

DRAFT  
03.31.2015

# the bottom | guidebook urban structure and guidelines

## 01

## overview

### How to Use This Guidebook

This guidebook is a companion piece to the larger and more detailed Urban Structure and Guidelines produced by the Dallas citydesign studio for The Bottom neighborhood in East Oak Cliff. The guidebook serves as a compact and easy-to-use manual which contains information about the neighborhood's vision through conveying the key concepts and ideas which paint a broad picture for the neighborhood's future. Each section in this guidebook corresponds to more in-depth material and information contained in the full Urban Structure and Guidelines document. To learn more about the Urban Structure and Guidelines, visit [http://www.dallascityhall.com/citydesign\\_studio/index.html](http://www.dallascityhall.com/citydesign_studio/index.html) or contact the Dallas citydesign studio directly for more information.



### The Bottom Neighborhood

Located on a low lying stretch of land adjacent to the Trinity River, The Bottom is geographically among the closest areas to downtown. The Bottom is comprised of 126 acres with direct connections to Downtown Dallas by I-35 and to The Cedars by the Corinth Street Bridge. It is bounded by I-35 to the west, Eighth Street to the south, Corinth Street to the east, and Trinity River Levee to the north. An area that has seen neglect over the years, The Bottom is also among a growing number of river edge communities discussing revitalization as our city re-focuses its center back to the Trinity River.

A dwindling residential population has seen a steady decline of a once thriving community. However, among the roughly 70% of vacant or poorly maintained single family lots, sits one of the nation's best high schools, Yvonne A. Ewell Townview Center School for the Talented and Gifted (Townview), the active and thriving Golden Gate Missionary Baptist Church, the former Shiloh Missionary Baptist Church, and the Eloise Lundy Park and Recreation Center. The area's proximity to downtown and the Trinity River combined with its vacancy offers a great opportunity for infill development. This document strives to vet and refine prior planning efforts and distill community priorities to establish a framework to realize the potential for the area.

## Stakeholders

The culturally and historically rich area of The Bottoms has a number of stakeholders who have begun efforts to champion a more vibrant, sustainable and inclusive future for its community through visioning and planning exercises starting in the early 2000's. Stakeholders include community institutions such as: Golden Gate Missionary Baptist Church, which has continued its committed efforts of community service since 1930; Golden S.E.E.D.S. Foundation, a community development corporation with a mission to transform and revitalize The Bottom to create affordable housing, encourage economic development and facilitate community building; Texas Heavenly Homes, LLC, a land development company whose goal is "to comprehensively revitalize The Bottom residential area, creating a desirable community for present and future community-oriented families"; Bottom District Economic Development Corporation; Dallas Housing Authority (DHA); Dallas Independent School District (DISD); the former Shiloh Baptist Church, now True Purpose Missionary Baptist Church; and current residents and property owners make up the remainder of the areas stakeholders who are intent on seeing a revitalized community and reversing the cycle of decline.

## Past Planning Efforts

In 2007, led by Golden Gate Missionary Baptist Church, a local planning team from Good Fulton & Farrell met with local residents and area stakeholders to help steward the future growth of The Bottom.

A set of recommendations and implementation strategies from that planning effort have informed and become a starting point for the Dallas citydesign studio's current efforts and this document to advance the re-emergence of a once vibrant community near the core of Dallas.

## A Different Approach to Planning

The Urban Structure was developed using a collaborative, community-based process under the guidance of the Dallas CityDesign Studio. Design has played a key role in the facilitation of ideas leading to a set of three-dimensional plans and guidelines called a Structure. The

Structure reflects the organic nature of development while offering a clear public vision for change in the area, challenging and guarding against past trends of local development that creates short-term benefits while sacrificing long-term vision.

This Urban Structure proposes a set of goals for existing and future stakeholders of The Bottom. It expands from an area plan by including detailed guidance for the development of the public realm and individual building sites, providing a conceptual rendering of future development, and indicating phases of growth. These illustrations should be used to guide development proposals and the prioritization of public realm improvements. As projects come forward, the City of Dallas should use this Structure to determine the project's support of the area's long-term vision. If necessary, zoning changes can better address specific development proposals that respond to business solutions and also benefit the area.

This Structure helps create stability in the marketplace by demonstrating political will to make this vision a reality. Balancing the interests of current and future stakeholders while maintaining dedication to the vision is essential. Maintaining flexibility will be necessary to keep the Structure relevant over time. The processes and guidelines bind these opportunities together offering a unique way of achieving the spirit of the vision for The Bottom while allowing consideration of many variations.

Neighborhood institutions such as Golden Gate Baptist Church (01 + 02) and Townview Magnet Center (03) provide the neighborhood with strong community assets.



## Process

The first step in any successful urban revitalization and redevelopment effort is the creation of a shared vision for how an area should change. The vision must be generated through a partnership between those most affected by change working with those attempting to make change.

This Urban Structure has been informed, crafted and endorsed through a collective and inclusive process comprised of individual property owners, residents, businesses, civic staff, non-profit organizations, and design specialists. Work sessions have been convened in the community and at Dallas City Hall, and have involved listening to concerns, opportunities, and ideas while discussing options for the future planning of The Bottom. Going forward, various groups will work at their own schedule and scale to construct projects which shape this area's landscape with the ultimate goal of achieving the shared vision as well as their private interests. Examples of these work sessions and efforts include:

### The Bottom – A Community Wide Master Plan

Following the ideas and concepts promoted by the Trinity River Corridor Land Use Plan for The Bottom in 2002 and 2004 and *forwardDallas!* in 2006, this master plan added ideas to guide the vision and future growth of the community in 2009. The Urban Structure and Guidelines have been informed by this previous master plan.

### LINCing Dallas Charrette

On June 2, 2012, the City of Dallas welcomed residents, business owners, investors, developers, local design professionals, community advocates, and City staff to Dallas City Hall to work together to advance the interests of their community and to shape their city. On this Saturday, the Dallas citydesign studio structured a full day of design activities applying the knowledge gathered from the previous months. The objective was to find solutions to the area's challenges, direct potential development, and deliberately re-connect our city to our Trinity River.

### LINC Dallas

The Bottom Urban Structure and Guidelines is part of the Dallas citydesign studio's larger community-based planning

effort entitled LINC Dallas (Leveraging & Improving Neighborhood Connections). LINC touches neighborhoods adjacent to the Trinity River on both the east and west sides. The total focus area is 1,755 acres with a population of 11,806 people, including a jail population of 8,606. Within the focus area, there are six distinct study areas, including The Bottom, outlined in orange in the map to the right. The planning efforts in each area will move at a different pace, as set by the community.

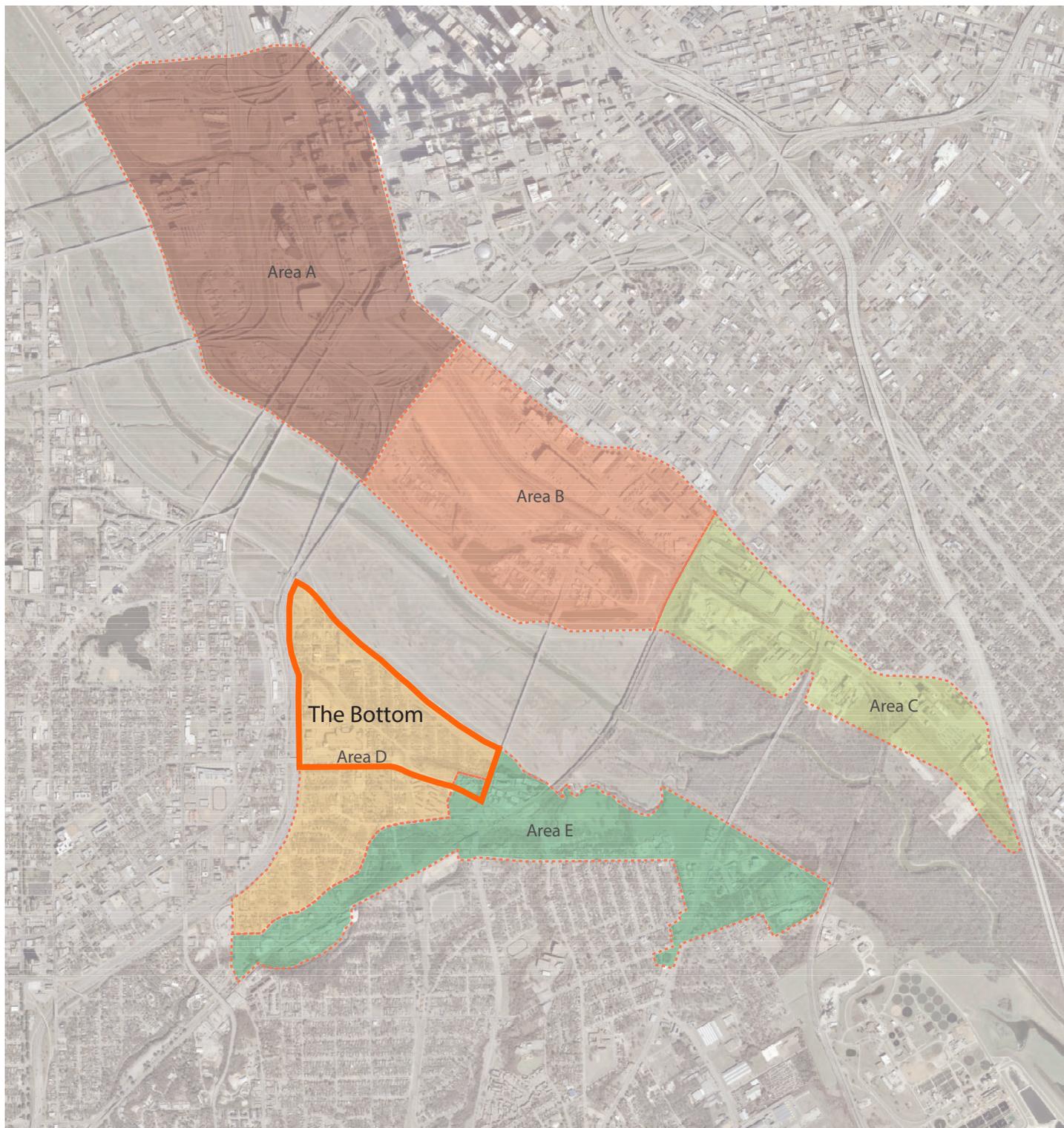
### Current Plans for Area

Improvements to the I-30 and I-35 bridges, "the horseshoe," and connections to existing freeways have begun and are scheduled for completion in 2017. Riverfront Boulevard is slated for a reduction to six lanes plus on street parking, while the stormwater drainage infrastructure below will be replaced with a large capacity system. Currently in design, Able Pump Station will be replaced with a new station capable of moving a larger amount of storm water at a faster rate. With the completion of the Margaret Hunt Hill Bridge in 2012 and the adjacent Continental Pedestrian Bridge in 2014, programming and activities can now accommodate events throughout the year. Moore Park has been enhanced to include: a pavilion, an overlook, an amphitheater, picnic areas, a trailhead into the Great Trinity Forest and a chain of new wetlands, and connections to the Santa Fe Trestle trail and the standing wave. Shared community vision improvements for the Cedar Crest Bridge and gateways have been designed and will be completed in 2015. Design has also begun to extend the east levee south from its current terminus further to I-45 with possible construction at an undetermined point in the future.

