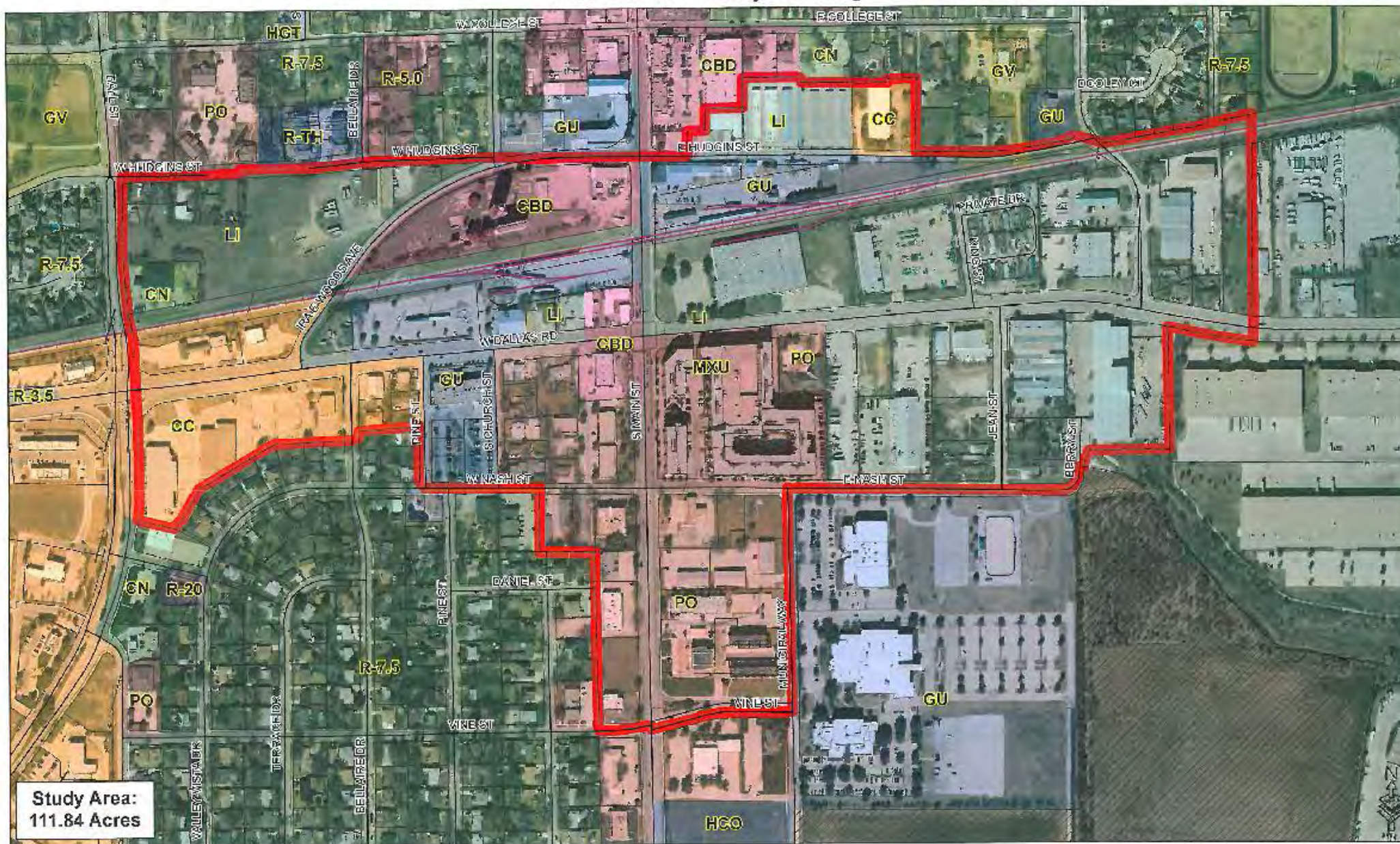




City of Grapevine

Commuter Rail District
Grapevine Main Station & Hotel
Trail Connection, Pedestrian & Street Improvements

