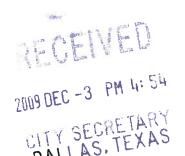
Memorandum





DATE December 4, 2009

Trinity River Corridor Project Committee Members:

Steve Salazar (Vice-Chair) Mayor Pro Tem Dwaine Caraway

Deputy Mayor Pro Tem Pauline Medrano

Carolyn R. Davis

Vonciel Jones Hill Delia Jasso

Linda Koop

SUBJECT Trinity River Corridor Project Committee Meeting

Please plan to attend a meeting of the Trinity River Corridor Project Committee on Tuesday, December 8, 2009 from 9:30 a.m. to 11:30 a.m. The meeting will be held at City Hall, 1500 Marilla, 6/E/S, Dallas, TX 75201

- 1. Approval of minutes for November 3, 2009 Trinity River Corridor Project Committee meeting
- 2. Margaret Hunt Hill Bridge Approval to Proceed (Memo for discussion)
- 3. Case Study for Continental Bridge
 - Presenter: Dorcy Clark, Chief Planner, Sustainable Development & Construction
- 4. Oak Cliff Gateway Land Use Plan Amendment Presenter: David Whitley, Manager III, Sustainable Development & Construction
- 5. Program Management Services Supplemental Agreement No. 3 Presenter: Liz Fernandez, Assistant Director, Trinity Watershed Management
- 6. Margaret Hunt Hill Bridge Advance Funding Agreement Amendment and Supplemental Agreement #1 to Santiago Calatrava
- 7. Periodic Inspection No. 9 Maintenance Deficiency Correction Period (MDCP) November 2009 Update (Memo for discussion)
- 8. Upcoming Items on the City Council Agenda (12-09-09)
 - a) Property acquisition for a tract of land containing approximately 44,892 square feet located near the intersection of Irving Blvd. and Sylvan Ave. for the Baker Pump Station.
 - b) Three items authorizing settlements on unimproved tracts of land located near the intersection of Colonial Ave. and Starks Ave. for the Trinity Parkway.
 - c) Authorize sale of approximately 62,412 square feel of City-owned land located near the intersection of Sylvan Ave. and Morris St. to Oncor Electric Delivery Company.
 - d) Supplemental Agreement #3 with HNTB Corp. for program management of major flood management and storm drainage projects for the Dallas Floodway Project.
 - e) Supplemental Agreement #1 with Santiago Calatrava SA to provide engineering and design services of the Margaret Hunt Hill Signature Bridge.
 - f) Authorize payment to TxDOT for Advance Funding Agreement Amendment associated with the Margaret Hunt Hill Bridge.
 - g) Public hearing to amend the forwardDallas! Comprehensive Plan and the Trinity River Corridor Comprehensive Land Use Plan to incorporate amendments to the Oak Cliff Gateway Land Use Opportunity Plan.

Page 2 TRCP Council Committee December 8, 2009

9. Upcoming Events

a) December 9th, Luncheon for Jo Ellen Darcy, Assistant Secretary of the Army (Civil Works) and Congresswoman Eddie Bernice Johnson at the Trinity River Audubon Center (Council vans leave from L1-Green at 11:45 a.m.)

David A. Neumann, Chairman

Trinity River Corridor Project Committee



THE TRINITY

DALLAS

c: Honorable Mayor and Members of the City Council
Mary K. Suhm, City Manager
Ryan S. Evans, First Assistant City Manager
Jill A. Jordan, P.E., Assistant City Manager
A. C. Gonzalez, Assistant City Manager
Forest E. Turner, Assistant City Manager
Deborah A. Watkins, City Secretary
Kelly High, Director, Trinity Watershed Management
Rebecca Rasor, P.E., Managing Director, Trinity River Corridor Project
Paul D. Dyer, Director, Park and Recreation Department





Trinity River Corridor Project Committee Meeting Record

The Trinity River Corridor Project Committee Meetings (TRCPC) are recorded. Agenda materials and audiotapes may be reviewed/copied by contacting the Trinity River Corridor Project Committee Coordinator at 214-671-9500.

<u>M</u> e	eeting Date: 11/3/09	Convened: 9:34 a.	m. Adjourned: 11:	23 a.m.			
Committee Members Present: David Neumann, Chairman Steve Salazar, Vice Chair Mayor Pro Tem Dwaine Caraway Deputy Mayor Pro Tem Pauline Me			City Staff Present: Jill Jordan, ACM Rebecca Rasor, Managing Dir Kelly High, Dir. TWM	r. TRCPC			
Committee Members Absent:		Other City Councilmembers Present: Ann Margolin					
A	GENDA:						
1.	I. Approval of minutes for September 22, 2009 Trinity River Corridor Project Committee Presenter: David A. Neumann, Chairman Action Taken/Committee Recommendation(s):						
	Motion made by: Item passed unanimously: Item failed unanimously:	Pauline Medrano X	Motion seconded by: Item passed on a divided vote: Item failed on a divided vote:	Linda Koop			
2.	Continental Bridge Design Presenter: Jim Parrish, CH2M-Hill, and Don Raines, Wallace, Roberts and Todd						
	Action Taken/Committee Re	commendation(s): Ir	nformation Only				
	Motion made by: Item passed unanimously: Item failed unanimously:	lt	fotion seconded by: em passed on a divided vote: em failed on a divided vote:				
3. Real Estate Services and Land Acquisition for the Trinity River Corridor Project Presenter: Rebecca Rasor, P.E., Managing Director, Trinity River Corridor Project							
Action Taken/Committee Recommendation(s): Information Only							
	Motion made by: Item passed unanimously: Item failed unanimously:		Motion seconded by: Item passed on a divided vote: Item failed on a divided vote:				

12/2/2009

4.	Periodic Inspection No. 9 – Maintenance Deficiency Correction Period (MCDP) Plan August 2009 Update (Memo only for discussion)				
	Action Taken/Committee Recommendation	nmendation(s): Information only.			
Motion made by: Item passed unanimously:		Motion seconded by:			
		Item passed on a divided vote: Item failed on a divided vote:			
	Item failed unanimously:	Tem falled on a divided vote:			
5.	Upcoming Items on the City Council Agenda a. Standing Wave Construction Contract				
3.	Upcoming Events				
		/4 Special Recognition for Photo Contest Winners at Council Briefing			
		1/6 Carpe Diem Fishing Tournament and River Paddle			
	c 11/17 Scoping Mtg. for DFE EIS – Convention Center 6:00 p.m. – 9:00 p.m.				
	APPROVED BY:	ATTEST:			
	Amt A Mum	Natalie Wilson			
David A. Neumann, Chairman		Natalie Wilson, Coordinator			
	Trinity River Corridor Project Committee	Trinity River Corridor Project Committee			

Memorandum

DATE December 4, 2009

Trinity River Committee Members:
David Neumann (Chair)
Steve Salazar (Vice-Chair)
Mayor Pro Tem Dwaine Caraway
Deputy Mayor Pro Tem Pauline Medrano
Carolyn R. Davis

Vonciel Jones Hill Delia Jasso Linda Koop



SUBJECT Margaret Hunt Hill Bridge Approval to Proceed

On December 1, 2009, the City of Dallas and the Texas Department of Transportation (TxDOT) received the attached letter from the U.S. Army Corps of Engineers (Corps) regarding the results of the levee remediation plan for the Margaret Hunt Hill Bridge. The Corps has determined that the construction activities of the bridge will not adversely affect the function of the Dallas Floodway, and that the recommended remediation measures are satisfactory. Therefore, construction on the approaches to the bridge may proceed.

The remediation measures, to be performed by TxDOT and Oncor, include the following items (see attached for locations and construction drawings):

- A two tiered berm to provide reinforcement of the East Levee side slope
- A seepage collar at one Oncor tower to prevent water from percolating up around the tower foundation
- Seepage collars for three existing sets of bridge piers to prevent water from percolating up around the piers

In addition to this work, the Trinity Watershed Management Department will perform work on both the east and west levees to restore the levee height in this area to the original design elevation. This work is needed as part of the overall Levee Remediation Plan for the Dallas Floodway, but is being done now in order to coordinate with the above mentioned remediation measures.

Please let me know if you have any additional questions.

Jill A. Jordan, P.E. Assistant City Manager

THE TRINITY

Attachments

c: Honorable Mayor and Members of the City Council Mary K. Suhm, City Manager
Ryan S. Evans, First Assistant City Manager
A. C. Gonzalez, Assistant City Manager
Forest E. Turner, Assistant City Manager
David K. Cook, Chief Financial Officer
Deborah A. Watkins, City Secretary
Thomas P. Perkins, Jr., City Attorney
Craig D. Kinton, City Auditor
Judge C. Victor Lander
Helena Stevens-Thompson, Asst. to the City Manager
Frank Librio, Director, Public Information Office



DEPARTMENT OF THE ARMY FORT WORTH DISTRICT, CORPS OF ENGINEERS P. O. BOX 17300 FORT WORTH TEXT S 20192-0300

ATTENTION OF

Programs and Project Management Division

Mr. William Hale, P.E.
District Engineer
Texas Dept of Transportation
Dallas District Office
P.O. Box 133067
Dallas, Texas 75313-3067

Ms. Jill Jordan, P.E. Assistant City Manager City of Dallas, Texas Dallas City Hall 1500 Marilla Street, Room 4DN Dallas, Texas 75201

Dear Mr. Hale and Ms. Jordan:

This letter is in response to the most recent submittal of plans, specifications, and engineering report for levee remediation measures associated with the Margaret-Hunt Hill (MHH) Bridge, which is being constructed partially within the limits of the Dallas Floodway in Dallas, Texas.

My staff has indicated that our review of the plans, specifications, and engineering report is now complete. We have determined that the proposed work will not adversely affect the operation and maintenance of the Dallas Floodway, that it provides the required remediation of the levees, and is hereby authorized for construction as an added component of the previously approved MHH Bridge. After construction has commenced, any changes to the proposed remediation measures must be submitted to the U.S. Army Corps of Engineers (Corps), Fort Worth District, for review and approval.

As you know, a recent inspection of the Dallas Floodway revealed that both the East Levee and the West Levee have undergone varying degrees of settlement over the years, resulting in the levee crest being lower than the original design elevation in some areas. It is my understanding that the city of Dallas, in consultation with the Texas Department of Transportation (TxDoT), has agreed to immediately restore the levee crest to the original design elevation within the limits of the MHH Bridge project area, and that this work will be coordinated to coincide with construction of the above mentioned remediation features by TxDoT.

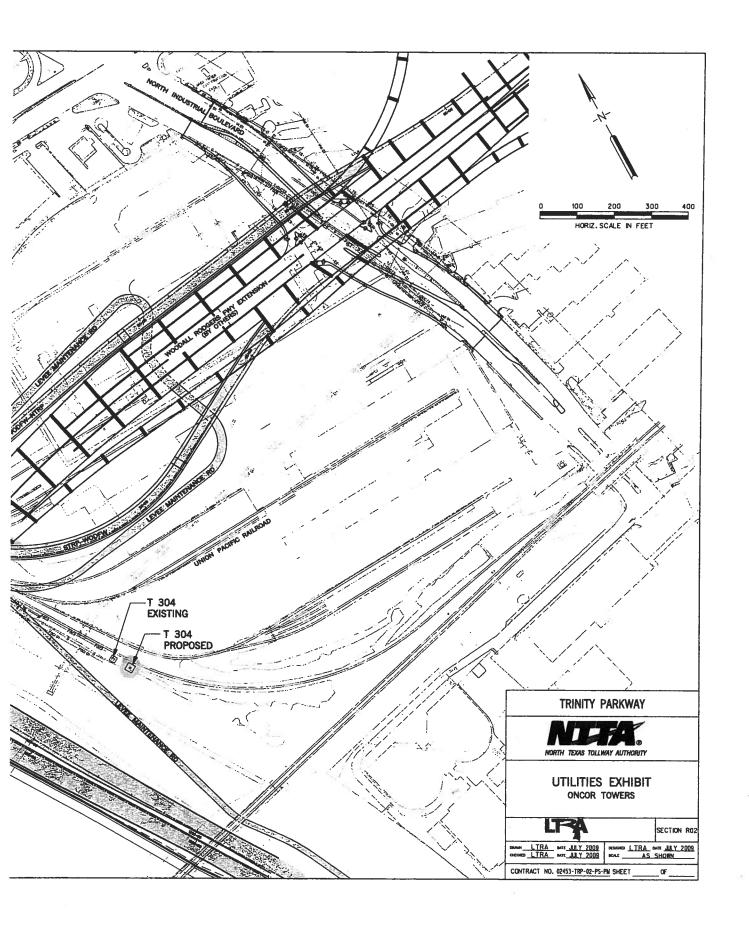
The MHH Bridge project was previously reviewed for compliance with Section 404 of the Clean Water Act, Section 10 of the Rivers and Harbors Act of 1899 and the Trinity River Corridor Development Certificate (CDC) process, as detailed in the CDC Manual, 3rd Edition. Additionally, the proposed project has been reviewed under the preconstruction notification (PCN) procedures of Nationwide Permit General Condition 13 (Federal Register, Vol.67, No.10, Tuesday, January 15, 2002; Vol.67, No.30, Wednesday, February 13, 2002; and Vol.67, No.37, Monday, February 25, 2002), and was determined to be authorized by Nationwide Permit 14 for Linear Transportation Crossings. My staff has also indicated that the proposed remediation measures and the restoration of the levee crest will not require any additional permitting or modification of the existing permit.

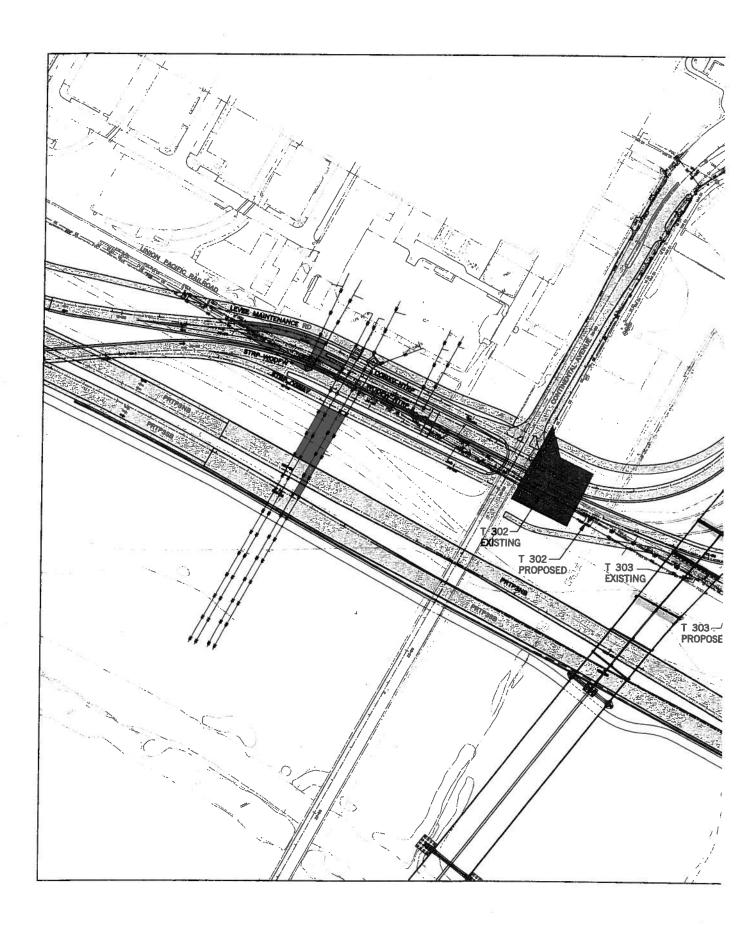
Thank you for your interest in our nation's water resources. If you have any questions related to this matter, please call Mr. Kevin L. Craig, P.E., at (817) 897-1339 or contact him by email at Kevin.L.Craig@usace.army.mil.

Sincerely,

Richard J. Muraski, Jr. Colonel, Corps of Engineers

District Commander

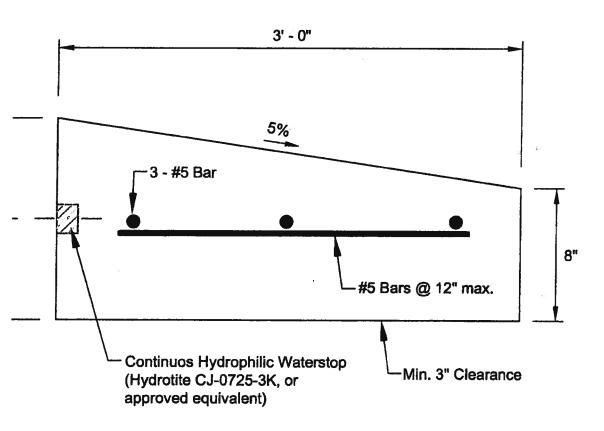




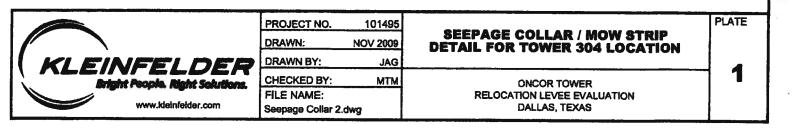
ed concrete seepage collar / maw strip. Concrete shall conform T item 421, Class A, and concrete construction should conform to 'tem 420. Reinforcing steel should conform to TxDOT item 440.

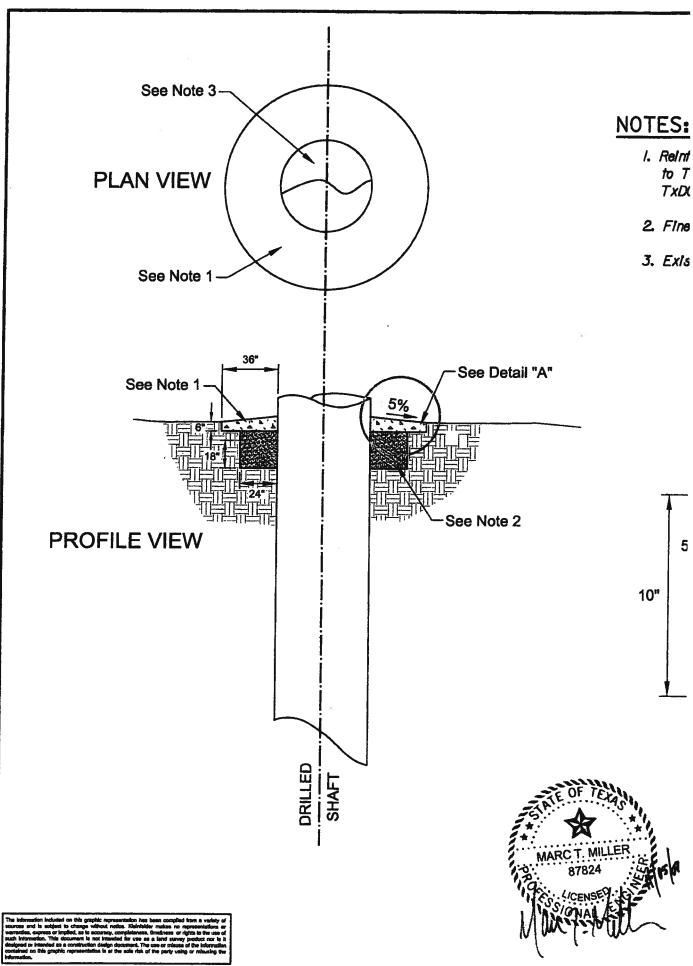
gregates granular filter. Material shall conform to ASTM C33-07, Fine Aggregate.

drilled shaft foundations constructed as per project plans and specifications.



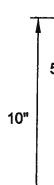
DETAIL "A"

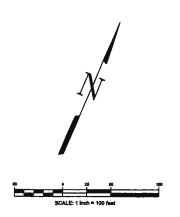




05 Nov 2009, 2:30pm, jgordon

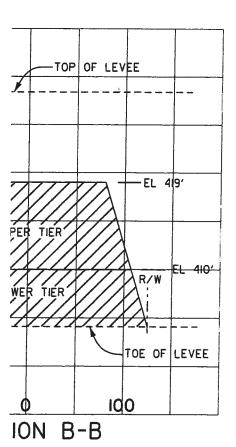
to T TxD





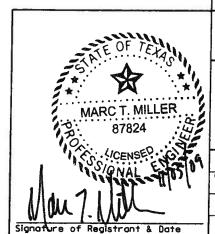
NOTES:

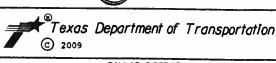
- i. Subsurface and overhead utilities and obstructions to be verified by Contractor.
- 2. Fill material for the stability berm shall be soil that is free of organic and/or deleterious material, with a plasticity index between 5 and 30, with 100 percent of the material passing a 3/8-inch sieve, a minimum of 80 percent passing a size 4 sieve, and a maximum of 85 percent passing a size 200 sieve. Fill shall have soluble sulfates concentrations less than 150 parts per million.
- Prior to fill placement, the existing fill slope shall be stripped to a depth of 6 inches to remove topsoli.
- 4. Soil shall be placed in compaction controlled lifts with a loose lift thickness no greater than 9 inches, and compacted to a minimum density of 95 percent of Test Method TEX-II4-E. The moisture content during compaction shall be between the optimum moisture content and 4 percent above the optimum moisture content (Opt. to *4).
- 5. Before placing a new lift, the previous lift should be scarified to a depth of 3 inches with disc equipment. This step may occur after loose fill has been placed provided the Contractor can demonstrate that the disc is penetrating the previous lift the specified amount, and that this can be independently verified by TxDOT or the Testing Laboratory.
- FIII lifts shall be benched into the existing slope. The bench height shall be equal to the height of two compacted lifts.
- FIII placed within five feet of existing columns shall be placed and compacted with "walk-behind" equipment.
- 8. Place topsall and erosion control on exposed surfaces of stability berm at completion per TxDOT Item 459, Gabion Mattress,



CONNECTION

RAMP 'E





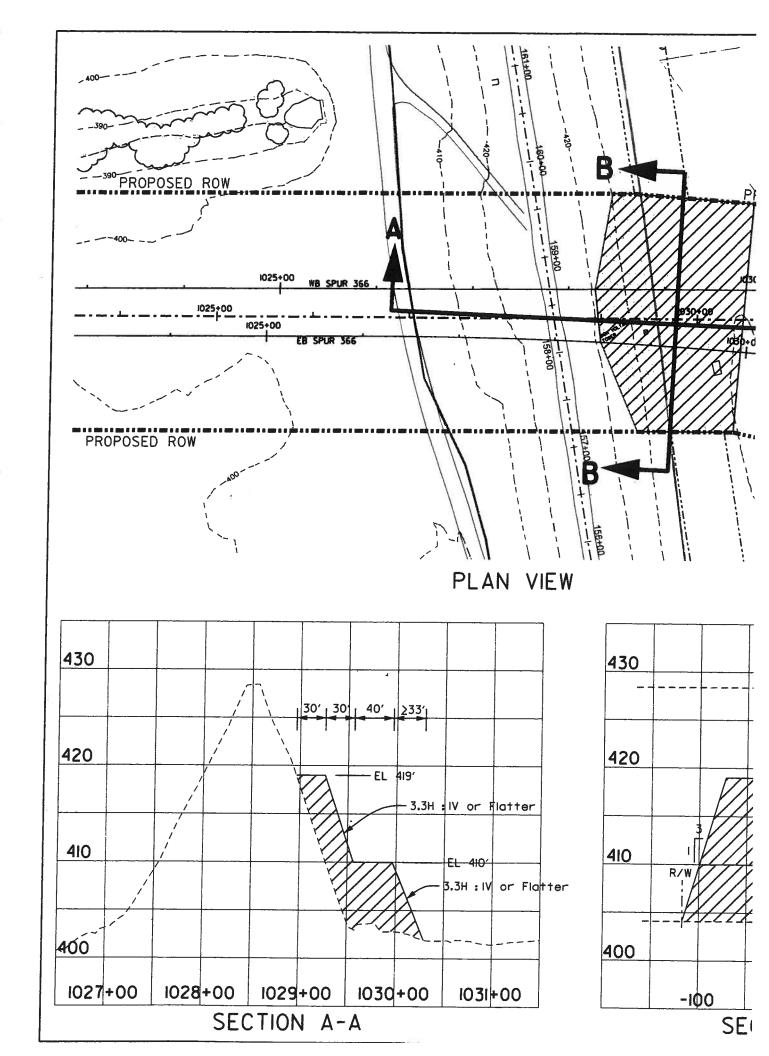
KLEINFELDER

DALLAS DISTRICT

SPUR 366 EXTENSION STABILITY BERM DETAIL

TEMPLATE REVISION DATE: 10/23/09

	TEMPLATE REVISION DATES 10723709					
	DESIGN	FED.RO. DIV.NO.	FEDERA	L AID PROJECT NO.	HIGHWAY NO.	
•	GRAPHICS	6 XXX XXXX XX		X XXXX XX	SP 366	
ì	JAG	STATE	DISTRICT	COUNTY	SHEET NO.	
3	MTM	TEXAS	DALLAS	DALLAS		
-	CHECK	CONTROL	SECTION	JOB	Δ ·	
	MMS	0196	07	018		



Memorandum



DATE December 4, 2009

To Trinity River Corridor Project Committee Members:

David A. Neumann (Chairman) Vonciel Jones Hill

Steve Salazar (Vice-Chair)

Mayor Pro Tem Dwaine Caraway

Delia Jasso
Linda Koop

Deputy Mayor Pro Tem Pauline Medrano

Carolyn R. Davis

SUBJECT Case Study for Continental Bridge

Attached you will find a briefing entitled Case Study for Continental Bridge that will be presented to the Trinity River Corridor Project Committee on December 8, 2009. The briefing describes the High Line in New York as a comparison to the planned Continental Pedestrian Bridge.

Please contact me if you have questions.

