

**Z178-307**  
**The Bottom Authorized Hearing**  
**City Plan Commission**  
**Briefing**

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December 17, 2020

Presented by:  
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Senior Planner  
Sustainable Development and Construction



Case Number Z178-307, the Bottom Authorized Hearing.

## 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



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The City Plan Commission approved an Authorized Hearing just over two years ago to take a good look at the neighborhood. City Staff studied and drafted today's proposal after consulting with the Area Plan and other departmental recommendations.

The Area Plan, known as The Bottom – urban structures and guidelines, is the name of the comprehensive planning document that gave us the course forward. Planning and Urban Design, Public Works, Floodplain Management, Housing, Economic Development, property owners, community groups and residents of The Bottom all provided input during the process of crafting this draft recommendation to the Commission. Staff drafted recommendations based primarily upon the City Council approved Area Plan (Ordinance 150714)

On October 22, 2020, a community meeting was held via WebEx teleconference to brief the community on staff recommendations

Staff refined the recommendations from the Area Plan and input from community stakeholders and various City departments

## Area Plan

- 2015 – Urban Structure & Guidelines approved by Council



**the bottom**  
urban structure & guidelines

**CITY OF DALLAS**  
TEXAS

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This slide shows an aerial view of The Bottom and a map of the future vision for the area. Other City departments are also involved with carrying out the redevelopment of the subject area. Public Works Department is engaged in street and infrastructure improvements. The subject area is also part of the Economic Development Department’s 8<sup>th</sup> Street/Bottom Neighborhood Empowerment Zone and The Bottom/10th St. Neighborhood Stabilization Zone. The Housing Department is also tasked with developing – 135 affordable housing units in the subject area.

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

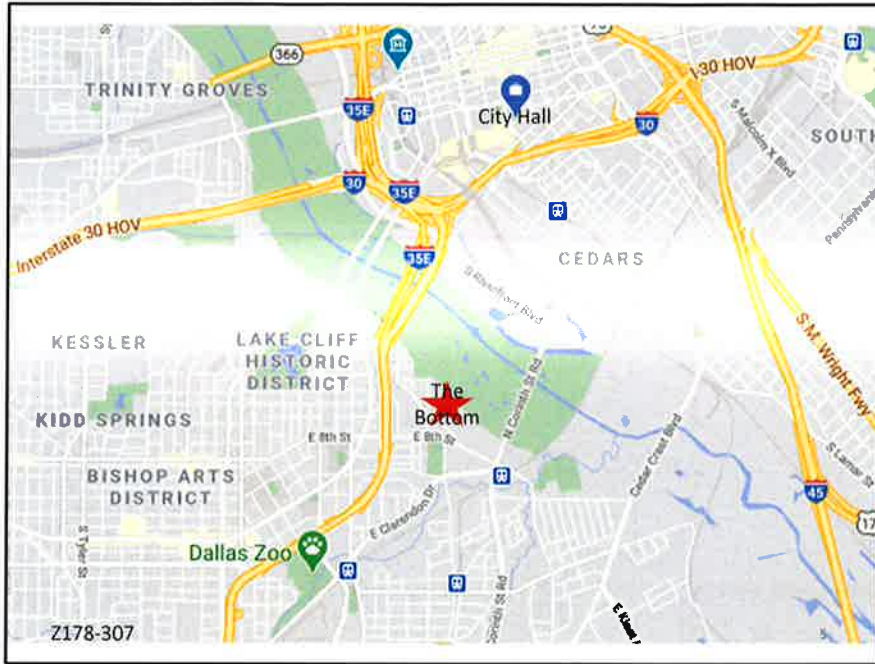
- **Vision:** A once strong and vital single-family neighborhood is restored and enhanced with a safe, attractive, and better-connected network of streets and trails
- **Recommended Uses:** Infill one- and two- story quality market and affordable single-family homes and the conservation and restoration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



