

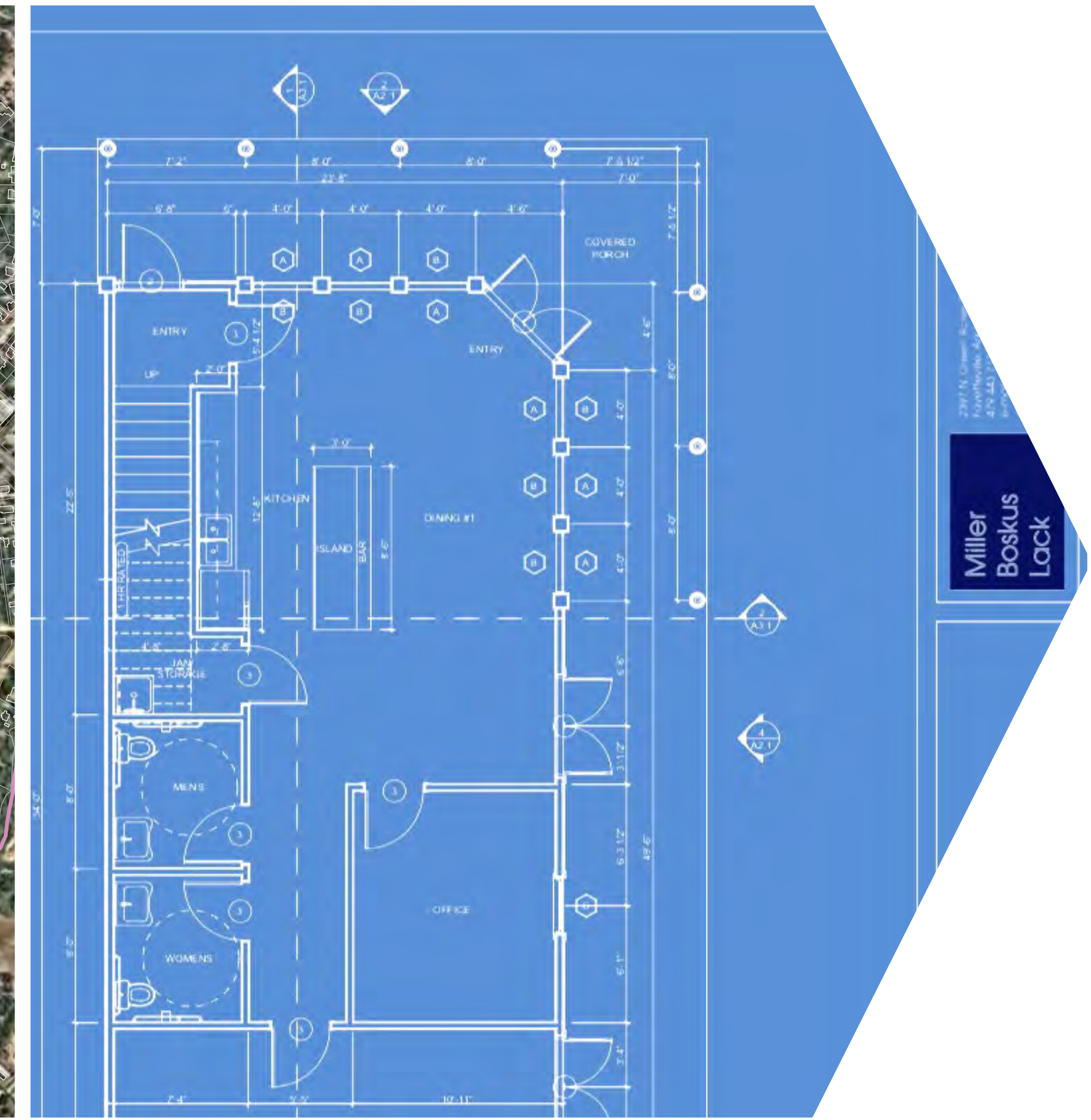
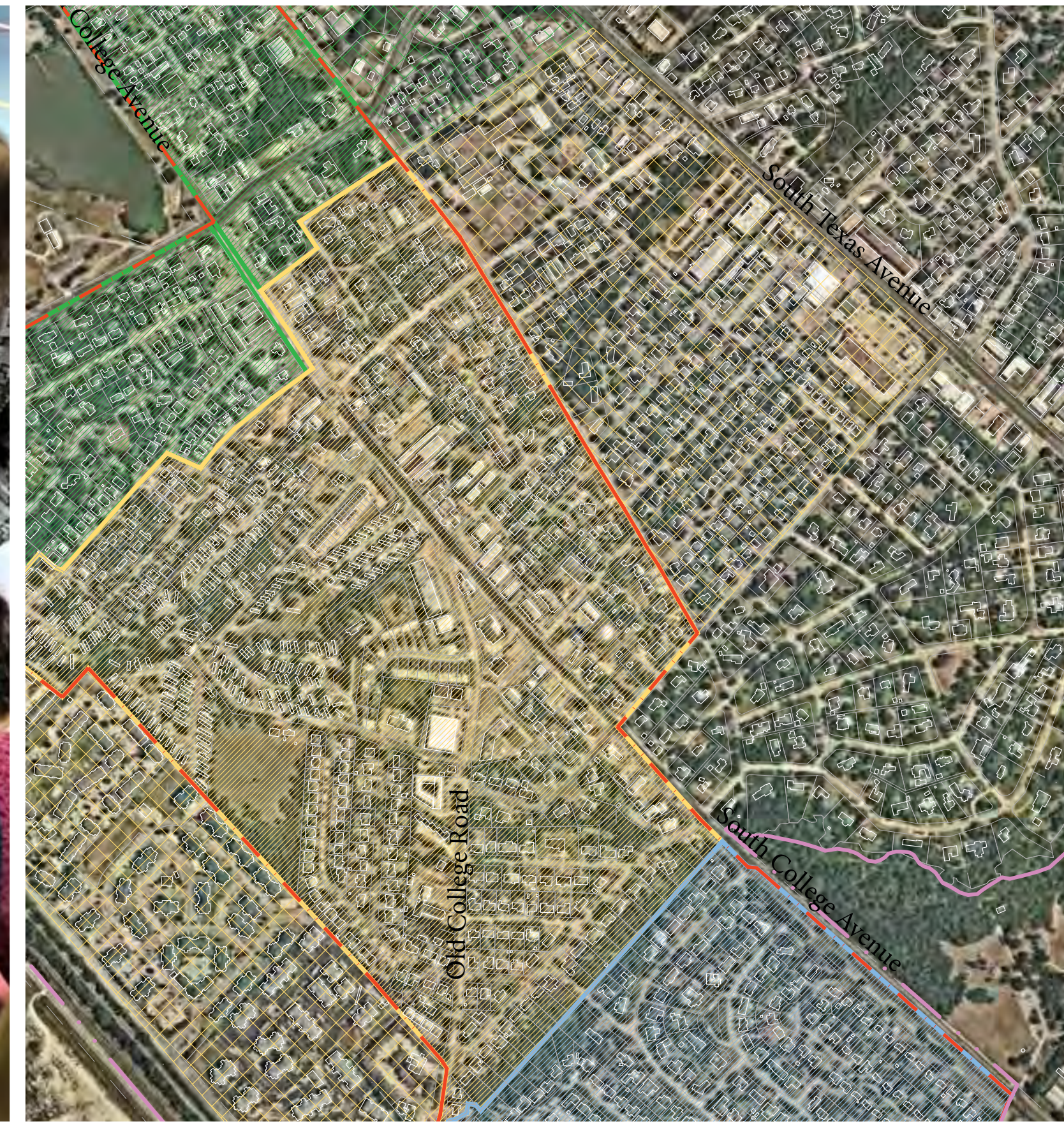
Midtown Planning Process

Bryan Texas

We strongly believe that fostering a sense of community is not done through a static checklist or silver bullet recipe. Authentic engagement is a way of thinking and needs an approach that strengthens a culture of mutual respect. This results in crafting a plan that allows ongoing ideation as action is initiated. Driven by a belief the collective wisdom of a community offers the greatest resource for a relevant and respectful planning process, we developed multiple opportunities for stakeholders to test assumptions. Their feedback and concerns drove the evolution of the plan, which also meant this dynamic and iterative process could profoundly change the documents upon a discovery or new point of view.

The consultant team's comprehensive analyses included looking at the existing physical, economic and cultural conditions, as well as the organizational and policy structures within Midtown and the City of Bryan. This work was strengthened by the one-on-one stakeholder interviews, public workshops, social media interactions, radio and television interviews, on site and individual consultant video interviews, direct mailings, numerous site visits and weekly phone calls with City of Bryan staff.

Community engagement was at the epicenter of this process and will be vital to continue as the plan is implemented. Every interaction and subsequent change solicited through the Midtown planning process strives to offer balance between community needs and wants. It is the attention to the details of engagement, a process that invites challenge and supports change upon discovery that differentiates between a fragile or resilient plan.



November - January
Conduct Visual Preference Survey

February - March
Define Guiding Principals

April - July
Draft Regulating Plan

August - September
Adopt Plan

MPAC Meeting
Public Workshop
Stakeholder Meetings
Media Engagement Lunch
Survey # 1 Opens
Tele-MPAC Meeting

U.B.C. Neighborhood Association Meeting
WTAW & iHeart Radio Update
KBTX Update
MPAC Meeting
Public Workshop
Carriage Hills Neighborhood Association Meeting
Survey #1 Closes, Survey #2 Opens

MPAC Meeting
AIA Update
Public Workshop
WTAW & iHeart Radio Update
P&Z Commission Update
KBTX Update
Tele-MPAC Meeting

P&Z Commission Update
Joint P&Z Council Workshop
Survey #2 Closes
WTAW Update
iHeart Radio Update
Public Workshop

4

Public Workshops

10

Live TV and Radio Interviews

19

News Articles about Bryan Midtown

280+

Citizens on Email List-Serve for Updates

400+

Total Midtown Survey Responses

2,700+

Meeting Invitations Sent to Tenants and Property Owners

5,000+

Visits to the Midtown Plan Website www.bryantx.gov/Midtown

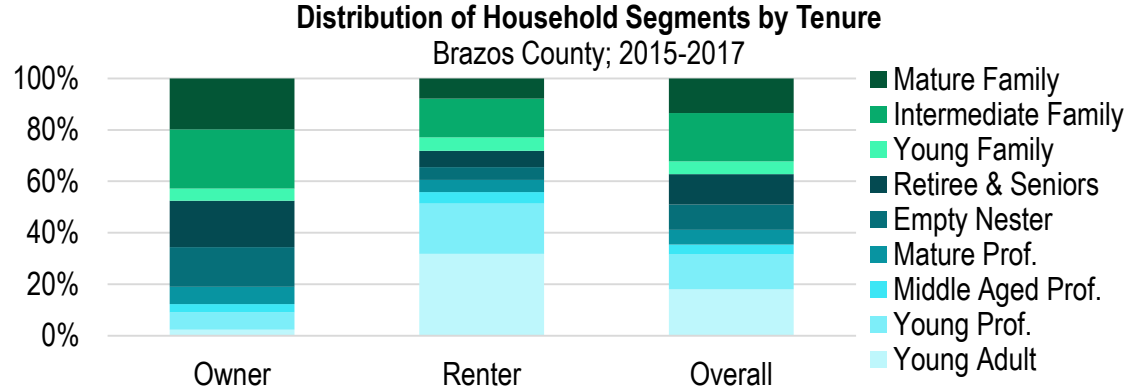
13,300

Facebook "Impressions" to publicize Midtown Plan Meetings and Website

MARKET & ECONOMIC OVERVIEW

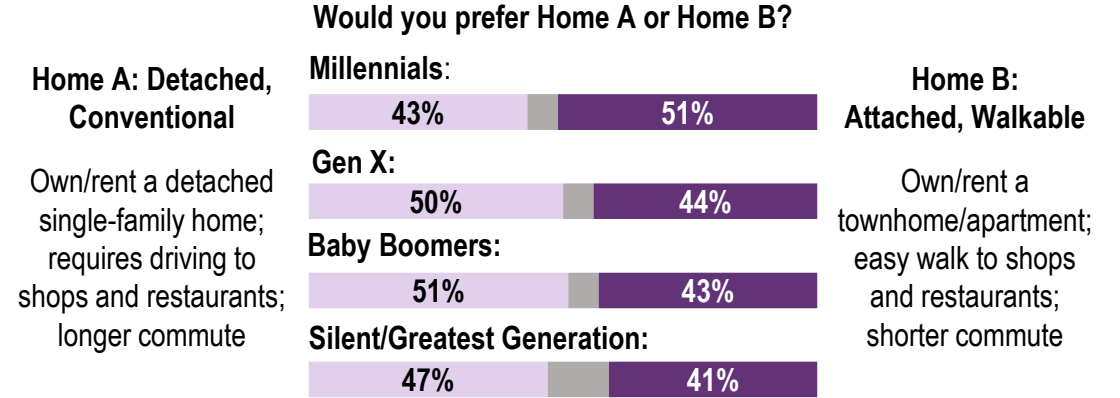
DIVERSE RANGE OF HOUSEHOLD SEGMENTS

The region contains a wide array of renter and owner households, each with different housing needs, preferences, and priorities.



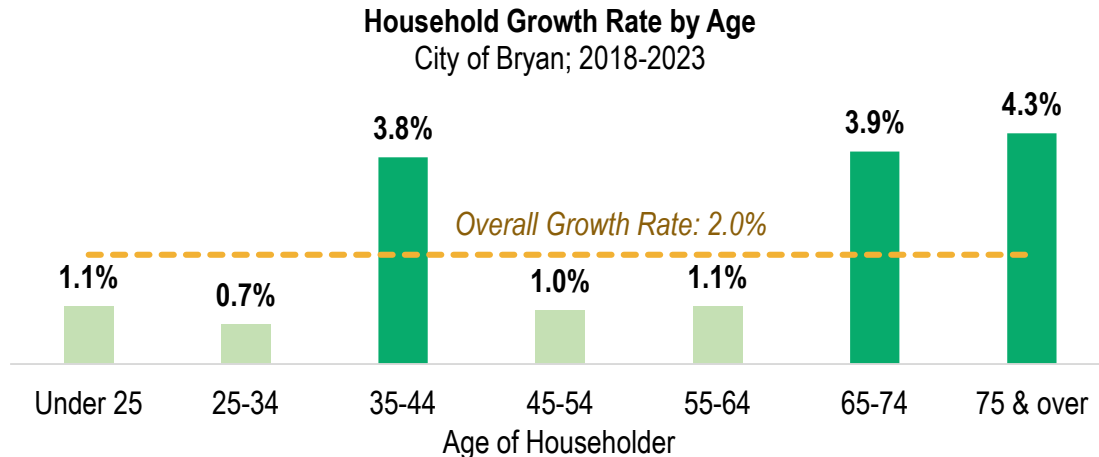
COMMUNITY & LIFESTYLE PREFERENCES BY GENERATION

Though many households prefer detached single-family homes in suburban settings, Midtown could appeal to the large share of households with preferences for urban, walkable neighborhoods.



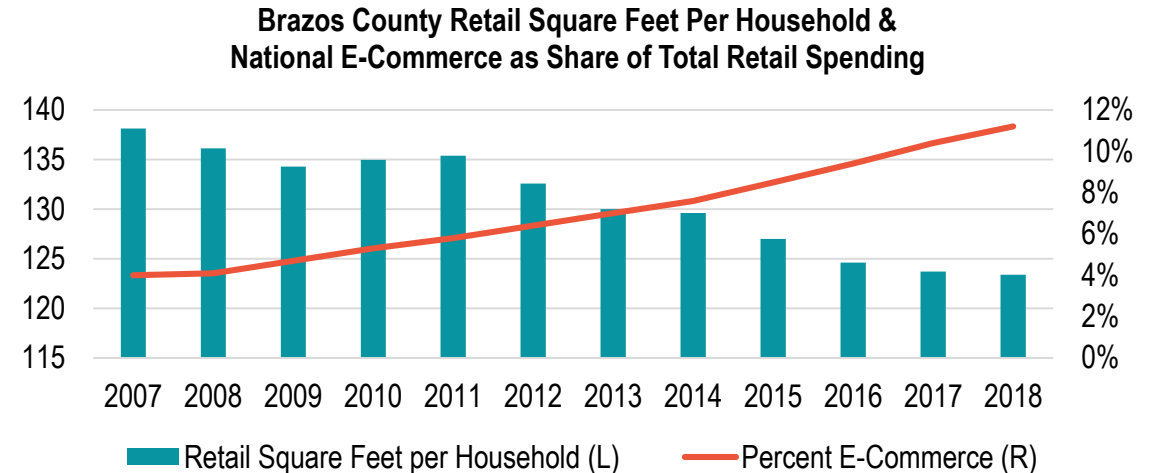
RAPID GROWTH OF KEY HOUSEHOLD AGE GROUPS

Despite historical focus on students, households between the ages of 35 and 44, as well as households over the age of 65 are expected to grow the fastest over the next five years.



HOUSEHOLDS SUPPORT ADDITIONAL COMMERCIAL SPACE

Shifting consumer spending habits and the rise of e-commerce have reduced the ratio between households and retail space, requiring additional household growth to help support new retail.



Sources: U.S. Census Bureau; Esri; National Association of Realtors – 2015; Costar; RCLCO



Midtown Planning Area Aligning Principles

A dynamic and aesthetically pleasing South College Avenue Corridor: One that links a revitalized downtown Bryan to a dynamic Midtown and acts as the economic engine for the surrounding neighborhoods.

Complete, connected and safe neighborhoods: Areas with convenient access to the goods, services and a wide variety of housing that meets the needs of all ages and abilities. This includes sidewalks and trails, as well as street improvements that enhance the aesthetics and experience of Midtown.

Future neighborhood infill development: Development that is context appropriate, compatible with existing adjacent structures and addresses needs of projected future demand. This approach takes into consideration the concerns of current residents while continuing to open investment opportunities in Midtown.

Opportunities to reuse existing structures whenever feasible: A mix of appropriate new development and upgraded current buildings offer a resilient economic approach to the district while cultivating the authenticity of a visually unique area of Bryan.

Alignment of the cultural, social, legal, financial and institutional structures: Alignments that lead municipal strategies and foster appropriate development to ensure all actions maximize a positive impact.

LEGEND

- Parcel Boundary
- Midtown Bryan Boundary
- Bryan City Boundary
- Experience District 1: Gateway District
- Experience District 2: Railyard District
- Experience District 3: Park District
- Experience District 4: Union Hill District
- Experience District 5: North of Northgate District

NOTES

Gateway District Aligning Principles

This district is a mix of the existing Downtown and the emerging Midtown experiences and acts as a transition between the two areas.

Enhanced Aesthetics: Coordinate design and implementation of streetscape and gateways along South College Avenue

Repurpose and Density: Prioritize development on repurposing light-industrial and warehouse space to be used to attract artists, makers, etc., encourage mixed-use and multi-family residential and recruit adjacent neighborhood-oriented services and clustered food/hospitality concepts

Art & Culture Focus: Develop public art corridor and look to recruit arts organizations to the area



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Railyard District Aligning Principles

The district experience is driven by a walkable neighborhood feel that looks to the adjacent baseball park and north park edge as major assets.

