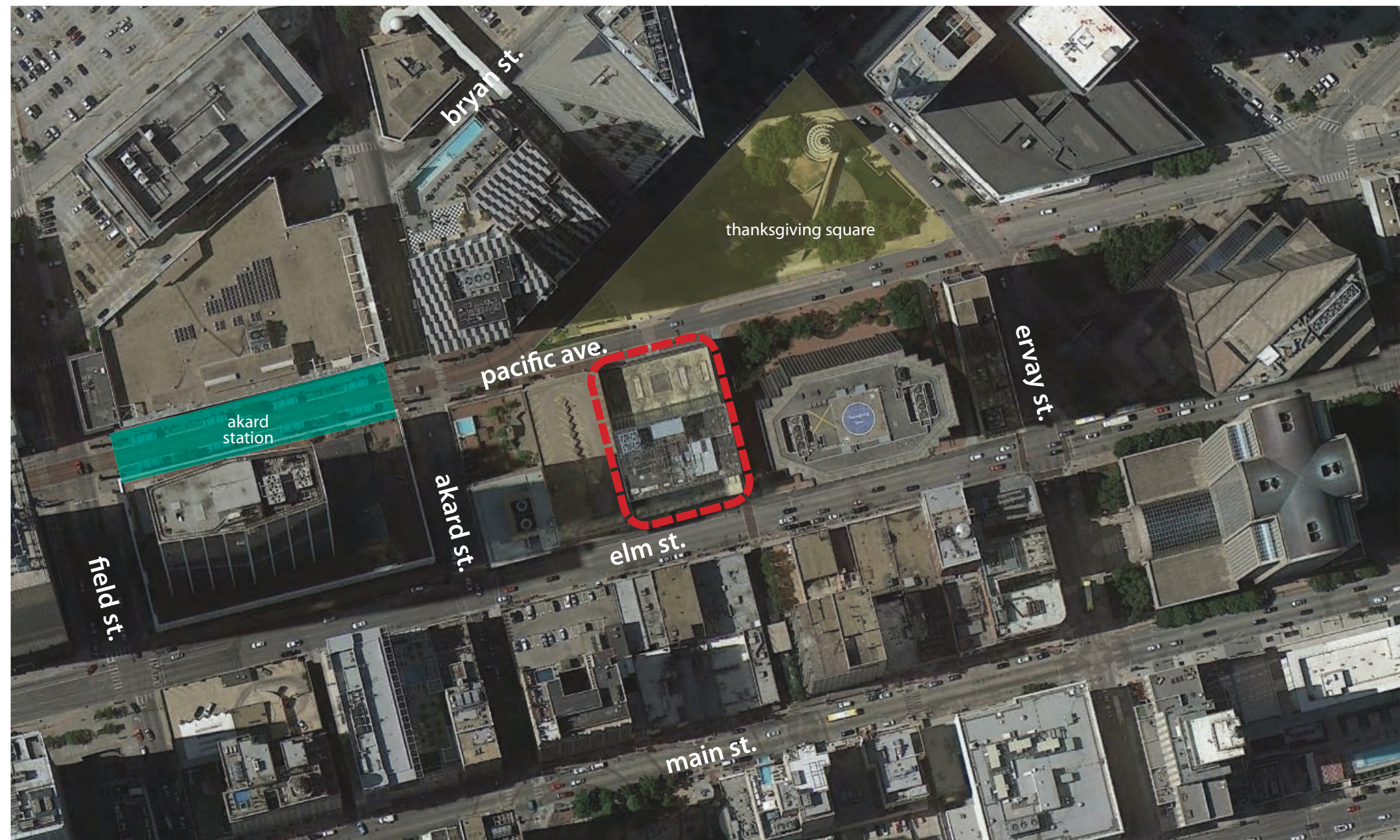


Applicable Urban Design Priorities Project Should Achieve

- [1] **Locating hotel drop off on the outer lane of Pacific in favor of a sidewalk and streetscape more consistent with the proposed Elm Street design** - As proposed, the drop off lane on Pacific compromises the pedestrian sidewalk. Valet and drop off lane should relocate to the outer lane of Pacific allowing the sidewalk to be reclaimed for pedestrian use. In order to prioritize the pedestrian over the automobile, sidewalk should be designed to be consistent with Elm design with street trees, generous thoroughway, drives level with sidewalk, and curb cuts occurring outside of the sidewalk thoroughway.
- [2] **Designing all drives as at minimum widths on both Elm and Pacific sides of building** - Drive entries should be designed at the minimum required widths and should be at the same level as the sidewalk along the pedestrian thoroughway. Vehicular curb cuts should occur outside of the pedestrian thoroughway minimizing the impact on the pedestrian.
- [3] **Minimizing and screening all drop off and loading areas** - All drop off and utility zones should be screened and minimized. Design solutions should strive to mask the drives and prioritize the sidewalk thoroughway over the vehicle. Drive should appear as contiguous with sidewalk and mountable by car rather than causing the pedestrian to negotiate the drive.



