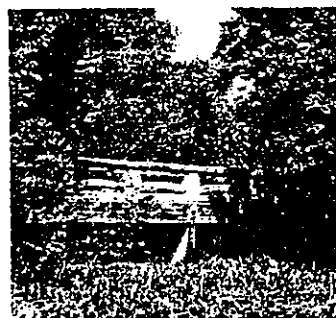
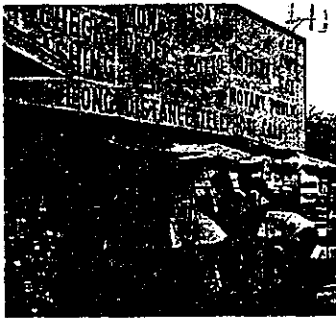


REVISED

# WEST DALLAS COMPREHENSIVE LAND USE STUDY

*Providing a link between  
land use information and opportunity*



City of Dallas  
Department of Planning and Development  
Dallas, Texas

May 26, 1999



**ACKNOWLEDGEMENTS**

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### MISSION

The mission of the West Dallas Comprehensive Land Use Study is to inventory all existing West Dallas land uses and identify zoning issues and strategic options that will influence the positive redevelopment and stability of the area.

### PROCESS

The study is intended to provide existing land use and ongoing program information as a tool to guide future public-private decisions regarding the location of future public facilities, open space and private development. The plan provides West Dallas neighborhood organizations and citizens with specific land use and program information to equip them with the tools to reach greater community consensus when prioritizing and presenting land use needs to decision makers. As a working document, the study can be used strategically to direct resources and capital improvement programs, provide a basic guide for rezoning and subdivision applications, and promote urban renewal.

The identified issues, goals, recommendations and visioning maps were developed as a result of numerous meetings between planning task forces and the steering committee. Results were presented at a community workshop in January of 1998. Potential catalyst sites for redevelopment were identified during the course of the study by stakeholders as a means to demonstrate community success and build on a network of existing land development and resources.

### FINDINGS

The West Dallas community contains approximately 6,500 acres with a mixture of land uses ranging from residential to industrial. The area is primarily zoned

## **EXECUTIVE SUMMARY**

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single-family or low-density multifamily north of Singleton Boulevard.

Community serving retail land uses are located along major thoroughfares while industrial-zoned parcels are scattered along the Singleton Boulevard corridor and throughout the southern half of the study area. Only 174 of the approximated 6,500 acres contain commercial land uses, and over 965 acres are vacant. Less than four percent of the total area contains office uses. The community's population is mostly Hispanic (52%) with African Americans comprising 40 percent.

Due to the lack of community serving retail, citizens are forced to leave the area for basic services such as dry cleaning, shoe repair and pharmaceuticals. Entertainment uses such as movie theaters, roller skating rinks and baseball fields do not exist in West Dallas. Consequently, the underserved West Dallas neighborhood market relies on the adjacent Dallas communities of Oak Cliff and on the surrounding cities of Grand Prairie, Duncanville and Irving to acquire retail goods and entertainment services.

The community has not reached its full economic potential due to the perceived risk of establishing business south of the Trinity. This sentiment continues despite the attractively priced land and public incentives available for development. Misperceptions of West Dallas relate to crime, environmental conditions and the general public's lack of knowledge of the area. There is a need for a coordinated promotional campaign to communicate the area's tangible benefits and advantages of engaging in development in West Dallas.

The age and the deteriorating condition of the housing stock have contributed to a decline in population and homeownership. Between 1960 and 1990, the West

Dallas population decreased from 43,700 to 27,340. Coinciding with the decrease in population the economic environment is also deteriorated, limiting opportunities for employment despite the available work force.

The current unemployment rate in West Dallas is 11.2 percent, compared with the Dallas overall unemployment rate of 3.8 percent. Many of the industrial and commercial buildings located along Singleton Boulevard and Fort Worth Avenue are vacant and contribute to the underutilization of the local workforce.

### Opportunities in West Dallas

Despite the recent history of problems associated with the deterioration of its infrastructure, the West Dallas community is rich in opportunities. They include:

- A central location within ten minutes from downtown Dallas and adjacent to the regional highway and freeway systems.
- Significant Trinity River Greenbelt frontage, parks and open space resources that have the potential to improve the quality of life for its citizens.
- The availability of vacant industrial and warehouse buildings and undeveloped land for development.
- Historical and cultural assets.
- An underutilized labor force.
- A strong church and neighborhood network.
- A high percentage (60%) of owner-occupied, single family housing comprises the majority of West Dallas single family land use.



## **EXECUTIVE SUMMARY**

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- The area's close proximity to major employment centers such as Parkland Hospital, Stemmons Industrial District, Lone Star and Pinnacle Industrial Parks.
- The large underserved consumer market for entertainment, children's apparel, prescription drugs, restaurants, food, appliance and electronic goods.
- The central location of one main Dallas branch of the U.S. postal service and the Union Pacific transcontinental railroad line, make this area an ideal location for businesses that are dependent on bulk mailing or rail transport.
- The area's close (20 minutes by freeway) proximity to the Dallas Fort Worth (DFW) International Airport.
- Significant strides in the redevelopment of single and multi-family housing stock that includes new construction activity by the Dallas Housing Authority (DHA) and other nonprofit infill housing efforts.

## **RECOMMENDATIONS**

Although there are no zoning change recommendations as this time, future land use and zoning recommendations are proposed in the land use study. Many of the community's issues surrounding land use and zoning are focused on the need to stimulate economic redevelopment opportunities, stabilize housing resources and better utilize existing community assets such as the Trinity River Greenbelt and its cultural resources. There is a need to coordinate citizen, public and private resources to effectively utilize existing programs by prioritizing the community's most critical needs.

During the planning process, citizens and task force members completed a catalyst project survey. Survey results indicated that economic redevelopment with retail reinvestment should initially focus on the Singleton Boulevard gateway corridor. It was determined that the development of catalyst projects in the West Dallas

community would provide connections to the Central Business District and promote a visible change in the community that would foster future development. The implementation of the catalyst projects and study recommendations is intended to focus efforts around stable anchors and capitalize on the unique identity of the area.

### Catalyst Projects

The following twelve catalyst project locations should be developed, as prioritized, with specific study actions to increase their development impact and link activities throughout the West Dallas community:

1. Gateway Connection from the Continental Viaduct to Singleton Boulevard
2. Fort Worth Avenue Corridor with Sylvan Avenue Node
3. Westmoreland Road /Singleton Boulevard Corridor and/or Specific Intersection
4. Intersection of Singleton Boulevard & Hampton Road
5. Austin Products Site
6. Fish Trap Lake
7. Beautify Old Bridge at Claibourne Road
8. Far West River/Natural Sump Area Next to Sea Harbor Road
9. Westmoreland Road and Bernal Drive Connection
10. Trinity Bank and Recreation Opportunities
11. Cockrell Hill/Pinnacle Park Gateway
12. Bernal Drive/Singleton Boulevard Bus Transfer Site

The land use information, issues, goals and recommended actions provided in this report form a framework for positive change when they are supported by coordinated efforts to identify, prioritize, finance and construct needed improvements. Shared land use information, with strong community leadership will foster economic opportunities for an improved quality of life in West Dallas. The impact created by the proposed Trinity River corridor improvements could encourage job creation and private development in the West Dallas community. The success of the revitalization efforts are not related to the study itself, but to the

## **EXECUTIVE SUMMARY**

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continuous commitment of West Dallas community leaders and the coordination of directed public-private efforts to achieve citizen identified goals.

## **ACKNOWLEDGEMENTS**

The content of this report could not have been accomplished without the collaborative effort of the city council appointed steering committee, citizens, community leaders, state and federal planning entities, nonprofits, local businesses and interdepartmental and planning staff.

To all those who are listed below and to the many more who were involved during the process we thank you and hope you continue to stay involved to achieve the land use goals identified by the West Dallas community.

### **City Council Members**

### **Council District**

Steve Salazar

District 1

Barbara Mallory Caraway

District 6

### **Planning Commissioners**

### **Council District**

Joel Vera

District 1

Ed Oakley

District 6

### **Steering Committee Members**

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***Note: Please reference the Appendix of this document for a list of Task Force participants in the West Dallas Comprehensive Land Use planning process.***

# CHAPTER 1

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## INTRODUCTION

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## 1.0 STUDY AREA & LOCATION

West Dallas is located approximately 3 miles west of downtown Dallas, south of the Trinity River-Elm Fork Connection and north of the Oak Cliff area. The specific study area boundaries are defined by the Trinity River Greenbelt to the east and north, I-30 to the south, and the Dallas City limits to the west. The study area contains approximately 6,500 acres and is further identified in the West Dallas Study Area Map, Figure 1.

## 1.1 PURPOSE AND GOALS

### Mission Statement

*The West Dallas Comprehensive Land Use Study identifies and inventories all existing land uses and zoning and distinguishes key issues that are most likely to influence the positive redevelopment and stability of the area.*

*The study is intended to be used as a planning tool by citizens, neighborhood groups, businesses, public officials, city departments, local nonprofits and interest groups to preliminarily guide decisions about land use with respect to key land use components and goals as outlined below:*

### Key Components

- Land Use
- Capital Improvements
- Housing
- Transportation
- Economic Development
- Environmental Conditions
- Parks & Open Space

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# INTRODUCTION

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## General Goals

- Identify "catalyst" projects that may be used to establish early visible success in the community
- Inventory existing land use and conditions
- Conduct zoning and land use compatibility analysis
- Identify and evaluate strengths, weaknesses, opportunities, threats and resources in the study area
- Suggest methods to effectively target resources toward specified objectives and strategies

## 1.2 HISTORY OF DEVELOPMENT

The earliest settled portion of West Dallas includes the site of the "La Reunion"-- a socialist utopian community established in 1855 by French, Swiss and Belgian immigrants. The commune was meant to be self sufficient in agriculture, but neither the artisan colonists nor the land itself was suited to farming. La Reunion folded after just eighteen months. Many members of the colony stayed in Dallas and contributed significantly to the aesthetic and intellectual growth of the community.

A quite different community developed here in the next century. The limestone cliffs gave birth to a booming cement industry, and a poor area called "Cement City" grew up with it. Cement City gained its name from the two nearby cement plants that employed a large portion of the community. The community of Cement City was formed around 1910 near the *Southwestern States Portland Cement Company* (renamed the *Trinity Portland Cement Company*) and a train stop known as Eagle Ford where the *Lone Star Cement Company* was located. Cement City's best-known citizen was undoubtedly Bonnie Parker, who grew up and met Clyde Barrow there.

By the 1930's, West Dallas was the newest and fastest growing area of immigrant Mexican population. It offered immigrants newer houses, more open space and less crowded conditions in comparison to other parts of Dallas such as Little Mexico. The employment opportunities from the industrialization of the area attracted Hispanics. By 1935 there were two distinct Mexican neighborhoods in the city of West Dallas -- Juarez Heights and Cement City.

## **INTRODUCTION**

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During the 1940's, Dallas' population exploded due to wartime industrialization and the postwar return of veterans. By 1945, West Dallas' population increased fourfold from 6,000 to over 24,000 persons. It was an independent, overcrowded city with virtually no tax base.

As an independent city, the development of West Dallas was not subject to governmental controls such as subdivision, zoning or building codes. This resulted in unsanitary conditions that prompted many citizens to push for annexation with the City of Dallas in the mid-1940's. As the population increased, the West Dallas community was presented with major health and social concerns. A 1948 West Dallas survey conducted by the Council of Social Agencies (now the Community Council) found that only 3.6 percent of households had flush toilets, and just 5.8 percent had bathing facilities with running water.

In 1950, a joint committee of the Council of Social Agencies and the Chamber of Commerce issued a report that resulted in the annexation of the area by Dallas. Immediate improvements in police and fire protection, installation of water mains and sanitary sewers, construction of comprehensive flood control projects and major improvements to local streets were completed in a few years shortly after annexation.

In 1952, the Dallas Housing Authority (DHA) constructed approximately 3,500 public housing units on a 435-acre site located in the center of the West Dallas community. This development was proclaimed to be the largest concentration of low-rise public housing for families in the United States.

Thirty-five years later, a federal judge would decree this housing development a failure. DHA is presently redeveloping the site into new neighborhood areas with no more than 950 total housing units per area. In recent years, there has been an increased focus to revitalize the economy and stabilize housing resources.



## 2.0 PROCESS OF PLAN DEVELOPMENT

The Department of Planning and Development initiated the *West Dallas Comprehensive Land Use Study* through the approval of its 1996-97 Work Plan. City Councilmembers of Districts 1 and District 6 appointed steering committee members in May of 1997 to represent the West Dallas community's interests. An interdepartmental review team was established in coordination with the Northwest Service Coordination Team to help orchestrate the city staff's efforts. The steering committee and coordinating city staff have met monthly, conducted a citizen bus tour, and formed task forces as shown on *Figure 2: Task Force Implementation Structure*.

The task force structure was designed to facilitate the gathering of land use information, provide a mechanism for land use discussion and to further the development of jointly determined goals and recommendations for action.

Citizen input was initiated through a bus tour held on August 19, 1997. During the bus tour, participants identified issues that were important in West Dallas and actively discussed the importance of catalyst project locations to spur growth. They prioritized potential, catalyst locations and identified stakeholders that should be involved in determining future land use strategies.

Numerous task force meetings have been held since October 1997. Over 100 team members and citizens have collected, identified and discussed the feasibility of land use opportunities. The groups have engaged in discussions to generate new ideas and to prioritize land use recommendations with consideration given to available resources and economic factors.

The recommendations and information gathered by the task force members were presented to the community during a workshop held in January of 1998. More than 75 participants, including West Dallas citizens, city councilmembers, planning commissioners, and staff attended the workshop. The participants worked to prioritize objectives and create "visioning maps" in the ten land use areas.

## 2.1 PLAN ORGANIZATION

The West Dallas Comprehensive Land Use Study recommendations were developed using a "strategic planning approach." This is a stakeholder-based process of inventorying existing land use conditions, addressing where land use changes are

## **METHODOLOGY**

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needed and recommending how that change should occur. The following are definitions of the guiding strategic components of the land use study:

**Mission.** The mission is the fundamental reason or purpose for the creation of the West Dallas Comprehensive Land Use Plan.

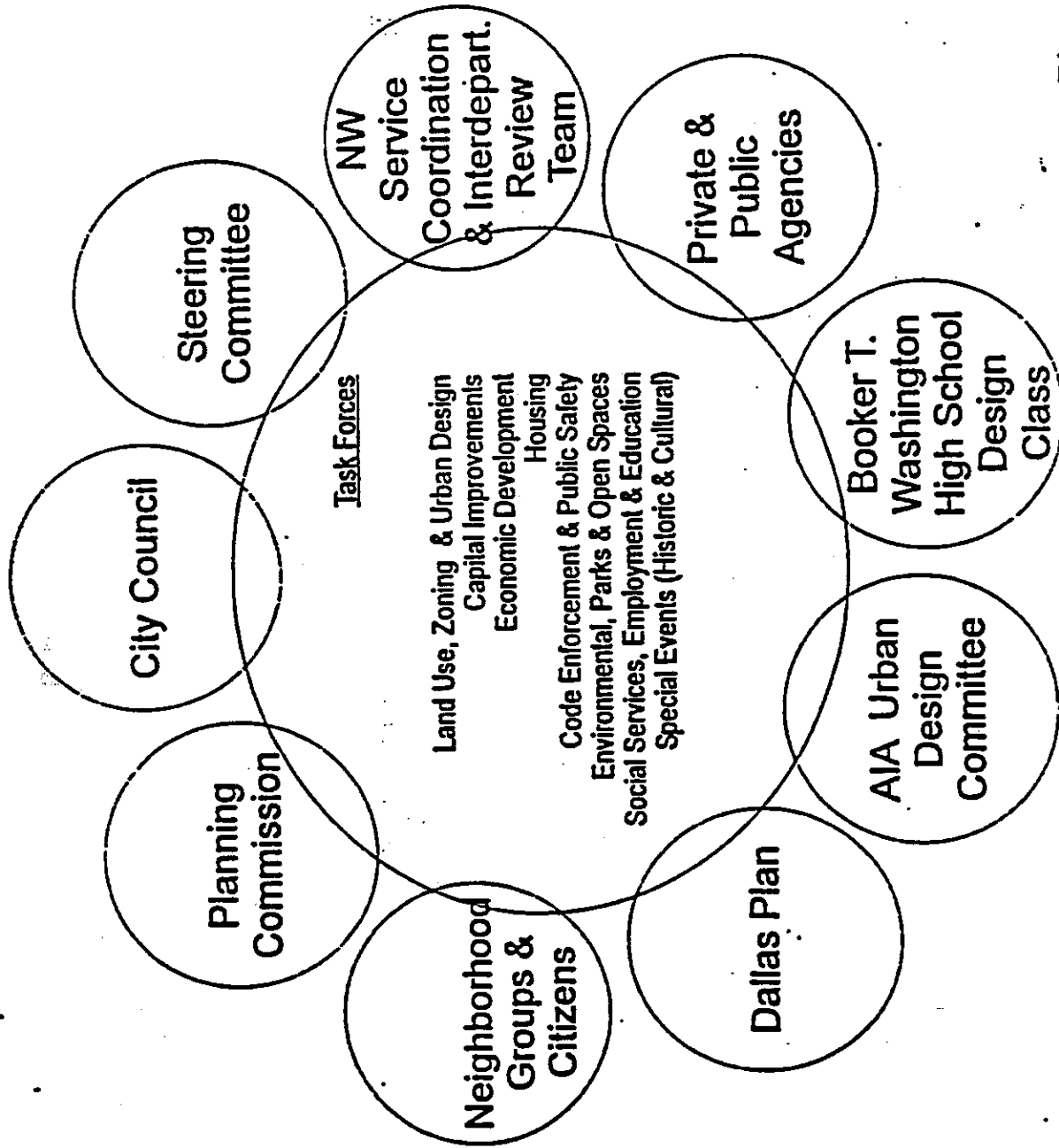
**Vision.** A vision is a picture of the future that ought to be created. The Visioning Maps (Figures 3 through 14) were used and revised throughout the task force and community meeting process. They illustrate the land use themes of the plan and further promote the community's vision. The maps incorporate issues, opportunities and ongoing projects and support many of the recommended actions. Vision Plan Maps are an illustrative tool for a given point in time and are not intended to be adopted.

**Issues and Opportunities.** Issues are anticipated or actual conditions, problems or tensions that will have a significant effect on the ability to achieve goals. Ten (10) land use areas were identified to address the primary issues and objectives. They include: Land Use & Zoning, Urban Design, Capital Improvements, Parks & Open Space, Environmental, Economic Development, Housing, Historical & Cultural Opportunities, Social Services, Employment & Education and Code Enforcement & Public Safety. Opportunities are favorable situations or ideas where benefits are likely to be realized if certain actions are taken.

**Goals.** Goals are outcomes that the community desires to reach. The issues and recommended actions presented in the following chapters may change; however goals may be referenced by the community to make the study more useful.

**Recommended Actions.** Specific strategies directed toward particular community goals or issues are recommended actions. The recommended actions identified in the ten land use sections address multiple goals and community issues. They have been assigned an implementation lead organization or persons responsible for aiding their implementation. Stakeholders having a vested interest in the proposed action have also been identified. Many of the leading stakeholders represent West Dallas task force members that have already begun implementing suggested recommendations.

# West Dallas Land Use: Task Force Implementation Structure



City of Dallas  
 Planning & Development  
 Figure 2



## 3.0 GENERAL OVERVIEW

The land use and zoning section of the West Dallas Land Use Study identifies incompatible land uses and offers land use policies that: 1) discourage zoning changes that promote land use incompatibilities; 2) recommend adequate buffering between single family and multifamily, commercial, industrial and residential, and industrial and commercial uses; and 3) recommend other development guidelines that may minimize the potential for "negative impacts" associated with development. This section will describe existing land use patterns, identify nonconforming land uses, and recommend land use policies to stimulate future conditions for neighborhood stabilization.

