

The Bottom

Infrastructure and Housing Improvement Update

February 19, 2019

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Presentation Outline

- Background
- Initial infrastructure improvement plan and summary of community input/concerns
- Modified infrastructure improvement plan and phasing
 - Phase 1: Scope, design and estimated schedule
 - Phase 2: Scope, preliminary design concept, estimated schedule
- Housing Redevelopment Plan
- City Authorized Rezoning
- Next Steps



Background

- June 2008: City of Dallas contracted with Texas Heavenly Homes to acquire and redevelop properties in the Bottom
- 2012 – 2015: The City of Dallas, with community input, developed the Bottom Urban Structure and Guidelines Plan
- April 8, 2015: City Council adopted the Urban Structure and Guidelines as the development vision for the Bottom
- August 2016: City of Dallas contracted with Dal-Tech Engineering to design street, water and waste water infrastructure improvements
- 2016-17: Flood plain study was completed by Halff Associates for the City of Dallas to establish updated boundaries for the 100-year regulatory floodplain
- September 2016: Dallas Housing Acquisition & Development Corporation contracted with Redline Development Group (B & J Custom Homes) to build 10 new single-family homes on Land Bank lots in the Bottom



Background (Continued)

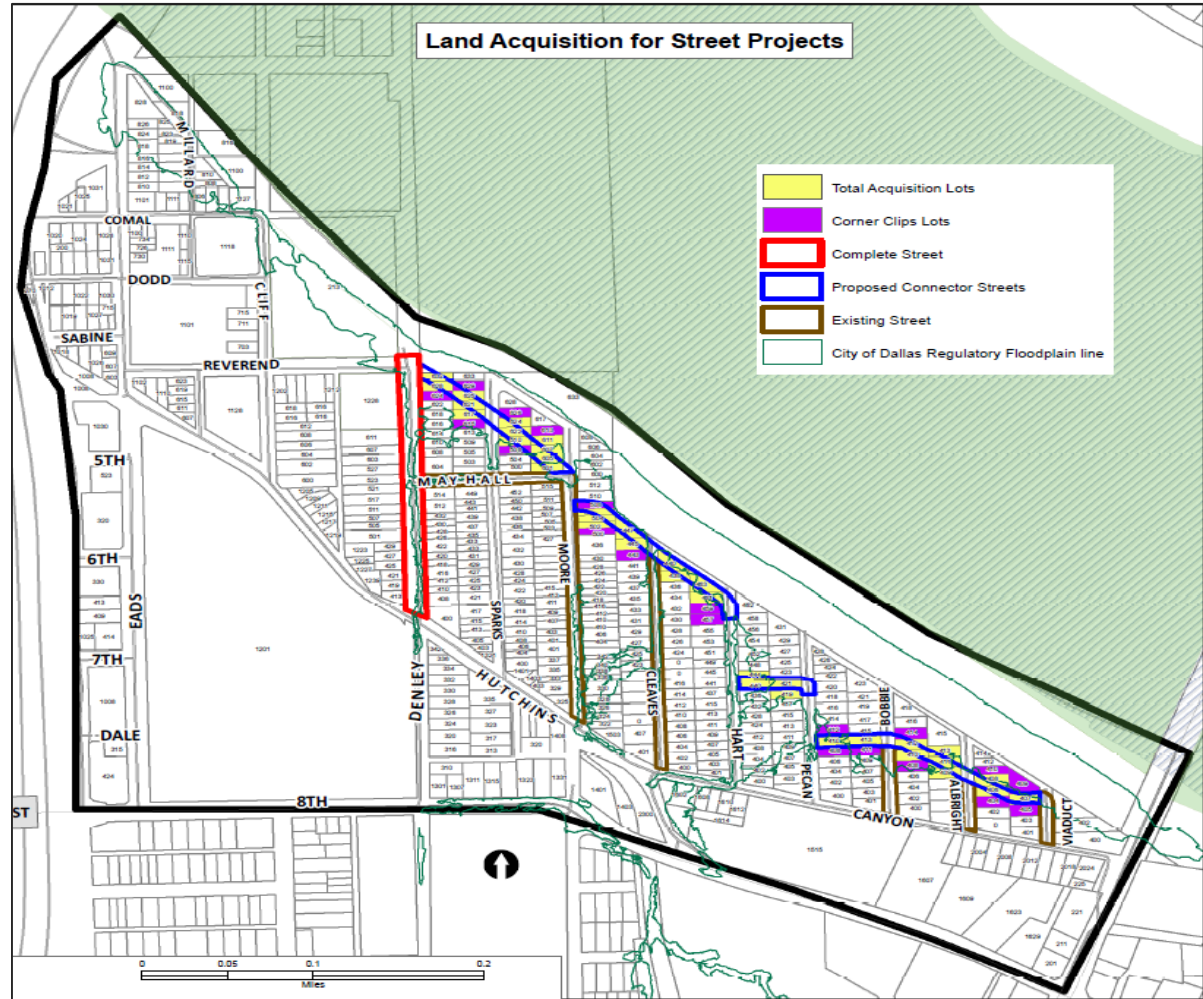
- April 16, 2018: Former councilmember hosted a town hall meeting in the Bottom and invited Housing Department to provide an update on the redevelopment efforts in the Bottom
- May 7, 2018: The City convened a community meeting in the Bottom to provide update on proposed infrastructure improvements and floodplain issues
- May 17, 2018: City Plan Commission (CPC) authorized a public hearing to determine proper zoning
- December 11, 2018: TREC/Golden S.E.E.D.S hosted a community meeting to introduce the privately-led PRO Neighborhood Equity Planning Project



Initial Infrastructure Improvement Plan

Total impacted lots: 55

- Acquisition lots: 35
- Corner clipped lots: 20



Sources: Public Works, Planning and Urban Design – City of Dallas; Dallas Central Appraisal District

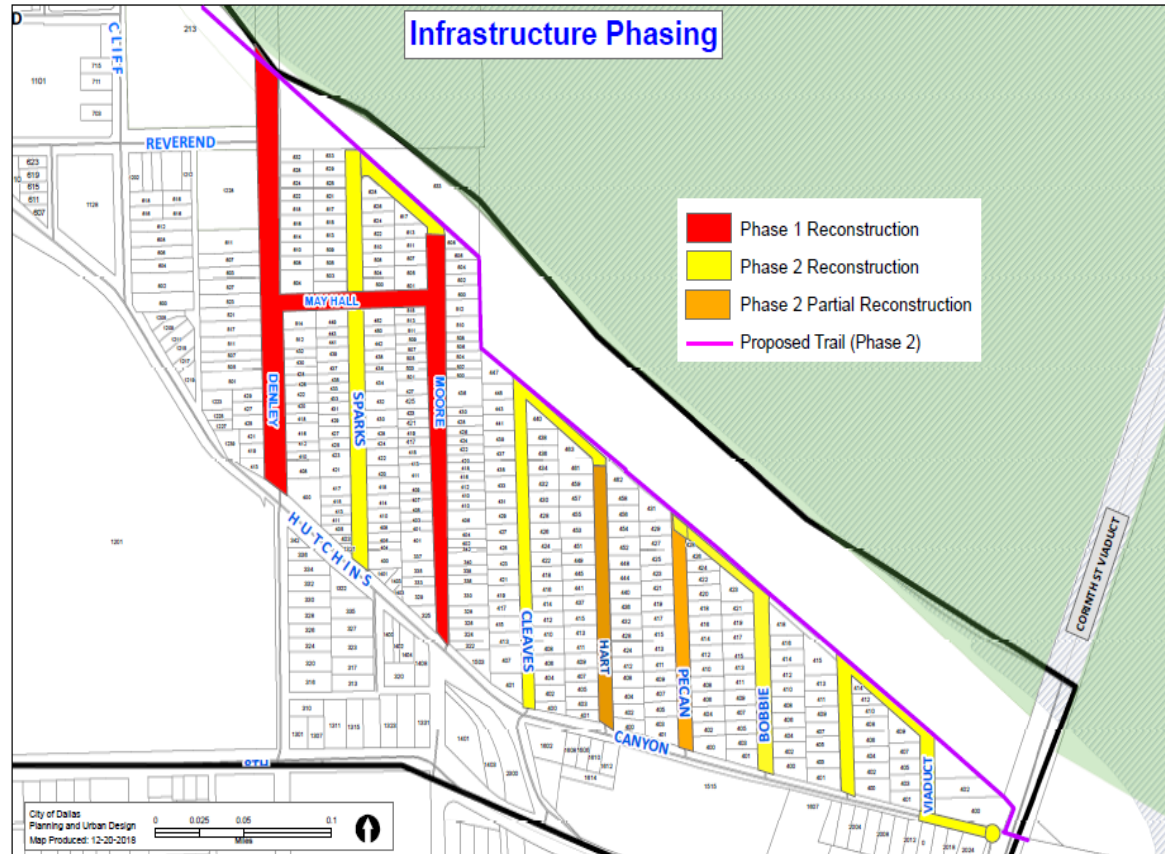
Community Concerns About the Infrastructure Plan

