

Memorandum



CITY OF DALLAS

DATE March 27, 2015

TO Honorable Mayor and Members of the City Council

SUBJECT **The Bottom Urban Structure and Guidelines**

On Wednesday, April 1, 2015, the City Council will be briefed on The Bottom Urban Structure and Guidelines by Brent Brown and the CityDesign Studio. Briefing materials are attached for your review. A public hearing on the plan is scheduled for April 8, 2015.

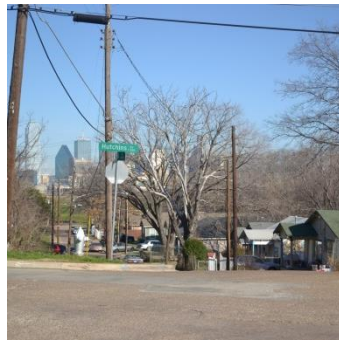
If you have any questions, please let me know.

A handwritten signature in blue ink that reads "Theresa O'Donnell".

Theresa O'Donnell
Chief Planning Officer

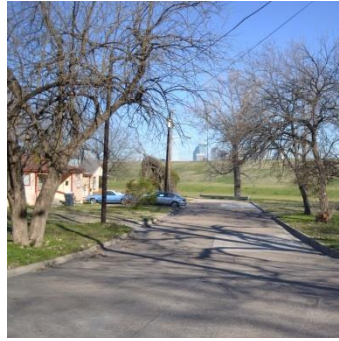
c: A.C. Gonzalez, City Manager
Warren M.S. Ernst, City Attorney
Craig D. Kinton, City Auditor
Rosa A. Rios, City Secretary
Daniel F. Solis, Administrative Judge
Ryan S. Evans, First Assistant City Manager
Eric D. Campbell, Assistant City Manager

Jill A. Jordan, P.E., Assistant City Manager
Mark McDaniel, Assistant City Manager
Joey Zapata, Assistant City Manager
Jeanne Chipperfield, Chief Financial Officer
Sana Syed, Public Information Officer
Elsa Cantu, Assistant to the City Manager – Mayor & Council

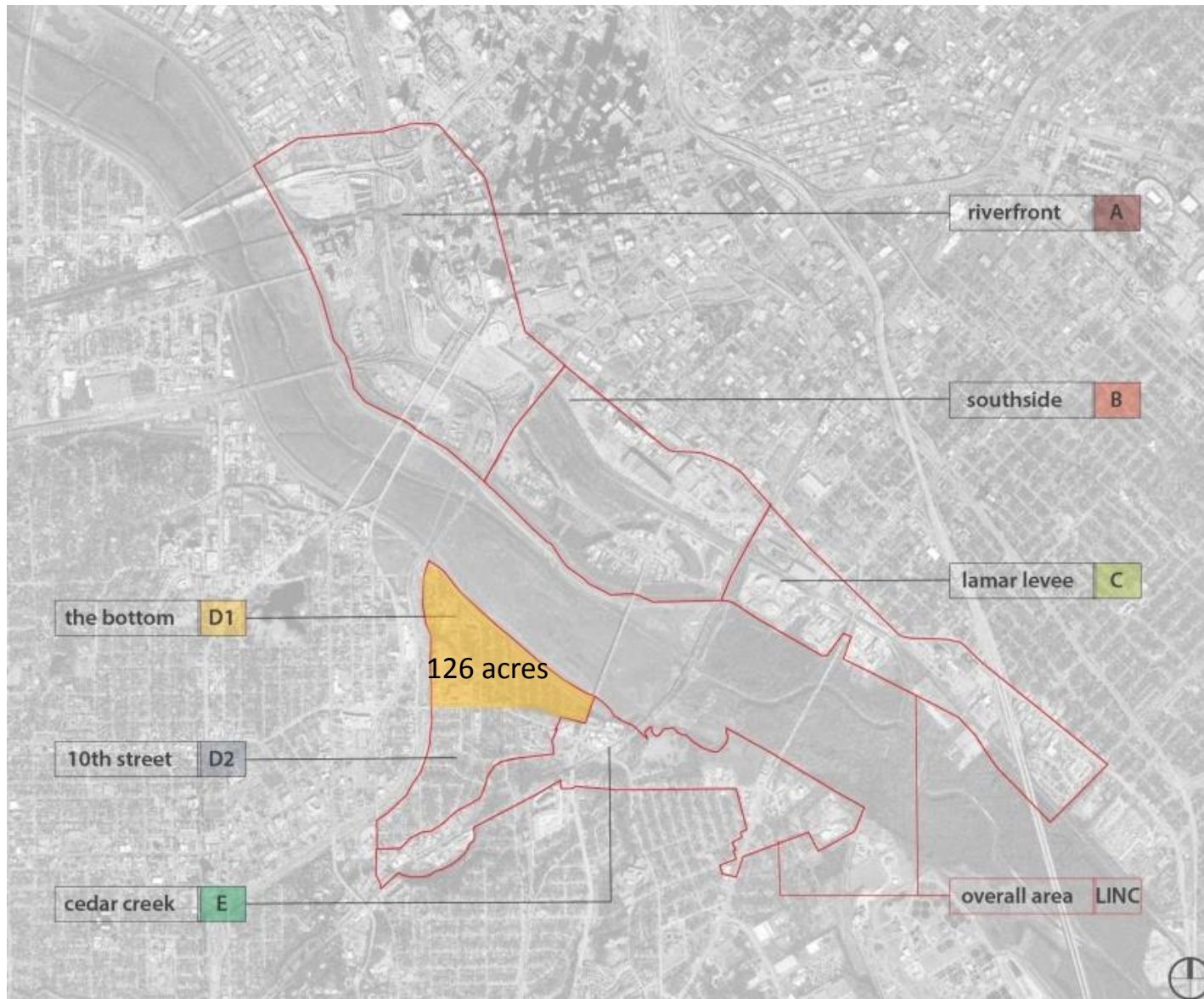


The bottom

urban structure and guidelines
City Council Briefing 4.1.2015



- Provide information on the studio's community planning and design efforts for The Bottom
- Review process to date
- Review plan recommendations



LINC Dallas

- early 2000's Planning efforts begin
- 2002 Trinity river land-use plan for the bottom
- 2004 Continued trinity river land-use plan for the bottom
- 2006 *forward*Dallas! adopted
- 2007 Good Fulton & Farrell, Golden Gate Missionary Baptist Church, and Texas heavenly Homes begin new planning efforts
- June 2012 LINC Dallas charrette kicks off studio's efforts
- June 2012-Jan 2015 Studio continues to meet with the neighborhood and stakeholders to move plan and guidelines forward
- August 28, 2014 Urban Design Committee review
- September 11, 2014 Urban Design Committee action
- November 10, 2014 Community open house
- November 20, 2015 City Plan Commission briefing
- January 22, 2015 City Plan Commission action

background



- June 2, 2012 Community charrette
LINC Dallas charrette kicks-off studio's efforts
- 20+ community and stakeholder meetings/workshops with over 170 participants
- October 21, 2014 Community open house