A. Jordan, P.E.

Assistant City Manager

THE TRINITY

C: Honorable Mayor and Members of the City Council Mary K. Suhm, City Manager Ryan S. Evans, First Assistant City Manager A.C. Gonzalez, Assistant City Manager Forest E. Turner, Assistant City Manager David K. Cook, Chief Financial Officer Deborah A. Watkins, City Secretary Thomas P. Perkins, Jr., City Attorney Craig D. Kinton, City Auditor Judge C. Victor Lander Helena Stevens-Thompson, Asst. to the City Manager Frank Librio, Director, Public Information Office

Kelly High, Director, Trinity Watershed Management Rebecca Rasor, P.E., Managing Director, Trinity Watershed Management

Case Study for Continental Bridge

Trinity River Corridor Project Committee
December 8, 2009





Purpose



 To explore the High Line in Manhattan as a case study as it relates to the Continental Pedestrian Bridge.



Retrofitting Infrastructure



 The High Line, like the Continental Bridge, takes advantage of converting obsolete infrastructure.

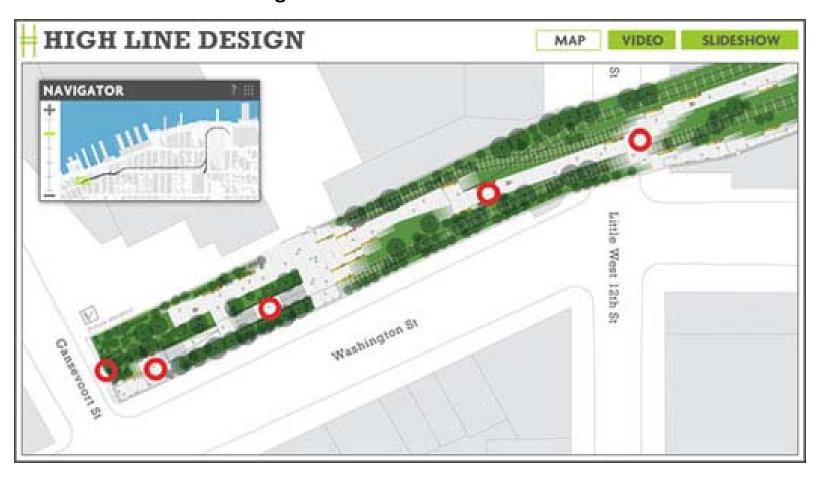
 Retrofitting these structures comes with unique opportunities and unique constraints.



High Line New York City



The High Line is a 1.45-mile section of a former elevated freight railroad that runs along the lower west side of Manhattan.









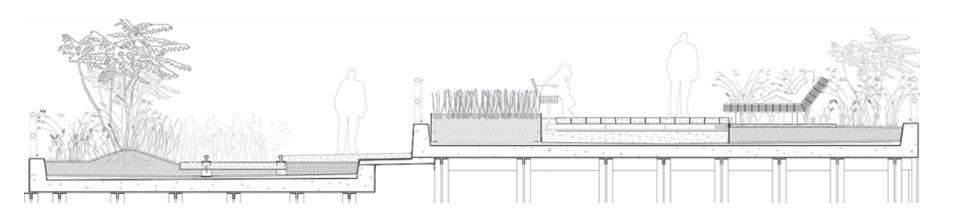
The line has been repurposed to accommodate pedestrians with areas for both active and passive use.



Source: www.thehighline.org

A section of the High Line





The width varies between 30 feet and 60 feet, depending on how many train tracks ran along the elevated path.







The High Line is open daily from 7:00 a.m. to 10:00 p.m.



Source: www.thehighline.org





The residential population of the 2 to 3 block radius around the High Line is 8,127 (based on census tracts).



High Line Costs and Sources



Total Project Cost: \$152.3 million

- City: \$ 112.2 million

- Federal: \$ 20.3 million

- State: \$400 thousand

- Friends of the High Line and other sources: \$19.4 million

- Section 1, the portion currently open, cost \$86.2 million.
- Costs include quantifying rezoning, including exchanges of development bonuses for the construction of public amenities (example: access points and bathrooms).
- There are \$20 million in additional projected costs for a future maintenance and operations facility to be City funded.



Friends of High Line



- Friends of the High Line has a License Agreement with the New York City Department of Parks & Recreation that requires them to secure capital funds.
- In addition, Friends of the High Line is responsible for 70% of the cost of operation and maintenance of the park, including staff (other than security officers).
- Friends of the High Line also funds public programming, education, outreach and art programs associated with the park.



High Line Events



- Walking Tours
 - 1 hour tour of High Line
- Astronomy on the High Line
 - Stargazing
- City Symphonies Out of Doors: Text of Light
 - Live symphony along side film that captures urban life



sample of recent activities









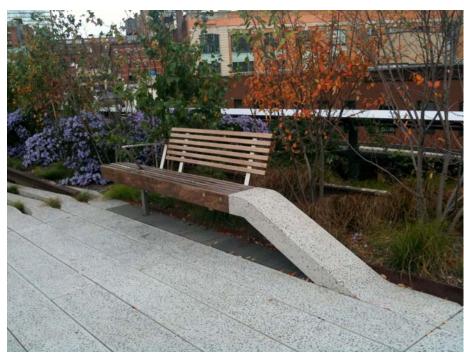












Moving Forward



- The design lessons and success factors of the High Line can be incorporated into the design plans for the Continental Pedestrian Bridge.
- The design options will be explored through the CH2M-Hill contract scheduled for the January agenda.
- The design contract will allow the consultants to address the following questions:
 - What can we learn from the High Line?
 - How do we envision using the space?
 - What are the unique opportunities?
 - How do we overcome the constraints of retrofitting existing infrastructure?
 - How do we balance everyday use with special events/festivals?
 - What will draw people to the bridge?



Memorandum



DATE December 4, 2009

Trinity River Committee Members:
David Neumann (Chair)
Steve Salazar (Vice-Chair)
Mayor Pro Tem Dwaine Caraway
Deputy Mayor Pro Tem Pauline Medrano
Carolyn R. Davis

Vonciel Jones Hill Delia Jasso Linda Koop

SUBJECT Oak Cliff Gateway Land Use Plan Amendment

On December 8, 2009, staff will brief the Trinity River Corridor Project Committee to provide an overview of the proposed amendments to the Oak Cliff Gateway Land Use Opportunity Plan in the Trinity River Corridor Comprehensive Land Use Plan. City Council authorized the plan amendment at a May 27, 2009 public hearing. A copy of the presentation is attached for your information, along with copies of the City Plan Commission's Ad Hoc Committee recommendation [Attachment A] and City Plan Commission recommendation [Attachment B] for the proposed plan amendments.

Please let me know if you have any additional questions.