Proximity to the Trinity River, its future improvements, and direct connections to downtown makes the western section of the LINC study area, including the Bottom, attractive for growth and redevelopment. However, there are a number of neighborhood agencies, community stakeholders, and local development organizations that have a vision for this area rooted in the needs and history of the community.



(01 - 04) September 2014 construction photos from the Horseshoe Project. Images provided by TxDOT.



- Area A** ■ **Connection and Meeting Potential** - Identifying barriers, outlining conditions, and creating a strategy for overcoming and meeting the future potential afforded by adjacency to the Trinity River
- Area B** ■ **Creating Community** - Determining linkages between industry and people. Identify physical connection between north and south sides of district
- Area C** ■ **Remediation and Restructuring** - Impact evaluation and design program to link Trinity River to neighboring community
- Area D** ■ **Community Development and Revitalization** - Needs assessment of community, followed by a development and implementation strategy
- Area E** ■ **Ecology and Linkage** - Environmental impact assessment and linking Trinity River to neighboring communities

## 02

**Neighborhood Vision**

Regardless of the precise development response, the community-generated development objectives and the corresponding conceptual diagram (at right) should be maintained and respected as the benchmark for evaluating future development proposals. The development objectives represented in the diagram include:

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. Introduce diverse housing choices west of Denley Drive, including townhomes, live-work, and multi-family increasing density toward R.L.Thornton (I-35);
5. Mixed-use development along 8th Street from I-35 to Brackins Village and along I-35 from 8th to the Trinity River;
6. Enhance existing and add new pedestrian infrastructure and amenities;
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.

01 + 02 Area residents and stakeholders participate in the 2012 LINC Dallas charrette held at City Hall.

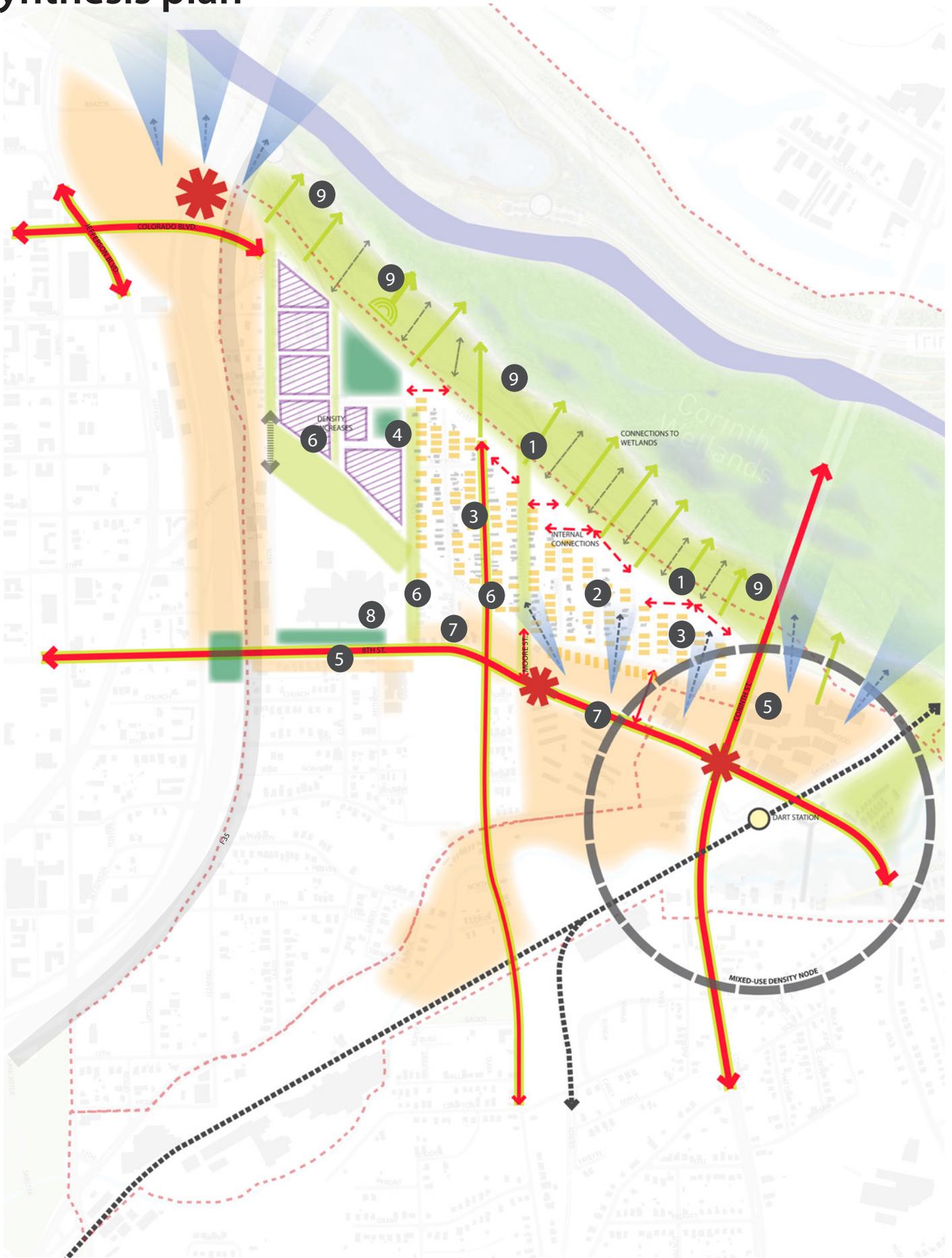
**vision + direction**

01

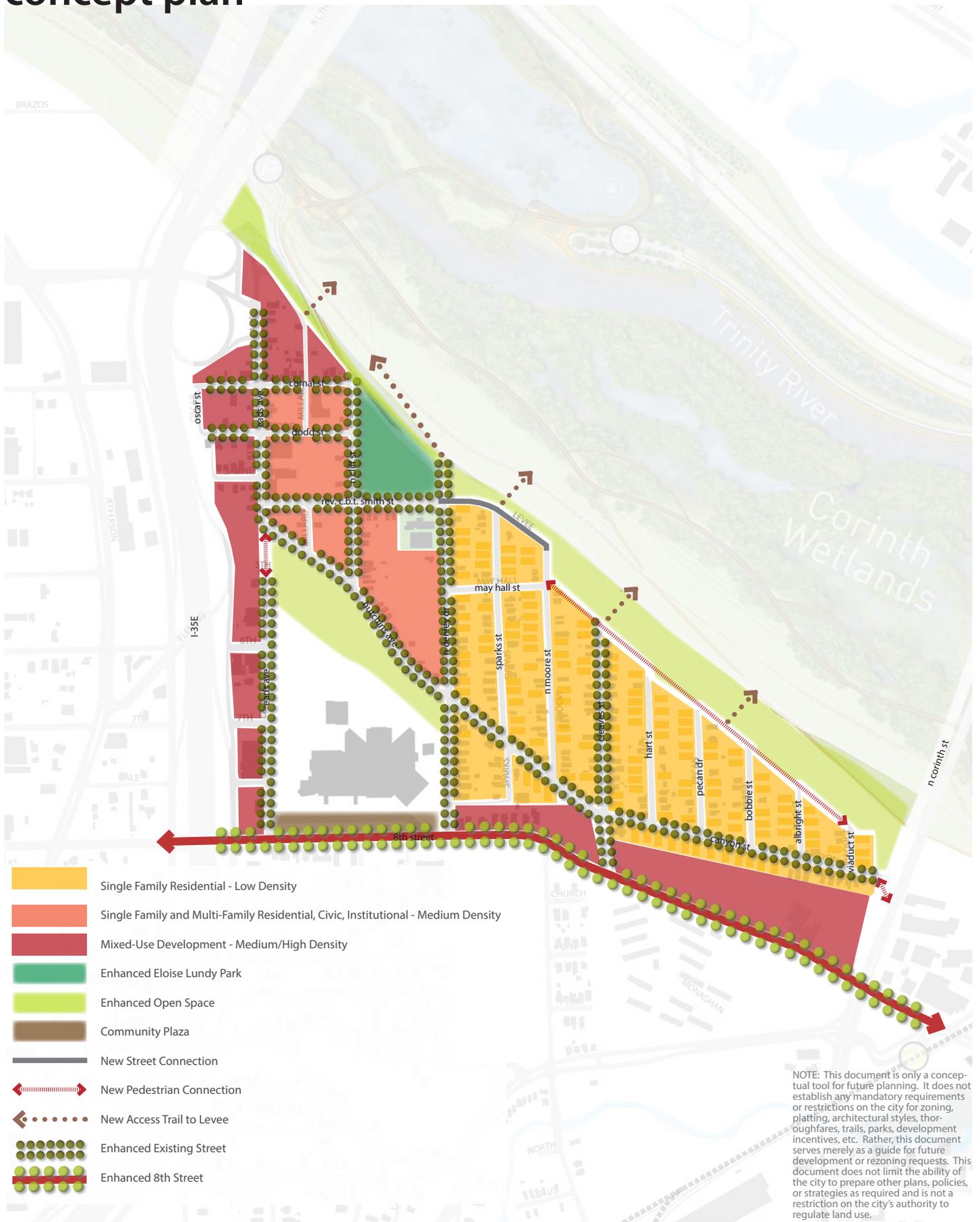


02

# synthesis plan

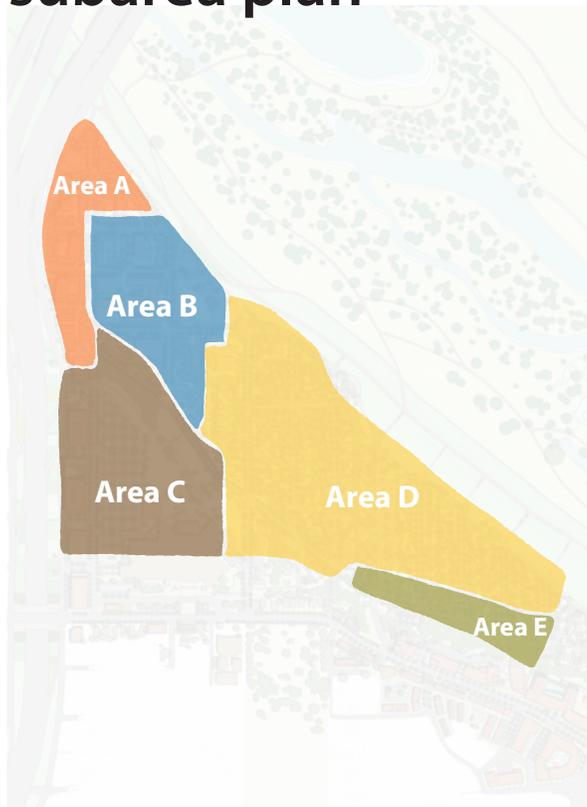


# concept plan



NOTE: This document is only a conceptual tool for future planning. It does not establish any mandatory requirements or restrictions on the city for zoning, platting, architectural styles, thoroughfares, trails, parks, development incentives, etc. Rather, this document serves merely as a guide for future development or rezoning requests. This document does not limit the ability of the city to prepare other plans, policies, or strategies as required and is not a restriction on the city's authority to regulate land use.