Policy References

Downtown Dallas 360
Chapter 3, Chapter 4

Forward Dallas!
Section 5 [urban design element]

TIF Urban Design Guidelines
Part III, Part IV [city center]

Updated Considerations

Due to significant changes at the ground level, 1600 Pacific will be returning for Peer Review at the design team and ownership's request.

The former design was based on a parking strategy relying on an agreement with an adjacent garage. As that agreement did not materialize, the proposal no longer met the ownership's requirement for parking. The new design reflects parking located in the three podium levels above the ground floor.

This in turn compromised pedestrian pass through originally proposed, thus the considerations outlined above reflect an enhanced need to focus on the highest quality of pedestrian walkability regarding the design of the streetscape along both Elm and Pacific.

1600 Pacific Ave.

Neighborhood:
Downtown
City Center TIF District

Program:
Hotel/Residential

Residential : 205,631 sqft [156 units]
Hotel : 276,774 sqft
Commercial : 29,598 sqft



LTV MIXED-USE

1600 Pacific Avenue, Dallas, Texas
maa.2012175 02.19.13





VIEW OF THE PACIFIC STREET FACADE LOOKING WEST



VIEW OF THE NORTH FACADE LOOKING ACROSS
THANKSGIVING SQUARE



VIEW OF THE ELM STREET FACADE LOOKING EAST



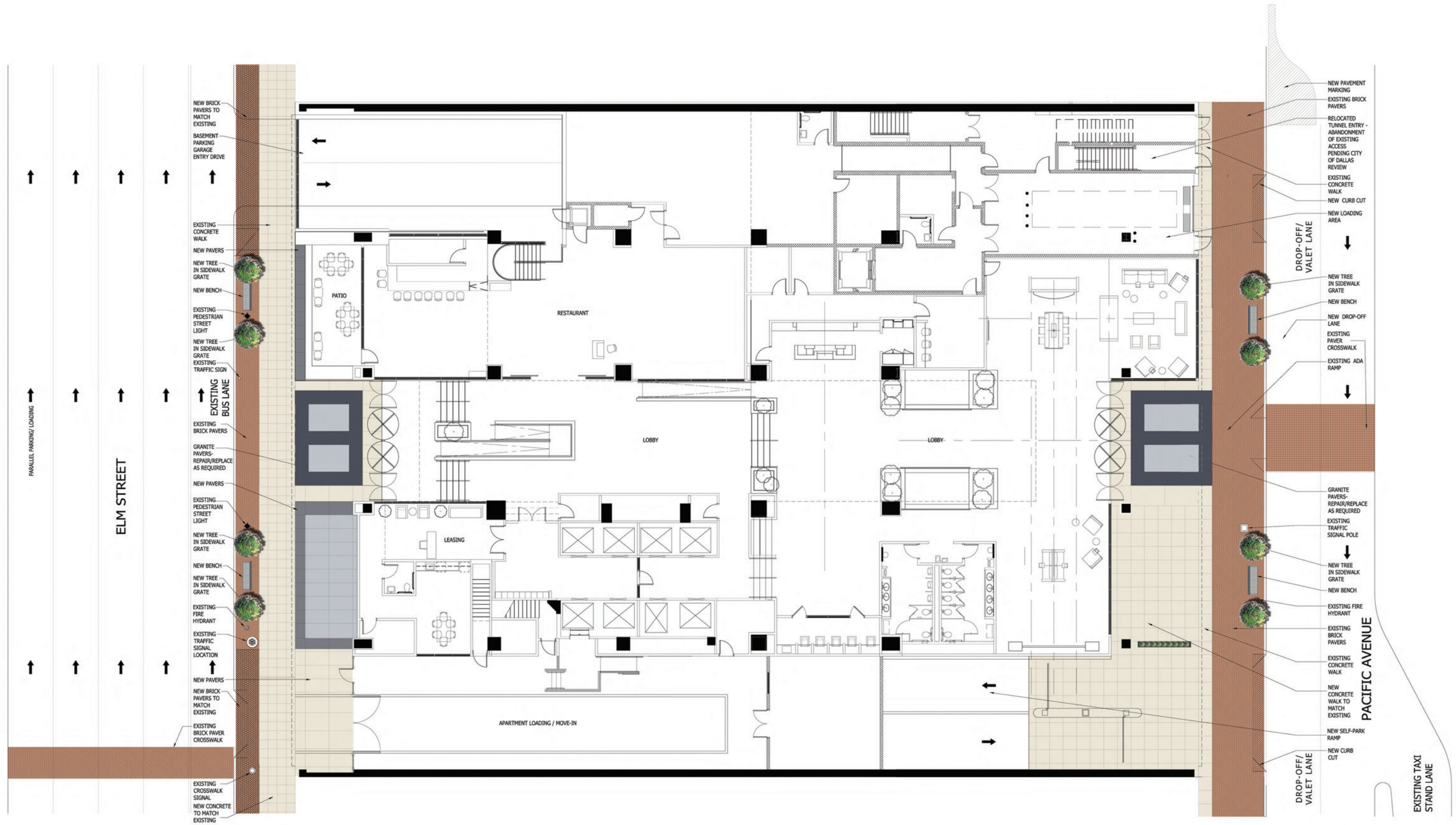
VIEW OF THE PACIFIC STREET FACADE LOOKING EAST