Dynamic Neighborhoods: Promote residential development and neighborhood repair efforts to include a dynamic mix of single family, duplex and small apartment houses appropriate to enhance the current neighborhood fabric

Play Ball I: Strengthen connection between the surrounding neighborhood and the Bombers baseball stadium in the North Park Area

Influence Area 2a: Focus on mixed-use and small format multi-family residential

Influence Area 2b: Use well designed green space and repurposing of existing buildings to buffer the adjacent neighborhoods against the visual nuisances associated with the industrial zone along Finfeather Road.

Park District Aligning Principles

This district is strongly influenced by the proximity to Bryan Regional Park and therefore has three distinct sub-districts to address the unique challenges and opportunities within this pivotal area.

Eyes on the Park: Prioritize park-facing development to create a dynamic and active park edge

Enhance Accessibility: Enhance accessibility to park and surrounding neighborhoods through walking and biking to minimize local vehicular traffic, as well as design additional crosswalks, bike-protected lanes, wider sidewalks, on-street parking and other street calming tools

Cultivate Hubs: Recruit mix of local, regional and national destination food and hospitality concepts, and create appropriate hubs to service park and surrounding neighborhoods

Coordinated Development: Minimize large, single use parking lots and partner with private development to align parking needs, facilitate public/private agreements to share infrastructure costs on new development and create regulations that remove barriers for quality redevelopment



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Park North Sub-District Aligning Principles

Cultivate Residential Vibe: Prioritize additional small lot homes and compatible attached housing types to densify streets adjacent to the northern park edge and surrounding neighborhoods

Play Ball II: Reinforce connection to Travis Field with focus on recruiting neighborhood-oriented services with small format and food/hospitality concepts clustered near the field

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Park East Sub-District Aligning Principles









Foster Commercial Corridor: Provide an integrated shopping, dining, office and multi-family living options along South College Avenue Corridor

Improve Streetscape: Street improvements on South College Avenue should balance pedestrian, bike, and automotive traffic to create more connectivity between park and surrounding neighborhoods

Influence Area 3a: Future development should provide transition between the Park East sub-district with focus on densified commercial and multi-family between South College Avenue and Texas Avenue.

Influence Area 3b: Development should follow Park District General Aligning Principles to enhance adjacent park, help aesthetics of Finfeather Road and minimize visual impact of rail line and adjacent industrial area.

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Park South Sub-District Aligning Principles

Enhance Neighborhood Fabric: Continue to address the development of stealth dorms within the neighborhood, including on-site parking and lot maintenance, through code revisions that also provide opportunities for compatible small lot single family and attached-family residential where appropriate

Intentional Development: Allow development of park-facing parcels along Villa Maria Road near intersection of South College Avenue for well-designed mix of hospitality and services, along with detached residential and attached small format multi-family

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NOTES



Union Hill District Aligning Principles

The Union Hill District experience is oriented towards unique culinary, entertainment and service options that provide value to the surrounding neighborhoods, attracts customers from around the region and provides tourism brand building experiences.

Cultivate Unique Culinary Scene: Focus on enhancing traditional food drivers (Farm Patch, Chicken Oil, J Cody's, etc.) and create a clustered development plan to enhance this experience with new options, including microbreweries, coffee roasters, cideries, etc.

Connect to Surrounding Neighborhoods: Enhance the walkability and connectivity for local access and develop new transportation options that connect this area to both Downtown Bryan and College Station

Align Parking Needs: Maximize parking lot investments through managed on-street and shared parking plans









Focus Development: Recruit additional business mix of restaurants, supportive retail, and entertainment clusters along South College Avenue and Old College Road. Focus multi-family housing along the South College Avenue corridor and guard neighborhoods just off South College Avenue Corridor from context-inappropriate development

Union Hill District Influence Area Aligning Principles

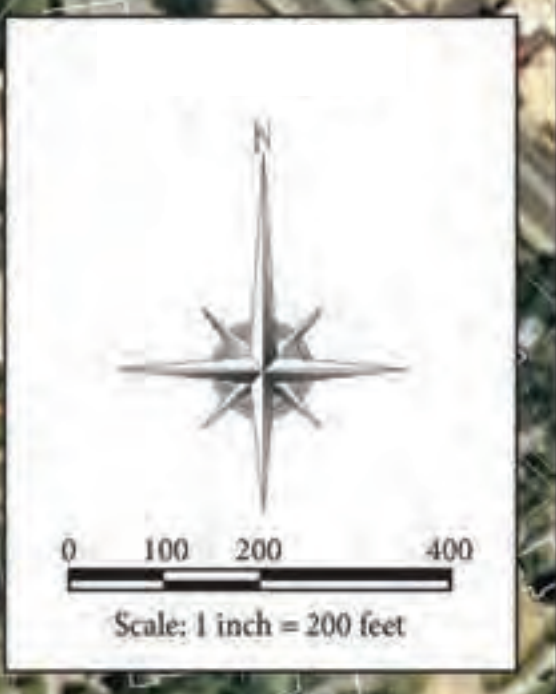
Influence Area 4a: Redirect medium density housing and large multi-family projects to more appropriate areas identified throughout the Midtown Planning District

Influence Area 4b: Strengthen easy walking/ biking connection to Union Hill by orienting auto oriented ingress/egress of multi-family projects from Wellborn Road and pedestrian focused access facing Union Hill District.

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NOTES



North of Northgate District Aligning Principles

As the gateway between College Station and Bryan, this district should be driven by an enhanced residential experience that takes advantage of the proximity to the services and amenities of both Union Hill District and College Station.

Incorporate Student Experience: Address on-street and off-street parking from multi-family housing and develop effective standards and design conditions for student-oriented housing

Cultivate Strong Neighborhoods: Focus new development on maintaining a complete neighborhood fabric that may include small format retail, corner stores, paired housing, attached single family, and small apartment houses

Concentrate Development: Higher density office/commercial and larger multi-family projects should focus on direct adjacency along South College Avenue Corridor and College Main Street

Influence Area 5a: Multi-family housing should remain a primary focus that reinforces a more pedestrian experience along College Main Street and auto oriented ingress/egress off Wellborn Road.

Midtown Area Plan

Bryan Texas

Miller Boskus Lack Architects, P.A.

Gateway District

This district is a mix of the existing Downtown and the emerging Midtown experiences and acts as a transition between the two areas.

Gateway Catalytic Project

Serve as gateway addressing the edge of Downtown and Midtown. Utilizing enhanced pedestrian and bicyclist amenities, the existing right-of-way uses multi-modal infrastructure to enhance the aesthetics of the district.

Railyard District

The district experience is driven by a walkable neighborhood feel that looks to the adjacent baseball park and north park edge as major assets.

Railyard Catalytic Project

Amenitize and theme public improvements around key drivers in the area, such as Travis Field and the Bombers. Install bicycle and pedestrian trails to connect to South College Avenue, Park District and other neighborhoods in the Railyard.

Park District

This district is strongly influenced by the proximity to Bryan Regional Park and therefore has three distinct sub-districts to address the unique challenges and opportunities within this pivotal area.

Park Catalytic Project

Development adjacent to the park should be scaled appropriately to the park and its uses. Respect for existing neighborhoods is paramount to success as infill occurs. Upgrading streets, such as Rountree Drive, to be park-edge streets with trail connections, pedestrian linkages, plaza spaces, entertainment access and outdoor dining experiences will bring more activity to the Park District.

Union Hill District

The Union Hill District experience is oriented towards unique culinary, entertainment and service options that provide value to the surrounding neighborhoods, attracts customers from around the region and provides tourism brand building experiences.

Union Hill Catalytic Project

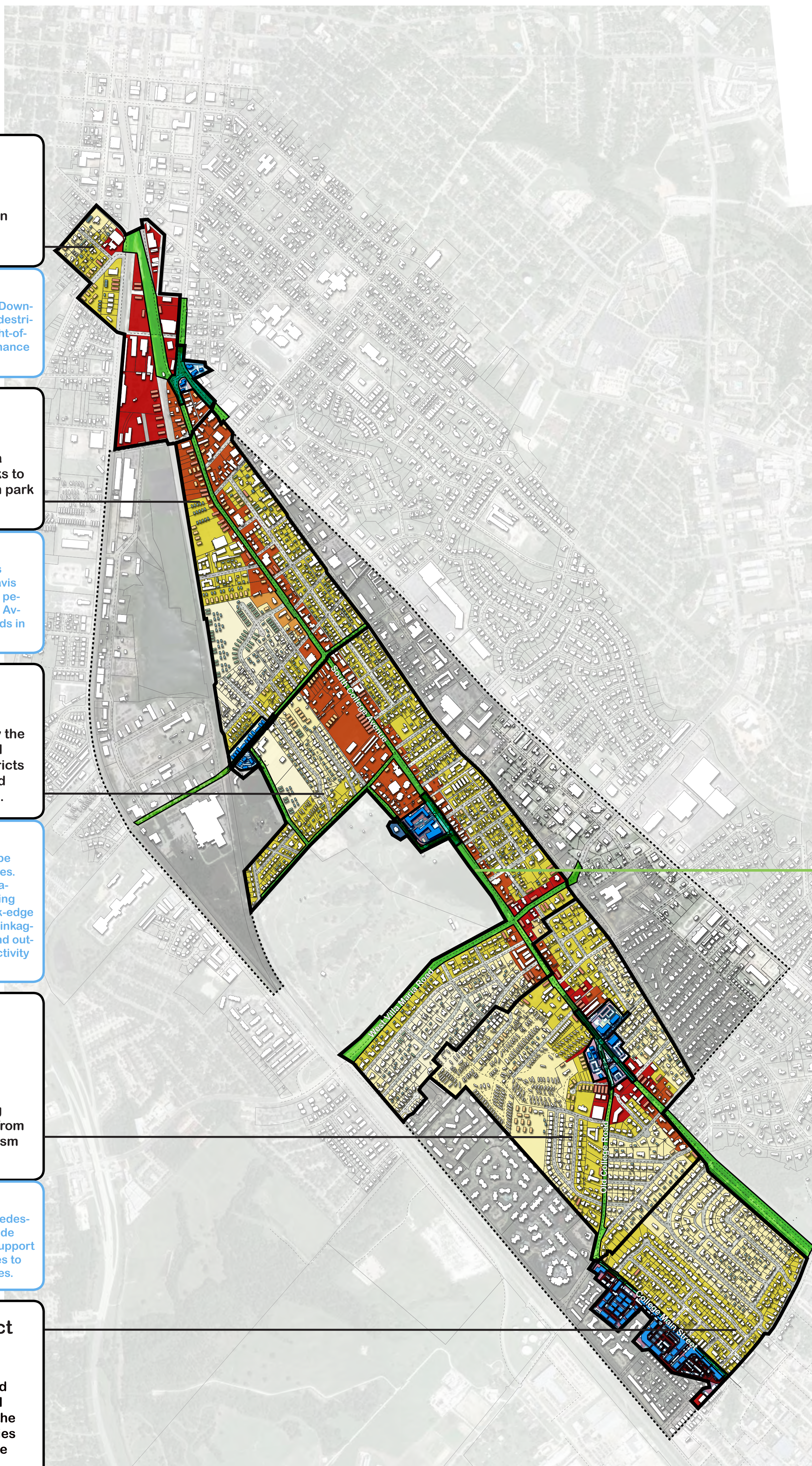
Build on current key drivers by installing pedestrian and bicycle amenities, especially shade elements within the core of the district. Support shared parking to allow existing businesses to grow their market and expand their facilities.

North of Northgate District

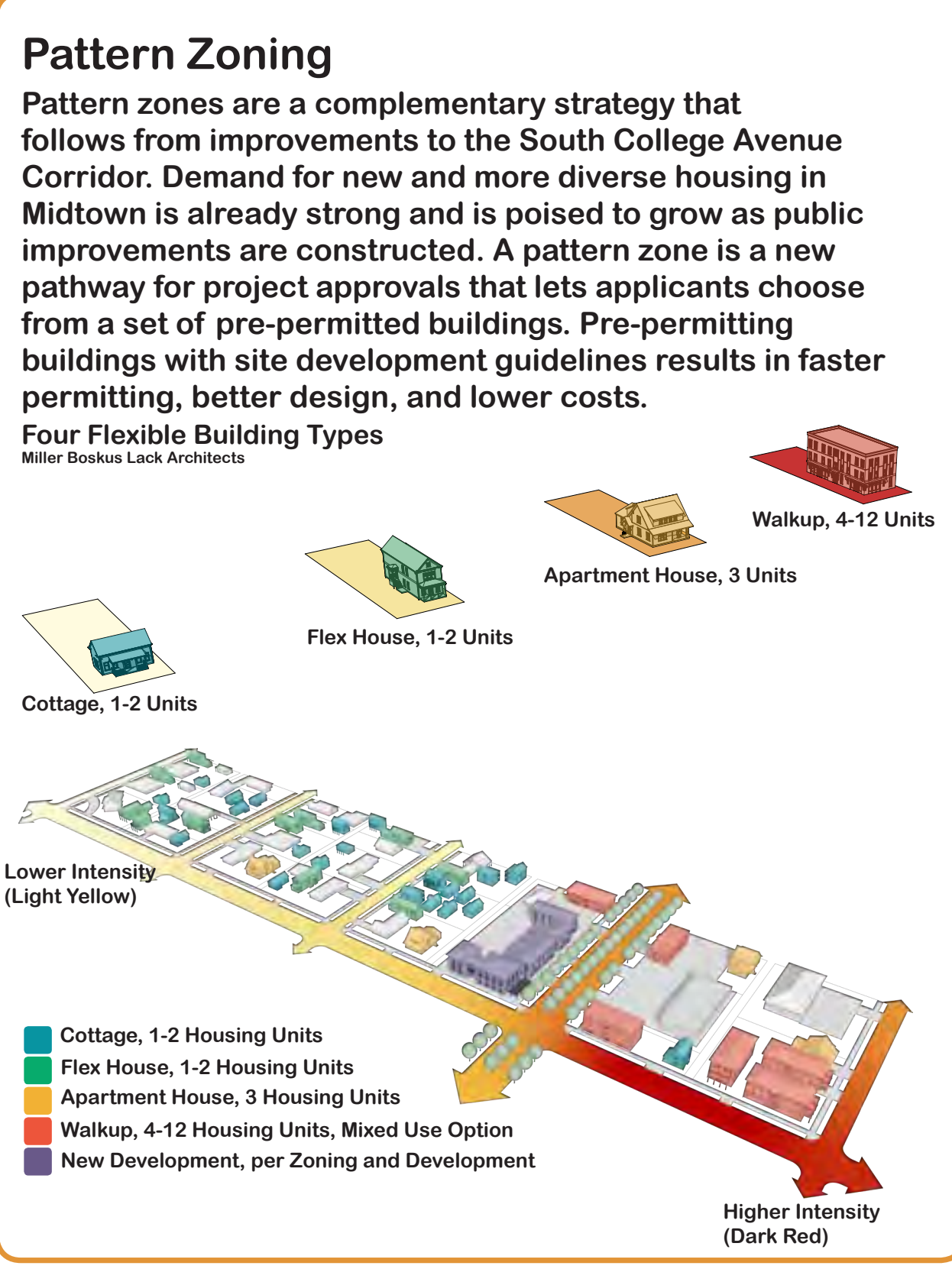
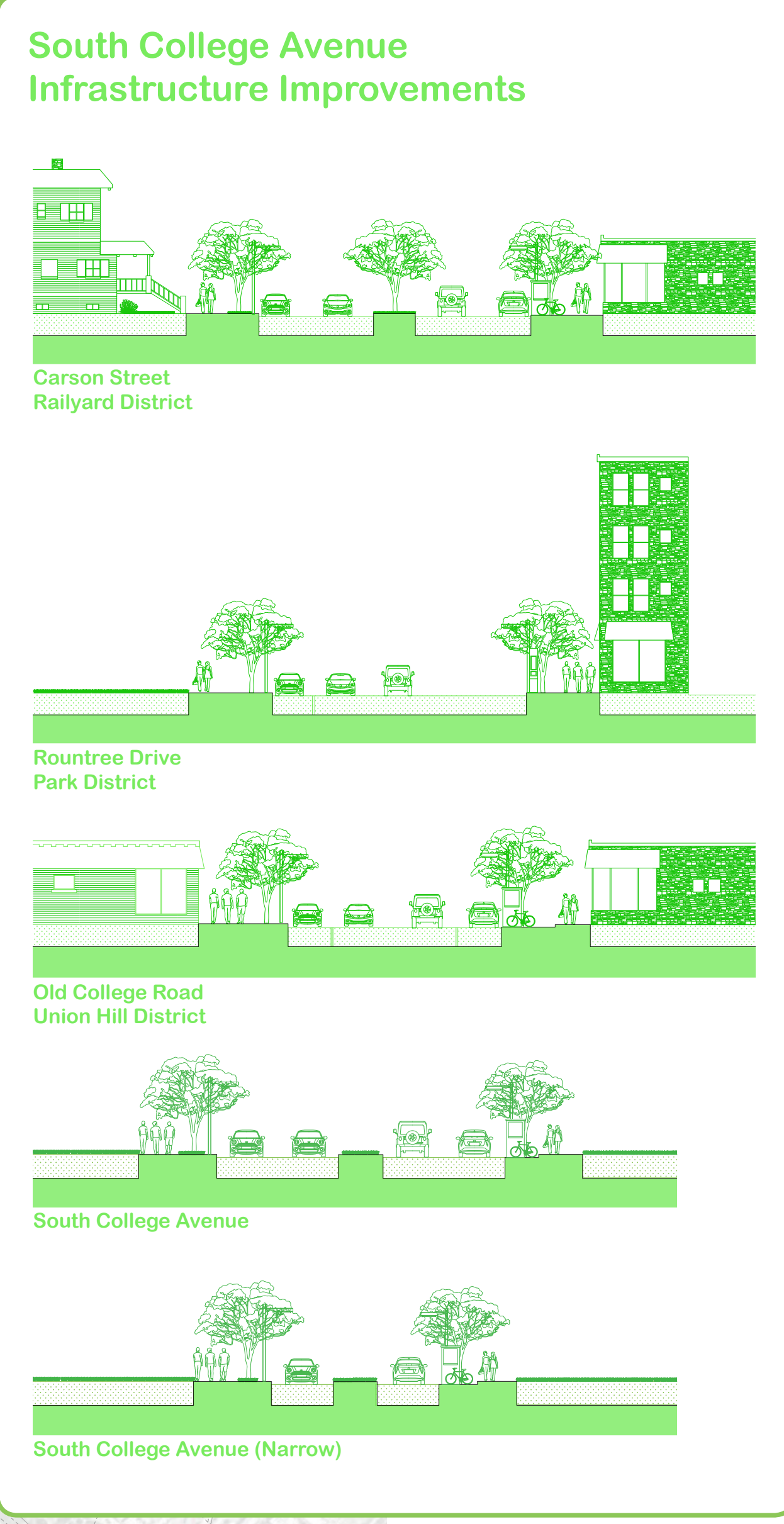
As the gateway between College Station and Bryan, this district should be driven by an enhanced residential experience that takes advantage of the proximity to the services and amenities of both Union Hill District and College Station.

