

Z178-307

The Bottom Authorized Hearing

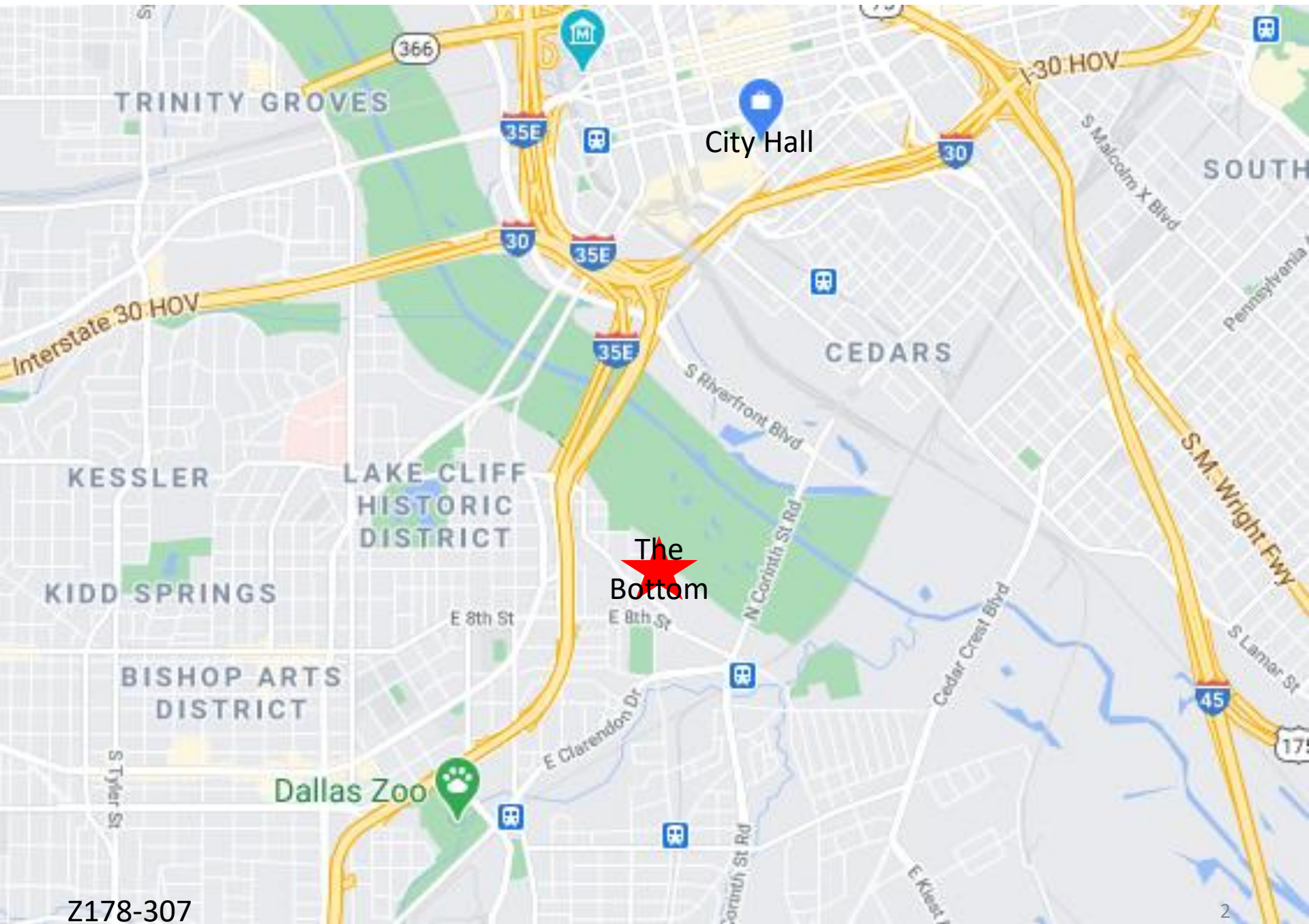
City Plan Commission

Briefing

January 21, 2021

Presented by:
Mike King
Senior Planner
Sustainable Development and Construction



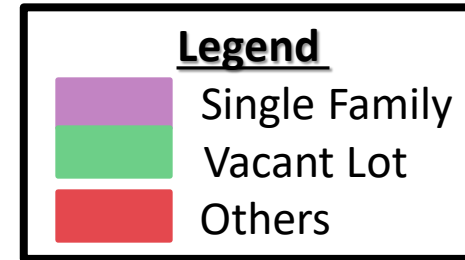


Location



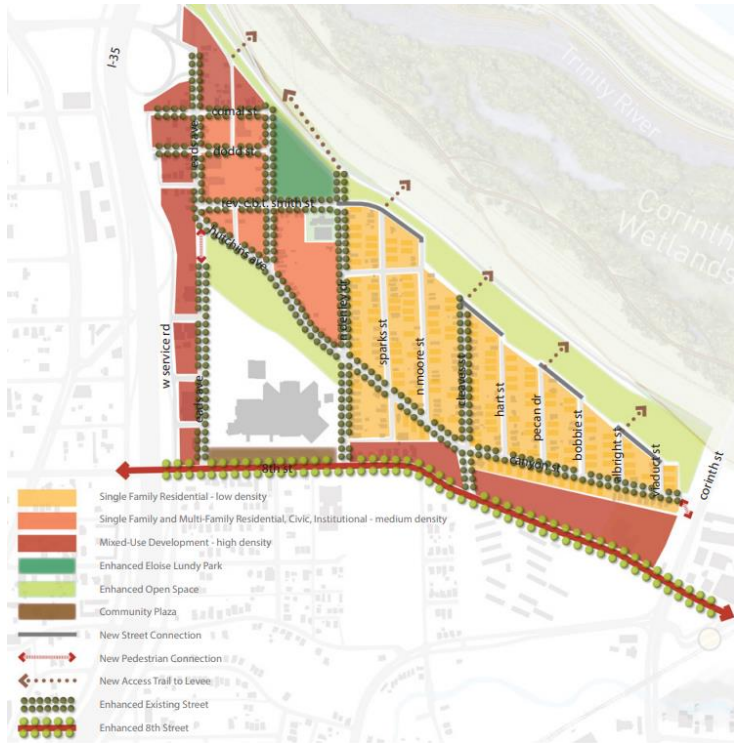
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The Bottom Structures & Vacant Lot Map