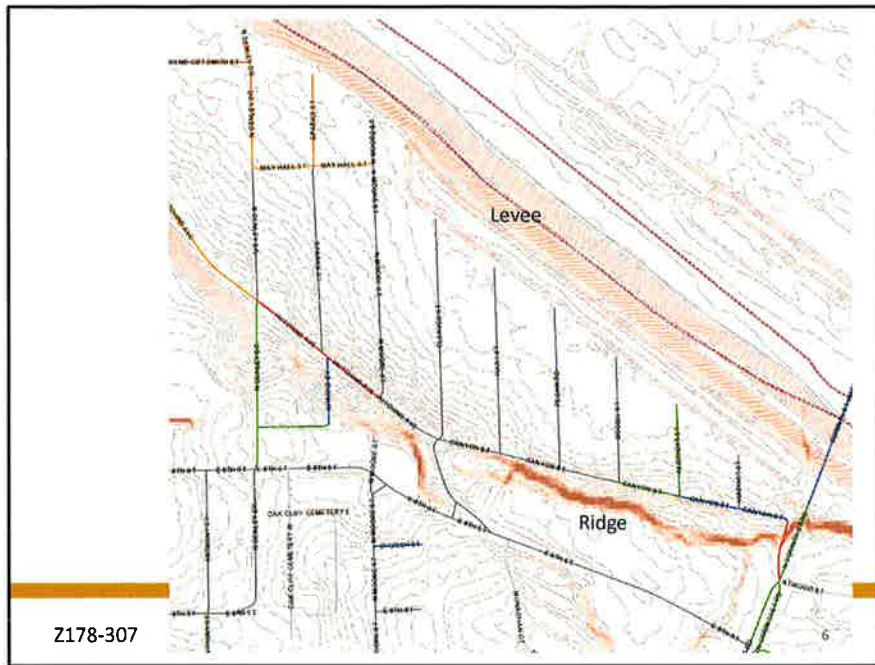
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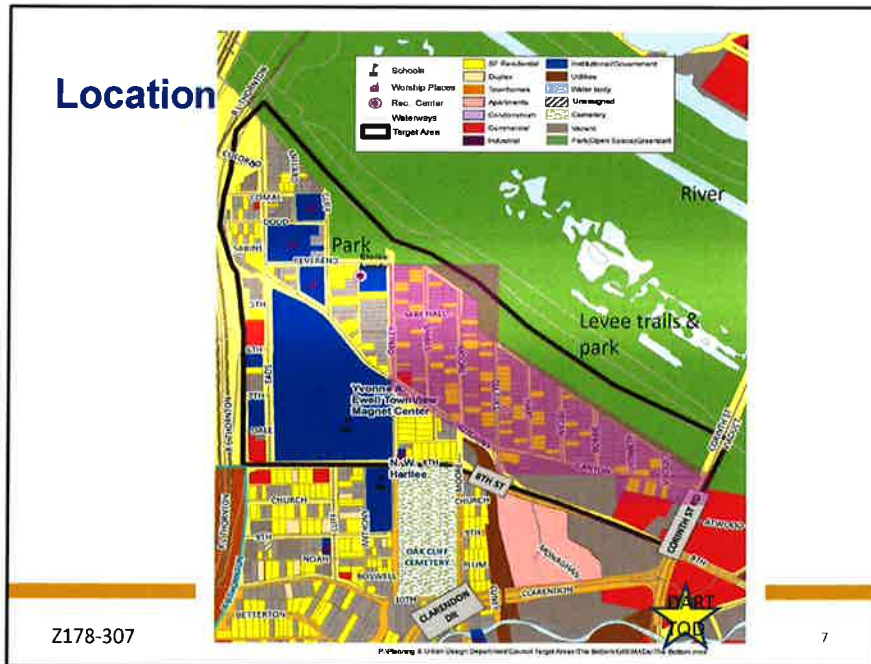
The Area Plan gives us this specific guidance for the subject area:  
The City, our elected officials, and local stakeholders put a lot of time and effort into crafting an Area Plan that reflects the will of the community. The team in the Planning and Urban Design Department, used the decisions from the community in countless community meetings to come up with a workable plan that is equitable to the existing residents, while encouraging growth and future investment into the neighborhood.