- Proposed new connector roads impact a significant number of properties and causes displacement of some current/longtime residents
- Significant property acquisition needed for infrastructure improvements could cause potential project delay
- A number of properties in the floodplain would not be served by the proposed infrastructure improvements
- Safety concerns about existing dead-end streets are not addressed
- Lack of connection to the Trinity Skyline Trail and greenbelt



Modified Infrastructure Plan and Phasing

- Infrastructure design has been modified to address community concerns
- Project will be phased to focus neighborhood improvement efforts, minimize disruption, and ensure timely implementation:
 - Phase 1: Streets with minor floodplain and property acquisition impacts to be implemented without further delay
 - Phase 2: Streets with significant floodplain and property acquisition impacts to be redesigned to address community concerns

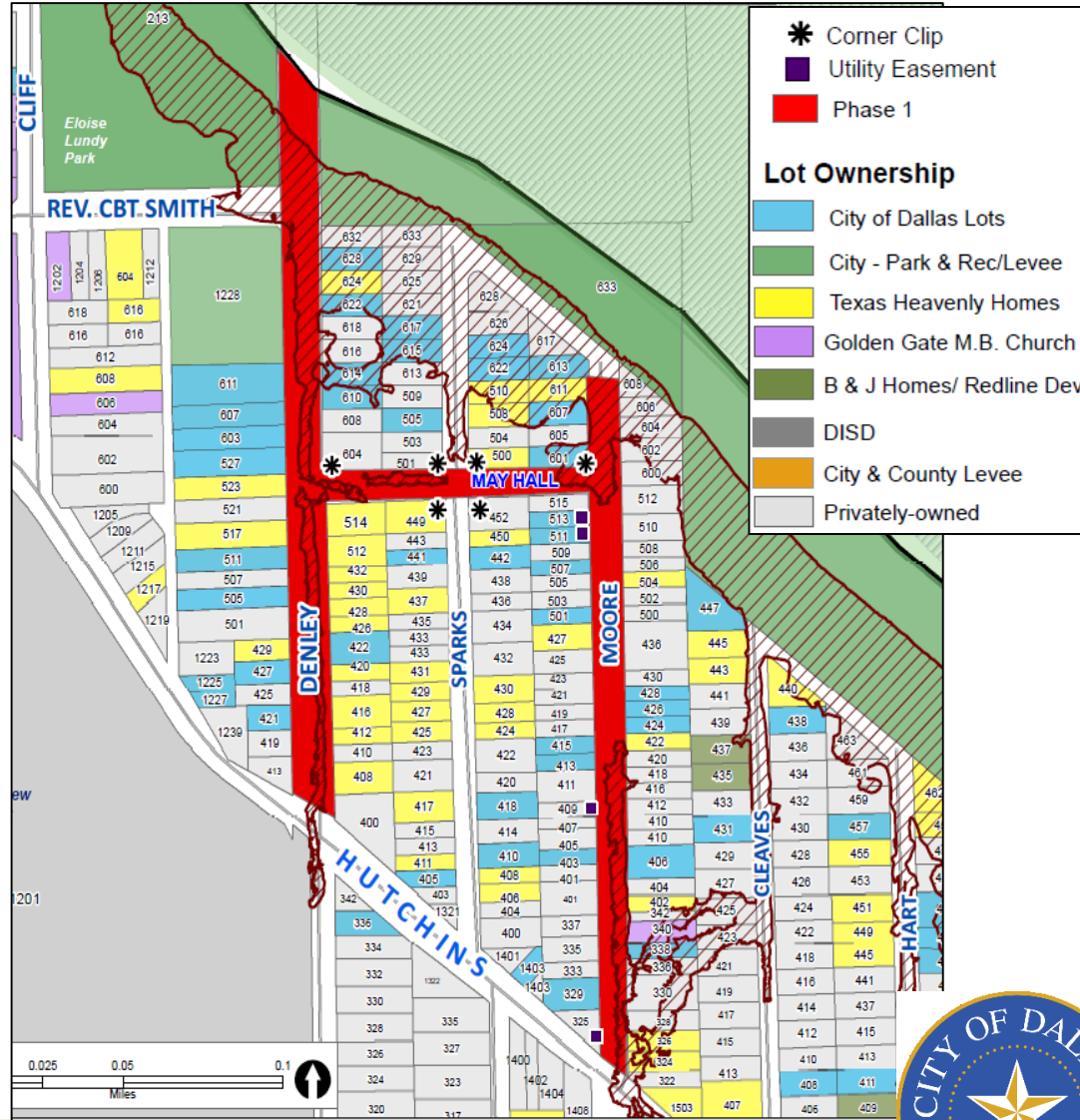


* Utility improvements included in all full street reconstruction



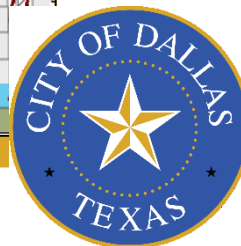
Source: Planning & Urban Design

Phase 1: Roadway Improvements



- Minimal property impacts: Minor acquisition for utility easements and corner clips will not affect ability to develop properties
- Ten (10) impacted properties

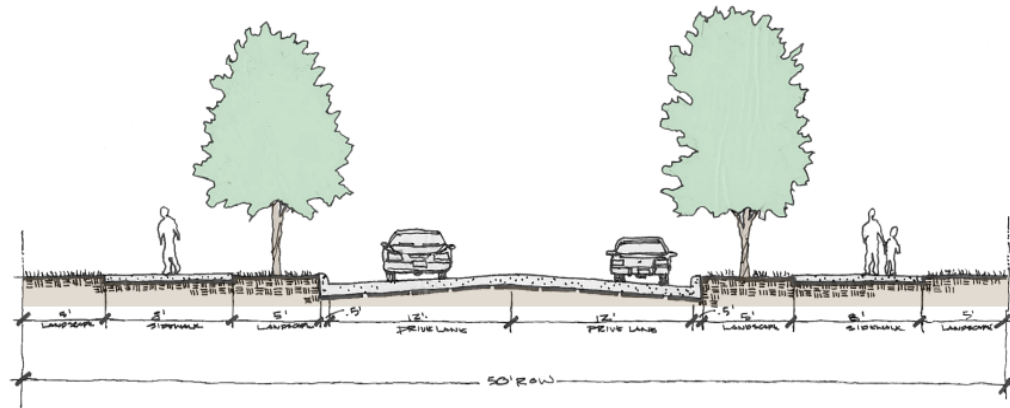
ADDRESS	OWNER	ACQUISITION TYPE
511 Moore	City of Dallas	Utility easement
513 Moore	City of Dallas	Utility easement
601 Moore	City of Dallas	Corner clip
449 Sparks	Texas Heavenly Homes	Corner clip
500 Sparks	Texas Heavenly Homes	Corner clip
325 Moore	Private	Utility easement
409 Moore	Private	Utility easement
452 Sparks	Private	Corner clip
501 Sparks	Private	Corner clip
604 Denley	Private	Corner clip