Area Plan

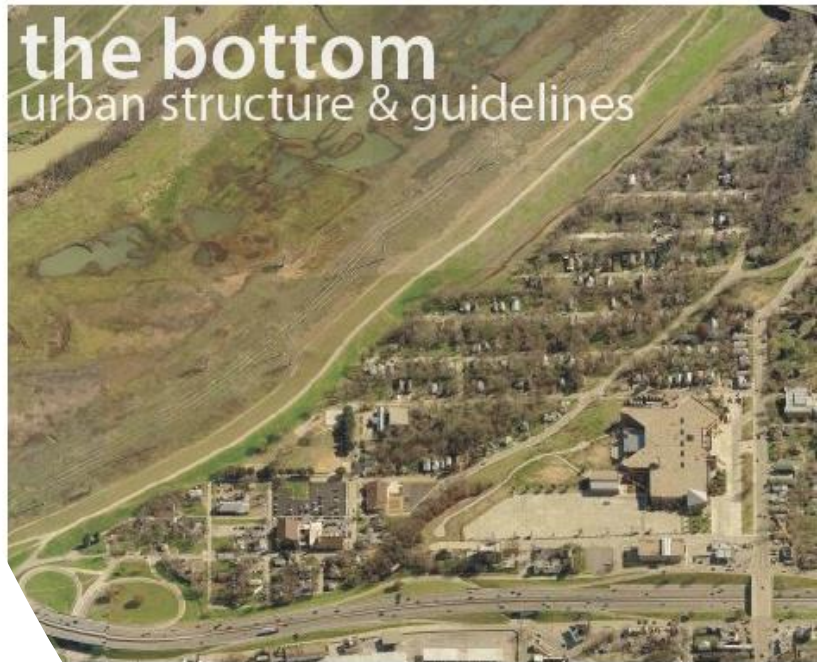
- 2015 – Urban Structure & Guidelines approved by Council



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the bottom
urban structure & guidelines



The Bottom Urban Structure and Guidelines Proposed Action for the 44-acre subject area

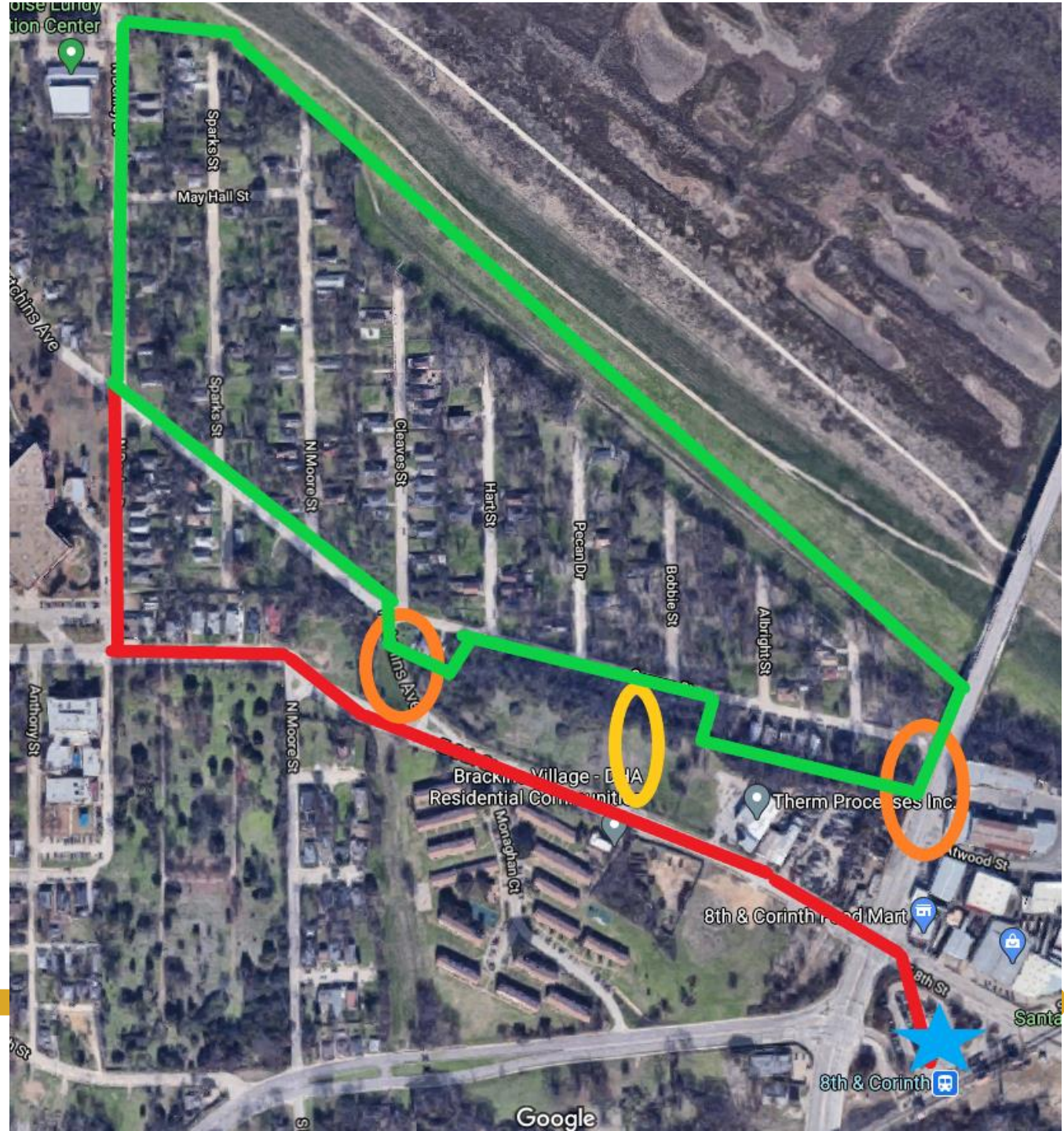
- **Vision:** A once strong and vital single-family neighborhood is restored and enhanced with a safe, attractive, and better-connected network of streets and trails
- **Recommended Uses:** Infill one- and two- story quality market and affordable single-family homes and the conservation and restoration of existing homes
- **Growth Scenario:** Up to 220 infill single-family homes to help strengthen the neighborhood



DART Connectivity

- Pre-COVID: 3 DART bus routes passed through neighborhood
- Currently: 1 DART bus route passes through
- Minimal sidewalk connectivity to DART Corinth Street Light Rail Station – less than ½ mile away.