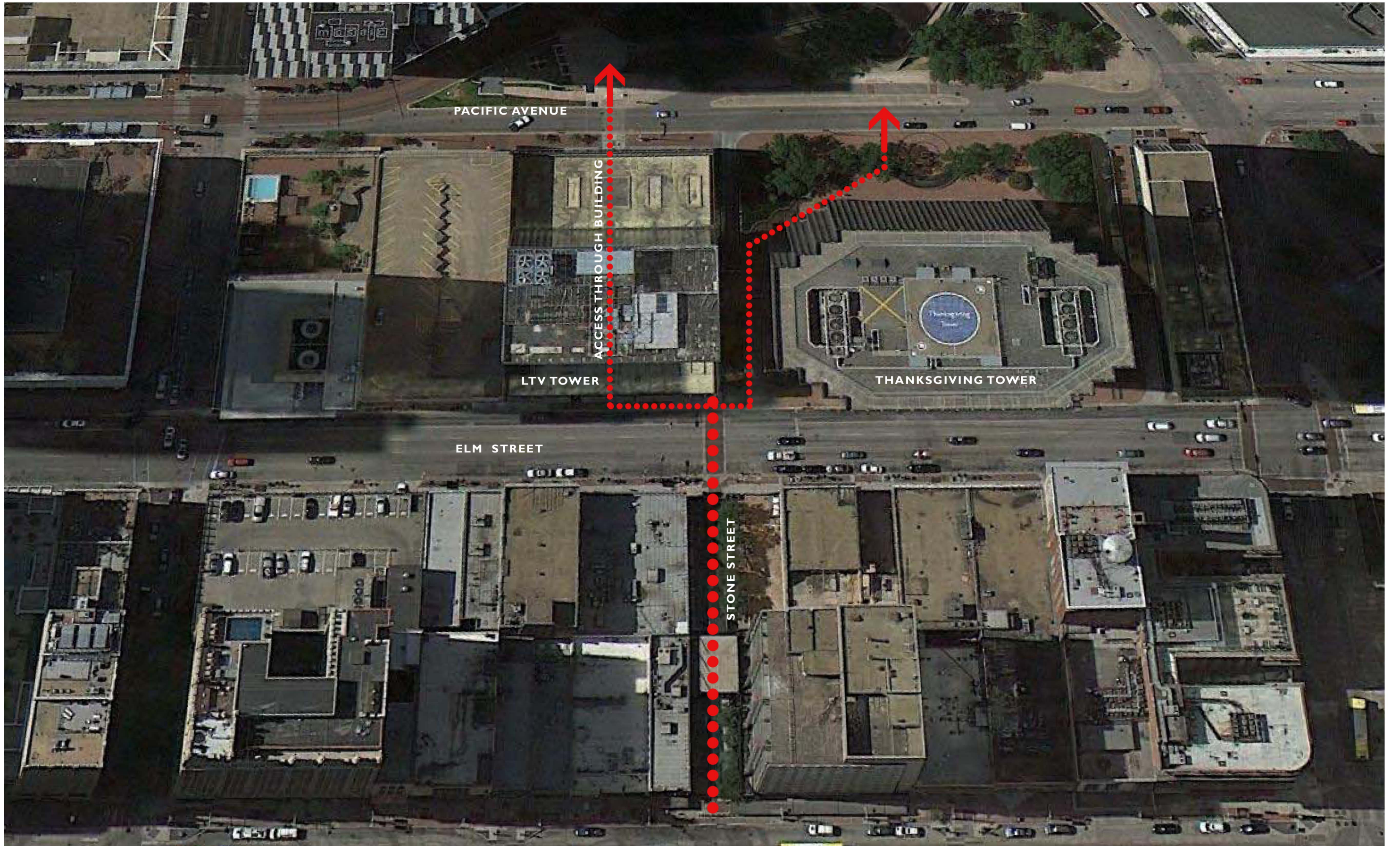
VIEW OF THE ELM STREET FACADE LOOKING WEST