# subarea plan



## Area Visions for The Bottom

These areas are identified for the purpose of describing a unique character, vision, and combination of land uses for the Urban Structure. As development occurs, the size and boundaries of areas may change to conform to future market circumstances and community objectives.

Each area is now connected via a larger network of streets and trails which prioritize the pedestrian and help place neighborhood services and recreational opportunities close and easily reachable. A population with diverse demographic and economic characteristics is envisioned as new building types, densities, and uses are introduced in many of these districts. Families, seniors, single workers, young couples and students will be able to live within close proximity to one another, promoting neighborhoods that reflect the diversity and richness of the larger Dallas community.

### Area A

**Vision:** Signature residential buildings with three-story townhomes lining the street, orientated to the Trinity River with views back to Downtown

**Recommended Uses:** Mid- to high-density residential, community services, commercial/retail, office

**Growth Scenario:** A small geographic area, but one that could accommodate up to 800 new residents.

### Area B

**Vision:** Anchored by long established institutions such as Golden Gate Baptist Church, the former Shiloh Baptist Church, True Purpose Church, Eloise Lundy Park and Recreation Center, this area increases the types and quality of services offered to the community within a walkable campus-type environment, including diverse housing products to meet all needs in the community and the Golden Gate Ministries identified as a key objective by stakeholders

**Recommended Uses:** Educational and care giving facilities, market rate, attached single-family homes, affordable and transitional housing, improved recreational facilities, and ministries of the church

**Growth Scenario:** Nearly 60,000 square feet of new space to expand and augment community services provided by local institutions, along with 70 new single family homes at various densities

### Area C

**Vision:** As the center piece of this district, Yvonne A. Ewell Townview Magnet Center engages with the residential community below and with a revitalized 8th Street corridor, with commercial and office development lining the I-35 frontage road and 8th Street

**Recommended Uses:** Office, retail, neighborhood services provided by a partnership of the Magnet Center and private institutions, and small open spaces

**Growth Scenario:** Up to 400,000 square feet of new construction

### Area D

**Vision:** A once strong and vital single-family neighborhood is restored and enhanced with a safe, attractive and better connected network of streets and trails

**Recommended Uses:** Infill one and two story quality market and affordable single-family homes and the conservation and restoration of existing homes

**Growth Scenario:** Up to 220 infill single-family homes to help strengthen the neighborhood

### Area E

**Vision:** Mixed-use development including retail, entertainment and neighborhood services return to the community along with mid- to high-density residential development taking advantage of location and views towards downtown

**Recommended Uses:** Transit-oriented mixed-use development (TOD), retail, entertainment, neighborhood support services and residential

**Growth Scenario:** Approximately 55,000 square feet of retail and 400 new residents

# 03

## expectations of US&G

### Development Phasing

The Urban Structure is presented using three phases of development of The Bottom at ten years, fifteen years, and at final build-out (17+ years). These plans capture a snapshot of the community's vision that will certainly evolve over the decades to come. The detailed conceptual plan is an illustration of only one of the countless potential development scenarios that embody the fundamental objectives underlying the plan.

1. Preserve and enhance the existing single-family neighborhood
2. Develop quality market and affordable infill housing increasing density as development moves towards I-35
3. Create pedestrian and vehicular connections linking existing services, amenities, and streets, especially those that dead end into the levee
4. Make 8th Street a great street

The important test of any proposed development is how it advances these objectives, and not whether it is a literal translation of the artistic rendering of what future development might look like. The drawings serve as a portrayal of how the built environment can be re-ordered over the next few decades, and the phasing plans should be understood as a graphic illustration of development priorities. Numerous changes, both large and small, will define the path toward redevelopment over time.

### Illustrative Urban Structure

What might The Bottom look like fifty years into the future if the core objectives for the area are successfully followed? As a vision for shaping the re-development and revitalization of this portion of southern Dallas, this rendering is but one possible scenario of what that future might be. There are many other potential development responses that may achieve the same community objectives. This conceptual plan was conceived merely as a model to detail key urban development moves and provide a quantifiable understanding of the vision as an implementation guide. The end result is a coherent, sustainable, and memorable environment supporting the collective needs and wants of residents, not for-profit institutions, landowners, and other stakeholders of the area.

The Urban Structure anticipates development in this study area to reach a population of 2,500. The plan includes up to 390 units of infill and revitalized single-family homes, 550 units of mixed-income multi-family housing, and 500,000 square feet of commercial/office/retail. Actual development of this area will vary due to market conditions and/or opportunities yet to be revealed. Variations from the detailed plan will no doubt be appropriate, but only when consistent with the intent of this Urban Structure and the underlying design principles, objectives and guidelines established with The Bottom community in this document.

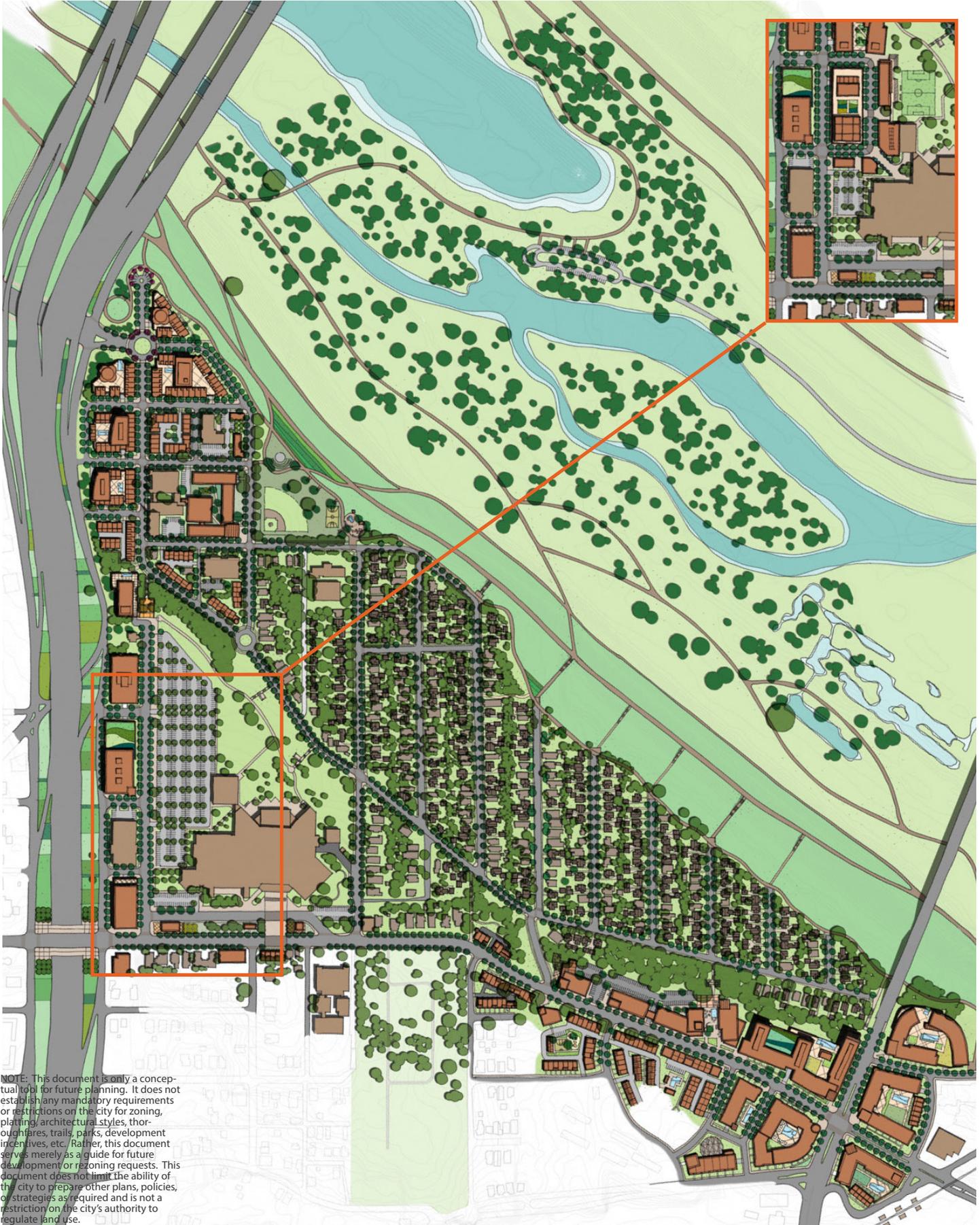
Over a 17+ year evolution, The Bottom will have re-established itself as a strong community in Dallas with a growing and diverse population enjoying a high quality of life. The neighborhood will thrive

and benefit from retail and community services available within walking distance as well as other employment and recreational opportunities a short and convenient distance away. Many of the structures and amenities envisioned for the Trinity in the Balanced Vision Plan will have been completed and access to them from The Bottom will be among the most convenient in Dallas.

The single family neighborhood has completely filled out with new and rehabilitated homes fronting safe and tree-lined streets. Townhome lined mid-rise residential developments and commercial buildings against I-35 offer views across the Trinity to downtown, helping to signal arrival into The Bottom. Retail and higher density development along 8th Street and the DART station will have expanded to meet the expanding needs of the community.

Development will follow market forces with the urban structure and guidelines providing adherence to the community's vision of the area. With improvements and revitalization, specific efforts will continue to be made to ensure that an affordable housing base remains accessible.

# illustrative urban structure plan



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# 04

## guidelines

### Urban Structure and Guidelines

Successful communities leverage their land uses, open spaces, street network connectivity, and transportation plans to create a clear sense of scale, transition, and activity, to build strong, human-scaled and memorable places. The Urban Structure and Guidelines ensure the community's vision for The Bottom is clear and effective in guiding the development pattern for the site.

### A Sustainable Plan

In order to encourage a more sustainable, equitable and livable community, projects in The Bottom should address sustainability at multiple levels. The design of streets, buildings, and landscape can all contribute to achieve the most effective results in support of walkability through sensitive design of the site, buildings and streetscape. With the close proximity of the Corinth DART Station, street connectivity, streetscape and individual project design should provide convenient and safe access to the DART station and other public transportation options along 8th Street wherever possible.

Development and redevelopment efforts in The Bottom should also provide opportunities for all to easily and safely access parks, open spaces, and other future neighborhood services and amenities.

In addition, the design of streets, sidewalks, parkways, tree wells, street trees, and paving should encourage storm water run-off collection where possible, reduced energy use, and enhanced comfort and livability for users.

### Public Realm Objectives

The construction of the levees, which began in 1928, benefitted The Bottom greatly. However, while it relieved most of the problematic flooding of the low lying area, it also destroyed a portion of a connected network of streets from N Denley west. Years later, the construction of I-35E further fragmented and isolated The Bottom from neighborhoods west.