process - engagement



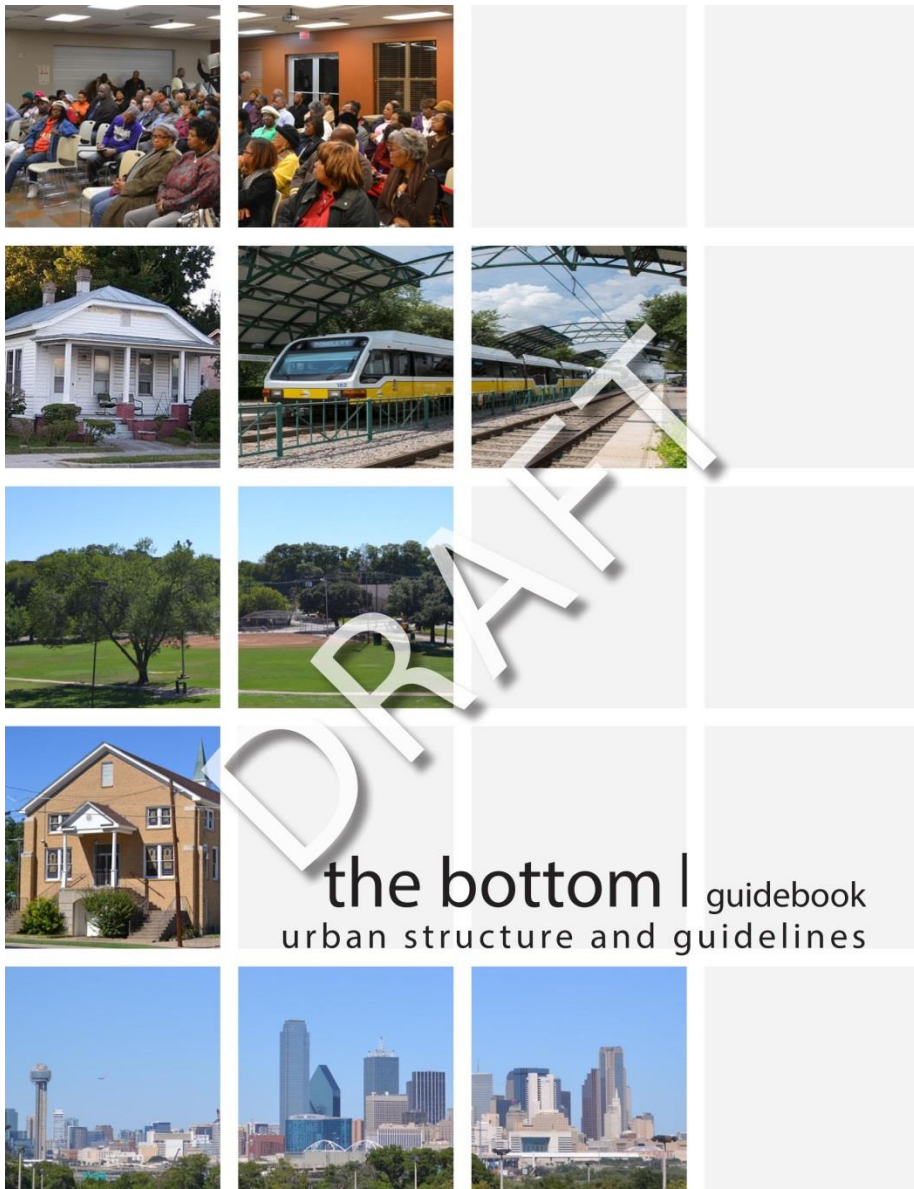
- Texas Heavenly Homes
- Golden Gate Missionary Baptist Church
- Golden S.E.E.D.S.
- Shiloh Baptist Church
- True Purpose Missionary Baptist Church
- Property owners
- Prospective new home owners
- Non-profit builders
- HKS Architects
- MESA Design Group
- Good Fulton & Farrell Architects
- RTKL Architects

process - participation to-date



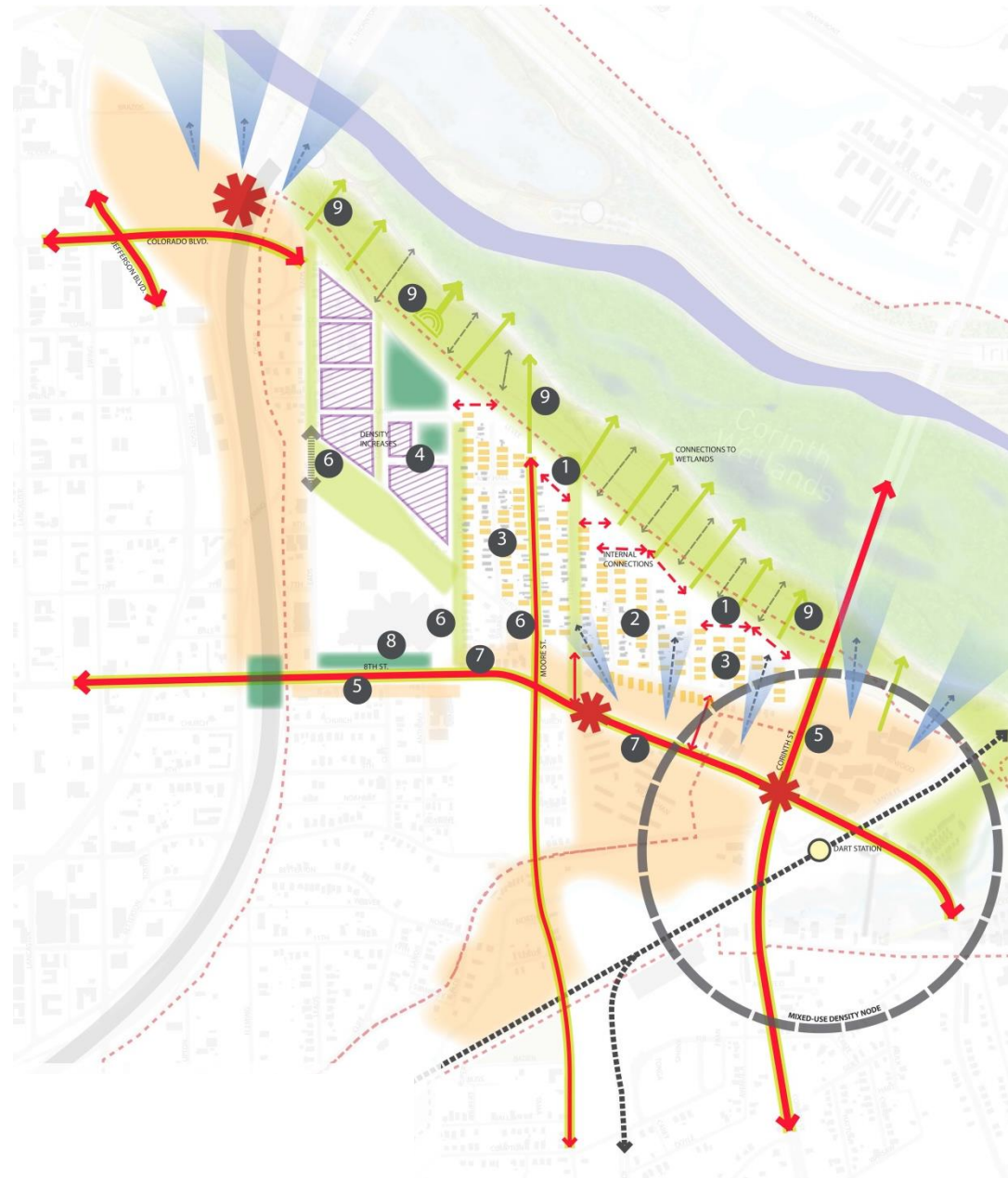
- Organization wide approach
- Participation and facilitation at charrette and workshops
- Presentation at community meetings
- Direct review and discussion
- Partnership in development and implementation
- City staff implementation and capital and private/public improvement workshop
- Department participation
 - Housing/ Community Services
 - Economic Development
 - Water Utilities
 - Public Works
 - Sustainable Development
 - Current Planning
 - City Attorney's Office
 - Parks and Recreation
 - Sustainable Development & Construction
 - Stormwater management
 - Trinity Watershed Management