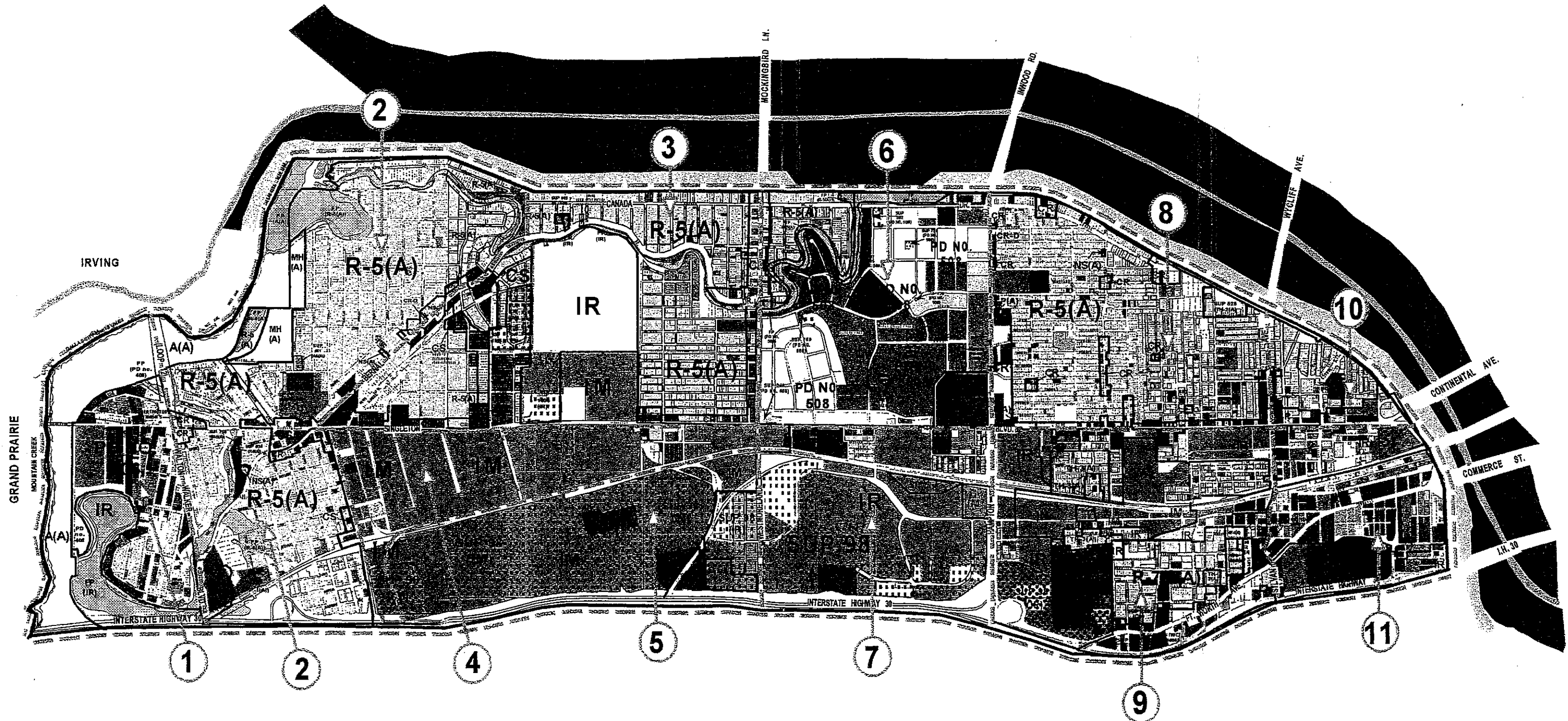
## 3.1 EXISTING CONDITIONS

Existing land use in West Dallas consists of 15 categories including residential, commercial, industrial, vacant land, and parks and open space. The area is primarily zoned single family with community serving retail and industrial zoned parcels scattered throughout. Only 174 of the approximated 6500 acres contain commercial land uses, over 965 acres are vacant, and 140 acres are not categorized (based upon the Dallas County Appraisal District (DCAD) database). Less than four percent of the total area contains office uses. The predominant land uses (using the Dallas County Appraisal District statistics) are as follows: 26% single family; 25% industrial; 10% parks and open space; 5% multifamily; 3% institutional; and approximately 17% undeveloped. Community serving retail land uses are located along major thoroughfares while industrial-zoned parcels are scattered along the Singleton Boulevard corridor and throughout the southern half of the study area.

A parcel by parcel land use survey was conducted to assess the existing conditions within the study area as shown on Figure 3 (Existing Land Use and Zoning). The land use survey reviewed existing land use patterns, current zoning designations, and performed a compatibility analysis between current zoning and existing land uses.



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**SUB - AREAS**

- ① LOOP 12/ WALTON WALKER
- ② LEDBETTER/ CHALK HILL
- ③ LEDBETTER GARDENS/ WESTMORELAND HEIGHTS
- ④ SINGLETON/ INDUSTRIAL
- ⑤ TURNPIKE
- ⑥ DHA/LAKEWEST
- ⑦ LONE STAR INDUSTRIAL PARK
- ⑧ LOS ALTOS
- ⑨ LA LOMA / WESTERN HEIGHTS
- ⑩ LA BAJADA
- ⑪ LA L'ACEATE/MAIN POST OFFICE

**CURRENT LAND USE**

- ☐ SINGLE FAMILY
- ☐ DUPLEX/ TOWNHOUSE
- ☐ MULTI-FAMILY
- ☐ COMMERCIAL/ RETAIL
- ☐ OFFICE
- ☐ INSTITUTIONAL
- ☐ INDUSTRIAL
- ☐ PARKS
- ☐ MOBILE HOME PARK
- ☐ PARKING
- ☐ VACANT

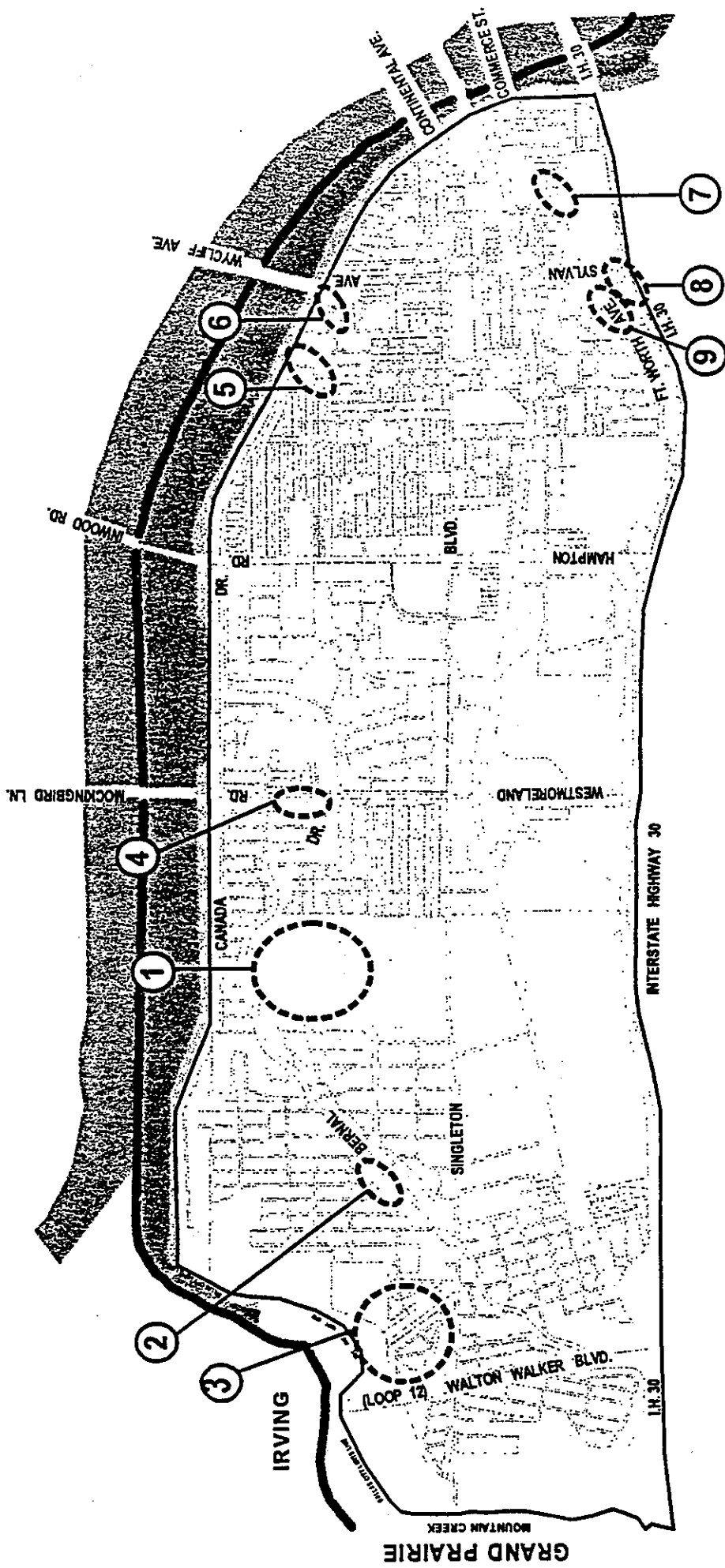
**CURRENT ZONING**

- AA- AGRICULTURE
- R(A)- RESIDENTIAL
- TH(A)- TOWNHOUSE
- CH- CLUSTERED HOUSING
- MF(A)- MULTI-FAMILY
- MH- MANUFACTURED HOUSING
- LO-1- LIMITED OFFICE
- NO(A) NEIGHBORHOOD OFFICE
- NS(A) NEIGHBORHOOD SERVICES
- CR- COMMERCIAL RETAIL
- CR-D- COMMERCIAL RETAIL (DRY)
- CS- COMMERCIAL SERVICE
- LI- LIGHT INDUSTRY
- IR- INDUSTRIAL RESEARCH
- IM INDUSTRIAL MANUFACTURING
- P(A) PARKING
- PDD- PLANNED DEVELOPMENT DISTRICT
- MU- MIXED USED
- SUP- SPECIFIC USE PERMIT
- FP- FLOOD PLAIN

**WEST DALLAS**  
Existing Land Use And Zoning by Sub-Areas



Figure 3



# WEST DALLAS

## Future Land Use Recommendations



- ① Residential or Mixed Use
- ② Commercial Service or Commercial Retail
- ③ Light Industrial
- ④ Planned Development District
- ⑤ Limited Office
- ⑥ Limited Office
- ⑦ Mobile Home
- ⑧ Multi-Family
- ⑨ Limited Office

Figure 4

## **LAND USE AND ZONING**

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### **3.2 LAND USE & ZONING BY SUBAREA**

The 6500 acre West Dallas study area was divided into 11 subareas for analysis purposes, and is not representative of any boundaries for neighborhood identification. The existing land use patterns within each subarea are described below with associated recommendations, land use objectives and policies for future development. Further, nonconforming uses are identified to augment the land use analysis by presenting those uses that are "grandfathered" in that zoning district. Refer to Section 3.3 for more information on nonconforming uses, and Table 1 for uses permitted within each Planned Development District (PDD) and Table 2 for Specific Use Permits (SUP).

#### **Subarea 1: Loop 12/Walton Walker**

- **Boundary:** The area is designated by the City Limits of Dallas to the north, Loop 12/Walton Walker on the east, the Interstate-30 on the south, and Mountain Creek on the west.

- **Existing Land Use**

All of Subarea 1 is zoned as Planned Development District (PDD) No. 406. PDD No. 406 consists of industrial, scattered single family and commercial uses. The largest parcels of vacant land in Subarea 1 are located north, west and south of the PDD and are zoned IR Industrial Research and A Agriculture.

- **Future Land Use Recommendations**

An analysis of the area indicates that existing land use development should be reviewed by the City's Code Compliance Department to ensure that the uses are in conformance with PDD No. 406 zoning regulations. The poor condition of streets along Chippewa Drive at Ruder and Quarry Streets and the inadequate screening of industrial uses adversely impact the nonconforming single family uses that exist within the PDD. Future land use and zoning recommendations are as follows:

1. No change in zoning.
2. City of Dallas Code Compliance and Public Works & Transportation Departments assess conditions within PDD No. 406 to determine compliance with quality of life issues, including screening and drainage requirements.

## Subarea 2: Ledbetter/Chalk Hill

- **Boundary:** The area is designated by the Trinity River levee to the north, Bernal Drive and Chalk Hill Road on the east, Loop 12/Walton Walker Freeway, the Interstate-30 on the south and Irving City Limits to the west.
- **Existing Land Use**

The zoning districts within Subarea 2 are Residential (R-5(A)), Community Retail (CR), Commercial Service (CS), Neighborhood Service (NS), Multi-family (MF), Light Industrial (LI), Manufactured Homes (MH), Agricultural (A), and five (5) Specific Use Permits (SUP Nos. 560, 611, 704, 750 and 836).

The land use within this subarea is predominately single family with approximately six (6) properties (i.e., auto related uses) that do not conform to their zoning designations (refer to Table 3: Nonconforming Uses). There are scattered vacant lots and undeveloped parcels of land zoned manufactured housing, single family and agricultural in an area northwest of Singleton Boulevard, Clymer and Iroquois Streets. New single family development is occurring along Mexicana Road supporting the demand for affordable housing. A concentration of commercial uses is located along Singleton Boulevard and Bernal Drive, including restaurant, grocery and auto sales businesses. Multi-family uses are located at Walton Walker Boulevard and Bernal Drive.

Three (3) former landfills (West Dallas, Vilbig, and the Nomas) comprise 75 acres of the undeveloped land in this subarea. Efforts are presently underway between the Environmental Protection Agency, City of Dallas' Environmental and Health Services and the Planning and Development Departments to determine the proper zoning, with consideration being given to non-residential uses.

- **Future Land Use Recommendation**

An analysis of the area indicates that land uses in the area are in conformance with the zoning district regulations, hence no change in zoning is recommended. Future zoning considerations should be given to:

1. Rezone the former landfill sites. In conjunction with efforts of this land use study, a City Plan Commission hearing was authorized to determine proper zoning for the three (3) landfill sites.

## **LAND USE AND ZONING**

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### **Subarea 3: Ledbetter Gardens/Westmoreland Heights**

- **Boundary:** The area is designated by the Trinity River levee to the north, Westmoreland Road to the east, Singleton Boulevard to the south, and Bernal Drive to the west.

- **Existing Land Use**

Existing land use in this subarea is predominantly single family with commercial uses along Singleton Boulevard and Westmoreland Road. There are several large tracts of vacant land which are zoned IR, SUP 735 (for industrial uses), and SUP 1004 (for industrial research uses) with scattered nonconforming residential uses. New single family housing development is occurring along the northern boundary at Canada Drive. There is one (1) nonconforming commercial use northeast of Angelina and Aransas Streets located in a LO-1 Limited Office district.

- **Future Land Use Recommendations**

Future land use in the large IR zoning district north of the Texas & Pacific (T&P) Railroad should be considered for mixed use or single family development to complement the existing residential land use and character of the area. An analysis of the area indicates that land uses are in conformance with the zoning district regulations (one (1) nonconforming use in subarea), hence no change in zoning is recommended. Future land use and zoning recommendations are as follows:

1. Favorable consideration should be given to rezoning request(s) that support mixed use or single family development in the IR zoned district to stimulate development that is consistent with the character of the surrounding single family neighborhoods.
2. Favorable consideration should be given to rezoning request(s) that support neighborhood serving commercial/retail development along Westmoreland Road between Bernal Drive and Angelina Street as a way to stimulate economic development within the community.

## Subarea 4: Singleton Industrial Corridor

- **Boundary:** The area is designated by Singleton Boulevard to the north, Westmoreland Road to the east, T&P Railroad to the south and Chalk Hill Road to the west.
- **Existing Land Use**

Subarea 4 is a fairly small area that consists mainly of industrial uses. There are three (3) SUPs (Nos. 521, 98, and 1138) in the subarea.

- **Future Land Use Recommendation**

An analysis of the subarea indicates that land use in the area is in conformance with the zoning district regulations with the exception of a few nonconforming single family uses. No change in zoning is recommended at this time.

## Subarea 5: Turnpike Corridor

- **Boundary:** The area is designated by the T&P Railroad to the north and west, Westmoreland Road to the east, and the Interstate-30 to the south.
- **Existing Land Use**

The area is predominately industrial and zoned IM, with several SUPs for such uses. The area northwest of Brice Street and Commerce Street is presently undeveloped and includes SUP 98 (IR) for industrial uses.

- **Future Land Use Recommendation**

An analysis of the area indicates that existing land use is in conformance with the zoning district regulations. No change in zoning is recommended.

## Subarea 6: Dallas Housing Authority/Lakewest

- **Boundary:** The area is designated by the Trinity River levee to the north, Hampton Road to the east, Singleton Boulevard to the south, and Westmoreland Road to the west.

## **LAND USE AND ZONING**

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- **Existing Land Use**

The Dallas Housing Authority's (DHA) central office and the Lakewest Development are located in this subarea. DHA was recently granted a zoning change from MF-2(A) to a Planned Development District for its entire site. The PDD decreases the MF Multi-family acreage by 59% or 282 acres. The remaining acreage would be used for CH Clustered Housing (86 acres), LO Limited Office (88 acres), and MU Mixed Use (139 acres). As a benefit to the community, Goodwill Industries has purchased acreage to relocate and expand their central office from Hampton Road and Singleton Boulevard to Westmoreland Road and Singleton Boulevard.

Lakewest Shopping Center at Hampton Road and Singleton Boulevard is the hub for commercial/retail activity in the West Dallas community. The SUPs in Subarea 6 include Nos. 592, 1135, 610, 759, 248 and 758. Major institutional uses include Pinkston High School with other institutional uses scattered throughout the area.

- **Future Land Use Recommendation**

An analysis of the area indicates that land use is in conformance with the zoning district regulations. No change in zoning is recommended.

### **Subarea 7: Lone Star Industrial Park Corridor**

- **Boundary:** The area is designated by Singleton Boulevard to the north, Hampton Road to the east, the Interstate-30 to the south and Westmoreland Road to the west.

- **Existing Land Use**

This subarea is predominately industrial with two (2) large undeveloped tracts. The area also comprises a part of SUP 98. Nonconforming residential uses can be found in the western portion of Singleton Boulevard to Fishtrap Road and west of Manilla Road to Singleton Boulevard. Major institutional uses include the West Dallas Multi-purpose facility and library, located at the southeast corner of Singleton Boulevard and Fishtrap Road.



- **Future Land Use Recommendation**

An analysis of the area indicates that land use is in conformance with the zoning district regulations. No change in zoning is recommended.

### Subarea 8: Los Altos

- **Boundary:** The area is designated by the Trinity River levee to the north, Sylvan Avenue to the east, Singleton Boulevard to the south, and Hampton Road to the west.
- **Existing Land Use**

Subarea 8 is a large area comprised mostly of single family housing. The zoning classifications in the area include R-5(A); CR-D; CS; and Parking (P). The SUPs consist of Nos. 525, 667, and 682. There are several nonconforming uses scattered throughout that include multifamily and commercial (i.e., grocery store, lumber yard) uses. Recreational uses include three (3) park facilities.

- **Future Land Use Recommendation**

An analysis of the area indicates that land use in general is in conformance with the zoning district regulations. No change in zoning is recommended at this time.