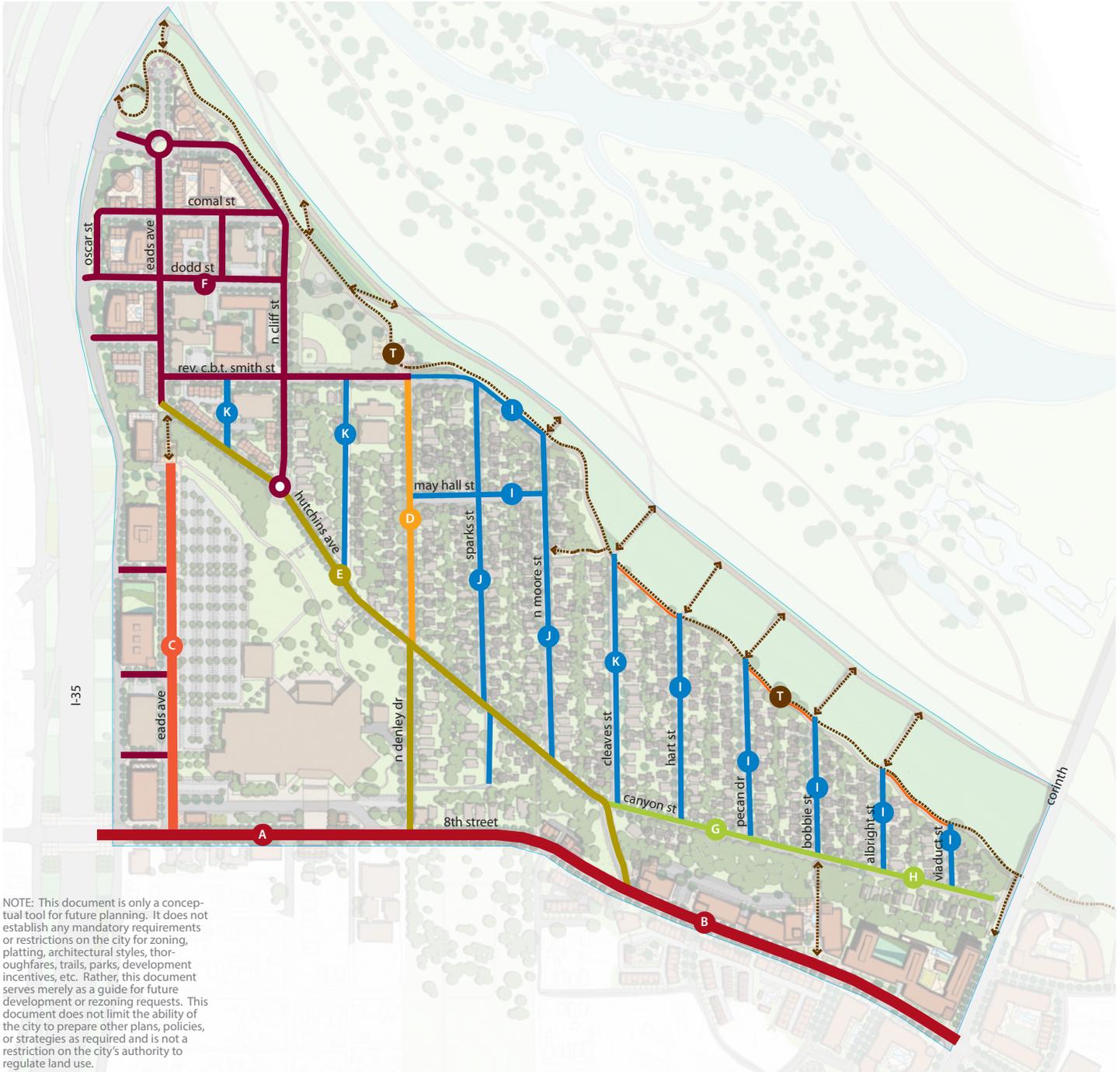
With many of the streets in The Bottom having been neglected for years, the safest and most expedient way to move is by private vehicle. Where sidewalks are present, most are in disrepair, overgrown with vegetation, and poorly lit at night. Safe and comfortable connections for pedestrians and bicyclist mobility throughout The Bottom, into the Trinity, to the DART station, and to surrounding neighborhoods can be considered sub-standard today. As revitalization efforts and development occur in The Bottom, streets should also be brought up to a standard that can be supportive of the community's goals.

Streets in The Bottom may serve many functions and their pattern may balance efficiency and quality with function and aesthetics making connectivity, walkability, and livability of foremost importance.

01 The topography of the Bottom allows for spectacular views of downtown Dallas.



# street framework



## Key design features which are necessary to create inviting public realm characteristics include:

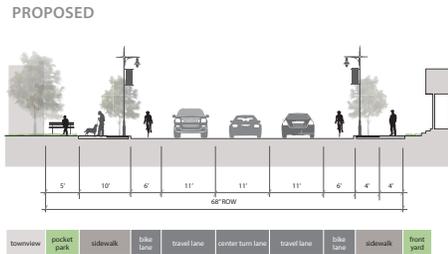
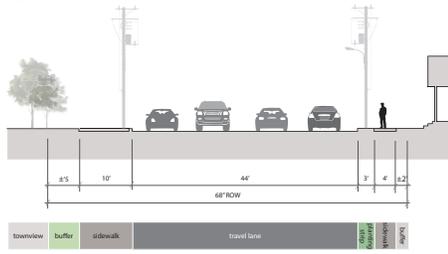
1. A small gridded pattern of interconnected streets
2. Continuity of sidewalks along each street
3. Crosswalk demarcation at street intersections
4. Wide sidewalks with shade trees
5. Parallel and head-in parking to shield pedestrians from traffic movement
6. Narrow street crossing sections and curb extensions at crosswalks
7. Pedestrian stairways connecting the northern part of The Bottom to 8th Street
8. A series of direct pedestrian connections into the Trinity linked to a trail system lining the edge of The Bottom

# street sections

## A 8TH STREET @ TOWNVIEW EXISTING

Streetscape Components:

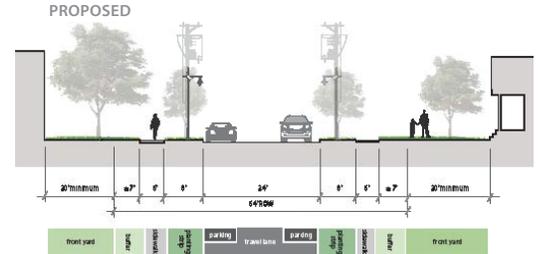
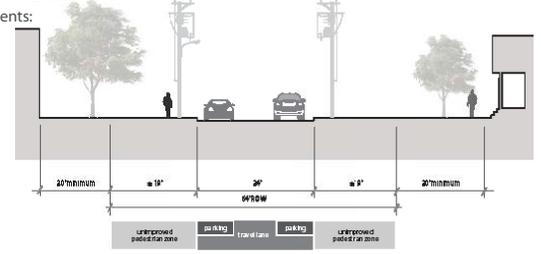
- Intersections
- Marked Crosswalks
- Sidewalks
- Street Trees
- Street Lighting
- Street Furniture
- Bicycle Facilities
- Planting Area
- Special Paving



## D NORTH DENLEY DRIVE EXISTING

Streetscape Components:

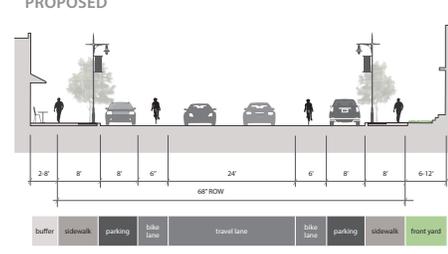
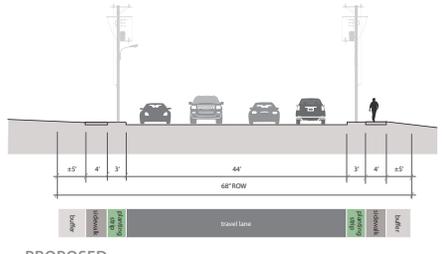
- Intersections
- Marked Crosswalks
- On-Street Parking
- Sidewalks
- Street Trees
- Street Lighting
- Street Furniture
- Bicycle Facilities
- Planting Area
- Special Paving



## B 8TH STREET @ SHOW HILL EXISTING

Streetscape Components:

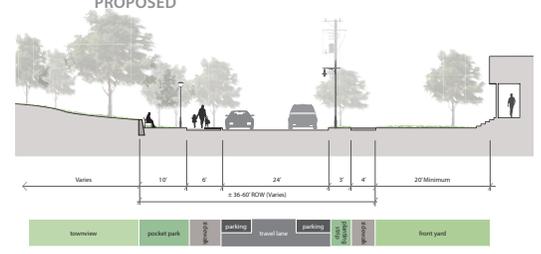
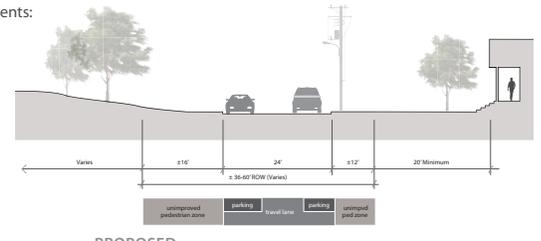
- Intersections
- Marked Crosswalks
- Sidewalks
- Street Trees
- Street Lighting
- Street Furniture
- Bicycle Facilities
- Planting Area
- Special Paving



## E HUTCHINS/NORTH DENLEY DRIVE EXISTING

Streetscape Components:

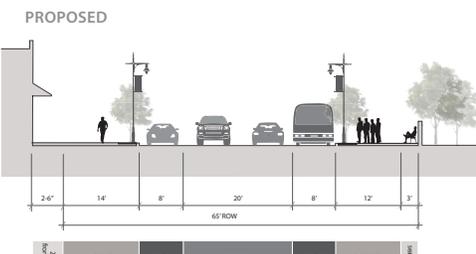
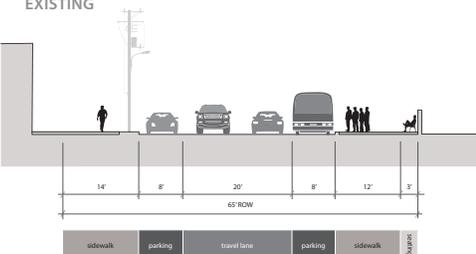
- Intersections
- Marked Crosswalks
- On-Street Parking
- Sidewalks
- Curb-Extensions
- Street Trees
- Street Lighting
- Street Furniture
- Bicycle Facilities
- Street Parks
- Planting Area
- Special Paving



## C EADS AVENUE EXISTING

Streetscape Components:

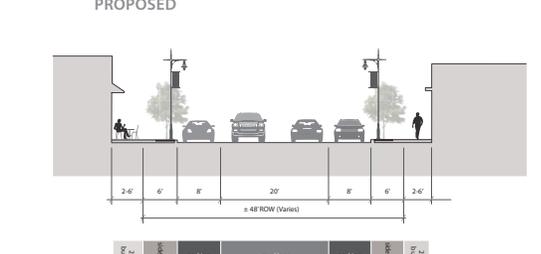
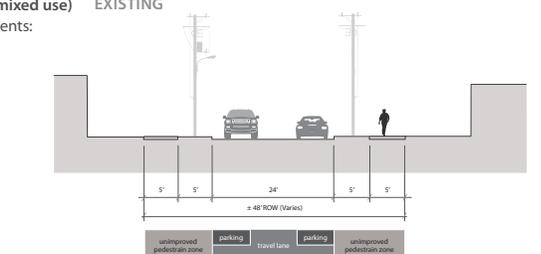
- Intersections
- Marked Crosswalks
- On-Street Parking
- Sidewalks
- Curb-Extensions
- Street Trees
- Street Lighting
- Street Furniture
- Bicycle Facilities
- Street Parks
- Pedestrian Stairway
- Planting Area
- Special Paving