GREEN – Subject Area
RED – Sidewalk access
YELLOW – Proposed connection
ORANGE – No sidewalks



Parking

- One required space per Dwelling Unit
- Parking space setback: 2' behind front façade (Garage not required)
- Narrow streets
- Adjacent parking drives allowed



On street parking – current conditions

- 43% of vehicles were parked on the street or illegally parked (4%) on adjacent vacant lots
- Remainder (57%) of vehicles were parked on occupied lots
- Roughly 1/3rd of vehicles parked on occupied lots were parked in the front setback.
- Narrow streets and on street parking constitute a hazard to pedestrians and emergency services

Source: Late night parking survey conducted 1/2021



Shared/adjacent parking

- Avoid this:



- Achieve this:



Example of 8' shared drive



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Additional questions:

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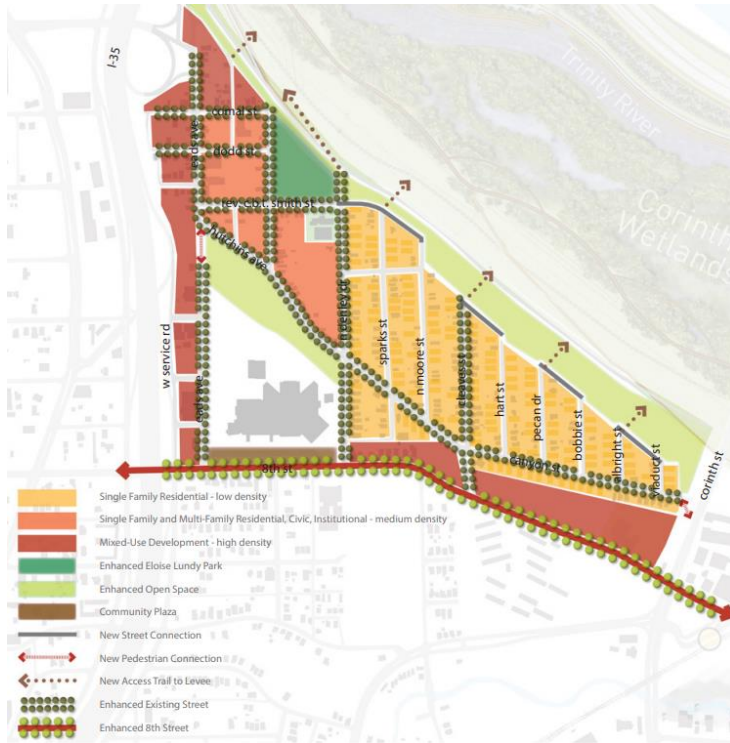
Background

- May 17, 2018 - CPC approved an Authorized Hearing for the Bottom to consider appropriate zoning for the area including use, development standards, parking, landscape, sign and other appropriate regulations.
- April 8, 2015 - City Council approved The Bottom Urban Structure and Guidelines area plan
- October 22, 2020 - a community meeting was held by staff and hosted by Council Member Arnold
- Staff applied the Area Plan recommendations to zoning to draft the proposed conditions



Area Plan

- 2015 – Urban Structure & Guidelines approved by Council



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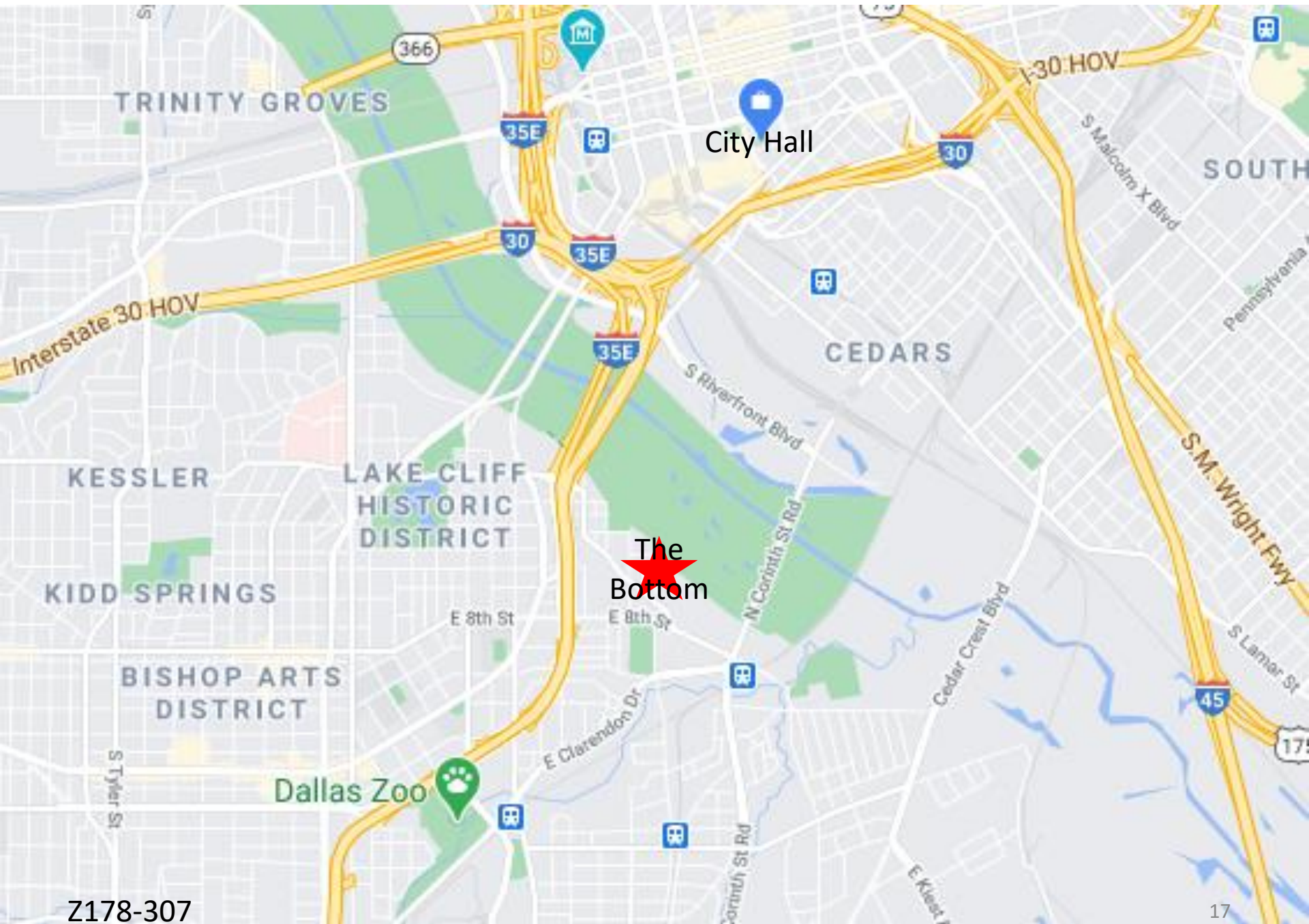
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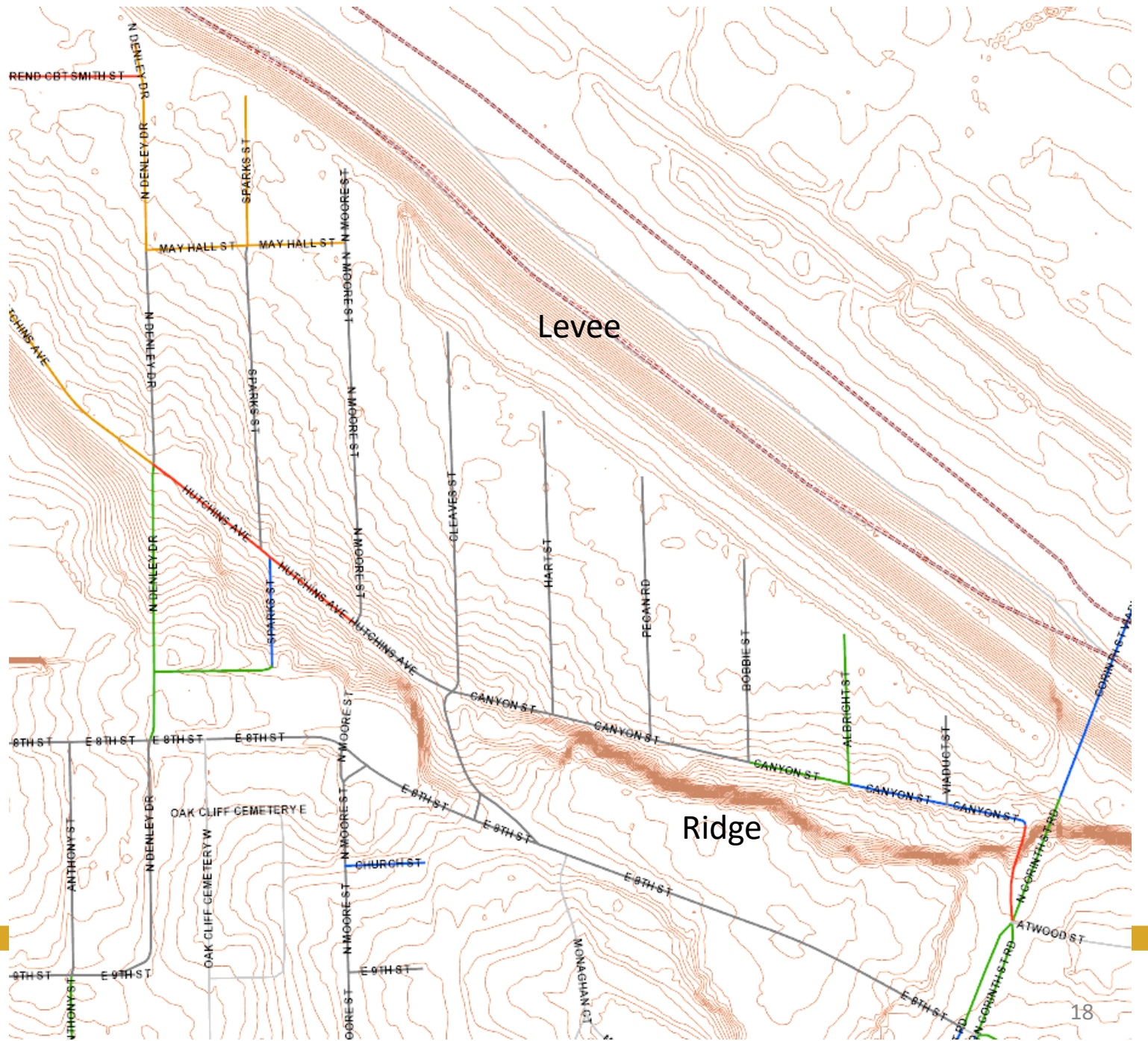