### Subarea 9: Western Heights/La Loma

- **Boundary:** The area is designated by Singleton Boulevard to the north, Sylvan Avenue to the east, Interstate-30 to the south, and Hampton Road to the west.
- **Existing Land Use**

Subarea 9 is comprised of single family (R-5(A)), industrial (IR and IM), townhouse (TH-3), mid-range office (MO-1), multi-family (MF-2 and 4) zoned districts, with scattered vacant lots throughout those districts. This subarea has a large concentration of incompatible single family uses located south of Singleton Boulevard. There are two (2) nonconforming uses, manufactured home park and a multi-family complex located in an IR zoned district. The PDDs in Subarea 9 include Nos. 319 and 256, and the SUPs include Nos. 98 and 788.

## **LAND USE AND ZONING**

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- **Future Land Use Recommendation**

An analysis of Subarea 9 indicates that land use in general is in conformance with the zoning district regulations. No change in zoning is recommended at this time. Future land use and zoning is recommended as follows:

1. Future rezoning considerations should support office and mixed uses along the Ft. Worth Avenue corridor that complement the adjacent neighborhoods.

### **Subarea 10: La Bajada**

- **Boundary:** An area bounded by Beckley Avenue to the north and east, Singleton Road to the south, and Sylvan Avenue to the west.

- **Existing Land Use**

Subarea 10 primarily consists of single family uses with zoning districts for CS and CR uses (along Singleton Boulevard and Sylvan Avenue), and SUP No. 667. There are approximately three (3) commercial nonconforming uses located in the predominant single family area which are considered neighborhood serving and do not adversely impact the community.

- **Future Land Use Recommendation**

An analysis of the area indicates that land use in general is in conformance with the zoning district regulations. No change in zoning is recommended at this time. However, land use and zoning considerations associated with the proposed widening of Singleton Boulevard should be re-evaluated at such time.

### **Subarea 11: La L'aceate/Main Post Office**

- **Boundary:** The area is designated by Singleton Boulevard to the north, Beckley Avenue to the east, Interstate-30 to the south and Sylvan Avenue to the west.

- **Existing Land Use**

Subarea 11 is zoned IR and consists primarily of warehouses and auto related businesses. Nonconforming uses include a mobile home park and scattered single family dwellings. Institutional uses include the main post office.

• **Future Land Use Recommendation**

An analysis of the area indicates that several properties are not in conformance with the zoning district regulations, but are scattered throughout the area and do not adversely affect the general community. No change in zoning is recommended at this time.

1. Favorable consideration should be given to rezoning requests that support mixed uses (i.e., office, lofts) in this subarea.

**WEST DALLAS  
PLANNED DEVELOPMENT DISTRICTS**

**Planned Development District (PDD):** A designated zoning district that provides flexibility in the planning and construction of development projects by allowing a combination of land uses

developed under a uniform plan that protects contiguous land uses and preserves significant natural features. A PDD may contain any use or combination of uses listed in the Development Code. The ordinance establishing a PDD must specify regulations governing building height, floor area ratio, lot area, density, yards, off-street parking and loading, signs, and streets and alleys. There are five (5) PDDs in the study area which are as follows:

**TABLE 1: PLANNED DEVELOPMENT DISTRICTS**

<b>PDD</b>	<b>PERMITTED USE(S)</b>	<b>GENERAL LOCATION</b>
No. 242 Date created: (7/16/86)	Day Care Center and Community Center	NE corner of Crossman Ave. and Toronto St.
No. 256 Date created: (11/5/86)	Police Auto Auction and Outside Salvage Reclamation Use	319 West Commerce St., W. of Vilbig Rd.
No. 319 Date created: (8/23/89)	Metal Salvage Facility and an Outside Salvage or Reclamation Use in an IM District	W. Commerce St., W. of Vilbig Rd.
No. 406 Date created: (9/28/94)	Mixed Uses	Area bounded by Walton Walker Blvd., the Trinity River, and the W. Levee right-of-way.
No. 508	Clustered housing, limited office, and mixed uses.	Area bounded by Hampton Rd., Singleton Blvd., Westmoreland Rd., Old Trinity River and Canada Dr.

## LAND USE AND ZONING

### WEST DALLAS SPECIAL USE PERMITS

Specific Use Permit (SUP): A use permitted only when certain conditions governing the development are established. It provides a means for developing certain uses in a manner in which the specific use will be compatible with adjacent property and consistent with the character neighborhood. For example, day care centers are uses permitted in residential zoned districts by SUP. There are 47 SUPs in the study area which are as follows:

**TABLE 2: SPECIFIC USE PERMITS**

NO.	SUP	ALLOWED USE(S)	GENERAL LOCATION
1	NO. 98	Quarry and Mining Operation	Cartwright
2	NO. 107	Radio Tower	Westmoreland @ Remond
3	NO. 108	Radio Tower	Westmoreland @ Remond
4	NO. 109	Mental Hospital	Westmoreland @ Remond
5	NO. 220	Clinic & Convalescent Home	Westmoreland
6	NO. 245	Radio Tower	Bickers @ Shadrack
7	NO. 248	Boy's Club	Singleton @ Westmoreland
8	NO. 295	Salvage Yard	McBroom @ Pluto
9	NO. 375	Masonic Lodge	3321 Toronto
10	NO. 445	Institutional Charitable or Philanthropic	Bernal, Mart & Gentry
11	NO. 494	Wrecking Yard	Pluto @ Schofield
12	NO. 495	Day Nursery	Remond @ Hartsdale
13	NO. 519	Institutional of Charitable or Philanthropic Nature	Toronto @ Kingsbridge
14	NO. 521	Day Nursery	Singleton, W. of Norwich
15	NO. 525	Day Nursery	3603 Winnetka
16	NO. 560	Day Nursery	Walton Walker & T.P. RR

## LAND USE AND ZONING

**TABLE 2: SPECIFIC USE PERMITS**

NO.	SUP	ALLOWED USE(S)	GENERAL LOCATION
17	NO. 573	Concrete Catching Plant	Singleton @ Amonetta
18	NO. 592	Institution for Special Education	Canada @ Holystone
19	NO. 610	Health Center	Holystone/Greenleaf
20	NO. 611	Day Nursery	Nomas/Iroquis
21	NO. 661	Open Storage	1603 Ft. Worth Ave.
22	NO. 667	Welfare Center	Herbert, S. of Canada
23	NO. 678	Community Welfare and Health Center	Fishtrap @ Dennison, NE
24	NO. 682	Community Welfare and Health Center	3107 N. Winnetka @ Toronto
25	NO. 704	Health Center	5220 Nomas
26	NO. 730	Bus Shelter	Bickers @ Applegrove
27	NO. 735	Junk and Salvage Yard	Schofield b/t Morris & Homeland
28	NO. 737	Group Foster Home	1827 Bickers, E. of Harston
29	NO. 750	Convent	Lapsley @ Leewood
30	NO. 756	Community, Welfare and Health Center	400-4003 Applegrove
31	NO. 757	Community, Welfare and Health Center	3504-3517 Greenleaf
32	NO. 758	Community, Welfare and Health Center	2601-2643 Morris
33	NO. 759	Community, Welfare and Health Center	Pointer @ Rupert, NE
34	NO. 760	Community Health Center	3530 Kingbridge @ Morris, SE
35	NO. 767	Community, Welfare and Health Center	2401 Morris @ Fishtrap, NW
36	NO. 772	Community, Welfare and Health Center	3710 N. Hampton Rd. @ Bickers

## LAND USE AND ZONING

**TABLE 2: SPECIFIC USE PERMITS**

NO.	SUP	ALLOWED USE(S)	GENERAL LOCATION
37	NO. 788	Open Storage	Ft. Worth Ave. @ DFW Turnpike
38	NO. 832	Metal Processing Facility & Salvage or Reclamation	1729 N. Westmoreland @ I-30
39	NO. 836	Community, Welfare and Health Center	2827 Lapsley St., S of Singleton
40	NO. 917	Day Care Center	Pipestone, E of French Settlement Rd.
41	NO. 994	Outside Salvage and Reclamation	Harbin St. @ Haslett St, SE
42	NO. 1004	Outside Sales of General Merchandise and Food	Singleton Blvd., E of Pluto St.
43	NO. 1009	Outside Salvage of Reclamation	Pittman St., N of W. Commerce St.
44	NO. 1132	Government Installment other than listed	I-30 @ Terre Colony Ct., NE
45	NO. 1135	Government Installment other than listed for Riding Stable	Canada Dr. @ Holystone St., SW
46	NO. 1138	Government Installation	French Settlement Rd., N of Lareunion Pkwy.
47	NO. 1213	Child Care Facility	Kraft St. @ Pudget St.

### 3.3 NONCONFORMING USES BY SUBAREA

This section identifies nonconforming uses within the study area. A nonconforming land use is allowed to remain because it was "legal" prior to the zoning change. At the same time, the property owner(s) are generally not allowed to expand the nonconforming use or structure, change it to another nonconforming use, or move that use to another location within the same district. If the property is destroyed it may or may not be permitted to be rebuilt as follows:

### *Nonconforming Use*

If a structure housing a nonconforming use is damaged or destroyed other than by the intentional act of the owner or his agent, a person may restore or reconstruct the structure without board approval.

### *Nonconforming Structure*

The right to rebuild a nonconforming structure ceases if the structure is destroyed by the intentional act of the owner or the owner's agent.

Appeals would be made to the Board of Adjustment for consideration or a change in zoning requested.

While no zoning changes are recommended, 19 nonconforming land uses were identified as listed on Table 3: Nonconforming Uses. Incompatible land uses, generally include nonconforming single family and duplex structures which are only permitted in residential zoned districts, are not listed in the table but are identified on Figure No. 4.

To facilitate review of Table 3, a land use coding format is used to identify the nonconforming uses as being either beneficial or non-beneficial. Beneficial uses are community serving, usually smaller and older/traditional uses, and generally in "good" condition. Non-beneficial uses are not community serving, usually larger, and are generally in "fair/poor" condition. For analysis purposes, *nonconforming land use* is interpreted as a land use, lot, or structure that existed prior to the amendment of the City's zoning ordinance (1989) and no longer conforms to current land use, lot or structure requirements.

## LAND USE AND ZONING

**Table 3: Nonconforming Uses**

#	SUB-AREA /LU CODE	PROPERTY LOCATION	EXISTING ZONING	EXISTING USE	RECOMMENDATION
1	8 NB	1918 Duluth @ Harston	Residential R-5(A)	Multifamily complex	Refer to the Board Of Adjustment to bring use into compliance with the Dallas Development Code (herein after referenced as BDA).
2	8 NB	3600 Navarro @ Life	R-5(A)	Multifamily complex	Refer to the BDA.
3	8 B	1701 Navarro @ Shaw	R-5(A)	Grocery store	Use retain nonconforming rights per Section 51A-4.704 of the Dallas Development Code.
4	8 B	1836 Homeland	R-5(A)	Abandoned commercial building	Incompatible use identified. No change in zoning is recommended to disrupt the existing character of the area.
5	8 NB	1833 Pueblo	R-5(A)	Multifamily complex	Refer to the BDA.
6	8 NB	3200 Vilbig	R-5(A)	Multifamily complex	Refer to the BDA.
7	8 NB	1735 Pueblo	R-5(A)	Multifamily complex	Refer to the BDA.
8	8 NB	Navarro @ Toronto	Community Retail (CR)	Multifamily complex	Refer to the BDA.
9	8 NB	1728 Toronto	R-5(A)	Multifamily complex	Refer to the BDA.
10	8 NB	1810 Dennison	R-5(A)	Multifamily complex	Refer to the BDA.
11	8 NB	1914-16 McBroom	R-5(A)	Multifamily complex	Refer to the BDA.
12	9 B	Winnetka @ Ft. Worth Ave.	IR	Mobile Home Park	Use retain nonconforming rights per Section 51A-4.704 of the Dallas Development Code.



## LAND USE AND ZONING

**TABLE 3: NONCONFORMING USES**

#	SUB-AREA /LU CODE	PROPERTY LOCATION	EXISTING ZONING	EXISTING USE	RECOMMENDATION
13	9 NB	802 Crystal	IR	Multifamily complex	Refer to the BDA.
14	2 B	2639 Chalk Hill	R-5(A)	Auto repair	Use retain nonconforming rights per Section 51A-4.704 of the Dallas Development Code.
15	2 B	2631 Chalk Hill	R-5(A)	Auto service related use	Use retain nonconforming rights per Section 51A-4.704 of the Dallas Development Code.
16	2 B	2828 Chalk Hill	R-5(A)	Auto service related use	Use retain nonconforming rights per Section 51A-4.704 of the Dallas Development Code.
17	2 B	2007 Chalk Hill	R-5(A)	Auto salvage	Use retain nonconforming rights per Section 51A-4.704 of the Dallas Development Code.
18	2 B	2205 Lapsley	R-5(A)	Auto service related use	Use retain nonconforming rights per Section 51A-4.704 of the Dallas Development Code.
19	2 B	3429 Maybeth	R-5(A)	Auto service related use	Use retain nonconforming rights per Section 51A-4.704 of the Dallas Development Code.

B- Beneficial uses are community serving, usually smaller and older/traditional uses, and generally in "good" condition.

NB- Non-beneficial uses not community serving, usually larger and more recent uses, and are generally in "fair/poor" condition.

### 3.4 FUTURE LAND USE POLICY RECOMMENDATIONS

Future land use policies developed by the community are offered to stimulate neighborhood stabilization and to encourage economic development within and near commercial and industrial areas. Future land use considerations that support the following policies are illustrated on Figure 4: Future Land Use Policy Recommendations.

## **LAND USE AND ZONING**

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### **Policies**

- Encourage infill housing development consistent with the existing residential character of neighborhoods.
- Discourage the encroachment of "heavy" commercial and industrial uses (i.e., auto salvage yards, cement batching plants, etc.) when adjacent to residential areas.
- In industrial zoned areas, require landscape and architectural buffers to minimize visual impacts along major corridors. Strengthen buffer and setback requirements to shield existing residential neighborhoods from more intensive adjacent land use.
- Encourage adequate buffering between single family and multifamily; commercial, industrial and residential; and between industrial and commercial uses.
- Encourage single family and commercial/retail development along the Trinity River (along Canada Drive eastward to Hampton Road) that is compatible with the existing single family development. Provide amenities such as greenbelts and recreational facilities where possible.
- Discourage future IM Industrial Manufacturing rezoning requests to encourage light industrial development within existing heavy industrial zoned areas especially when adjacent to a residential area.
- Encourage R-7.5(A) and R-5(A) zoning uses in subareas Nos. 2, 3, 8 and 10 to decrease the number of vacant and abandoned lots. Promote infill, new construction, and rehabilitation of existing structures where possible in these subareas.
- Encourage neighborhood retail and personal service uses in CR zoning districts (with the exception of auto related uses that adversely impact the residential areas) to meet the needs of the community for such services.

### **Future Development Considerations**

Future land use considerations and opportunities were identified by the community during the needs assessment process. They are outlined below as a way to promote community-based land use objectives.

## LAND USE AND ZONING

- There is a public perception that incompatible land use in West Dallas may serve as a disincentive for future investment and development. The areas of concern are located in Subarea 3 and generally defined as: northwest of Singleton and Westmoreland; west of the Continental viaduct and Singleton Boulevard; west of Mican and Pluto Road; and Morris Street, west of Pluto Avenue
- The need exists to develop economic development and land use concepts for major/minor business nodes along the Singleton Boulevard and Ft. Worth-Commerce Avenue corridors. These areas are located in Subarea Nos. 2, 3, 5, 7, 8, 9, 10 and 11.
- The need exists to develop diverse housing opportunities to attract middle income level households and spur economic development. These areas are located in Subarea Nos. 3, 8 and 11.
- Encourage the transition of an area along West Commerce between Sylvan and Hampton Rd. to light manufacturing (i.e., warehouse uses).
- Encourage the transition of Ft. Worth Ave. to "higher end" retail, office, mixed-use, row houses, etc. development.
- Area should remain "dry."

### Concluding Analysis

The predominate land use in West Dallas is single family (26%) with the next highest use classification being industrial (25%). The perception that industrial uses are concentrated throughout the area is inaccurate in that the majority of industrial uses are concentrated east of Chalk Hill Road and south of Singleton Boulevard.

The largest concentration of vacant single family zoned land is located northeast of Singleton Boulevard and Walton Walker Boulevard. The City and the EPA will work together to determine the proper zoning for this area, with consideration being given for non-residential uses, in the near future. With the recent approval of the Dallas Housing Authority's (DHA) Planned Development District No. 508, vacant parcels and other rezoned parcels will result in the rehabilitation and construction of offices, housing, recreation and expanded facilities. This significant rezoning has the greatest opportunity to impact mixed land use development in the West Dallas area.

## **LAND USE AND ZONING**

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Commercial and industrial development in the area has been slow in terms of the number of zoning change and Certificate of Occupancy (CO) requests for new construction. This is a major concern within the community, as is the "negative perception" that West Dallas lacks the potential for economic growth which continues to overshadow the area.

During the course of the study, the overall assessment of nonconforming land with the current zoning in the area was not as grave as the community perceived. There are areas where nonconforming uses are prevalent, but many of those uses are single family in either industrial or commercial zoned districts. The incompatible uses are usually located where industrial or commercial zoning districts are either across the street or adjacent to residential areas, and adequate buffering or screening was not required or enforced to limit land use impacts.

The land use and zoning recommendations are based on present knowledge and goals. Any future zoning change requests that deviate from the future zoning recommendations, land use policies and Land Use Map should be evaluated in accordance with the conditions at that time and the intent of the study. This study should be used as a working document to guide development that supports West Dallas as a viable community.



#### 4.0 GENERAL OVERVIEW

West Dallas' unique historical, cultural and physical environments, such as the Trinity River Greenbelt, Fish Trap Lake and its history of industrial manufacturing and railyard activity are significant community assets. Their recognition combined with urban design improvements, could capitalize on the community's Hispanic and African American cultures and further promote a more unified community identity.

#### 4.1 EXISTING CONDITIONS

The physical components of a community that generally benefit from urban design improvements are broadly defined by *places, linkages, gateways* and *edges*. These types of areas for West Dallas are identified in the *Urban Design Visioning Map, Figure 5*.