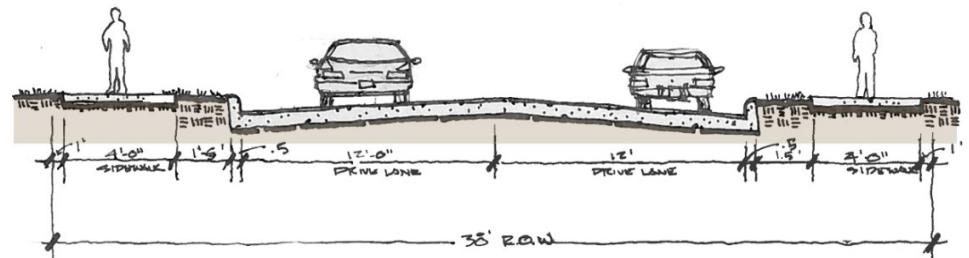
Source: Planning & urban Design based on data provided by Dal-Tech Engineering and DCAD

Phase 1: Roadway Improvements Scope

- Typical standard used for residential roadway reconstruction
 - Pavement reconstruction (24-foot wide)
 - 6-inch reinforced concrete with 8-inch lime stabilized subgrade
 - New or replaced sidewalks (width varies)
 - 4-inch reinforced concrete with retaining walls as needed
 - Existing driveway replacement within the public right-of-way



Denley Drive Section



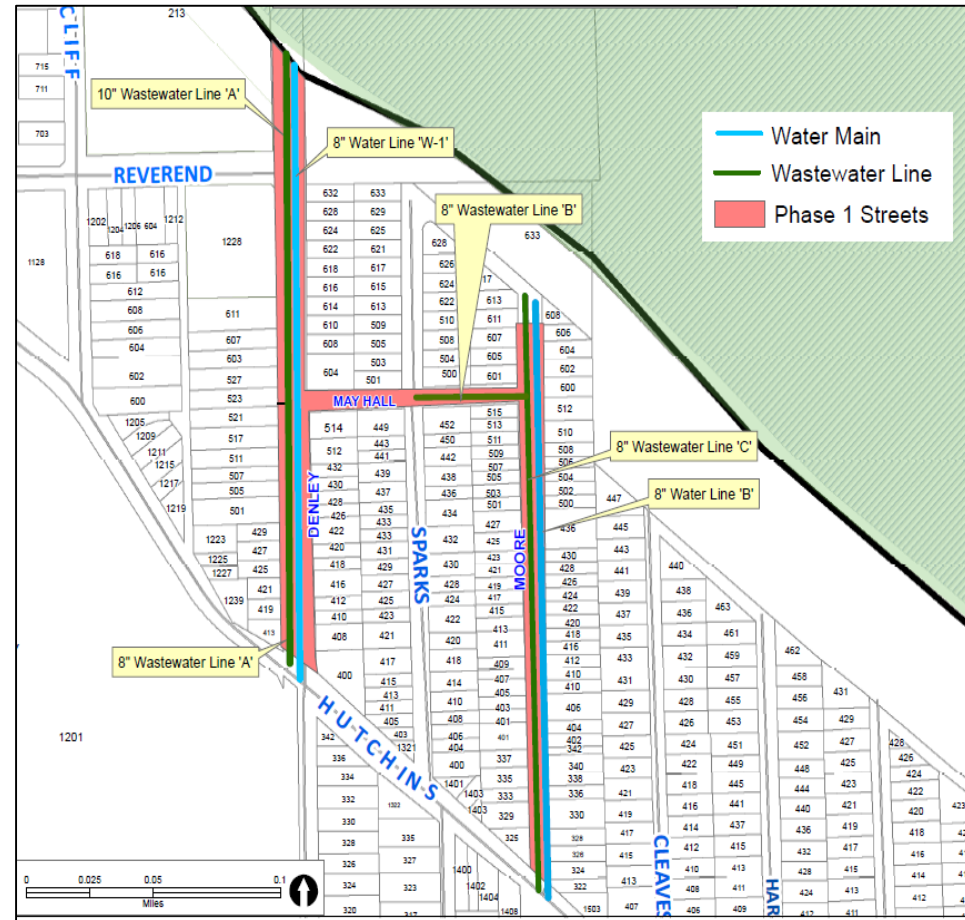
Moore Street Section



Source: Planning & Urban Design

Phase 1: Utility Improvements Scope

- Replacement of existing 4 inch and 6 inch water lines with new 8 inch water lines
- Replacement of existing wastewater (sewer) main



Source: Dal-Tech Engineering(draft)

Phase 1: Estimated Implementation Schedule and Cost

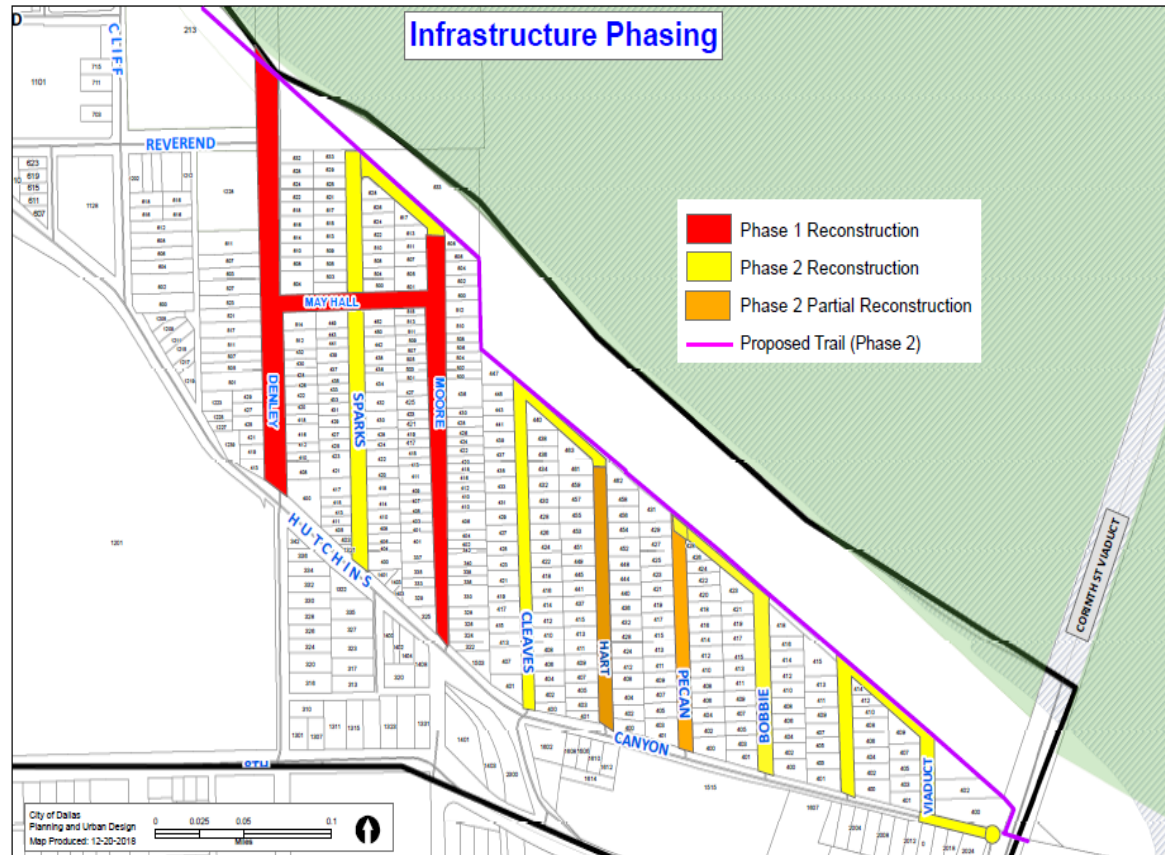
- Council action on construction contract: Mar - Apr 2019
- Begin Construction: Summer 2019
- Complete Construction: Summer 2020
- Estimated Cost: \$3,619,000*