Rail Corridor Study - Zoning



Study Area:
111.84 Acres

ZONING/LAND USE PROGRESS

The Planning and Zoning Commission has conducted workshops to prepare for development within the transit corridor, using a previous mixed use ordinance as a template. To date the Commission has:

- Established boundaries for proposed overlay district.
- Prepared a purpose statement.
- Established a preliminary list of zoning districts that would be appropriate within the overlay.
- Established a preliminary list of appropriate uses within the transit district.

The Commission envisions establishing the overlay as a district that is placed within the Zoning Ordinance that applicants may request to use to accommodate appropriate projects. The Commission has also asked staff to look into holding a public hearing to add the district boundaries to the Master Plan. The Commission stated that they would want to invite and solicit input from all affected property owners.

It is anticipated that the Commission will hold one more workshop, before requesting a joint workshop with Council to provide Council with a status report, and also to seek additional guidance.

MULTIFAMILY DESIGN STANDARDS

DISTRICT 2. Central Transit District:



This character district presents the following design considerations:

1. The architecture styling in this area should be derived from flat roof commercial styles.
2. The architectural style should be an extension of the urban core and expand the presence of the core so that it reaches out from the central station.

3. Scale must nurture the scale relationships of the downtown core, not dominate it. This means that buildings closer to, and fronting Main Street must extend the character of the core.
4. Bay modulation is important, meaning that buildings should have vertical expressions along the street length that create a sense of “common wall” buildings adjoined in an urban block.
5. Masonry materials are essential. However, material continuity with the downtown core is essential along Main Street. Stucco is not permitted, even as a secondary material.
6. Building relationships should be more orthogonal and give a continuous definition to the street.
7. Parking should be concealed within interior motor courts or contained within a central garage.

8. The street space should be activated with external connections between residential unit and street (e.g. doors, stoops, breezeway cut throughs, etc.). Vertical mixed use is appropriate here but should occur at street intersection corners where it has the greatest chance of being leased.
9. Commercial use of the street level along major streets (such as Main Street) is important. Therefore, a 15-ft. building plate is necessary at the street level and constructed so that first floor units could be converted to commercial use.
10. While a portion of this area is not downtown, it is still urban, meaning that pedestrian connection and comfort are important as well as creating a grand approach for the core area and transit center. Therefore, formalized landscape patterns are appropriate.
11. Ingress/ egress patterns should be coordinated with existing street intersections and street continuity where larger blocks are created.

Aura Grapevine Mixed Use Project

Location Map



Aura Grapevine Mixed Use Project



404 E Dallas Rd
Grapevine, TX

Intrinsic Residential Group

Aura Grapevine
Mixed Use Project

NEC Dallas Rd & Jean St After



Aura Grapevine Mixed Use Project

Jean Street (NE View) After



Aura Grapevine Mixed Use Project

Dallas Rd and Berry St (SE View) After



The Resort on Main Mixed Use



Grapevine Craft Brewery



Redevelopment Opportunity



B & D Mills



Site Concepts

HISTORIC DEPOT

TEX RAIL PLATFORM

LEGEND

- A. VISUAL BUFFER
- B. 12' CONC. WALKWAY - 12" E
- C. SPECIALTY PAVING TYPES
- D. 12" CONC. ALUMINUM FINISH
- E. RAILWAY VENTS
- F. ACCESSIBLE
- G. BRICK PAVING RESTORATION
- H. RAILWAY INTERIOR WALLS
- I. INTERIOR SIGNAGE
- J. PEDESTRIAN CROSSING
- K. PLANTING
- L. STREET TREES
- M. LANDSCAPING
- N. FURNITURE RESTORATION
- O. RESTAURANT TERRACE SEATING
- P. TREES
- Q. COFFEE SEED TREE