fill A. Jordan, P.E. Assistant City Manager

~~~

THE TRINITY
DALLAS

#### Attachments

c: Honorable Mayor and Members of the City Council
Mary K. Suhm, City Manager
Ryan S. Evans, First Assistant City Manager
A. C. Gonzalez, Assistant City Manager
Forest E. Turner, Assistant City Manager
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Helena Stevens-Thompson, Asst. to the City Manager
Frank Librio, Director, Public Information Office
Kelly High, Director, Trinity Watershed Management
Rebecca Rasor, P.E., Managing Director, Trinity Watershed Management

# Oak Cliff Gateway Land Use Plan Amendment

Trinity River Corridor Project Committee
December 8, 2009



## Purpose



- Provide an overview of the proposed amendments to the Oak Cliff Gateway Land Use Plan
- Seek Committee recommendation on the proposed plan amendments

## Background



- Existing Plan adopted in 2005
  - Continued residential development
  - A number of single use, suburban designation
- Proposed rezoning Fall 2008 for a portion of the area
  - Community feedback for a more walkable, urban environment
  - Desire to look at the entire community



## Background

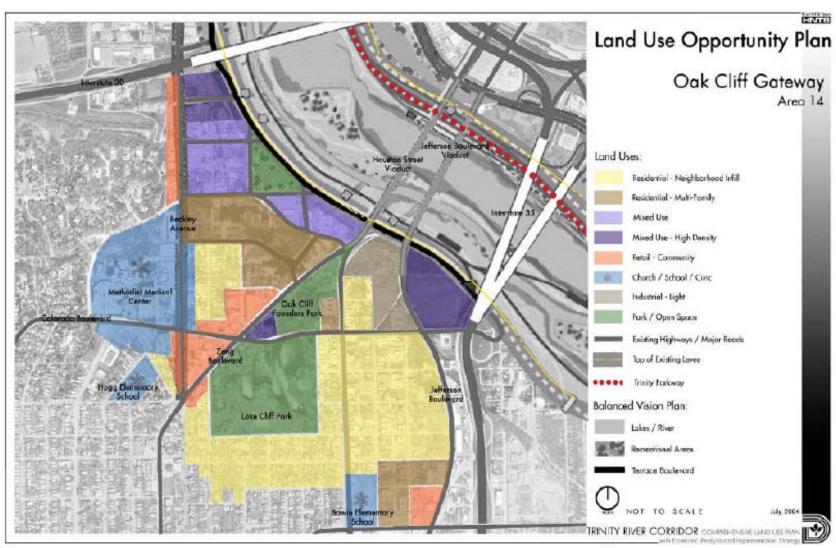


- Community meetings regarding the plan amendments
  - January 13
  - February 3
- Ad Hoc Committee meetings regarding the plan amendments
  - February 24
  - March 10
- City Council meetings to authorize the land use plan amendments
  - Trinity River Committee April 21
  - City Council hearing May 27
- Additional community meetings regarding the plan amendments
  - July 7
  - July 28
- Additional Ad Hoc Committee meetings regarding the plan amendments
  - August 20
  - September 24
- City Plan Commission public hearing
  - October 22
  - November 5



## Existing Adopted Plan (2005)







## Feedback from meetings



- Walkable urban environment
- Encourage home ownership and affordable middle income housing
- Encourage redevelopment that brings retail options and job opportunities
- High quality public spaces
- Hike and bike connectivity
- Mass transit/trolley connectivity
- Respect residential adjacencies



## **Objectives**

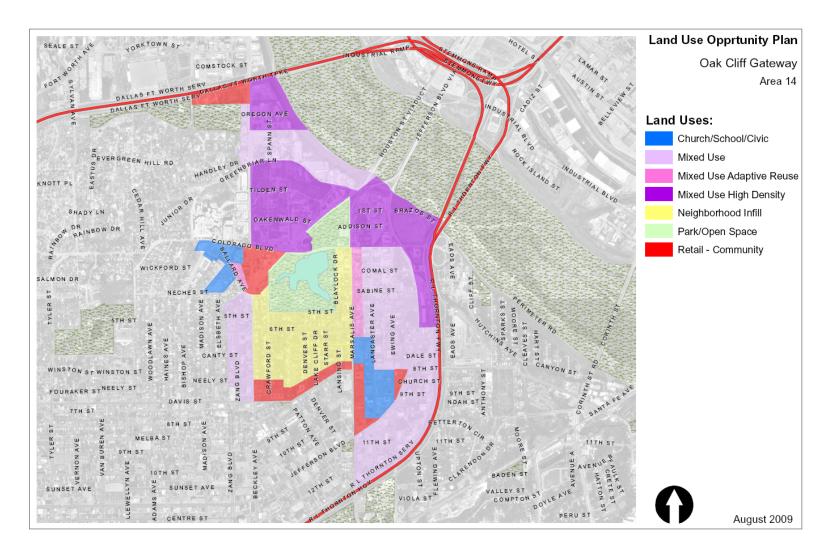


- Create a multi-modal, pedestrian-friendly environment
- Opportunity for trolley and mass transit connections between downtown and key Oak Cliff destinations, such as Methodist Hospital and the Bishop Arts District
- Balance between viable mixed use corridors and adjacent residential uses to create a vibrant urban neighborhood
- Maintain and enhance the character of Oak Cliff



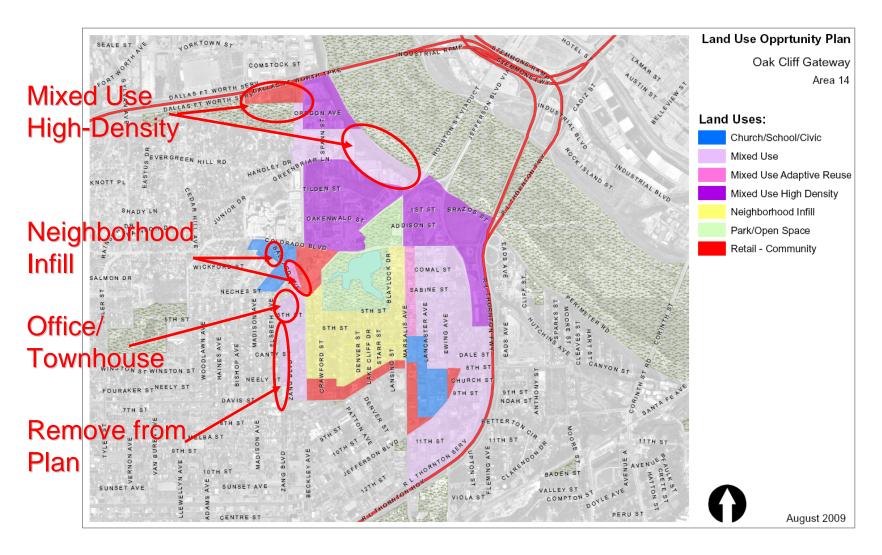
#### CPC Ad Hoc Committee Recommendation <





### **CPC** Recommended Changes

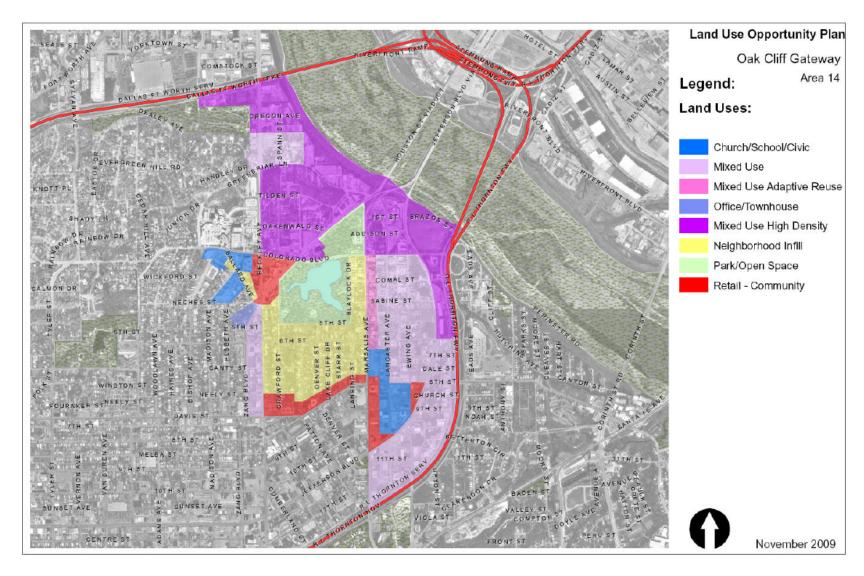






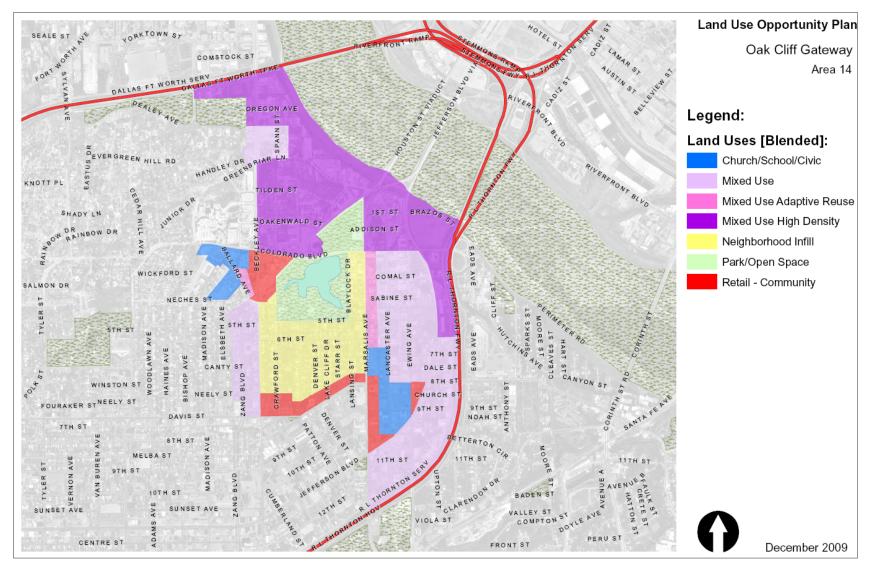
## **CPC** Recommendation





## **Blended Plan**

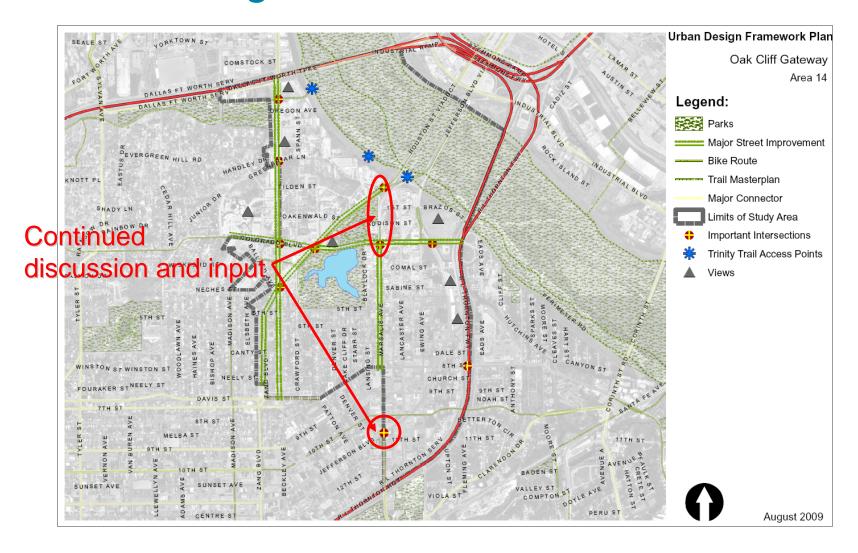






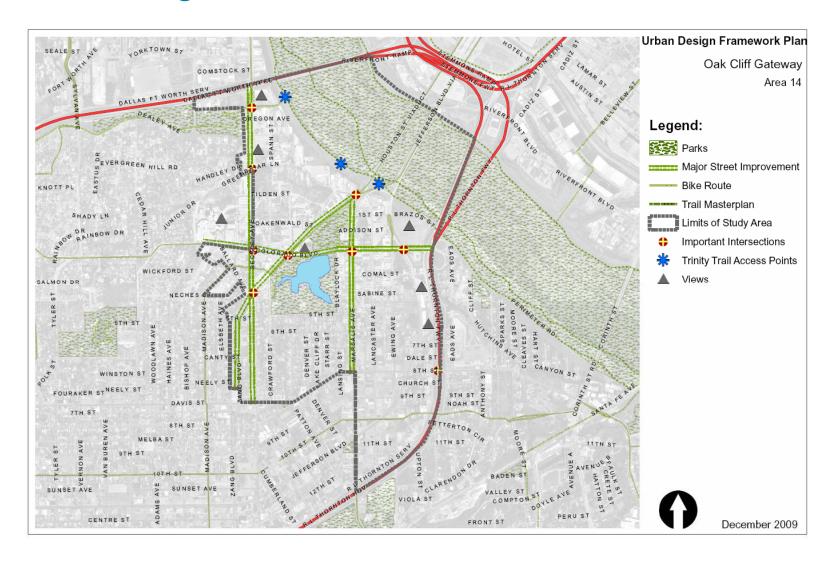
## Urban Design Framework Plan





## Urban Design Framework Plan Revised





## Recommended Language Changes



**Ad Hoc Recommendation:** This Plan recognizes that a core value of the plan is the protection and reuse of contributing structures throughout this area and the use of residential proximity slope adjacent to existing neighborhoods.

**CPC Recommendation:** The Plan recognizes the importance of (1) protection and reuse of contributing historic structures, (2) giving priority to the planning and implementation of a workable, multi-modal area-transportation plan to support the eventually higher densities envisioned by the Plan while maintaining enjoyable walkability and "bikability" for residents and visitors, and (3) minimizing negative impact on established single-family neighborhoods adjacent to the Plan area with the use of residential proximity slopes and by the careful planning of the traffic and parking patterns anticipated in higher density and mixed use development

**Staff Recommendation:** The major objectives of the plan are:

Ensure that development and redevelopment in the area contributes to the unique character and sense of place that defines North Oak Cliff;

Develop and implement a multi-modal area-transportation plan to support future higher densities envisioned by the Plan that emphasizes enjoyable walkability and "bikeability" for residents and visitors; and

Minimize negative impacts of redevelopment on established single-family neighborhoods adjacent to the Plan area through the use of regulatory tools that improve transitions between differing development types, mitigate conflicts between uses, and address traffic and parking patterns resulting from higher-density development.



## Implementation Considerations



- Write a bullet about what Council Action on the 9<sup>th</sup> accomplishes, then outline implementation consideration
- Ensure street network and transportation improvements further the objectives of the plan through pedestrian-oriented street design, creation of a multi-modal network, and fostering high-quality development
- Continued work with the Housing regarding opportunities and improvements in the NIP area
- Detailed land use regulations



## City Council Public Hearing



- Agenda Item #97 on the December 9
   City Council Agenda
- Seeking Committee recommendation for the City Council public hearing

## Appendix: Land Use Designations



- Mixed use This category represents a mix of uses in a vertical arrangement within a building. The active pedestrian uses are located on the ground floor with direct street access. The mix of land uses can include combinations such as retail on the ground floor and residential uses on upper floors; ground floor retail with office uses above; or ground floor office with residential uses above. Mixed use development fosters active pedestrian areas.
- Mixed use adaptive reuse would indicate that a similar range of uses [as above] is appropriate but encourage the reuse of existing structures in order to maintain and enhance the character of the area.
- Mixed use high density This category represents a mix of uses in a dense vertical arrangement within a tall building. The active pedestrian uses are located on the ground floor with direct access to major streets and/or transit stations. High density mixed use development can include hotel, office, residential, entertainment and civic uses. Dense mixed-use development fosters active pedestrian areas and is usually located where it can take advantage of quality views.



## Appendix: Land Use Designations



- Neighborhood infill This category represents conventional single family detached homes that will be built within existing residential neighborhoods. 'Infill' homes fill in currently-vacant lots within or near an existing a neighborhood. Residential infill supports the established neighborhood and can be supported by schools, churches and parks/open space. Infill development can occur on a lot by lot basis, or as a larger area of new housing within an existing neighborhood.
- Retail community This category represents limited retail uses intended to serve the needs of a small market area. Generally, the retail businesses here focus on goods and services such as groceries, prescription drugs and personal services. Most customers live in adjacent neighborhoods. This land use typically has a minimal impact on adjacent neighborhoods because it does not attract customers from a larger region and, as a result, generates less traffic and parking pressure than a large retail center.

## Appendix: Land Use Designations



- Office/Townhouse [CPC Recommendation] This category is limited to neighborhood-scaled office uses and single family detached dwellings.
- Church/School/Civic This category represents nonprofit, public or semi-public uses such as churches, synagogues, public and private schools, post offices, libraries, community centers, fire stations, and other government/municipal facilities.
- Park/Open Space This category represents areas that are designated for park, active recreation, and/or open space functions. These areas can be within the current floodplain boundary. It includes uses such as public parks, tennis centers, soccer complexes, ball field complexes, nature preserves and similar activities.



#### Attachment A: CPC Ad Hoc Committee and Urban Design Advisory Committee Recommendation

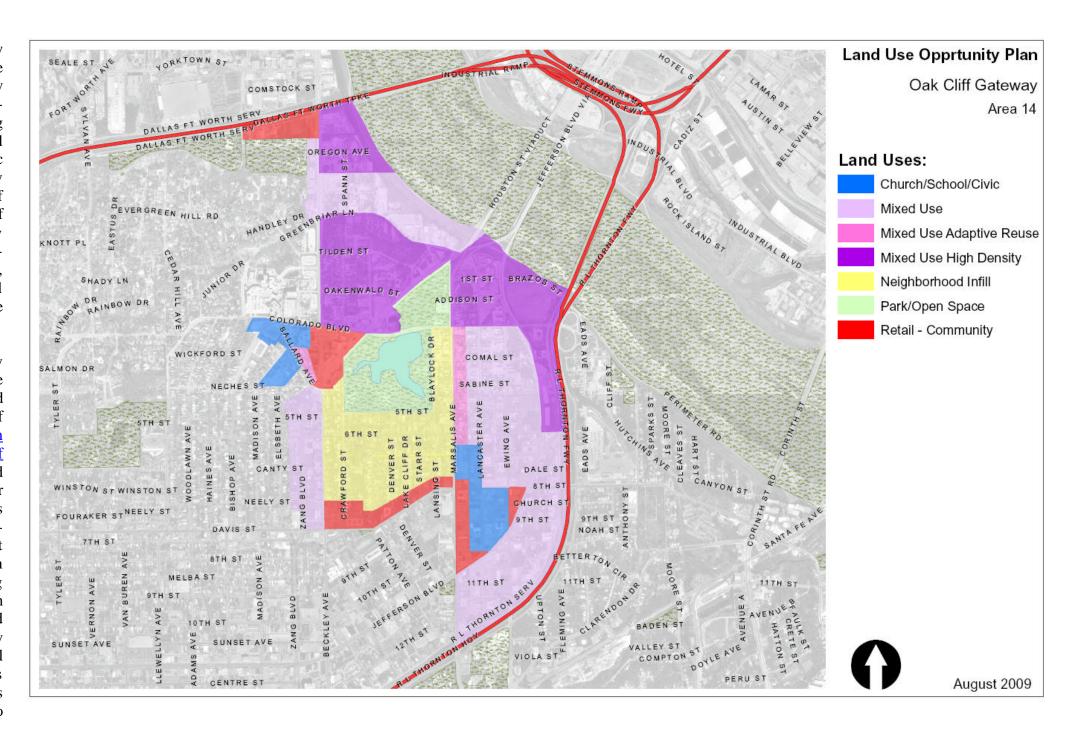
#### Study Area 14: Oak Cliff Gateway

Revised: [Date]

Adopted by Ordinance: [Ordinance number]

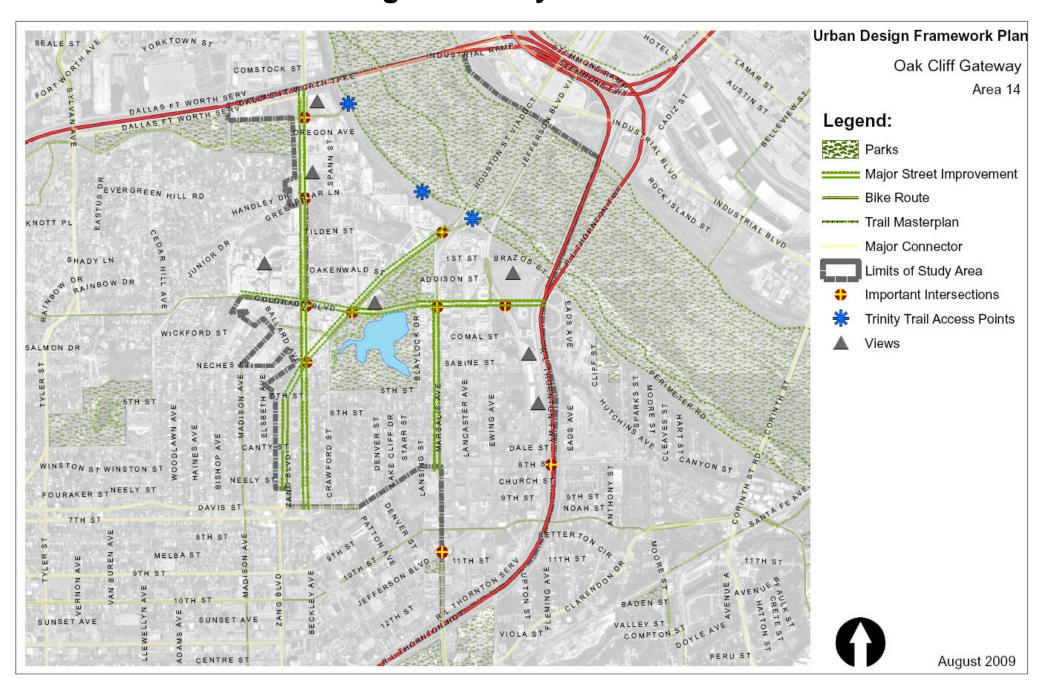
The Oak Cliff Gateway Study Area connects Oak Cliff to the Trinity River. In general, it is bounded on the east by Interstate 35 and on the west by the Beckley Avenue and Zang Boulevard corridors. The study area's boundaries are generally consistent with the areas of previouslydesignated Planned Development Districts, a Tax Increment Financing District, a Neighborhood Improvement Program area, and adjacent land use plan boundaries. Methodist Medical Center is an important public facility and a major employer that anchors the western edge of the study area and continues to be a major draw for services in the area. Lake Cliff Park is centrally located within the study area and, with Oak Cliff Founders Park, provides open space that connects almost to the Trinity River today. The area includes single family neighborhoods, multifamily residential housing, retail and industrial uses. Its riverfront edge, from IH-30 to IH-35, overlooks parts of both lakes and the river; it will have among the best views in the city of downtown and the signature bridges.

This area can build on the historic character of the Oak Cliff community and its proximity to major Trinity River assets. The Land Use Opportunity Plan for the Oak Cliff Gateway envisions a walkable, mixed use community surrounding a core residential area around Lake Cliff Park. This Plan recognizes that a core value of the plan is the protection and reuse of contributing structures throughout this area and the use of residential proximity slope adjacent to existing neighborhoods. Mixed use areas should be carefully designed to concentrate activity near important intersections, gateways, and corridors. Stakeholders from this area expressed the desire for development of a multi-modal, pedestrianfriendly community; access trolley and mass transit services to connect downtown to Methodist Hospital and key parts of north Oak Cliff, such as the Bishop Arts District to the west; and maintaining and enhancing the unique character of north Oak Cliff. The area is envisioned as an urban community that ranges from single family uses to medium- and high-density mixed uses. Transitions between these uses are particularly important in areas such as along Beckley north of Methodist Hospital and the Marsalis and Zang corridors. The area along Marsalis also has the potential for a vibrant corridor connecting into downtown that takes advantage of the adaptive reuse of historic structures and transitions to higher intensity uses to the east toward Interstate 35.



#### Attachment A: CPC Ad Hoc Committee and Urban Design Advisory Committee Recommendation

A number of key urban design principles were voiced by many stakeholders in this area. First, stakeholders expressed the desire to retain the charm and character of north Oak Cliff. Further, providing easy pedestrian and bike access from north Oak Cliff into the Trinity River Park from adjacent neighborhoods, as well as Lake Cliff and Founders Park is an important consideration for new public and private investment in the area. There was a strong desire to have seamless access into the park along the Trinity River Levee. This would also reinforce the idea of creating a walkable community. Street and infrastructure improvements must be carefully considered in this regard. Street, intersection and streetscape improvements are proposed for Beckley Avenue, Colorado and Zang Boulevards. These improvements should be done in a manner to advance the concept of building a pedestrian-friendly community. The urban design guidelines discussed in Chapter 3 are also particularly relevant here; their implementation will allow high rise development to occur while preserving key views. Quality design and siting of buildings could also be utilized to reduce potential negative impacts from commercial and mixed uses adjacent to residential neighborhoods.



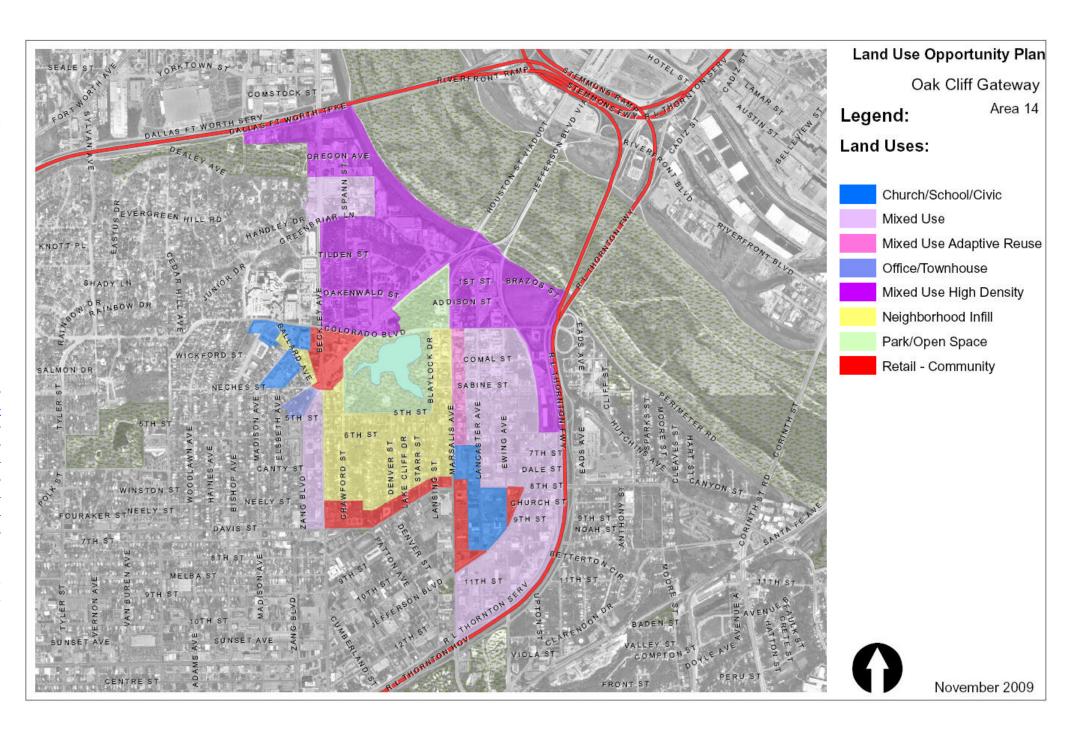
#### **Attachment B: CPC Recommendation**

#### Study Area 14: Oak Cliff Gateway

Revised: November 5, 2009 [CPC Recommendation] Adopted by Ordinance: [Ordinance number]

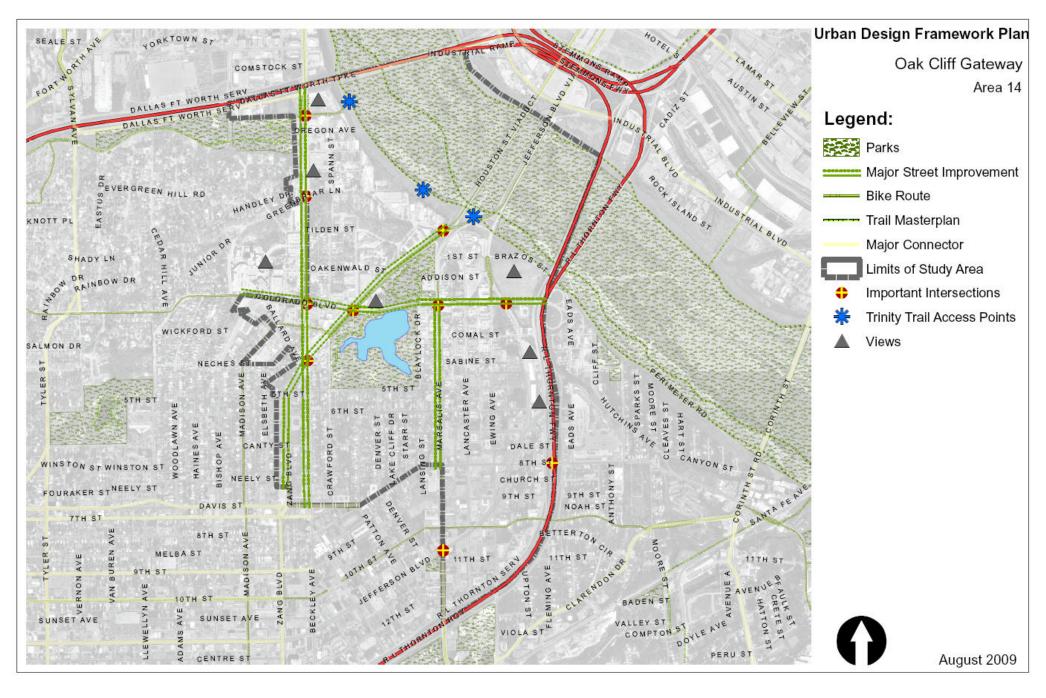
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This area can build on the historic character of the Oak Cliff community and its proximity to major Trinity River assets. The Land Use Opportunity Plan for the Oak Cliff Gateway envisions a walkable, mixed use community surrounding a core residential area around Lake Cliff Park. The Plan recognizes the importance of (1) protection and reuse of contributing historic structures, (2) giving priority to the planning and implementation of a workable, multi-modal area-transportation plan to support the eventually higher densities envisioned by the Plan while maintaining enjoyable walkability and "bikability" for residents and visitors, and (3) minimizing negative impact on established single-family neighborhoods adjacent to the Plan area with the use of residential proximity slopes and by the careful planning of the traffic and parking patterns anticipated in higher density and mixed use development. Mixed use areas should be carefully designed to concentrate activity near important intersections, gateways, and corridors. Stakeholders from this area expressed the desire for development of a multi-modal, pedestrian-friendly community; access trolley and mass transit services to connect downtown to Methodist Hospital and key parts of north Oak Cliff, such as the Bishop Arts District to the west; and maintaining and enhancing the unique character of north Oak Cliff. The area is envisioned as an urban community that ranges from single family uses to medium- and high-density mixed uses. Transitions between these uses are particularly important in areas such as along Beckley north of Methodist Hospital and the Marsalis and Zang corridors. The area along Marsalis also has the potential for a vibrant corridor connecting into downtown that takes advantage of the adaptive reuse of historic structures and transitions to higher intensity uses to the east toward Interstate 35.



#### **Attachment B: CPC Recommendation**

A number of key urban design principles were voiced by many stakeholders in this area. First, stakeholders expressed the desire to retain the charm and character of north Oak Cliff. Further, providing easy pedestrian and bike access from north Oak Cliff into the Trinity River Park from adjacent neighborhoods, as well as Lake Cliff and Founders Park is an important consideration for new public and private investment in the area. There was a strong desire to have seamless access into the park along the Trinity River Levee. This would also reinforce the idea of creating a walkable community. Street and infrastructure improvements must be carefully considered in this regard. Street, intersection and streetscape improvements are proposed for Beckley Avenue, Colorado and Zang Boulevards. These improvements should be done in a manner to advance the concept of building a pedestrian-friendly community. The urban design guidelines discussed in Chapter 3 are also particularly relevant here; their implementation will allow high rise development to occur while preserving key views. Quality design and siting of buildings could also be utilized to reduce potential negative impacts from commercial and mixed uses adjacent to residential neighborhoods.



#### Memorandum



DATE December 4, 2009

Trinity River Committee Members:
David A. Neumann (Chairman)
Steve Salazar (Vice-Chair)
Mayor Pro Tem Dwaine Caraway
Deputy Mayor Pro Tem Pauline Medrano

Carolyn R. Davis Vonciel Jones Hill Delia Jasso Linda Koop

#### SUBJECT Program Management Services Supplemental Agreement No. 3

At the December 8, 2009 Trinity River Corridor Project Committee Meeting, the attached briefing will be presented on supplementing the contract of the Program Manager services currently in place for several of the City's drainage projects. The presentation will be made by Liz Fernandez, Assistant Director, Trinity Watershed Management.

If you have additional questions, please let me know.

Jill A. Jordan, P.E.

Assistant City Manager

THE TRINITY
DALLAS

c: Honorable Mayor and Members of the City Council

Mary K. Suhm, City Manager

Ryan S. Evans, First Assistant City Manager

A. C. Gonzalez, Assistant City Manager

Forest E. Turner, Assistant City Manager

David K. Cook, Chief Financial Officer

Deborah A. Watkins, City Secretary

Thomas P. Perkins, Jr., City Attorney Craig D. Kinton, City Auditor

Judge C. Victor Lander

Helena Stevens-Thompson, Assistant to the City Manager

Frank Librio, Director, Public Information Office

Kelly High, Director, Trinity Watershed Management

Rebecca Rasor, P.E., Managing Director, Trinity River Corridor



# Program Management Services Supplemental Agreement No. 3

Trinity River Corridor Project Committee
December 8, 2009





## **Briefing Purpose**

 To seek the Committee's approval of staff's recommended Supplement Agreement #3 for Program Manager services proposed for December 9, 2009





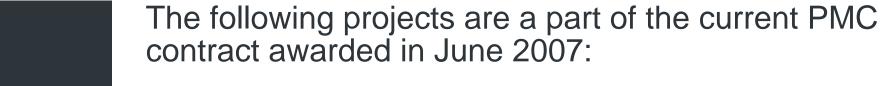
The City hired HNTB on June 13, 2007 to provide Program Management Consultant (PMC) services. The PMC services include:

- •Acting as City's Program Manager responsible for all phases of work including coordination internally, with other agencies and the public to implement the design and construction of projects
- •Serving as an extension of City Staff to manage the scheduling, budgets, permitting, design, construction, conduct plan reviews, conduct inspections, and coordinate with the developments associated with the Trinity River
- •Providing industry leading experts on large pump station design and deep tunnel design



Trinity Watershed Management Department



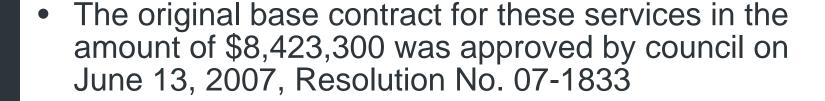


- •Middle Peaks and Mill Creek Branch Drainage Relief System (tunnel to the Trinity River) 2006 Bond Program Cost Estimate \$92.6M
- •Hampton-Oak Lawn Sump Levee Drainage System (Baker Pump Station) 2006 Bond Program Cost Estimate \$48.1M
- •Pavaho Sump Levee Drainage System (Pump Station) 2006 Bond Program Cost Estimate \$37.8M
- •State Thomas at Woodall Rodgers Drainage Study 2006 Bond Program Cost Estimate \$191,445
- Levee Drainage System Pressure Sewers 2006 Bond Program Cost Estimate \$14.7M



Trinity Watershed Management Department









- In March 2009, City receives results of USACE inspection of the Dallas Floodway which includes a number of items to address in a very short time frame
- City supplemented HNTB's original contract (SA #1 & SA #2) in the amount of (\$24,990 and \$25.5M respectively) so HNTB can assist the City in addressing the USACE Periodic Inspection Report #9





# Water Resources Development Act of 2007 (WRDA)

- •The City pursued WRDA to leverage Federal funds to support floodway projects in the Trinity River Corridor
- •In November 2007, \$459 million was authorized for the Dallas Floodway Project, which consists of the Balanced Vision Plan & Interior Drainage projects