The Bottom Urban Structure and Guidelines Proposed Action for the 44-acre subject area

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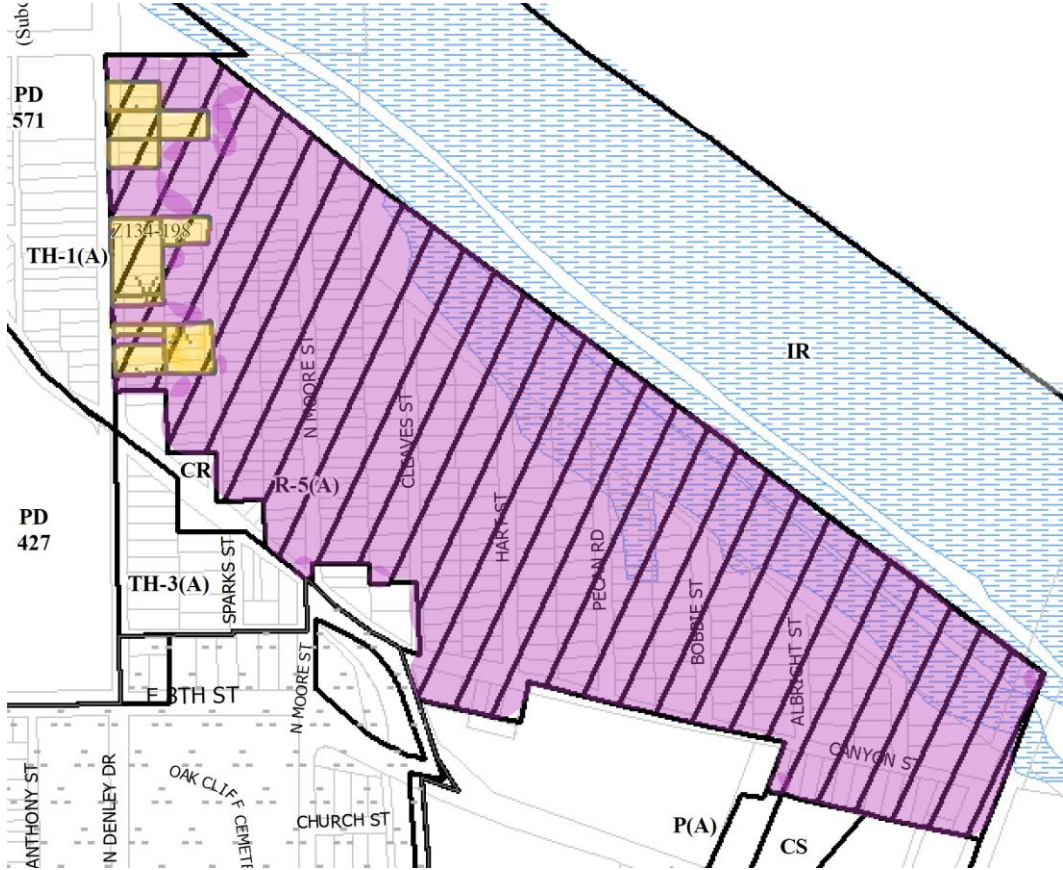