Architexas



TEXRail

Project: Grapevine Station + Hotel
Location: Grapevine, Texas
Date: 05/18/2017

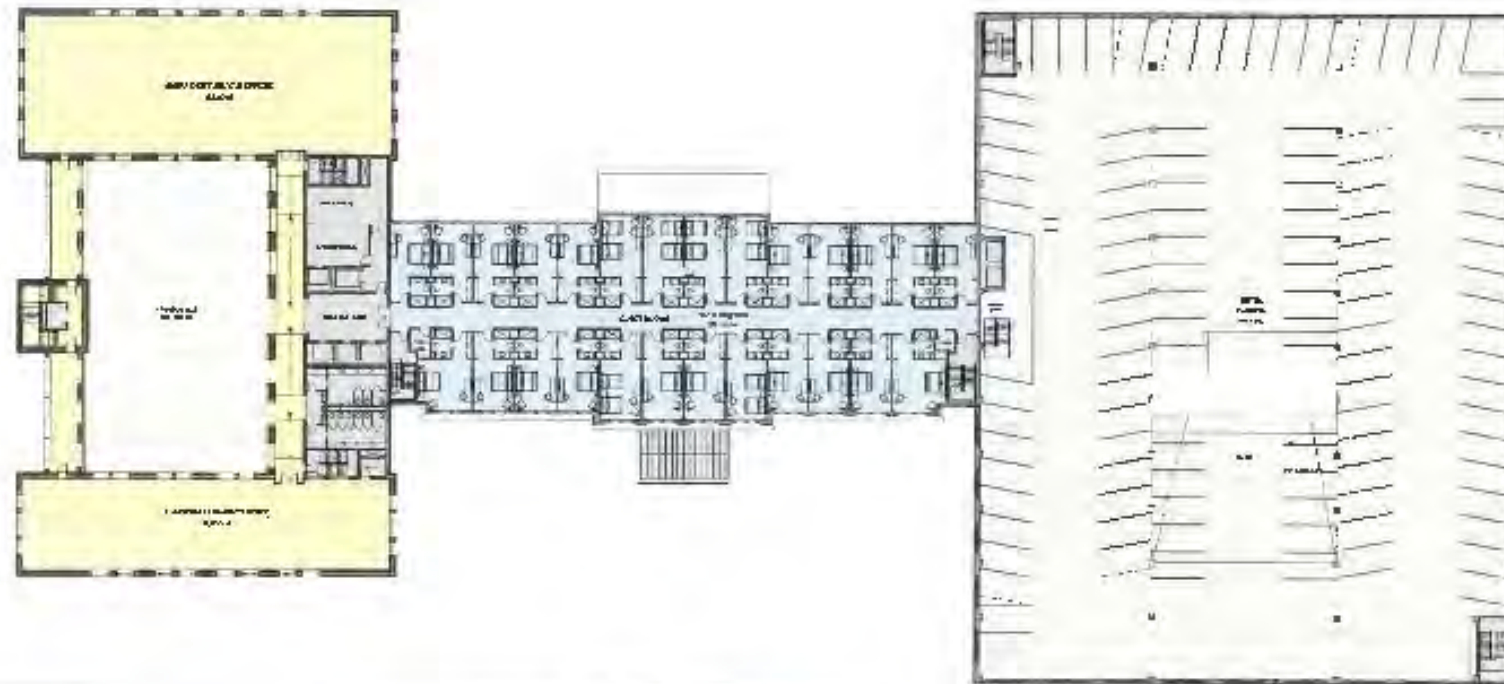
First Level Floor Plan

Architexas CHLATE CONSERVE

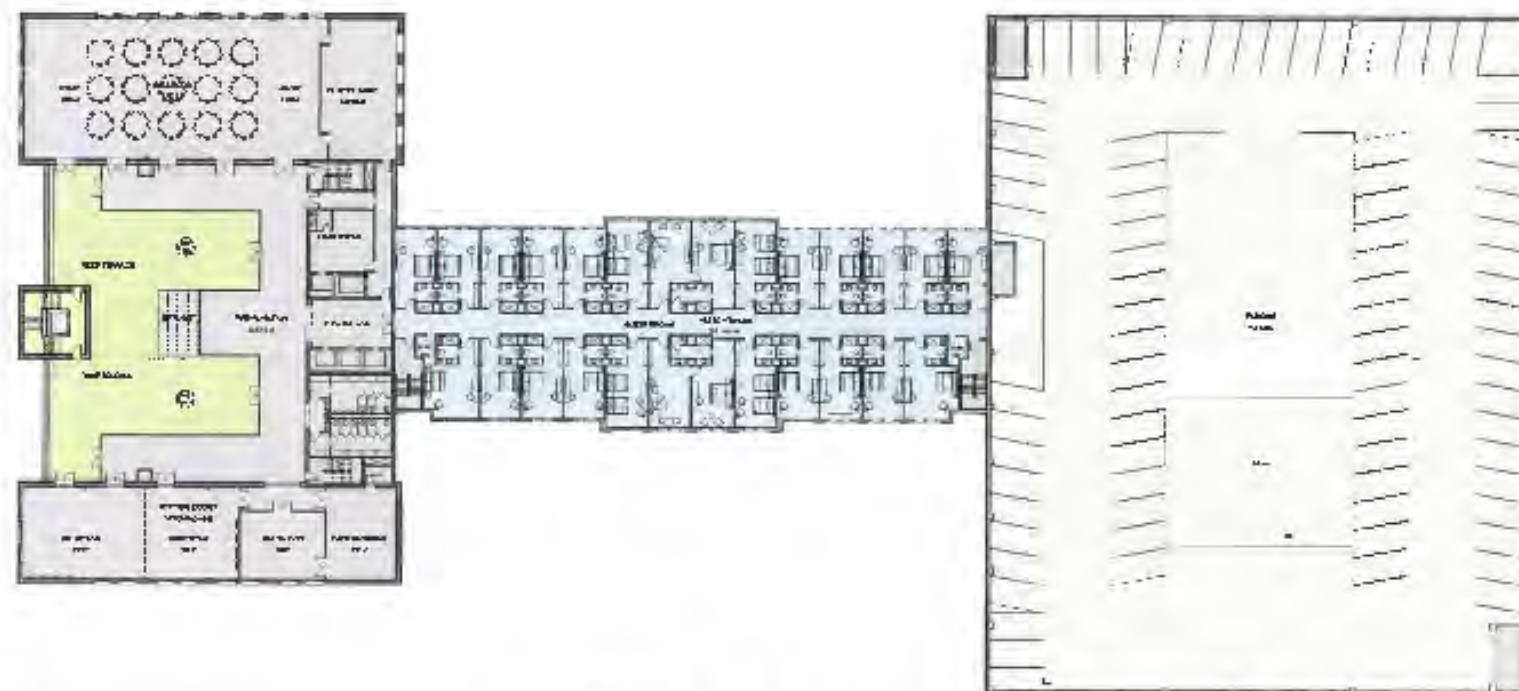
TEX Fall

Project: Grapevines Station + Hotel
Location: Grapevine, Texas
Date: 05/16/2017

Second Level Floor Plan



Fourth Level Floor Plan



Architexas CREATE CONSERVE



TEXRail

Project Grapevine Station 4 Hotel
Location: Grapevine, Texas