- •The \$459 million authorization consists of:
  - Federal cost share of \$298 million (65%)
  - Non-Federal (City) cost share of \$161 million (35%)





#### **WRDA Eligibility**

- •In order to be eligible for WRDA Federal funding all projects must be included in the Environmental Assessment (EA) being performed by the USACE
- •To leverage the \$161M non-Federal cost share, the City moved quickly to include additional Interior Drainage projects into the EA
- These additional projects needed to be designed to a 35% level and required a Design Analysis report
- •Geotechnical Analysis also needed to be performed to a 90% level as part of the Design Analysis
- •To meet the USACE EA schedule these projects needed to be submitted quickly



Trinity Watershed Management Department



# Additional WRDA eligible projects to be added to PMC by Supplemental Agreement #3:

#### Able Pump Station & Sump Improvements

- 100% level design of new 340,000 GPM (approximate) pump station at a new site to be determined during design, design for construction of a new discharge to the Trinity River, design for decommission of old pump station, and design for construction of Sump A improvements incorporating both hydraulic and aesthetic aspects
- \$42.2M (Estimated Total Construction Cost)

#### Hampton Pump Station

- 35% level design of a new 700,000 GPM (approximate) pump station and the rehabilitation of new Hampton Pump Station.
- \$60.0M (Estimated Total Construction Cost)



Trinity Watershed Management Department



#### Charlie Pump Station

- 35% level design of new 225,000 GPM (approximate) pump station.
- \$34.5M (Estimated Total Construction Cost)

#### Trinity Portland Pump Station

- 35% level design of new 250,000 GPM (approximate) pump station.
- \$31.5M (Estimated Total Construction Cost)

#### Delta Pump Station (rehab)

- Upgrades and improvements to the existing Delta Pumping Station.
- \$3.5M (Estimated Total Construction Cost)

#### Nobles Branch

- 35% level design of new gated culvert structures.
- \$1.0M (Estimated Total Construction Cost)



Trinity Watershed Management Department



- Design of these additional projects was authorized by council in November 2008
- \$172.7M in City Bond program funding for these six projects is eligible as leverage towards the \$161M non-Federal cost for WRDA
- These additional projects will utilize similar specialized pumping system designs currently being managed by the HNTB PMC Team
- These additional projects need to be included in the USACE EA for WRDA funding eligibility. The HNTB Team is currently coordinating with the USACE for the Baker and Pavaho pump stations to be included in the USACE EA for WRDA



Trinity Watershed Management Department



#### Basic Services - WRDA pump station projects

- Additional Program Management and Design Review Services
  - Project & Program developments, Cost & Schedule controls, Status reports & meetings, Preliminary engineering, Construction Bidding assistance, Design Management, QC/QA review, Utility relocation coordination, Permitting Support and Coordination
  - Engineering Review of electrical, mechanical, utilities, hydraulics, structural, and architectural
  - Soil borings and geotechnical analysis



Trinity Watershed Management Department



## Basic Services - Mills Creek/Peaks Branch Drainage Relief Tunnel (new outfall)

- Additional Program Management and Design Review Services
  - Approximately 7,800 linear feet of additional tunnel
  - Outfalls into White Rock Creek
- Design to White Rock Creek authorized by council on March 25, 2009





### Special Services - Mills Creek/Peaks Branch **Drainage Relief Tunnel**

- Additional Soil Borings (every 500-700 feet of additional tunnel length)
- Additional Geotechnical analysis

### Special Services - WRDA pump station projects

- Additional Soil Borings for Baker Pump Station and Pavaho Pump Station
- Soil Borings for each of the five new pump stations (Able, Charlie, Delta, Hampton and Trinity-Portland)
  - Additional Geotechnical analysis

**Trinity Watershed** Management Department



| Basic Services                    | <b>Estimated Fee</b> |           |
|-----------------------------------|----------------------|-----------|
| Overall Program Management        | \$                   | 448,100   |
| Mill Creek and Peaks Branch       | \$                   | 505,700   |
| Able Pump Station and Sump A      | \$                   | 912,000   |
| Trinity-Portland Pump Station     | \$                   | 225,000   |
| Charlie Pump Station              | \$                   | 237,000   |
| Hampton Pump Station              | \$                   | 263,000   |
| Delta Pump Station Rehabilitation | \$                   | 31,000    |
| Nobles Branch Sump Improvements   | \$                   | 31,000    |
| Basic Services Total Fee:         | \$                   | 2,652,800 |
| Special Services                  |                      |           |
| Geotechnical                      |                      |           |



Geolechnicai

Additional for Mill Creek and Peaks Branch 286,900 Additional for Pump Stations 1,081,200 **Estimated Total Fee** 4,020,900 **Management Department** 



- HNTB
- Freese and Nichols
- M/WBE Participation 27%
  - Mas-Tek (Black Female 19.15%)
  - Gupta & Assoc. (Pacific Islander 1.24%)
  - Jaster-Quintanilla (Hispanic Male 2.49%)
  - Pacheco Koch (Hispanic Male 3.73%)
  - Trevino Engineering (Hispanic Male 0.37%)





|     |                                                                  | •               |          |
|-----|------------------------------------------------------------------|-----------------|----------|
| Pr  | <u>ojects</u>                                                    | <b>Contract</b> | SA #3    |
| •   | Mill Creek and Peaks Branch<br>(Tunnel to Trinity River)         | 100% *          |          |
| •   | Mill Creek and Peaks Branch<br>(New Outfall to White Rock Creek) |                 | 100% *** |
| •   | Hampton-Oak Lawn Sump<br>(Baker Pump Station)                    | 100% *          |          |
| •   | Pavaho Sump (Pump Station)                                       | 100% *          |          |
| •   | State Thomas @ Woodall Rodgers (Study)                           | 100% *          |          |
| •   | Pressure Sewers                                                  | 100% *          |          |
| •   | Able Pump Station and Sump A                                     |                 | 100% *   |
| •   | Trinity-Portland Pump Station                                    |                 | 35% **   |
| •   | Charlie Pump Station                                             |                 | 35% **   |
| •   | Hampton Pump Station                                             |                 | 35% **   |
| •   | Delta Pump Station Rehabilitation                                |                 | 35% **   |
| • . | Nobles Branch Sump Improvements                                  |                 | 35% **   |
|     |                                                                  |                 |          |

Original



Trinity Watershed • Management Department



- For projects completed to 35%, future supplemental agreements for additional design and program management will be needed to finish the project design
- \* 100% design is included in the City's 2006 Bond Program
- \*\* 35% design required for inclusion into USACE's Environmental Assessment (EA) to be eligible as leverage towards the \$161M non-Federal cost for WRDA. Will require future Bond Program approval for funding
- \*\*\* Will require funds from TxDOT and future Bond Program approval for construction funding



## **Next Steps**

 Staff recommends PMC Supplemental Agreement #3 for Council approval December 9, 2009





## **Questions?**



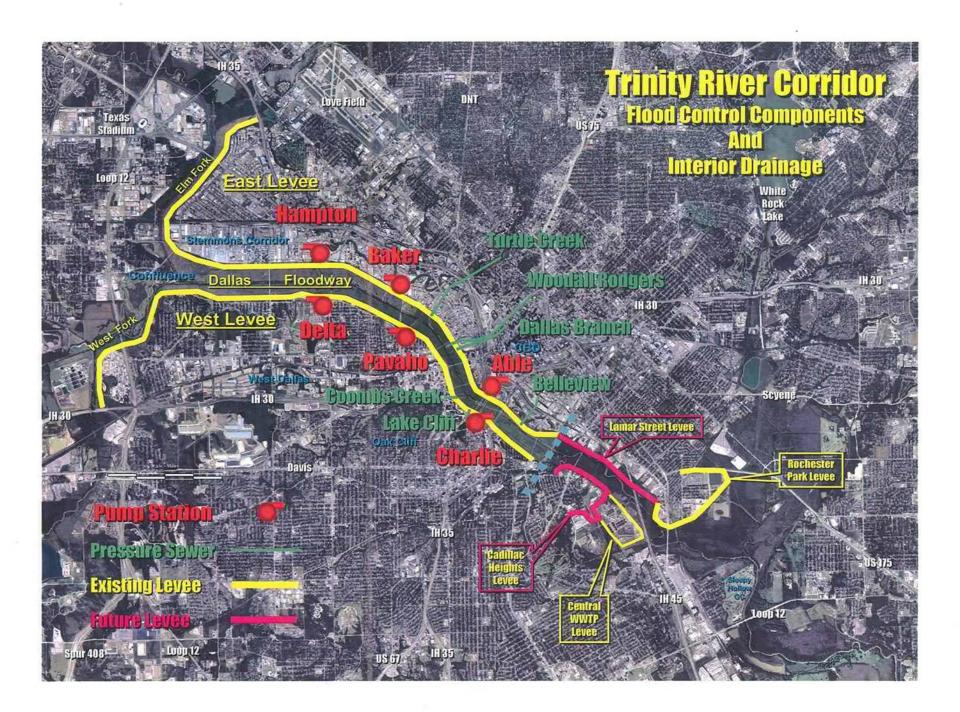
Trinity Watershed Management Department



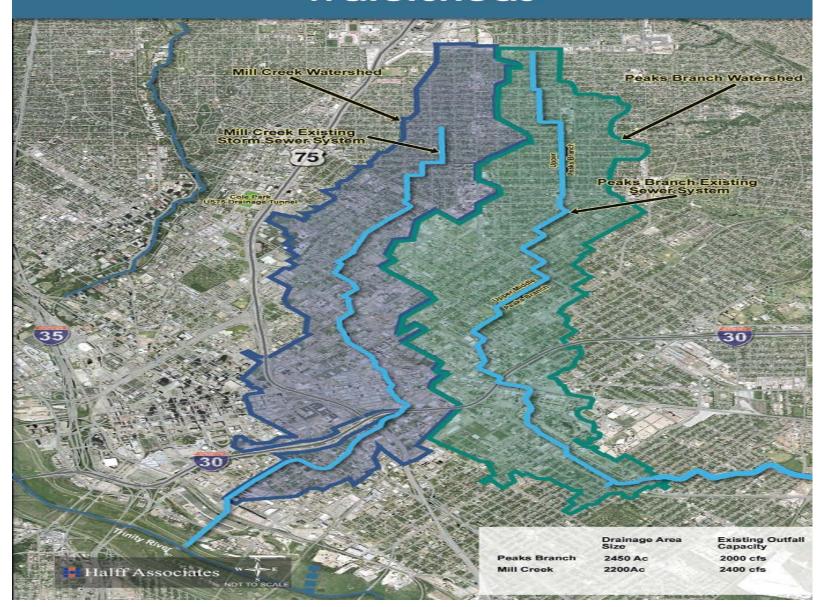
# **Appendix**



Trinity Watershed Management Department



# City of Dallas Mill Creek & Peaks Branch Watersheds



#### Memorandum

DATE December 4, 2009

To Trinity River Committee Members: David Neumann (Chair) Steve Salazar (Vice-Chair) Mayor Pro Tem Dwaine Caraway Deputy Mayor Pro Tem Pauline Medrano Carolyn R. Davis

Vonciel Jones Hill Delia Jasso Linda Koop



#### SUBJECT Margaret Hunt Hill Bridge

Advance Funding Agreement Amendment and Supplemental Agreement #1 to Santiago Calatrava

On the December 9, 2009 Council Agenda, there will be two items for your approval, which are associated with the construction of the Margaret Hunt Hill Bridge.

The first item is approval of an amendment to the Advance Funding Agreement with the Texas Department of Transportation (TxDOT) for the construction of the Margaret Hunt Hill Bridge. This amendment will reimburse TxDOT for several change orders related to the construction of the bridge. These changes are a result of conditions encountered by the contractor (Williams Bros.) in the field that differed from what had been shown in the plans and specifications for the bridge construction. As outlined in the Advance Funding Agreement signed by the City of Dallas and TxDOT, all approved changes increasing the construction costs shall be the responsibility of the City of Dallas. The individual line items, totaling \$249,169.10 and pavable to TxDOT, are as follows:

- 1. A decrease of \$138.41 Quantities and unit prices on steel for the central box girder and arch pylon were reduced.
- 2. No change in cost Contractor incorporated new TxDOT Dallas District Environmental Permits, Issues and Commitments (EPIC) Sheets.
- 3. An increase of \$3,893.71 Consultant design modifications for bridge columns required additional material for bearing plates.
- 4. A decrease of \$315,000.00 Revision of storm drain system resulting in reduction of materials quantities and labor.
- 5. No change in cost Contractor requested change of materials from foreign suppliers to domestic suppliers.
- 6. An increase of \$32,431.00 Contractor provided additional work for river channel excavation near the 84" columns.
- 7. An increase of \$3,157.00 Contractor provided additional work to install construction exits, which were to be installed "by others".
- 8. No change in cost Due to rains experienced during the summer of 2007, Contractor requested the addition of 28 working days to the contract
- 9. Increases of \$54,350.00 Drill shafts into bearing material (shale) were deeper than anticipated and as stated on the original plan quantity.
- 10. An increase of \$457,585.00 Corps rejected the original illumination plan. which called for boring under the levees to accommodate conduits and wiring. Revised plan required additional work to go up and over the levees and to attach conduit to the bridge structure. It also added quantities of conduit, cable, fixtures and receptacles.

In addition to these items, we are requesting approval of Supplemental Agreement #1 with the design consultant, Santiago Calatrava, S.A., in the amount of \$456,795 for additional services provided during the design and construction phasing of the bridge. These additional services were either at the request of the City of Dallas, or as a result of increased design oversight due to the complex and unique nature of this bridge. The additional services include:

- Additional wind tunnel analysis (due to City of Dallas requested design change, which resulted in a cost savings on the bridge construction)
- Increased reviews of shop drawings and erection procedures
- Extended completion date (from January 2010 to mid 2011, due to rain delays and extended review process)

Funding for both of these items will come from the 1998 Bond Program. Your approval is requested for these items on the December 9, 2009 Council Agenda. Please let me know if you have any additional questions.

Jill A. Jordan, P.E. Assistant City Manager

200

THE TRINITY

DALLAS

c: Honorable Mayor and Members of the City Council Mary K. Suhm, City Manager Ryan S. Evans, First Assistant City Manager A. C. Gonzalez, Assistant City Manager Forest E. Turner, Assistant City Manager David K. Cook, Chief Financial Officer Deborah A. Watkins, City Secretary Thomas P. Perkins, Jr., City Attorney Craig D. Kinton, City Auditor Judge C. Victor Lander Helena Stevens-Thompson, Asst. to the City Manager Frank Librio, Director, Public Information Office

#### Memorandum



DATE December 4, 2009

Trinity River Committee Members:
David A. Neumann (Chairman)
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Mayor Pro Tem Dwaine Caraway
Deputy Mayor Pro Tem Pauline Medrano

Carolyn R. Davis Vonciel Jones Hill Delia Jasso Linda Koop

SUBJECT Periodic Inspection Report No. 9

Maintenance Deficiency Correction Period (MDCP) November 2009 Update

As of November 30, 2009, the City has completed 110 of the 198 items in the MDCP plan which is the action plan staff submitted to the US Corps of Engineers (USACE) to address the O&M deficiencies in the levee system as described in the Periodic Inspection Report No. 9. According to the USACE, the O&M repairs of "Unacceptable" items must be completed by April 1, 2010, for the levee system to be eligible for rehabilitation assistance. The USACE approved this City's action plan on June 30, 2009.

Attached are the items completed in November 2009.

If you have additional questions, please let me know.

Jill A. Jordan, P.E. Assistant City Manager

THE TRINITY
DALLAS

c:

Honorable Mayor and Members of the City Council Mary K. Suhm, City Manager Ryan S. Evans, First Assistant City Manager A. C. Gonzalez, Assistant City Manager Forest E. Turner, Assistant City Manager David K. Cook, Chief Financial Officer Deborah A. Watkins, City Secretary Thomas P. Perkins, Jr., City Attorney Craig D. Kinton, City Auditor

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Helena Stevens-Thompson, Assistant to the City Manager
Frank Librio, Director, Public Information Office
Kelly High, Director, Trinity Watershed Management
Rebecca Rasor, P.E., Managing Director, Trinity River Corridor

#### 1 "M" and "U" Items Addressed during November 2009

During November 2009, **5** additional "M" & "U" items have been addressed. One of the addressed items was rated "U" and four were rated "M".

1.1 Corps. ID No. 007 - East Levee, Station 147+40 - This "U" item noted a construction stockpile on the levee crest.

The construction stockpile was removed.





- 1.2 One of the "M" items addressed erosion issues under bridges crossing the levee system.
  - 1.2.1 Corps. ID No. 033 Jefferson Viaduct Boulevard, East Levee Station 97+50 had minor erosion under the levee slope.

The slope under the bridge was paved with concrete riprap. A before photo of this location was not available.



1.2.2 Corps. ID No. 114 – Old Hampton Pump Station, East Levee – This "M" item notes the vertical joint at the corner of the left wing wall at the intake had a two inch separation and the left wing wall had tilted toward the channel by ½ inch at the joint.

The expansion joint filler was removed and replaced and the erosion behind the joint was repaired.





1.2.3 Corps. ID No. 187 – Central Wastewater Treatment Plant – Brush between landside north levee toe and the retention pond.

Unwanted vegetation was removed.





1.2.4 Corps. ID No. 164 – Delta Pump Station, West Levee – Erosion on the right slope (50'W x 80'L x 12'D) of the discharge channel. This item was the same as Corps. ID No. 176 which was addressed in February 2009. The slope was repaired using established levee slide repair procedures.

#### **AGENDA ITEM #65**

**KEY FOCUS AREA:** Economic Vibrancy

AGENDA DATE: December 9, 2009

COUNCIL DISTRICT(S): 6

**DEPARTMENT:** Trinity Watershed Management

CMO: Jill A. Jordan, P.E., 670-5299

MAPSCO: 44F

#### **SUBJECT**

Authorize acquisition, including the exercise of the right of eminent domain, if such becomes necessary, from CMC Concrete Accessories, Inc. dba Shepler's, of a tract of land containing approximately 44,892 square feet located near the intersection of Irving Boulevard and Sylvan Avenue for the Baker Pump Station – Not to exceed \$193,403 (\$190,703, plus closing costs not to exceed \$2,700) – Financing: 2006 Bond Funds

#### **BACKGROUND**

This item authorizes the acquisition of a tract of land containing approximately 44,892 square feet located near the intersection of Irving Boulevard and Sylvan Avenue from the CMC Concrete Accessories, Inc. dba Shepler's. The property is improved with lighting, concrete paving and fencing. This property will be used for the expansion of the Baker Pump Station. The consideration is based upon an independent appraisal.

#### PRIOR ACTION/REVIEW (COUNCIL, BOARDS, COMMISSIONS)

This item has no prior action.

#### **FISCAL INFORMATION**

2006 Bond Funds - \$193,403 (\$190,703, plus closing costs not to exceed \$2,700)

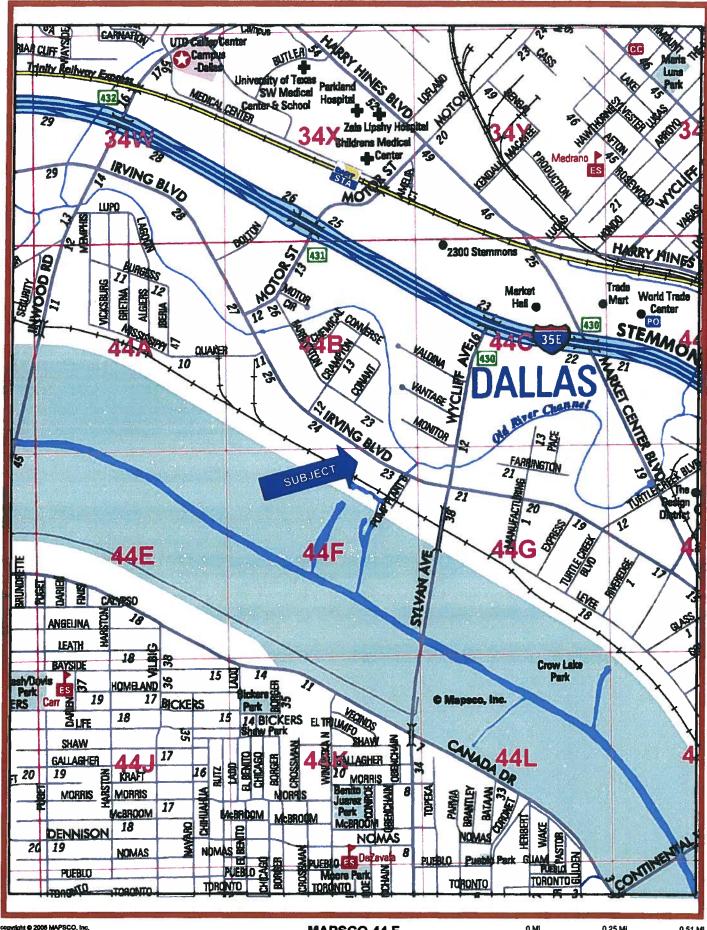
#### **OWNER**

CMC Concrete Accessories, Inc. dba Shepler's

Russ Rinn, President

#### **MAPS**

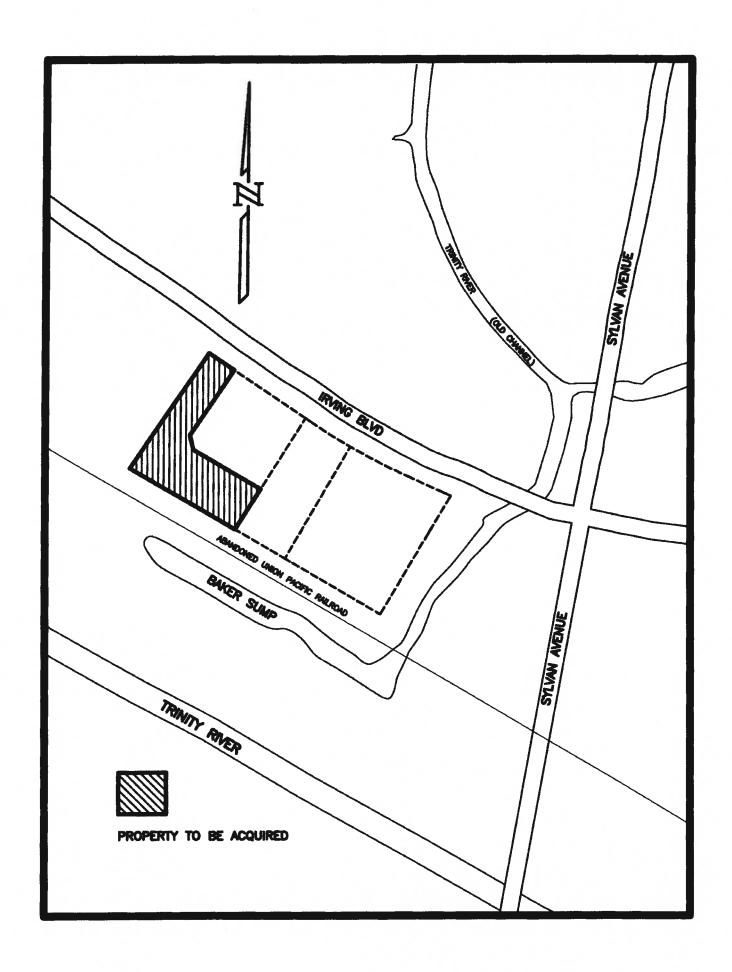
Attached



المائة المائد

**MAPSCO 44 F** 

0 MI 0.25 MI 0.51 MI Scale 1 : 16 332



#### December 9, 2009

A RESOLUTION DETERMINING UPON THE NECESSITY OF ACQUIRING REAL PROPERTY AND AUTHORIZING ITS APPROPRIATION AND/OR CONDEMNATION FOR A MUNICIPAL PURPOSE AND PUBLIC USE.

**DEFINITIONS**: For the purposes of this resolution, the following definitions of terms shall apply:

"CITY": The City of Dallas.

"PROPERTY": The tracts or parcels of land described in "Exhibit A", attached hereto and made a part hereof for all purposes.

"PROJECT": Baker Pump Station

"PROPERTY INTEREST": Fee Simple

"OWNER": CMC Concrete Accessories, Inc., dba Shepler's, provided, however, that the term "OWNER" as used in this resolution means all persons having an ownership interest, regardless of whether those persons are actually named herein.

"OFFER AMOUNT": \$190,703.00

"CLOSING COSTS": Not to exceed \$ 2,700.00

"AUTHORIZED AMOUNT": \$ 193,403.00

#### BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF DALLAS:

**SECTION** 1. That the PROJECT is a municipal and public purpose and a public use.

**SECTION 2.** That public necessity requires that the CITY acquire the PROPERTY INTEREST in the PROPERTY for the PROJECT.

**SECTION 3.** That for the purpose of acquiring the PROPERTY INTEREST in the PROPERTY, the Assistant Director of the Sustainable Development and Construction Department, Real Estate Division, or such person as she may designate, is hereby authorized and directed to offer the OFFER AMOUNT as payment for the PROPERTY INTEREST in the PROPERTY.

- **SECTION 4.** That in the event the OWNER accepts the OFFER AMOUNT, the City Controller is authorized and directed to draw a warrant in favor of the OWNER, or the then current owner of record, or the title company closing the transaction described herein in the OFFER AMOUNT and CLOSING COSTS payable out of Flood Protection and Storm Drainage Facilities Fund No. 7T23, Department PBW, Unit T509, Activity FLDM, Program No. PB06T509, Object 4210, Encumbrance No. CT- PBW06T509B1. The OFFER AMOUNT and the CLOSING COSTS together shall not exceed the AUTHORIZED AMOUNT.
- **SECTION 5.** That the CITY is to have possession of the PROPERTY at closing; and the CITY will pay any title expenses and closing costs. In the event of condemnation, the CITY will pay court costs as may be assessed by the Special Commissioners or the court. Further, that litigation expenses determined by the City Attorney to be necessary are authorized for payment. All costs and expenses described in this section shall be paid from the previously described funds.