process - city staff involvement



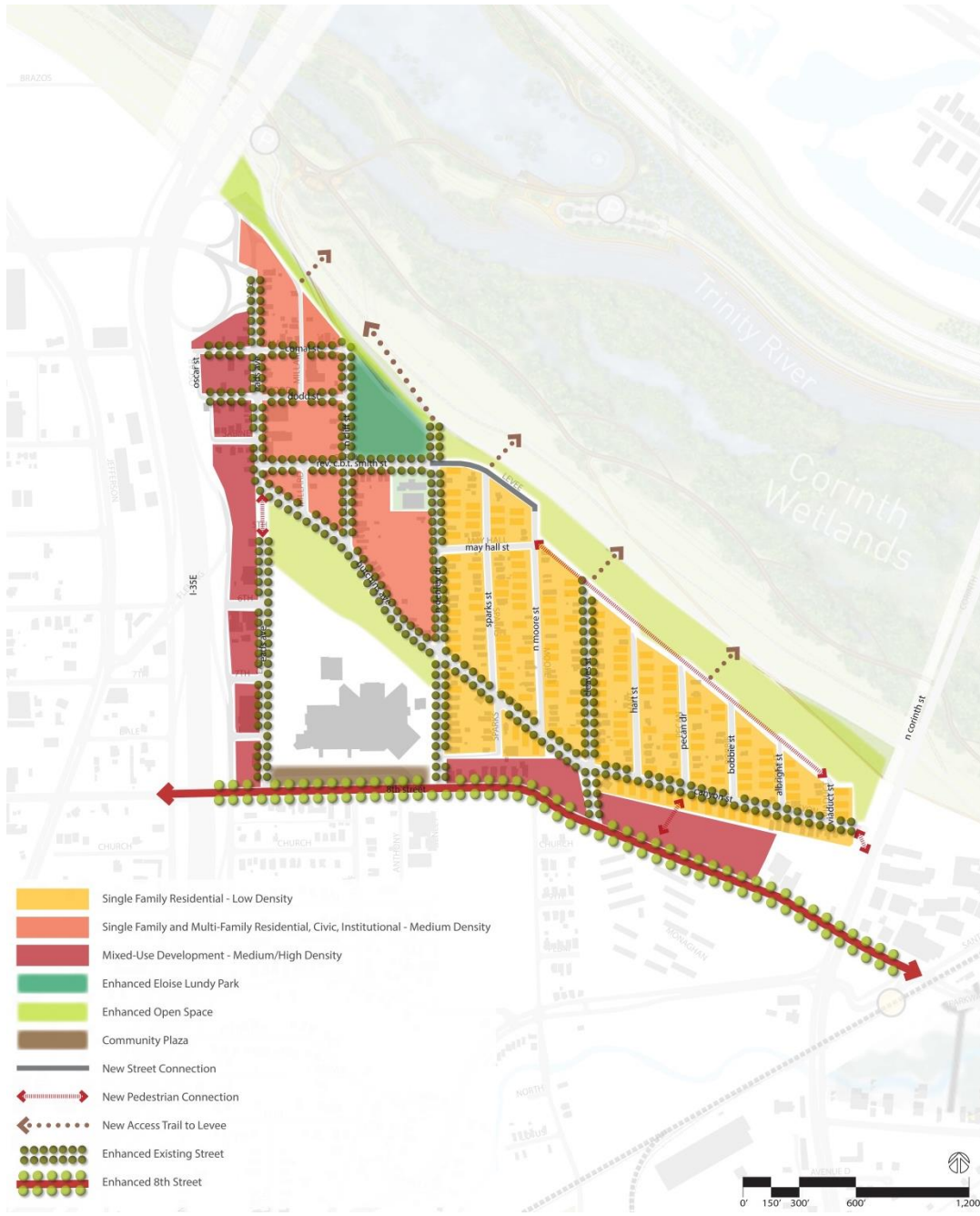
- Guidebook
- Urban Structure & Guidelines
 - Background
 - Concept plan and vision
 - Guidelines for building the vision
 - Implementation

documents & contents

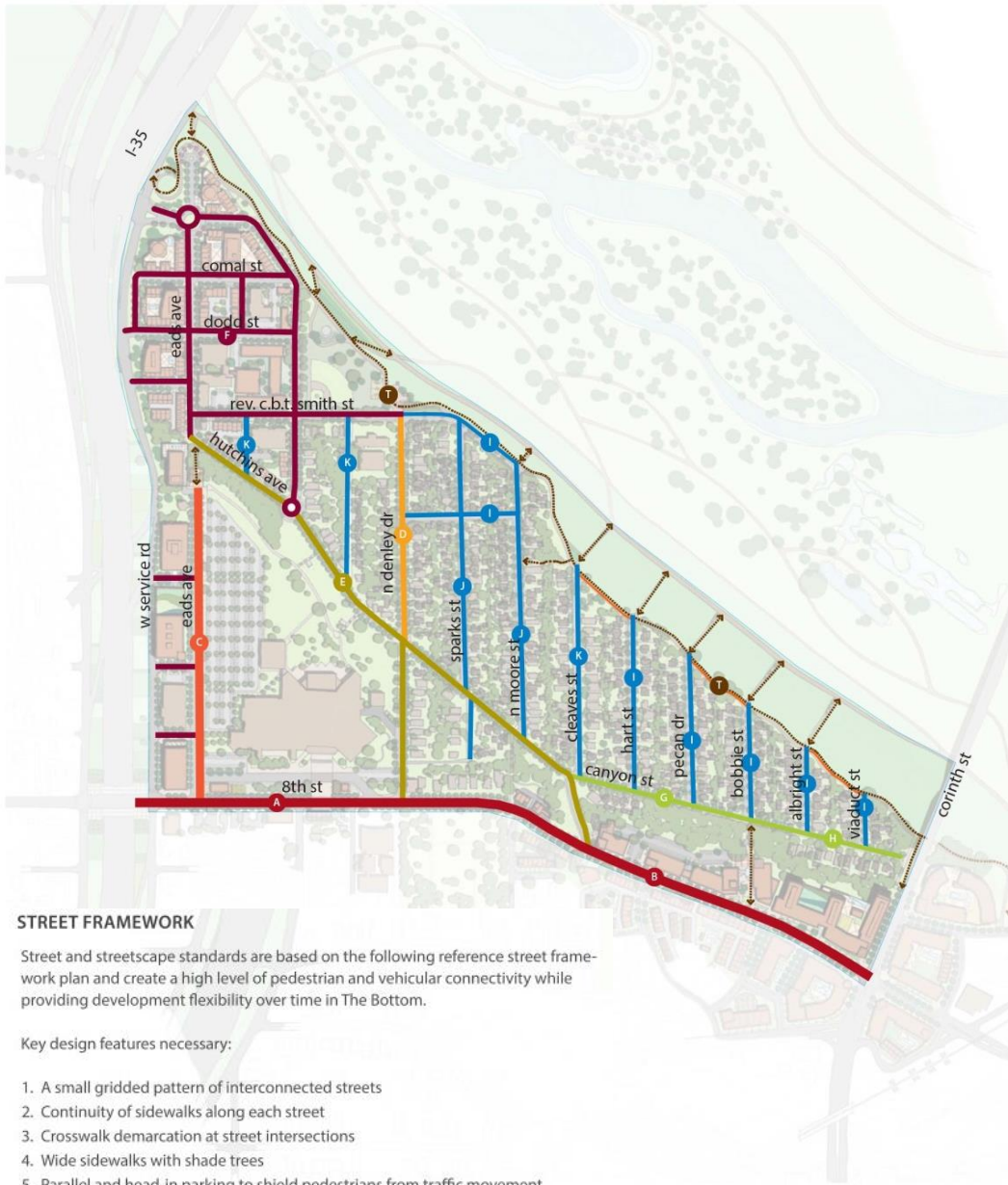


1. Create vehicular and pedestrian connections linking existing streets;
2. Preserve and enhance existing single-family neighborhood;
3. Develop quality market and affordable infill single-family housing
4. Encourage diverse housing choices west of Denley Drive, including townhomes, live-work, and multi-family increasing density towards I-35
5. Mixed-use development along 8th Street
6. Enhance existing and add new pedestrian infrastructure and amenities;
7. Make 8th street a great street
8. Explore the opportunity to existing open area along 8th street at Townview into a community plaza;
9. Identify access paths into the river and invest in public spaces, such as an amphitheater and major entry features