## F LOCAL STREETS (mixed use) EXISTING

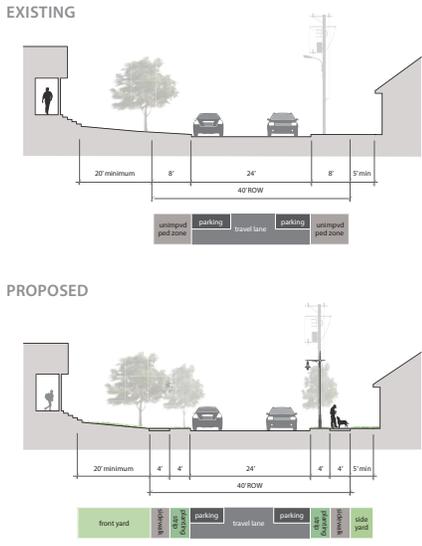
Streetscape Components:

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



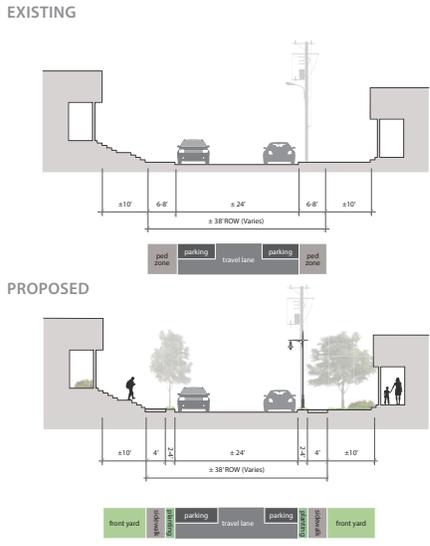
**G**  
**CANYON STREET (40' ROW)**  
 Streetscape Components:

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



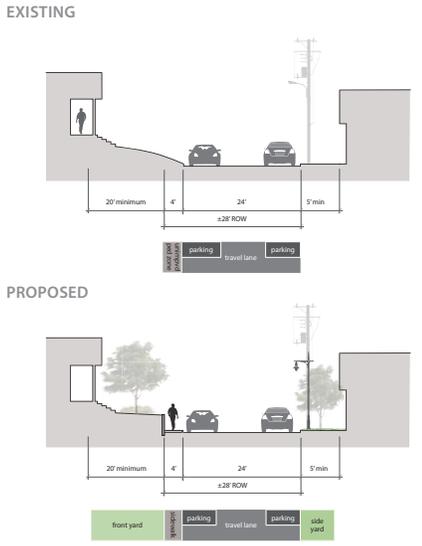
**J**  
**LOCAL STREETS**  
 (single family 38' ROW)  
 Streetscape Components:

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



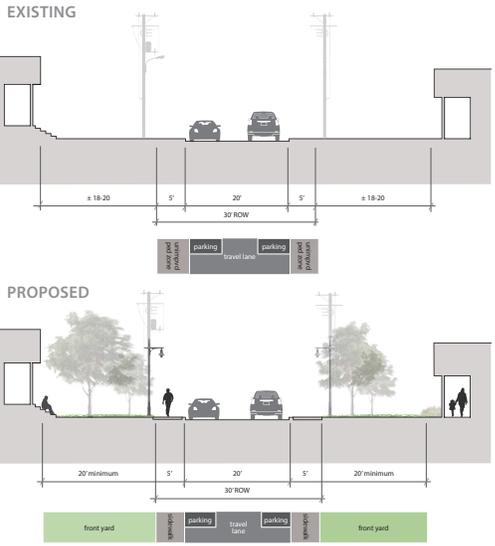
**H**  
**Canyon Street (28' ROW)**  
 Streetscape Components:

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



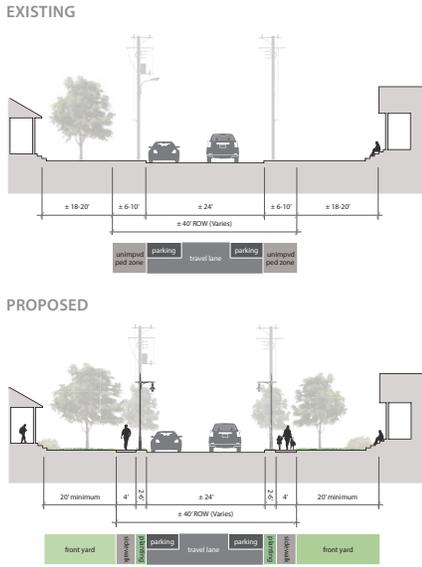
**K**  
**LOCAL STREETS**  
 (single family 30' ROW)  
 Streetscape Components:

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



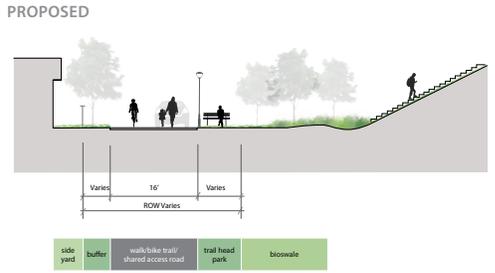
**I**  
**LOCAL STREETS**  
 (single family 40' ROW)  
 Streetscape Components:

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



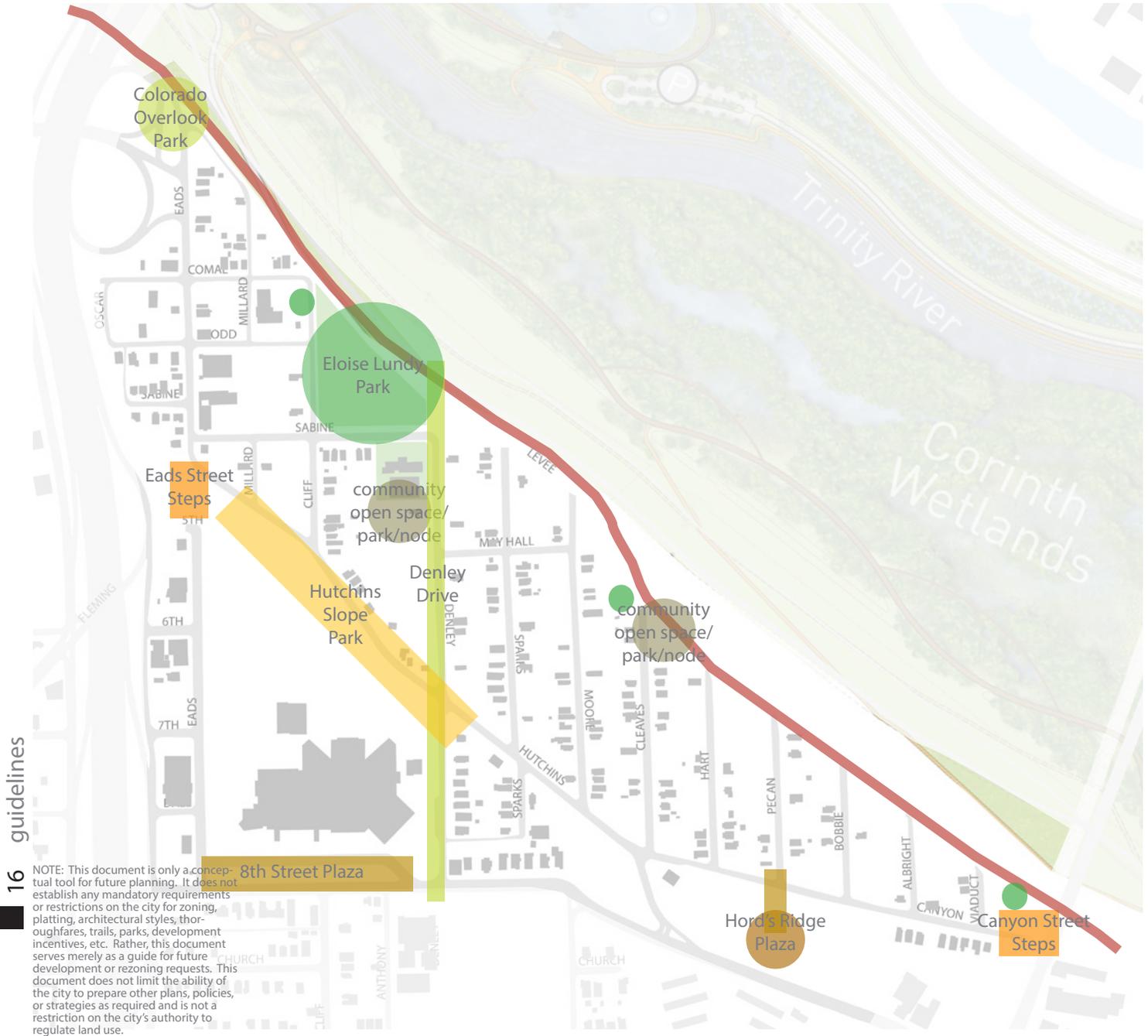
**L**  
**Levee Bottom Trail**  
 (ROW varies)  
 Streetscape Components:

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



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# parks and 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 shall 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). One general concern for providing parks and open space is the provision for their care and maintenance. Alternate maintenance partnership opportunities should be explored to bolster the city's efforts.

This study area provides an opportunity to look toward different models for the development, operation and upkeep of our open space assets. Options to consider include: exploring the use of food and equipment rental vendors in parks, new partnerships with non-profits, and creating public development authorities or conservancies for specific parks.

# open space components

## Eloise Lundy Park

Existing city park is used by residents and groups outside of the immediate neighborhood and shows signs of over-use and poor maintenance but has 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 will connect a new commercial center to the community to 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.

## Community Open Space/Park/Node

Small vacant lots re-purposed to provide community gardening, park and open space opportunities on a temporary or permanent basis.

## Denley Drive

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

## Levee Top

The Corps of Engineers cannot entertain most opportunities to visually improve the actual levee but keeping the levees from damage caused by A.T.V.s and other vehicles can be addressed through creative design interventions that can also serve to beautify the neighborhood.

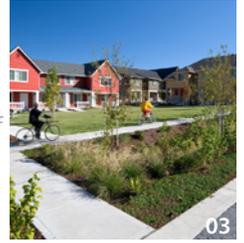


01 The Balanced Vision Plan envisions a vibrant Trinity River Corridor with a wealth of recreational amenities.



02 Successful neighborhood parks can accommodate a variety of active and passive uses for all age groups.

03 Small open spaces and parks sprinkled throughout a neighborhood can enhance the quality of life for residents and daytime users.



04 Responding to the existing topography introduces new forms of recreational, social, and entertainment opportunities.



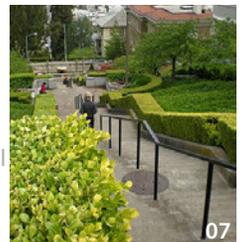
05 An appropriate example of possible improvements which would help make Eloise Lundy Park a more attractive park to more families.



06 The edge of Townview along Hutchins could include landscaping, a pedestrian promenade, lighting, and seating to provide passive recreation opportunities.



07 Public stairways could connect the upper and lower portions of Eads to improve connectivity and provide additional public space for the community.