The Bottom is located just south of downtown, and just across the Trinity River. The entire Bottom neighborhood is bordered by I-35 on the West, 8<sup>th</sup> Street to the South, the Trinity River Park and Floodway to the North, and Corinth Street on the East.



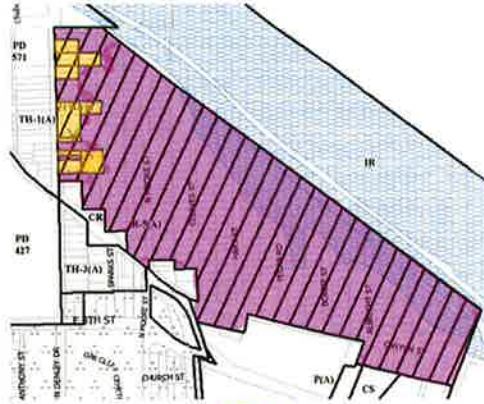
If we zoom in and look at the subject area topographically, you can see the subject area sits in a valley between the Trinity levee and Hord's Ridge. The Bottom is a unique, geographically isolated, residential neighborhood, just south of downtown.



The subject area is part of the larger Bottom neighborhood, outlined in black. The subject area is highlighted in purple. Gray areas are vacant land. Local amenities include the DART light rail station to the southwest, the Yvonne A. Ewell Townview Magnet High School to the southwest, Parks and trail connections to the north, and the Eloise Lundy Park and Recreation Center to the northwest. The east and west sides of the neighborhood have easy access to downtown via major thoroughfares.



## Location - Authorized Hearing Study Area



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The areas in purple and yellow are in the authorized hearing subject area. The blue area to the north indicates the current Trinity River floodplain. The floodplain is currently being studied, and after the ongoing Public Works projects in the area are completed, the flooding risk should be reduced significantly.



## 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

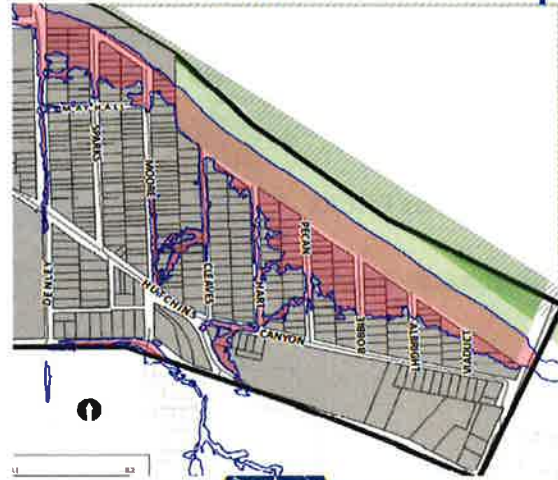


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The existing zoning is R-5(A) with some lots on the west end of the authorized hearing area zoned TH-1(A) with deed restrictions to restrict each lot to single family structures. PD571, a mixed use development, is west of the authorized hearing area. Along 8<sup>th</sup> street, is multifamily zoning, with industrial zoning to the east. PD 427 is the location of one of the highest ranked magnet schools in the United States – the Yvonne A. Ewell Magnet Center.

## The Bottom in relation to the floodplain



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This is the most current floodplain map. The Public Works department is currently working on several projects to enhance the infrastructure and help alleviate flooding in the neighborhood. The areas in pink, outlined in blue, are areas currently within the floodplain. The green area is the Trinity levee and sump zone.

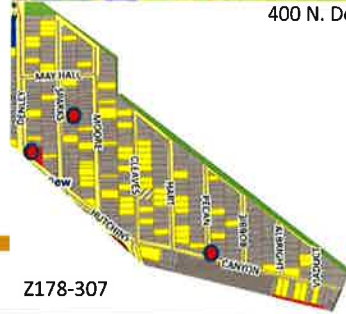
## The Bottom – Existing Land Use



400 N. Denley



402 Pecan



432 Sparks



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Existing structures in the area:

Single Family Housing and vacant lots waiting to be homes. These pictures show us what is currently in the Bottom. One of the classic features found on many homes, is a prominent front porch.