neighborhood vision



concept plan

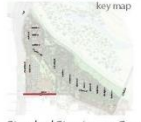


- Small gridded pattern of interconnected streets
- Continuity of sidewalks
- Crosswalk demarcation
- Wide and shaded sidewalks
- On-street parking to buffer pedestrians
- Narrow street crossings
- Pedestrian stairways to augment connections
- Direct trinity connections from the neighborhood

guidelines - streets

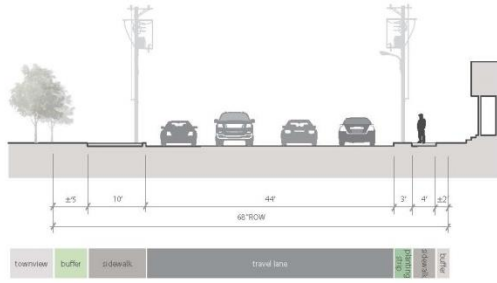
A

8th Street @ Townview



Standard Streetscape Components:

- Intersections
- Marked Crosswalks
- Sidewalks
- Street Trees
- Street Lighting
- Street Furniture
- Bicycle Facilities
- Planting Area
- Special Paving



01 existing street section for 8th Street at Townview with a 68' ROW

02 proposed street section for 8th Street at Townview with a 68' ROW

01

02

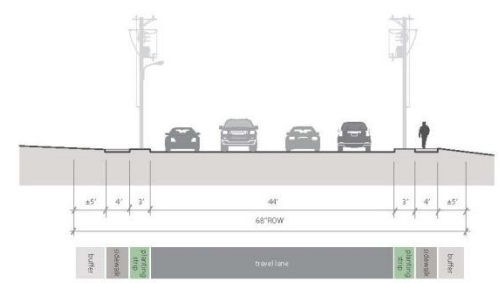
B

8th Street @ Show Hill



Standard Streetscape Components:

- Intersections
- Marked Crosswalks
- Sidewalks
- Street Trees
- Street Lighting
- Street Furniture
- Bicycle Facilities
- Planting Area
- Special Paving



01 existing street section for 8th Street at Show Hill with a 68' ROW

02 proposed street section for 8th Street at Show Hill with a 68' ROW

01

02

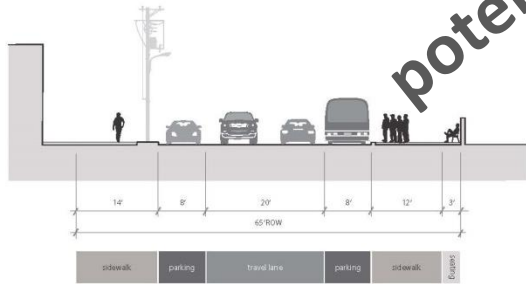
C

Eads Avenue



Standard Streetscape Components:

- Intersections
- Marked Crosswalks
- On-Street Parking
- Sidewalks
- Curb-Extensions
- Street Trees
- Street Lighting
- Street Furniture
- Bicycle Facilities
- Street Parks
- Pedestrian Stairway
- Planting Area
- Special Paving



01 existing street section for Eads Avenue with a 65' ROW

02 proposed street section for Eads Avenue with a 65' ROW

01

02

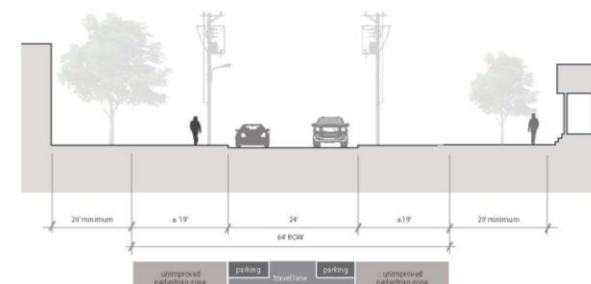
D

North Denley Drive



Standard Streetscape Components:

- Intersections
- Marked Crosswalks
- On-Street Parking
- Sidewalks
- Street Trees
- Street Lighting
- Street Furniture
- Bicycle Facilities
- Planting Area
- Special Paving



01 existing street section for North Denley Drive with a 64' ROW

02 proposed street section for North Denley Drive with a 64' ROW

01

02

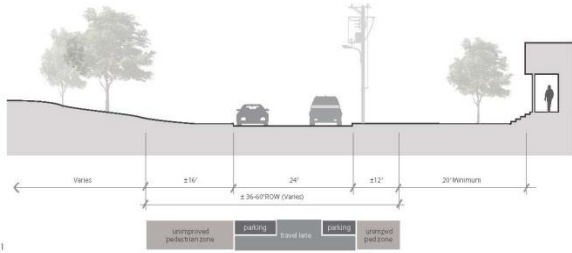
potential street design

Hutchins/North Denley Drive

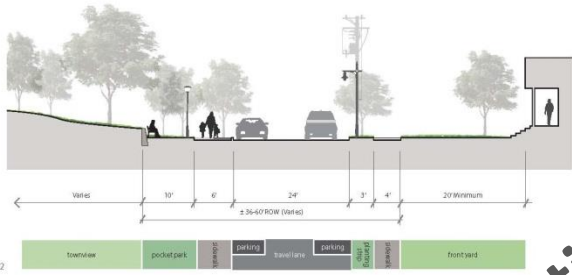


Standard Streetscape Components:

- Intersections
- Marked Crosswalks
- On-Street Parking
- Sidewalks
- Curb-Extensions
- Street Trees
- Street Lighting
- Street Furniture
- Bicycle Facilities
- Street Parks
- Planting Area
- Special Paving



01 existing street section for Hutchins Avenue with a 36'-60' ROW



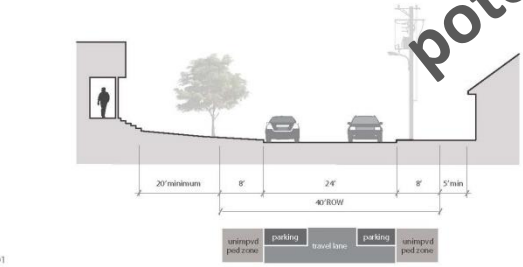
02 proposed street section for Hutchins Avenue with a 36'-60' ROW

Canyon Street (40' ROW)

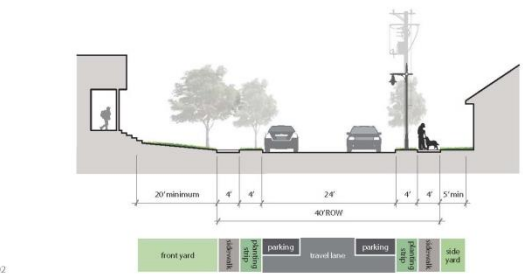


Standard Streetscape Components:

- Intersections
- Marked Crosswalks
- On-Street Parking
- Sidewalks
- Street Trees
- Street Lighting
- Planting Area



01 existing street section for Canyon Street with a 40' ROW



02 proposed street section for Canyon Street with a 40' ROW

Local Streets (mixed use)