Location



Location - Authorized Hearing Study Area



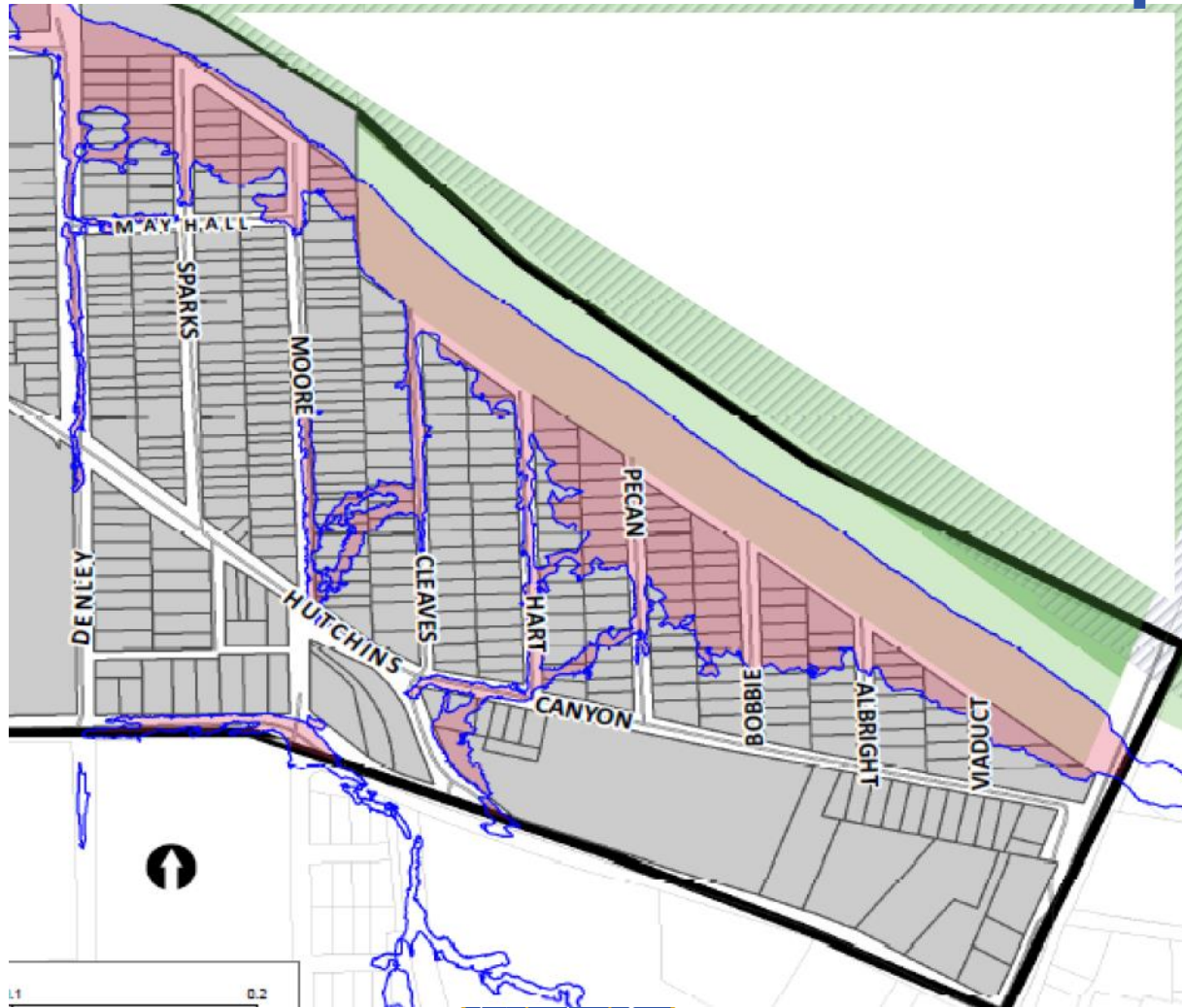
Existing Zoning and Land Use

The Bottom Authorized Hearing study area is comprised of approximately 44 acres and consists of two (2) base zoning districts.

- **R-5(A) Single Family District**
- **TH-1(A) Townhouse District**



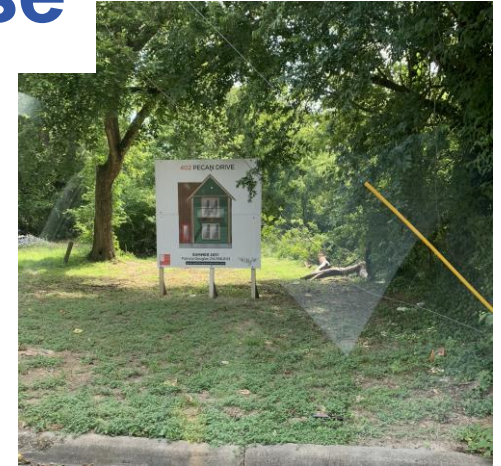
The Bottom in relation to the floodplain