North of Northgate Catalytic Project

Existing College Main is a great public improvement. Improve connections to College Main and South College Avenue for pedestrian and bicyclists. Rezone private property to South College Zoning District to maximize use allowances and create a balanced density pattern.

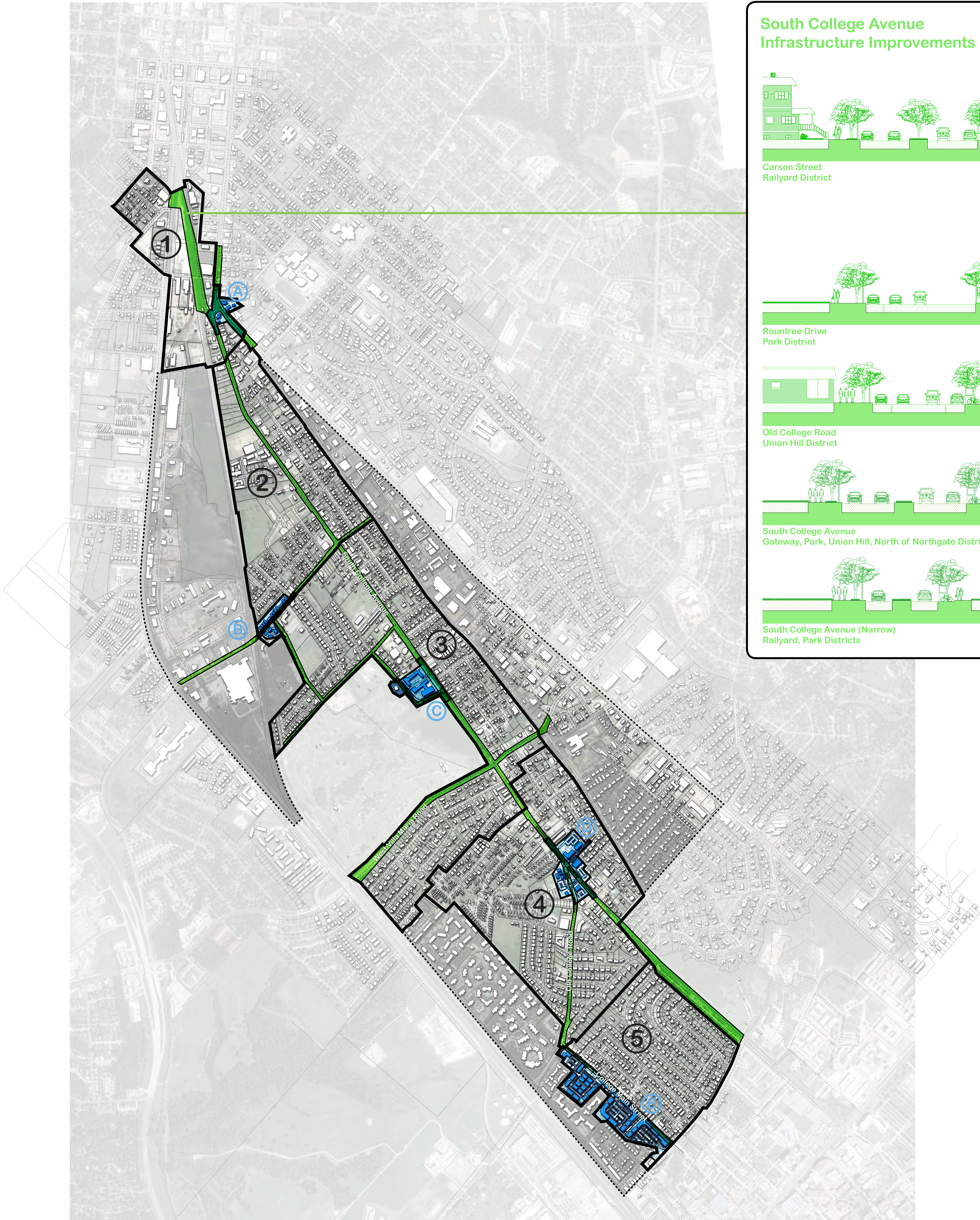


- General Aligning Principles**
- A dynamic and aesthetically pleasing South College Avenue Corridor that links a revitalized downtown Bryan to a dynamic Midtown and acts as the economic engine for the surrounding neighborhoods.
 - Complete, connected and safe neighborhoods with convenient access to the goods, services and a wide variety of housing that meets the needs of all ages and abilities. This includes sidewalks and trails, as well as street improvements that enhance the aesthetics and experience of Midtown.
 - Future neighborhood infill development that is context appropriate, compatible with existing adjacent structures and addresses needs of projected future demand. This approach takes into consideration the concerns of current residents while continuing to open investment opportunities in Midtown. Coordinated Development: Align City of Bryan municipal investment with strategies that foster appropriate private development to ensure projects maximize taxpayer returns.
 - Opportunities to reuse existing structures whenever feasible, as a mix of appropriate new development and upgraded current buildings offer a resilient economic approach to the district while cultivating the authenticity of a dynamic and visually diverse area of Bryan.
 - Alignment of the cultural, social, legal, financial and institutional structures that lead municipal strategies and foster appropriate development to ensure all actions maximize positive impact.

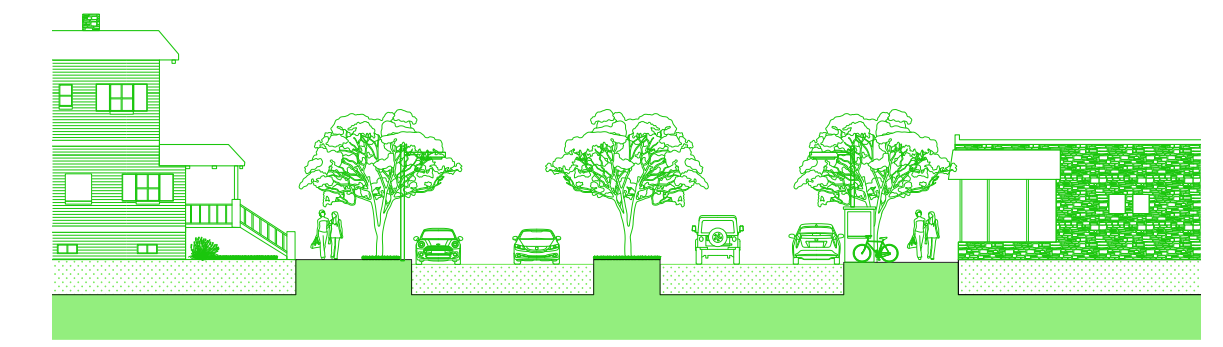


South College

Bryan Texas



South College Avenue Infrastructure Improvements



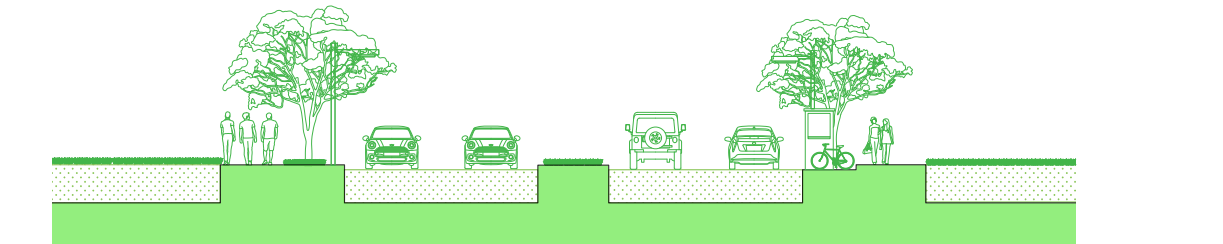
Carson Street
Railyard District



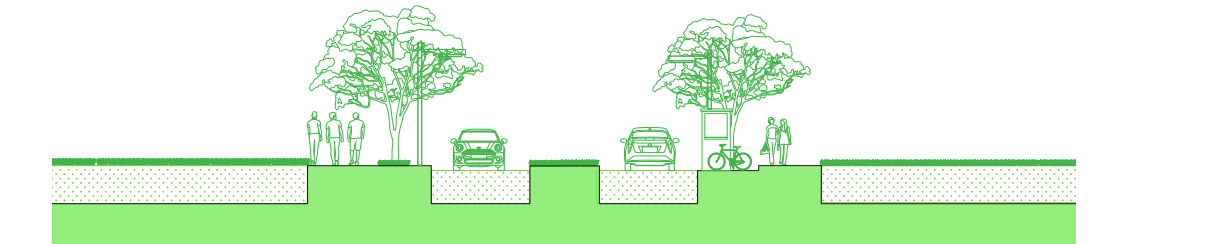
Rountree Drive
Park District



Old College Road
Union Hill District



South College Avenue
Gateway, Park, Union Hill, North of Northgate Districts



South College Avenue (Narrow)
Railyard, Park Districts

1 Gateway District

This district is a mix of the existing Downtown and the emerging Midtown experiences and acts as a transition between the two areas.

A Catalytic Project Description

Serve as gateway addressing the edge of Downtown and Midtown. Utilizing enhanced pedestrian and bicyclist amenities, the existing right-of-way uses multi-modal infrastructure to enhance the aesthetics of the district.



2 Railyard District

The district experience is driven by a walkable neighborhood feel that looks to the adjacent baseball park and north park edge as major assets.

B Catalytic Project Description

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3 Park District

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4 Union Hill District

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5 North of Northgate District

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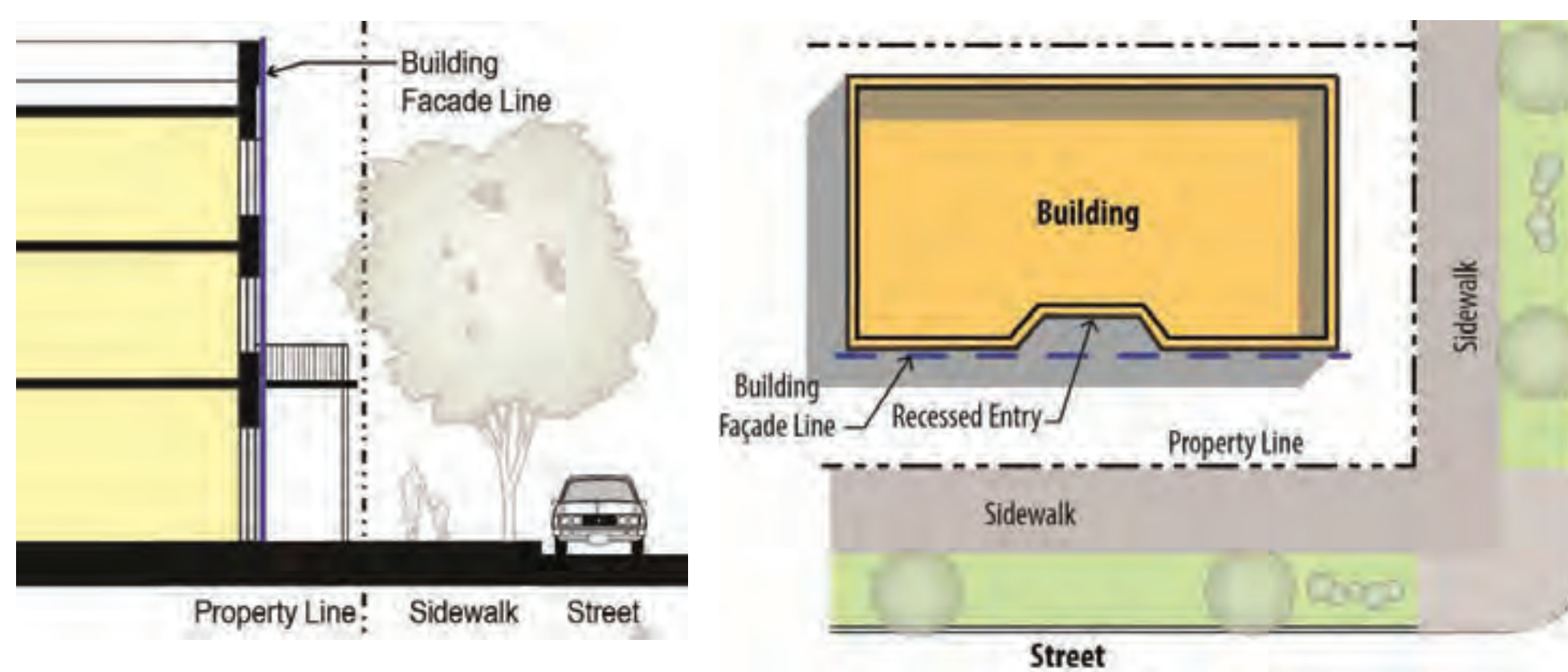
Zoning Bryan Texas

- Existing South College Zoning District
- Proposed Expansion of South College Zoning District



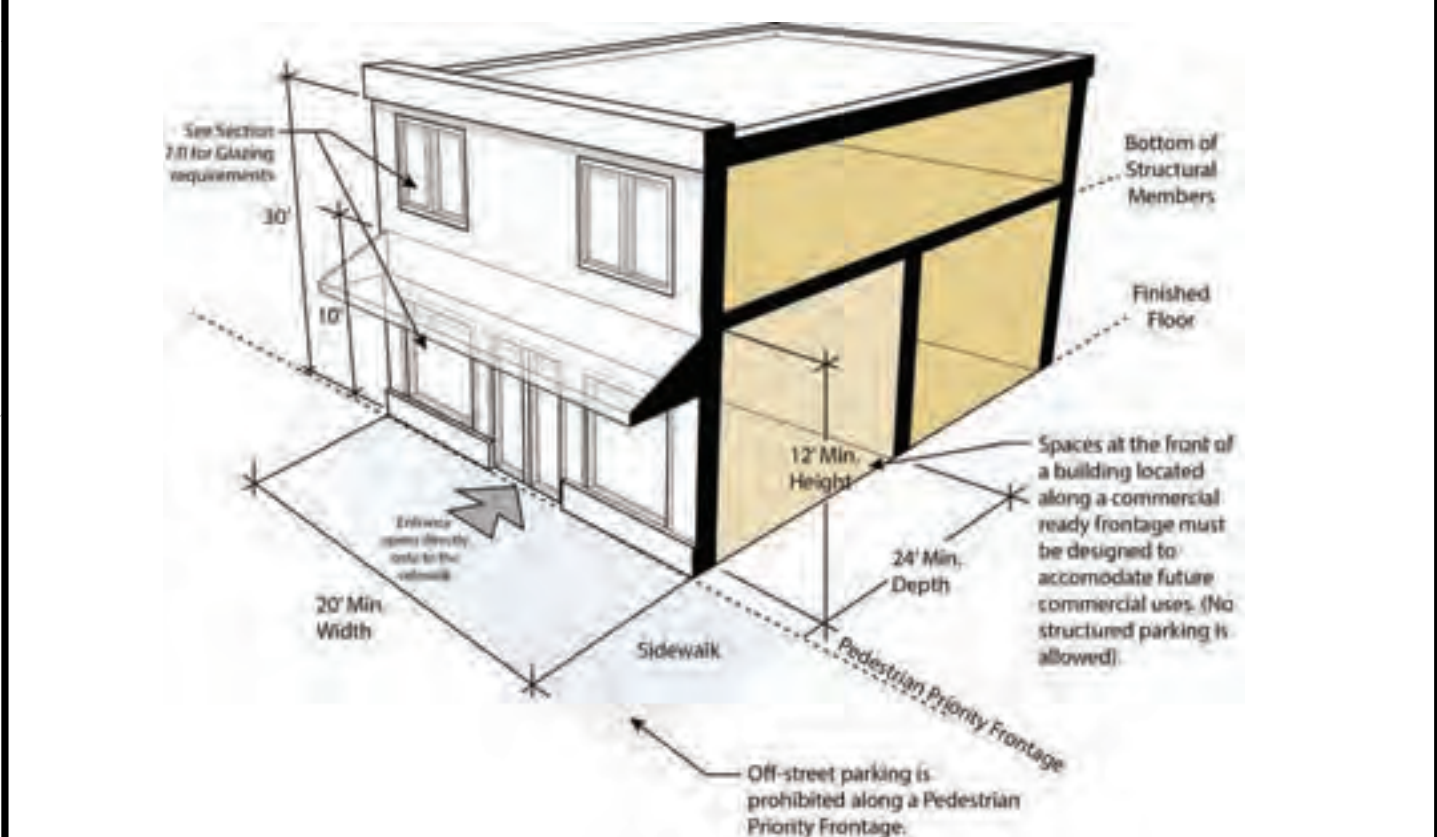
Lot Development Considerations

Guidance for coordinated zoning improvements include prescribed development standards, focused on building and parking placement.



Commercial Development Considerations

Guidance for building development and construction revolves around minimum design standards that maintain a human scale balance that supports walkability and bikeability along South College Avenue.



Gateway Catalytic Projects

Gateway Proposed Project



Older structures can be renewed with facade enhancements, and they can bring new life to the street while enhancing the character of the neighborhood

South Main Street gateway to the north to enhance the connection from Downtown to Midtown

A round-a-bout can serve as a gateway intersection, denoting wayfinding signage and providing aesthetic improvements

Redevelopment of the car lots with infill development opportunities

South College Avenue reinvented as a multi-modal street that connects Downtown to Midtown

Consolidated and shared parking allowing new development to be built on large lots

Infill development addresses the street frontage and allows pedestrian passages through to shared parking

Pedestrian crossings and bicycle connections across Texas Ave to connect east neighborhoods to South College Avenue and South Main Street

Texas Avenue reconstructed as a walkable urban thoroughfare with pedestrian amenities

Existing Conditions



Existing roadway is a collection of turn-off drives and "pork chop" islands that do not add any value to the pedestrian, bicycle or aesthetic conditions of the street. Significant intervention is required to become a gateway district.

Proposed Street Improvements



Improvements centered around the reinvention of the intersection could be done as a round-a-bout. The benefits of this new intersection is in how the vehicle flows from Texas Avenue to South Main Street and South College Avenue. It also has a net benefit on additional pedestrian and bicycle facilities, art exhibit space and significant gateway feature opportunities.