08 Garden plots available to nearby residents for small scale cultivation should fit in with the character of the neighborhood.



09 Hord's Ridge could provide flexible space for recreational and commercial opportunities while taking advantage of the views towards downtown.

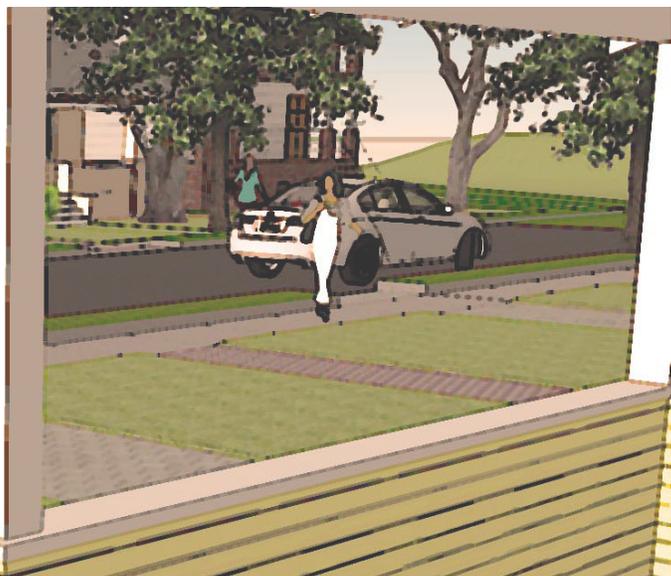


# architectural guidelines



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The architectural guidelines are intended to provide guidance for the physical makeup and shape of the construction inside property lines which affect the public realm and livability in The Bottom.



# neighborhood residential

## Current Context

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.

Currently, The Bottom contains over two-hundred (200) vacant lots and aging housing stock. A number of homes will require major renovation or a complete re-construction in the near future to remain livable, weather tight structures.

## Building a Home in The Bottom

Essential elements found in The Bottom include simple volumes, pitched or sloped roofs, front porches, and simplified detailing that should make up the major elements comprising a new or remodeled home in the neighborhood.

## Home Patterns

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

## Porches

Throughout the neighborhood, it's been observed that raised porches provide

the most common link and represent the strongest characteristic of each of the architectural styles found in The Bottom and form a link back to an important form of American vernacular.

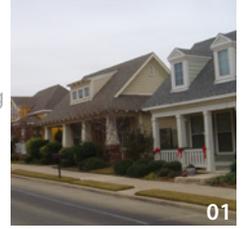
Porches can promote interaction and socialization opportunities for residents. Porches can help build community and sustain it by facilitating interaction among neighbors and provide the added benefit of also making a safer neighborhood. Porches are a place where you can encounter the world. Covered front and/or side porches with a minimum area of 80 square feet and a minimum depth of 6 feet (6') are strongly encouraged. The porch should be clearly delineated from the front yard with at least a 12-inch grade change. The use of columns and open railings is strongly encouraged. Alternatively, an uncovered front porch or patio with a minimum depth of six feet (6') is desired. It is recommended that future zoning allow front porches to encroach into front yard setbacks.

## Garages

Older homes with garage additions are typically 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 front yards, 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 should be given to the placement and treatment of garages. Garages should not dominate a home's front elevation. Ideally, garages would be placed to the rear of a home. An alternative, would be to place garages a minimum distance (eight feet 8') behind the front-most portion of a home's elevation and to architecturally treat them to de-emphasize their impact. If a front porch is provided, the minimum garage setback may be reduced. Tandem parking is permitted and encouraged.

01 Front porches are prominent features and a variety of styles are employed creating an interesting and authentic feeling neighborhood.



02 Street-facing porches provide a transition from inside to outside and help build community by linking new development to the existing housing stock.



03-06 Garages should not dominate a home's front elevation and should not be the dominant feature of a neighborhood street.



Garages placed to the rear of a lot, pushed back from the frontmost portion of a home, and treated architecturally to deemphasize its visual impact are preferred to the protruding garage or that of a garage door dominant front of a home.



### Corner Lots

Corner lots in the single-family residential area of The Bottom present a special opportunity to continue the attention to architectural treatment on the side-street side which is typically only placed to the front of the house.

A corner lot also allows the removal of a garage and access to it from the front. Corner lots could have their garages accessed from a side street to allow for design of the front elevation which is unencumbered by the need to provide access to or storage of a vehicle.

### Lot Size and Coverage

Existing lot sizes in The Bottom are small. Recent efforts to introduce new single family residential have brought re-plat requests to create larger lots. To ensure the existing single-family neighborhood is preserved and enhanced, it is important that lots are kept to a maximum size of 6,000 sq ft. In addition, maximum lot coverage of 45%, in line with existing zoning requirements, shall be required to help discourage out of scale homes that can destroy the character of the neighborhood. It is recommended that any future re-zoning allow up to 60% lot coverage when all other architectural guidelines are met. Covered front porches shall not count against lot coverage calculation. We encourage the use of small lots and maximum lot widths of 50' but recommend that lot widths of 60' and/or a maximum lot size of 7,500 sq ft be allowed. Special Consideration may be given to maximum lot size when lot depth is greater than 100'.

### Front Yard Setback

Houses are set back at a relatively uniform distance from the street, generally 10-20 feet from the front property line. Minor fluctuations in the building setback provide visual relief. This setback is called the Front Facade Zone. In The Bottom, however, some of the older homes are located closer to the front property line. Houses on corner lots usually conform to the front yard setbacks of the adjacent houses on both streets.

### Side Yard Setback

Side yard setbacks are tight and are typically 5 feet. However, a few older

homes are observed to be placed closer to their side property lines. Driveways may require an additional 8 to 10 feet on one side of the house.

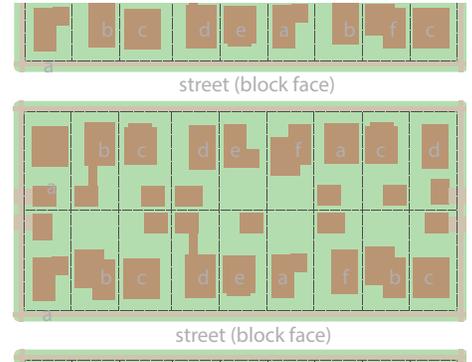
### Roof Forms

Homes should have sloping roofs, employing gables and hipped forms only. Mansard roofs, which do not represent a Texas regional style, shall not be permitted in The Bottom.

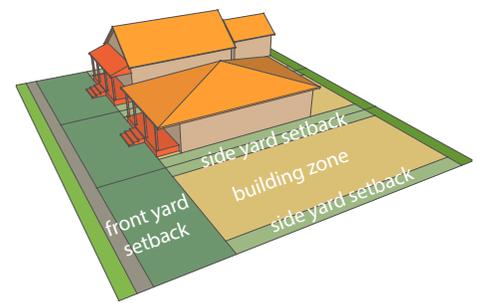
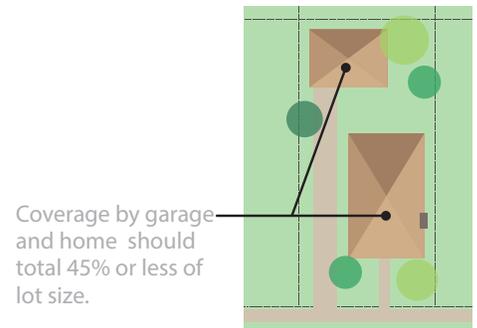
### Walkways and Driveways

Concrete is the most common walkway and driveway material found in The Bottom, although concrete edged in brick, brick, or paver material is also found in with the neighborhood.

A maximum driveway width of 16' at the curb that then transitions to the necessary width of the garage should be encouraged. To help minimize interruptions in the sidewalk and promote a more inviting walking environment, driveway widths are encouraged to be minimized.



The historical neighborhood pattern of The Bottom was not dominated by large homes overtaking the majority of a lot. The maximum recommended lot coverage should be 45%.



guidelines 21



01 This is an older single family home which has been renovated to fit in with the architectural style of its neighborhood.

# mixed-use

As the western portion of 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.

Buffering The Bottom's single-family neighborhood edges should be addressed through use, height, setback, scale, massing and detailing of adjacent buildings. Vehicular access and parking requirements for new development(s) should minimize impact on neighborhood traffic and avoid disturbing the character of the neighborhood.

To help protect and enhance this single-family neighborhood, adjacent uses should be limited to single family, duplex, and/or townhome redevelopment as buffers to the existing community.

As development moves closer to I-35, variety in uses and increased density and height is desired. Its strategic location close to transportation, downtown, and the Trinity River Corridor make this high visibility site 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 of these, 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 to be set-back from the street wall, 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 determine how objectives such as preserving views and sunlight can best be met.

To provide visual order, a strong definition of the streetwall should be provided through build-to requirements as described in this section. 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.

## Facade Variations and Materials

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. For example, when it is desired to break a tower mass down, a single, large two (2) story step may work better than two small single story ones.

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 are encouraged. Ground-level commercial

01 An example of a development with mid-rise towers stepping back and perimeter units providing a strong definition of the streetwall.



02 An appropriately scaled building enhances the public realm and successfully transitions between higher-rise tower forms and low-rise elements.



03 Residential and commercial access is clearly identifiable. Windows, stoops, usable patios, ground-level entries and retail storefront windows animate the sidewalk.



04 Buildings should maintain a strong relationship to the street with primary building entrances oriented towards the street.



05 An encapsulated parking garage within a residential development which helps to not detract from the pedestrian experience.



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. Mirrored surfaces, views into parking areas, blank walls, etc. shall be avoided.

Exterior building materials should be of good quality and regionally available. Care should be taken to avoid nostalgic reproductions, but use of traditional and natural materials may be used in a contemporary and meaningful manner. The following are discouraged for use as cladding materials:

1. Vinyl and plastic siding
2. Wood roof shingles
3. Reflective glass
4. Architectural foam detailing (for the first two building stories)

### 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 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.

### 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 generally comprising a minimum of 50% of a building’s street level facade (Additional guidelines may be found in the Development Guidelines Matrix).

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 (30” preferred).

### Parking and Access

Because The Bottom will encourage a highly walkable, mixed-use, and compact environment which provides housing and travel choices, developments can be served with less parking. Shared parking is encouraged throughout with the exception of single family residential parking. A special exception to allow modification of the weekday or weekend employee/customer/parishioner or resident/visitor parking ratios should be considered along with any other ULI shared parking model assumptions.

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.