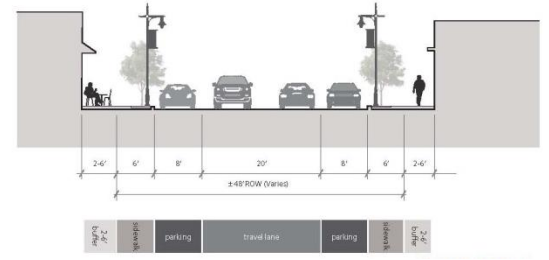
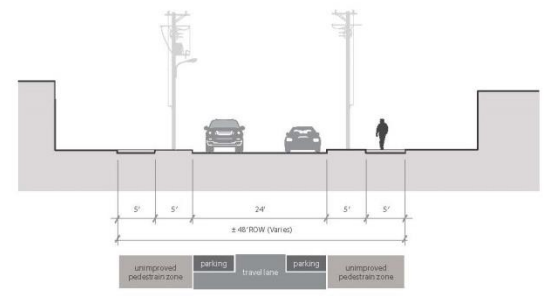


Standard Streetscape Components:

- Intersections
- Marked Crosswalks
- On-Street Parking
- Sidewalks
- Curb-Extensions
- Street Trees
- Street Lighting
- Street Furniture
- Bicycle Facilities
- Street Parks
- Planting Area
- Special Paving

01 existing street section for a typical mixed use street with a 48' ROW

02 proposed street section for a typical mixed use street with a 48' ROW



Canyon Street (28' ROW)

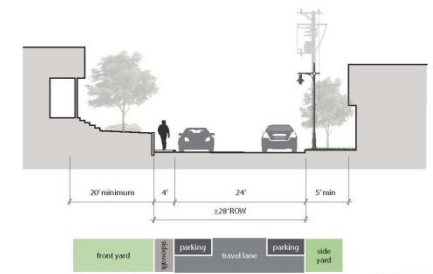
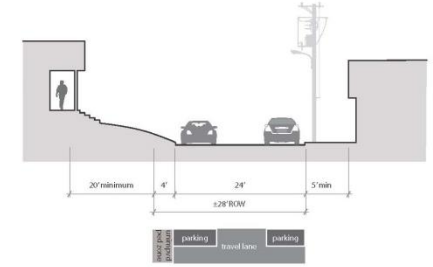


Standard Streetscape Components:

- Intersections
- Marked Crosswalks
- On-Street Parking
- Sidewalks
- Street Trees
- Street Lighting
- Planting Area

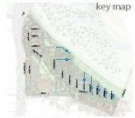
01 existing street section for Canyon Street with a 28' ROW

01 proposed street section for Canyon Street with a 28' ROW



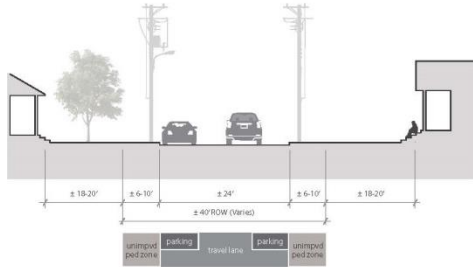
potential street design

Local Streets (single family 40' ROW)

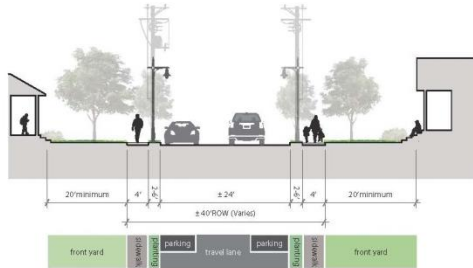


Standard Streetscape Components:

- Intersections
- Marked Crosswalks
- On-Street Parking
- Sidewalks
- Street Trees
- Street Lighting
- Planting Area



01

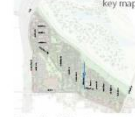


01 existing street section for a typical local street with a 40' ROW

02 proposed street section for a typical local street with a 40' ROW

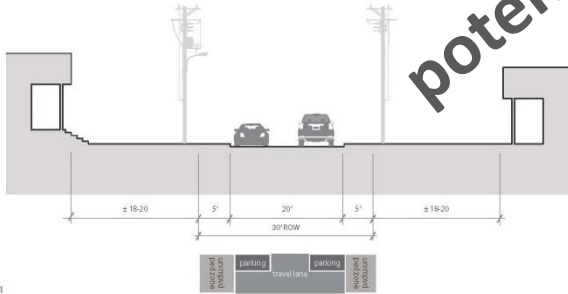
02

Local Streets (single family 30' ROW)



Standard Streetscape Components:

- Intersections
- Marked Crosswalks
- On-Street Parking
- Sidewalks
- Street Trees
- Street Lighting
- Planting Area



01



01 existing street section condition for a typical local street with a 30' ROW

02 proposed street section for a typical local street with a 30' ROW

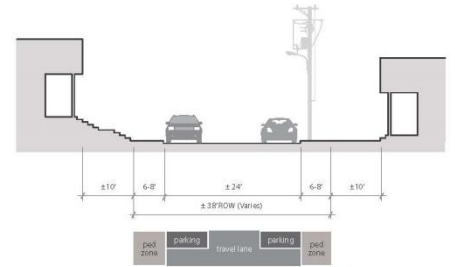
02

Local Streets (single family 38' ROW)



Standard Streetscape Components:

- Intersections
- Marked Crosswalks
- On-Street Parking
- Sidewalks
- Street Trees
- Street Lighting
- Planting Area



01



01 existing street section for a typical local street with a 38' ROW

02 proposed street section for a typical local street with a 38' ROW

02

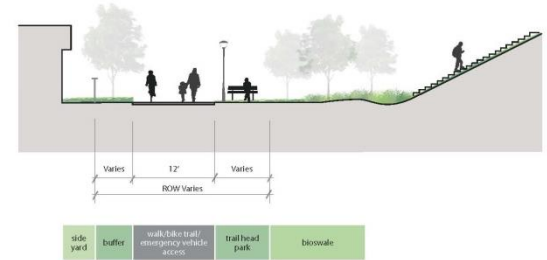
potential street design

Levee Bottom Trail (ROW varies)



Standard Streetscape Components:

- Planting Area
- Street Furniture
- Bicycle Facilities
- Street Parks
- Pedestrian Lighting
- Special Paving
- Trail Head
- Levee Crossover



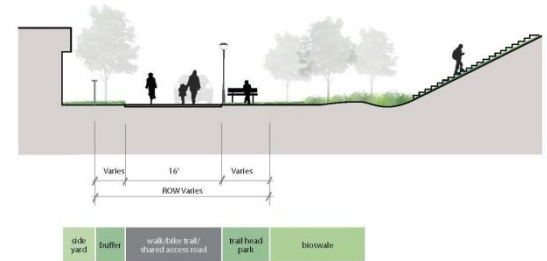
01

Shared Access Levee Bottom Road (ROW varies)



Standard Streetscape Components:

- Planting Area
- Street Furniture
- Bicycle Facilities
- Street Parks
- Pedestrian Lighting
- Special Paving
- Trail Head
- Levee Crossover



01 proposed trail section for the levee bottom trail

02 proposed shared access road

02



OPEN SPACE
 Publicly accessible parks and open space organize and reinforce community structure and can create a strong identity for The Bottom. These spaces can provide a wide variety of passive and active recreational experiences ranging in size and type. Together they create an integrated system enhancing livability, natural appearance, and ecological values while providing gathering places for the community and visitors. The type and character of park and open space should be influenced by its surrounding uses (e.g. retail, office, high, medium, or low density residential) and prospective user groups (e.g. workers, shoppers, children, visitors, residents).