Experience Imagery



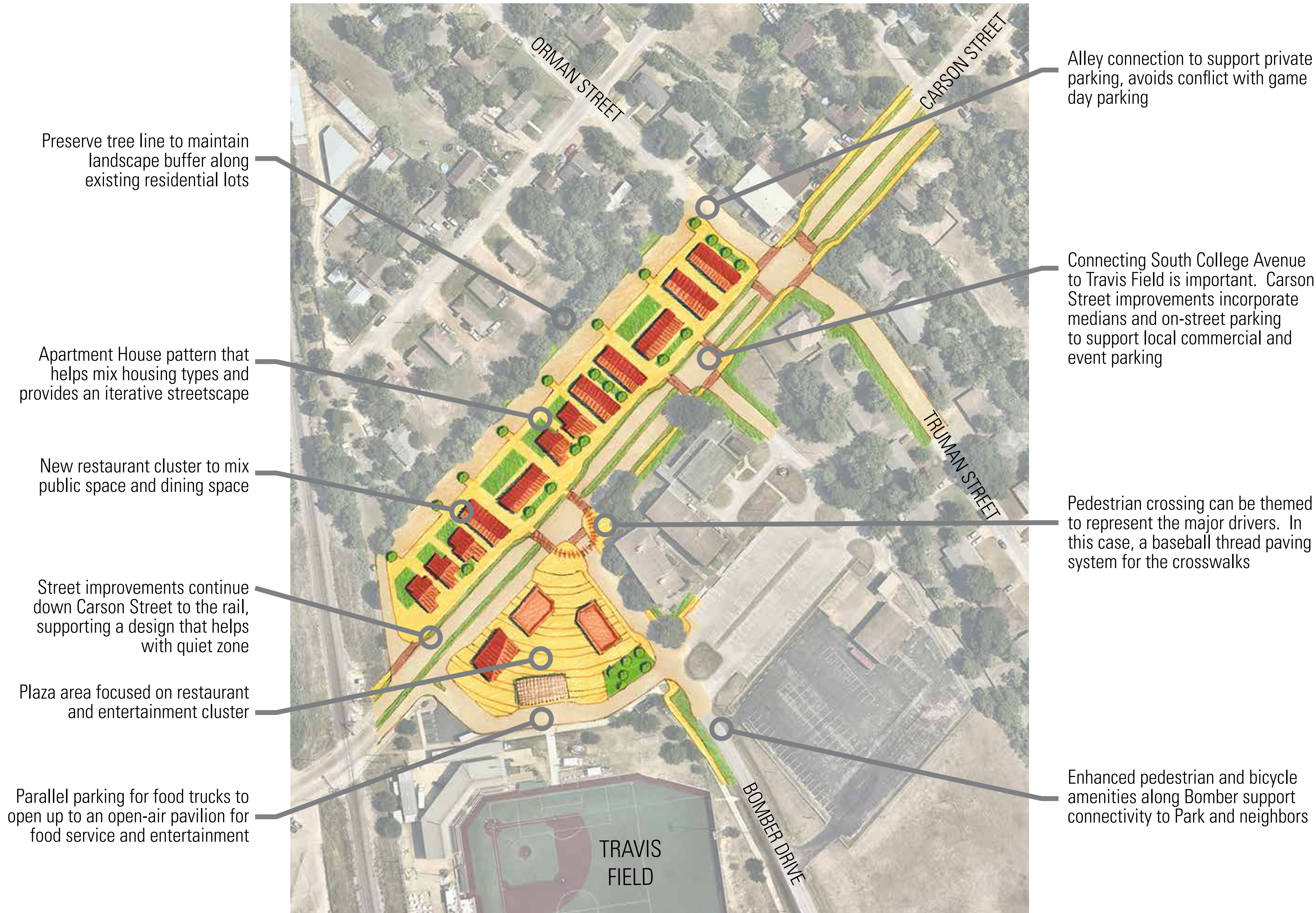
A new round-a-bout can move multi-modal traffic at a defined pace, while also signifying the entry to a district



Gateway art features that denote the entrance to the district

Railyard Catalytic Projects

Railyard Proposed Project



Existing Conditions

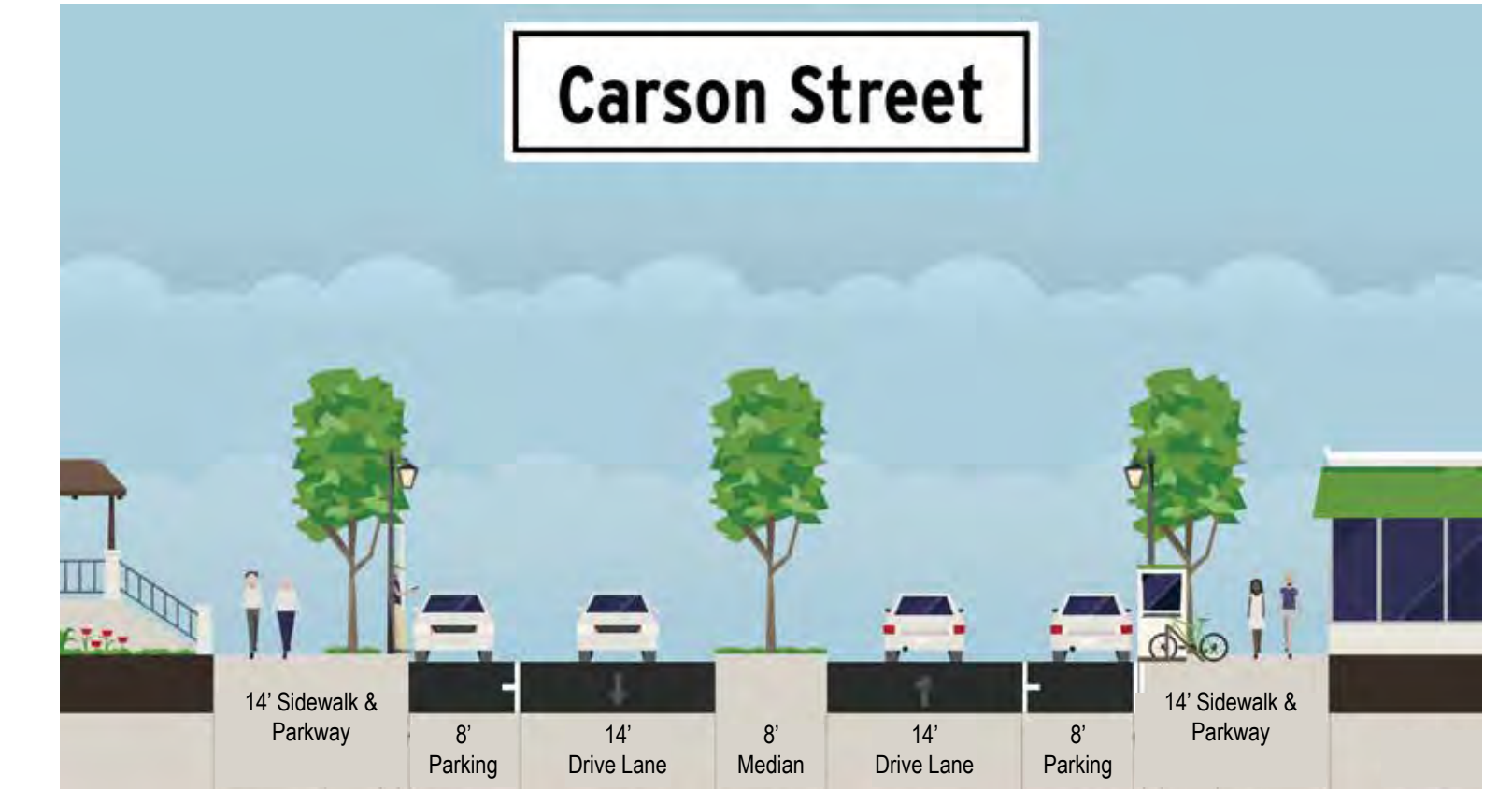


Existing roadway lacks pedestrian connectivity at a major entertainment venue within a neighborhood. Need to provide multi-modal options within these neighborhood streets.

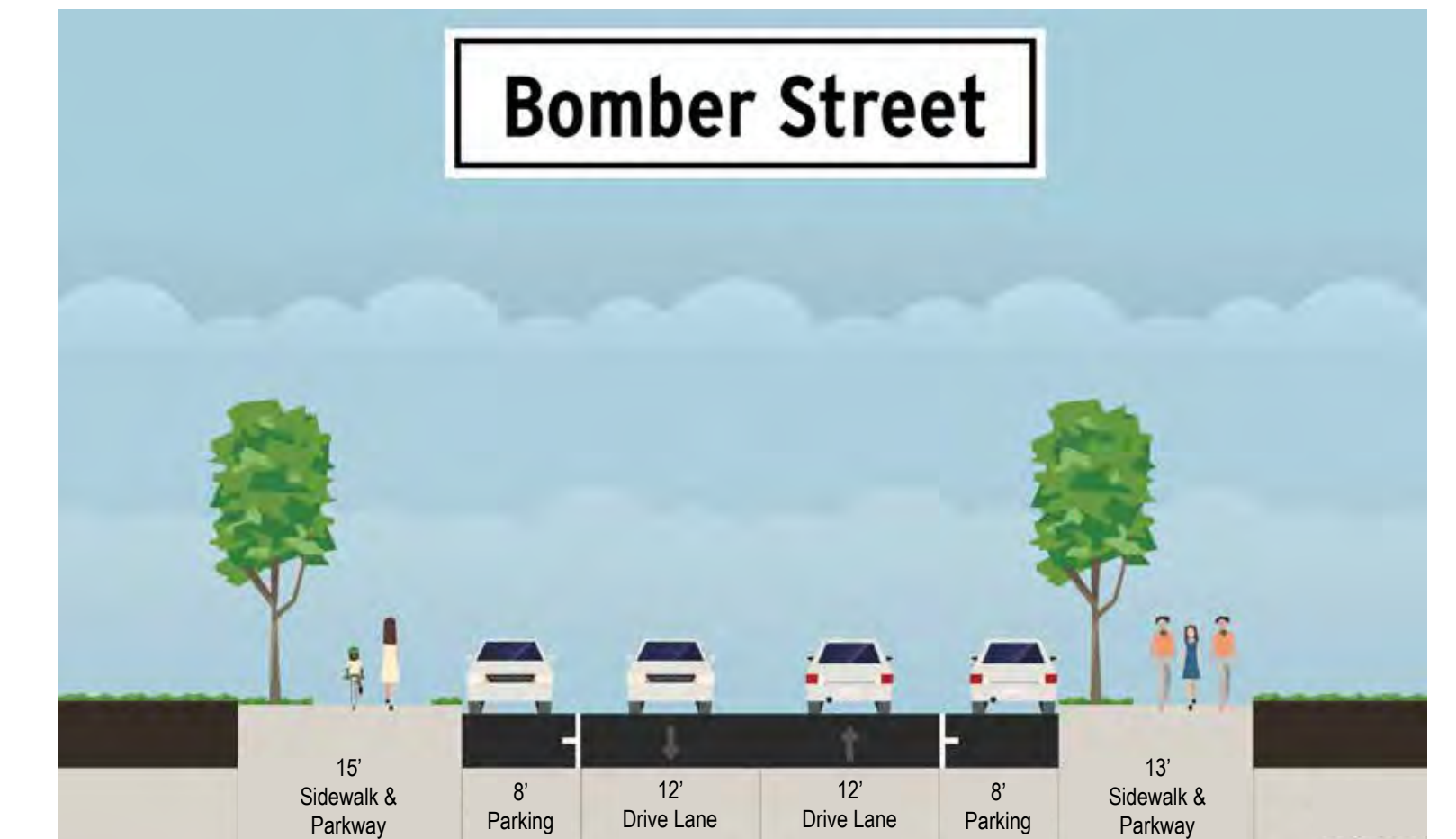


Lack of tree/shade coverage shortens the length that pedestrians are willing to walk. Take advantage of excellent walking path by extending it to the park, neighborhoods and activity on Carson.

Proposed Street Cross Sections



Proposed Typical Street Section for Carson Street - Median may be inverted to provide for extra stormwater storage at key intervals. Where street trees are not feasible within the right-of-way. Recommend working with landowners to place street trees within private property along the sidewalk.



Proposed Bomber Drive Street Section adjacent to Travis Field - Provides better multi-modal connectivity around Travis Field. Includes extension of multi-modal trail system to provide better connectivity for adjacent neighborhoods.

Experience Imagery



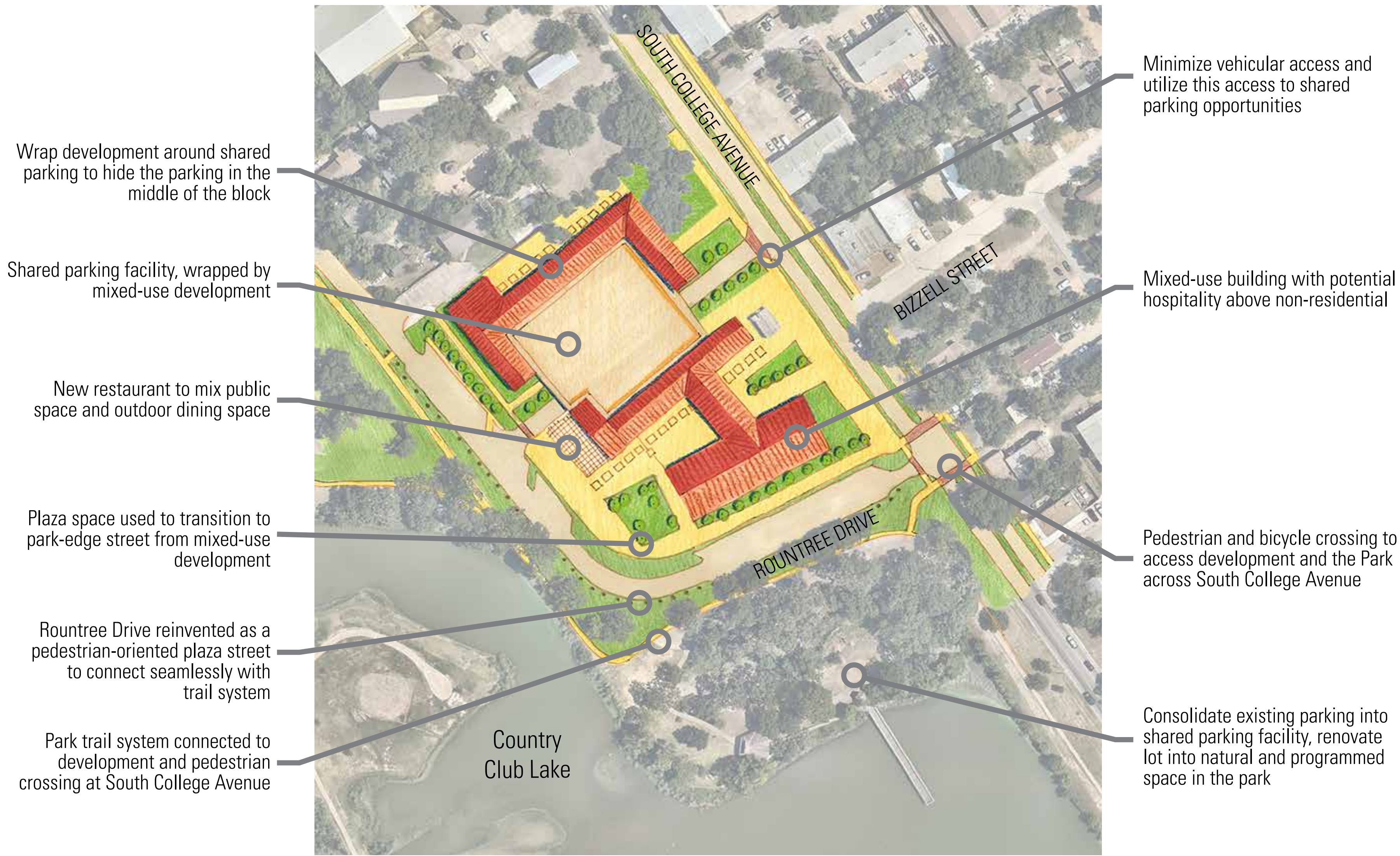
Outdoor spaces that create activity and shade. Ideally themed after the Bombers and orienting special events towards sports activities and utilizing outdoor plaza for spill-out space.



Using food trucks appropriately can build activity at special events and also to help create a node of activity that will eventually become a restaurant and entertainment cluster.

Park Catalytic Projects

Park Proposed Project



Existing Conditions

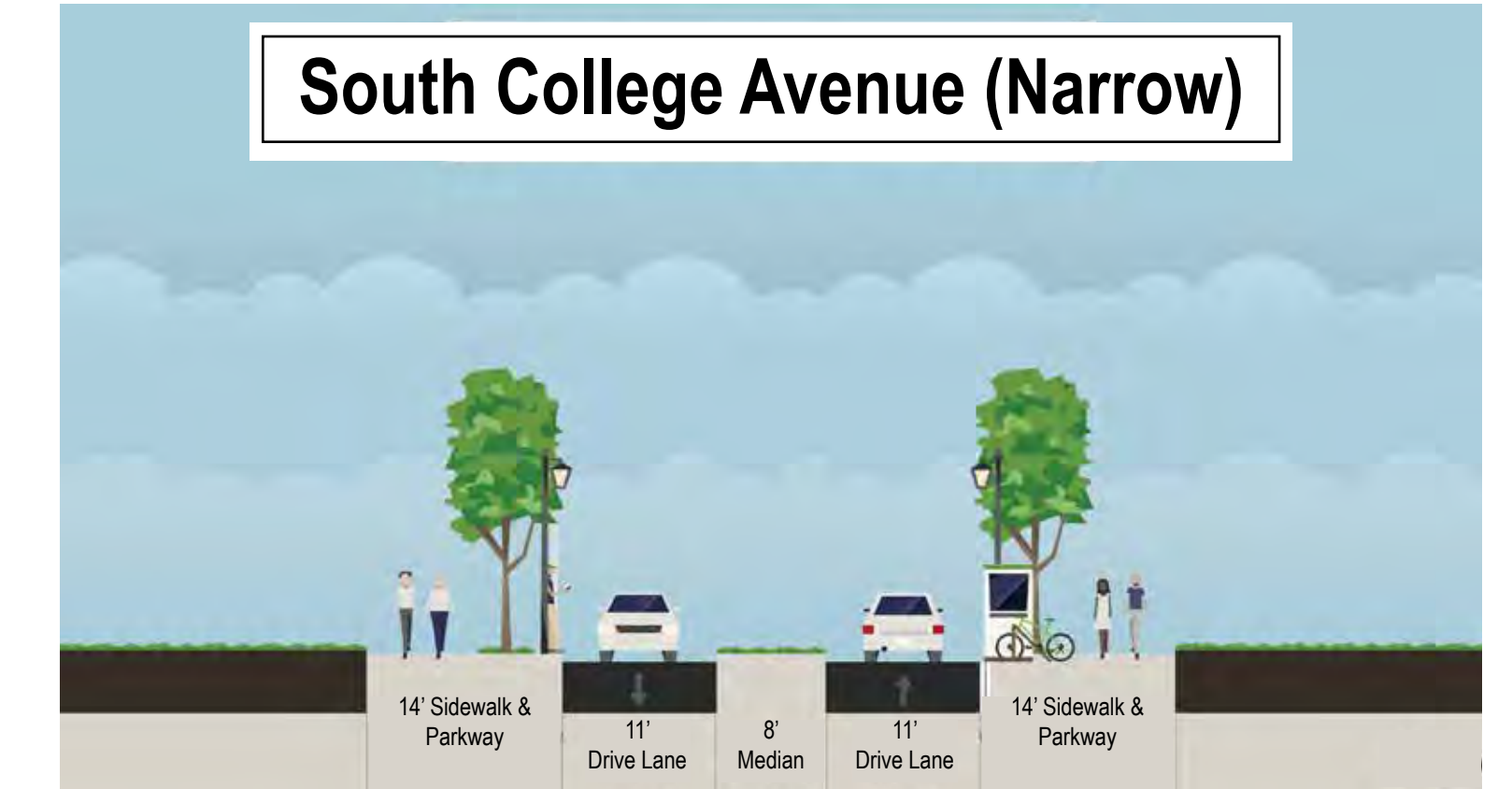


Existing roadway has a tight space for improvements and existing trees close to the curb. Minimal opportunity for on-street parking requires better use of alley access and shared parking.