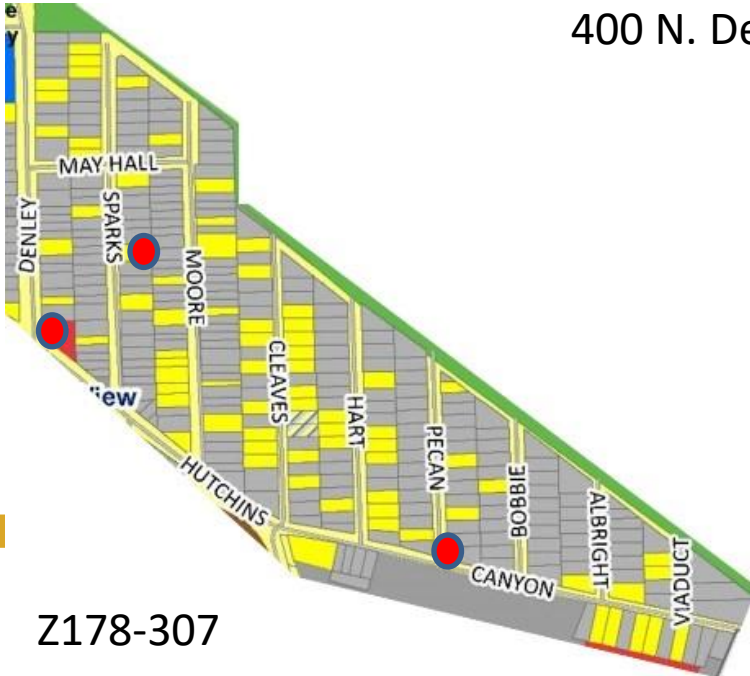
The Bottom – Existing Land Use



400 N. Denley



402 Pecan

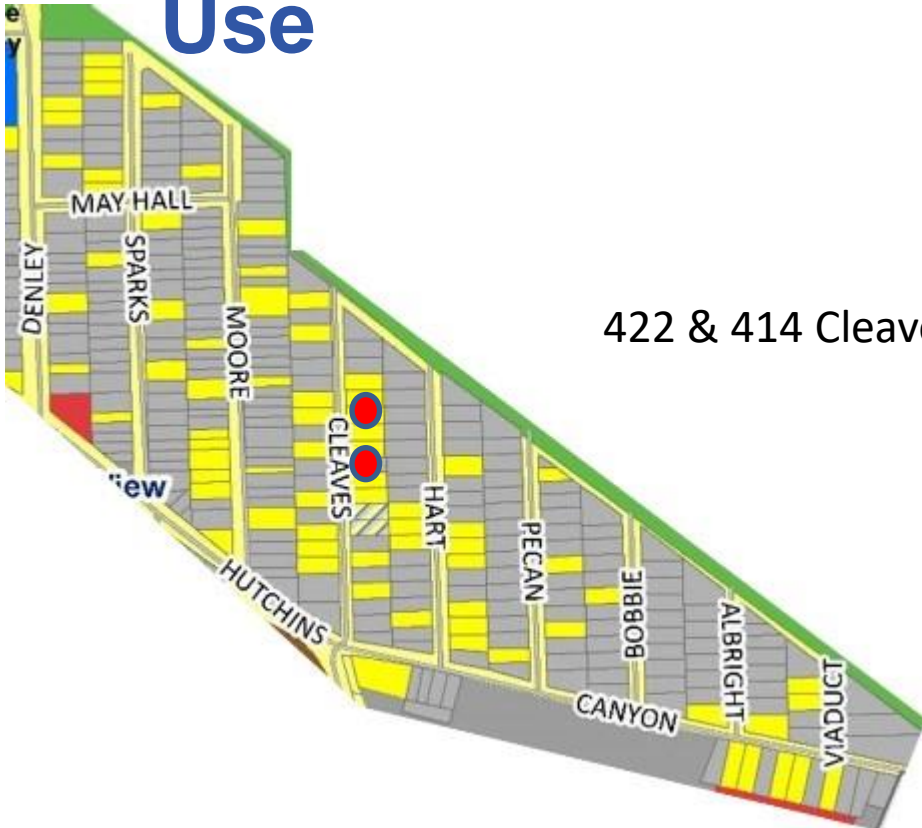


432 Sparks



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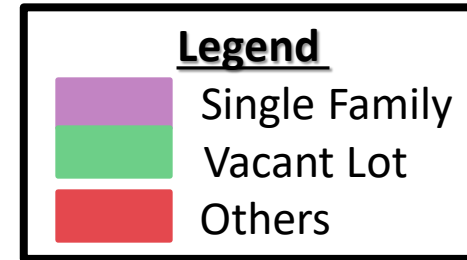
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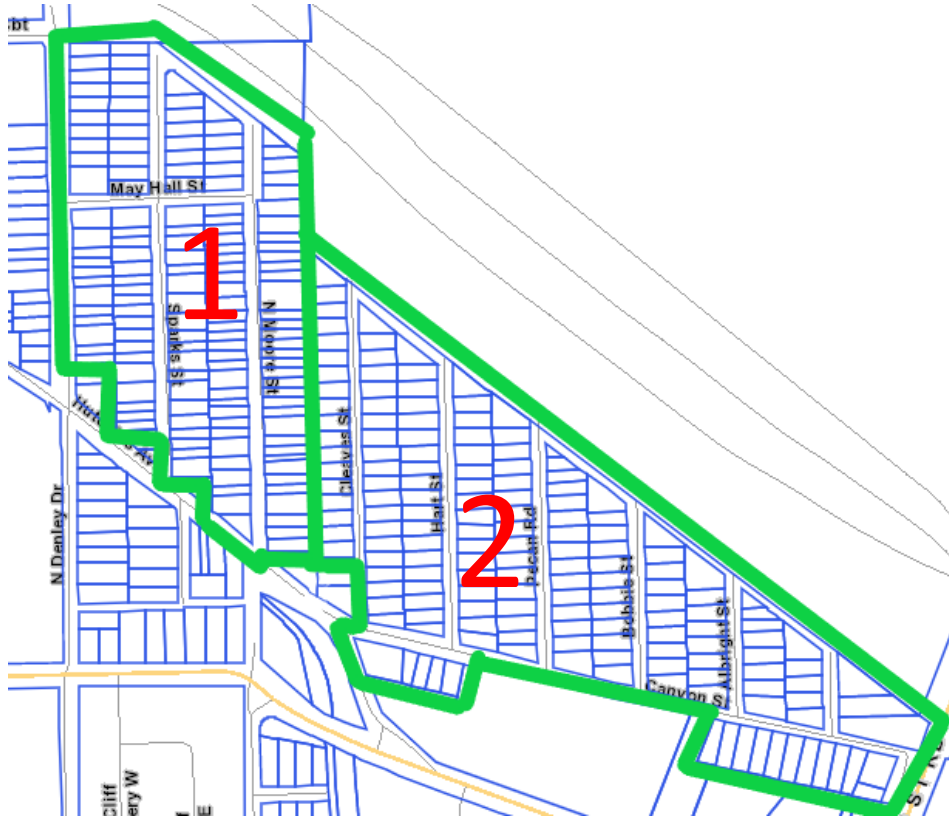
422 & 414 Cleaves Street



The Bottom Structures & Vacant Lot Map



Staff Recommendations



- The Bottom Area Plan is the guiding document
 - Preserve and enhance existing single family neighborhood
- A Planned Development District with two single family Subdistricts
 - Develop quality market and affordable infill single family housing
 - Enhance existing and add new pedestrian infrastructure and amenities