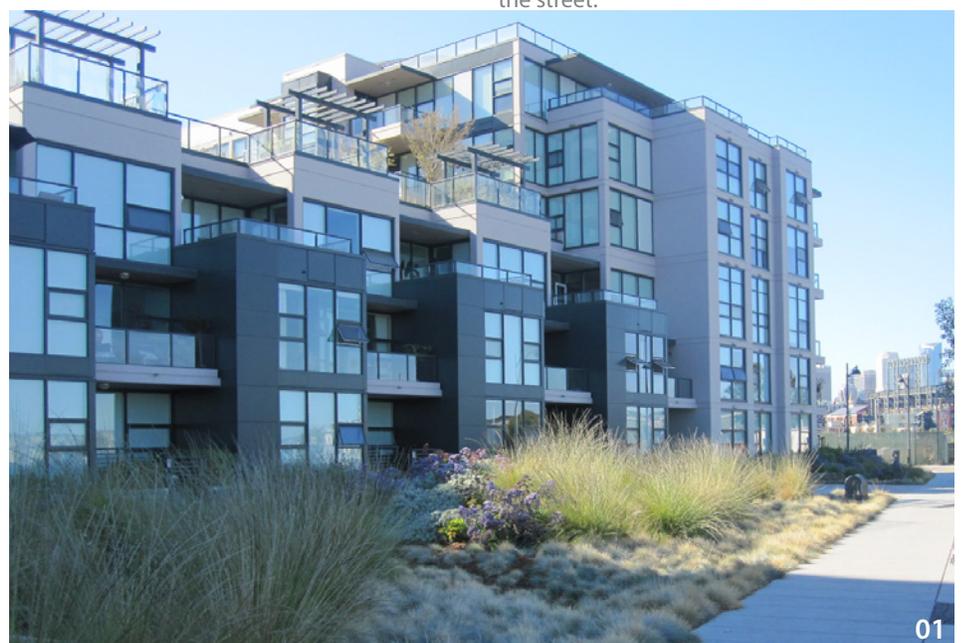
Surface parking areas should be well landscaped with trees located in a regular configuration at a recommended ratio of one tree per three parking stalls for the perimeter of the parking lot, and one tree per six spaces for the interior of the parking lot.

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



### 01 BUILDING MASSING

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



# 8th street

Once a vibrant and vital part of The Bottom and 10th Street communities, 8th Street offered neighborhood services, retail, residential, among other uses, greatly contributing as an important social and economic hub for the community.

Although a magnet high school for Dallas, Yvonne Ewell Townview was established on 8th Street in 1995, the local elementary school and a community gathering place for over 80 years, N.W. Harlee Elementary was closed by the DISD in 2012. Meanwhile, necessary retail and community service establishments and single family homes have been falling into disrepair, disappearing altogether, or transitioning into less desirable uses for decades.

These architectural design guidelines are relevant 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 within The Bottom 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 that connects easily to The Bottom, 10th Street and The Heights neighborhoods, while also preserving a visual link back to downtown. Ground story spaces should be designed to be flexible enough to accommodate a variety of viable uses with the change in the market over time.

## Siting of Buildings on 8th Street

The point where building and the sidewalk meet is important in any urban environment. It's 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, and should be avoided.

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. Buildings which meet the street acknowledge the greater importance of the public space through which the streets run. They can, in this way, create an awareness of the greater importance of the civic whole, where building facades are shaped by the public spaces around them.

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

Parking areas should be discouraged between the building and the street. Instead, parking 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.

8th Street follows a high ridge before spilling down in to the larger neighborhood of The Bottom. Vacant lots along the northern edge of the street today reveal spectacular views of downtown across the Trinity at "show hill" and where Eads, N. Denley, and Hutchins meet 8th Street. 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 options with proper scale, setback, and design should be explored to determine how preserving views and sunlight can best be met.

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

01 A strong building relationship to the street reinforces the greater importance of public space with primary doors and windows oriented towards the street.



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



03 Retail spaces should be oriented to the street with storefront entries addressing the sidewalk. Commercial and residential entries should be separately identifiable.



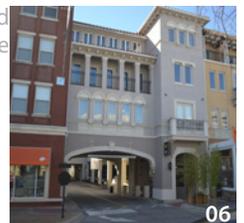
04 Entries should be designed and located to provide access to the street and sidewalk. Entries can be made prominent by their location and design.



05 A parking structure's facade can be successfully integrated into the design of the building such as this example located behind the upper level windows.



06 Parking, loading and service areas should be incorporated into the building they serve.



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 blockage of views.

### Building Frontages

The frontage of a building, the elevation that faces a public street or public space, is a primary contributor to pedestrian activity and understanding and enjoyment of a city. Therefore, greater care should be given to the 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 the frontage of a building. This is the area one walks along; the frontages one experiences up-close. The use of high quality materials, more intensive 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 should 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 should use clear glass for wall openings, i.e. doors and windows, for maximum transparency, especially in conjunction with retail uses. Mirrored surfaces, dark tinted glass, views into parking areas, blank walls, etc. should be avoided.

In addition to the base, a building's middle and cap elements should be

expressed in traditional ways, or in more contemporary interpretations, but when this organizational principle is used, it 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 should 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 other non-retail uses facing 8th Street should be designed to contribute to the built environment and public realm by accommodating habitable space, avoiding blank walls, and hiding parking.

Ground floor treatment, except for residential units with individual entries, should be designed similar to that of retail streets but with wall openings generally comprising approximately 1/2 of a building's street level facade.

### Parking and Access

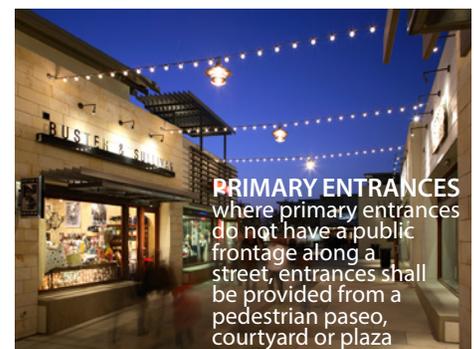
Shared parking should be encouraged throughout the area with the exception

of single-family residential parking. A special exception to allow modification of the weekday or weekend employee/customer or resident/visitor parking ratios should be considered based on captive market percentages for visitors and employees, drive percentages for visitors and employees, monthly or time of day adjustment factors, or any other model assumptions of the ULI shared parking model.

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

The number and width of curb cuts and vehicular entries should be limited to promote street wall continuity and reduce pedestrian conflicts.

1. Curb cuts and parking/loading entries into buildings should be limited to the minimum number required and the minimum width permitted.
2. Parking and loading access should be shared where feasible.
3. Parking and loading access should be located a minimum of twenty-five feet (25') from a primary building entrance, pedestrian paseo, or public outdoor gathering area.



# 05

## implementation

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.

Setting an inappropriate framework can be harmful to the long-term success of achieving the vision and difficult to set the area on an appropriate path. As such, it is important that ideas outlined in this document are advanced strategically over time and aligned with the primary community-generated objectives of the plan.

The pages which follow include many of these key ideas, broken down by subtopics and supplemented with corresponding action items for the community to rally behind to effectuate positive community change in the future.

01 - 03 Area residents and stakeholders generate design objectives for The Bottom during the June 2nd community charrette held at City Hall.



## Preserving and Enhancing the Neighborhood

A fundamental objective underlying the Urban Structure and Guidelines is to ensure the protection of the The Bottom, from Denley Street east, as a single-family neighborhood and to provide amenities for improving the quality of life for its current and future residents. One of the Structure's initial priorities should be to recognize the current vacant lots within the neighborhood as sensitive residential opportunities.

### Early residential projects must set the standard

It is important to monitor the first infill single-family homes planned for The Bottom. They should reflect the collective vision of the community for the redevelopment of the neighborhood. Key design aspects should focus on the following:

1. Front porch
2. Garage location
3. Roof forms
4. Placement of home on lot

### Maintaining housing options

Critical with securing the future envisioned for The Bottom is ensuring that housing options for a spectrum of income levels and living needs are accommodated in re-development efforts for the neighborhood.

### Crime watch

The Bottom residents and stakeholders rate crime protection as a high priority and a real impediment to future progress in the neighborhood. A strong neighborhood organization and support from the Dallas Police Neighborhood Patrol Team can help support starting and maintaining a strong community crime watch group. A Crime Watch is designed to reduce crime by making citizens a valuable partner in crime prevention with the added benefit of citizen awareness and cooperation with the police department.

### Code education

Citizens of The Bottom have expressed a high priority for the enforcement of quality of life code violations. Today, there is a general lack of understanding about what the City deems as a violation,

how a violation may be reported, and a sense that nothing will be done. Because of this, education in code compliance issues within the neighborhood should be addressed.

### Clean-up program

Illegal dumping and general lack of maintenance property has continued to plague the neighborhood. A clean-up program could be organized by the neighborhood with assistance from the City, community groups, and local schools. The Dallas Streets and Sanitation Department will work with neighborhoods to arrange unscheduled trash pick-ups after clean-up programs.

### Home improvement education

At community meetings and workshops, one of the most repeated questions heard was "How can we improve/repair our homes now?" The City of Dallas Housing/Community Services Department has a number of programs that seek to help preserve and restore existing housing stock for low-income homeowners. These programs include:

1. Major Systems Repair Program (MSRP)
2. Reconstruction Program
3. People Helping People Program
4. Emergency Repair Program

In addition, Dallas County Health and Human Services' Weatherization Assistance Program provides assistance to income eligible households by weatherizing their homes, conserving energy and reducing high utility costs in the process.

### New tree plantings

Planting of Park trees can occur through partnerships with area nonprofit organizations and corporate sponsors. These groups can provide volunteers who plant the trees with the guidance and assistance of Park Department employees. Park tree plantings are open events, and citizen volunteers are welcome to participate.

### Operation and Maintenance of City Parks and Trees

A common concern of the City is who will maintain any new park space dedicated and new street trees. The City's efforts can be augmented with the use of volunteers

## Action Items

- Design and construct a model infill single-family home that meets the intent of the design guidelines for the neighborhood
- Develop a market strategy for new development
- The City of Dallas should continue to invest in programs that make a full continuum of housing affordable. These programs include the Land Transfer Program, Release of Non-tax Liens Program, and the Urban Land Bank Demonstration Program
- Follow-up on community desires to establish a formal Crime Watch program between residents, key area stakeholders and the Dallas Police Neighborhood Patrol Team
- Provide resources and education on the City's code compliance efforts to foster clean, healthy, and safe communities that fight and help to prevent blight and help guide the neighborhood on how it can become an involved partner
- Organize recurring neighborhood cleanups to restore the area and help send the message that this community does not welcome its use as a dumping ground
- Provide the neighborhood the opportunity to hear first-hand from the City's Home Repair Program Manager at a community meeting on the home repair, major systems repair, and reconstruction programs
- Continue to support staff efforts to apply for a Community Revitalization Plan grant in the future from the Texas Department of Housing and Community Affairs
- Ensure processes promote rather than penalize innovation and infill and that policy promotes good site and home design
- Use partnerships with area non-profit organizations and corporate sponsors to provide volunteers to help plant trees with guidance and assistance from the Dallas Parks Department

and partnerships with non-profit groups.

Volunteers are the heart of the City's Park and Recreation Department. They help keep parks beautiful and recreation centers staffed and active. Individuals and groups can share their talents and expertise by participating in senior adult and after school programs, park beautification projects like "It's My Park Day," and numerous other daily activities and special events.

Forming a partnership with the City's Park and Recreation Department with non-profit groups such as "Friends of the Katy Trail," "Friends of Wagging Tail Dog Park," and "For the Love of the Lake," help augment the maintenance efforts and provide an added level of support to allow for beautification efforts.

### Support competitiveness

Find ways to support entrepreneurship and competitiveness by making a commitment to providing high-speed WiFi infrastructure in The Bottom. Staying connected is critical to success in the 21st century knowledge economy in helping to provide jobs for underserved populations and facilitating innovation.

### Street improvement funding sources

Streets within The Bottom are generally in poor repair and lack most of the standard components required of a truly walkable, safe, vibrant neighborhood.