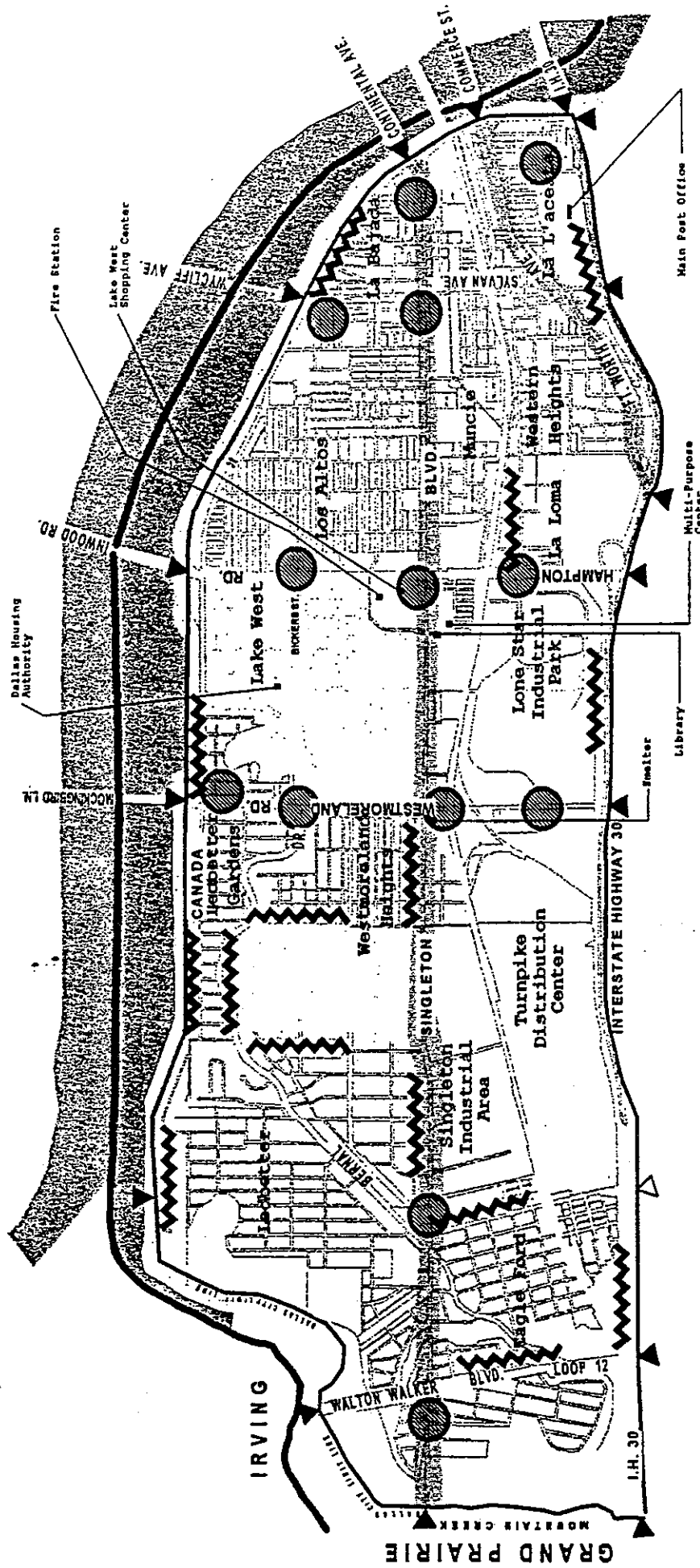
Major *places* within West Dallas include the West Dallas Multipurpose Center, Dallas Housing Authority (DHA), Goodwill Industries, Fish Trap Lake and the Lakewest Shopping Center. The West Dallas community does not have a developed "town center" that features the community. The Lakewest Shopping Center, located on the northwest corner of Singleton Boulevard and Hampton Road, could initially become West Dallas' town center if its use was expanded for community events or weekend activities such as carnivals, parades or the establishment of a weekend outdoor market place.






The development of a town center could provide a focus and sense of neighborhood identity for the entire West Dallas community. In order to make the town center viable, a major "destination stop" or "attraction place" should be incorporated. This place could be a theater complex, market place, or Trinity River canoe launching area. These types of large destination spots that bring people in from adjacent communities do not currently exist in West Dallas.

Major West Dallas *linkages* include the Bernal Trail, Trinity River Corridor, Singleton Boulevard, Fort Worth Avenue, Hampton Road, the railroad right-of-way, and the future Cockrell Hill/Interstate-30 interchange.

Encouraging streetscapes with sidewalks that make pedestrian movement between linkages easier is recommended. Large vehicular corridors or bridge overpasses are extremely intimidating to the pedestrian. Pedestrian linkages to the Trinity Greenbelt should be compatible with vehicular uses while designed to be

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- LEGEND**
-  Potential Activity Nodes
  -  Existing Gateways
  -  Potential Gateways
  -  Existing Edges
- MAIN CORRIDOR**
-  Singleton Boulevard and Ft. Worth Avenue

# WEST DALLAS

## Urban Design Elements Visioning Map



Figure 5



## CHAPTER 4

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pedestrian-scale friendly. Other potential pedestrian linkages with the central business district include the Continental Viaduct becoming a pedestrian bridge when Woodall Rogers Freeway is extended. The recent construction of Kingsbridge Road on DHA property includes a pedestrian-scaled canopy bridge to enhance connections between the Trinity River flood plain and surrounding residential neighborhoods.

Major *gateways* include the corridors of Singleton Boulevard, Sylvan Avenue, Hampton Road, West Commerce Street, Fort Worth Avenue, bridges (Sylvan, Continental, Westmoreland and Hampton) and the current construction of the Cockrell Hill interchange with Interstate-30.

*Edges* for the purposes of this study, are the contrasting transition points between varied land uses in West Dallas. They include the Trinity River Floodway, the industrial parks south of Singleton Boulevard, DHA, Singleton Boulevard, Interstate-30 and Loop 12. These edges contribute to a sense of place and provide boundary definition to neighborhoods. Though edges are important in defining the boundaries of a community, they should not be barriers between other linkages and areas in the City of Dallas.

The planning approach recommended in this study recognizes the interrelationship between urban design and physical land use features. It is through the combined efforts of community awareness, strategic development and application of urban design improvements that *places, linkages, gateways* and *edges* can be preserved and enhanced in the West Dallas area.

### 4.2 MAIN CORRIDORS URBAN DESIGN CONCEPT

A traditional "Main Street" commercial core did not develop in West Dallas. Most structures included large parking lots so that building mass and common architectural styles were not achieved. Therefore a "Main Corridor" urban design concept is proposed along Singleton Boulevard and Fort Worth Avenue corridors with the implementation of "catalyst" projects.

Existing "Main Corridor" buildings in West Dallas are spaced apart with large front yard parking lots separating the sidewalk or dirt paths from their entrances. Multiple lanes of vehicular traffic moving at high speeds are common on the Main Corridors of West Dallas. The design goal for "Main Corridors" is to develop a set of design guidelines that allow for traffic and parking needs as well as facilitate pedestrian safety and comfort. Proposed guidelines should encourage the

construction of new buildings to be closer to the street with front doors facing the street. This concept will build on the "catalyst" project connections developed in the economic development section of this report and should be investigated as a part of the Fort Worth Avenue and Singleton Boulevard Urban Design Study.

#### 4.3 COMMUNITY IDENTIFIED GOALS, ISSUES AND OPPORTUNITIES

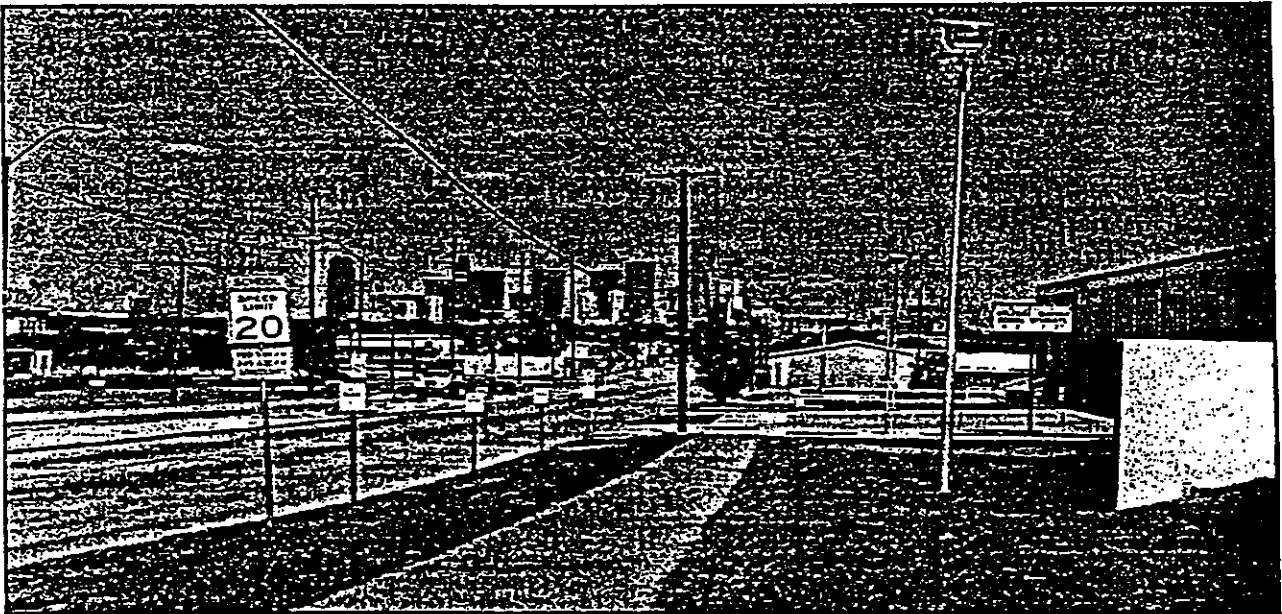
The following goals provide the basis for the development of recommendations with consideration given to "catalyst projects" and "main corridors" throughout the study area and simultaneously address the issues identified in community meetings:

**Goal 1:** Foster a sense of a place and identity in the West Dallas community by reinforcing existing and encouraging new, character-giving environments.

- Consider facades and other design improvements that encourage mixed-use retail, office and housing in the Fort Worth Avenue area.

**Goal 2:** Encourage street design with sidewalks that facilitate pedestrian movement between residential communities and major places.

- Develop design objectives that stress the building of sidewalks and landscaping amenities especially on edges of large blocks.



## **CHAPTER 4**

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- Foster consistency of design and streetscape amenities along Singleton Boulevard and other gateways into the community. This will have a magnified impact due to planned improvements to Singleton Boulevard, the Trinity River Corridor and proposed DART bus transfer stations.

**Goal 3:** Consider the use of urban design at “activity nodes” and “catalyst project” locations to link paths and greenbelts with historic, cultural and scenic resources throughout the West Dallas community.

- Support the use of urban design amenities such as trees, landscaping, benches, bus stop shelters, lighting and crosswalks at “activity nodes” that link paths and greenbelts.
- Ensure that urban design amenities utilize Fish Trap Lake, parks and other open space resources to link neighborhoods to future Trinity River improvements.
- Develop a strong “village” center community at the activity node of Singleton Boulevard and Hampton Road by encouraging retail and pedestrian activity.

**Goal 4:** Facilitate the coordination between DART, state and local entities and other stakeholders to encourage the use of urban design and amenity improvements compatible with their future development and capital improvement projects.

**Goal 5:** Foster unique neighborhood identity and the celebration of the area’s cultural diversity and heritage through urban design improvements. These improvements should preserve and enhance the natural, scenic, cultural and historic community assets.

- Beautify old bridges such as the abandoned bridge on Claibourne Boulevard, and incorporate natural amenities from the Trinity River greenbelt with the cultural significance of the Chalk Hill and Ledbetter neighborhoods.
- Promote the development of a civic space or landmark area where the Trinity River, DHA and Hampton Road

meet to celebrate the culture and diversity of the West Dallas community.

**Goal 6:** Facilitate the education of both the citizens and city leaders as to “what could be” in the West Dallas area. This joint “visualization” will provide the framework to foster neighborhood identity and direct funding resources to the areas of greatest need.

- Encourage volunteer architects and the Dallas Chapter of the American Institute of Architects (AIA) to allow professional credit in exchange for pro-bono work that encourages West Dallas urban design improvements that are compatible with ongoing development and infrastructure projects.

**Goal 7:** Support design regulations that are compatible with the current land use and unique character of the district.

**Goal 8:** Identify sites for historic informational markers and locate water fountains throughout the community that build on the historic and Trinity River theme.

- Mark “gateway” entrances and exits and other high traffic community locations (e.g., Fish Trap Lake) in West Dallas with consistent, theme-oriented signage.

#### 4.4 RECOMMENDED ACTIONS

The following actions are recommended to guide a proactive and coordinated approach:

**Action 1:**

*Develop the “edge” where the Trinity River, DHA and Hampton Road meet and create a “town” center at the activity node of Singleton and Hampton Road. This is a significant gateway entrance into West Dallas from the Inwood outlet malls, new DHA development and Stemmons commercial corridor. The creation of a distinctive, homogeneous character is essential to clearly define the districts and/or neighborhoods in West Dallas.*

## CHAPTER 4

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**Leader(s):** Dallas Housing Authority (DHA), Dallas Area Rapid Transit (DART), and West Dallas Neighborhood Development Corporation (WDNDC).

**Stakeholder(s):** West Dallas Community.

**Implementation Steps:** DART and the West Dallas Neighborhood Development Corporation task force members are scheduled to coordinate with the DHA to foster the integration of a new bus transfer station with future business development and service opportunities that will enhance the community.

**Action 2:**

*Target the staged development of urban design amenities with capital improvement projects and identify "catalyst" projects locations throughout West Dallas. It is recommended that initial urban design efforts focus on the northeastern portion of West Dallas where lower, human scale development already exists, and where future development will be built outward to Fish Trap Lake, Chalk Hill and Fort Worth Avenue. Refer to Economic Development Visioning Map, Figure 5 for specific locations.*

**Leader(s):** West Dallas Community, West Dallas Business Association.

**Stakeholder(s):** City of Dallas Departments of Planning & Development, Public Works & Transportation, Parks and Recreation and the Dallas Housing Authority (DHA).

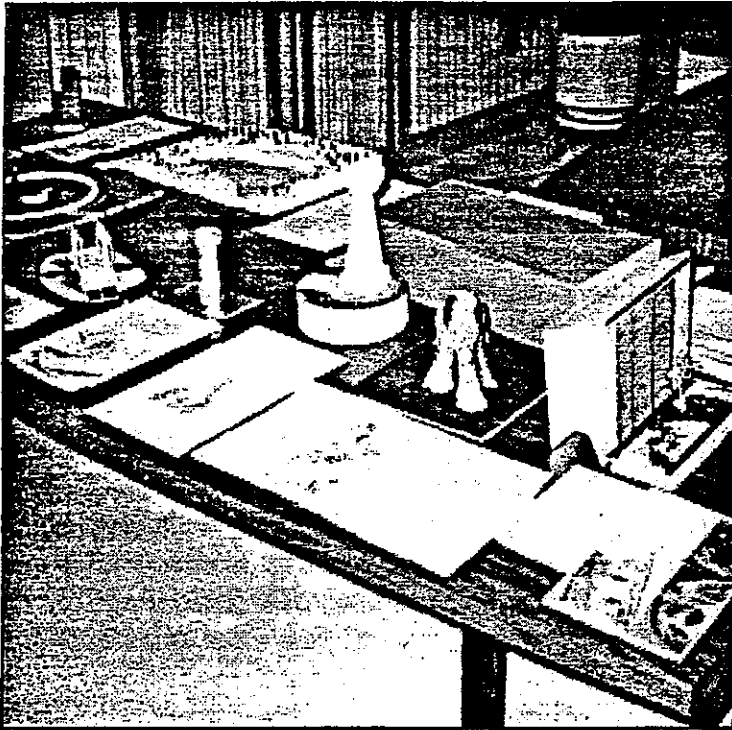
**Initial Implementation Steps:** The West Dallas Comprehensive Land Use Study identifies ongoing projects, programs and community-developed visioning maps that reference where citizens would like to see development occur as it relates to current land uses.

**Action 3:**

*Leverage the volunteer efforts of professional and student urban designers in the community (i.e., AIA, Booker T. Washington Magnet Arts School, West Dallas Neighborhood Development Corporation, West Dallas Business Association) to help educate citizens and the greater Dallas community on "what could be" in West Dallas.*

**Leader(s):** AIA Urban Design Task Force, The Dallas Plan & City of Dallas Planning and Development Department.

**Stakeholder(s):** West Dallas Community.

**Implementation Steps:**

(1) The AIA Urban Design Committee worked with the Booker T. Washington Magnet Arts School students to complete 30 urban design models and themes for the West Dallas community, in conjunction with the land use study bus tour. The models were shown to citizens at the community workshop held in January, 1998.

(2) The AIA Urban Design Committee and The Dallas Plan have expressed a commitment to create urban design visions and models for the West Dallas community.

**Action 4:**

*Support urban design improvements in West Dallas and the use of facades with the creation of mixed use retail, office and housing along Fort Worth Avenue. Work with business owners to communicate and to implement the Facade Improvement Program administered by the City of Dallas, Economic Development Department.*

**Leader(s):** City of Dallas, Department of Economic Development.

**Stakeholder(s):** West Dallas Community, West Dallas Business Association, West Dallas Neighborhood Development Corporation, The Dallas Initiative, and Department of Planning & Development.

**Implementation Steps:** The Facade Program, administered by the City of Dallas, Department of Economic Development is ongoing and will continue discussion of possible applications in identified locations.

# CHAPTER 5

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## CAPITAL IMPROVEMENTS

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## 5.0 GENERAL OVERVIEW

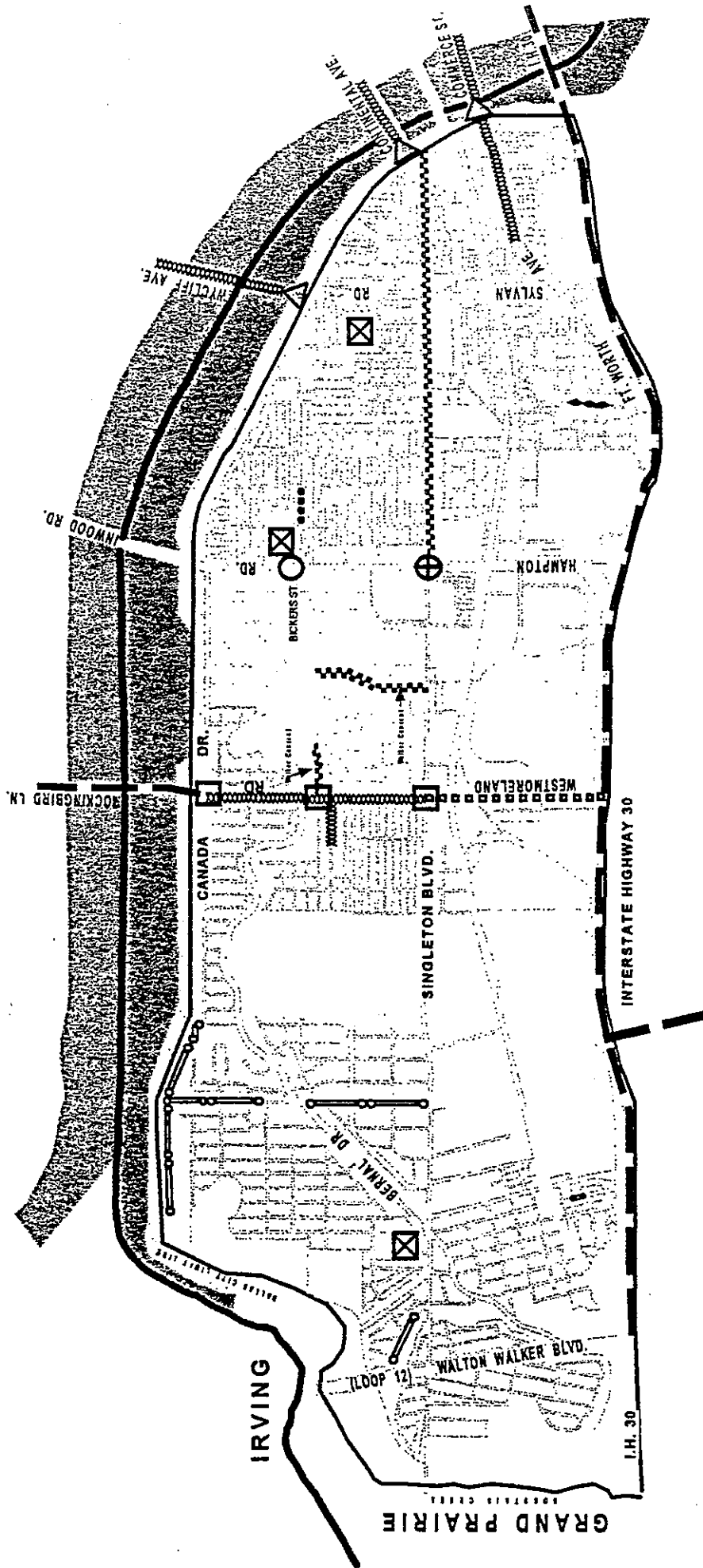
This chapter describes transportation relationships by looking at existing conditions, community issues, goals and recommendations. The processes of transportation and infrastructure improvements and land development are inextricably linked. Land development cannot occur without access and infrastructure, and these improvements serve minimal purpose without land development.