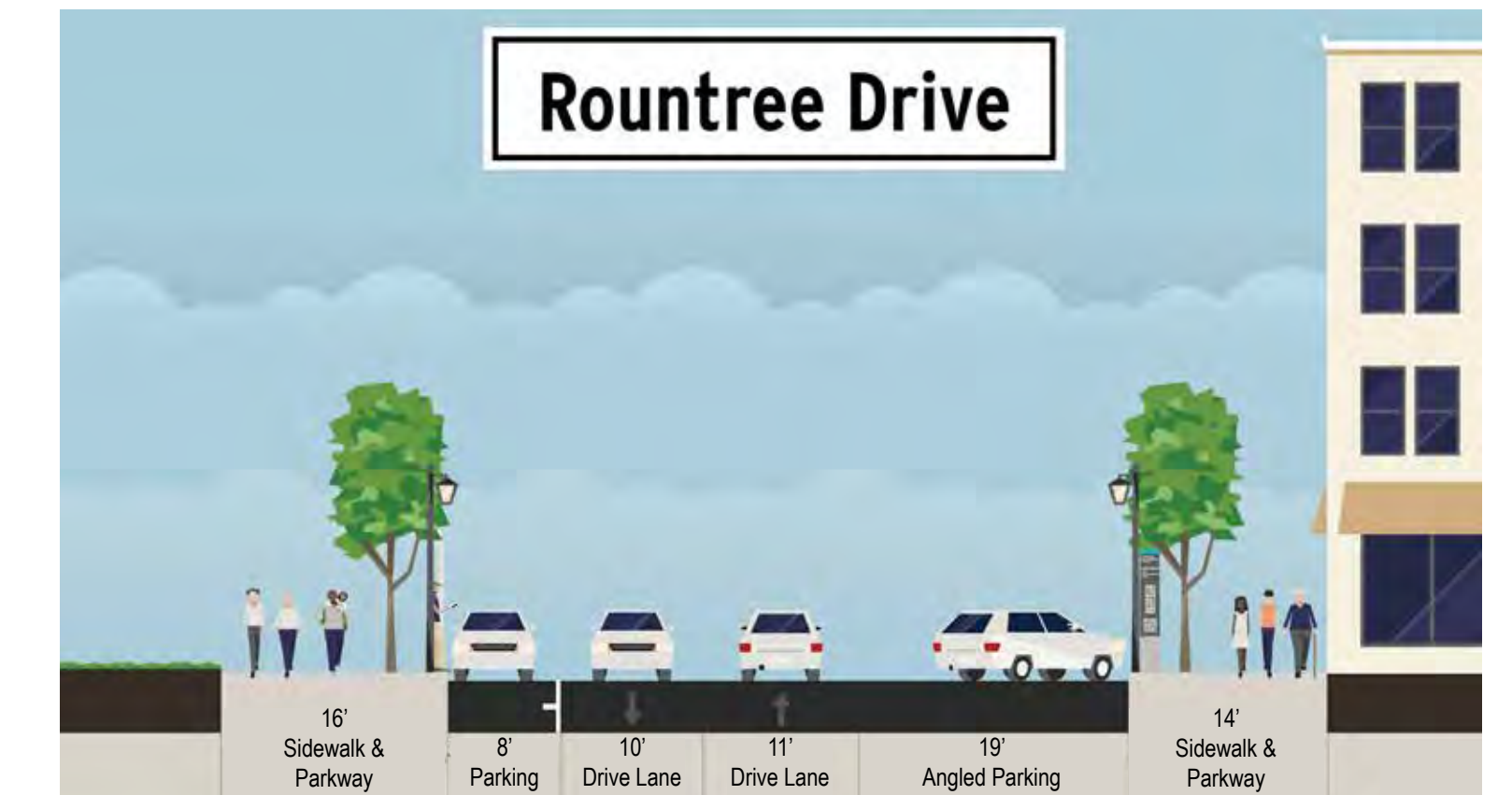


Rountree Drive, as a park-edge street, lacks pedestrian facilities, but has significant tree coverage. Take advantage of existing trees and connections to existing park trails.

Proposed Street Cross Sections



Proposed Typical Street Section for narrow South College Avenue - Median may be inverted to provide for extra stormwater storage at key intervals. Recommend avoiding existing trees and use pedestrian easements to keep continuous sidewalks around existing trees.



Proposed Street Section for Rountree Drive - Provides a pedestrian-first experience on a park-edge street plaza. Curb-less street promotes freedom for the pedestrian, where bollards tightly control vehicle maneuvering.

Experience Imagery



Mixed-use hospitality can add regular activity to the streetscape, while also serving as a valued resource for events, staging and conference meetings with healthy access to the park and its trail and recreation amenities.



Restaurants tied to the hotel can benefit from users of the hotel, but should remain as a separate entity to maintain autonomy from the hotel management, branding and financial structure. This restaurant can help elevate the services of the hotel.



Housing that matches the mixed-use hotel can wrap a shared parking facility and create a better edge than just a parking structure.



Select use of food trucks for activation in plaza spaces aligning with Park activities. This could be a great use for interim events on Rountree Drive.

Union Hill Catalytic Projects

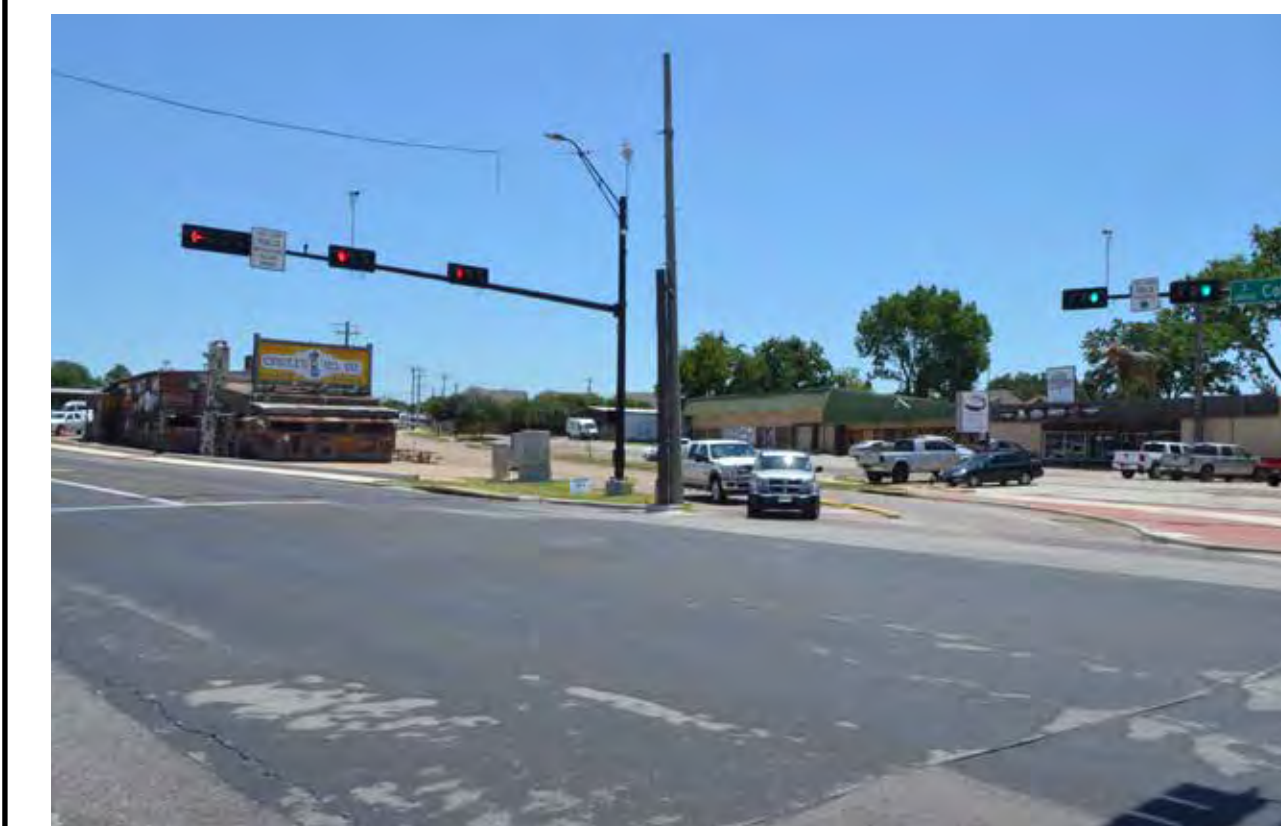
Union Hill Proposed Project



Existing Conditions



Lack of tree/shade coverage shortens the length that pedestrians are willing to walk. Tight walkways prohibit multi-modal use of streets and paths.

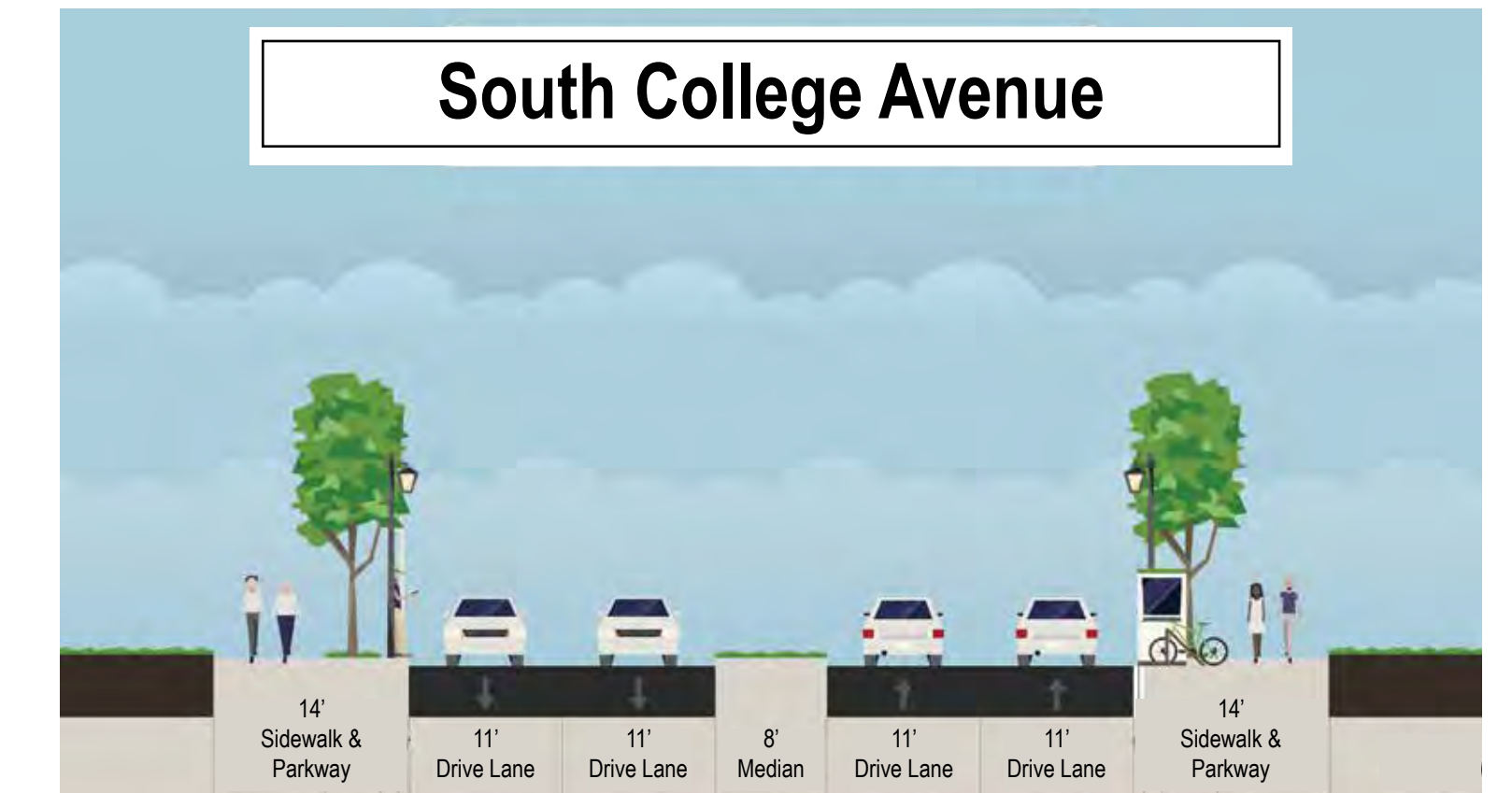


Missing or unidentified crosswalks discourage walkability

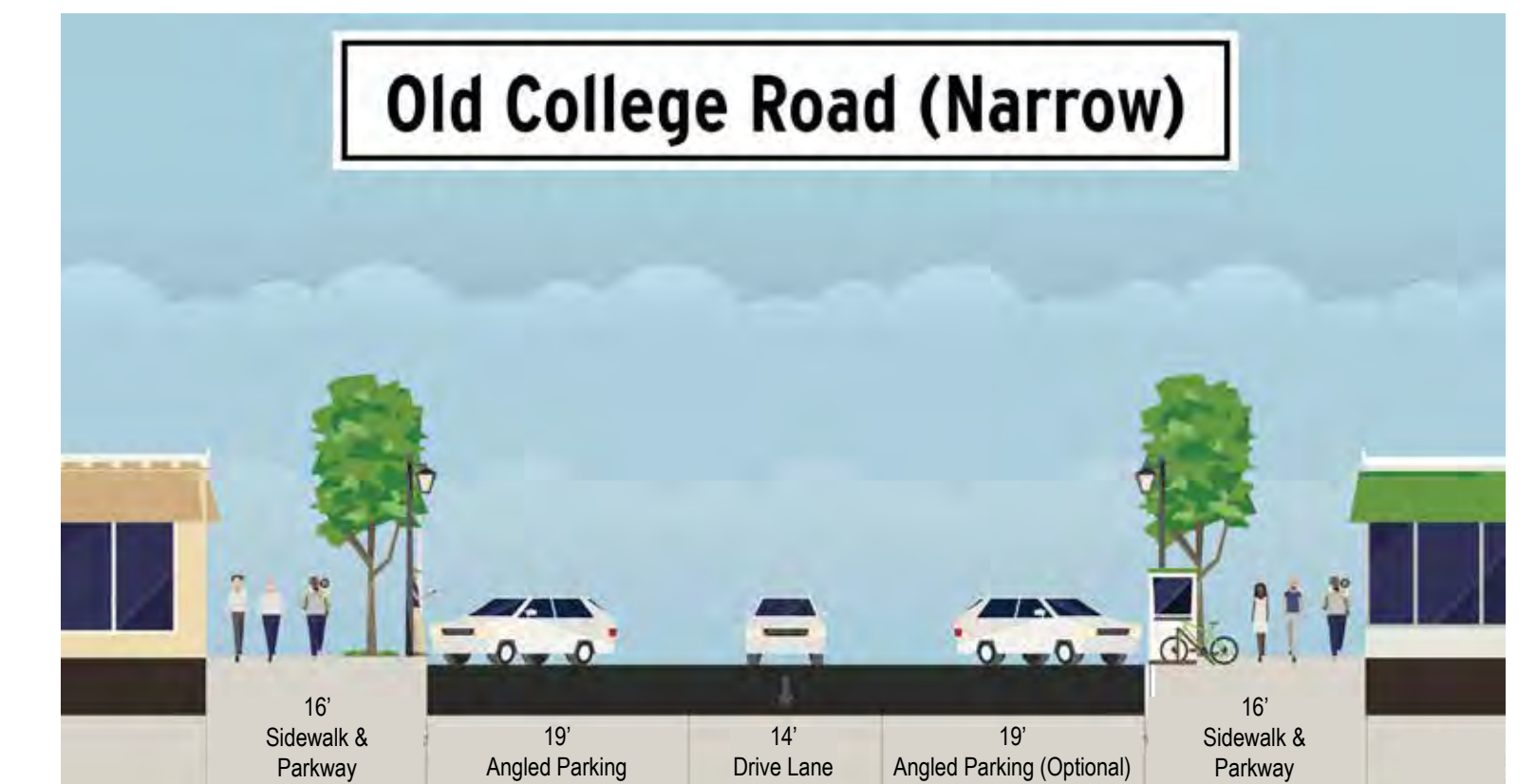


Pedestrian walkways should be relatively uninhibited by driveways. Sidewalks should be used on both sides of the street in areas that are envisioned to be walkable entertainment areas.