(01 - 03) Combining the City of Dallas' Home Repair Program with the creation of model infill single-family housing can be critical to the revitalization of the neighborhood.



(04 + 05) Partnerships with area nonprofits and softball and little leagues can help to maintain Eloise Lundy Park.

06 Education on code compliance and organizing recurring neighborhood clean-ups can help restore the neighborhood.



### Action Items, continued

- Augment the city's ability to maintain parks and open space with the use of volunteers and partnerships with non-profit groups
- Explore partnership opportunities with greater Oak Cliff softball and little leagues to help maintain the existing softball field at Eloise Lundy Park
- Build housing that's authentic and fits well into the neighborhood
- Explore plans other cities have studied to pay for free WiFi such as targeting advertising at Internet users or creating partnerships for a network by selling corporate sponsorships and seeking donations from local philanthropists
- Establish a committee of local stakeholders to provide input into economic development aspects of this plan in cooperation with the Office of Economic Development, Housing, Public Works, and Sustainable Development and Construction and to provide oversight that ensures the community's vision for The Bottom is respected
- Explore alternate funding sources for future street repair and maintenance projects such as a PID, extension of an existing TIF, or creating a new NIP target area
- Explore ways in which the city's permitting process can be streamlined to facilitate in-fill single-family development

## Development of quality market and affordable infill housing

Mixed-income housing can provide many social advantages by strengthening social networks and expanding the social capital of The Bottom. A significant piece to securing a future for The Bottom, as envisioned by the community, is to make sure that a variety of high-quality housing options are built and made available for a variety of income levels.

New development should bring benefits to the community. Diverse benefits can be gained from adding density through new housing development in The Bottom.

New housing development, perhaps at higher densities, can allow individuals and families to stay in the neighborhood while moving up or down in size of home. Most neighborhood retailers rely on “rooftop” counts to determine where to invest. Infill and higher densities will add rooftops, making The Bottom more inviting for retailers. Additional benefits may include new and/or improved community amenities, infrastructure, and access to services.

## Design for livability and functionality

Care and imagination must be used when designing higher density infill housing to avoid conventional, inefficient land uses that don’t engage the public realm. Good site and access design together with building orientation, clustering, and density can deliver vibrant spaces that are loved and inhabited by the community.

Housing design intended for large, conventional subdivisions will not work well in a infill and higher density setting such as The Bottom, especially where small lot sizes predominate. Instead, designs that are better suited for the different feel and functionality of this site should be employed.

Creating designs that fit various market segments as well as fit well into this infill setting should not depend on just imitating the surroundings or projects that have worked well in other areas. Buildings should, however, pay special attention to important good urbanism principles highlighted in these guidelines.

## Design for sustainability

Dallas is one of the first major cities in the nation to pass comprehensive green building standards for both new residential and commercial construction. Dallas recognizes the fundamental link between the building codes’ intent of “safeguarding the public health, safety and general welfare” and preserving a safe and healthy natural environment. Incorporating sustainability through energy efficiency, water conservation, resource reuse and reduction, and low-water need landscaping strategies can translate into a stronger economy and area growth for The Bottom.



01 Small lot sizes dominate the landscape across the Bottom, resulting in higher density clusters across the neighborhood.

(02 + 03) Infill housing projects should not depend on imitating surrounding structures, but should take advantage of good site design that delivers vibrant public spaces.

## Action Items

- Develop a market strategy for new development including design competitions, mentorship for increased capacity of existing non-profits
- The City of Dallas should continue to invest in programs that make a full continuum of housing affordable. These programs include the Land Transfer Program, Release of Non-tax Liens Program, and the Urban Land Bank Demonstration Program
- Adopt a housing policy that helps to secure affordable housing options as part of new development in the area
- Work with developers and City staff to not penalize or discourage applications for innovative development and redevelopment that is consistent with the vision and plan for The Bottom
- Continue to support staff efforts in pursuing a Community Revitalization Plan grant from the Texas Department of housing and Community Affairs
- Champion the benefits of new housing and highlight the ways they can improve the community at little or no cost to current residents
- Amend and adjust policy that precludes innovative site design elements that make compact developments livable, sustainable and functional
- Identify and engage with commercial developers who have an interest and work on in-fill developments.
- With community support, consider expanding the current PD zoning in the area following the recommendations of The Bottom Urban Structure and Guidelines
- Explore ways in which the city’s permitting process can be streamlined to facilitate in-fill single-family development

## Pedestrian and vehicular connections linking services, amenities and streets

The community vision for The Bottom is of a compact urban living environment that will support walkability, convenience, and opportunities for unique public open spaces. With most residential streets that dead end at the levee, limited connections up to 8th Street and into the Trinity, and mostly sub-standard sidewalks where they exist, a new and thoughtful approach to adding mobility, opportunity, choice and convenience must be added.

### Link dead end streets at the levee

Residential streets dead end at the levee in The Bottom, limiting the advantage connected streets can provide. The quality of streets and their connections can affect whether one chooses to walk, cycle, or drive. It can affect whether one feels safe. Its function also limits the choices drivers have in moving through the neighborhood.

Connected street networks minimize travel distances, provide choice of routes, maximize access to facilities and services, help to spread traffic loads, and improve safety. Additional cycle and pedestrian connections are encouraged.

### Add pedestrian connections to 8th Street from the neighborhood below

Topography, development patterns, and current street layout today provide only two connections out of The Bottom to 8th Street.

Public stairs should be used to provide direct pedestrian routes where otherwise significant out-of-the-way connections by very steep sidewalks are required. Public stairways can enhance the pedestrian experience, provide mobility choice, add usable open space, and create views of downtown and the neighborhood.

### Provide convenient access into the Trinity

Recent completion of substantial enhancements to Moore Park, the continued addition of miles of hike/bike trails and many future recreational enhancements in the Trinity, it is important to ensure there are adequate, convenient, and safe trail connections from the neighborhood.

A dual purpose maintenance and trail connection has recently been constructed at the end of N Cliff Street. Although a good start, additional pedestrian and bike trail heads are necessary, especially as one gets into the single-family neighborhood. Care and imagination should be used to provide such connections, while respecting the unique construction considerations inherent with building on a levee.

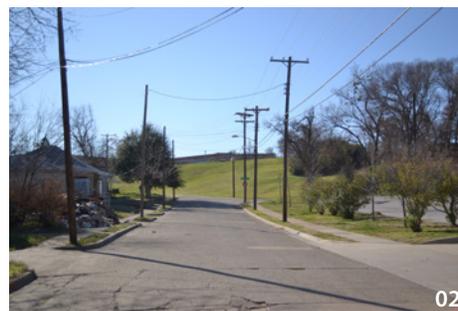
### Sustainable land use

Additional thought should also be given to how trail heads connect to and add to the desired quality of the neighborhood.

As streets in The Bottom are upgraded, environmental impacts can be reduced while beautifying the streetscape through the use of low impact development (LID) and integrated stormwater management (iSWM) principles.



01 Lack of proper vehicular connections has lead to the creation of makeshift solutions such as this entrance ramp to Corinth Street Bridge.



02 Construction of the levees prohibited adequate interconnectivity of streets throughout the Bottom.

## Action Items

- Identify and mark a pedestrian path from the neighborhood to the Corinth DART station
- Coordinate with DART to identify opportunities to support transit oriented development near the Corinth Station.
- Where vehicular connections are not provided, maintain pedestrian and cycle connections
- Determine the design and construction opportunities for building structures/trails on the levee
- Work with City staff to determine which streets can be connected without need of taking private land
- Ensure for public access easements to allow for new stairway connections at key points in the neighborhood
- Coordinate with the City of Dallas Trinity Watershed Management office in redesigning streets to ensure that the latest thinking on LID and iSWM practice and principles are included in their design
- Ensure that future street projects are coordinated across all departments and infrastructure capacity for projected new development is accounted for
- With the neighborhood, complete a walkability survey that evaluates the lack of or presence of sidewalks, their condition, accessibility, and connectivity. This survey can then be used to prioritize along with development needs investment in sidewalk construction and repairs
- Explore alternate funding sources for future street repair and maintenance projects such as a PID, extension of an existing TIF, or creating a new NIP target area

## Make 8th Street a great street

8th Street was once a vibrant and vital part of The Bottom and 10th Street communities, offering neighborhood services, retail, residential, among other uses. It contributed greatly as an important social and economic hub for the community. Over the years, businesses closed or changed to less desirable uses and vacancy increased.

Current efforts are underway to bring vibrancy and vitality back to The Bottom and surrounding neighborhoods. Great communities need great streets and safe walkable sidewalks as a backbone. With bold changes, 8th Street can be that great street.

## Complete streets

The City of Dallas launched the Complete Streets Initiative in 2011 to improve the way streets are designed and built. The vision of the Dallas Complete Streets Initiative is to build streets that are safe and comfortable for everyone: young or old, wheelchair or walker users, motorists, bicyclists, bus, and train riders alike.

The Initiative considers the entire space between buildings on either side of the street and is aimed at a phased transformation of Dallas' street network through a combination of public street improvements and incremental private developments.

## Street form and composition

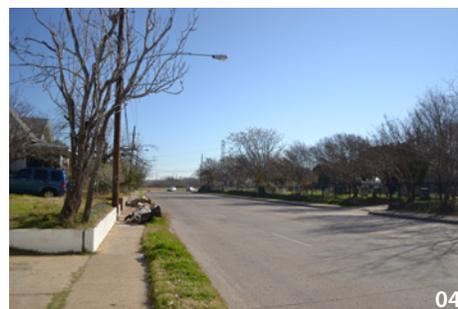
8th Street must accommodate multiple users, social interaction, and connect the broader street grid network with a balance of hardscaping, landscaping, street furniture, and building composition to create a unique personality while capturing a sense of public space.

## Street character and personality

8th Street should accommodate community involvement and participation (festivals, parades, open-air markets, etc.) that reflect the unique culture and history of the community. Its location along Hord's Ridge provides natural features, unique vistas, and views to downtown that shall be preserved and qualities incorporated into efforts to redesign it.

## Street environment and sustainable practices

The redesign of 8th Street should utilize green infrastructure and other sustainable strategies to promote and protect air and water quality and minimize or manage stormwater runoff.



(01 + 02) Current condition of Eighth Street looking towards the west (I-35).

(03 + 04) Current condition of Eighth Street looking towards the east (Corinth St. Bridge).

## Action Items

- Convene a committee of local stakeholders to provide input into economic development aspects of this plan in cooperation with the Office of Economic Development, Public Works, and Sustainable Development and Construction
- Fund design and implementation of improvements to 8th Street including gateways at Corinth and I-35
- Ensure that future street projects are coordinated across all departments
- Make street accessible and welcoming to pedestrians, strollers and bicycles - not just cars
- Engage DISD and Yvonne A Ewell Townview Center regarding development of surplus land along 8th Street
- Facilitate strong development presences at key gateways along 8th Street at Cornith and I-35
- With the neighborhood, complete a walkability survey that evaluates the lack of or presence of sidewalks, their condition, accessibility, and connectivity. This survey can then be used to prioritize along with development needs investment in sidewalk construction and repairs
- Explore alternate funding sources for future 8th street repair and maintenance projects such as a PID, extension of an existing TIF, or creating a new NIP target area



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