Date: 06/16/2017

South Elevation



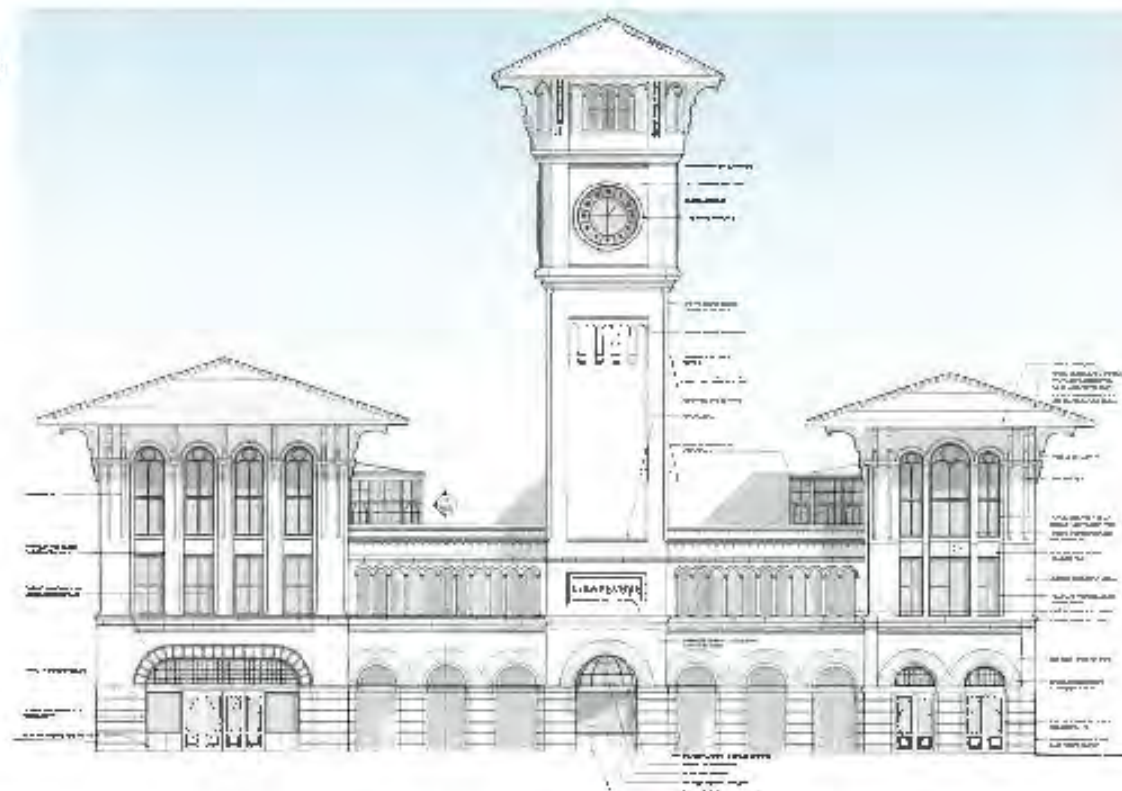
Architexas CREATE + CONSERVE



TEXRail

Project: Grapevine Station H&W
Location: Grapevine, Texas
Date: 05/16/2017

West Elevation
Grapevine Station



Architexas CREATE + CONSERVE



TEXAS

Project: Grapevine Station + Hood
Location: Grapevine, Texas
Date: 05/16/2021

Exterior Design & Details



West Façade - Grapevine Station



South Façade - Hotel

Architexas

UTPA • + COURSE 2017



TEXRail

Project: Grapevine Station + Hotel
Location: Grapevine, Texas
Date: 05/16/2017

Project Summary

Square Footage Tabulation				
Level	Station	Hotel	Parking Garage	Total (SF)
Basement	3,034	11,738	4,340	21,011
Level 1	22,704	14,714	40,074	76,993
Level 2	16,355	12,918	40,074	69,299
Level 3	1,568	12,493	40,074	54,435
Level 4	22,404	12,793	40,074	75,571
Level 5	1,568	12,793	40,074	54,435
Level 6	1,568	12,793	0	14,361
Total (SF)	66,418	92,043	204,710	367,004