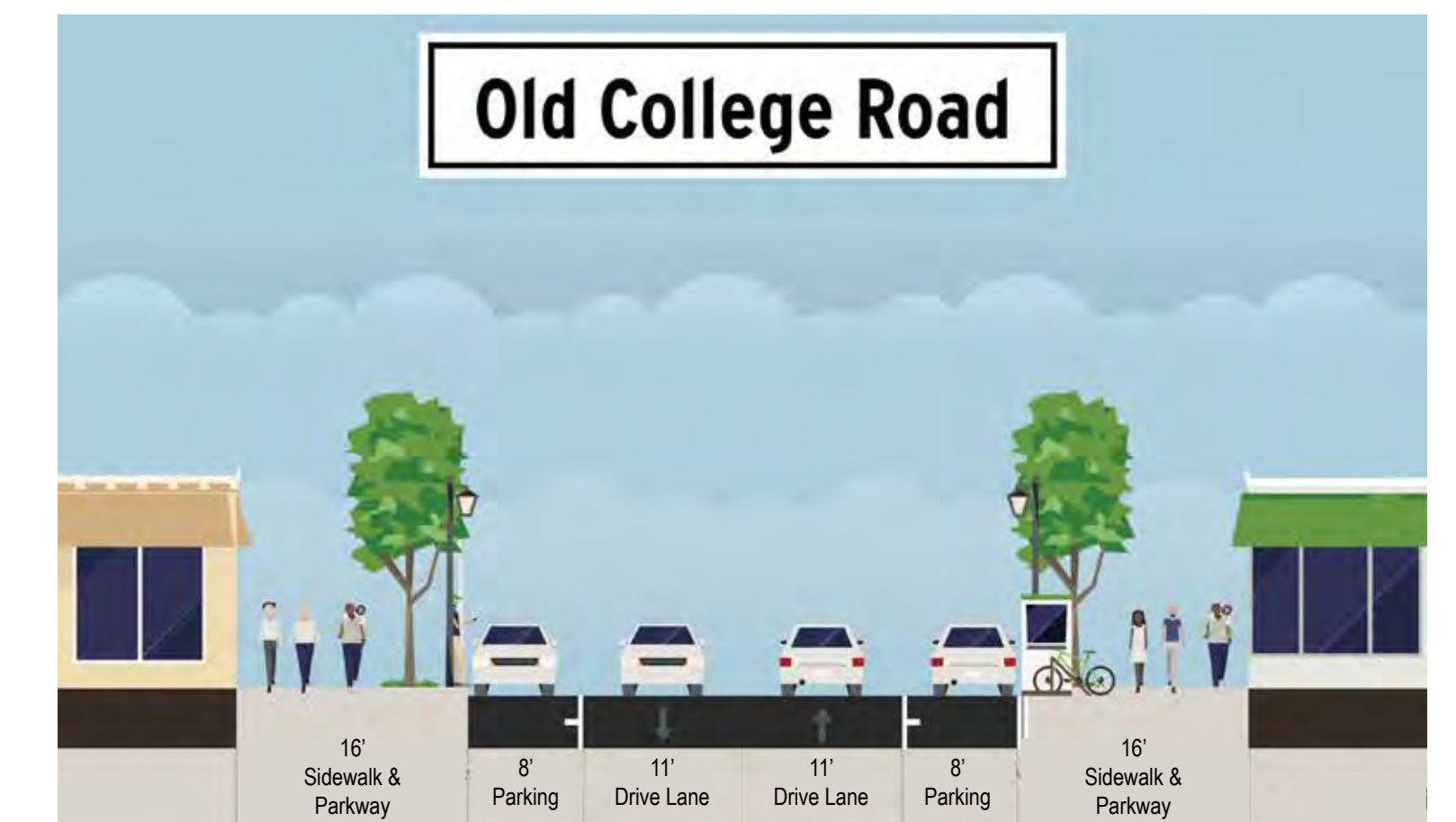
Proposed Street Cross Sections



Proposed Typical Street Section for South College Avenue - Median may be inverted to provide for extra stormwater storage at key intervals. Where street trees are not feasible within the right-of-way. Recommend working with landowners to place street trees within private property along the sidewalk.



Proposed Select Street Section adjacent to Chicken Oil - Provides better traffic flow from Pleasant to new round-a-bout. Includes a fresh streetscape to provide better connectivity for adjacent restaurant uses



Proposed Typical Street Section - Multi-modal streets should treat each mode equally, providing the recommended allocation of right-of-way, and encourage awareness and steady speeds for each mode.

North of Northgate Projects

North of Northgate Proposed Project



Existing Conditions



College Main Street is complete and well designed for walkability. As new development comes in, requirements for sidewalk edge street trees will be needed for shade over the street.



South College Avenue needs to serve as a gateway into Bryan and Midtown. Realizing a walkable, bikeable street section will enhance the entranceway and encourage cars to slow down as they enter the City and Midtown.



Jefferson Street is a good example of street improvements as development occurs on the full block.



Aspen is a typical neighborhood street that incorporates old growth trees and accommodates local traffic.

Experience Imagery



Townhomes facing a pedestrian walkway. Alleys to garage allow for these desirable amenities to existing in the front of the townhomes.



Framing the street, like College Main Street, creates an enticing environment that guides pedestrians along the street from node to node in Midtown



Non-residential in mixed-use placed at strategic corners



Select use of food trucks for activation in plaza spaces aligning with development along College Main Street



Existing multi-unit homes in Bryan speak to a compatibility between for-rent and for-sale housing in Midtown



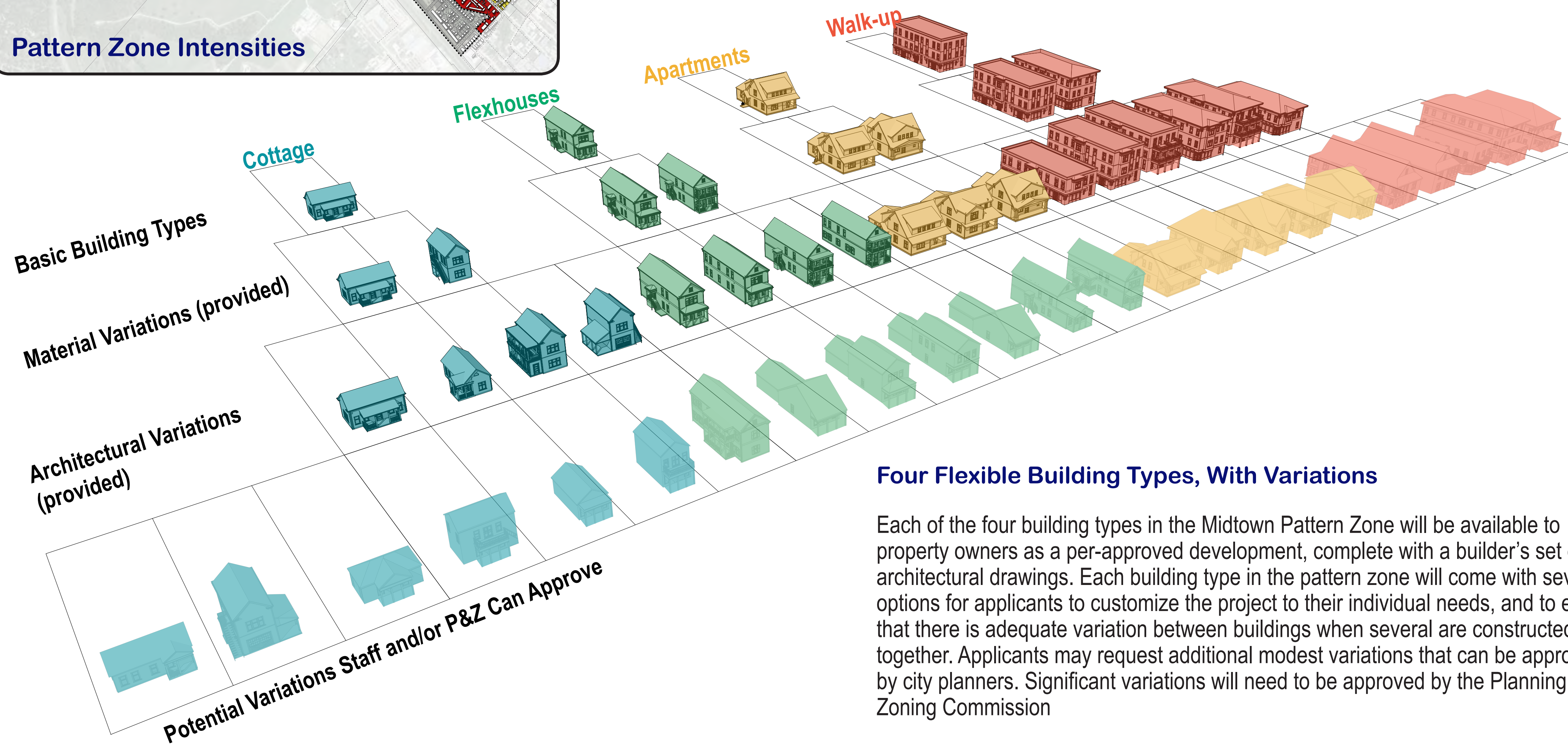
Midtown Pattern Zone

How Pattern Zones Work

Pattern zones are a complementary strategy that follows from improvements to the South College Avenue. Demand for new and more diverse housing in Midtown is already strong and is poised to grow as public improvements are constructed. A pattern zone is a new pathway for project approvals that lets applicants choose from a set of pre-permitted buildings. Pre-permitting buildings with site development guidelines results in faster permitting, better design, and lower costs.

- A pattern zone pre-permits a set of buildings to make appropriate development easier for everyone.
- Buildings in a pattern zone are designed to match the city's unique architecture and feel familiar after they are completed.
- Different buildings and building heights are pre-permitted in different places, on a block-by-block basis.
- Site development guidelines ensure high-quality projects that make city streets look and function better.
- Using a pre-permit is voluntary for property owners. Custom projects that meet the development standards can still be approved.

Pattern Zone Intensities



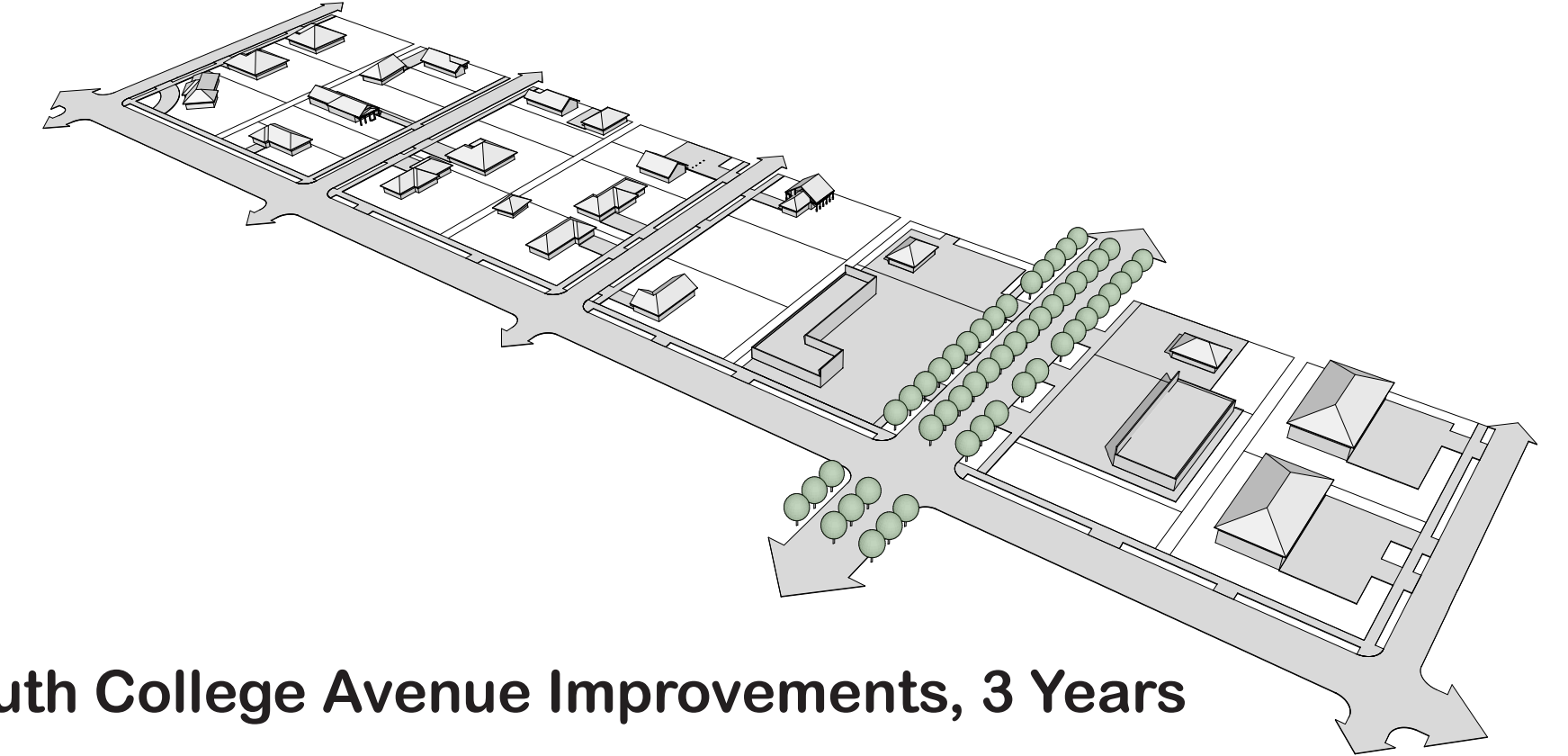
Four Flexible Building Types, With Variations

Each of the four building types in the Midtown Pattern Zone will be available to property owners as a pre-approved development, complete with a builder's set of architectural drawings. Each building type in the pattern zone will come with several options for applicants to customize the project to their individual needs, and to ensure that there is adequate variation between buildings when several are constructed together. Applicants may request additional modest variations that can be approved by city planners. Significant variations will need to be approved by the Planning and Zoning Commission

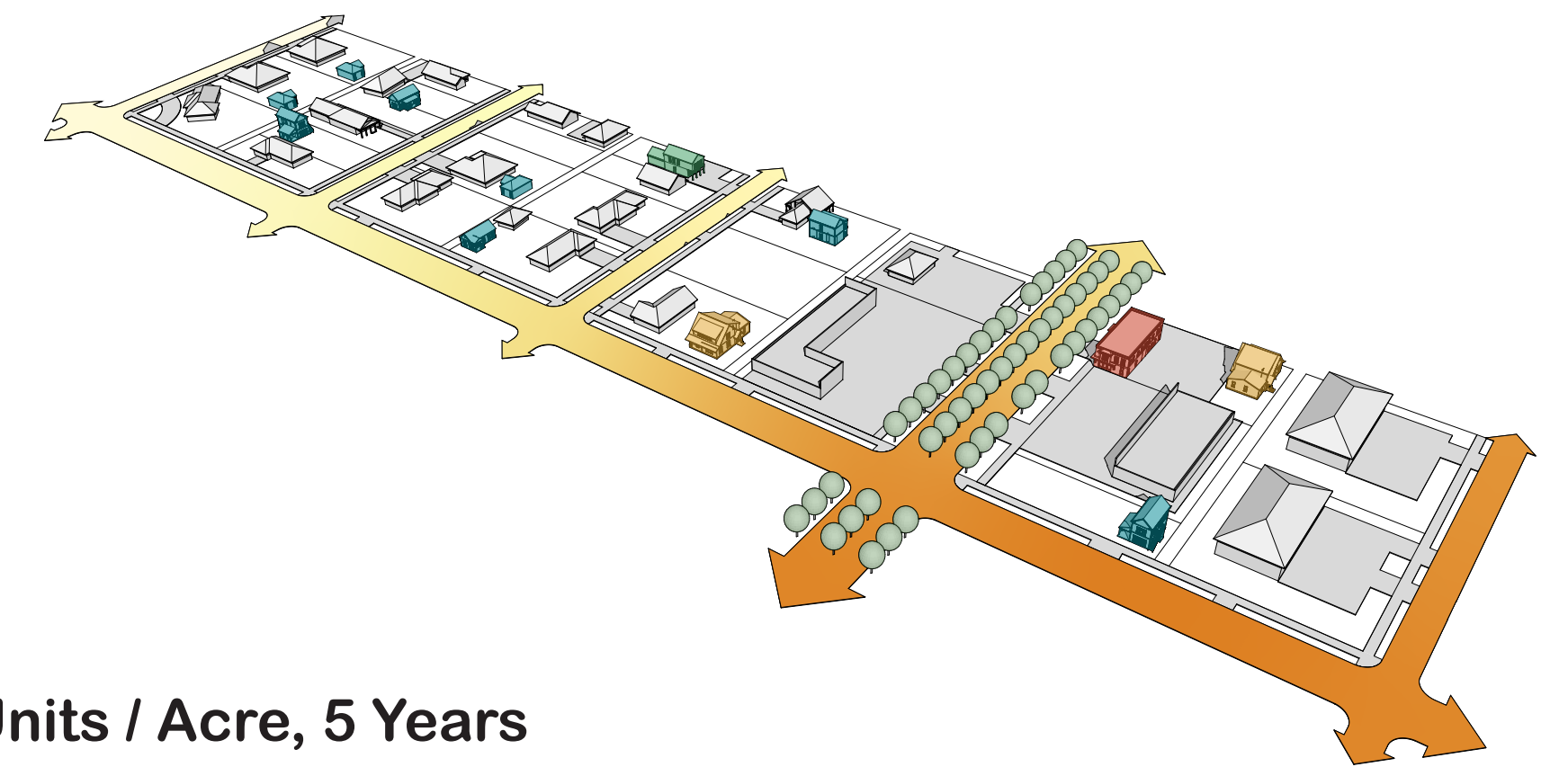
Midtown Growth Scenario



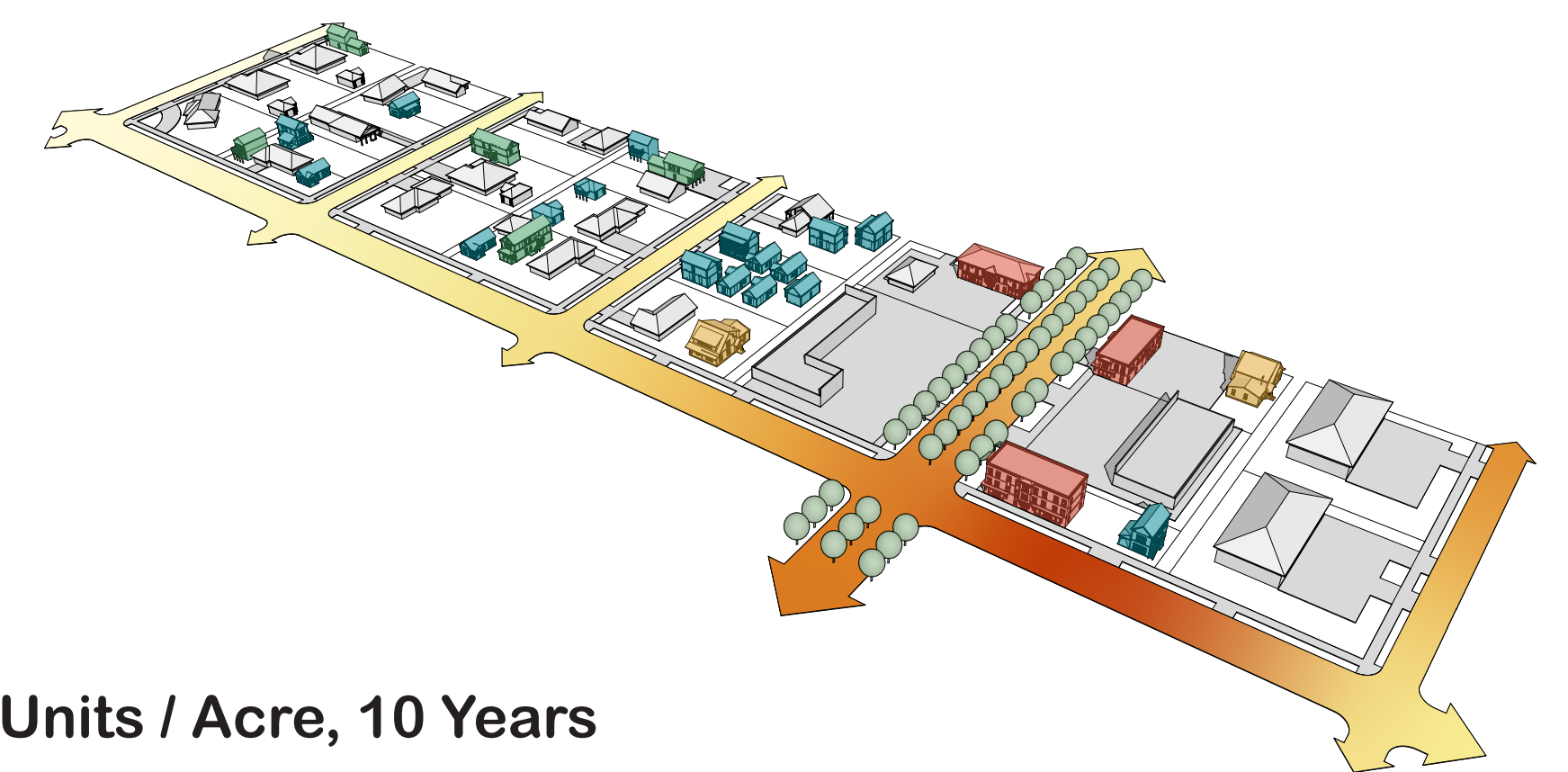
Typical Midtown Neighborhood, 3 Units / Acre



