typical Section within the High Zone

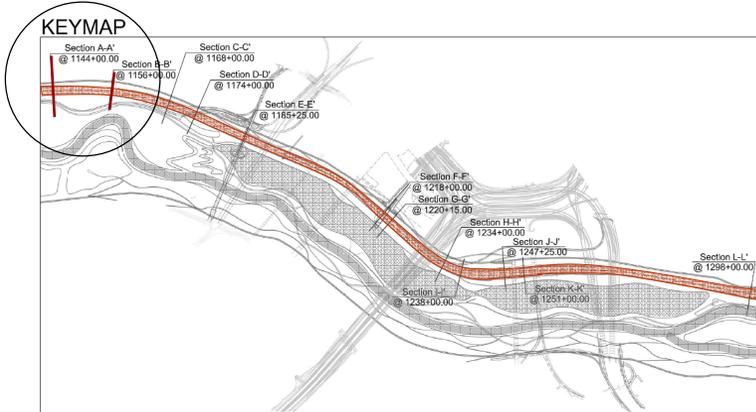
Section A-A' @ 1144+00.00



Section B-B' @ 1156+00.00 Note: Parkway is crossing a stormwater outfall at this point. Trail access is proposed here.

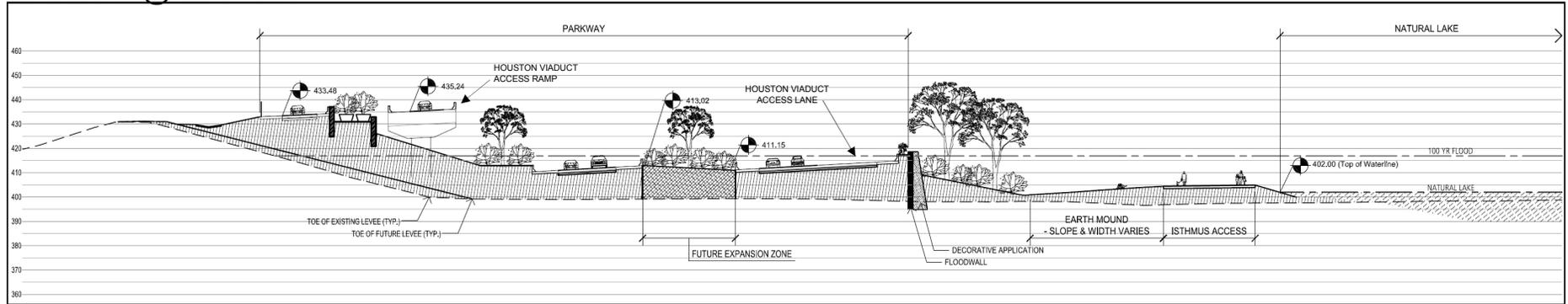


NOTE: Shoulder abutting median is proposed as a reinforced grass surface throughout

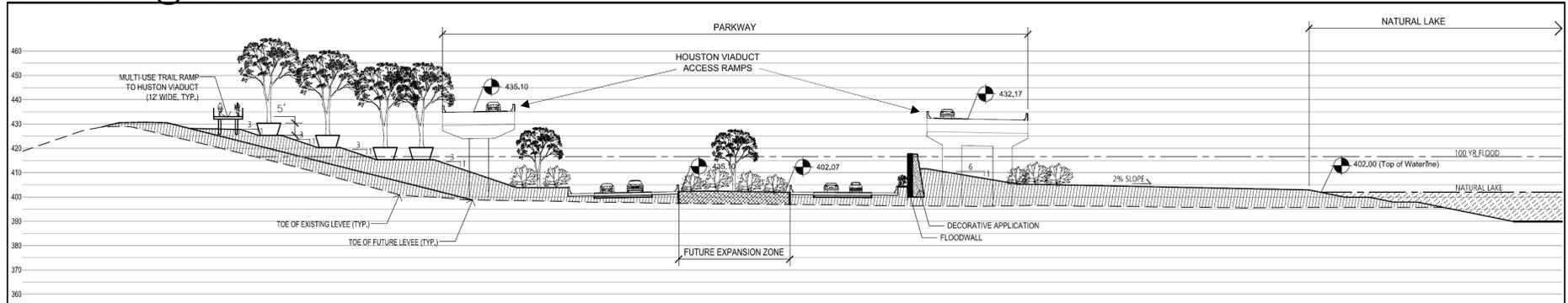


15-c: Typical Section within the Low Zone

Section I-I' @ 1238+00.00

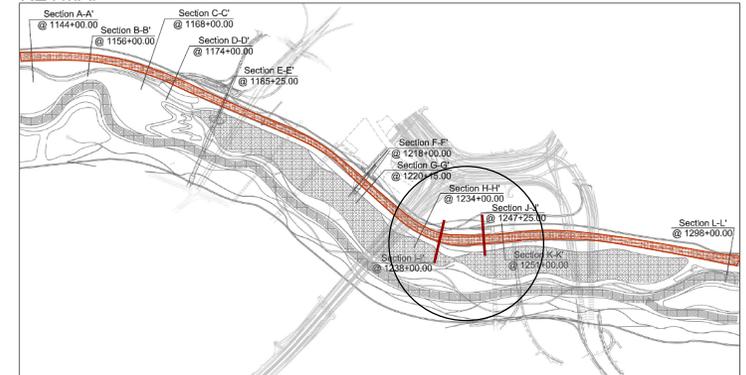


Section J-J' @ 1247+25.00



NOTE: Shoulder abutting median is proposed as a reinforced grass surface throughout

KEYMAP



15-g: Levee Treatment

FUTURE POTENTIAL
DEVELOPMENT

LEVEE

PARKWAY

PROMENADE

URBAN LAKE



Within the Low Zone the Parkway design envisions a landscaped levee and median, plus a landscaped buffer/floodwall between the parkway and the urban lake promenade as a means to mitigate the roadway's visual, noise and exhaust impacts upon the park and surrounding land uses.

The "greening" of the Parkway is subject to technical studies and the approval of the Army Corps of Engineers