The West Dallas community's central location provides major access and traffic generating opportunities. West Dallas is less than three (3) miles from the Central Business District (CBD), Stemmons corridor and the planned Pinnacle Park development. West Dallas lies within a 10-mile radius surrounding the developing cities of Arlington, Grand Prairie, Irving, Duncanville, Desoto and Cockrell Hill. Future transportation projects within West Dallas and the surrounding freeway system could provide increased access to the surrounding communities and gateways into the Central Business District via Continental Avenue and Commerce Street.

Collective neighborhood, business and public efforts are needed to identify and prioritize capital improvement project so that improvements are coordinated with the citywide capital improvement program. The proposed expansion of Beckley Avenue to a six lane divided thoroughfare with other programmed capital improvements could provide greater access between West Dallas, the CBD, adjacent communities and the Dallas Fort Worth (DFW) airport. This could result in increased job creation and development opportunities for the West Dallas community. Refer to the *Capital Improvements Visioning Map, Figure 6* and the *Transportation Linkages Map, Figure 7*.

## 5.1 Existing CONDITIONS

The poor condition and lack of maintenance of major thoroughfares and local streets coupled with inadequate screening and lighting are significant concerns of community representatives. While traffic congestion is heavy during the morning and evening rush hours along Singleton Boulevard and Hampton Road, most streets function adequately and provide for vehicle flow at relatively high speeds. The proposed mixed use development on the Dallas Housing Authority (DHA) property and new infill housing development may warrant monitoring to mitigate potential traffic access and congestion conflicts in the future.

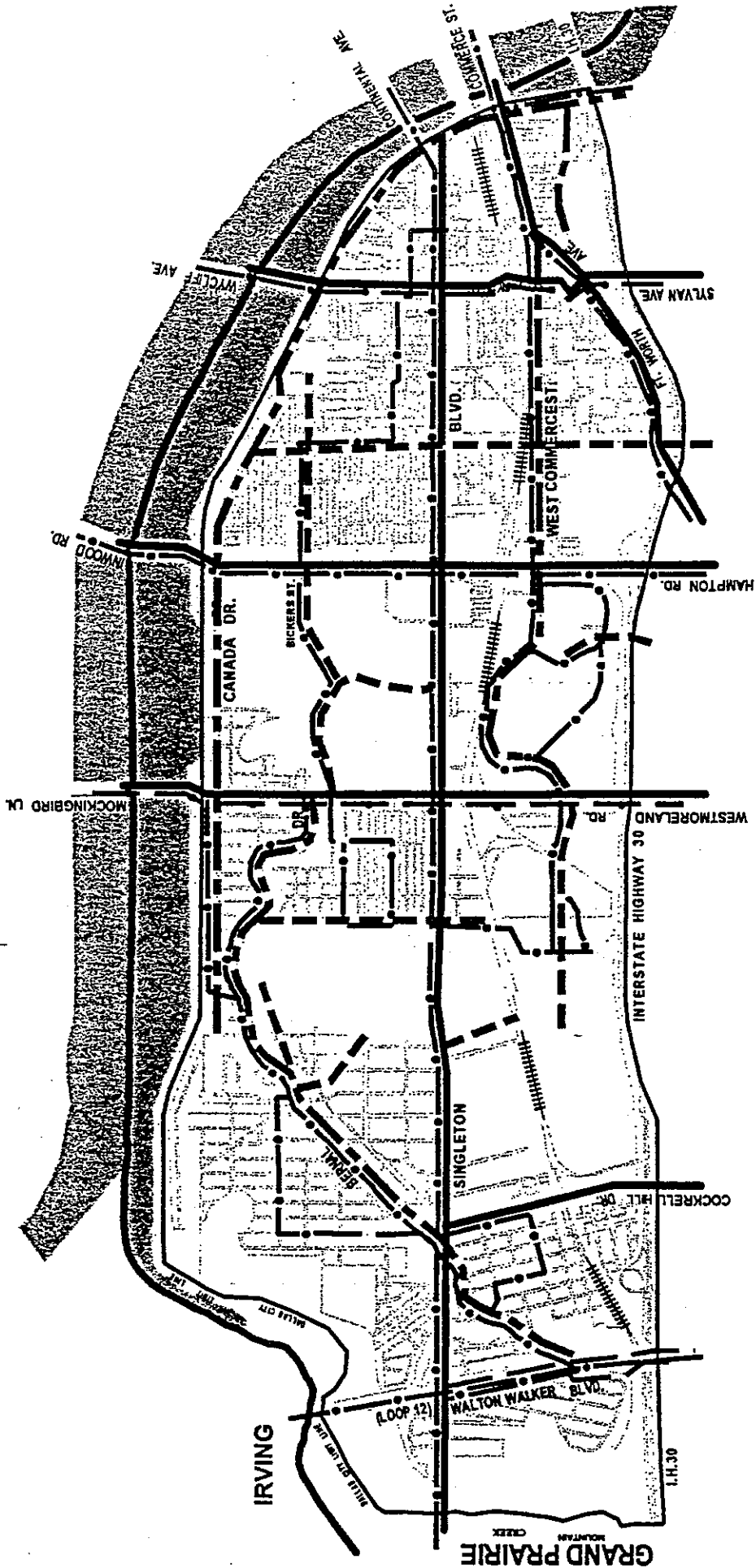


**CAPITAL IMPROVEMENTS**

- Thoroughfare Improvements
- Bridge Repair/Relacement
- Street Resurfacing
- Street Peditions
- Sidewalk Improvements
- Street Reconstruction
- Alley Peditions
- Interstate Improvements
- Traffic Camera
- Changeable Message Sign
- Signal Improvements
- Recreation/Public Facility Improvements

**WEST DALLAS**  
**Transportation Improvements**  
**Project Visioning Map**

Figure 6



# WEST DALLAS

## Transportation Linkages



- TRANSPORTATION**
- Principal Arterials
  - Minor Arterials
  - Community Collectors
- BUS ROUTES**
- Routes
- RAILS**
- Active Railroads

Figure 7

## CHAPTER 5

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### STREET SYSTEM

The West Dallas street system includes various public transportation agencies that maintain and govern the streets as listed below:

- **Interstate/Federal Highways:** West Dallas is bounded on the south by Interstate Highway 30.
- **State Highway System:** Walton Walker Blvd. (Loop 12) is a six lane divided roadway that intersects West Dallas on the west portion of the study area.
- **City Thoroughfares:** The remaining roads and streets in West Dallas are governed by the *City of Dallas Thoroughfare Plan*. Streets are defined and funded contingent on type of street as listed below:

*Principal Arterials* in West Dallas provide regional access and have a design speed of 35 to 45 miles per hour (mph). They include: Singleton Blvd. (major east-west arterial), Hampton Rd. (north-south arterial), Westmoreland Rd. (north-south arterial), Sylvan Ave. (north-south arterial), Fort Worth Ave. (east-southwest arterial), Cockrell Hill Rd. (I-30 to La Reunion) and Chalk Hill Rd.

The street condition of West Dallas' principal arterials varies based on usage. The large quantity of industrial uses in the southern half of West Dallas generates a high level of truck traffic that is hard on all types of pavement. Pavement wear from heavy industrial traffic is evidenced by poor quality of pavement appearance and potholes west of Hampton Road on Singleton Boulevard.

*Minor Arterials* have a design speed of 35 to 40 mph. They include: Bernal Dr. (Singleton Blvd. to Canada Dr.), Canada Dr. and Beckley Ave.

*Community Collectors* in West Dallas have a design speed of 30 to 35 mph. They include: Bickers Dr., Kingsbridge Rd., La Reunion (Chalk Hill Rd. to Westmoreland Rd.), West Commerce St., Vilbig Rd., Postal Way, Norwich St., Mican Dr., Yorktown St. and Schuster Dr.

*Local Neighborhood Street* standards call for concrete pavements with curb gutter and supporting drainage systems. Many of West Dallas' local neighborhood streets are in poor repair and do not meet city standards. To be brought up to standards adjacent property owners petition the City for street improvements. Repair or expansion of sidewalks also requires the use of the city's petition program.

### PUBLIC TRANSPORTATION

The Dallas Area Rapid Transit (DART) provides 16 bus service routes in the West Dallas area. A significant portion (29 percent) of West Dallas citizens do not own a car, increasing their dependence on public transportation.

DART has expanded bus route 59 from the CBD, up to Farmers Branch, creating greater access to job opportunities in the northern sector. West Dallas' public transit ridership is projected to grow from 13.9% to 16% by the year 2000. Significant amenities to DART bus passenger transfer facilities will be added in the next year to accommodate the increasing ridership. Increased ridership in West Dallas is also projected to occur due to the new infill housing developments and DHA improvements.



It is estimated that approximately \$54 million would be needed to extend DART light rail lines through West Dallas to Loop 12. There is indication that the West Dallas community would support this effort; however to make the light rail option viable, there must be "buy-in" for rail service from the adjacent cities of Grand Prairie, Arlington and Irving to improve cost-to-capacity projections.

### PARKING

Retail parking along Singleton Boulevard is scattered, often times spilling into the public rights of way. In addition to this problem, commercial and industrial parking areas are often inadequately buffered between the major streets and residential neighborhoods. It is anticipated that these problems will be partially mitigated with the improvements of Singleton Boulevard which include construction of off-street parking lots and landscaping for the areas between Beckley Road (Canada Drive) and Hampton Road.

**STREET LIGHTING**

Citizens consider insufficient street lighting to be a general problem in the West Dallas area. In particular, concern was expressed in public meetings regarding the inadequate public lighting on Westmoreland Road. Many citizens felt that lack of adequate lighting contributed to increased crime or perceptions of crime in the West Dallas community. The City of Dallas will be turning on all street lights that were turned off in 1974 to help improve street lighting citywide.

**RAIL**

The Union Pacific Railroad provides rail service within the study area. This service runs on a double, main line track running west and east below Singleton Boulevard. Rail operations average 25 trips daily and have the capacity to carry all types of cargo. Presently no major changes are planned for railroad service. Several inactive rail corridors in the study area could be developed as bike and trail linkages with the neighborhoods and Trinity Greenbelt. They also provide the potential opportunity for future DART rail expansion. Public and private spurs are available for increased cargo pickup opportunities in industrial areas.

**5.2 PROPOSED MAJOR TRANSPORTATION PROJECTS****Woodall Rodgers Extension**

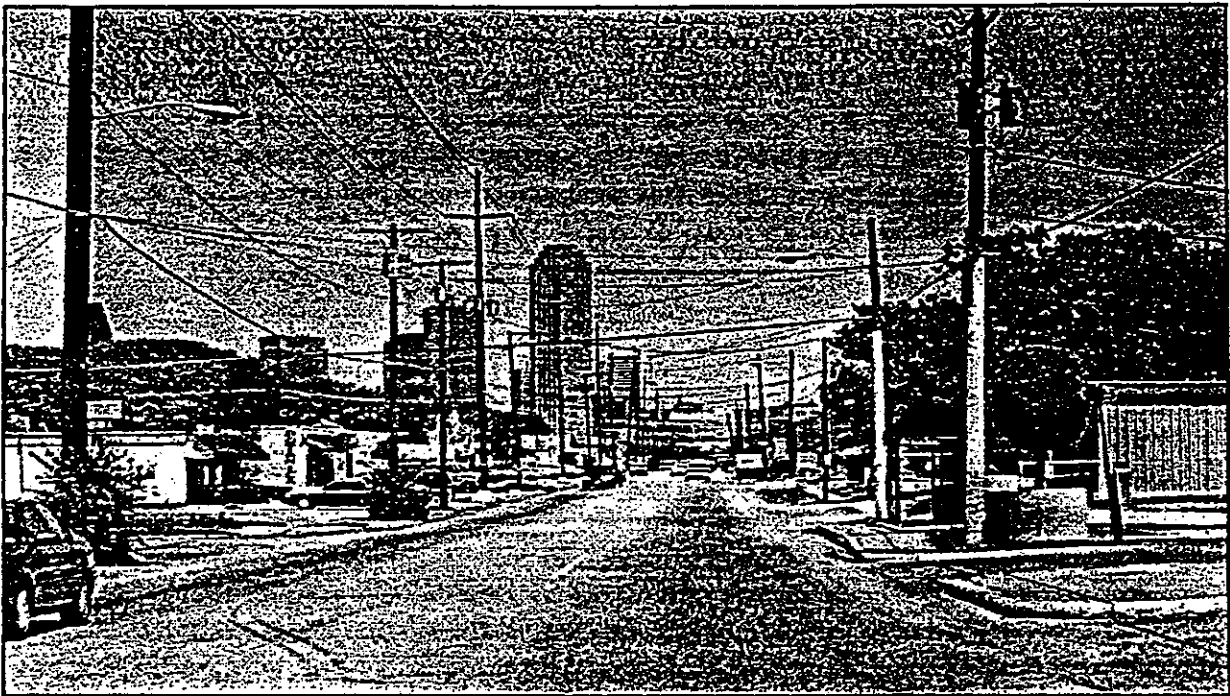
This proposed project extends Woodall Rodgers Freeway (Spur 266) westward to connect with the Singleton Boulevard/Beckley Avenue intersection. The existing Woodall Rodgers entrance and exit ramps at Industrial Boulevard will be maintained with new ramps connecting the Woodall Rodgers Extension and the proposed Trinity Parkway reliever road. The project will significantly improve West Dallas access to the Dallas North Tollway and connecting interstates. The project will also provide an important access point from the downtown Dallas area to the eight-lane proposed Trinity Parkway.

**Beckley Avenue Widening**

This project widens Beckley Avenue between Singleton Boulevard and I-30 from its current four-lane configuration to six lanes. The project, in conjunction with the proposed Woodall Rodgers Extension, will significantly improve access between the study area and the Dallas North Tollway, Oak Cliff, and downtown Dallas. The project is anticipated to provide congestion relief in the I-30 Mixmaster and lower I-35, Stemmons freeways.

### Singleton Boulevard Street Widening & Amenity Package

The proposed 1.8-mile project, from Hampton Road to Canada Drive at the Continental Viaduct, includes the removal of the existing 3-lane pavement and replacing it with a 5 or 6 lane thoroughfare and local parking lots. The impact on the current property owners and volume of traffic along this corridor has not been determined and may warrant re-evaluation of the zoning at that time. The project also includes an amenity package that could be used for additional landscaping, brick pavement, lighting, signage, benches or other amenities.



Eastward view of Singleton Boulevard to the Continental Viaduct

### Cockrell Hill Road/I-30 Interchange and Pinnacle Park Development

The Texas Department of Transportation began construction of frontage roads from Cockrell Hill Road to Chalk Hill road in connection with the I-30 interchange project in July of 1998. The entire project is expected to be completed in two years.

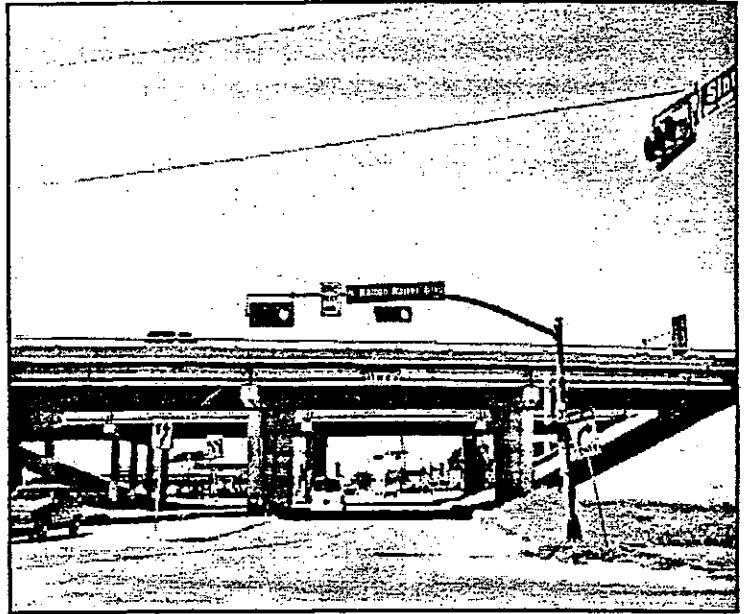
The second phase of the project includes the construction of Cockrell Hill Road between Davis Street and IH 30. This phase will begin once funding is secured. The northern 0.27 mile section of the new Cockrell Hill roadway will be a four-lane divided and the southern 0.91-mile section will be a two-lane undivided/ The project is designed to allow for future expansion of Cockrell Hill Road up to six-lanes and span a length of 1.2 miles.

## CHAPTER 5

These two projects will provide direct access between the West Dallas and Cockrell Hill communities and have the potential to attract further development to the Pinnacle Park development.

### Loop 12 Major Investment Study

The Texas Department of Transportation (TxDOT) began a Major Investment Study (MIS) on Loop 12 from Spur 408 to IH35E in March of 1998. The MIS is expected to be completed in the year of 2000. Recommended improvements as a result of the MIS will be long term (10 to 20 years). The MIS could potentially include a recommendation to construct a service road on the vacant land northeast of Loop 12 and Singleton Boulevard.



### Mobility 2020

The North Central Texas Council of Governments (NCTCOG) Mobility 2020: The Metropolitan Transportation Plan serves as a guide for the future programming or expenditure of state and federal funds through the year 2020.

- Specific recommended improvements in the West Dallas area include an interconnected veloweb (trail network) of paved bicycle routes along the Trinity Greenbelt, I-30 highway improvements, a Trinity Parkway and a commuter rail for special events utilizing the Union Pacific rail line. These recommendations are subject to further study and allocation of funding resources.

### DART

Passenger transfer locations and increased bus and shelter amenities are being designed and programmed where bus ridership and transfers are relatively high. Transfer location amenities will include landscaping, a protected waiting area, outdoor seating, restrooms, a vending area, telephones and office within an approximately 1,100 square foot building. Landscaping features and amenities will include: trees, shrubs, groundcover, lighting, trash receptacles and newspaper racks.



DART has started construction of a bus transfer facility located on the northeast corner of the intersection of Bernal Drive and Singleton Boulevard. A passenger transfer station is also being proposed at Singleton Boulevard and Hampton Road.

### **5.3 COMMUNITY IDENTIFIED GOALS, ISSUES AND OPPORTUNITIES**

The following goals provide the basis for the development of recommendations and simultaneously address the issues identified in community meetings:

**Goal 1:** Target capital improvements towards redevelopment catalyst projects and economic needs.

- Provide transportation links between major destination spots in the city and identified West Dallas catalyst project areas to encourage travel into and out of the area.

**Goal 2:** Ensure that residents have adequate public transportation to social services, employment, recreation and other daily needs.

- Reinforce the utilization of mass transit by increasing residential densities where feasible along major thoroughfares or DART routes.
- Promote the use of public transportation by those commuting to and from the neighborhoods.
- Increase usage of bus service and encourage construction of a light rail connection to link West Dallas to major destination locations.

**Goal 3:** Encourage transportation and capital improvements that improve the integrity and desirability of neighborhoods.

- Provide adequate lighting on major commercial and pedestrian corridors to deter crime and reduce negative perceptions.
- Ensure that new developments have adequate street access and utility services.

**Goal 4:** Provide proper access to residential, commercial and industrial areas. The access should take into account the service needs of the area.

## CHAPTER 5

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- Encourage the participation of West Dallas citizens and businesses with the Trinity Parkway design to ensure favorable community access points and impacts.
- Encourage the development of mixed-use centers that are served by interconnected transportation networks throughout the city.
- Review the possibility of extending Bickers Street as an alternative and more residential-serving linkage than Singleton Boulevard.

**Goal 5:** Integrate residential, transportation facilities, bike routes and pedestrian-ways with the Trinity River Corridor and other open space projects.

- Provide signage to increase awareness, access and parking adjacent to Fish Trap Lake Park.