LTV MIXED-USE

1600 Pacific Avenue, Dallas, Texas
maa.2012175 02.19.13



 **SITE PLAN**



PACIFIC AVENUE

ACCESS THROUGH BUILDING

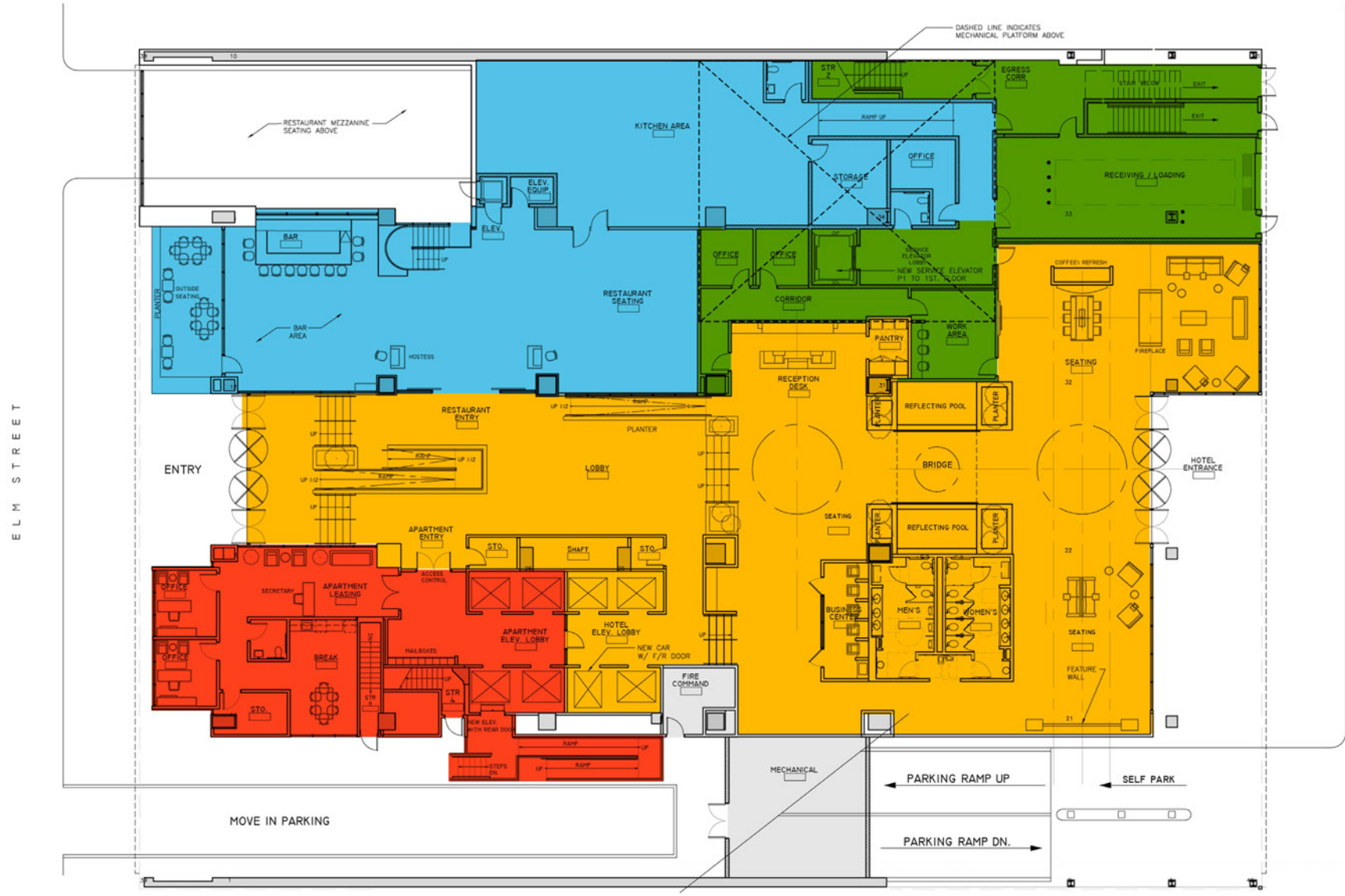