- **SECTION 6.** That if the OWNER refuses to accept the OFFER AMOUNT, the CITY will appropriate the PROPERTY INTEREST in the PROPERTY for the PROJECT under the laws of eminent domain and the provisions of the Charter of the City of Dallas. In such case, the City Attorney is authorized and requested to file the necessary suit(s) and take the necessary action for the prompt acquisition of the PROPERTY INTEREST in the PROPERTY by condemnation or in any manner provided by law.
- **SECTION 7.** That in the event it is subsequently determined that additional persons other than those named herein have an interest in the PROPERTY, the City Attorney is authorized and directed to join said parties as defendants in said condemnation suit(s).
- **SECTION 8.** That in the event the Special Commissioners in Condemnation appointed by the Court return an award that is the same amount or less than the OFFER AMOUNT, the City Attorney is hereby authorized to settle the lawsuit for that amount and the City Controller is hereby authorized to issue a check drawn on the previously described funds in an amount not to exceed the Commissioners' award made payable to the County Clerk of Dallas County, to be deposited into the registry of the Court, to enable the CITY to take possession of the PROPERTY without further action of the Dallas City Council.

#### December 9, 2009

**SECTION 9.** That this resolution shall take effect immediately from and after its passage in accordance with the provisions of the Charter of the City of Dallas, and it is accordingly so resolved.

**APPROVED AS TO FORM:** 

THOMAS P. PERKINS, JR., City Attorney

**Assistant City Attorney** 

#### **EXHIBIT A**

#### FIELD NOTES DESCRIBING A TRACT OF LAND TO BE ACQUIRED BY THE CITY OF DALLAS BAKER PUMP STATION IMPROVEMENTS CITY BLOCK 7902

Parcel: 1

BEING a 1.031 acre tract of land in the Amos Hodges Survey, Abstract No. 1652, and being located in City Block 7902, in the City of Dallas, Dallas County, Texas, and being part of a tract of land described as "Tract 2" in a Special Warranty Deed to CMC Concrete Accessories, Inc., a Texas Corporation, dba SCHEPLER'S, dated April 5, 2005, as recorded in Volume 2005071, Page 6150, from the Deed Records of Dallas County, Texas (D.R.D.C.T.), and being more particularly described as follows:

BEGINNING at a found 1/2-inch iron rod for the north corner of said "Tract 2," along the southwest right-of-way line of Irving Boulevard (variable width), said point being the east corner of a tract of land described in a Warranty Deed (Vendor's Lien Retained) to Wilemon Enterprises, LTD., dated July 28, 1995, as recorded in Volume 95147, Page 29, D.R.D.C.T., said point being South 55 degrees 57 minutes 43 seconds East, a distance of 592.37 feet from the north corner of said Wilemon Enterprises Tract;

THENCE South 55 degrees 57 minutes 43 seconds East, along the northeast line of said "Tract 2" and the southwest right-of-way line of said Irving Boulevard, a distance of 70.00 feet to a pk nail set for corner;

THENCE South 34 degrees 04 minutes 35 seconds West, departing the southwest right-of-way line of said Irving Boulevard, and crossing said "Tract 2", a distance of 179.60 feet to a "X" cut in concrete set for an angle point;

THENCE South 12 degrees 44 minutes 31 seconds East, continuing across said "Tract 2", a distance of 34.51 feet to a corner point (not set, inaccessible) for an angle point:

THENCE South 59 degrees 35 minutes 03 seconds East, continuing across said "Tract 2", a distance of 179.00 feet to a corner point (not set, inaccessible) on the common line between the southeast line of said "Tract 2", and the northwest line of a tract of land described as "Tract 3" in a Special Warranty Deed to CMC Concrete Accessories, Inc., a Texas Corporation, dba SCHEPLER'S, dated April 5, 2005, as recorded in Volume 2005071, Page 6150, D.R.D.C.T., said point being South 32 degrees 13 minutes 45 seconds West, a distance of 192.02 feet from a pk nail set for the east corner of said "Tract 2", and the north corner tract of said "Tract 3";

THENCE South 32 degrees 13 minutes 45 seconds West, along said common line, a distance of 109.00 feet to a found 1/2-inch iron rod for the south corner of said "Tract 2" and the west corner of said "Tract 3", said point also being on the northeast line of a tract of land described in a Deed to The Texas and Pacific Railway Company, a Corporation, and the Dallas Terminal Railway & Union Depot Company, a Corporation, dated May 9, 1956, as recorded in Volume 4517, Page 333, D.R.D.C.T.;

THENCE North 59 degrees 35 minutes 03 seconds West, along the common line between the southwest line of said "Tract 2" and the northeast line of said Texas and Pacific Railway tract, a distance of 277.88 feet to a 1/2-inch iron rod with a red plastic cap stamped "DAL-TECH" set for the west corner of said "Tract 2", and the south corner of said Wilemon Enterprises Tract;

AR

#### FIELD NOTES DESCRIBING A TRACT OF LAND TO BE ACQUIRED BY THE CITY OF DALLAS BAKER PUMP STATION IMPROVEMENTS CITY BLOCK 7902

Parcel: 1

THENCE North 34 degrees 04 minutes 35 seconds East, departing the northeast line of said Texas and Pacific Railway tract, and along the common line between the northwest line of said "Tract 2" and the southeast line of said Wilemon Enterprises tract, a distance of 318.43 feet to the POINT OF BEGINNING AND CONTAINING 44,892 square feet, or 1.031 acres of land, more or less.

All bearings for this tract refer to the NAD-83 Texas State Plane Coordinate System (2007 Adjustment) and the RTK Virtual Reference System. The Dallas County Scale Factor of 1.000136506 as published by the Texas Department of Transportation, Dallas District, was used for this project.

Date: 7-10-08

A plat of even survey date herewith accompanies this legal description.

Company Name:

DAL-TECH Engineering, Inc.

Surveyor's Name:

Mark D. Yale

Registered Professional Land Surveyor

Texas No. 5975

MARK D. YALE

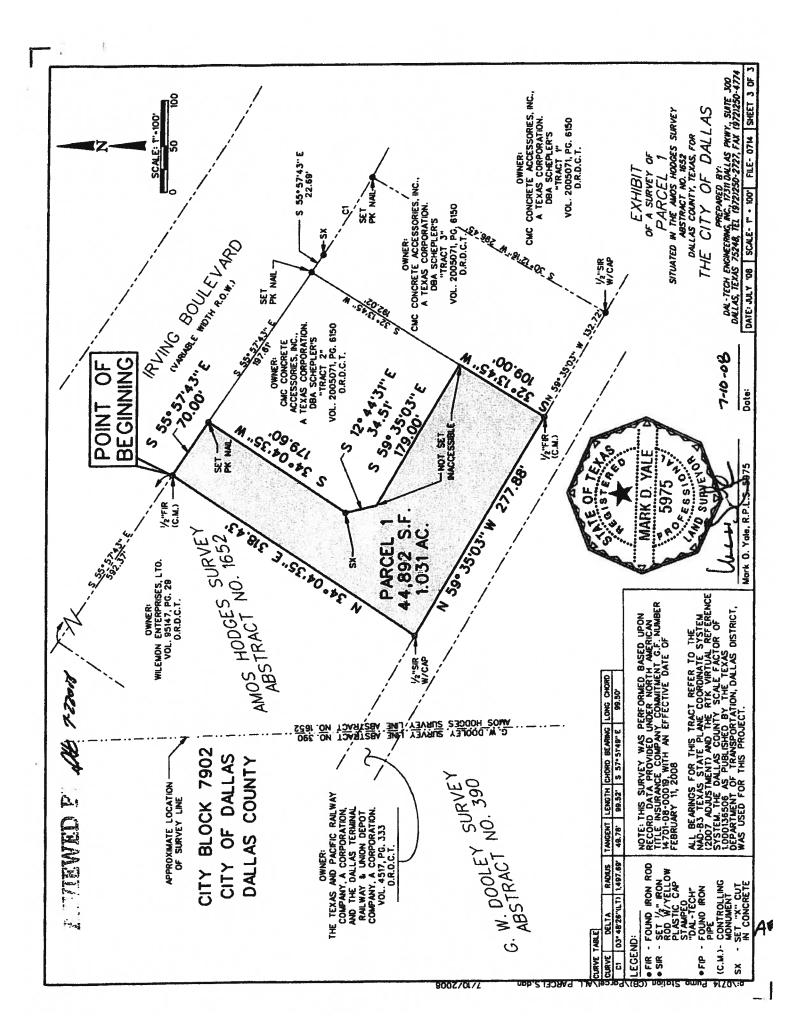
5975

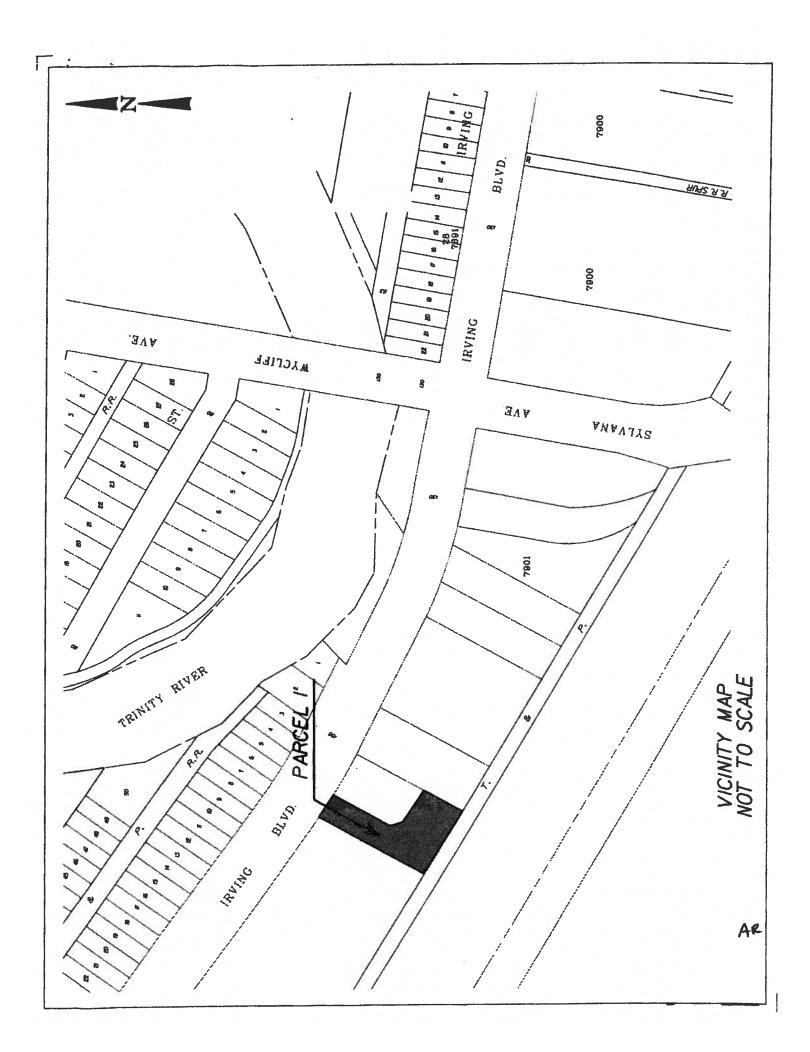
SURVEYOR

SURVEYOR

SURVEYOR

MARK D. YALE





#### **AGENDA ITEM #66**

**KEY FOCUS AREA:** 

**Economic Vibrancy** 

**AGENDA DATE:** 

December 9, 2009

COUNCIL DISTRICT(S):

7

**DEPARTMENT:** 

**Trinity Watershed Management** 

CMO:

Jill A. Jordan, P.E., 670-5299

MAPSCO:

56 G

#### **SUBJECT**

Authorize settlement in lieu of proceeding with condemnation of an unimproved tract of land containing approximately 7,000 square feet from Avan Easter, Sr. and Melba Easter Revocable Living Trust located near the intersection of Colonial Avenue and Starks Avenue for the Trinity Parkway - Not to exceed \$14,000 (\$12,000 plus closing costs not to exceed \$2,000) - Financing: 1998 Bond Funds

#### **BACKGROUND**

This item authorizes a settlement for the acquisition of approximately 7,000 square feet of unimproved land for the reconstruction of a direct connector route between US 175/SM Wright to I-45 to ultimately eliminate "dead-man's curve". This connector is part of the Trinity Parkway, without it the downgrade of SM Wright cannot proceed. This settlement will allow acquisition of the property without proceeding further with condemnation proceedings.

#### PRIOR ACTION / REVIEW (COUNCIL BOARDS, COMMISSIONS)

Authorized acquisition on September 23, 2009, by Resolution No. 09-2328.

#### **FISCAL INFORMATION**

1998 Bond Funds - \$14,000 (\$12,000 plus closing costs not to exceed \$2,000)

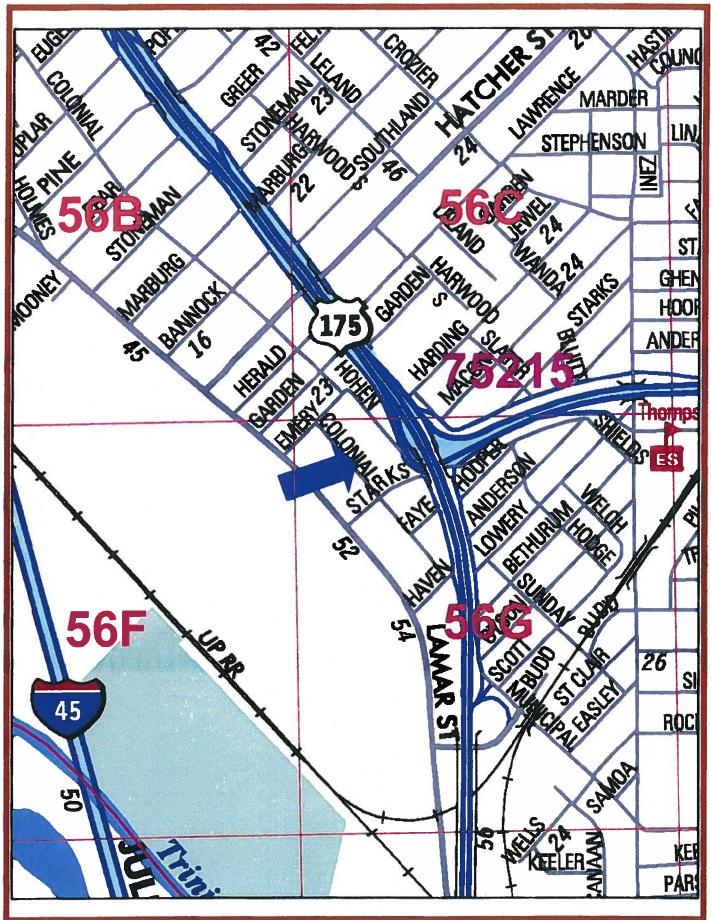
#### <u>OWNERS</u>

Avan Easter, Sr.

Melba Easter

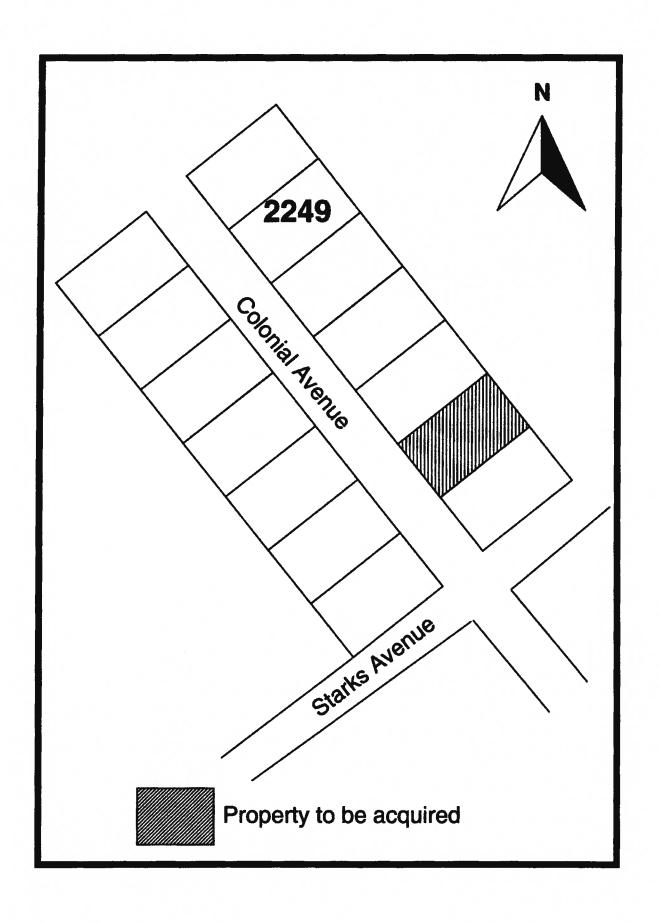
#### **MAPS**

Attached



11125Ct

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December 9, 2009

WHEREAS, the Dallas City Council by the FIRST RESOLUTION authorized acquisition, by purchase and/or eminent domain, of the INTEREST in the PROPERTY held by OWNER for the PROJECT (all said capitalized terms being defined below); and

WHEREAS, OWNER has refused the official offer as authorized by the FIRST RESOLUTION; and

**WHEREAS**, OWNER and the City of Dallas desire to settle in lieu of proceeding further with condemnation proceedings: Now, Therefore,

#### BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF DALLAS:

**SECTION 1.** That the following definitions shall apply to this resolution:

FIRST RESOLUTION: Resolution No. 09-2328 approved by the Dallas City Council on September 23, 2009

PROJECT: Trinity Parkway

OWNER: Avan Easter, Sr. and Melba Easter Revocable Living Trust

**INTEREST:** Fee Simple

PROPERTY: Approximately 7,000 square feet of unimproved land in City of Dallas Block No. 2249 Official City Numbers, and being the same property more specifically described as Tract No. 7 in the FIRST RESOLUTION.

**SETTLEMENT AMOUNT: \$12,000** 

CLOSING COSTS: Not to exceed \$2,000

**AUTHORIZED AMOUNT: \$14,000** 

**SECTION 2.** That in lieu of proceeding further with condemnation proceedings, the City Manager is authorized to acquire the INTEREST in the PROPERTY from OWNER for the SETTLEMENT AMOUNT.

**SECTION 3**. That the City will have possession at closing and will pay all closing costs and title expenses.

#### December 9, 2009

**SECTION 4.** That the City Controller is authorized to draw a check payable to the OWNER or the Title Company closing the transaction described herein for the SETTLEMENT AMOUNT, payable out of Trinity River Corridor Project Fund 6P14, Dept. PBW, Unit N965, Activity TRPP, Object 4210, Program PB98N965, CT-PBW98N965KO, and said payment shall be delivered to a title insurance company after evidence of satisfactory title has been provided to and approved by the City Attorney. CLOSING COSTS and title expenses shall be paid from the previously described funds.

**SECTION 5.** That appropriate acquisition instruments, approved as to form by the City Attorney, be forwarded to a title insurance company for closing, and subsequent to closing, filed with the County Clerk and returned, along with the original Owner's Policy of Title Insurance, to the City Secretary for permanent record.

**SECTION 6.** That this resolution shall take effect immediately from and after its passage in accordance with the provisions of the Charter of the City of Dallas and it is accordingly so resolved.

**APPROVED AS TO FORM:** 

THOMAS P. PERKINS, CITY ATTORNEY

Assistant City Attorney

#### **AGENDA ITEM # 67**

**KEY FOCUS AREA:** Economic Vibrancy

AGENDA DATE: December 9, 2009

COUNCIL DISTRICT(S): 7

**DEPARTMENT:** Trinity Watershed Management

**CMO:** Jill A. Jordan, P.E., 670-5299

MAPSCO: 56 G

#### **SUBJECT**

Authorize settlement in lieu of proceeding with condemnation of an unimproved tract of land containing approximately 7,000 square feet from Jerrod Bourquin located near the intersection of Colonial Avenue and Starks Avenue for the Trinity Parkway - Not to exceed \$14,000 (\$12,000 plus closing costs not to exceed \$2,000) - Financing: 1998 Bond Funds

#### **BACKGROUND**

This item authorizes a settlement for the acquisition of approximately 7,000 square feet of unimproved land for the reconstruction of a direct connector route between US 175/SM Wright to I-45 to ultimately eliminate "dead-man's curve". This connector is part of the Trinity Parkway, without it the downgrade of SM Wright cannot proceed. This settlement will allow acquisition of the property without proceeding further with condemnation proceedings.

#### PRIOR ACTION / REVIEW (COUNCIL BOARDS, COMMISSIONS)

Authorized acquisition on September 23, 2009, by Resolution No. 09-2328.

#### FISCAL INFORMATION

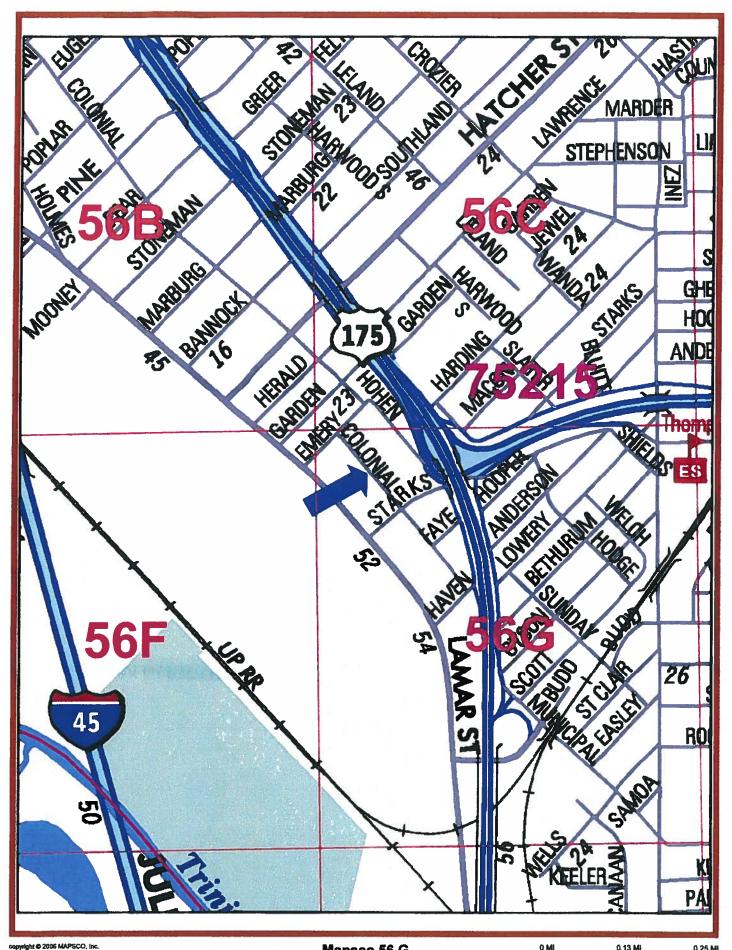
1998 Bond Funds - \$14,000 (\$12,000 plus closing costs not to exceed \$2,000)

#### **OWNER**

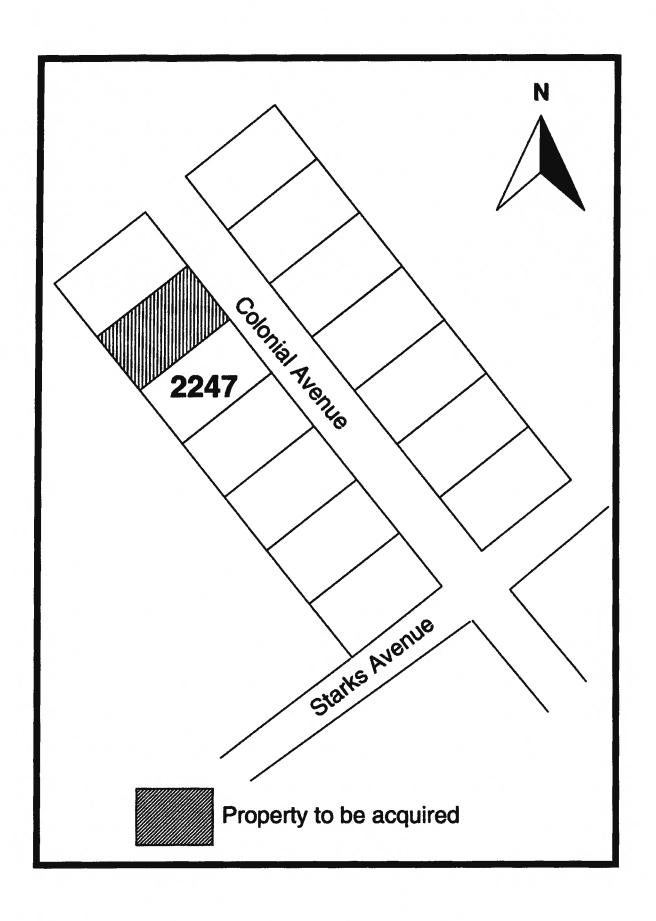
Jerrod Bourquin

#### MAPS

Attached



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December 9, 2009

WHEREAS, the Dallas City Council by the FIRST RESOLUTION authorized acquisition, by purchase and/or eminent domain, of the INTEREST in the PROPERTY held by OWNER for the PROJECT (all said capitalized terms being defined below); and

**WHEREAS**, OWNER has refused the official offer as authorized by the FIRST RESOLUTION; and

**WHEREAS**, OWNER and the City of Dallas desire to settle in lieu of proceeding further with condemnation proceedings: Now, Therefore,

#### BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF DALLAS:

**SECTION 1.** That the following definitions shall apply to this resolution:

FIRST RESOLUTION: Resolution No. 09-2328 approved by the Dallas City Council on September 23, 2009

PROJECT: Trinity Parkway

**OWNER: Jerrod Bourquin** 

**INTEREST:** Fee Simple

PROPERTY: Approximately 7,000 square feet of unimproved land in City of Dallas Block No. 2247 Official City Numbers, and being the same property more specifically described as Tract No. 5 in the FIRST RESOLUTION.

**SETTLEMENT AMOUNT: \$12,000** 

CLOSING COSTS: Not to exceed \$2,000

**AUTHORIZED AMOUNT: \$14,000** 

**SECTION 2.** That in lieu of proceeding further with condemnation proceedings, the City Manager is authorized to acquire the INTEREST in the PROPERTY from OWNER for the SETTLEMENT AMOUNT.

**SECTION 3.** That the City will have possession at closing and will pay all closing costs and title expenses.

SECTION 4. That the City Controller is authorized to draw a check payable to the OWNER or the Title Company closing the transaction described herein for the SETTLEMENT AMOUNT, payable out of Trinity River Corridor Project Fund 6P14, Dept. PBW, Unit N965, Activity TRPP, Object 4210, Program PB98N965, CT-PBW98N965KF, and said payment shall be delivered to a title insurance company after evidence of satisfactory title has been provided to and approved by the City Attorney. CLOSING COSTS and title expenses shall be paid from the previously described funds.

**SECTION 5.** That appropriate acquisition instruments, approved as to form by the City Attorney, be forwarded to a title insurance company for closing, and subsequent to closing, filed with the County Clerk and returned, along with the original Owner's Policy of Title Insurance, to the City Secretary for permanent record.

**SECTION 6.** That this resolution shall take effect immediately from and after its passage in accordance with the provisions of the Charter of the City of Dallas and it is accordingly so resolved.

**APPROVED AS TO FORM:** 

THOMAS P. PERKINS, CITY ATTORNEY

Assistant City Attorney

#### **AGENDA ITEM # 68**

**KEY FOCUS AREA:** Economic Vibrancy

AGENDA DATE: December 9, 2009

COUNCIL DISTRICT(S): 7

**DEPARTMENT:** Trinity Watershed Management

CMO: Jill A. Jordan, P.E., 670-5299

MAPSCO: 56 G

### **SUBJECT**

Authorize settlement in lieu of proceeding with condemnation of an unimproved tract of land containing approximately 7,000 square feet from the Salem Institutional Baptist Church located at the intersection of Colonial Avenue and Starks Avenue for the Trinity Parkway - Not to exceed \$14,000 (\$12,000 plus closing costs not to exceed \$2,000) - Financing: 1998 Bond Funds

### **BACKGROUND**

This item authorizes a settlement for the acquisition of approximately 7,000 square feet of unimproved land for the reconstruction of a direct connector route between US 175/SM Wright to I-45 to ultimately eliminate "dead-man's curve". This connector is part of the Trinity Parkway, without it the downgrade of SM Wright cannot proceed. This settlement will allow acquisition of the property without proceeding further with condemnation proceedings.

### PRIOR ACTION / REVIEW (COUNCIL BOARDS, COMMISSIONS)

Authorized acquisition on September 23, 2009, by Resolution No. 09-2328.

### **FISCAL INFORMATION**

1998 Bond Funds - \$14,000 (\$12,000 plus closing costs not to exceed \$2,000)

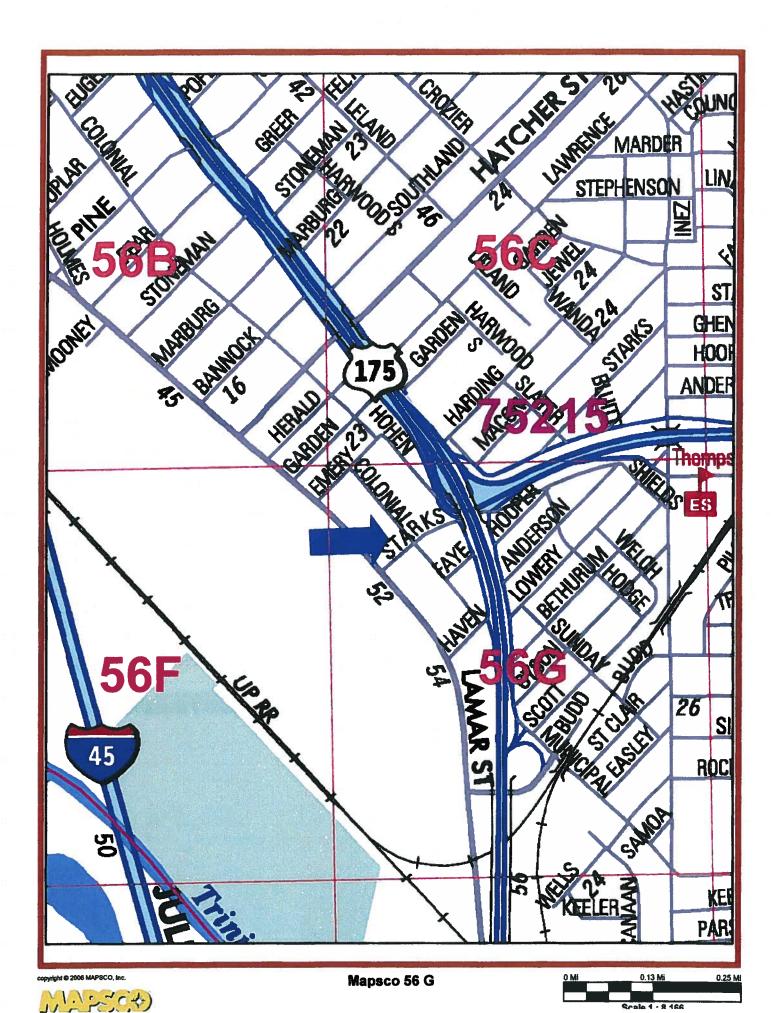
### **OWNER**

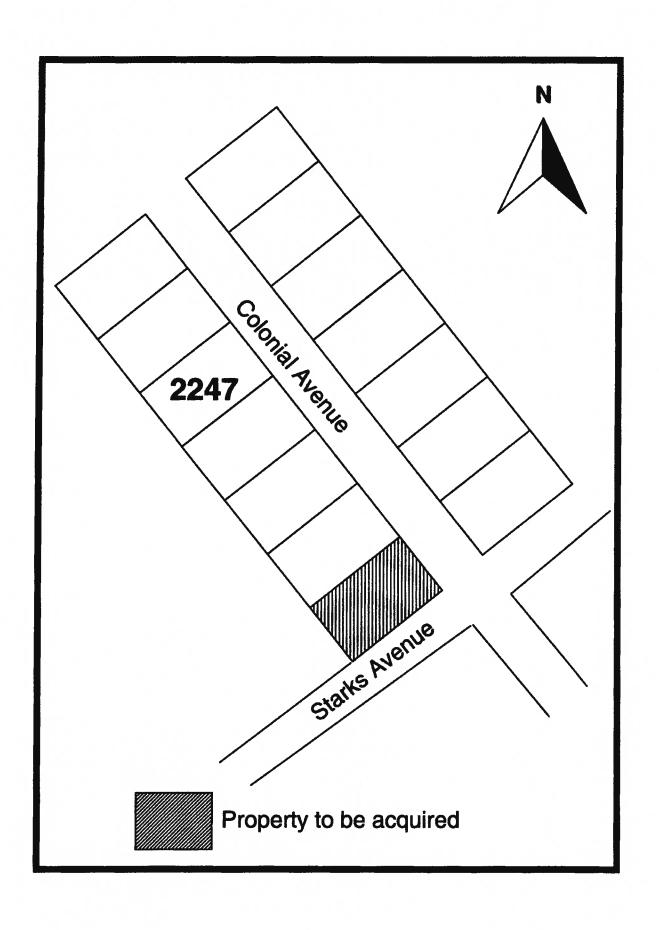
### **Salem Institutional Baptist Church**

Lennis Levine, Director

# **MAPS**

Attached





WHEREAS, the Dallas City Council by the FIRST RESOLUTION authorized acquisition, by purchase and/or eminent domain, of the INTEREST in the PROPERTY held by OWNER for the PROJECT (all said capitalized terms being defined below); and

**WHEREAS**, OWNER has refused the official offer as authorized by the FIRST RESOLUTION; and

**WHEREAS**, OWNER and the City of Dallas desire to settle in lieu of proceeding further with condemnation proceedings: Now, Therefore,

#### BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF DALLAS:

**SECTION 1.** That the following definitions shall apply to this resolution:

FIRST RESOLUTION: Resolution No. 09-2328 approved by the Dallas City Council on September 23, 2009

PROJECT: Trinity Parkway

**OWNER: Salem Institutional Baptist Church** 

**INTEREST:** Fee Simple

PROPERTY: Approximately 7,000 square feet of unimproved land in City of Dallas Block No. 2247 Official City Numbers, and being the same property more specifically described as Tract No. 1 in the FIRST RESOLUTION.

**SETTLEMENT AMOUNT: \$12,000** 

CLOSING COSTS: Not to exceed \$2,000

**AUTHORIZED AMOUNT: \$14,000** 

**SECTION 2.** That in lieu of proceeding further with condemnation proceedings, the City Manager is authorized to acquire the INTEREST in the PROPERTY from OWNER for the SETTLEMENT AMOUNT.

**SECTION 3.** That the City will have possession at closing and will pay all closing costs and title expenses

**SECTION 4.** That the City Controller is authorized to draw a check payable to the OWNER or the Title Company closing the transaction described herein for the SETTLEMENT AMOUNT, payable out of Trinity River Corridor Project Fund 6P14, Dept. PBW, Unit N965, Activity TRPP, Object 4210, Program PB98N965, CT-PBW98N965KD, and said payment shall be delivered to a title insurance company after evidence of satisfactory title has been provided to and approved by the City Attorney. CLOSING COSTS and title expenses shall be paid from the previously described funds.

**SECTION 5.** That appropriate acquisition instruments, approved as to form by the City Attorney, be forwarded to a title insurance company for closing, and subsequent to closing, filed with the County Clerk and returned, along with the original Owner's Policy of Title Insurance, to the City Secretary for permanent record.

**SECTION 6.** That this resolution shall take effect immediately from and after its passage in accordance with the provisions of the Charter of the City of Dallas and it is accordingly so resolved.

**APPROVED AS TO FORM:** 

THOMAS P. PERKINS, CITY ATTORNEY

Assistant City Attorney

**KEY FOCUS AREA:** 

**Economic Vibrancy** 

**AGENDA DATE:** 

December 9, 2009

COUNCIL DISTRICT(S):

6

**DEPARTMENT:** 

Trinity Watershed Management

CMO:

Jill A. Jordan, P.E., 670-5299

MAPSCO:

44 K L

### **SUBJECT**

A resolution authorizing the sale of approximately 62,412 square feet of City-owned land located near the intersection of Sylvan Avenue and Morris Street to Oncor Electric Delivery Company — Estimated Revenue: \$600,000

### BACKGROUND

This item will authorize the sale of approximately 62,412 square feet, of City-owned land located near the intersection of Sylvan Avenue and Morris Street to Oncor Electric Delivery Company, an entity with the power of eminent domain. The City may sell or exchange its property to a governmental entity that has the power of eminent domain without complying with the notice and bid requirements pursuant to Chapter 272 of the Local Government Code. This site will be used for a transition facility.