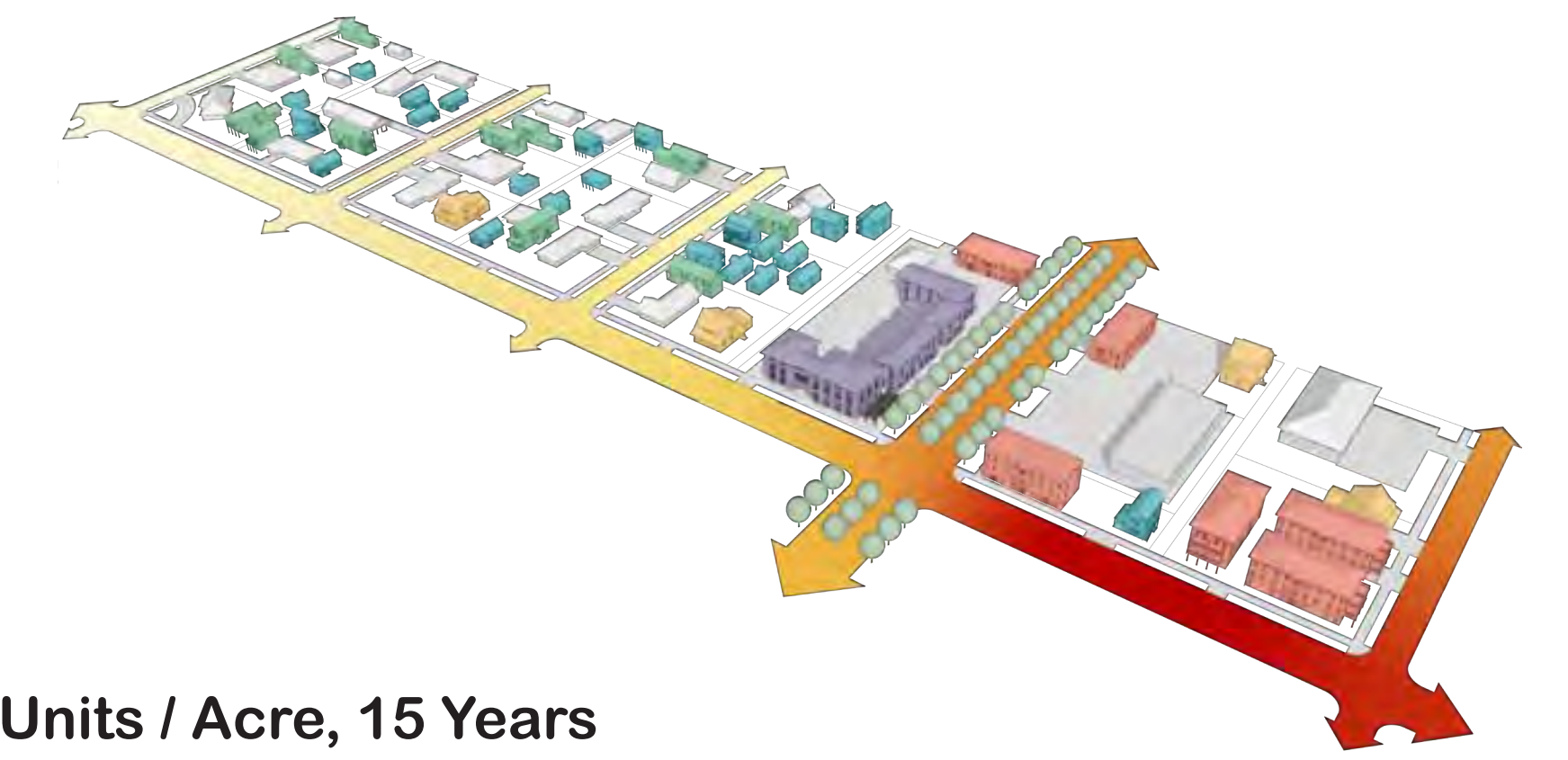
South College Avenue Improvements, 3 Years



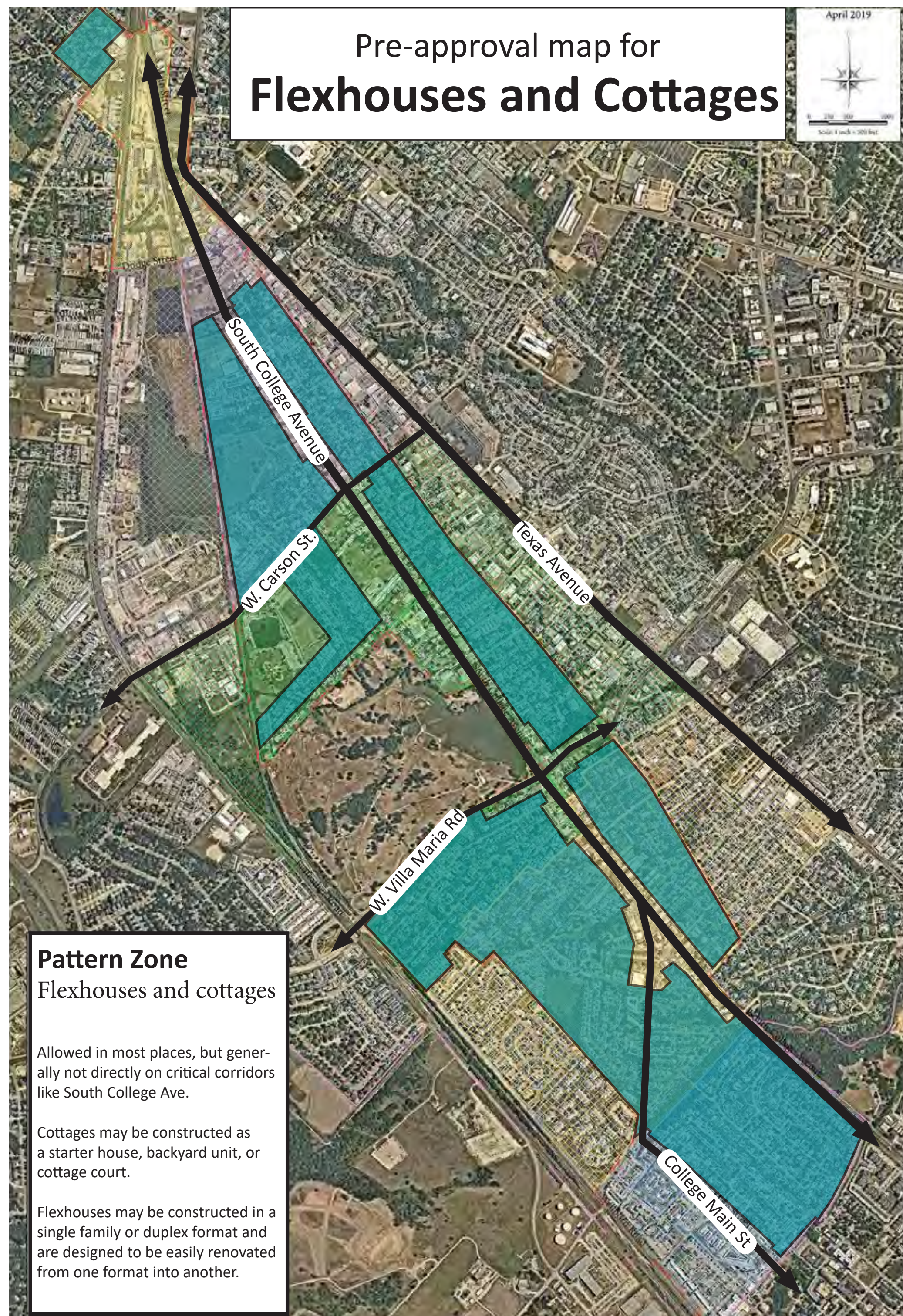
6 Units / Acre, 5 Years



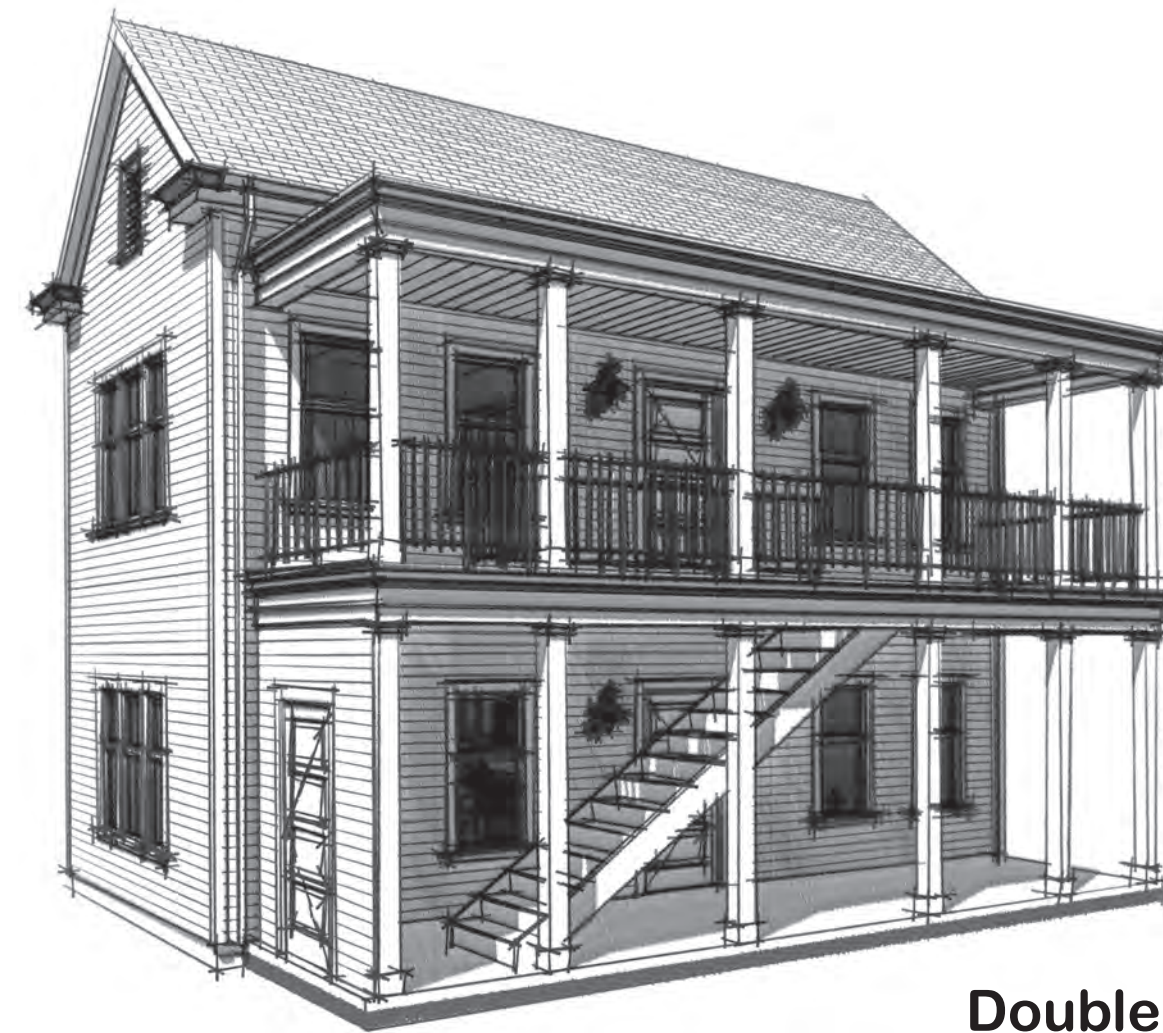
12 Units / Acre, 10 Years



18 Units / Acre, 15 Years



Cottage Court with Double Porch type in front and Single Story behind



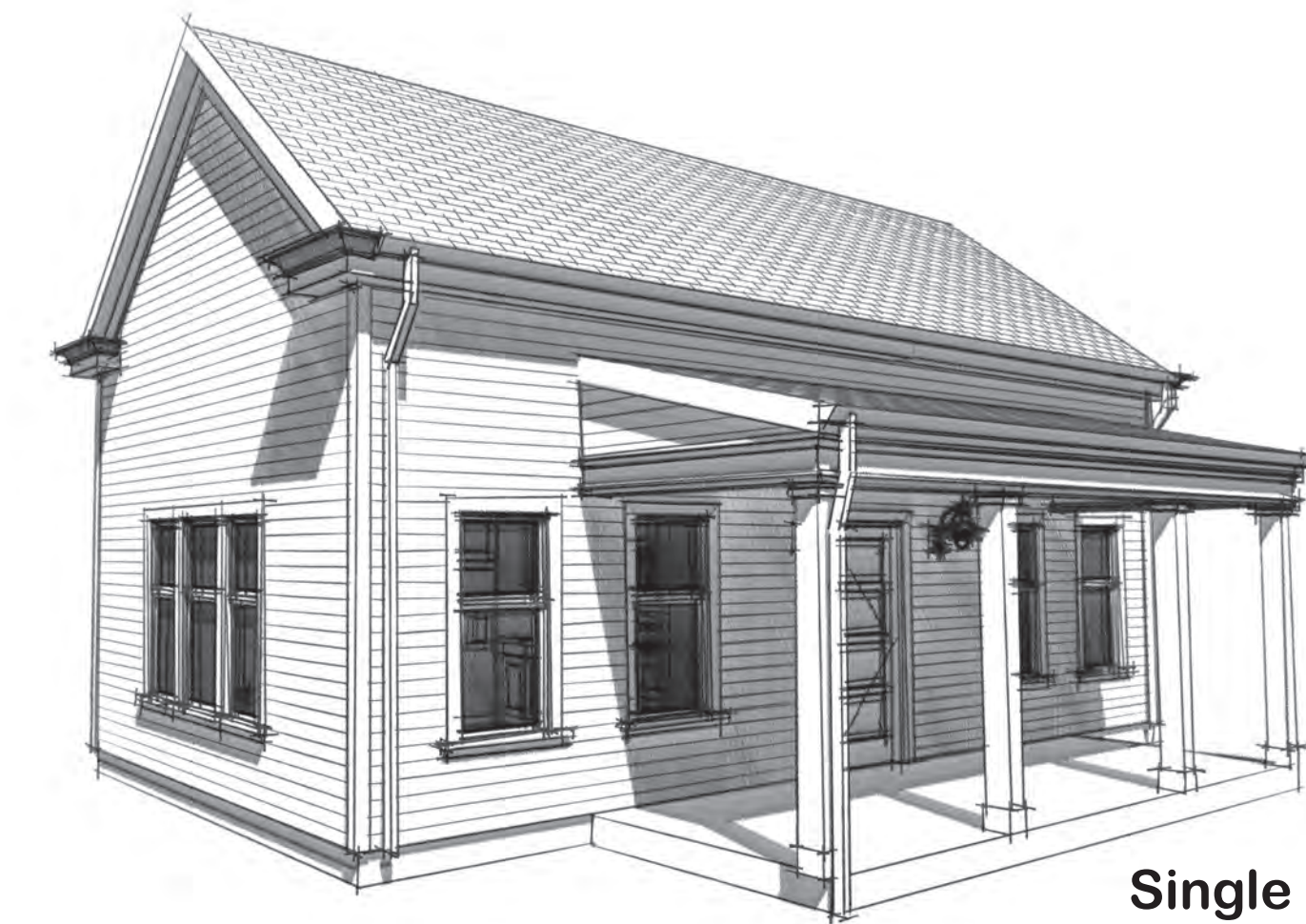
Double Porch Twin Apartment



Two-Story Garage Apartment



Two-Story Twin Apartment



Single Story

Midtown Cottage

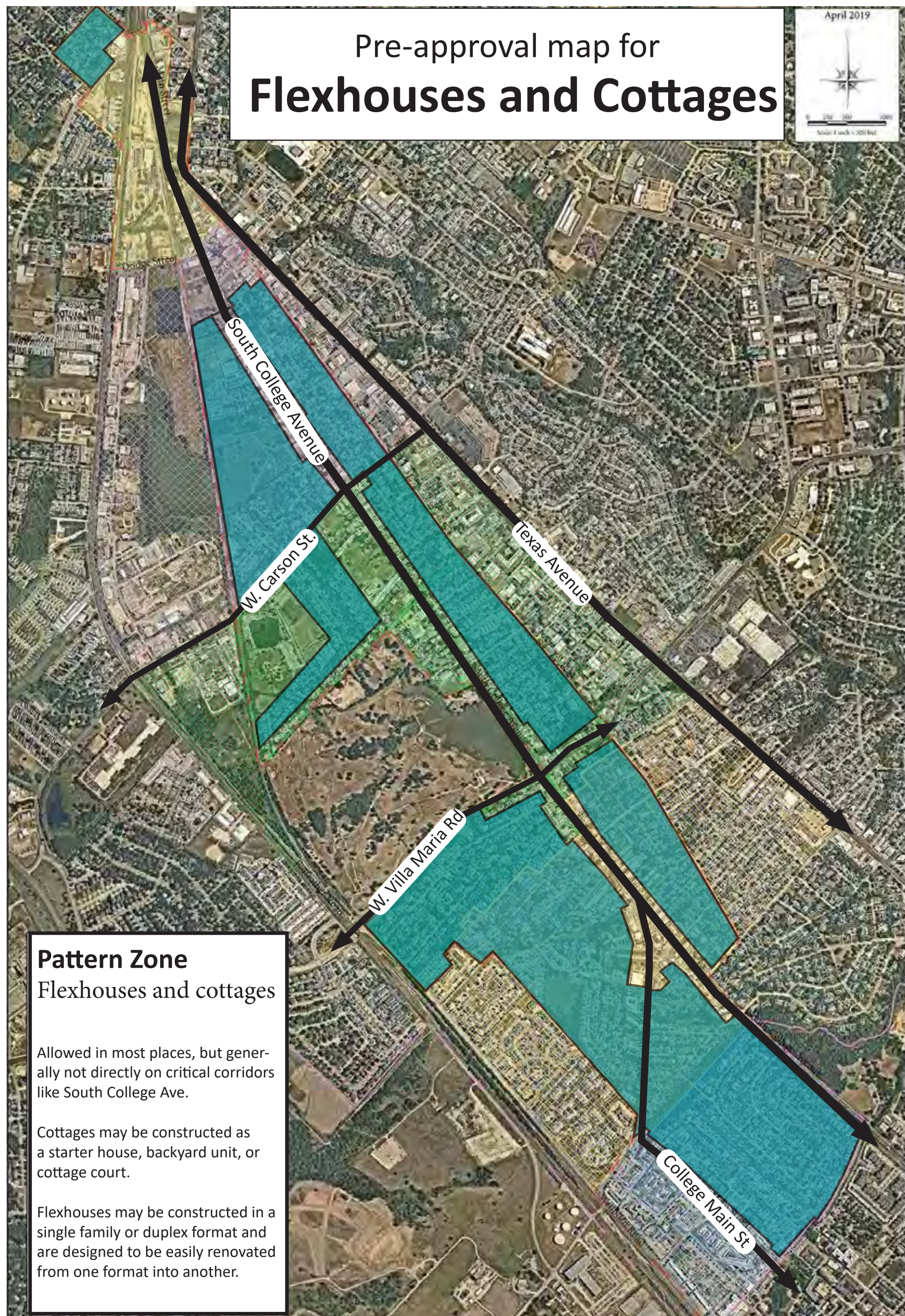
Maximum Flexibility in a Small Footprint

The Cottage is an adaptable building that offers variable functionality through a modular design.