LTV TOWER

ELM STREET

THANKSGIVING TOWER

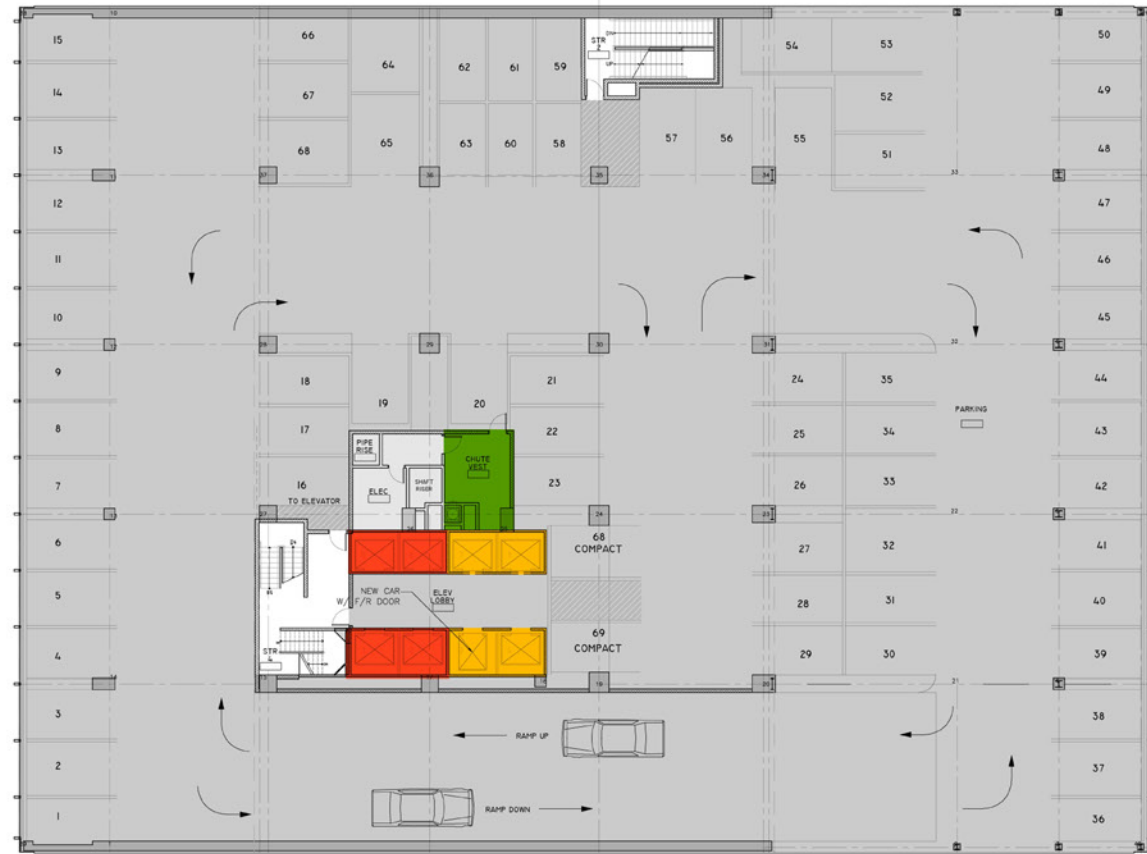
STONE STREET

15/11/2018 10:00 AM



GROUND FLOOR PLAN
SCALE 3/16" = 1'-0"