**Goal 6:** Maintain the infrastructure and capital improvements in good condition with the staging of infrastructure projects based on a prioritized repair, replacement or expansion.

- Coordinate community capital projects with the Walker Consent Decree improvements in the area.

### 5.4 RECOMMENDED ACTIONS

Developing and enhancing transportation land uses in West Dallas requires strong, effective cooperation between city departments, transportation agencies, the community and local businesses. The following joint actions are recommended to guide proactive and coordinated capital improvements planning:

**Action 1:**

*Foster community awareness and input on the Trinity Parkway Project with special consideration given to access issues (Beckley Ave., Singleton Blvd. and Continental Ave.). Trinity development and impacts are crucial to redefining usage of the Continental Bridge. The TxDOT Trinity MIS Plan proposed a pedestrian esplanade.*

**Leader(s):** City of Dallas Department of Public Works and Transportation, Trinity River Project & TxDOT.

## CAPITAL IMPROVEMENTS

**Stakeholder(s):** Trinity River Corridor Citizens Committee, Community Advisory Work Group, West Dallas citizens and property owners, North Central Texas Council of Governments, Department of Planning & Development, Dallas Plan, and Intergovernmental Affairs.

**Implementation Steps:** Shared communication and input on decision making.

### Action 2:

*Encourage the planning of Singleton Blvd. road and amenity improvements to be coordinated with DART, local businesses, adjacent private property owners and other overlapping public improvements for design consistency and maximum leveraging of benefits.*

**Leader(s):** City of Dallas Department of Public Works and Transportation and Dallas County.

**Stakeholder(s):** West Dallas Business Association, West Dallas citizens and property owners, City of Dallas and DART.

**Implementation Steps:** Joint coordination and communication for implementation.

### Action 3:

*Support a joint business community and city partnering effort to inventory and prioritize capital improvement needs for the proactive redevelopment of the area. Annually review the condition of pavement on major transportation corridors that experience deterioration from truck traffic (i.e., Singleton Blvd., west of Hampton Rd.). Report maintenance issues to the Northwest Service Coordination Team and City maintenance program.*

**Leader(s):** West Dallas Business Association and citizens.

**Stakeholder(s):** City of Dallas Department of Public Works and Transportation and Intergovernmental Services.

**Implementation Steps:** Will be determined by the Business Association and Department of Public Works and Transportation.

### Action 4:

*Support the sharing of information that links public transportation to jobs, training and economic development.*

## CHAPTER 5

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**Leader(s):** DART & West Dallas Community Coalition, City of Dallas, Economic Development Department.

**Stakeholder(s):** West Dallas Community.

**Implementation Steps:** Due in part to DART task force participation on this project, DART is considering coordinating a Work Fair in West Dallas with the Dallas County Workforce Board to match transportation to job availability.

In January of 1998, DART started a West Dallas bus transit connection to DFW through routes 51 or 59 connected to CBD West 202. This has provided greater access to job opportunities for the residents.

### **Action 5:**

*Review the 1991 West Dallas Master Drainage Study and the existing conditions of sump and flood areas in West Dallas. Update the Bond Program Needs Inventory List for potential locations for Storm Drainage Relief Systems in West Dallas.*

**Leader(s):** Flood Plain Management Department of Public Works, City of Dallas.

**Stakeholder(s):** West Dallas Community.

**Implementation Steps:** The Bond Program Needs Assessment will be updated to reflect changes.

### **Action 6:**

*Educate private property owners on the benefits and the application procedure for the City's street petition program. Identify the most needy locations for neighborhood communication/technical assistance meetings where street improvements could be programmed using private property assessment fees or other funding sources. Citizen income should be considered to offset the assessments for street improvements.*

**Lead:** West Dallas citizens, Division of Neighborhood Engineering, Department of Public Works, Service Coordinators, and Neighborhood Associations.

**Stakeholders:** West Dallas Community, developers of infill housing.

**Implementation Steps:** Neighborhood Associations may contact the city service coordinator or the Department of Public Works, Division of Neighborhood Engineering Division.

## CAPITAL IMPROVEMENTS

### Action 7:

*Mitigate the physical and perceived barriers on Fort Worth Avenue and Singleton Boulevard through the development of urban design amenities and guidelines. Establish requirements for streetscapes and other property improvements, linked with provisions for long-term maintenance.*

**Leader(s):** Departments of Public Works and Transportation, Department of Planning and Development, DART, West Dallas Business Association.

**Stakeholder(s):** West Dallas Community.

**Implementation Steps:** Fort Worth Avenue and Singleton Boulevard Urban Design Study. The construction of the Singleton Boulevard improvements.

### Action 8:

*Prioritize extensively used transportation and pedestrian corridors in West Dallas where street lighting was turned off in 1974. TU Electric, in coordination with the City of Dallas, will be turning on street lighting citywide in stages over the next four years.*

**Lead:** TU Electric, Department of Public Works and Transportation, West Dallas Business Association & West Dallas Neighborhood Development Corporation.

**Stakeholders:** West Dallas Community & City of Dallas, Police Department.

**Implementation Steps:** Request that TU Electric place a priority to turn on lights on specific identified major streets or catalyst project locations in West Dallas to encourage economic development and discourage crime (i.e., Westmoreland Rd., Hampton Rd. Singleton Blvd., Fort Worth Ave. & Bernal Dr.).

# CHAPTER 6

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## PARKS & OPEN SPACE

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## 6.0 GENERAL OVERVIEW

There are 25 parks distributed throughout West Dallas that serve all of the residential communities. It is anticipated that they will be able to accommodate future growth in population. The Trinity River and Mountain Creek floodplains, located north and west in the study area, are undeveloped with limited access and generally are not maintained for public recreation. The West Dallas community has the single largest per-capita amount of Trinity River open space frontage for potential recreational development in the city of Dallas. Major community concerns revolve around the maintenance and safety of existing park facilities and the need to expand park facilities and amenities. Although there are an abundance of park sites in West Dallas, playgrounds, picnic facilities and bike access in the parks is limited. Many parks lack the space for additional park facility expansion. The *Parks & Recreation Visioning Map, Figure 8*, illustrates existing parks and open space amenities in West Dallas.

## 6.1 EXISTING CONDITIONS

### Parks & Open Space

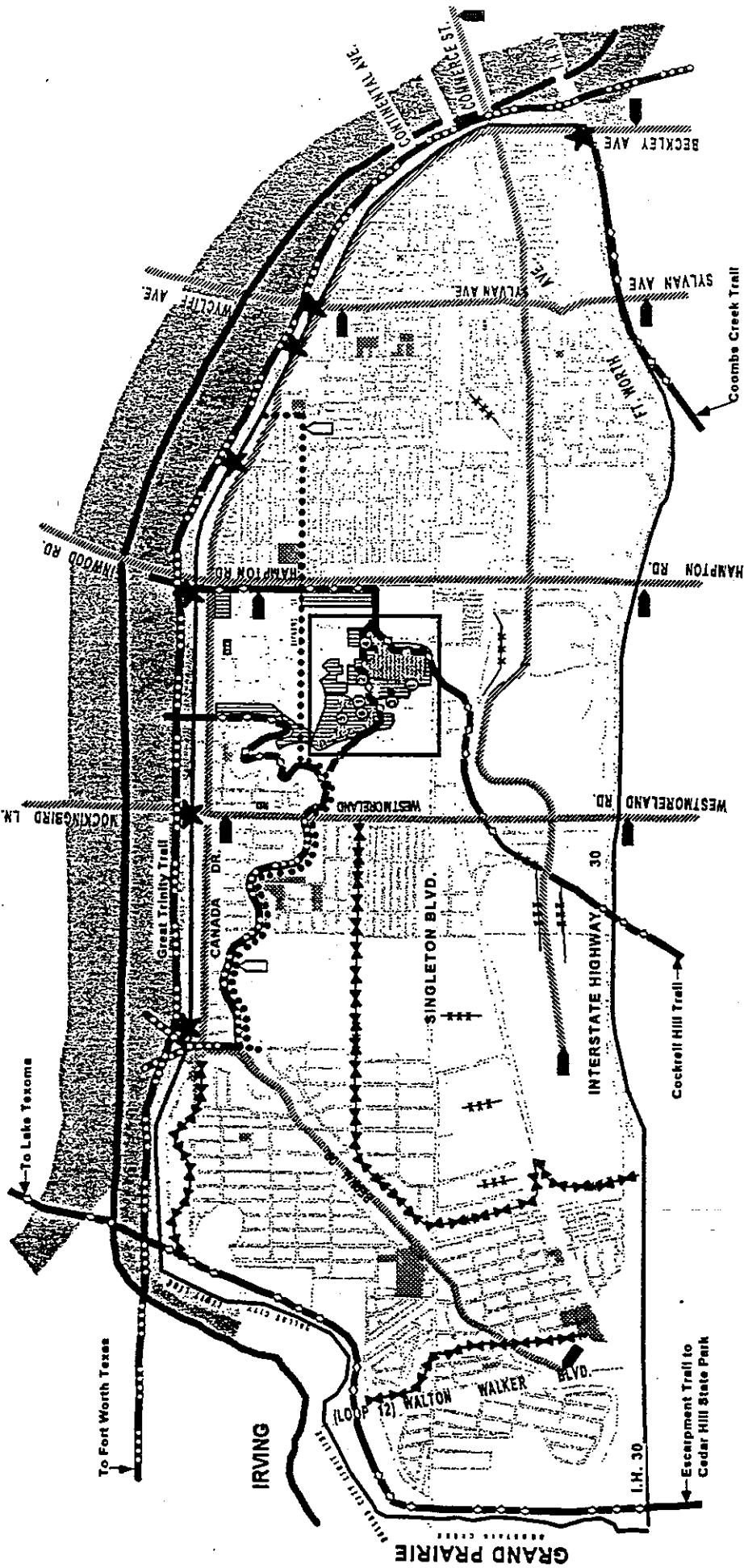
The City of Dallas Parks and Recreation Department's *Dallas Park Master Plan Update* provides a complete listing of West Dallas' 25 parks by type and lists their facilities. A large percentage of existing park and open space acreage in West Dallas is leased from the Dallas Housing Authority (DHA). Many of the parks in West Dallas are well located to serve adjacent neighborhoods and are used heavily by the neighborhood residents; however, some park facilities lack drinking fountains, rest rooms, group gathering areas and have limited weather protection and lighting.

The following three sites comprise the majority of undeveloped open space in the West Dallas community:

- A 123-acre undeveloped Union Pacific Railroad parcel is located north of Singleton Boulevard and between Westmoreland Road and Bernal Drive.
- The Dallas Housing Authority owns almost one square mile of vacant property located above Singleton Boulevard.
- Three (3) former landfills comprise over 55 acres of undeveloped land.

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# DRAFT WEST DALLAS Parks and Recreation Visioning Map

- ### FISH TRAP LAKE IMPROVEMENT AREA
- ① Hike and Bike Trail (Programmed)
  - ② Earthen Sculpture (North)
  - ③ Earthen Sculpture (South)
  - ④ Dance Hall / Foot Bridge
  - ⑤ Fishing Pier
  - ⑥ Picnic Area

- ### PARKS AND RECREATION LAND USES
- ▨ Parks, Recreational Facilities City of Dallas, Texas
  - ▨ Property (Owned by The City of Dallas, Texas)
  - ➡ Existing Bike Routes
  - ➡ Future Bike Routes
  - Existing Hike Trails
  - Proposed Hike Trails
  - Potential Neighborhood Trails and Trails to the Escarpment
  - Inactive Railroads (Potential Yellowweb)
  - ★ Potential Trinity Connections- Bike Routes, Hike Trails, to the Great Trinity Trail and Potential Trinity Access Points

Figure 8

## CHAPTER 6

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The EPA is coordinating the preliminary stages of clean-up for these landfills located near Loop 12.

### Recreational Facilities & Uses

- The three major recreational centers in West Dallas continue to be improved and expanded to meet the needs of young children and older adults. Recreational facilities and programs of interest for older adolescents and young adults between the ages of 14 and 25 years are reported to be lacking.
- Existing recreational facilities include: 4 soccer fields (2 at Hampton Fields, 1 at Jaycee Zoragoza and 1 at Calypso); 3 play slabs (1 at Calypso, 1 at Nash/Davis and 1 at Hattie Ramlin Moore); and all recreation centers have basketball courts.
- The Dallas Housing Authority started construction of a new 56,000 square foot multi-purpose center that will house a full-service YMCA, Parkland Hospital Clinic, a police storefront and child care center near the intersection of Bickers Avenue and Goldman Street. Phase II of DHA development is anticipated to include a lighted athletic field stadium to serve Pinkston High School.
- The recent improvements to Fish Trap Lake are considerable. They have the potential to create an enhanced community amenity that serves as a destination location or central meeting place for the entire West Dallas community. Improvements include the construction of a hike and bike trail along the west lagoon and lake, two earthen sculptures, a dance pavilion, fishing pier, and a footbridge leading to a picnic and playground area. Past water and edge condition problems have been alleviated. There is a need for better signage in the park and at entrances to enhance community awareness of the park's assets.

## 6.2 ONGOING ACTIVITY

### Trinity River Corridor Projects

The proposed Trinity Corridor projects represent an opportunity for the West Dallas community to coordinate linkages and enhance their Trinity River frontage with parks and open space.

A bond proposition for the Trinity River Corridor Improvements was approved by the Dallas voters in May of 1998. Potential recreational projects include the Trinity Parkway, ISTEA Trail and the Chain of Lakes projects. The Bernal Trail, funded by the Intermodal Surface Transportation Efficiency Act (ISTEA) began construction activity in the autumn of 1998.

### **6.3 COMMUNITY IDENTIFIED GOALS, ISSUES AND OPPORTUNITIES**

The following goals provide the basis for the development of recommendations and simultaneously address the issues identified in community meetings:

**Goal 1:** Integrate bike, pedestrian way, parks and open space uses with retail and housing to increase their use.

- Interconnected parks, open space, bike paths and pedestrian trails should serve new residential development.
- Encourage the development of destination locations and mixed-use centers that are served by interconnected parks and open space networks in West Dallas and throughout the city of Dallas.

**Goal 2:** Ensure that residents and adjacent communities have public transportation, pedestrian and bike access to parks and open space.

- West Dallas Neighborhood Associations should be involved in North Central Council of Governments (NCTCOG) Mobility 2020 planning.
- Greenbelt linear parks (along Bernal and elsewhere) should be used to provide non-motorized transit corridors to schools, employment and recreation.
- Modify the existing Dallas Bike Plan to provide better access to DART buses within the community and DART rail on the east side of the Trinity.

**Goal 3:** Maintain the parks and open spaces in a good condition with the staging of projects based on an annual prioritized needs assessments.

## CHAPTER 6

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- Adopt a youth and senior citizen open space beautification program to foster civic pride by planting flowers and maintaining open spaces in West Dallas. This could be a coordinated effort between the Parks Department, the West Dallas Multipurpose Center, local churches and the Dallas Housing Authority. Citizen pride, neighborhood identity and reduced city maintenance costs are benefits.

**Goal 4:** Coordinate Trinity River Corridor and local parks and open space plans to reduce costs, foster consistency and maximize benefits.

- Submit a copy of the Booker T. Washington High School parks and open space design concepts to Parks Department and other parks planning authorities and neighborhood organizations so that public funding and donations may be pursued.

**Goal 5:** Provide long-term bicycle parking and improved signage at key transit centers to encourage human-scale transportation usage that strengthens the neighborhood.

- All bike routes should be more clearly marked, including using new "on-street" symbol, and must lead to DART transit centers, as well as to safe corridors to employment centers on the edge of West Dallas. Studies have shown that increased bicycle and pedestrian neighborhood traffic results in a higher citizen awareness of neighborhood issues, resulting in a lower incidence of crimes against people and property.

**Goal 6:** Continue on-going coordinated efforts between the Department of Transportation (Transportation Planning Division) and DART to:

- Modify the existing Trinity Trails Plan to provide better access to employment centers on the edge of West Dallas, and to DART, especially to DART rail on the east side of the Trinity.
- Greenbelt linear parks (along Bernal Drive and elsewhere) should be used to provide non-motorized transit corridors to schools, employment and recreation.

**6.4 RECOMMENDED ACTIONS**

**Action 1:**

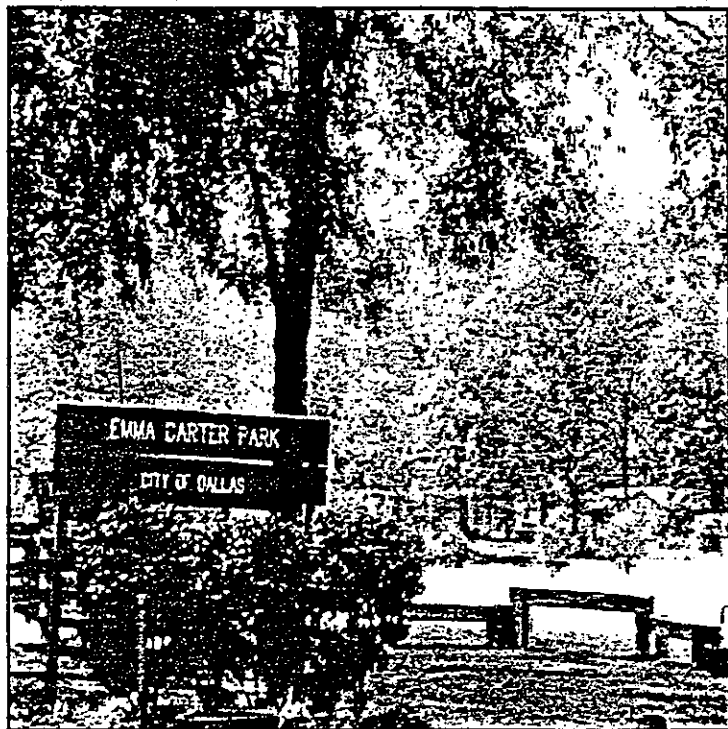
*Install additional location and informational signage at Fish Trap Lake to ensure that the lake is known and recognized as a core community and public asset.*

**Leader(s):** Coordinated efforts of Dallas Housing Authority and City of Dallas, Parks Department and Public Works Department.

**Stakeholder(s):** West Dallas community and adjacent communities.

**Implementation Steps:** Grant funding entities can be approached with the Neighborhood Association and DHA support for additional signage beyond the standard park signage. Joint cost sharing between DHA and the city for signage could leverage signage resources. Citizens should be involved in the process of signage selection. Signs could be installed upon a "ribbon cutting" in the spring of 1999 commemorating the completion of the Fish Trap Lake improvements.

**Action 2:** *Request that the City of Dallas Intergovernmental Services Division and the Public Works Department create a community publicity event with the Mayor,*



*City Manager, City Council Members, Planning Commissioners and neighborhood associations to recognize the completion and significance of Fish Trap Lake Improvements to West Dallas and greater Dallas communities.*

**Leader(s):** City of Dallas, Intergovernmental Services Division and Public Works Department, The Dallas Plan & Dallas Housing Authority.

**Stakeholder(s):** West Dallas community and City of Dallas.

**Implementation:** Coordinate in the Spring of 1999.

## CHAPTER 6

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### Action 3:

*Request that the Trinity River Corridor Master Planning efforts place priority on a catalyst project in the community to foster a combined lake, park, trail and greenbelt system which serves as a pedestrian spine and destination location.*

**Leader(s):** Trinity River Project, City of Dallas, Department of Public Works, City Council.

**Stakeholder(s):** West Dallas community and Trinity River Coalition.

**Implementation Steps:** Presentation of the abundant combined natural and open space assets in West Dallas and the need for a catalyst project to build on those assets.