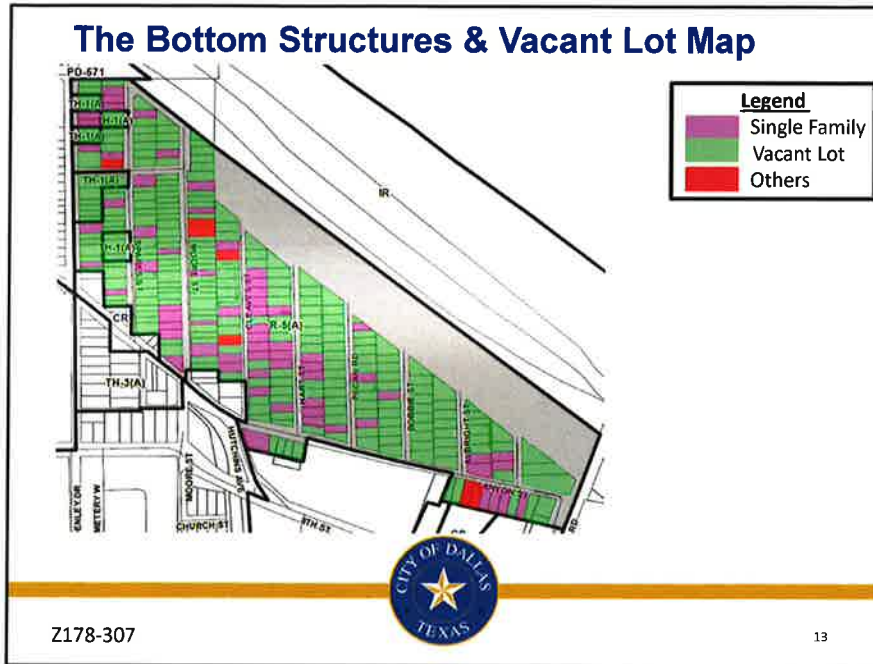
### The Bottom – Existing Land Use

422 & 414 Cleaves Street

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Front porches and pitched roofs.



The subject area is comprised of approximately 175 lots. There are 70 single-family homes, 2 duplex style homes, 4 churches and 99 vacant lots. 74 lots are owned by the City of Dallas and the Dallas Housing Authority. 64 lots are owned by Texas Heavenly Homes, in cooperation with the City of Dallas Housing department. The remaining lots are owned by private citizens, a few small developers, and the local churches own 8 lots. There are no structures on the lots in TH-1(A) zoning. The purple shaded lots are single family homes and primarily owned by private citizens. The lots owned by the City, and Texas Heavenly Homes, are primarily found in the green shaded areas. Green means potentially developable vacant land. Current zoning REGULATIONS are holding back growth, and therefore we are making the following proposed zoning regulations.

## 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



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The Area Plan is the guiding document. City staff would like a new Planned Development District, a PD, with two Subdistricts based on the existing plats. The PD Subdistricts are outlined using the existing plats. The Dewberry plat, Subdistrict 1, created prior to annexation, specified 25 foot wide lots, while the Meadowmere plat, Subdistrict 2, to the east has primarily 40 foot wide lots.

## Staff Recommendations


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



City staff has come up with a proposal, based on the Area Plan, for a single family zoned PD with the following regulations.




## 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

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The proposal is to allow for Smaller lot development. The proposed PD subdistrict follows along with the Dewberry Plat, which had typically 25' x 100' lots. By allowing smaller lot sizes, the land stays affordable, and there is no need to go through costly and time-consuming processes like the Board of Adjustment, New Zoning amendments, or replatting

## 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 facade; curb cuts and distances.
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Parking	2/DU		2/DU

This chart shows the current requirements versus the proposed zoning for PD Subdistrict 1.

The main difference is dropping down to a 2,000 sf minimum lot size and going up to a 36' height (due to PD 571 adjacency)

We are also proposing some additional design standards, and in order to minimize the traffic impact and provide a better pedestrian interaction with the street, curb cuts and distances will be regulated.

## 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




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Subdistrict 2 Follows the Meadowmere plat. The Meadowmere plat had 40' x 100 lots typically. Neither plat has alleys.