The City of Dallas and Oncor Electric Delivery Company have worked closely over a period of several years to obtain approval of the locally preferred route for the new transmission line. In June 2007, the Public Utility Commission of Texas (PUC) approved the West Levee Norwood transmission line along the City's locally preferred route using:

Aerial structures along the median of Irving Boulevard, from approximately Regal Row to Sylvan Avenue; and

Aerial structures across the Trinity River east (downstream) of the Sylvan Bridge to near the West Levee and Canada Drive; and

Underground along the West Levee of the Trinity River (below Canada Drive) from near the Sylvan Bridge to the West Levee Switching Station.

A transition facility at this location, near the intersection of Sylvan Avenue and Morris Street, is necessary to provide a transition from the underground segment to overhead segment of the transmission line. Upon conveyance, Oncor will reimburse the City for the actual expenses incurred related to the acquisition of this property.

# PRIOR ACTION/REVIEW (COUNCIL, BOARDS, COMMISSIONS)

Authorized route preference on March 3, 2004, Resolution No. 04-0855.

Authorized Memorandum of Understanding on April 14, 2004, Resolution No. 04-1251.

Authorized acquisition on August 27, 2008, by Resolution 08-2312.

Authorized acquisition on December 10, 2008, by Resolution 08-3439.

Authorized acquisition, sale on December 10, 2008, by Resolution 08-3440.

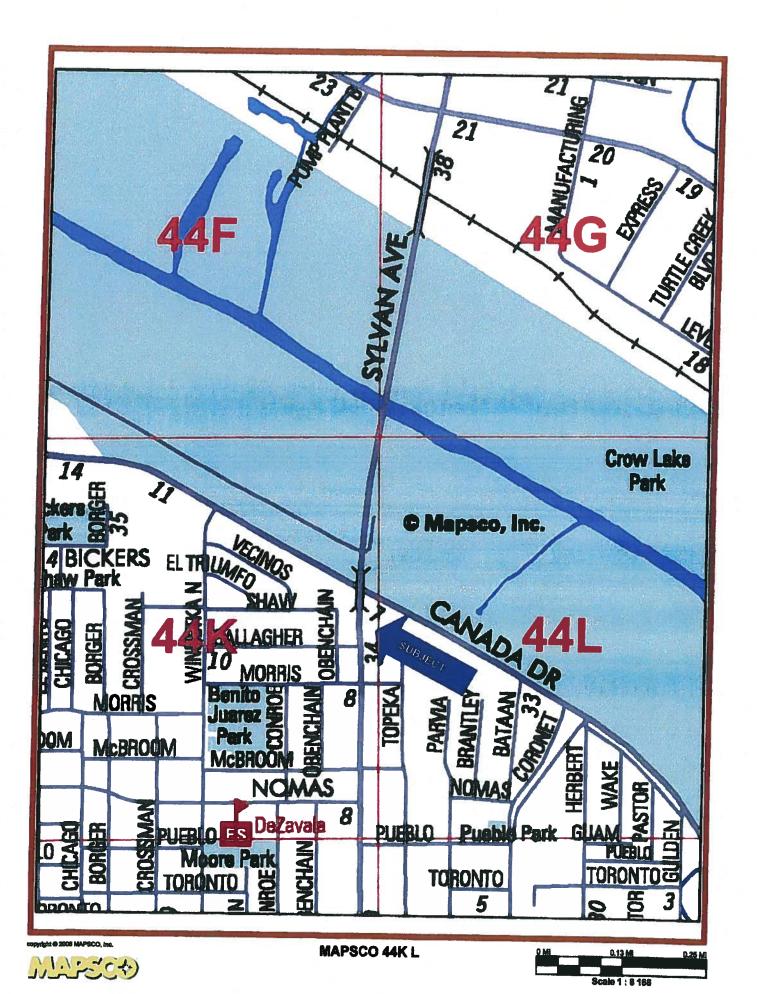
Authorized acquisition, sale on January 28, 2009, by Resolution 09-0311.

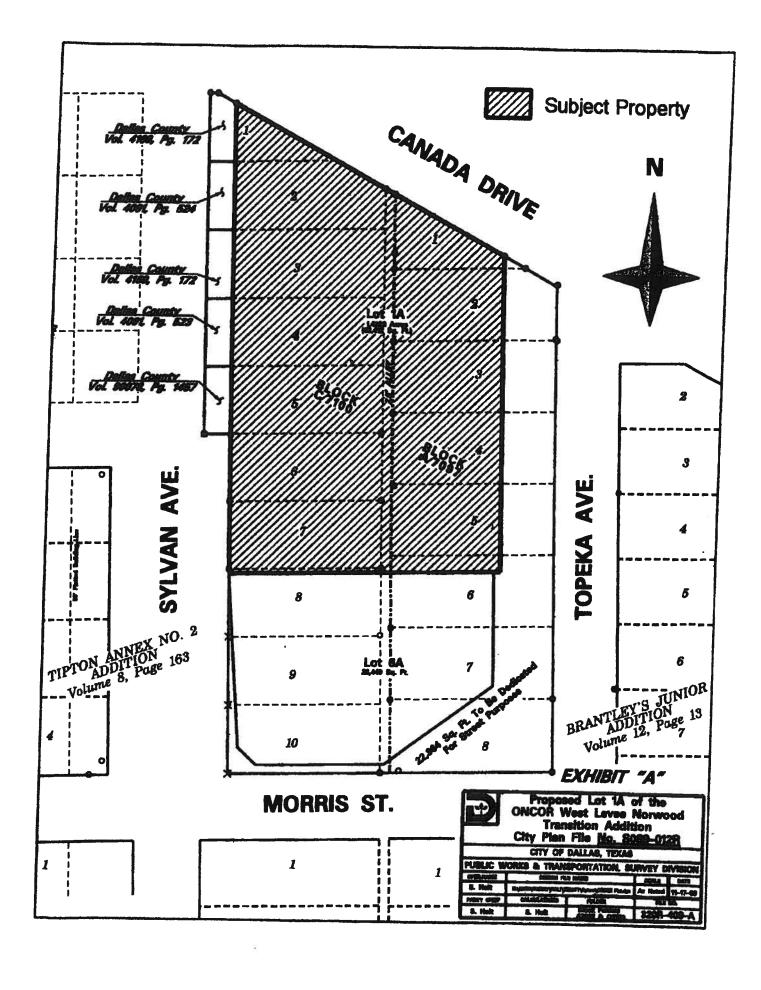
### **FISCAL INFORMATION**

Estimated Revenue: \$600,000

### **MAPS**

Attached





WHEREAS, the City Council on March 3, 2004, approved Resolution No. 04-0855 expressing a route preference for a proposed 345 kV transmission line from Norwood Switching Station to West Levee Switching Station as follows: aerial structures along the median of Irving Boulevard, from approximately Regal Row to Sylvan; aerial structures across the Trinity River downstream of the Sylvan Bridge to the West Levee; and underground along Canada Drive, from near Sylvan Bridge to the West Levee Switching Station; and

WHEREAS, the City Council on April 14, 2004, approved Resolution No. 04-1251 authorizing a Memorandum of Understanding with Oncor which states that the City and Oncor anticipate and desire to continue to work towards mutually agreeable and beneficial solutions to address issues concerning power transmission lines in the Trinity River Corridor; and

WHEREAS, the Memorandum of Understanding with Oncor included a provision which states that if the Public Utility Commission of Texas (PUC) approves construction of the West Levee Norwood transmission line on the City's preferred route and the PUC approves the City's desire that a portion of such route be constructed underground, then the City of Dallas will cooperate with Oncor to address Oncor's need to acquire property for any necessary transmission stations, including but not limited to the transition station at Sylvan Avenue and Canada Drive; and

WHEREAS, the City and Oncor were parties to PUC Docket No. 32455, involving the application of Oncor for a Certificate of Convenience and Necessity for a proposed 345 kV electric transmission line from the West Levee switching station in Dallas to the Norwood switching station in Irving; and

WHEREAS, on May 23, 2007, the City Council authorized an agreement with Oncor permitting the escrow of \$4.5 million in City funds to pay for the City's 25 percent share of the incremental cost of placing the Canada Drive segment of transmissions lines underground; and

WHEREAS, on June 7, 2007, the PUC issued an order that required Oncor to install the West Levee Norwood transmission line along the locally preferred route and to place the Canada Drive segment underground and directed the City of Dallas to execute a contract with Oncor under which the City would pay for 25 percent of the incremental cost of placing the Canada Drive segment underground; and

WHEREAS, on June 7, 2007, the PUC also issued an order that the remaining \$13.5 million in incremental underground installation cost to be "uplifted" to the system-wide transmission rate; and

WHEREAS, on August 27, 2008, the City Council approved Resolution No. 08-2312 authorizing acquisition, including the exercise of the right of eminent domain, if such becomes necessary, of six properties located near the intersection of Sylvan Avenue and Morris Street for the Oncor Transition Facility associated with the West Levee Norwood 345 kV Transmission Line and the Sylvan Avenue Bridge Project; and

WHEREAS, on December 10, 2008, the City Council approved Resolution No. 08-3439 authorizing acquisition, including the exercise of the right of eminent domain, if such becomes necessary, of another six properties located near the intersection of Sylvan Avenue and Morris Street for the Oncor Transition Facility associated with the West Levee Norwood 345 kV Transmission Line and the Sylvan Avenue Bridge Project; and

WHEREAS, on December 10, 2008, the City Council approved Resolution No. 08-3440 authorizing acquisition, from Dallas County, including the exercise of the right of eminent domain, if such becomes necessary, and subsequent sale to Oncor Electric Delivery Company, of an unimproved tract of land containing approximately 16,040 square feet located near the intersection of Sylvan Avenue and Morris Street for the Oncor Transition Facility associated with the West Levee Norwood 345 kV Transmission Line and the Sylvan Avenue Bridge Project; and

WHEREAS, on January 28, 2009, the City Council approved Resolution No. 09-0311 authorizing acquisition, from Dallas County, including the exercise of the right of eminent domain, if such becomes necessary, and subsequent sale to Oncor Electric Delivery Company, of an unimproved tract of land containing approximately 9,507 square feet located near the intersection of Sylvan Avenue and Morris Street for the Oncor Transition Facility associated with the West Levee Norwood 345 kV Transmission Line and the Sylvan Avenue Bridge Project; and

WHEREAS, Oncor desires the City Council to authorize conveyance of certain portions of the property acquired by the City as required for the Oncor Transition Facility associated with the West Levee Norwood 345 kV Transmission Line to Oncor Electric Delivery. Now, Therefore,

# BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF DALLAS:

Section 1. That the following definitions shall apply to this resolution:

CITY: The City of Dallas.

PROJECT: Oncor Transition Facility/Sylvan Avenue Bridge Project

PROPERTY: The tracts or parcels of land depicted on Exhibit A, attached hereto and made apart hereof for all purposes and containing approximately 62,412 square feet of land. All of said PROPERTY being located in the City of Dallas, Dallas County, Texas.

ONCOR: Oncor Electric Delivery Company

**SECTION 2.** That the City Manager is authorized to convey the PROPERTY to ONCOR in furtherance of the PROJECT and for the consideration and subject to the terms and conditions herein provided.

**SECTION 3.** That CITY may sell or exchange its property to an entity that has the power of eminent domain, without complying with the notice and bidding requirements for the sale of public lands provided for in Chapter 272, Section 272.001 of the Texas Local Government Code and, certain provisions of Section 2-24 of the Dallas City Code do not apply to the sale of land by CITY to other governmental entities. Additionally, those provisions of Section 2-24 of the Dallas City Code that are waivable and applicable to this sale to ONCOR are hereby waived unless otherwise required by State Law.

**SECTION 4.** That upon receipt from ONCOR of an amount not less than \$600,000, and being the greater of CITY'S cost of acquiring the PROPERTY and the fair market value of same, the City Manager is authorized to execute a Deed Without Warranty to be attested by the City Secretary upon approval as to form by the City Attorney conveying to ONCOR the PROPERTY, and being a total of approximately 62,412 square feet of land, City of Dallas, Dallas County, Texas.

**SECTION 5.** That the Deed Without Warranty shall provide that the conveyance to ONCOR is subject to the following:

- (a) a restriction prohibiting the placement of industrialized housing on the property; and
- (b) reservation by the City of Dallas of all oil, gas and other minerals in and under the property with a waiver of surface access rights relating to said minerals; and
- (c) any visible and apparent easements and any encroachments whether of record or not; and
- (d) any and all covenants, conditions, reservations, restrictions, exceptions, easements, rights-of-way, mineral interests, mineral leases or other instruments of record and applicable to the property or any part thereof; and

- (e) to the maximum extent allowed by law, (i) GRANTEE is taking the Property "AS IS, WHERE IS, WITH ALL FAULTS"; (ii) GRANTOR disclaims responsibility as to the accuracy or completeness of any information relating to the Property; (iii) GRANTEE assumes all responsibility to examine all applicable building codes and zoning ordinances to determine if the Property can be used for the purposes desired and to check for outstanding or pending code enforcement actions including but not limited to repair or demolition orders; and (iv) GRANTOR expressly disclaims and GRANTEE expressly waives, any warranty or representation, express or implied, including without limitation any warranty of condition, habitability, merchantability or fitness for a particular purpose of the Property; and
- GRANTOR makes no representations of any nature regarding the (f) Property and specifically disclaims any warranty. guaranty or representation, oral or written, express or implied, past, present, or future. concerning: (i) the nature and condition of the Property, including without limitation, the water, soil and geology, and the suitability thereof and the Property for any and all activities and uses which GRANTEE may elect to conduct thereon, and the existence of any environmental substances. hazards or conditions or presence of any endangered or protected species thereon or compliance with all applicable laws, rules or regulations; (ii) the nature and extent of any right-of-way, lease, possession, lien, encumbrance, license, reservation, condition or otherwise; (iii) the compliance of the Property or its operation with any law, ordinance or regulation of any federal, state, or local governmental authority; and (iv) whether or not the Property can be developed or utilized for any purpose. For purposes hereof, "environmental substances" means the following: (a) any "hazardous substance" under the Comprehensive Environmental Response, Compensation and Liability Act of 1980, 42 U.S.C.A. Section 9601 et. seq., as amended, (b) any "hazardous substance" under the Texas Hazardous Substances Spill Prevention and Control Act, Tex. Water Code, Section 26.261, et. seg., as amended, (c) petroleum or petroleum-based products (or any derivative or hazardous constituents thereof or additives thereto), including without limitation, fuel and lubrication oils, (d) any "hazardous chemicals" or "toxic chemicals" under the Occupational Safety and Health Act, 29 U.S.C.A. Section 651 et. seq., as amended, (e) any "hazardous waste" under the Resource Conservation and Recovery Act, 42 U.S.C.A. Section 6901 et. seq., as amended, (f) asbestos, (g) polychlorinated biphenyls, (h) underground storage tanks, whether empty, filled, or partially filled with any substance, (i) any substance, the presence of which is prohibited by federal, state or local laws and regulations, and (j) any other substance

### <u>December 9, 2009</u>

which by federal, state or local laws and regulations requires special handling or notification of governmental authorities in its collection, storage, treatment or disposal. References to particular acts or codifications in this definition include all past and future amendments thereto, as well as applicable rules and regulations as now or hereafter promulgated thereunder; and

(g) such other terms and requirements of the sale and/or disclaimers as the City deems necessary, convenient or appropriate.

**SECTION 6.** That prior to conveyance to ONCOR of this PROPERTY, CITY may replat the PROPERTY, along with other tracts or parcels of land owned by it, establishing such revised lot and block property descriptions, easements, rights-of-way and restrictions as CITY deems appropriate, with due consultation with ONCOR.

**SECTION 7.** That the City Controller is hereby authorized to receive and deposit the purchase price of the PROPERTY into the Street and Thoroughfare Improvements Fund 7T22, Department PBW, Unit U230, Object 4210.

**SECTION 8.** That if a title policy is desired by ONCOR, same shall be at the expense of said ONCOR.

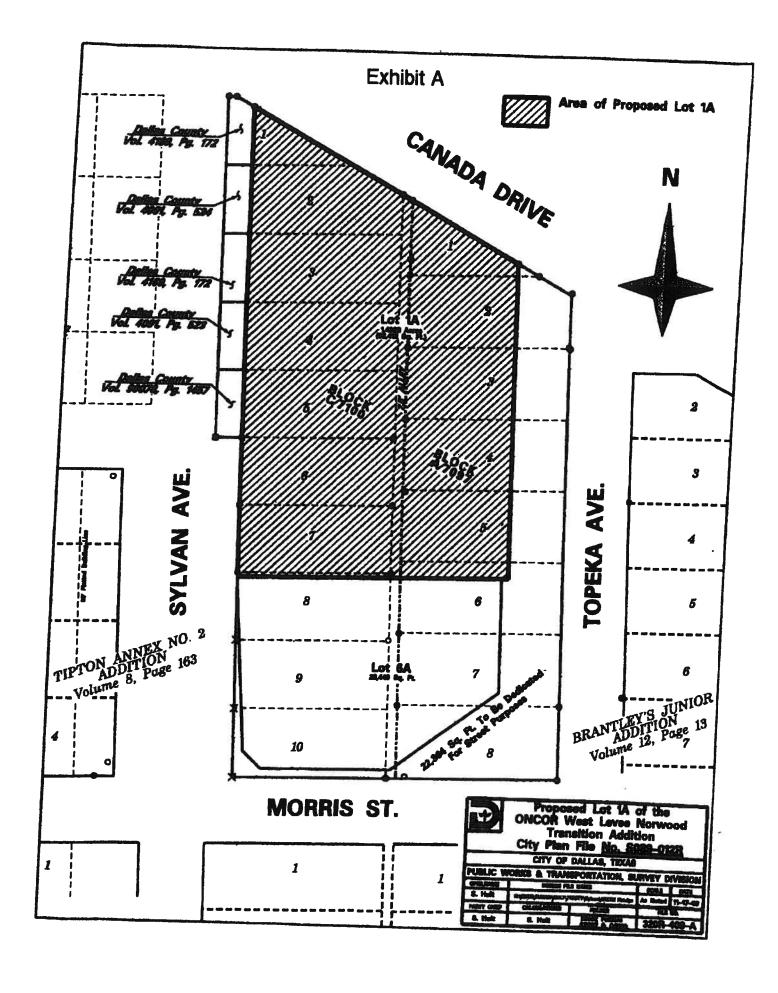
**SECTION 9.** That the sale shall be subject to standby fees, taxes and assessments, if any, by any taxing authority for the year of closing and subsequent years and assessments by any taxing authority for prior years due to changes in land usage or ownership, the payment of said standby fees, taxes and assessments being assumed by grantee.

**SECTION 10.** That this resolution shall take effect immediately from and after its passage in accordance with the provisions of the Charter of the City of Dallas, and it is accordingly so resolved.

**APPROVED AS TO FORM:** 

**THOMAS P. PERKINS, JR., City Attorney** 

Assistant City Attorney



**KEY FOCUS AREA:** 

**Economic Vibrancy** 

**AGENDA DATE:** 

December 9, 2009

**COUNCIL DISTRICT(S):** 

Ali

**DEPARTMENT:** 

Trinity Watershed Management Public Works & Transportation

CMO:

Jill A. Jordan, P.E., 670-5299

MAPSCO:

N/A

### **SUBJECT**

Authorize Supplemental Agreement No. 3 to the professional services contract with HNTB Corporation for program management of major flood management and storm drainage projects authorized for the Dallas Floodway Project in the Water Resources Development Act of 2007 (list attached) - Not to exceed \$4,020,900, from \$33,951,810 to \$37,972,710 - Financing: 2006 Bond Funds

### **BACKGROUND**

On June 13, 2007, Council authorized a professional services contract with HNTB Corporation for program management of major flood management and storm drainage projects included in the 2006 Bond Program. HNTB is responsible for all phases of work including scheduling, budgets, permitting, design, construction, plan review, inspection oversight, and coordination of Mill Creek Phase 1, Middle Peaks Branch Phases I and II, and Levee Drainage Systems - Hampton/Oak Lawn Sump (Baker Pump Station) and Pavaho Sump (Pavaho Pump Station).

This action will add program management services to the following projects: combined Mill Creek/Middle Peaks Branch, Storm Drainage Relief Systems through Phase II; Levee Drainage System - Sump A (Able Pump Station); and 35% design in support of Water Resources Development Act 2007 projects including Trinity-Portand, Charlie and Hampton Pump Stations, rehabilitation of Old Hampton and Delta Pump Stations, and Nobles Branch Sluice Structure Improvements.

Supplemental Agreement No. 1 provided for additional review, analysis and design to assist the City of Dallas with responses to the December 2007 Periodic Inspection report by the United States Army Corps of Engineers (USACE) for the Dallas Floodway including the Central Wastewater Treatment Plant and Rochester Park levees, increasing the contract by \$24,990, from \$8,423,300 to \$8,448,290.

### **BACKGROUND** (Continued)

Supplemental Agreement No. 2 provided for a detailed analysis of the Dallas Floodway, Central Wastewater Treatment Plant, and Rochester Park levee systems, to include soil borings, analysis, hydraulic modeling, engineering design, preparation of a levee remediation plan, policy integration, coordination with partner agencies, and FEMA accreditation, as necessary, increasing the contract with HNTB by \$25,503,520, from \$8,448,290 to \$33,951,810.

Funding for the program management services related to the 35% design of Water Resources Development Act 2007 projects is supported by reallocation of funds approved for construction of Levee Drainage System Eagle Ford Sump and Levee Drainage System Trinity Portland sump. These projects were reprogrammed by Council on November 20, 2008, by Resolution No. 08-3133, to fund work required by the Water Resources Development Act (WRDA) of 2007.

# **ESTIMATED SCHEDULE OF PROJECT**

Began Design June 2009 Complete Design March 2012

# PRIOR ACTION / REVIEW (COUNCIL, BOARDS, COMMISSIONS)

Briefed the Trinity River Committee on Flood Management and Storm Drainage Full-Service Project delivery on May 21, 2007.

Briefed City Council on combined solution for Mill Creek Peaks Branch Storm Drainage Relief System through Phase II on August 6, 2008.

Authorized a professional services contract on June 13, 2007, by Resolution No. 07-1833.

Briefed the City Council on Periodic Inspection Report on April 1, 2009.

Authorized Supplemental Agreement No. 1, on May 12, 2009, by Administrative Action No. 09-1265.

Briefed the City Council on Periodic Inspection Report 9 Update on June 3, 2009.

Authorized Supplemental Agreement No. 2, on June 10, 2009, by Resolution No. 09-1498.

Scheduled to brief the Trinity River Corridor Project Committee on December 8, 2009.

# **FISCAL INFORMATION**

2006 Bond Funds - \$4,020,900

| Design                                     | \$ 8,423,300 |
|--------------------------------------------|--------------|
| Construction                               | 7 0, 120,000 |
| Paving & Drainage (PBW)                    |              |
| Supplemental Agreement No. 1               | \$ 24,990    |
| Supplemental Agreement No. 2               | \$25,503,520 |
| Supplemental Agreement No. 3 (this action) | \$ 4,020,900 |
| Total Project Cost                         | \$37,972,710 |

# **M/WBE INFORMATION**

See attached.

# **ETHNIC COMPOSITION**

# **HNTB Corporation**

| Hispanic Female         | 2  | Hispanic Male         | 6  |
|-------------------------|----|-----------------------|----|
| African-American Female | 5  | African-American Male | 5  |
| Other Female            | 6  | Other Male            | 9  |
| White Female            | 37 | White Male            | 72 |

# **OWNER**

# **HNTB Corporation**

Jerry D. Holder, Jr., P.E., Vice President

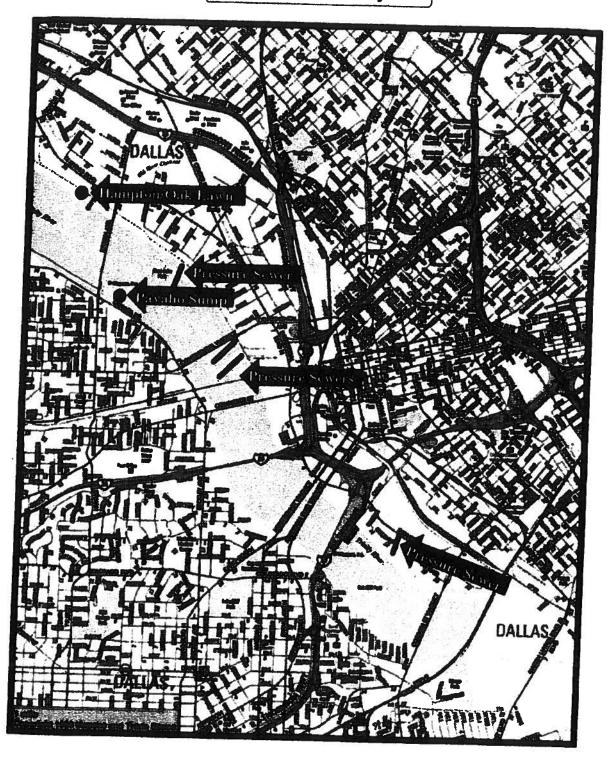
# MAP

Attached.

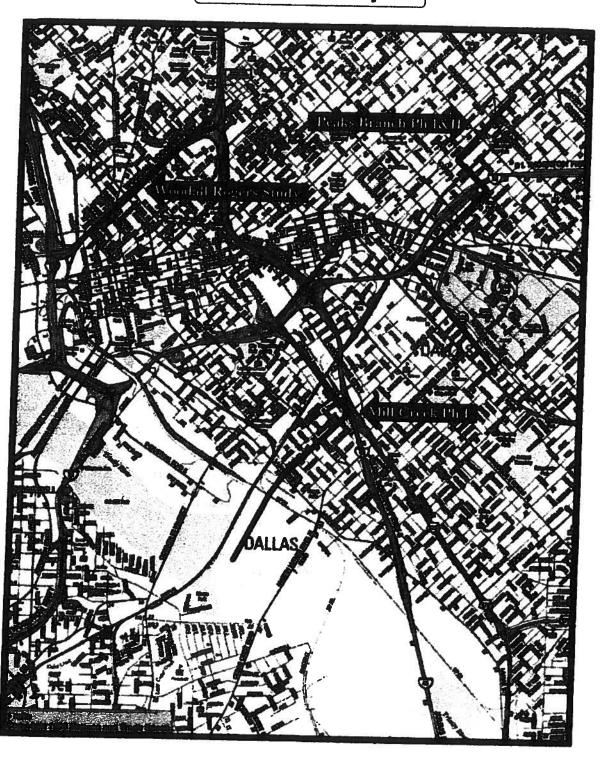
# Projects to be added to the current HNTB Program Management Contract:

- Hydraulic evaluation, design to 100% and bid phase services for Sump A Improvements and Pump Station Able.
- Hydraulic evaluation and 35% level design for the Trinity-Portland, Charlie and Hampton Pump Stations.
- 35% level design for the Rehabilitation of two existing Hampton Pumping Stations and the Delta Pump Stations.
- 35% level design for the Nobles Branch Sump improvements.

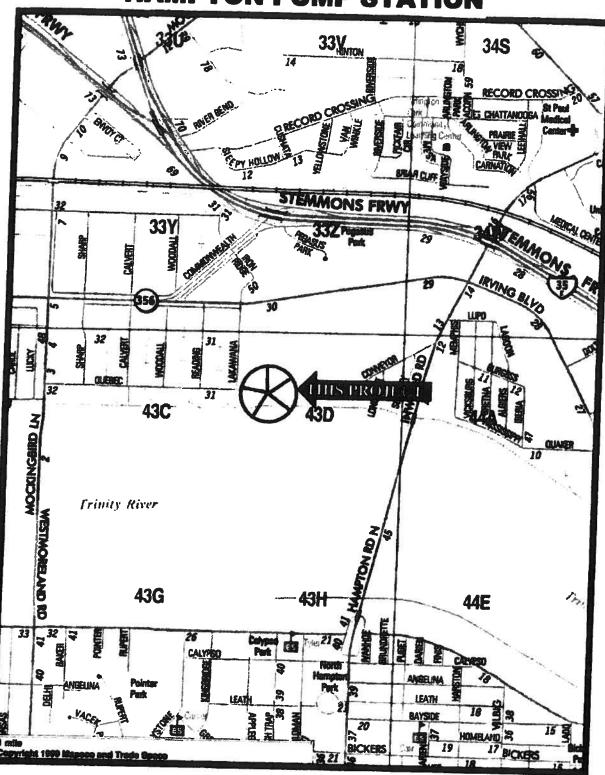
# Major Flood Projects



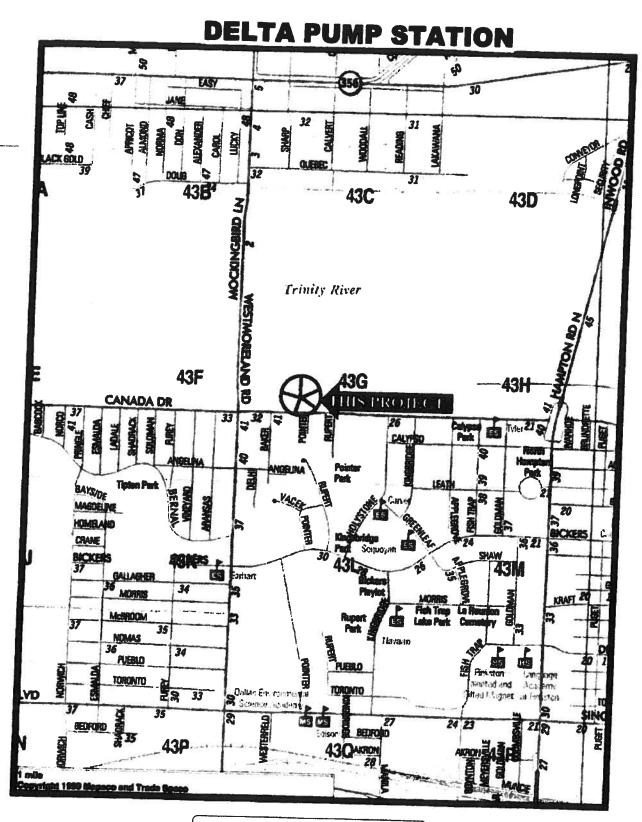
# **Major Storm Projects**



# **HAMPTON PUMP STATION**

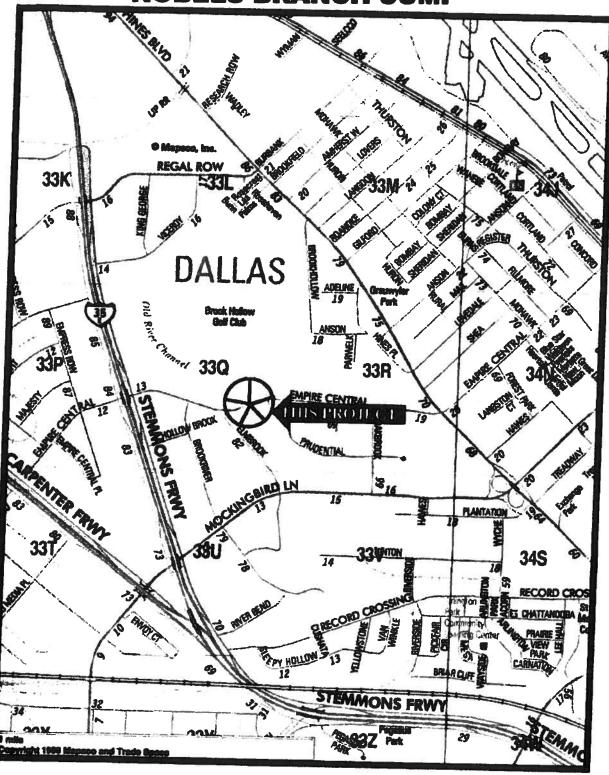