- Publicly accessible parks and open space organize and reinforce community structure and can create a strong identity for The Bottom. These spaces can provide a wide variety of passive and active recreational experiences ranging in size and type. Together they facilitate an integrated system enhancing livability, natural appearance, and ecological values while providing gathering places for the community and visitors.
- The type and character of park and open space should be influenced by its surrounding uses and prospective user groups

guidelines - parks/open space



SMALL OPEN SPACES AND PARKS
small open spaces and parks sprinkled throughout a neighborhood can enhance the quality of life for residents and day-time users

OPEN SPACE ENHANCEMENTS
an open space enhancement responding to the existing topography can introduce new forms of recreational, social, and entertainment opportunities



NEIGHBORHOOD PARKS
successful neighborhood parks can accommodate a variety of active and passive uses for all age groups

ELOISE LUNDY PARK
Existing city park with the opportunity for enhancements to attract different users. The 2 acre park currently provides a well used baseball field, tennis court, basketball court, and small children's playground. Enhancements to the existing park could include the addition of a ceremonial outdoor gathering and performing area for the community, picnic areas, lighting, playground and an important trailhead into the Trinity River Corridor accessing the large network of existing and proposed trails.

HUTCHINS SLOPE LINEAR PARK
This open area is currently not used by Townview and could easily be enhanced with landscaping, site work, and furniture to provide a passive recreation opportunities for the community.

8TH STREET PLAZA
A new gateway to Townview which connects it to the community and introduces a series of small structures able to house services provided by a public/private partnership with the school.

EADS STREET STEPS
A grand pedestrian stairway accommodating landscaping, lighting and various overlooks with seating to take advantage of the views of downtown.

HORD'S RIDGE PLAZA AND STAIRWAY
This square should connect a new commercial center to the community. It should take advantage of its prominent location on the ridge to afford views to downtown and the Trinity River bridges. It should be designed to accommodate a variety of gatherings, activities and events.

CANYON STREET STEPS
Stairway connecting The Bottom to the Corinth Street Bridge providing the community another iconic entry point and gateway into the community.

COLORADO OVERLOOK PARK
A small park at the foot of the new I-35 bridge would provide residents and visitors an overlook to views of the new bridge and downtown skyline beyond. This spot should also accommodate a prominent trailhead into the Trinity River Corridor, a connection to the new pedestrian component of the I-35 bridge, and to the network of existing and proposed trails along and inside the levee.

URBAN FARM INFILL LOTS
Small vacant lots re-purposed to provide community gardening and open space opportunities.

SHOW HILL TERRACE
A multi-purpose, multi-level park offering a variety of recreational and community gathering opportunities. With views to downtown, this park should also provide an important gateway feature for the Bottom.

DENLEY DRIVE
Reimagined with tree-lined wide sidewalks leading from 10th Street Historic District to 8th Street corridor and down to the Bottom and into the Trinity.



LUNDY PARK IMPROVEMENTS
an appropriate example of possible improvements which would help make Eloise Lundy Park a more attractive park to more families

HUTCHINS SLOPE PARK
improvements for the edge of Townview along Hutchins could include landscaping, pedestrian promenade, lighting, and seating providing passive recreation opportunities

PUBLIC STAIRWAYS
to improve connectivity of the neighborhood and provide additional public space for the community the upper and lower portions of Eads Street could be connected with public stairways

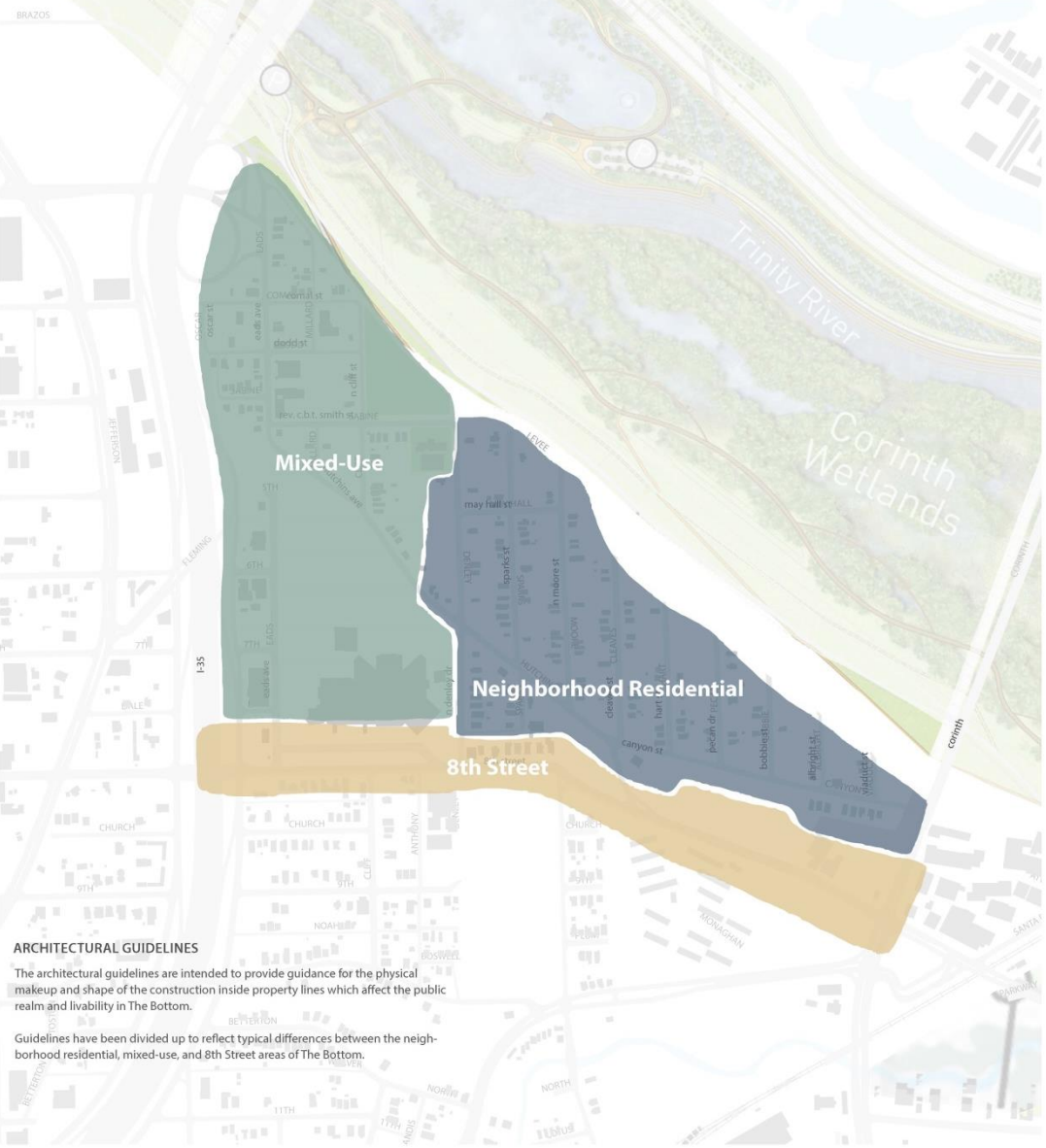
COMMUNITY GARDENS
open space in the form of community garden plots available to nearby residents for small scale cultivation should fit in with the character of the neighborhood

PUBLIC SQUARE
a public square or park at Hord's Ridge could provide flexible space for recreational and commercial opportunities while taking advantage of the views towards downtown



- Eloise Lundy Park improvements
- Linear park on Hutchins St
- 8th Street plaza
- Grand pedestrian stairway connections
- Overlook park at levee
- Community gardens
- Infill pocket parks
- Levee bottom trail

park and open space guideline highpoints



- Architectural guidelines are intended to provide guidance for the physical makeup and shape of projects inside property lines that affect the public realm and livability in The Bottom
- Guidelines have been divided to reflect typical differences between neighborhood residential, mixed-use, and 8th Street areas of The Bottom

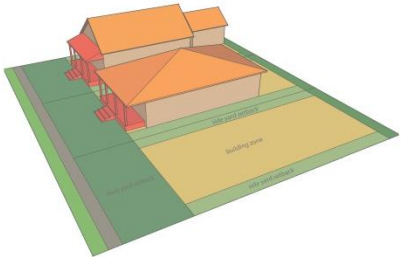
guidelines - architecture



NEIGHBORHOOD RESIDENTIAL
 Guideline priorities for The Bottom's neighborhood residential area are presented in the pattern book with practical tools for builders, homeowners, and architects wishing to build, repair, expand, or restore single family homes.