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	2/DU



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This chart shows the current requirements versus the proposed zoning for PD Subdistrict 2.

(Close to Corinth St. Light Rail Station – DART / TOD) – but additional Public Works amenities must be completed before this neighborhood can truly take advantage of the transit-oriented development to the southeast of The Bottom. In order to minimize the traffic impact and provide a better pedestrian interaction with the street, curb cuts and distances will be regulated.

## **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.



Subdistrict 1 is adjacent, and slightly downhill from PD 571. PD 571 has taller structure heights than this proposed PD. The 36 foot height will allow for a more relaxed juxtaposition, as opposed to the 30 foot height in the rest of The Bottom.

## 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.



Non-residential structures have parking requirements that exceed the parking required for proposed residential structures. In order to ensure adequate open space and landscaping, the buildable lot coverage should decrease.



## 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



The design standards for residential uses are intended to guide new construction and major modifications, to preserve and enhance the existing single family neighborhood. The neighborhood and the Area Plan are strongly in favor of front porches on homes. Not only is the aesthetic favorable, but front porches encourage increase safety and communication between neighbors.

## 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.



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Roofs and Garages. On smaller lots such as these, it is important to de-emphasize garage openings on the front of residential structures. A garage should not be the visual focal point of a home. If possible, we would prefer garages be detached and to the rear of the property. In addition, side entry garages on corner lots are not prohibited. Flat and shed roofs must not be visible from the street. Mansard, gambrel, and barrel vault roofs are not permitted

## 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



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The placement of driveways is encouraged to be abutting the adjacent property driveway along the property line unless a utility conflict exists that prevents the placement of abutting driveways. If not abutting, driveways should be spaced further apart in order to maximize the distance between curb cuts.

If an abutting driveway cannot be provided, the driveway placement must be located to provide a minimum spacing of 16 feet between driveways. Subject to waiver from the Director, if compliance with this rule would prevent the development of a lot.

The maximum width for abutting driveways is 16 feet for the portion of the driveway between the front property line and the main street-facing facade. The minimum driveway width for each is 8 feet.

The absolute minimum allowable curb radius is 5 feet. The maximum allowable curb cut radius is 10 feet. Driveway radii shall not intrude onto the frontage of adjacent lots.

## Why regulate curb cuts?

Figure 4.8 50-Foot ROW

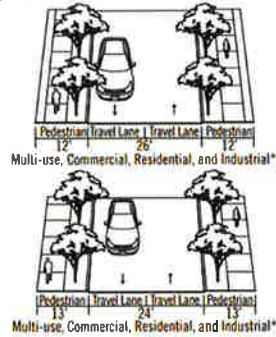
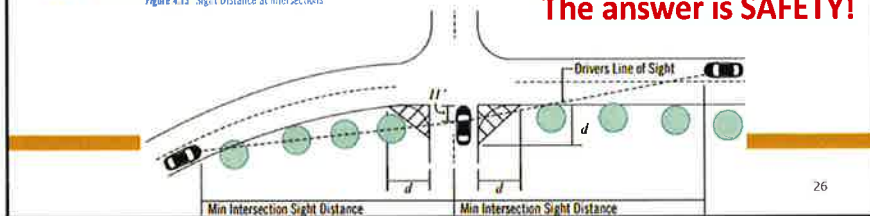


Figure 4.13 Sight Distance at Intersections

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

**The answer is SAFETY!**



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Safety! The existing Rights of Way and street widths are already less than the City standards. Putting it simply, less visibility means increased risk to pedestrians and motorists. By minimizing the amount of possible access points along the roadway, we reduce the risk. The two figures shown are from the current Dallas Street Design Manual. The table shows the street widths and total ROW in the subject area. The existing situation already has increased risk. Staff has proposed regulating curb cuts in order to mitigate that risk.

## 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



With great respect for the work that Phil Erwin and the Commission did on Article Ten, we would like to leave Article Ten intact. This neighborhood has an abundance of mature trees, fruit trees, and other specimen flora that have flourished in this neighborhood for over 100 years.

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Additional questions:

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