**MAPSCO 43C & 43D** 



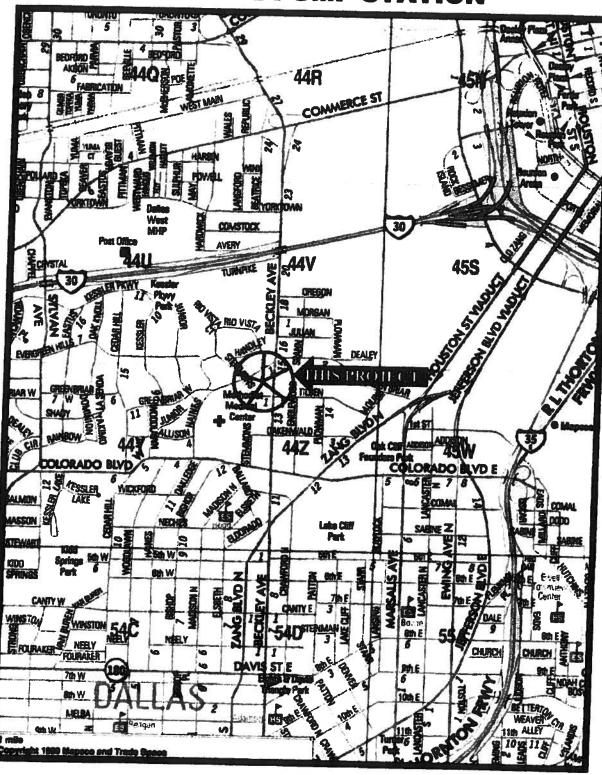
**MAPSCO 43C & 43D** 

# **NOBELS BRANCH SUMP**



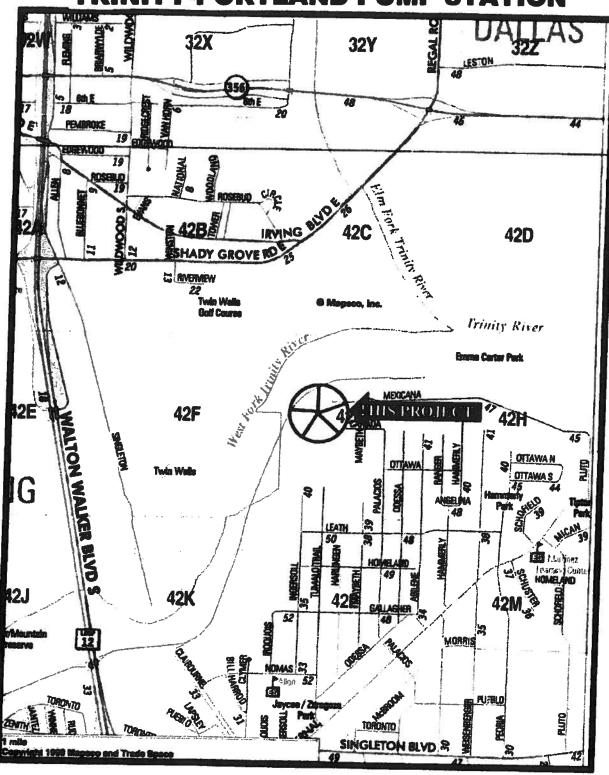
MAPSCO 33Q & 33R

# **CHARLIE PUMP STATION**



MAPSCO 44Z

# TRINITY-PORTLAND PUMP STATION



MAPSCO 42G

# **BUSINESS INCLUSION AND DEVELOPMENT PLAN SUMMARY**

PROJECT: Authorize Supplemental Agreement No. 3 to the professional services contract with HNTB Corporation for program management of major flood management and storm drainage projects authorized for the Dallas Floodway Project in the Water Resources Development Act of 2007 (list attached) - Not to exceed \$4,020,900, from \$33,951,810 to \$37,972,710 - Financing: 2006 Bond Funds

HNTB Corporation is a local, non-minority firm, has signed the "Business Inclusion & Development" documentation, and proposes to use the following sub-contractors.

PROJECT CATEGORY: Professional Services

# LOCAL/NON-LOCAL CONTRACT SUMMARY - THIS ACTION ONLY

|                                     | Amount                   | Percent          |
|-------------------------------------|--------------------------|------------------|
| Local contracts Non-local contracts | \$4,020,900.00<br>\$0.00 | 100.00%<br>0.00% |
| TOTAL THIS ACTION                   | \$4,020,900.00           | 100.00%          |

# **LOCAL/NON-LOCAL M/WBE PARTICIPATION THIS ACTION**

### Local Contractors / Sub-Contractors

| Local                                                                                                                                           | Certification                                                                        | <b>Amount</b>                                                              | <u>Percent</u>                             |
|-------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------|----------------------------------------------------------------------------|--------------------------------------------|
| Mas-Tek Engineering & Associates<br>Pacheco Koch Consulting Eng.<br>Jaster-Quintanilla Dallas, LLP<br>Trevino Engineering<br>Gupta & Associates | BFDB39981Y0210<br>HMDB38793Y0909<br>HMMB3988N0110<br>HMDB3903Y1009<br>PMMB37551Y0509 | \$770,000.00<br>\$150,000.00<br>\$100,000.00<br>\$15,000.00<br>\$50,000.00 | 19.15%<br>3.73%<br>2.49%<br>0.37%<br>1.24% |
| Total Minority - Local                                                                                                                          |                                                                                      | \$1,085,000.00                                                             | 26.98%                                     |

#### Non-Local Contractors / Sub-Contractors

None

### **TOTAL M/WBE PARTICIPATION**

|                   | This Action    |                | Participation  | n to Date      |
|-------------------|----------------|----------------|----------------|----------------|
|                   | <u>Amount</u>  | <u>Percent</u> | <u>Amount</u>  | <b>Percent</b> |
| African American  | \$770,000.00   | 19.15%         | \$1,822,000.00 | 45.31%         |
| Hispanic American | \$265,000.00   | 6.59%          | \$1,050,000.00 | 26.11%         |
| Asian American    | \$50,000.00    | 1.24%          | \$0.00         | 0.00%          |
| Native American   | \$0.00         | 0.00%          | \$200,000.00   | 4.97%          |
| WBE               | \$0.00         | 0.00%          | \$330,000.00   | 8.21%          |
| Total             | \$1,085,000.00 | 26.98%         | \$3,402,000.00 | 84.61%         |

WHEREAS, on June 13, 2007, Resolution No. 07-1833 authorized a professional services contract for program management of major flood management and storm drainage projects; and,

WHEREAS, on May 12, 2009, Administrative Action No. 09-1265, authorized Supplemental Agreement No. 1 to the contract with HNTB for the program management of major flood management and storm drainage projects included in the 2006 Bond Program, for engineering review, analysis, and design related to specific levee deficiencies, in the amount of \$24,990, increasing the contract from \$8,423,300 to \$8,448,290; and,

WHEREAS, on June 10, 2009, Resolution No. 09-1498 authorized Supplemental Agreement No. 2 to the professional services contract with HNTB Corporation for additional engineering services to provide analysis, modeling, planning and design for the Dallas Floodway System Study in the amount of \$25,503,520, increasing the contract from \$8,448,290 to \$33,951,810; and reprogramming of 2006 Bond Funds in the amount of \$25,503,520 from the Levee Drainage System - Sump A to the Dallas Floodway System Study; and,

WHEREAS, on November 10, 2008, Resolution No. 08-3133, authorized funding allocated for Levee Drainage System Eagle Ford Sump and Levee Drainage System Trinity Portland sump are reprogrammed to fund the work required by the Water Resources Development Act (WRDA) 2007; and,

WHEREAS, it is now necessary to authorize Supplemental Agreement No. 3 to the professional services contract with HNTB Corporation for program management of major flood management and storm drainage projects adding program management services to the following projects: combined Mill Creek/Middle Peaks Branch, Storm Drainage Relief Systems through Phase II; Levee Drainage System - Sump A (Able Pump Station); and 35% design in support of Water Resources Development Act 2007 projects including Trinity-Portand, Charlie and Hampton Pump Stations, rehabilitation of Old Hampton and Delta Pump Stations, and Nobles Branch Sluice Structure Improvements in the amount of \$4,020,900, increasing the contract from \$33,951,810 to \$37,972,710.

Now, Therefore,

# BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF DALLAS:

**Section 1.** That the City Manager is hereby authorized to execute Supplemental Agreement No. 3 to the professional services contract with HNTB Corporation for program management of major flood management and storm drainage projects adding program management services to the following projects: combined Mill Creek/Middle Peaks Branch, Storm Drainage Relief Systems through Phase II; Levee Drainage System - Sump A (Able Pump Station); and 35% design in support of Water Resources Development Act 2007 projects including Trinity-Portand, Charlie and Hampton Pump Stations, rehabilitation of Old Hampton and Delta Pump Stations, and Nobles Branch Sluice Structure Improvements in the amount of \$4,020,900, increasing the contract from \$33,951,810 to \$37,972,710, after it has been approved as to form by the City Attorney.

**Section 2.** That the City Controller is hereby authorized to disburse funds in accordance with the terms and conditions of the agreement from:

Flood Protection and Storm Drainage Facilities Fund Fund 6T23, Department PBW, Unit T509, Act. FLDM Obj. 4111, Program #PB06T509, CT PBW06T509I1-01 Vendor #352433, in an amount not to exceed

\$1,420,185

Flood Protection and Storm Drainage Facilities Fund Fund 7T23, Department PBW, Unit T509, Act. FLDM Obj. 4111, Program #PB06T509, CT PBW06T509I1-02 Vendor #352433. in an amount not to exceed

\$ 590,265

Flood Protection and Storm Drainage Facilities Fund Fund 6T23, Department PBW, Unit T510, Act. FLDM Obj. 4111, Program #PB06T510, CT PBW06T509I1-02 Vendor #352433, in an amount not to exceed

\$2,010,450

Total amount not to exceed

\$4.020.900

**Section 3.** That this resolution shall take effect immediately from and after its passage in accordance with the provisions of the Charter of the City of Dallas and it is accordingly so resolved.

Distribution: Trinity Watershed Management, Natalie Wilson, 6BS

Public Works and Transportation, Tami Wilson, OCMC, Room 101
Public Works and Transportation, Modesta Pena, OCMC, Room 307

City Controller's office, Sherrian Parham, 4 BN

City Attorney

KEY FOCUS AREA: Economic Vibrancy

AGENDA DATE: December 9, 2009

COUNCIL DISTRICT(S): 6

**DEPARTMENT:** Trinity Watershed Management

CMO: Jill A. Jordan, P.E., 670-5299

MAPSCO: 44M 44R

### SUBJECT

Authorize (1) Supplemental Agreement No. 1 to the contract with Santiago Calatrava SA to provide engineering and design services for the Margaret Hunt Hill Signature Bridge across the Trinity River in an amount not to exceed \$456,795, from \$5,837,000 to \$6,293,795; and (2) an increase in appropriations in the amount of \$456,795 in the Trinity River Corridor Project Fund - Not to exceed \$456,795 - Financing: 1998 Bond Funds

### **BACKGROUND**

The Margaret Hunt Hill (formerly referred to as the Woodall Rodgers) Signature Bridge across the Trinity River project was a component of the 1998 Bond Program approved by voters in May 1998. The City Council approved a professional services contract with Santiago Calatrava SA to provide engineering services for the design of the signature bridge in an amount not to exceed \$5,837,000 on January 16, 2002. The contract included construction administration through the construction period which, at that time, was expected to be completed in 2007.

The 1998 Bond Program included \$28 million as the City's contribution toward the Woodall Rodgers Extension project. To-date, the City has expended a total of \$6 million for our share of TxDOT's right-of-way acquisition and utility relocation expenses associated with the project, plus an additional \$22 million approved by City Council on December 14, 2005. In addition to the 1998 Bond Funds transferred to TxDOT for the City's share of the construction cost of the bridge, on February 22, 2006, the City Council approved the transfer of \$6,000,000 in private funding to TxDOT in order to facilitate TxDOT's contract to begin construction of the Margaret Hunt Hill Bridge portion of the Woodall Rodgers Extension project.

### **BACKGROUND** (continued)

The Margaret Hunt Hill Signature Bridge project is a public/private partnership, constructed and managed by the Texas Department of Transportation (TxDOT). TxDOT awarded the construction contract for the Margaret Hunt Hill Bridge (Phase 1) in October 2006, in the amount of \$69,674,804.

The design team, consisting of Santiago Calatrava SA as the prime contractor, and local subcontractors Chiang, Patel, Yerby, Inc. (CP&Y) and Huitt-Zollars, Inc. (H-Z), is incurring additional costs related to construction administration services beyond the time frame originally expected for construction of the bridge, currently scheduled for March 2011. The cost estimate for additional construction administrative services required through the current construction schedule is \$405,000. Additionally, the design team was responsible for a value engineering assessment to reduce construction costs of the bridge that required additional wind tunnel analyses, resulting in additional costs of \$101,867. Savings identified in the existing contract in the amount of \$50,072 partially offset the additional costs, resulting in a net cost for Supplemental Agreement No. 1 of \$456,795.

This action would authorize Supplemental Agreement No. 1 to the contract with Santiago Calatrava SA for additional engineering and design services of the Margaret Hunt Hill (formerly referred to as the Woodall Rodgers) Signature Bridge across the Trinity River in an amount not to exceed \$456,795, increasing the contract from \$5,837,000 to a total amount not to exceed \$6,293,795. Additionally, this action would authorize an increase in appropriations in an amount not to exceed \$456,795 in the Trinity River Corridor Project Fund.

### **ESTIMATED SCHEDULE OF PROJECT**

Began Construction
Complete Construction

June 2007 (bridge construction, levee to levee) March 2011 (bridge construction, levee to levee)

# PRIOR ACTION/REVIEW (COUNCIL, BOARDS, COMMISSIONS)

Authorized a Major Transportation Investment Study on September 10, 1997, by Resolution No. 97-2918.

Authorized an Interlocal Agreement with TxDOT on June 23, 1999 for the extension of Woodall Rodgers (Spur 366) Freeway from Industrial Boulevard across the Trinity River to the intersection of Singleton Boulevard and Beckley Avenue by Resolution No. 99-2037.

Authorized the concept of signature bridges and design enhancements over the Trinity River as opposed to standard Texas Department of Transportation bridges on June 23, 1999, by Resolution No. 99-2138.

# PRIOR ACTION/REVIEW (COUNCIL, BOARDS, COMMISSIONS) (continued)

Authorized a professional services contract with Santiago Calatrava for the design of the Woodall Rodgers Signature Bridge across the Trinity River on January 16, 2002, by Resolution No. 02-0167.

Authorized an Interlocal Agreement with the Texas Department of Transportation for right-of-way acquisition and utility relocation on the Woodall Rodgers Extension (Spur 366) from IH 35E across the Trinity River to the intersection of Beckley Avenue and Singleton Boulevard on March 24, 2004, by Resolution No. 04-0975.

Authorized an additional payment to the Texas Department of Transportation for right-of-way acquisition and utility relocation on the Woodall Rodgers Extension (Spur 366) from IH 35E across the Trinity River to the intersection of Beckley Avenue and Singleton Boulevard on August 24, 2005, by Resolution No. 05-2429.

Authorized an Interlocal Agreement with the Texas Department of Transportation for local project funding and maintenance of the Margaret Hunt Hill Bridge (formerly referred to as the Woodall Rodgers Signature Bridge) on October 26, 2005, by Resolution No. 05-3076.

Authorized a contract for channel relocation, drainage swale, bank restoration and stabilization improvements on November 9, 2005, by Resolution No. 05-3299.

Authorized a Memorandum of Agreement with the North Central Texas Council of Governments for the Woodall Rodgers Extension (Spur 366) on December 14, 2005, by Resolution No. 05-3492.

Authorized additional payment to the Texas Department of Transportation for the City's share of the cost for construction of the Margaret Hunt Hill Bridge; and receipt and deposit of funds from Hunt Petroleum Corporation on February 22, 2006, by Resolution No. 06-0616.

# FISCAL INFORMATION

1998 Bond Funds - \$456,795

### **MWBE INFORMATION**

See attached.

# **ETHNIC COMPOSITION**

# Santiago Calatrava SA

| Hispanic Female         | 2  | Hispanic Male         | 4  |
|-------------------------|----|-----------------------|----|
| African-American Female | 0  | African-American Male | 0  |
| Other Female            | 1  | Other Male            | 5  |
| White Female            | 13 | White Male            | 54 |

# OWNER(S)

# Santiago Calatrava SA

Santiago Calatrava, President

# MAP

Attached.

# **BUSINESS INCLUSION AND DEVELOPMENT PLAN SUMMARY**

PROJECT: Authorize (1) Supplemental Agreement No. 1 to the contract with Santiago Calatrava SA to provide engineering and design services of the Margaret Hunt Hill (formerly referred to as the Woodall Rodgers) Signature Bridge across the Trinity River in an amount not to exceed \$456,795, increasing the contract from \$5,837,000 to a total amount not to exceed \$6,293,795, and (2) an increase in appropriations in the Trinity River Corridor Project Fund in the amount of \$456,795 – Financing: 1998 Bond Funds

Santiago Calatrava SA is a non-local, non-minority firm, has signed the "Business Inclusion & Development" documentation, and proposes to use the following sub-contractors.

PROJECT CATEGORY: Architecture & Engineering

# LOCAL/NON-LOCAL CONTRACT SUMMARY - THIS ACTION ONLY

|                                     | <u>Amount</u>                | <u>Percent</u>   |
|-------------------------------------|------------------------------|------------------|
| Local contracts Non-local contracts | \$311,795.00<br>\$145,000.00 | 68.26%<br>31.74% |
| TOTAL THIS ACTION                   | \$456,795.00                 | 100.00%          |

### LOCAL/NON-LOCAL M/WBE PARTICIPATION THIS ACTION

# Local Contractors / Sub-Contractors

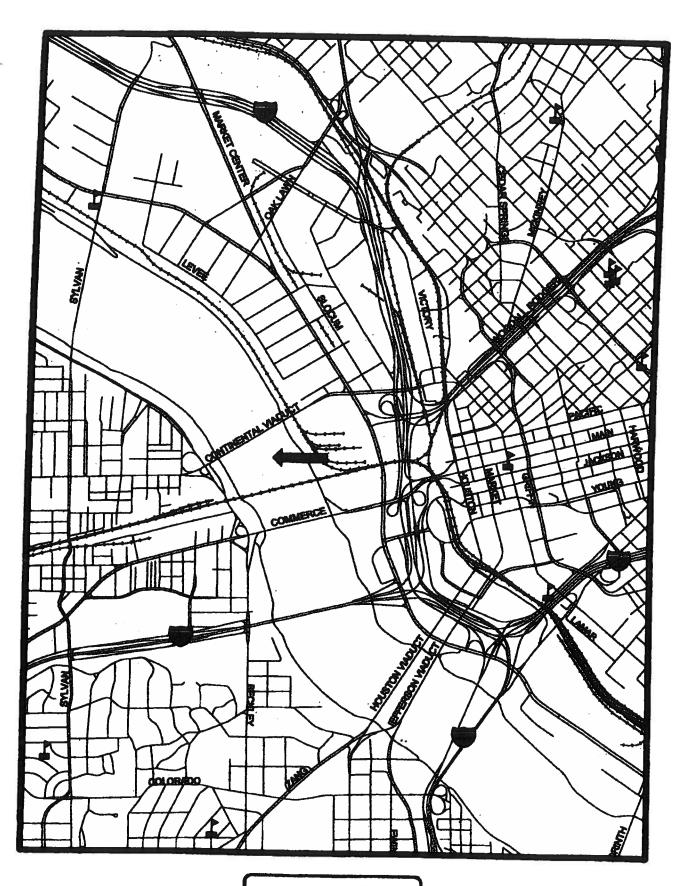
| Local                  | Certification  | Amount      | Percent |
|------------------------|----------------|-------------|---------|
| CP & Y                 | PMMB42281Y0910 | \$60,000.00 | 19.24%  |
| Total Minority - Local |                | \$60,000.00 | 19 24%  |

#### Non-Local Contractors / Sub-Contractors

None

#### **TOTAL M/WBE PARTICIPATION**

|                   | This Action   |                | Participation to Date |                |
|-------------------|---------------|----------------|-----------------------|----------------|
|                   | <u>Amount</u> | <u>Percent</u> | <u>Amount</u>         | <b>Percent</b> |
| African American  | \$0.00        | 0.00%          | \$465,364.00          | 7.39%          |
| Hispanic American | \$0.00        | 0.00%          | \$0.00                | 0.00%          |
| Asian American    | \$60,000.00   | 13.13%         | \$1,035,000.00        | 16.44%         |
| Native American   | \$0.00        | 0.00%          | \$0.00                | 0.00%          |
| WBE               | \$0.00        | 0.00%          | \$7,564.00            | 0.12%          |
| Total             | \$60,000.00   | 13.13%         | \$1,507,928.00        | 23.96%         |



Mapsco 44 M & R

WHEREAS, on September 10, 1997, Resolution No. 97-2918 authorized a Major Transportation Investment Study; and,

WHEREAS, on June 23, 1999, Resolution No. 99-2037 authorized the City of Dallas to enter into an Interlocal Agreement with the Texas Department of Transportation (TxDOT) for the extension of Woodall Rodgers (Spur 366) Freeway from Industrial Boulevard across the Trinity River to the intersection of Singleton Boulevard and Beckley Avenue; and,

WHEREAS, on June 23, 1999, Resolution No. 99-2138 supported the concept of one or more signature bridges and design enhancements for all new and replacement bridges across the Trinity River; and,

WHEREAS, on January 16, 2002, Resolution No. 02-0167 authorized a professional services contract with Santiago Calatrava for the design of the Woodall Rodgers Signature Bridge across the Trinity River; and,

WHEREAS, on March 24, 2004, Resolution No. 04-0975 authorized an Interlocal Agreement with TxDOT for right-of-way acquisition and utility relocation on the Woodall Rodgers Extension (Spur 366) from IH 35E across the Trinity River to the intersection of Beckley Avenue and Singleton Boulevard; and,

WHEREAS, on August 24, 2005, Resolution No. 05-2429 authorized an additional payment to TxDOT for right-of-way acquisition and utility relocation on the Woodall Rodgers Extension (Spur 366) from IH 35E across the Trinity River to the intersection of Beckley Avenue and Singleton Boulevard; and,

WHEREAS, on October 26, 2005, Resolution No. 05-3076 authorized an Interlocal Agreement with TxDOT for local project funding and maintenance of the Margaret Hunt Hill Bridge (formerly referred to as the Woodall Rodgers Signature Bridge); and,

WHEREAS, on November 9, 2005, Resolution No. 05-3299 authorized a contract for channel relocation, drainage swale, bank restoration and stabilization improvements to the East Levee in order to accommodate construction of the Margaret Hunt Hill Bridge at the Woodall Rodgers Extension; and,

WHEREAS, on December 14, 2005, Resolution No. 05-3492 authorized a Memorandum of Agreement with the North Central Texas Council of Governments (NCTCOG) for the Woodall Rodgers Extension (Spur 366), whereby NCTCOG agreed to provide TxDOT \$25 million in federal funds in exchange for the City's \$22 million in local funds; and,