To conserve and restore the sense of place specific to this locality, the pattern book provides a DNA code helpful in rebuilding and strengthening the neighborhood's character. Positive elements and patterns characterizing the neighborhood residential area should be protected and reinforced through appropriate use of scale, mass, building pattern, and details.

While the architecture of The Bottom may vary from one home to the next, a common regional vernacular language exists resulting in the unique character and quality of a once flourishing neighborhood. As we walk down the residential streets of The Bottom today, or remember doing so in places that are now gone, it is the graceful porches, the steps leading up to the porches, roof shapes, and the tight grouping of similar sized homes that provided a sense of place and community.



VARIATIONS AND DIVERSITY
 To promote diversity and interest within the neighborhood, each block face should pay attention to the distribution of floor plans and architectural elements.

LOT COVERAGE
 Maximum lot coverage shall discourage out of scale homes which can destroy the character of the neighborhood.

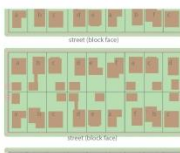
PORCHES
 Porches can promote interaction and socialization opportunities for residents that reinforce the pedestrian scale and neighborly character of the community.

The porch should be clearly delineated from the front yard with at least a grade change. The use of columns and open railings is strongly encouraged.

GARAGES
 Older homes with garage additions, are typically observed to be located in the rear or along the side, helping to preserve a pedestrian friendly streetscape. Newer homes in the area have regularly placed garages flush or in front of the home, removing space that was traditionally relegated to building elements that helped build a close-knit community, such as raised porches, front doors facing the street, walkways, and windows which meant more "eyes on the street", fostering social contact with neighbors and helping to deter crime and improve public safety.

Careful consideration shall be given to the placement and treatment of garages. Garages shall not dominate a home's front elevation. Preference is given to garages placed towards the rear of a home. An alternative to that would be to place garages behind the front most portion of a home's elevation and to treat architecturally to de-emphasize its visual impact.

HOME PATTERNS
 To ensure that each block face and the neighborhood avoids a "cookie cutter" feel, attention should be paid to the distribution of floor plans and architectural elements



FRONT PORCHES
 example of a single family neighborhood where front porches are prominent features and a variety of styles are employed creating an interesting and authentic feeling neighborhood



street-facing porches not only provide a covered transition from inside to outside but also help build community and should be used in The Bottom to link new development to the existing stock of homes



GARAGES
 garages shall not dominate a home's front elevation and shall not be the dominant feature of a neighborhood street. garages placed to the rear of a lot, pushed-back from the front most portion of a home, and treated architecturally to de-emphasize its visual impact are preferred to the protruding garage or that of a garage door dominant front of a home



- Single-family lot coverage
- Porches
- Garages
- House placement on lot

neighborhood guideline high points



MIXED-USE

As The Bottom begins to revitalize and redevelop meeting the community's long term vision, any potential conflict between new uses and denser development and the established neighborhood residential area must be addressed.

Uses should be limited to single family, duplex, and/or townhome redevelopment as buffers to the neighborhood residential community. Buffering this community should be addressed through use, height, setback, scale, massing and detailing of adjacent buildings. Vehicular access and parking requirements for new development should minimize impact on neighborhood traffic and avoid disturbing the character of the neighborhood.

As development moves west, variety in uses, increased density and height are desired. Its strategic location close to transportation, downtown, and the Trinity River Corridor makes this area well suited for mixed-use and higher density residential development. Retail, commercial, multi-family residential, and office with underground or structured parking are all fitting uses for this area.

MASSING AND STREETWALL

Building massing may consist of low-rise, mid-rise, tower elements, or combinations, depending on use and needs. The preservation of natural light, sunlight, and ventilation are important aspects of livability. Preserving this and public views to downtown, into the Trinity River Corridor, and important street end views should be facilitated by requiring towers setback from the streetwall, employing the use of tower separation rules, and requiring towers built adjacent to the levee to step-back from the levee as they increase in height. Various massing options are possible on any given site and should be explored to preserve views and sunlight.

BUILDING ACCESS

Residential and commercial building entries should be separately identifiable from the street.

When a residential use is located on the ground level, individual unit entries and windows should engage the street providing "eyes on the street". A low, raised porch or front garden is encouraged to define usable space in the setback behind the property line. Pedestrian-scaled entrance canopies projecting over residential lobby entryways are encouraged.

Major building entries should be designed and located to provide the primary building access oriented to the public street and sidewalk. Doorways should be prominent and obvious in appearance. Major entry features should primarily address the street, with entry courts, display windows, signage, lights, walkways, and vestibules, as appropriate.

To provide visual order, a strong definition of the streetwall should be provided through build-to-requirements. Massing should relate to adjacent buildings through proper scale, setback, and design. Tower elements extending above a defined podium should:

1. Be separated from other existing tower elements to provide privacy, and access to natural light and air.
2. Be sculpted to accommodate views and minimize shadows on public spaces and streets
3. Be a strong presence at ground level. This can be achieved by having portions of the tower carried continuously through to grade.
4. Be well-articulated in both plan and profile to help break up its mass. The use of terraced or stepped floors at upper levels is encouraged to diminish overall scale and minimize shadows and blockage of views.

FAÇADE VARIATION

A building's lower three floors of frontage are the primary contributor to a pedestrian's understanding and enjoyment of the public realm and thus greater care, expense and workmanship should be given to its design.

Low-rise portions of buildings should be clearly differentiated from mid-rise or tower elements with a prominent step back and/or cornice. Stepping-back the facade to break up mass at upper levels of buildings should be significant enough to "read" visually.

A building's lower level should be carefully designed to relate to the scale and enhance the "close up" view of the pedestrian. The use of high quality materials, more intensive detailing, window arrangements, etc., which contribute to a heightened pedestrian interest is encouraged. Ground level commercial uses whether retail, service, restaurant, or office should use clear glass windows, individualized shop fronts, lighting, and weather protection to achieve pedestrian scale and interest.



STREETWALL VARIATION
example of a development with mid-rise towers stepping back and perimeter units providing a strong definition of the streetwall



BUILDING MASSING
example of an appropriately scaled building that enhances the public realm and accomplishes the difficult scale transition between higher-rise tower forms and low-rise elements



BUILDING MASSING
three story residential-podium gives way to mid-rise tower incorporating a series of building-massing changes adding interest to the street

GROUND LEVEL TREATMENT

Ground floor spaces should be designed to contribute to the built environment and public realm by accommodating habitable space, avoiding blank walls, and hiding parking.

1. Ground floor treatment, except for residential units with individual entries, should be designed with wall openings comprising a minimum of 50% of a building's street level facade
2. Residential units with individual entries should include windows on the ground floor that look out onto the street
3. A residential unit's individual entry and any private outdoor space for the unit should be several steps above a sidewalk's elevation

BUILDING ACCESS
residential and commercial access is clearly identifiable. windows, stoops, usable patios, and entries at ground-level units and retail storefront windows help animate the sidewalk



PARKING AND ACCESS

Off-street parking facilities should have limited visibility from streets and should not detract from the pedestrian nature of the area. Parking should generally be structured or encapsulated within buildings to reduce the visual impact. Where not feasible, surface parking should be located primarily behind buildings.

Surface parking areas should be well landscaped with trees located in a regular configurations at the perimeter and the interior.

The use of permeable paving or alternative materials to reduce surface runoff is strongly encouraged as a surface material for parking areas.