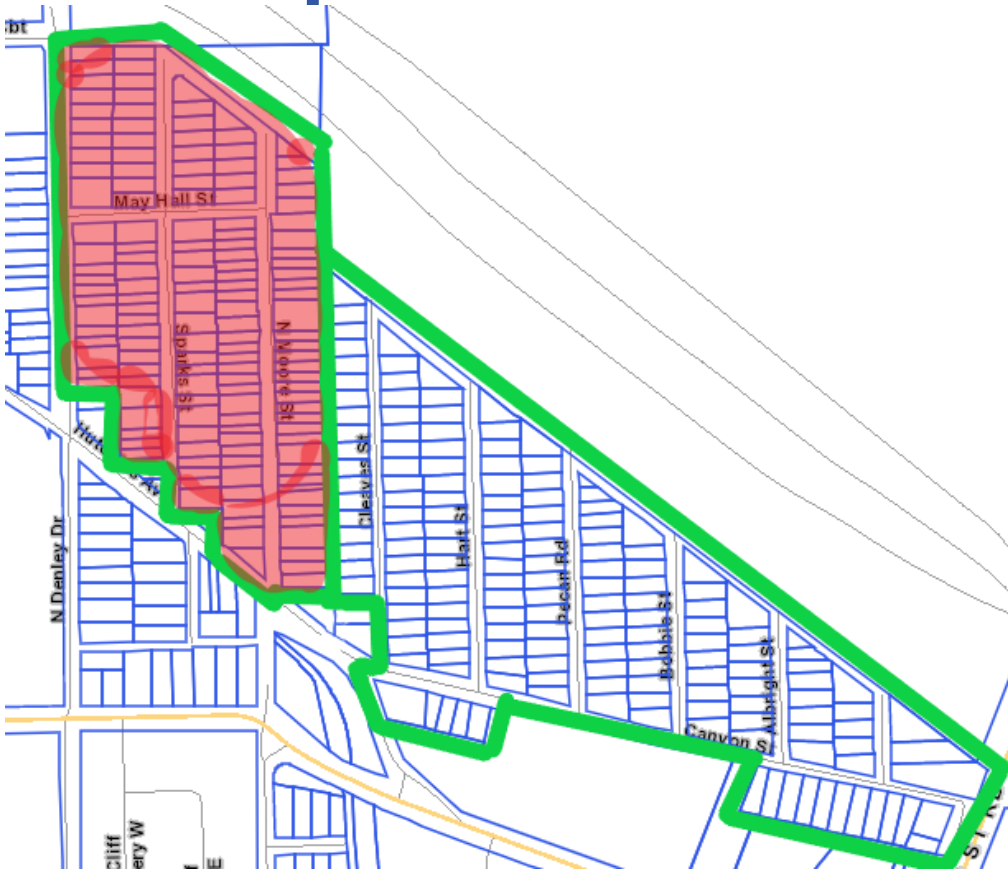


Staff Recommendations

- Proposed regulations for:
 - setbacks,
 - height,
 - lot coverage,
 - curb cuts & drive widths,
 - roof systems,
 - and front porches are incentivized



Proposal – Subdistrict 1



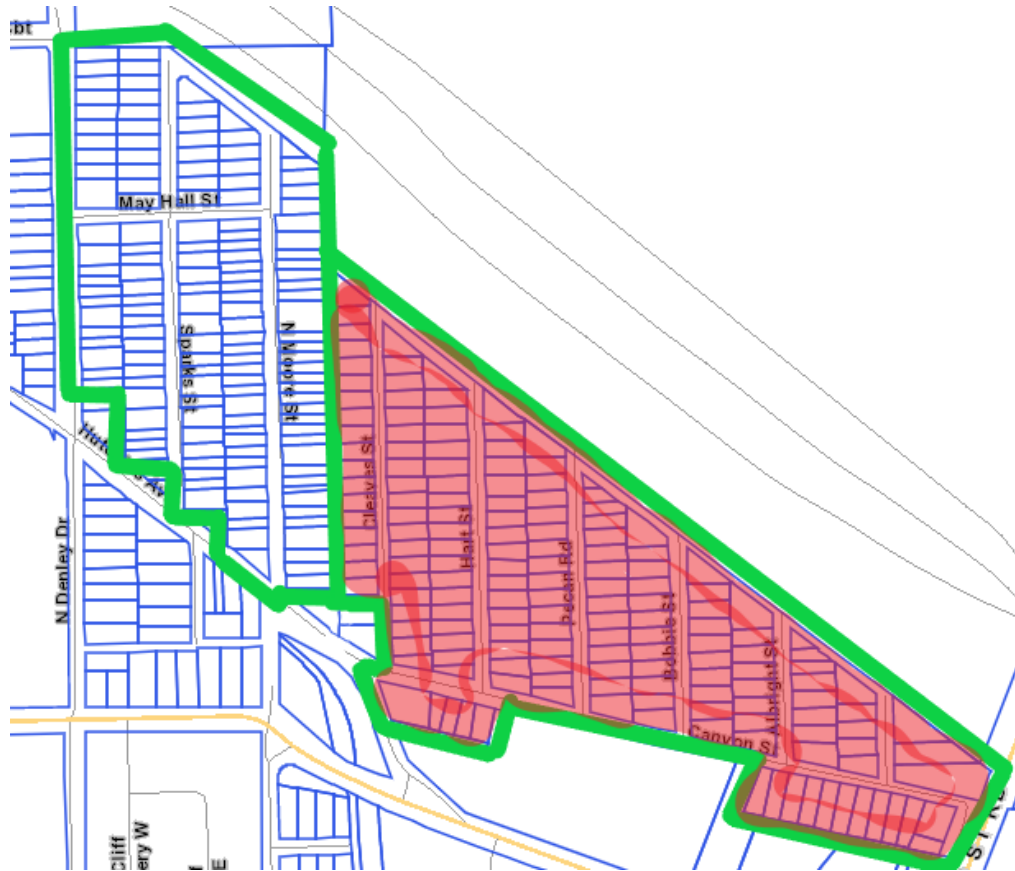
- Issues:
 - lot size
 - lot width
 - adjacency to PD No. 571
- Proposal:
 - reduce minimum lot size
 - increase allowable height
 - reduce setbacks
 - increase lot coverage
 - porches
 - common roof profile



Proposal - Subdistrict 1 - Comparison

	R-5(A)	TH-1(A) w/ DR	PD SUBDISTRICT 1
front yard (min)	30'	0'	25', w/ allowable 8' encroachment for front porch
side yard (min)	SF: 6' other: 10'	SF: 0' D: 5' other: 10'	5' minimum; For Lots < 33': 5' min on one side and 0' on the other
rear yard (min)	SF: 6' other 15'	SF: 0' D: 10' other: 10'	5'
DU density (max)	no max	6 (six)/9/12	no max
FAR (max)	no max	no max	no max
height (max)	30'	36'	36'
lot coverage (max)	res: 45% non-r: 25%	res: 60% non-r: 25%	residential: 80% non-residential: 50%
lot size (min)	5,000sf	SF: 2,000sf D: 6,000sf	SF: 2,000sf Typical lot dimensions: 25'x100'
additional standards			8-16' drive widths, pitched roof, Front Porch not req'd, but min. porch depth 6', and min. porch area 80sf, Garages shall be a minimum of 2 feet behind the street-facing façade; curb cuts and distances
Parking	2/DU		1/DU

Proposal - Subdistrict 2



- Issues:
 - lot size / coverage
 - setbacks
 - compliance with Plan
- Proposal:
 - reduce minimum lot size
 - reduce setbacks
 - increase lot coverage
 - porches
 - common roof profile



Proposal - Subdistrict 2 - Comparison

	R-5(A)	PD SUBDISTRICT 2
front yard (min)	30'	25', w/ allowable 8' encroachment for front porch
side yard (min)	SF: 6' other: 10'	5'
rear yard (min)	SF: 6' other 15'	5'
lot coverage (max)	res: 45% non-r: 25%	residential: 80% non-residential: 50%
lot size (min)	5,000sf	SF: 2,500sf Typical lot dimensions: 40'x100'
additional standards		8'-16'drive widths, pitched roof, Front Porch not req'd, but min. porch depth 6', and min. porch area 80sf Garages shall be a minimum of 2 feet behind the street-facing façade; curb cuts and distances
Parking	2/DU	1/DU



Proposed Setbacks

- Front (minimum): 25 feet
 - Lot depth less than 100 feet: minimum is 20 feet.
- Sides (minimum):
 - Subdistrict 1: 5 feet, except on lots with less than 33' width – one side will have no minimum setback.
 - Subdistrict 2: 5 feet.
- Rear (minimum): 5 feet.