### Action 4:

*Forward a mechanism for reporting parks and open space maintenance, vandalism, lighting and environmental nuisance problems and prioritizing parks and open space needs for consideration in bond program funding.*

**Leader(s):** City of Dallas, Parks Department, Public Works Department, Streets & Sanitation.

**Stakeholder(s):** West Dallas Community.

**Implementation Steps:** Distribute interdepartmentally developed survey forms to citizens and neighborhood associations in West Dallas as a way to collect information to forward to the appropriate city department or planning entity for funding consideration.

### Action 5:

*Support supervised recreational activities for young adults between the ages of 14 and 24 to foster leadership skills and deter crime and gang activity. Types of suggested activities include soccer, baseball, basketball, horseback riding, tennis and rollerblading.*

**Leader(s):** West Dallas Multipurpose Center, City of Dallas Parks and Recreation Department and Police Department, Dallas Housing Authority and local churches.

**Stakeholder(s):** West Dallas community and City of Dallas.

## **PARKS & OPEN SPACES**

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**Implementation:** Survey types of activities needed and establish a pilot program that is coordinated with the local youth parks and recreation serving organizations and the City of Dallas Police and Parks and Recreation Departments.





## 7.0 GENERAL OVERVIEW

The natural and built environment in West Dallas is a mixture of diversity and contrast. The entire north and eastern boundary of the community consists of the Trinity floodway. The floodway may be perceived as both an asset of natural beauty or as a barrier separating the West Dallas community from surrounding areas and the Central Business District (CBD).

Despite the recent completion of cleanup efforts by the Environmental Protection Agency (EPA) to lower levels of lead in the soil (primarily traced to the RSR smelter site), the presence of "brownfields" from past and current industrial uses and former landfills have created negative perceptions that have limited economic development and evoked citizen concern. This chapter will highlight the relationship of the environmental uses to land use and discuss existing environmental conditions, ongoing activity, community issues, goals and recommendations.

## 7.1 EXISTING CONDITIONS

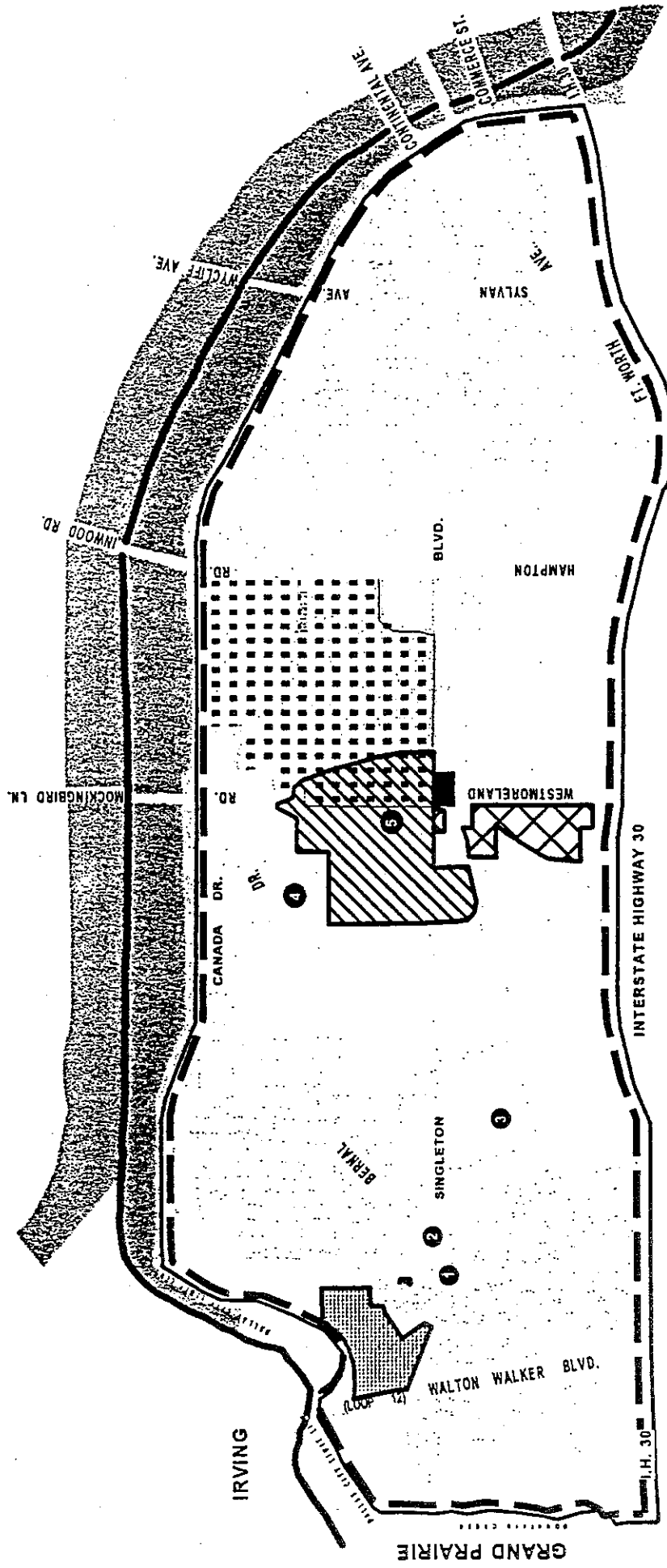
The protection and enhancement of the environment and the reduction of perceived environmental risks are important challenges to the West Dallas community. Community environmental concerns include the clean-up of landfills and other environmentally contaminated sites so that improved citizen health and adaptive reuse of land can be achieved.

### RSR Corporation Superfund Site

The RSR Corporation operated a secondary smelter in West Dallas for recycled batteries and other lead-bearing materials between the years of 1934 and 1984. Emissions from the smelter's operation contaminated soil in the surrounding areas. In addition, the community used the lead battery casings as chips for fill materials in yards and driveways. The disposal of the smelter's lead materials was placed in city operated and subsequently closed West Dallas and Vilbig Landfills. This resulted in soil contamination and the subsequent 1984 closure of the RSR facility.

Since the RSR facility closure, significant cleanup activity has been completed by the EPA to reduce the level of lead. In the 1970's, the Environmental Protection Agency (EPA) identified that there were higher than normal blood levels of lead found in some West Dallas residents.

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# WEST DALLAS

## Environmental Visioning

### Map



#### BROWNFIELD IMPROVEMENT AREAS

- 1 Sundown Site
- 2 Dart Transit Site
- 3 American Pallet Recyclers, Inc.
- 4 Magdeline St.
- 5 West Dallas Occupational Training Center

#### EPA SUPERFUND OPERABLE UNIT (OU) ACTIVITIES AREA

- OU NO. 1 - Private Residential Properties
- OU NO. 2 - The Dallas Housing Authority Public Housing
- OU NO. 3 - Piles And Slags
- OU NO. 4 - Smelter Facility
- OU NO. 5 - Other Associated Industrial Properties
- PHASE (1) - One Removal Area

FIGURE 9

## CHAPTER 7

The percentage of children in West Dallas with blood levels above 10mg/dL decreased from 91.5% in 1983 to 8.5% in 1993. In 1995, the RSR Corporation 13.6-mile study area was added to the EPA's National Priority List (NPL) of Superfund sites. The RSR site consists of the following five Operable Units (OU's) that can be further referenced on Figure 9:

Operable Unit	Type of Land Use	Status
OU No. 1	Residential Property	Completed RSR lead cleanup to protective health-based level for residential standards.
OU No. 2	Dallas Housing Authority	Completed RSR lead cleanup to protective health-based level for residential standards.
OU No. 3	Slag Piles	Plan includes removal and off-site disposal of contaminants exceeding minimum residential levels and protective capping and ground watering for five years in areas where contaminants exceed industrial clean-up levels.
OU No. 4	RSR Smelter Property	Plan includes demolition, excavation and off site disposal of all building structures and contaminated soils.
OU No. 5	Battery Breaking Facility	EPA is in early negotiation with PRP's. Clean-up is anticipated to start in 1999.

### Landfills

The following 55 acres of former landfills in West Dallas, located near Claibourne Boulevard and Loop 12, have been identified for cleanup and consideration for rezoning to a more appropriate non-residential land use:

Landfill	Acreage	Status of Operation
West Dallas	28.4 acres	1952 - 1975
Vilbig	24 acres	1956 - 1970
Nomas	3.2 acres	1967 - mid 1970's



**Floodway**

The study area has historically experienced localized flooding problems primarily due to its flat topography. Approximately 15 percent of the north and eastern portion of the study area is subject to floodplain development regulations. The flood plain is defined as the area inundated by either the 100-year flood or the maximum flood on record, whichever reaches the highest water elevation. The 100-year flood is the flow that will be equaled or exceeded once every 100 years on average on any given stream. Flood plain development regulations and procedures are included in the City of Dallas Development Code Flood Plain Regulations.

**Ditches**

Many ditches in West Dallas need to be regraded to promote surface drainage. Localized flooding may stem from sump elevations that have higher elevations relative to surrounding areas or inadequate storm sewer and sump systems that lack

## **CHAPTER 7**

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maintenance at inflow/outflow locations. The primary environmental concerns in this area are standing water and inadequate drainage systems.

### **Sumps**

Major sump systems comprise a significant portion of land use in West Dallas. They hold surface water runoff and then pump it through the Trinity levees to the Trinity River. Sump areas include: Eagle Ford (3.10 square miles); Trinity Portland (4.63 square miles); Frances Street (1.65 square miles); Westmoreland-Hampton (1.96 square miles); and Navaro (2.34 square miles).

### **Vector & Air Emission Areas**

The City of Dallas, Department of Environmental and Health Services responds to citizen requests for review of air pollution and vector control activity. Air pollution requests in the area include excessive smoke, dust and outdoor odor.

## **7.2 ONGOING ACTIVITY**

### **Brownfields Program**

Brownfields are abandoned or underutilized commercial or industrial properties where real or perceived environmental contamination prevents redevelopment.

The City of Dallas Economic Development Department, Brownfields Program is working in coordination with the Environmental Protection Agency (EPA), the Texas Natural Resource Conservation Commission (TNRCC), the TNRCC Voluntary Clean-Up Program (VCP), and West Dallas neighborhoods and businesses to encourage the voluntary review and clean-up of properties in West Dallas. In May of 1998, the city council approved a Brownfields Cleanup Revolving Loan Fund Program (BCRLFP) to provide funding for environmental clean-up costs, environmental insurance premiums and VCP fees. The "brownfield success story" sites (noted on *Figure 9, Environmental Visioning Map*) are improvement areas that will enhance the West Dallas community with jobs and economic revitalization.

### **Environmental Restoration of Trinity River Meanders in West Dallas**

The City of Dallas Department of Housing, Target Neighborhood Division and the Trinity River Management Office received funding from the U.S. Army Corps of Engineers (USACE) for an environmental restoration project to complement the Fish Trap Lake improvements and connect the lake with proposed amenities in the Trinity River Corridor.

A Preliminary Restoration Plan (PRP), aimed at restoring the existing sumps to a more natural and aesthetic condition (primarily the Dallas Housing Authority neighborhood), is expected to be completed by USACE. The project study will primarily focus on developing this plan.

### **7.3 COMMUNITY IDENTIFIED GOALS, ISSUES AND OPPORTUNITIES**

The following goals provide the basis for the development of recommendations and simultaneously address the issues identified in community meetings:

- Goal 1:** Assist citizens and property owners in their efforts to cleanup and rezone former landfills for appropriate non-residential land uses that are compatible with adjacent residential areas.
- Goal 2:** Reduce negative environmental perceptions. They significantly impact potential housing and retail development in the area.
- Goal 3:** Encourage adaptive reuse and cleanup of brownfields, landfills and other land with real or perceived environmental contaminants.
- Goal 4:** Support community efforts to improve the natural and built environment.
- Goal 5:** Encourage the social and ecologically responsive development of the land through public incentives and technical resources.

### **7.4 RECOMMENDED ACTIONS**

Reclaiming environmentally damaged land and changing perceptions requires ongoing, effective cooperation between the community, relevant City departments, the Environmental Protection Agency (EPA) and local businesses. The following actions are recommended to guide a proactive and coordinated approach:

**Action 1:**

*Work with the property owners of the former public landfill sites and EPA during the rezoning process to identify the most appropriate zoning designation.*

**Leader(s):** City of Dallas Department of Planning & Development.

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**Stakeholder(s):** West Dallas Community, private property owners and potential developers.

**Implementation Steps:** A City Planning Commission (CPC) hearing was authorized to investigate the rezoning options for the former landfills.

**Action 2:**

*Develop information regarding environmental identified opportunities and needs in West Dallas.*

**Leader(s):** Environmental Protection Agency (EPA) and City of Dallas Departments of Economic Development (Brownfields Program) and Health & Environmental Services.

**Stakeholder(s):** West Dallas community, West Dallas Business Association.

**Implementation Steps:** Hold a focus group informational meeting with the West Dallas businesses, citizens and the City of Dallas Departments of Economic Development and Environmental & Health Services Departments and the EPA.



## CHAPTER 8

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## ECONOMIC DEVELOPMENT

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## 8.0 GENERAL OVERVIEW

While some areas in the city of Dallas and the Metroplex are flourishing with overall unemployment rates of less than 4 percent and average household incomes 16 percent higher than the national average, West Dallas has an unemployment rate of 11.2 percent and a median household income of \$13,839. The community has not reached its full economic development potential.

Misperceptions of West Dallas relating to crime, economic and environmental conditions can be attributed to the public's general lack of knowledge of the area. The tangible benefits of attractively priced land and buildings and the economic incentives available for development and training have not been fully tapped. The current lack of one designated economic planning entity that allocates funding resources, coordinates and promotes incentive programs hinders West Dallas' ability to attract large-scale "catalyst project" development.

A public relations approach to change perceptions and market opportunities could be used to develop interest in the area. This approach could target and coordinate a competitive nonprofit, private and citizen-based organization or coalition to communicate information and market the opportunities available in West Dallas.

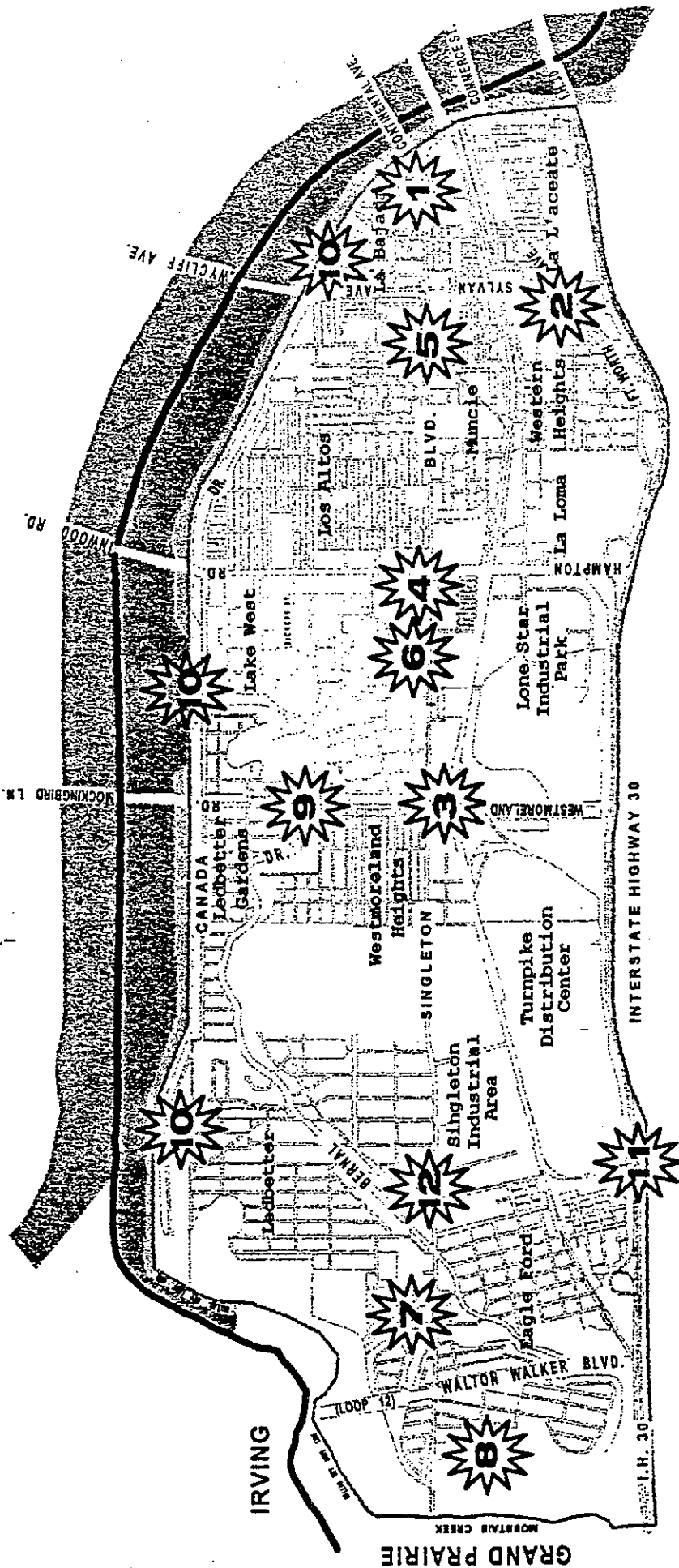
## 8.1 EXISTING CONDITIONS

Building permit activity indicates that significant development has occurred in this housing area; however, new or redeveloped retail, industrial and neighborhood service growth has been limited.

### Goods & Services

- It is vital that commercial, retail and service companies be attracted to the area to develop the vacant land and redevelop the existing abandoned buildings and brownfields.
- The commercial goods and service businesses should serve a diverse mix of consumers inside and outside of the West Dallas community.

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# WEST DALLAS

## Economic Development Visioning Map

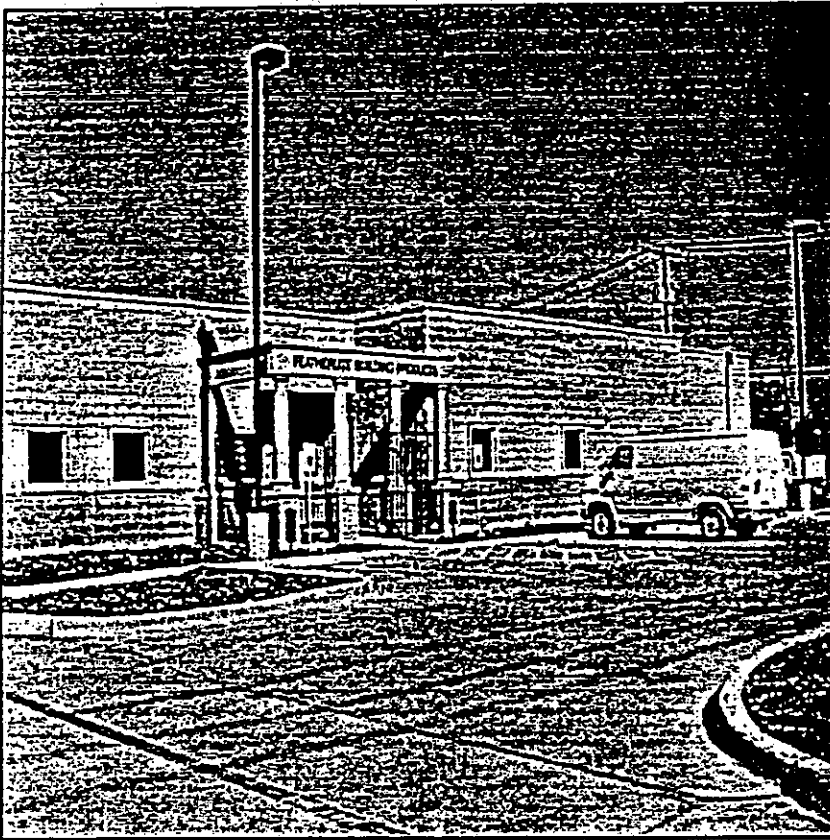


### POTENTIAL CATALYSI PROJECT SITES

- Gateway: Connection From Continental Viaduct to Singleton Blvd. Going East
- Ft. Worth Ave. Corridor With Syvan Ave. Node
- Westmoreland/Singleton Blvd. Corridor And/or Specific Intersection
- Intersection of Singleton Blvd. & Hampton Rd.
- Austin Products Site
- Fishtrap Lake
- Beautifully Old Bridge (Clalbourne)
- Far West River/Nature Area Next to Sea Harbor Rd.
- Westmoreland & Bernal Dr. Connection
- Focus On The Trinity Bank At Recreation Opportunities
- Cockrell Hill Interchange Improvements
- DART Transfer Station

Figure 10

## CHAPTER 8



### Labor Force

- The availability of workers coupled with a high unemployment rate make West Dallas a strategic area to locate employment centers. Employers can benefit from the supply of available laborers that can use public transportation to access jobs in West Dallas, the CBD, Grand Prairie, Irving and Oak Cliff.