**Does not include acquisition costs for easements and corner clips*



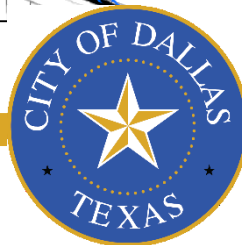
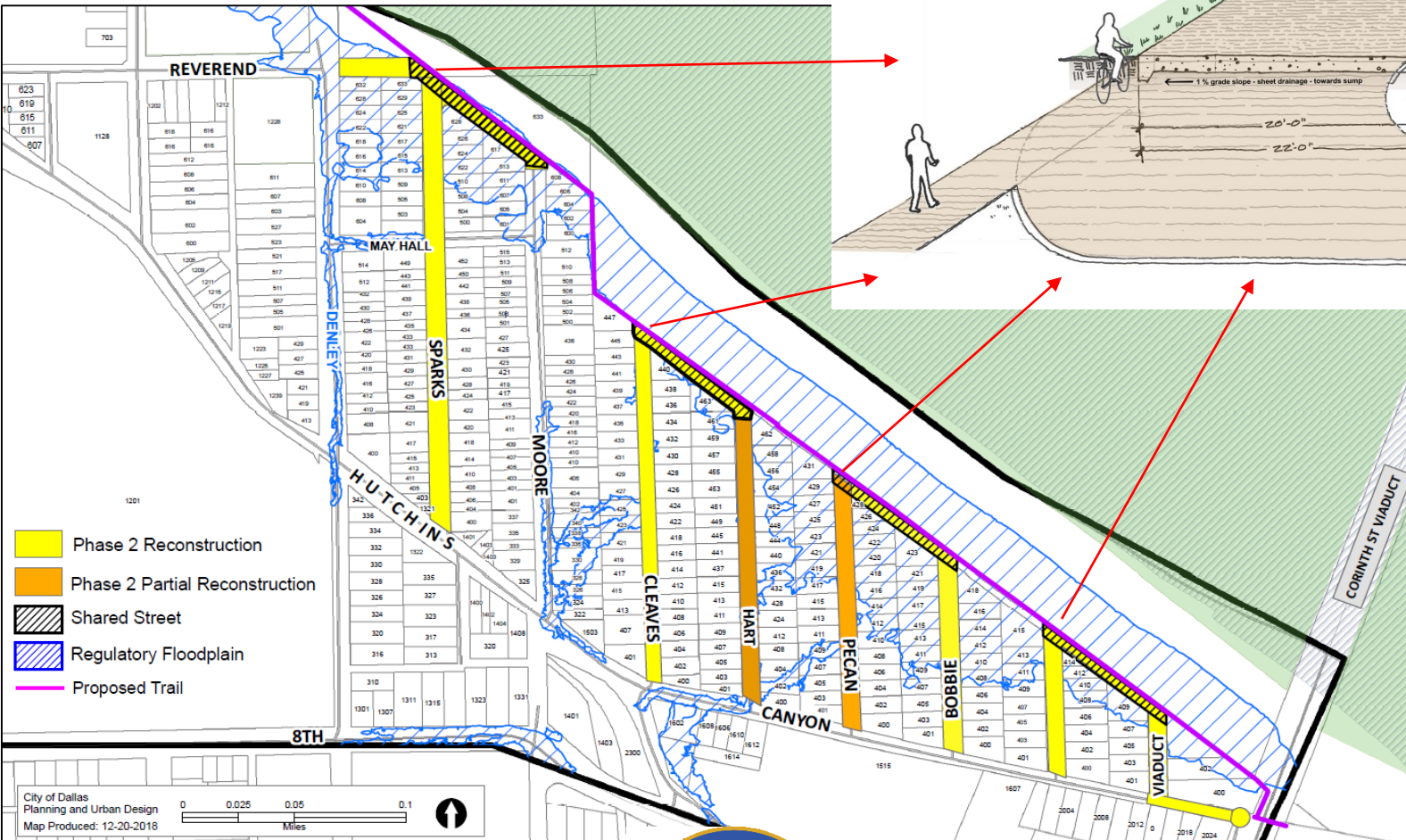
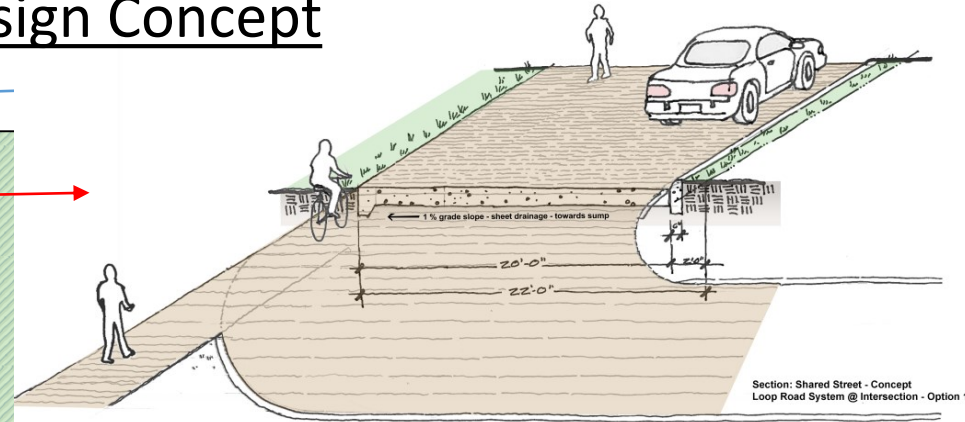
Phase 2 Preliminary Scope

- Redesign connector streets to address neighborhood concerns
- Proposed shared street loop connectors with continuous trail within the existing Levee Street right-of-way



Phase 2: Proposed Loop Road and Trail

Preliminary Design Concept



Source: Planning & Urban Design

Phase 2: Estimated Implementation Schedule

- Engineering Design: March - Dec 2019
- Construction Bids: Early 2020
- Construction: Summer 2020 – Summer 2021