GROUND-LEVEL TREATMENT
buildings should maintain a strong relationship to the street with primary building entrances oriented towards the street



PARKING
this image illustrates an encapsulated parking garage within a residential development which helps to not detract from the pedestrian experience



- Building shape and size
- Building face
- Ground level entries
- Ground level treatment
- Location of parking

mixed-use guideline high points



PRIMARY ENTRANCES
where primary entrances do not have a public frontage along a street, entrances shall be provided from a pedestrian paseo, courtyard or plaza

tensive detailing, and window arrangements, etc., which contribute to a heightened pedestrian interest is encouraged.

The primary entrance to each street-level retail, commercial or residential building that has frontage along a public street shall be provided from that street. The primary entrance that does not have its frontage along a public street should be provided from a pedestrian paseo, courtyard, or plaza. Ground-level uses shall use clear glass for wall openings for maximum transparency, especially in conjunction with retail uses.

BUILDING SITING
a strong building relationship to the street reinforces the greater importance of public space with primary doors and windows oriented towards the street



BUILDING MASSING
a building's composition where its base, middle, and cap elements are expressed helps relate a pedestrian sense of scale



BUILDING FRONTAGE
retail spaces should be oriented to the street with entries and storefronts addressing the sidewalk. commercial and residential entries should be separately identifiable



GROUND LEVEL TREATMENT
entries should be designed and located providing access to the public street and sidewalk. doorways and entry features can be made prominent by their location and design



A building's middle and cap elements helps to establish a sense of scale. This massing organization also correlates with the principle of establishing a consistency of height at the street edge.

GROUND LEVEL TREATMENT
Ground floor spaces along 8th Street, or other intersecting streets with active uses should orient tenant spaces to the street with storefronts and entries addressing principal sidewalks to sustain street level visual interest and promote pedestrian activity.

1. Where retail streets intersect other streets, the ground level retail space should wrap the corner onto the intersecting street.
2. Ground floor retail space should be provided to a minimum depth of at least twenty feet (20') from the front facade.
3. The primary entrance to each street-level tenant space that has its frontage along a public street should be provided from that street.
4. The primary entrance to each street-level tenant that does not have its frontage along a public street shall be provided from a pedestrian paseo, courtyard, or plaza connected to a public street.
5. Storefront windows and doors should generally comprise a minimum of 75% of a building's street level facade.

Ground floor spaces for non-retail uses on 8th Street shall be designed to contribute to the public realm by accommodating habitable space, avoiding blank walls, and hiding parking.



Ground floor treatment, except for residential units with individual entries shall be designed similar to that of retail streets but with wall openings generally comprising half of a building's street level facade.

PARKING
a parking structure's facade can be successfully integrated into the design of the building. the parking structure is located behind the upper level windows in this example



PARKING AND ACCESS
Parking areas themselves should not be the dominant feature, therefore surface parking is discouraged or where necessary should be hidden, while structured and on-street parking is encouraged. The design of parking garages and parking access should minimize conflicts or disruptions of the pedestrian environment.

PARKING ACCESS
parking, loading and service areas should be incorporated into the building they serve.



- Building shape and size
- Building face
- Ground level treatment
- Location of parking

8th STREET
These architectural design guidelines apply to all new projects on properties which front onto 8th Street. They are intended to provide a cohesive community vision for The Bottom to ensure that buildings designed by different architects share common goals in shaping the urban realm.

The vision for 8th Street includes retail, neighborhood services, and residential uses along a safe and comfortable street connecting The Bottom, 10th Street and The Heights neighborhoods while preserving a visual link back to downtown. Ground story spaces shall be designed to be flexible enough to accommodate a variety of viable uses with a change in the market over time.

BUILDING SITING
The point where building and the sidewalk meet is the moment where interaction between people on the sidewalk and buildings is most intense and a threshold where commerce and activity will cross. Street level restaurants, shops, stores, businesses and residences are all accessed at that line, and the more continuous it is, the greater possibility for success they will all experience. A gap in the length of facades will create an area of low activity and low commercial potential in the same way a vacant lot will.

Buildings, as they meet the ground, form the space around our city streets. The shape of our streetscape is created by the height and location of the buildings which line the sides.

The required build-to line for all buildings helps visually reinforce the building facade line of the street. The building may be set back from the front or street side property line to accommodate stoops, patios, porches, shop entrances, arcades, plazas, sidewalk cafes, other approved urban design amenities, or landscaping.

Parking areas between building and street should be discouraged. Rather, parking areas should be located to the rear, side, underground or fall within a building envelope.

BUILDING MASSING
To support a pedestrian-oriented public realm, streets should be framed by buildings uniformly placed at the sidewalk.

With the prospect of new development, preservation of views to downtown and into the Trinity River Corridor should be facilitated by encouraging small breaks along the street wall and strategically siting public and private open space. In addition, massing with proper scale, setback, and design should be explored to preserve views and sunlight.

Where towers may be planned, elements extending above a defined podium should:

1. Be separated from other tower elements to provide privacy, and access to natural light and air.
2. Be sculpted to accommodate views and minimize shadows on public spaces and streets
3. Provide a strong presence at ground level. This can be achieved by having portions of the tower carried continuously through to grade.
4. Be well-articulated in both plan and profile help break up its mass. The use of terraced or stepped floors at upper levels is encouraged to diminish overall scale and minimize shadows and block age of views.

BUILDING FRONTAGES
A building elevation that meets a public street or public space, is the primary contributor to pedestrian activity, understanding and enjoyment of a city. Greater care shall be given to design and workmanship of frontages on 8th Street.

A building's elevation can be divided into its base, middle, and cap sections. The base is comprised of the first story of a building. This is the area one walks along, and it's the frontages one experiences up close. The use of high quality materials, more in-

8th street guideline high points



phase I [10 years]



phase II [15 years]



OBJECTIVES AND A DESIGN PROGRAM FOR THE BOTTOM

- 1 Create vehicular and pedestrian connections linking existing streets, especially those that dead end into the levee;
- 2 Enhance and preserve existing single family neighborhood;
- 3 Develop quality market and affordable infill single family housing;
- 4 Introduce housing choices west of Denley Drive, including townhomes, live-work and multi family increasing the density as development moves toward IH35;
- 5 Mixed-use development along 8th Street from R.L.Thornton Fwy to Brackins Village and along R.L.Thornton from 8th to the Trinity River;
- 6 Enhance existing and add new pedestrian infrastructure with amenities linking community to future nearby services;
- 7 Make 8th Street a great street;
- 8 Convert existing open area along 8th Street at Townview into a community plaza;
- 9 Develop access paths into the river and invest in public spaces, such as an amphitheater and major entry features, to mark community connections.

1. Create vehicular and pedestrian connections linking existing streets;
2. Preserve and enhance existing single-family neighborhood;
3. Develop quality market and affordable infill single-family housing
4. Encourage diverse housing choices west of Denley Drive, including townhomes, live-work, and multi-family increasing density towards I-35
5. Mixed-use development along 8th Street
6. Enhance existing and add new pedestrian infrastructure and amenities;
7. Make 8th Street a great street
8. Explore converting the existing open area along 8th Street at Townview into a community plaza;
9. Develop access paths into the river and invest in public spaces, such as an amphitheater and major entry features

plan III [17+ years]

The ability to respond to market conditions while maintaining the integrity of the vision for the Bottom is critically important. The urban structure and guidelines advocate for an approach to implementation that allows for flexibility and adaptability over time as redevelopment unfolds. Ideas outlined in the Urban Structure & Guidelines should be advanced strategically over time and aligned with community generated primary objectives of the plan.

Action Items

- Preserving and enhancing The Bottom's single-family homes and the larger neighborhood with quality development
 - Market and affordable in-fill single family homes
 - Market and affordable mixed-use development
- Pedestrian and vehicular connectivity within The Bottom, to adjacent neighborhoods and to the Trinity River
- Make 8th Street a great street

action items