WHEREAS, on February 22, 2006, Resolution No. 06-0616 authorized additional payment to TxDOT for the City's share of the cost for construction of the Margaret Hunt Hill (formerly referred to as the Woodall Rodgers) Signature Bridge; and receipt and deposit of funds from Hunt Petroleum Corporation; and,

WHEREAS, TxDOT is responsible for construction of the Woodall Rodgers Extension (Spur 366), project; and,

WHEREAS, TxDOT awarded the construction contract for the Margaret Hunt Hill Bridge (Phase 1 component of the Woodall Rodgers Extension project) in October 2006; and,

WHEREAS, construction administration services beyond the time frame originally expected for construction of the bridge and additional wind tunnel analyses have resulted in additional costs for engineering and design services related to the Margaret Hunt Hill Signature Bridge; and,

WHEREAS, it is now necessary to authorize Supplemental Agreement No. 1 to the contract with Santiago Calatrava SA to provide engineering and design services for the Margaret Hunt Hill Signature Bridge across the Trinity River in an amount not to exceed \$456,795, from \$5,837,000 to \$6,293,795.

Now. Therefore.

## BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF DALLAS:

**Section 1.** That the City Manager is hereby authorized to execute Supplement Agreement No. 1 to the professional services contract with Santiago Calatrava SA to provide engineering and design services for design of the Margaret Hunt Hill Signature Bridge across the Trinity River in an amount not to exceed \$456,795, after it has been approved as to form by the City Attorney.

**Section 2.** That the City Manager is hereby authorized to increase appropriations in an amount not to exceed \$456,795 in the Trinity River Corridor Project Fund 4P14, Dept. PBW, Unit N973, Object 4111.

**Section 3.** That the City Controller is hereby authorized to disburse funds in accordance with terms and conditions of the contract from:

Trinity River Corridor Project Fund Fund 4P14, Dept. PBW, Unit N973, Activity TRPP Obj. 4111, Program # PB98N973, CT PBW98N969B1 Vendor #504072, in an amount not to exceed \$456,795

### December 9, 2009

Section 4. That this resolution shall take effect immediately from and after its passage in accordance with the provisions of the Charter of the City of Dallas and it is accordingly so resolved.

Distribution:

Trinity Watershed Management, Natalie Wilson, 6BS

City Attorney Office of Financial Services

KEY FOCUS AREA: Better Cultural, Arts and Recreational Amenities

AGENDA DATE: December 9, 2009

COUNCIL DISTRICT(S): 6

**DEPARTMENT:** Trinity Watershed Management

CMO: Jill A. Jordan, P.E., 670-5299

MAPSCO: 44M 44R

#### **SUBJECT**

Authorize (1) a disbursement to Texas Department of Transportation, in accordance with the Local Project Advance Funding Agreement, for costs related to construction of the Margaret Hunt Hill Bridge for additional work including revisions to the bridge lighting and storm drainage system and minor channel modifications in the amount of \$249,169; and (2) an increase in appropriations in the amount of \$249,169 in the Trinity River Corridor Project Fund - Not to exceed \$249,169 - Financing: 1998 Bond Funds

#### **BACKGROUND**

The Woodall Rodgers Extension (Spur 366) project is a public/private partnership, constructed and managed by the Texas Department of Transportation (TxDOT). This project is being constructed in two phases, with separate construction contracts for each phase. Phase 1 of the project includes construction of the Margaret Hunt Hill Bridge from levee to levee over the Trinity River, and is under contract with Williams Brothers Construction Co, Inc. Phase 2 of the project involves construction of the approaches to and from the Margaret Hunt Hill Bridge, and is under contract with J.D. Abrams, LP.

On October 26, 2005, the City Council approved an Interlocal Agreement with TxDOT (Local Project Advance Funding Agreement) for local project funding and maintenance of the Woodall Rodgers Extension (Spur 366) project for Phases 1 and 2. As part of this agreement, the City is responsible for construction costs over TxDOT's available funds for the Phase 1 component (Margaret Hunt Hill Bridge from levee to levee) of the Woodall Rodgers Extension project. TxDOT is responsible for construction costs over available funds for the Phase 2 component.

The 1998 Bond Program included \$28 million as the City's contribution toward the Woodall Rodgers Extension project. To date, the City has expended a total of \$28 million, of which \$6 million was for our share of TxDOT's right-of-way acquisition and utility relocation expenses associated with the project, plus an additional \$22 million approved by City Council on December 14, 2005 for the City's contribution towards construction of the Margaret Hunt Hill Bridge.

### **BACKGROUND (Continued)**

In addition to the 1998 Bond Funds transferred to TxDOT for the City's share of the construction cost of the bridge, on February 22, 2006 the City Council approved the transfer of \$6,000,000 in private funding to TxDOT in order to facilitate TxDOT's contract to begin construction of the Margaret Hunt Hill Bridge portion of the Woodall Rodgers Extension project.

TxDOT awarded the construction contract for the Margaret Hunt Hill Bridge (Phase 1) in October 2006, in the amount of \$69,674,804. TxDOT has accepted eleven change orders associated with construction of the bridge, primarily due to revised illumination details for the bridge lighting, minor channel modifications near the temporary shoring towers, additional quantity of drill shafts, and elimination/revisions to the storm drain system for the cable-stayed main span. Three of the eleven change orders are no cost, two of the eleven change orders represent cost reductions, and six represent cost increases. The net cost increase for all eleven change orders is \$249,169, which will result in TxDOT's revised construction contract amount of \$69,923,973.

This action would authorize an additional payment to the Texas Department of Transportation, in accordance with an Interlocal Agreement with TxDOT for local project funding and maintenance of the Margaret Hunt Hill Bridge, for the City's share of the cost for construction change orders in an amount not to exceed \$249,169. Additionally, this action would authorize an increase in appropriations in an amount not to exceed \$249,169 in the Trinity River Corridor Project Fund.

### **ESTIMATED SCHEDULE OF PROJECT**

Began Construction June 2007 Complete Construction May 2011

# PRIOR ACTION/REVIEW (COUNCIL, BOARDS, COMMISSIONS)

Authorized a Major Transportation Investment Study on September 10, 1997, by Resolution No. 97-2918.

Authorized an Interlocal Agreement with TxDOT on June 23, 1999 for the extension of Woodall Rodgers (Spur 366) Freeway from Industrial Boulevard across the Trinity River to the intersection of Singleton Boulevard and Beckley Avenue by Resolution No. 99-2037.

Authorized the concept of signature bridges and design enhancements over the Trinity River as opposed to standard Texas Department of Transportation bridges on June 23, 1999, by Resolution No. 99-2138.

# PRIOR ACTION/REVIEW (COUNCIL, BOARDS, COMMISSIONS) (continued)

Authorized a professional services contract with Santiago Calatrava for the design of the Woodall Rodgers Signature Bridge across the Trinity River on January 16, 2002, by Resolution No. 02-0167.

Authorized an Interlocal Agreement with the Texas Department of Transportation for right-of-way acquisition and utility relocation on the Woodall Rodgers Extension (Spur 366) from IH 35E across the Trinity River to the intersection of Beckley Avenue and Singleton Boulevard on March 24, 2004, by Resolution No. 04-0975.

Authorized an additional payment to the Texas Department of Transportation for right-of-way acquisition and utility relocation on the Woodall Rodgers Extension (Spur 366) from IH 35E across the Trinity River to the intersection of Beckley Avenue and Singleton Boulevard on August 24, 2005, by Resolution No. 05-2429.

Authorized an Interlocal Agreement with the Texas Department of Transportation for local project funding and maintenance of the Margaret Hunt Hill Bridge (formerly referred to as the Woodall Rodgers Signature Bridge) on October 26, 2005, by Resolution No. 05-3076.

Authorized a contract for channel relocation, drainage swale, bank restoration and stabilization improvements on November 9, 2005, by Resolution No. 05-3299.

Authorized a Memorandum of Agreement with the North Central Texas Council of Governments for the Woodall Rodgers Extension (Spur 366) on December 14, 2005, by Resolution No. 05-3492.

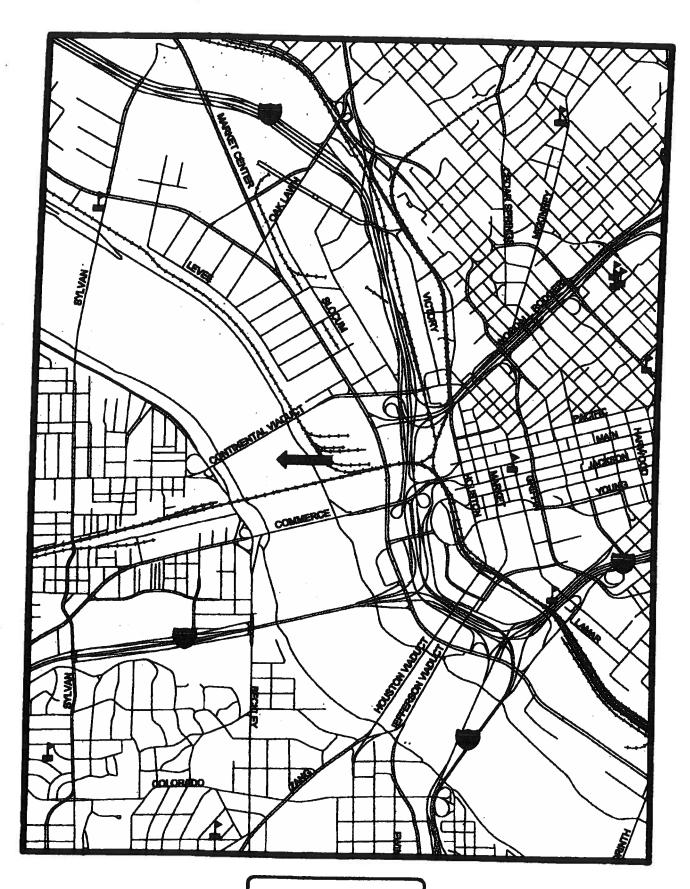
Authorized additional payment to the Texas Department of Transportation for the City's share of the cost for construction of the Margaret Hunt Hill Bridge; and receipt and deposit of funds from Hunt Petroleum Corporation on February 22, 2006, by Resolution No. 06-0616.

#### FISCAL INFORMATION

1998 Bond Funds - \$249,169

#### MAP

Attached.



Mapsco 44 M & R

WHEREAS, on September 10, 1997, Resolution No. 97-2918 authorized a Major Transportation Investment Study; and,

WHEREAS, on June 23, 1999, Resolution No. 99-2037 authorized the City of Dallas to enter into an Interlocal Agreement with the Texas Department of Transportation (TxDOT) for the extension of Woodall Rodgers (Spur 366) Freeway from Industrial Boulevard across the Trinity River to the intersection of Singleton Boulevard and Beckley Avenue; and,

WHEREAS, on June 23, 1999, Resolution No. 99-2138 supported the concept of one or more signature bridges and design enhancements for all new and replacement bridges across the Trinity River; and,

WHEREAS, on January 16, 2002, Resolution No. 02-0167 authorized a professional services contract with Santiago Calatrava for the design of the Woodall Rodgers Signature Bridge across the Trinity River; and,

WHEREAS, on March 24, 2004, Resolution No. 04-0975 authorized an Interlocal Agreement with TxDOT for right-of-way acquisition and utility relocation on the Woodall Rodgers Extension (Spur 366) from IH 35E across the Trinity River to the intersection of Beckley Avenue and Singleton Boulevard; and,

WHEREAS, on August 24, 2005, Resolution No. 05-2429 authorized an additional payment to TxDOT for right-of-way acquisition and utility relocation on the Woodall Rodgers Extension (Spur 366) from IH 35E across the Trinity River to the intersection of Beckley Avenue and Singleton Boulevard; and,

WHEREAS, on October 26, 2005, Resolution No. 05-3076 authorized an Interlocal Agreement with TxDOT (Local Project Advance Funding Agreement) for local project funding and maintenance of the Margaret Hunt Hill Bridge (formerly referred to as the Woodall Rodgers Signature Bridge); and,

WHEREAS, on November 9, 2005, Resolution No. 05-3299 authorized a contract for channel relocation, drainage swale, bank restoration and stabilization improvements to the East Levee in order to accommodate construction of the Margaret Hunt Hill Bridge at the Woodall Rodgers Extension; and,

WHEREAS, on December 14, 2005, Resolution No. 05-3492 authorized a Memorandum of Agreement with the North Central Texas Council of Governments (NCTCOG) for the Woodall Rodgers Extension (Spur 366), whereby NCTCOG agreed to provide TxDOT \$25 million in federal funds in exchange for the City's \$22 million in local funds; and,

WHEREAS, on February 22, 2006, Resolution No. 06-0616 authorized an additional payment to TxDOT for the City's share of the cost for construction of the Margaret Hunt Hill Bridge; and receipt and deposit of funds from Hunt Petroleum Corporation; and,

WHEREAS, TxDOT is responsible for construction of the Woodall Rodgers Extension (Spur 366), project; and,

WHEREAS, TxDOT awarded the construction contract for the Margaret Hunt Hill Bridge (Phase 1 component of the Woodall Rodgers Extension project) in October 2006; and,

WHEREAS, TxDOT has accepted eleven change orders associated with construction of the Margaret Hunt Hill Bridge; and

WHEREAS, in accordance with the Interlocal Agreement with TxDOT (Local Project Advance Funding Agreement) for local project funding and maintenance of the Woodall Rodgers Extension (Spur 366) project, the City is responsible for construction costs over TxDOT's available funds for the Phase 1 component (Margaret Hunt Hill Bridge from levee to levee) of the Woodall Rodgers Extension project; and,

WHEREAS, it is now necessary to authorize a disbursement to the Texas Department of Transportation for the Change Order Nos. 1-11 associated with the construction of the Phase 1 component (Margaret Hunt Hill Bridge from levee to levee) of the Woodall Rodgers Extension project related to additional work including revisions to the bridge lighting and storm drainage system and minor channel modifications in the amount of \$249,169.

Now. Therefore.

### BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF DALLAS:

**Section 1.** That the City Controller is hereby authorized to disburse funds to the Texas Department of Transportation for the Change Order Nos. 1-11 for additional costs associated with the construction of the Phase 1 component (Margaret Hunt Hill Bridge from levee to levee) of the Woodall Rodgers Extension project in accordance with the terms and conditions of the Local Project Advance Funding Agreement in the amount of \$249,169.

**Section 2.** That the City Manager is hereby authorized to increase appropriations in an amount not to exceed \$249,169 in the Trinity River Corridor Project Fund 4P14, Dept. PBW, Unit N973, Obj. 4599.

December 9, 2009

**Section 3.** That the City Controller is hereby authorized to disburse funds to the Texas Department of Transportation in accordance with the terms and conditions of the Local Project Advance Funding Agreement:

Trinity River Corridor Project Fund Fund 4P14, Dept. PBW, Unit N973, Activity TRPP Object 4599, Program # PB98N973, CT PBW98N973C2 Vendor #239588, in an amount not to exceed \$249,169

**Section 4.** That this resolution shall take effect immediately from and after its passage in accordance with the provisions of the Charter of the City of Dallas and it is accordingly so resolved.

Distribution: Trinity River Corridor Project, Natalie Wilson, 6BS

City Attorney

Office of Financial Services

#### **AGENDA ITEM # 97**

**KEY FOCUS AREA:** Economic Vibrancy

AGENDA DATE: December 9, 2009

COUNCIL DISTRICT(S): 1, 3

**DEPARTMENT:** Sustainable Development and Construction

**CMO:** A. C. Gonzalez, 671-8925

**MAPSCO:** 44 U V Y Z; 45 S W; 54 C D H; 55 A E

#### **SUBJECT**

A public hearing to receive comments regarding an ordinance amending the comprehensive plan of the City of Dallas to incorporate the Oak Cliff Gateway Land Use Opportunity Plan in the Trinity River Corridor Comprehensive Plan and a resolution amending the Trinity River Corridor Comprehensive Land Use Plan to incorporate the Oak Cliff Gateway Land Use Opportunity Plan and Urban Design Framework Plan for the area generally bounded by Interstate 30 to the north, the east levee of the Trinity River to the northeast, Interstate 35 to the east and south, and properties along Zang Boulevard and Beckley Avenue to the west, including properties near the southwest corner of Beckley Avenue and Colorado Boulevard and properties near the southwest corner of the Beckley Avenue and Interstate 30 - Financing: No cost consideration to the City

#### **BACKGROUND**

As part of the implementation process for the Trinity River Corridor Comprehensive Land Use Plan, the City Plan Commission created an ad hoc committee to work with the community to develop zoning recommendations. Study and analysis of the zoning within the Oak Cliff Gateway Study Area began in 2007. During that process, community input indicated that the existing land use plan, adopted in 2005, did not reflect the current vision of the community. On May 27, 2009, City Council authorized amendments to the adopted plan, and defined the boundaries of the planning study.

The City Plan Commission's Trinity River Corridor Ad Hoc Committee and Urban Design Advisory Committee hosted a series of public meetings regarding the proposed plan amendments in January and February of 2009, and then again in July 2009. Input from the series of meetings reflected a strong desire in the community for a pedestrian-friendly mixed use development in the area, while maintaining the unique character of the north Oak Cliff area. The proposed plan consists of a Land Use Opportunity Plan, which defines future land use designations for the area, and an Urban Design Framework Plan which indicate important corridors through the area and pedestrian portals into the Trinity River Park.

### PRIOR ACTION / REVIEW (COUNCIL, BOARDS, COMMISSIONS)

On September 23, October 1, October 15, and October 30, 2008, the City Plan Commission's Trinity River Corridor Ad Hoc Committee and the Urban Design Advisory Committee hosted community meetings to discuss proposed zoning changes in the Oak Cliff Gateway.

On November 18, 2008, the City Plan Commission's Trinity River Corridor Ad Hoc Committee and the Urban Design Advisory Committee were briefed on the input from the zoning meetings and the process to amend the land use plan.

On January 13 and February 3, 2009, the City Plan Commission's Trinity River Corridor Ad Hoc Committee and the Urban Design Advisory Committee hosted community meetings to discuss amendments to the Trinity River Corridor Comprehensive Land Use Plan relating to the Oak Cliff Gateway Land Use Opportunity Plan.

On February 24 and March 10, 2009, the City Plan Commission's Trinity River Corridor Ad Hoc Committee and the Urban Design Advisory Committee were briefed on recommended plan amendments.

On April 6, 2009, the Landmark Commission was briefed on the Oak Cliff Gateway plan amendment process and its relationship to the Lake Cliff Historic District and Betterton House Historic District.

On April 21, 2009, the Trinity River Corridor Project Committee recommended placing the hearing authorization on the May 27, 2009, Council agenda including all of the areas requested by the stakeholders in the planning process.

On May, 27, 2009, the City Council authorized amendments to the Oak Cliff Gateway Land Use Plan by Resolution No. 09-1364.

On July 7 and July 28, 2009, the City Plan Commission's Trinity River Corridor Ad Hoc Committee and the Urban Design Advisory Committee hosted community meetings to discuss amendments to the Trinity River Corridor Comprehensive Land Use Plan relating to the Oak Cliff Gateway Land Use Opportunity Plan.

On August 20 and September 24, 2009, the City Plan Commission's Trinity River Corridor Ad Hoc Committee and the Urban Design Advisory Committee were briefed on recommended plan amendments.

On September 24, 2009, the City Plan Commission's Trinity River Corridor Ad Hoc Committee recommended approval of the Plan amendments.

On November 2, 2009, the Landmark Commission was briefed on the proposed Plan amendments.

# PRIOR ACTION / REVIEW (COUNCIL, BOARDS, COMMISSIONS)(continued)

On October 22 and November 5, 2009, the City Plan Commission held public hearings on the proposed plan amendments.

On November 5, 2009, the City Plan Commission recommended approval of a revised plan.

### **FISCAL INFORMATION**

No cost consideration to the City.

### <u>MAP</u>

Attached.