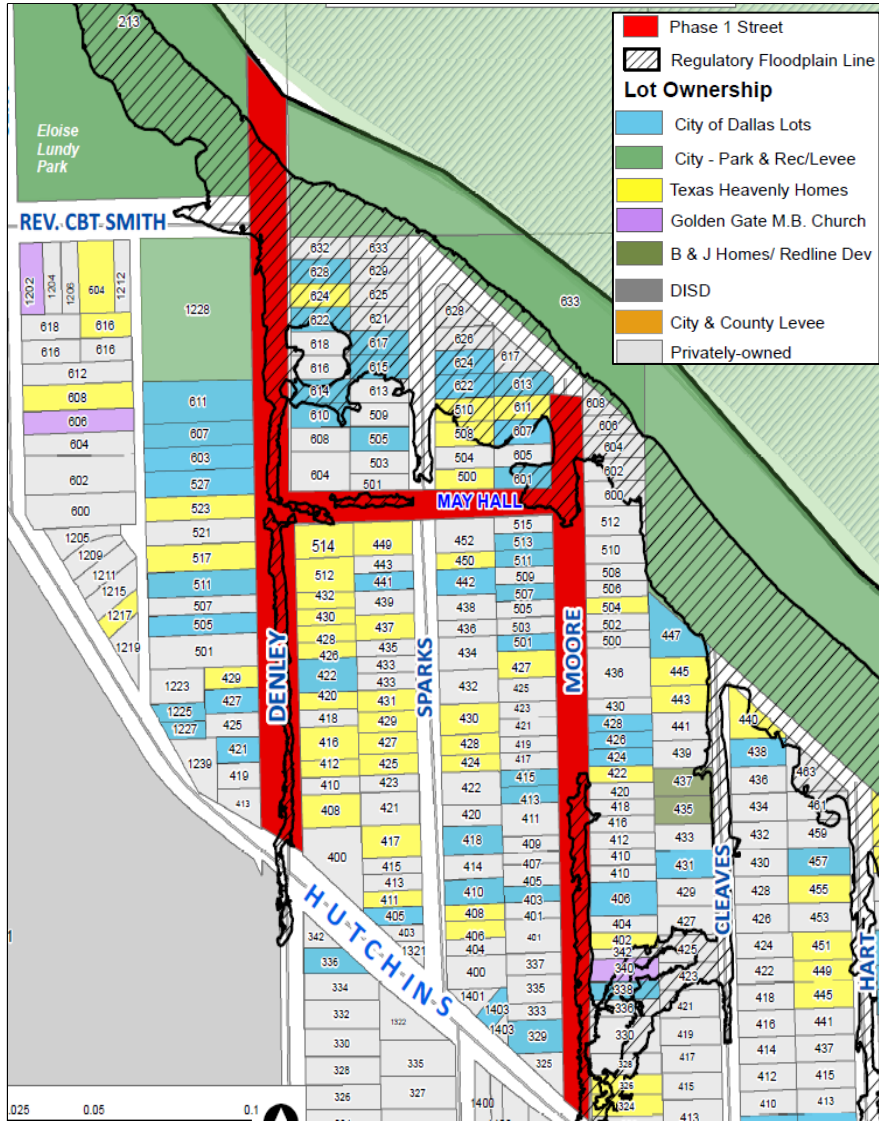


Housing Redevelopment Plan

- Challenges to housing development
 - Flood Plain
 - Infrastructure
 - Narrow lot widths
 - Cloudy Titles
 - Fear of being the first
- Opportunities for housing development
 - Phase 1 streets – Denley and Moore.
 - Market rate housing development on privately owned lots
 - Low-Moderate Income housing development on subsidized lots



Phase 1 Residential Properties



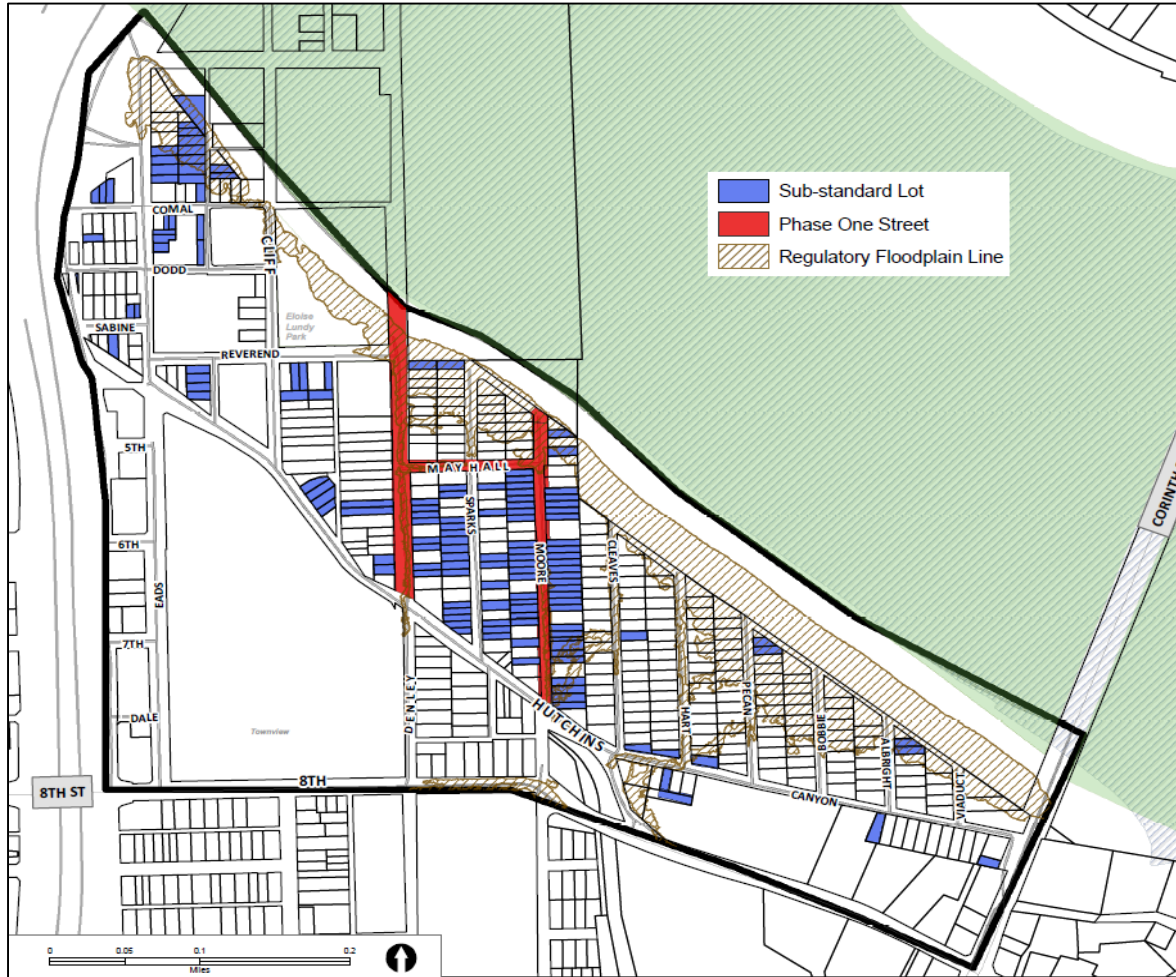
Ownership	In Floodplain	Outside Floodplain	TOTAL
City of Dallas	8 (1)	23	31
Texas Heavenly Homes	5 (3)	16	21
Other Private Owners	22 (14)	37	59
TOTAL	35 (18)	76	111

(#) Number of properties with less than a quarter of the lot in the floodplain

- Estimated vacant lots 94
- Estimated occupied homes 17
 - Owner-occupied 10
 - Renter-occupied 7



Phase 1 Narrow Lot Widths



- Residential lots with widths of less than 35 feet are assumed to be sub-standard.
- Most sub-standard lots are clustered on Sparks and Moore