When constructed with an optional second story, the lower level serves either as a garage, or a fully accessible apartment. Builders have the option of adding a carport to increase automobile storage. The second level is accessed via an exterior stair which saves valuable floor space and allows both levels to utilize similar floor plans.

The second level efficiently stacks plumbing over the first level, but offers a bathroom arrangement that is more conventional. In situations where accessibility is not required, the second level plan can be used on both levels.

The Cottage can be built in a variety of different site conditions, either as a standalone primary structure fronting the street, a backyard cottage ("Accessory Dwelling Unit"), or several cottages can be built together to form a courtyard format.



Single Porch Flex House



Double Porch Flex House



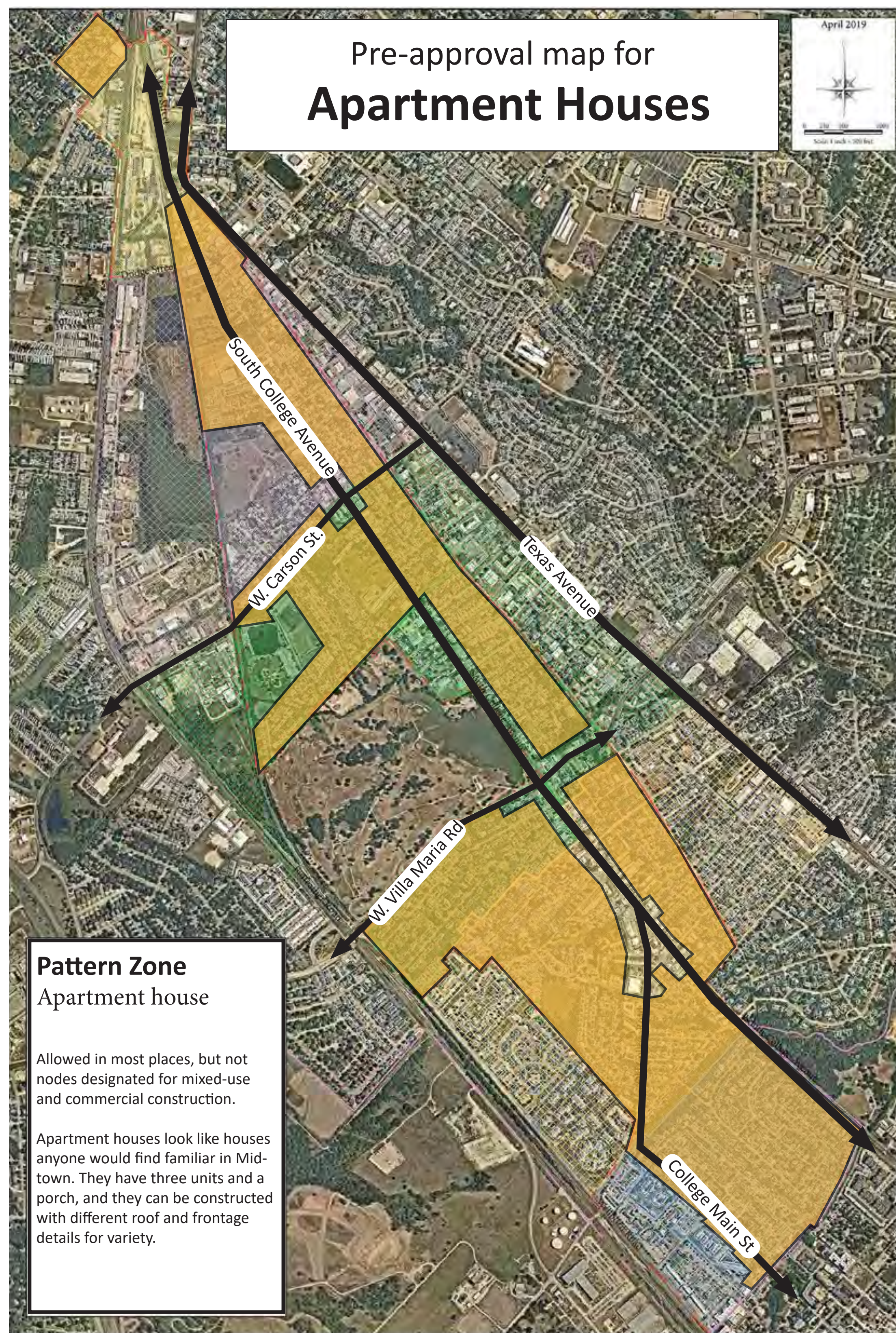
Single Porch Flex House with Cottage ADU Behind

Flex House

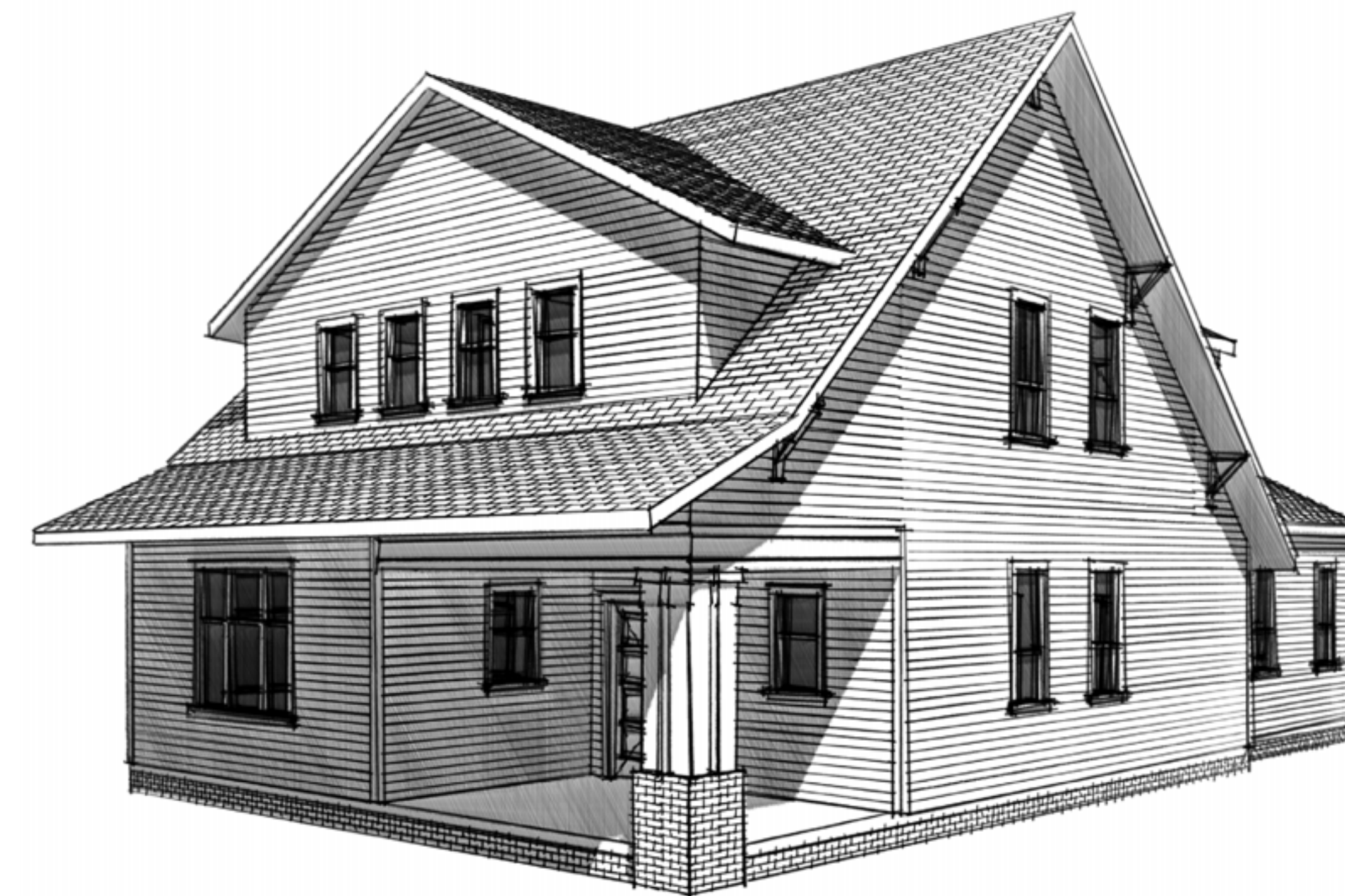
Single Family Home or Twin and Back Again

Flex House is a simple two-story 1,800 square foot building that adds duplex functionality to a single-family house. In its most basic form, it offers an efficient four bedroom, two and 1/2 bath arrangement with a master bedroom on the ground floor.

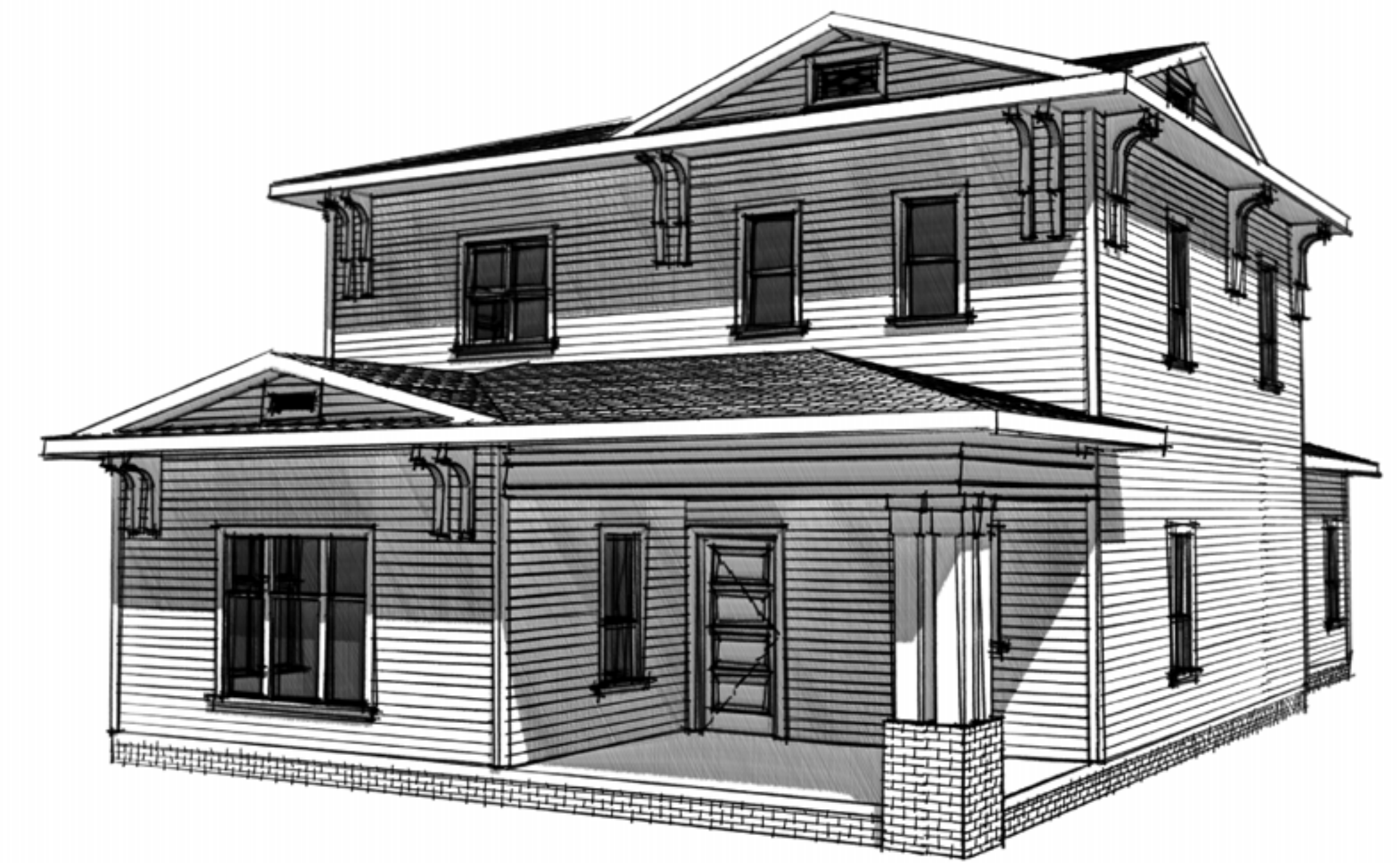
With very minimal changes, the house can be made into a stacked "one over one" duplex. In this configuration, the building offers a generous one bedroom, one and 1/2 bath apartment with a front porch on the lower level, and a two bedroom, one bath apartment on the second level that is accessed via a private entrance on the side of the building.



Shed Dormer Apartment House



Gable Dormer Apartment House



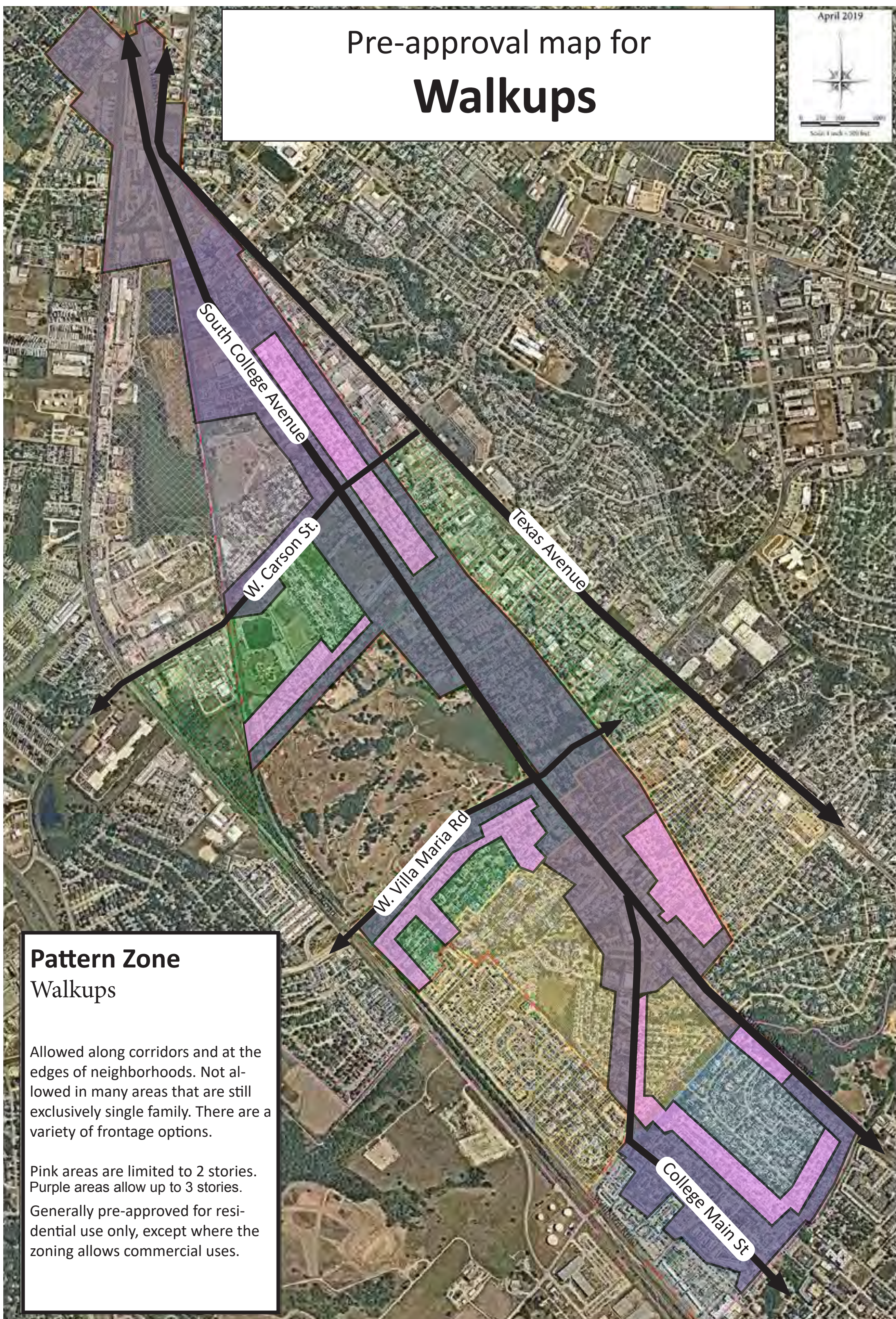
Low-Slope Apartment House

Apartment House

Gentle Density for Existing Neighborhoods

The Apartment House is a context sensitive approach to adding gentle density within an existing neighborhood. From the street, the building presents as a 1.5 story single-family house. Within the building, three modest but dignified apartments offer a variety of sizes and amenities.

Unlike similarly sized buildings that provide separate sleeping areas with a common kitchen and living area, the apartment house has three fully independent housekeeping units with only a small stairwell shared between them. Separate living units reduce the building's individual household sizes to numbers that are more consistent with small families living in typical existing neighborhoods.



Three-Story Brick Mixed-Use Walk-ups with Optional Architectural Detailing



Midtown Walk-Up

Neighborhood Oriented Mixed-Use Apartment Building

Residential or mixed-use, two or three stories, the Walkup Apartment is a classic of American cities. This updated version maximizes a small footprint by providing up to twelve individual one-bedroom units in a three-story wood-frame building with no elevator.

Two story residential and mixed-use versions of this building may be constructed from the provided builder's sets without the need to hire an architect.

Applicants wishing to build any three-story version of the building will be required by the State of Texas to retain the services of a licensed professional architect. Applicants are welcome to use any qualified architect for these services. As a convenience to applicants, the city has pre-negotiated these services at a reasonable rate for those applicants looking for a referral.



Three-Story Fiber Cement Mixed-Use v with Optional Architectural Detailing