Architexas CREATE CONSERVE



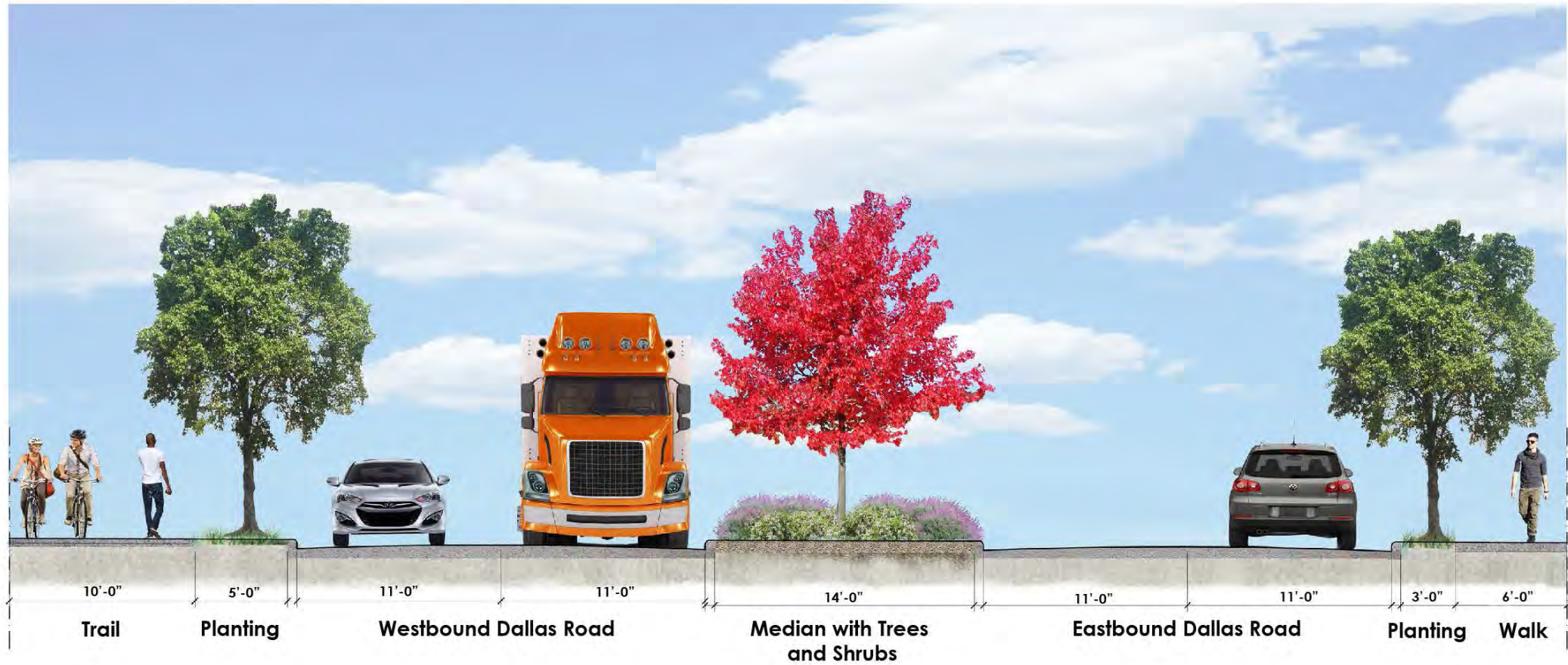
TEX Energy

Project Grapevine Station 1, 2, 3, 4
Location Grapevine, Texas
Date 05/15/2017



Grapevine Historic Core
CIRCULATION ACTIVATION ANALYSIS | Grapevine, Texas | 2 February 2017





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JAN. 31, 2017

0 1 5
3/8"=1'-0"

DALLAS ROAD SECTION 2

GRAPEVINE, TX

HUITT-ZOLIARS
LANDSCAPE ARCHITECTURE
1717 McKinney Ave., Suite 1400 Dallas, TX 75205-1234
214.871.3311 p 214.871.0757 f www.huitt-zoliars.com