Total lots: 142

Phase 1 Lots: 62

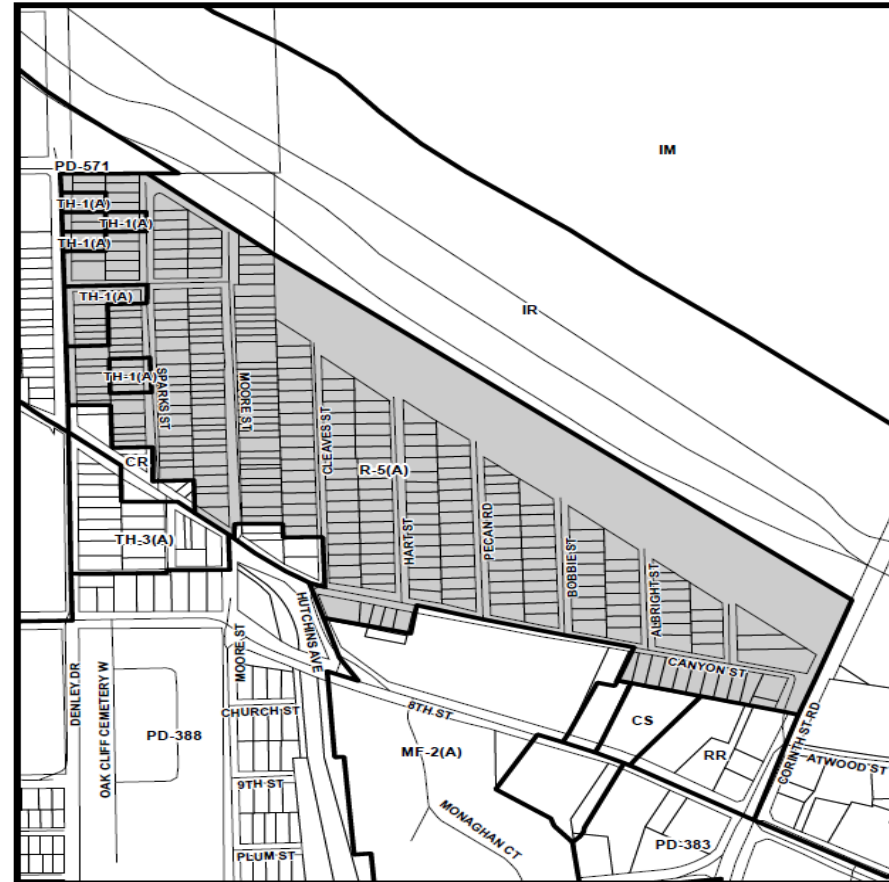
Denley 13

Moore 49



City Authorized Rezoning

- The City Plan Commission has authorized a hearing to determine proper zoning on May 17, 2018.
- Preliminary scope:
 - Area to be rezoned is shaded area on the map
 - Address setbacks and other residential development standards, particularly for sub-standard lot widths
 - Address design standards to maintain neighborhood character consistent with the adopted Bottom Urban Structure and Guidelines



1:3,800

Authorized Hearing Request Area



Source: Sustainable Development & Construction

The Bottom Urban Structure and Guidelines



Vision for Three Districts:

- Neighborhood Residential District: Preserve and enhance the existing single family neighborhood east of Denley.
- Mixed-Use District: Introduce mixed use and diverse housing choices west of Denley.
- 8th Street District: Make 8th Street a great street.



Neighborhood Residential Design Guidelines

Vision: Preserve the single-family residential character

- A. Porches: Raised, covered porches with columns and railings
- B. Roofs: Pitched roofs
- C. Garages: placement and treatment of garages to avoid dominating the front of homes
- D. Curb Cuts: Up to 16 feet at the curb
- E. House Type Diversity: Mix of house type in each block



Proposed Rezoning Process

- The Bottom Authorized Rezoning Hearing is currently 5th in queue among City authorized hearings
- Estimated earliest start date - December 2019
- The City encourages private rezoning applications on Phase 1 streets to enable housing construction to proceed without delay following completion of infrastructure upgrades
- The City will coordinate with property owners privately seeking zoning changes in the Phase 1 area to ensure consistency with the approved land use plan



Next Steps

1. City Council action on Phase 1 infrastructure construction contract
2. City Council action on negotiated development agreement(s) to build affordable housing on City lots
3. Coordination with property owners and the community on rezoning
4. Phase II infrastructure design



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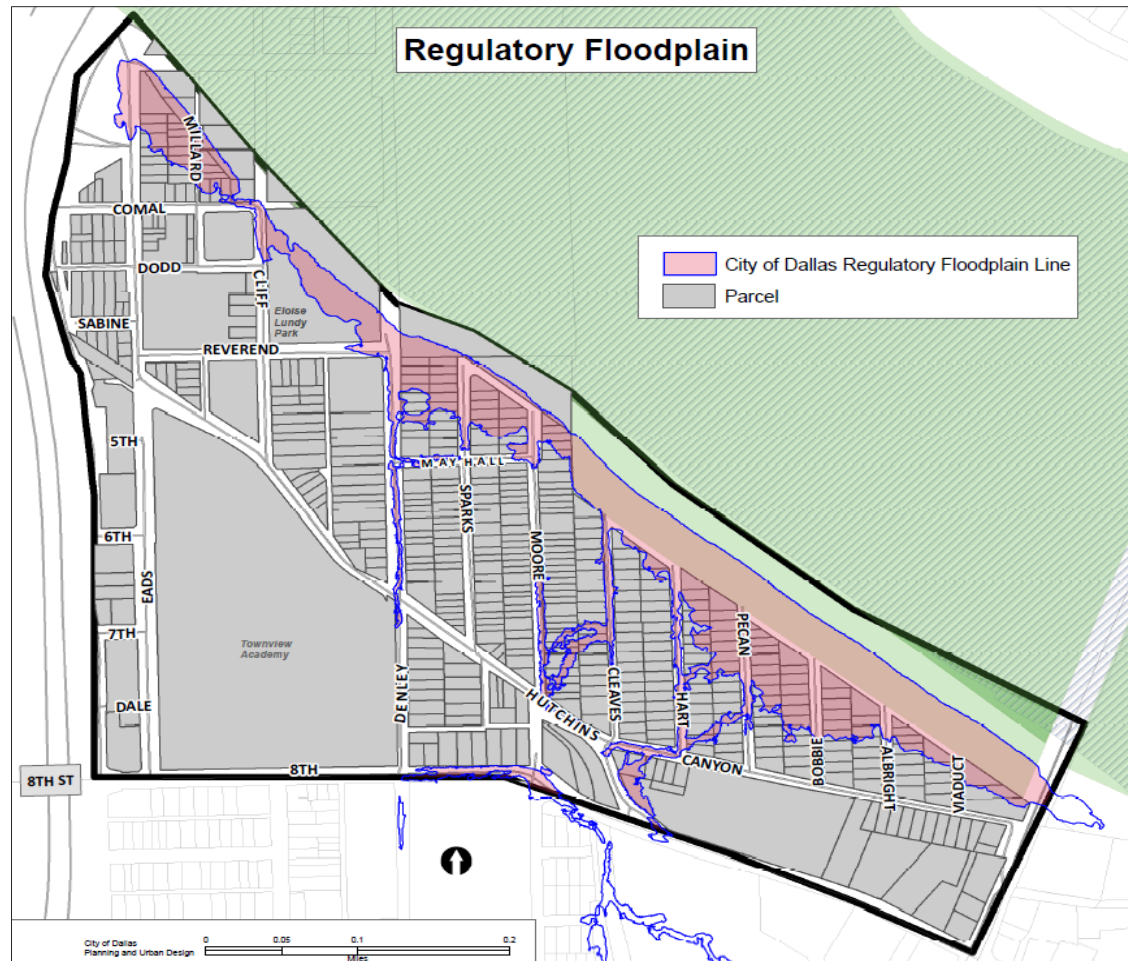
Appendix 1

Existing Conditions



Regulatory Floodplain

- Floodplain study initiated in 2016 as part of infrastructure design process and completed in 2017
- 187 lots (36%) are impacted by the regulatory floodplain (partially or wholly)