- MEETING SPACE
- RESIDENTIAL
- HOTEL
- AMENITY
- BOH/SERVICE
- LOBBY
- RESTAURANT
- MECHANICAL
- PARKING



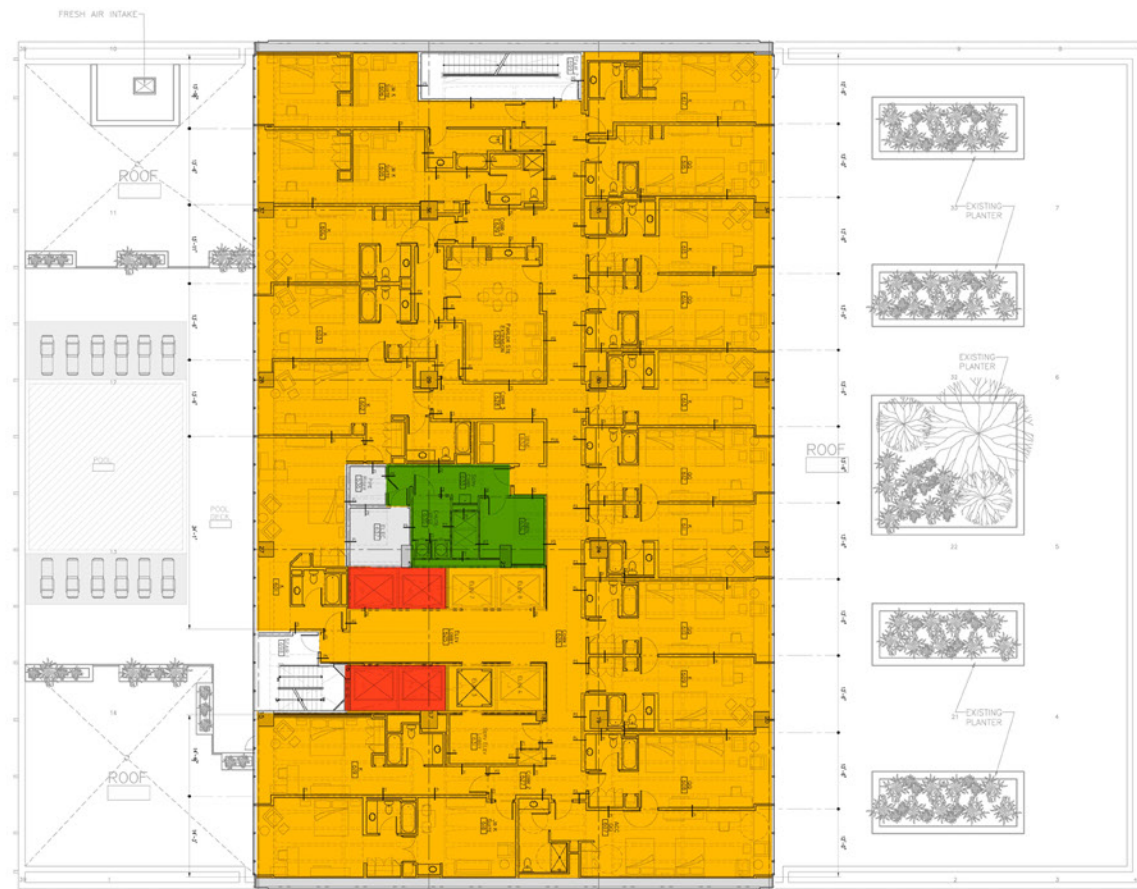
APPROX. 69 PARKING SPACES

THIRD FLOOR PLAN
SCALE 3/16" = 1'-0"



APPROX. 69 PARKING SPACES

SECOND FLOOR PLAN
SCALE 3/16" = 1'-0"




TYPICAL HOTEL FLOOR PLAN
 SCALE 3/16" = 1'-0"




TYPICAL RESIDENTIAL FLOOR PLAN
 SCALE 3/16" = 1'-0"




FIFTH FLOOR PLAN
 SCALE 3/16" = 1'-0"



- LOBBY
- RESTAURANT
- MECHANICAL
- PARKING