Proposed Height / Stories

- Maximum height:
 - 36 feet in Subdistrict 1
 - 30 feet in Subdistrict 2.
- Height is measured at the average of corners of the street-facing facade.



Minimum Lot Size & Lot Coverage

- Subdistrict 1: 2,000 square feet for single family
- Subdistrict 2: 2,500 square feet for single family
- 4,000 square feet for all other uses

- Maximum lot coverage:
 - 80 percent for residential uses
 - 50 percent for non-residential structures.



Design Standards for Residential Uses

- Front porch not required but highly encouraged.
- **Incentive:** Front porches may encroach into the front yard, up to 8 feet from the front setback
- Unenclosed on at least two sides
- Minimum depth of six feet
- Minimum area of 80 square feet



Design Standards for Residential Uses

- Pitched roofs
- Attached garage must be set back a minimum of two feet behind the front façade, excluding the front porch.
- Detached garages are permitted, behind the main structure.



Design Standards for Residential Uses

- **Placement of driveways:**
- New driveways – adjacent/abutting if possible.
- Driveways not abutting - 16 feet between driveways.

- Maximum driveway width: 16 feet
- Minimum driveway width: 8 feet

- Curb radius is 5 – 10 feet



Why regulate curb cuts?

Figure 4.8 50-Foot ROW

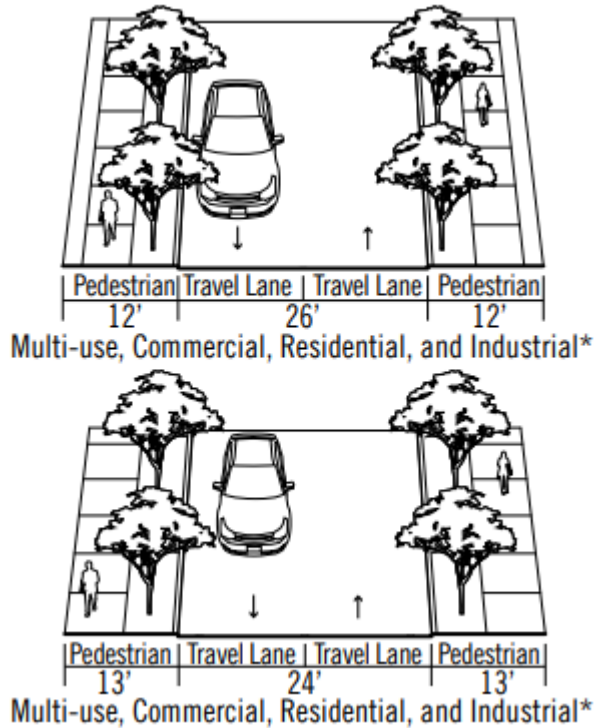
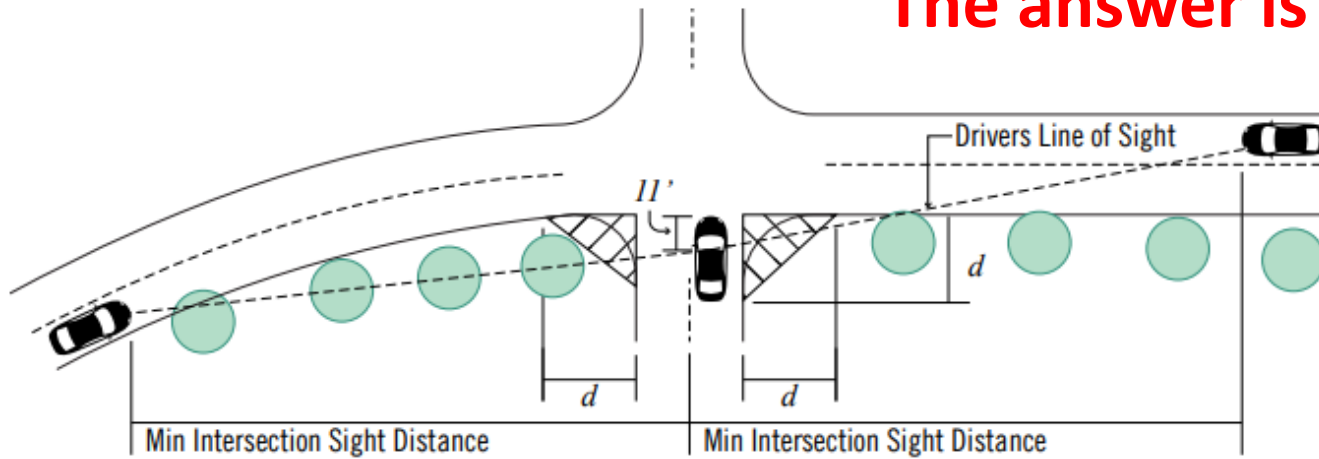


Figure 4.13 Sight Distance at Intersections



The answer is SAFETY!

Thoroughfare/Street	Type	Existing Dimension and ROW
N Denley Drive	Two Way	27 feet and 60 feet
Hutchins Avenue	Two Way	Varies and 60 feet
Canyon Street	Two Way	25 feet and 50 feet
May Hall Street	Two Way	25 feet and 34 feet
N Moore Street	Two Way	27 feet and 38 feet
Sparks Street	Two Way	25 feet and 38 feet
Cleaves Street	Two Way	20 feet and 30 feet
Hart Street	Two Way	25 feet and 40 feet
Pecan Road	Two Way	25 feet and 40 feet
Bobbie Street	Two Way	25 feet and 40 feet
Albright Street	Two Way	25 feet and 40 feet
Viaduct Street	Two Way	25 feet and 40 feet

Landscaping

- Article X Landscaping Ordinance
- Article X has provisions for smaller lots already
- Allow for substitution of two small trees for one large or medium tree when overhead utilities interfere
- Mitigation follows Article X



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