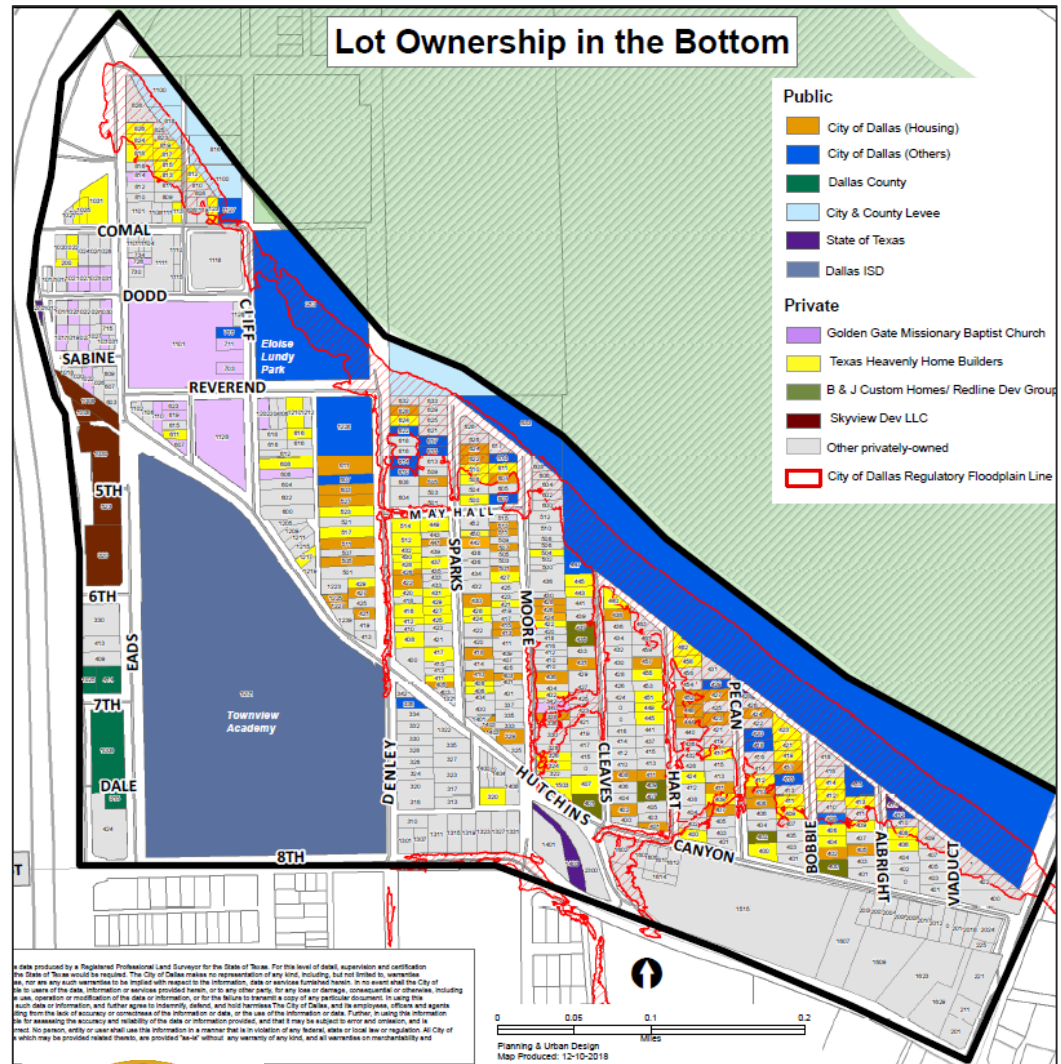
Source: Trinity Watershed Management - City of Dallas

This product is for informational purposes and may not have been prepared for or be suitable for legal, engineering, or surveying purposes. It does not represent an on-the-ground survey and represents only the approximate relative location of property boundaries.



Lot Ownership

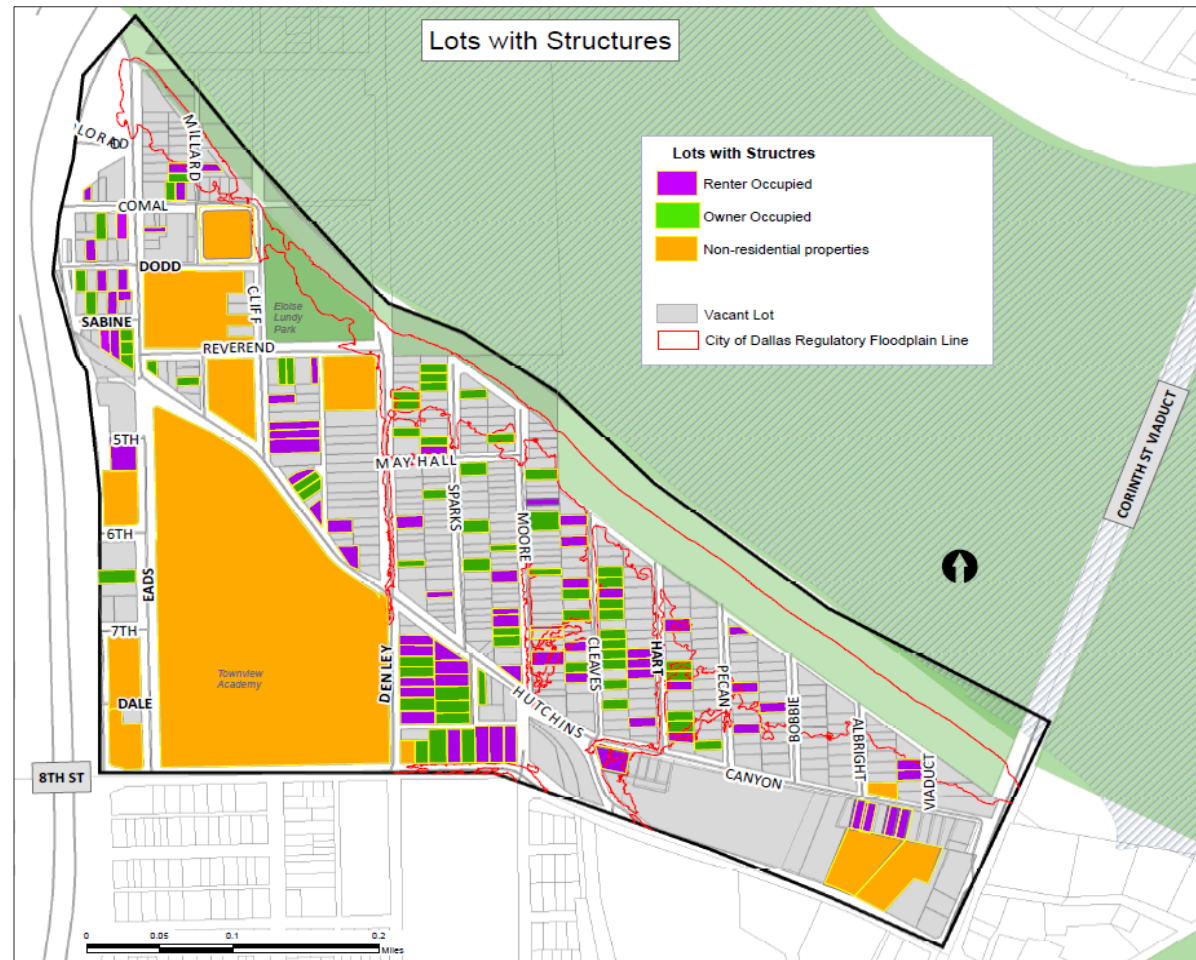
- Total lots: 521
 - Privately owned: 440 lots
 - Publicly-owned: 80 lots
- Major landowners
 - Texas Heavenly Homes: 87 lots
 - City of Dallas (Housing): 54 lots
 - City of Dallas (others): 21
 - Golden Gate Missionary Baptist Church: 23 lots
 - B & J Custom Homes: 7 lots
- Lots in regulatory floodplain by ownership:
 - Texas Heavenly Homes: 32 lots
 - City of Dallas: 36 lots



Source: Dallas Central Appraisal District; Planning and Urban Design – City of Dallas

Lots with Existing Structures

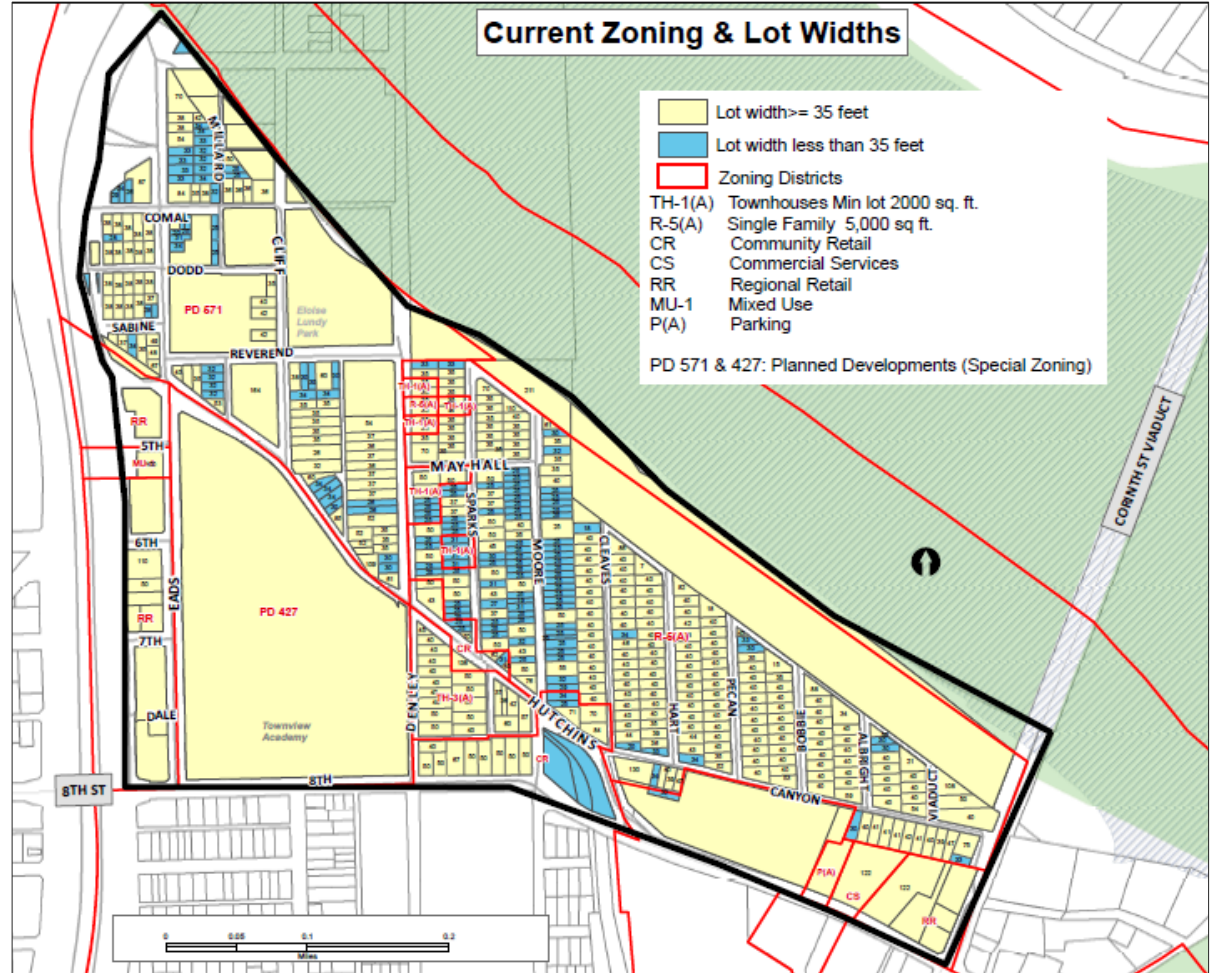
- Vacant lots: 375 (72%)
- Lots with structures: 146 (28%)
 - Residential: 134
 - Owner-occupied: 63
 - Renter-Occupied: 71
 - Non-residential: 12
- Residential lots with structures impacted by the floodplain: 35
 - Owner-occupied: 16
 - Renter-occupied: 19



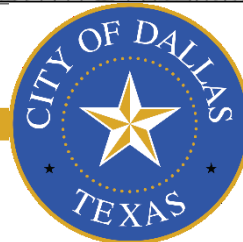
Source: Dallas Central Appraisal District; Planning and Urban Design – City of Dallas

Current Zoning and Lot Widths

- Variety of zoning districts ranging from single family to mixed use.
- Narrow residential lot widths in some blocks pose a development challenge
- PD 527-North of Hutchins west of Denley Drive
- PD 427 - Yvonne A Ewell Townview Magnet School



Sources: Sustainable Development and Construction – City of Dallas; Dallas Central Appraisal District



Appendix 2

The Bottom Urban Structure and Guidelines



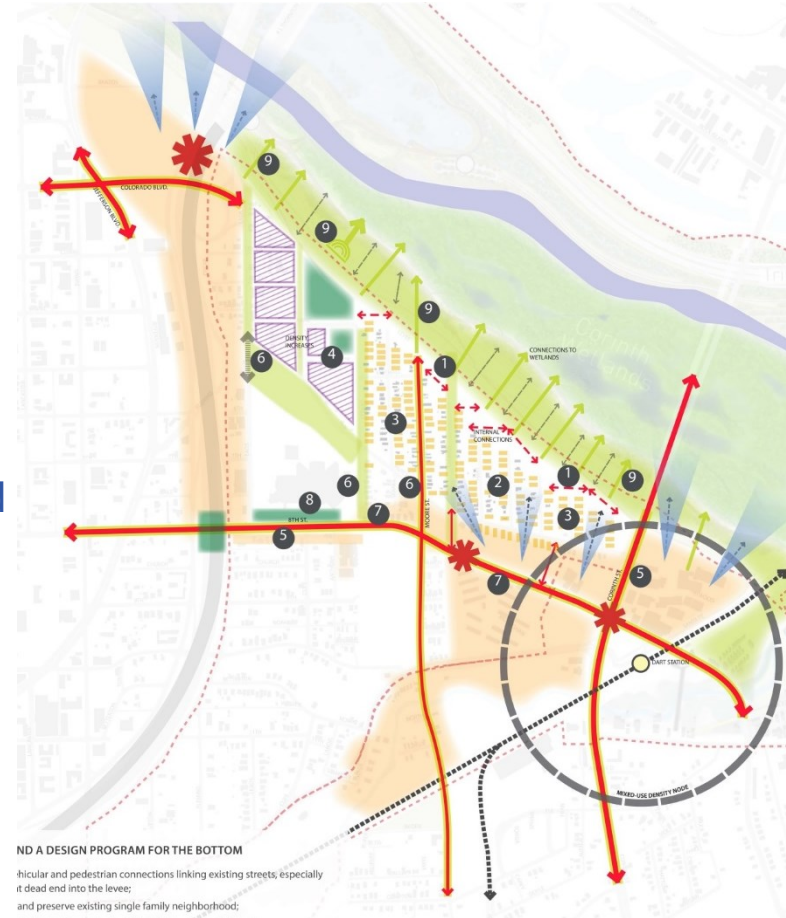
The Bottom Urban Structure and Guidelines Plan

- Plan adopted in 2015 based on extensive community engagement
- The plan established:
 - land development policy
 - conceptual development vision



Summary of Plan Recommendations

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



Sources: Planning & Urban Design



Concept Plan



Conceptual Street Design Framework



Sources: Planning & Urban Design



Vision: Vehicular and pedestrian connectivity to ensure development flexibility over time

Key Street Design Features:

- Upgrade and complete existing street grid pattern
- Continuous pedestrian access with wider sidewalks, and curb extensions and crosswalks at intersections
- On-street parking to shield pedestrians from traffic movement
- A series of direct pedestrian connections to the Trinity trail system lining the edge of The Bottom

Design Guidelines Continued

Mixed-Use

Vision: Encourage mixed use development in the western portion of The Bottom.

- High visibility location near freeway supports increased density and height, to take advantage of views towards downtown and serve as the gateway to The Bottom
- Appropriate uses include retail, commercial, office, and multi-family residential



Design Guidelines Continued

8th Street

Vision: Encourage retail, neighborhood services and residential uses along 8th Street while also preserving a visual link back to downtown.

- Ground story spaces along 8th Street with active store fronts oriented towards the street to promote pedestrian activity
- Ground floor spaces flexible enough to accommodate a variety of uses with changes in the market over time
- Encourage shared parking among uses except for single-family residential