- The labor force needs to be matched to jobs. A mixture of social services, training and before-and-after job assistance

programs are available in the community. In order for the West Dallas labor force to be matched to jobs, funding resources must be dedicated to combine social services with training. A survey conducted by the West Dallas Business Association indicated that many of the companies in West Dallas employ a high percentage of employees outside of the community due to lack of a skilled labor force nearby.

### Before & After Job Training

- A market-based mentoring program could assist West and South Dallas small businesses with a joint partnership program. The program could consist of established companies working to increase technical assistance and facilitate skilled employee development.

### Marketing of Information

- The collection and sharing of employment and demographic information is necessary to coordinate economic development efforts such as grant writing, project development and proactive economic development.

### Changing of Misperceptions

- The general public's misperception of crime activities, environmental contamination and public housing (DHA) activities stifle development in West Dallas. This can be changed over time with the presentation of accurate statistics.
- Neighborhoods in West Dallas need to be preserved and enhanced to create a stable development and to retain the existing housing and business base.
- A visible catalyst project needs to be implemented with community participation.
- Large-scale funding efforts are needed to produce significant change. This will require that more than one program and grant source is used and that the public sector initially take the lead in these efforts.
- Incentives need to be leveraged for a large-scale development project that can create a destination location or attraction in the West Dallas community.

### What are the opportunities in West Dallas?

West Dallas presents significant advantages over other first-class industrial areas in the Metroplex with its relatively inexpensive land and building costs. West Dallas offers investors a large underserved consumer market for entertainment, children's apparel, prescription drugs, restaurants, grocery, appliances and electronic goods.

Its proximity to the U.S. postal services major mailing facilities make this area an ideal location for businesses that are dependent on bulk mailing. Under normal freeway conditions, West Dallas' planned business parks are within twenty minutes from the DFW International Airport.

### Why is economic development needed in West Dallas?

The 1990 census reported median household income in West Dallas to be approximately 50 percent below the Dallas average of \$27,849 and 54 percent below the national average of \$30,056. West Dallas accounts for 2.4 percent of Dallas' population and 2.6 percent of the land area, but contributes less than 1.5 percent to the city's tax base.

## CHAPTER 8

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### The Two-Step Strategic Approach for Change

A joint, nonprofit and citizen coordinated approach to communicate the positive assets of the area and to change misperceptions must be used to attract businesses. The following steps are recommended:

**Step 1:** Prior to moving forward with a West Dallas labor and marketing plan, an accepted detailed plan or "road map" of how to get there must be developed. A specific economic development plan can be coordinated to directly focus on West Dallas. In order to reduce area misperceptions, the plan should *specifically* answer the following questions:

- What type of commercial, industrial, office and housing development exists and how is it supported by the market?
- Where are the development and redevelopment building and land opportunities on a lot-by-lot basis in West Dallas? Where is the vacant land and buildings, and how can they be adaptively reutilized?
- What types of goods and services are marketable based on existing demand and purchasing power, competition, available labor force and the business environment?
- What are the trends for buying and developing land in the area? Is land changing hands? Is it being developed or held for speculation purposes?
- How can the existing labor force be matched to jobs in the community and immediate surrounding area? Is the available labor force qualified to meet the needs of employers? In what areas does the labor force need to be trained?
- What public, nonprofit and private incentive and technical assistance programs and activities are available and ongoing in West Dallas to foster economic development?

The answers to these questions should be analyzed in regards to how existing programs relate to each other and their program results. The ongoing dissemination of this information to interested agencies and training programs would provide a coordinated effort to target development opportunities.

Step 2: Initially “catalyst project” locations and “activity nodes” need to be developed to foster a strategic approach in targeting efforts for the areas that are most likely to succeed. During the course of the study, the steering committee, task force members and interested citizens participated in a bus tour to identify potential “catalyst” projects and “activity nodes” as shown on Figure 10. Joint, large-scale funding efforts with citizen participation could produce a “destination location” catalyst project to bring people into the West Dallas area.

Ideally, the catalyst projects could be implemented together to magnify and link development activities throughout West Dallas. Due to limited resources, catalyst projects may be implemented in stages where they will have the greatest impact and visibility.

For example, many citizens felt catalyst projects should be initially developed on the east side of West Dallas, closer to the Central Business District where traffic counts are higher.

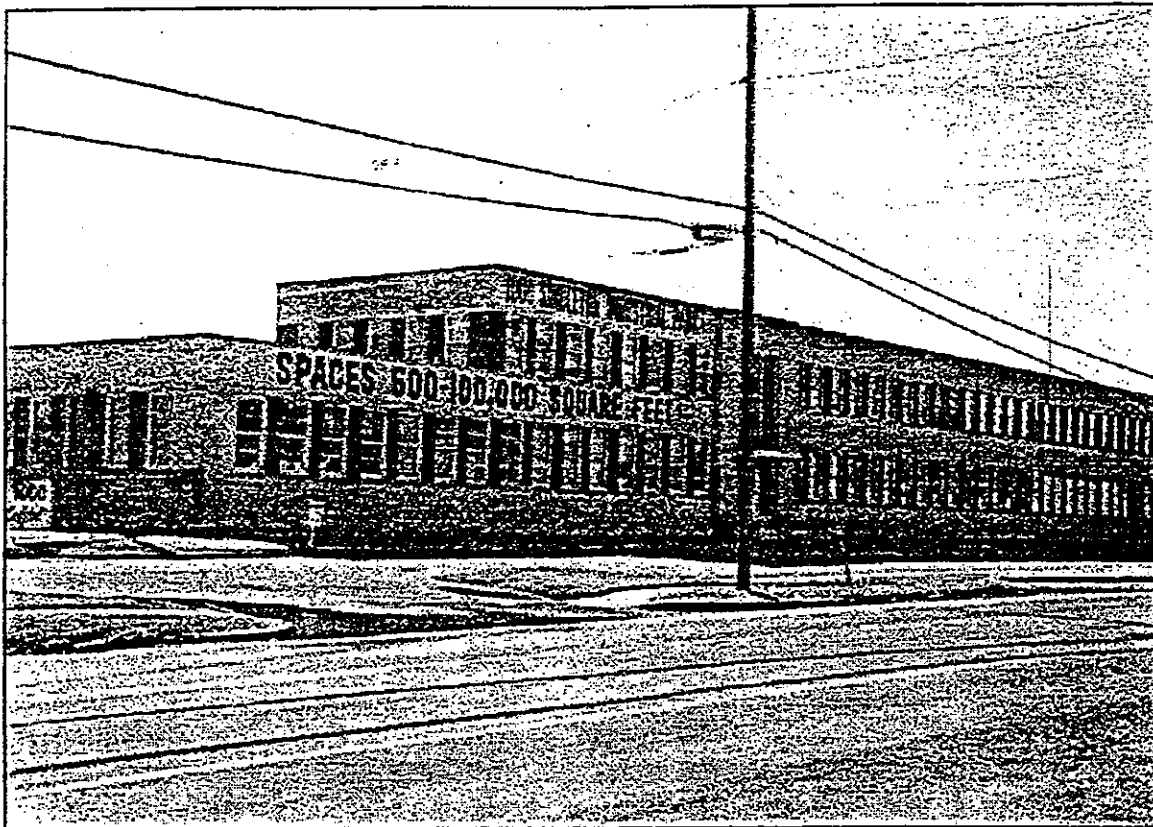
### Catalyst Projects

The ability to market and implement potential catalyst projects will be contingent on the coordination between West Dallas’ citizens and public and private leadership. The Steering Committee, Bus Tour Participants and Task Force members have taken the first step by identifying 12 catalyst project sites, in order of priority, as listed below and shown on the *Economic Development Visioning Map, Figure 10*.

1. **Gateway Connection from Continental Viaduct to Singleton Blvd. West:** With its proximity to downtown and as an entrance to West Dallas, this area provides the opportunity to showcase bridges, develop the Austin products site, utilize consistent facade treatments and promote compatible programmed public works and public transportation amenities for the area.



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Austin Products building is a potential Gateway Connection, "catalyst" project site located at 1000 Singleton Boulevard.

2. **Fort Worth Ave. Corridor with Sylvan Ave. Node:** This area provides nice views of the CBD, access to downtown, stable residential and historical sites. Opportunities for artist studios or mixed-use (residential, office and commercial) development were discussed in citizen meetings.
3. **Westmoreland/Singleton Blvd. Corridor and/or Specific Intersection:** This site of future smelter removal, the potential DART Bus Transfer construction, its central West Dallas location and higher volume of vehicle activity may provide opportunities for development of vacant buildings and land in this area.
4. **Intersection of Singleton Blvd. & Hampton Rd.:** DHA residential and retail construction, a large residential community to the north, the major activity node of the Lakewest shopping center and the gateway connections to the Stemmons Corridor, Inwood outlets and CBD may make this site

## ECONOMIC DEVELOPMENT

desirable for development. A DART bus transfer station will be completed at this intersection by December 1999.

5. **Austin Products Site:** Discussed as a possible location for a Hispanic market place or business incubator in coordination with the utilization of the "brownfields" program. The adjacent land is available for parking and its proximity to the downtown, the West End and Stemmons retail corridor were considered favorable.
6. **Fish Trap Lake:** This area's central location and recreational opportunities are thought to be favorable for a town center feature, building on a water and Trinity River linkage theme.
7. **Beautify Old Bridge (Claibourne):** The committee discussed building upon the Hispanic and/or Chalk Hill heritage in the area and the Trinity River recreational amenities. There was some discussion of a water or fountain theme in the area to coordinate the Hispanic and natural environment.
8. **Far West River/Nature Sump Area Next to Sea Harbor Road:** This area was thought to be a nice sanctuary for walking and appreciating its natural beauty. There was some discussion of tying it to the proposed Trinity River trail development, as a potential recreational area. The area appears ideal for bird watching and canoe launching.
9. **Westmoreland Rd. and Bernal Dr. Connection:** Park resources and its proximity to residential and retail uses were potential opportunities.
10. **Focus on the Trinity River Bank and Recreation Opportunities:** The abundant recreational assets in West Dallas were discussed. Developing access points and recreational opportunities into this area could improve the quality of life for West Dallas citizens.
11. **Cockrell Hill/Pinnacle Park Site:** This business park, with the construction of the new Cockerell Hill Road Interchange to Interstate 30, offers companies a strategic location that is within 15 minutes of DFW, Love Field and Redbird Airports, the main post office, Interstate 35 and downtown Dallas.

Future construction plans include mixed-use industrial, retail, hotel, manufacturing, warehousing, distribution and golf course development.

## CHAPTER 8

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12. **Bernal Dr./Singleton Blvd. Bus Transfer Station:** Construction of a bus transfer station, landscaping and sidewalks (northeast corner of Singleton Blvd. and Bernal Dr.) should be completed by December 1999. Adjacent undeveloped land may be developed for neighborhood retail or to provide optimal locations for easy access job employment centers.

### ONGOING ACTIVITY

Dallas Housing Authority (DHA) purchased Lakewest Shopping Center in 1992 and recruited neighborhood serving retail (*Weiner's Department Store, Taco Bell, etc.*) to locate there.

With the approval of PDD No. 508, future plans include the construction and develop 225 dwelling units (Lakewest Apartments) and a 56,000 square foot multi-purpose center (amenities to include a daycare facility, medical clinic, gymnasium, work-out rooms, swimming pool, and YMCA facility) in the near.

The Pinnacle Park Development is an 880-acre business park being developed with the access from the construction of the Cockrell Hill Road/I-30 Interchange ramps. Its anchor tenant, Industrial Developments International (IDI), is purchasing 201.2 acres to build 2.8 million square feet of business park space. This development could create approximately 2,500 jobs. Other major national retailers are investigating the future construction of a 600,000 square foot shopping center that generates approximately \$180 to \$200 million in annual sales and employ approximately 1,100 people.

The West Dallas Neighborhood Development Corporation (WDNDC) established in 1992, implements a community-directed reinvestment strategy to benefit area residents and businesses by providing occupational training and employment opportunities. Their goal is to increase the availability of goods and services in West Dallas.

WDNDC is a certified Community Housing Development Organization (CHODO) and operates a Business Assistance Center (BAC) which has been successful in assisting 17 small businesses to graduate and locate in the community. Six businesses presently reside in the "incubator" for up to 24 months after which they will find an independent location to operate from.

A temporary computer training center is located at the BAC that will later be expanded and relocated to an Occupational Training Institute (OTI) site. Housing

developed by the WDNDP has included both land acquisition of seven residential lots and the construction of three single-family units.

Los Barrios Unidos Community Clinic provides primary health care and dental services to lower income patients. There are plans to expand and build a new \$4 million, 34,000-square foot facility near its current site at Singleton Boulevard near Sylvan Avenue. The new building and expanded staff will be equipped to meet increasing demand for its pediatric, maternal health care, family medicine and dental services in West Dallas. Construction is anticipated to be complete in January of 2000.

### 8.3 COMMUNITY IDENTIFIED GOALS, ISSUES & OPPORTUNITIES

The following set of goals provide the basis for the development of recommendations which address the issues identified in steering committee and task force meetings:

- Goal 1:** Establish an economic and census data sharing partnership, under one umbrella organization, to market economic information about the West Dallas area.
- Develop a market analysis to assess the supply and demand in specific market segments and locations.
- Goal 2:** Cultivate funding for a large-scale "catalyst" project with community involvement in a central West Dallas location.
- Pursue the development of industrial manufacturing or technical training facility project and/or other major business development as a catalyst for spin-off development in the area.
  - Develop a row house concept in the Fort Worth Ave. area for tenants such as artists and single professionals that want to be close to downtown.
  - Facilitate the development of attractions (i.e., an outdoor theater or Hispanic mercado) that will generate new investment, be a destination location and increase spending and tourism opportunities. There are no overnight tourist accommodations or destination locations that attract a large number of people into the area.

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- Foster the development of higher density housing or mixed use development adjacent to neighborhoods in the Fort Worth Avenue corridor while maintaining the scenic view corridor. This will help to form distinct edges around the neighborhood district. Increasing rent costs in the CBD and easy access to the CBD make this type of housing development in the Fort Worth Avenue area a more viable alternative.

**Goal 3:** Create a sense of pride and encourage leadership within the community.

- Develop a strong "village center" at the activity node of Singleton Boulevard and Hampton Road.
- Provide for the active involvement of neighborhood residents and business in decision making through West Dallas neighborhood and business associations. These consensus-building activities will enhance the neighborhood quality of life and promote economic vitality.

**Goal 4:** To attract business to the area, coordinate efforts to gain funds for capital infrastructure and amenity improvements.

- Periodically evaluate the implementation of city programs to assure they provide effective solutions for current citizen and development problems.
- Devise a method for "partnering" existing and new programs that encourage affordable infill housing that is compatible with the architectural style of the area.
- Use public investment funding as a catalyst to foster private development in City Council designated target areas.

**Goal 5:** Encourage large and stable "anchor" companies with favorable wages and full-time benefits to locate in West Dallas.

- Build on current strengths and stable land uses (i.e., institutional uses and parks) when developing housing and commercial uses.

## ECONOMIC DEVELOPMENT

- Expand the role of established commercial centers that are well served by transit.
- Strengthen commercial centers with compatible community retail, office, commercial service and labor-intensive industrial uses.
- Increase opportunities for commercial and mixed-use development near public transportation transit facilities.

**Goal 6:** Identify, develop and market underutilized assets such as vacant property, open space, and cultural areas to provide additional development opportunities.

- Encourage development that will provide community-serving retail uses in areas where adjacent to residential districts.
- Promote a wider range of living environments and employment opportunities for West Dallas residents in order to attract and retain a stable and diversified population.

**Goal 7:** Match the community's labor force to jobs through coordination of information and program efforts.

- Develop local mentoring and apprenticeship programs with the West Dallas Business community as a means to introduce youth and the un/underemployed to different trades.

**Goal 8:** Reduce the negative misperceptions traditionally associated with the area.

- Make vacant land that has a real or perceived Brownfields problem less hazardous and more attractive for new development.
- Develop a package of materials targeted at West Dallas and the Southern Sector that lists incentive reasons to locate or stay in the area.
- Use media resources to promote a favorable development climate in West Dallas.

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**Goal 9:** Explore opportunities to increase training and "before and after" job programs within the West Dallas community.

- Develop voluntary agreements for local businesses to promote neighborhood hires.

### 8.4 RECOMMENDED ACTIONS

Building and enhancing economic development in West Dallas requires effective cooperation between the City, community and local businesses. The following actions are recommended to guide a proactive and coordinated approach to increased economic development:

**Action 1:**

*West Dallas Neighborhood Development Corporation and West Dallas Business Association should seek funding, along with other community groups and leader, to initiate a market study that provides a foundation for the ongoing collection and sharing of a database (data to be kept under one umbrella organization) of West Dallas demographic, business and labor information. The City of Dallas Economic Development Department will provide in-kind services such as helping to develop and mail-out of the survey instrument.*

**Leader(s):** City of Dallas Department of Economic Development, West Dallas Neighborhood Development Corporation and West Dallas Business Association

**Stakeholder(s):** TU Electric, Bank One, Dallas Chamber of Commerce, Small Business Development Center, Goodwill Industries, Bureau of Census, Blacks Real Estate, The Real Estate Council, Dallas Housing Authority, The John C. Ford Program, Inc., Parkland Hospital, Dallas Work Force Board, West Dallas Community Coalition.

**Implementation Steps:**

Encourage the Department of Economic Development to seek Community Development Block Grant (CDBG) funds for this project. The following steps should include:

1. Hold an initial meeting to brainstorm what kinds of information is needed, where it is available and how it could be used to market West Dallas.

2. Complete a market study that identifies underserved markets for goods and services and availability of labor force in West Dallas to meet consumer demand.
3. Set up a framework of hard copy or preferable database format for shared data collection on a regular basis.
4. Meet quarterly to determine changing needs and exchange information.
5. Identify consumers of the information and disseminate.

**Action 2:**

*Develop a survey to determine what types of jobs are available in the West Dallas area and what skill, education and experience levels are needed to fill these jobs.*

**Leader(s):** City of Dallas Department of Economic Development, West Dallas Business Association and West Dallas Neighborhood Development Corporation.

**Stakeholder(s):** City of Dallas Department of Economic Development, Dallas Chamber of Commerce, Dallas County Workforce Board, West Dallas Community Coalition, Small Business Development Center, Goodwill Industries, South Dallas Economic Development Corporation (SDEDC).

**Implementation Steps:** The Department of Economic Development has agreed to assist in redesigning a survey and tallying the results if the West Dallas Business Association can provide mailing labels.

**Action 3:**

*Host an annual Development Workshop that highlights the positive features and growth potential in West Dallas, and within that workshop hold a session to specifically address environmental issues.*

**Leader(s):** Environmental Protection Agency and Brownfields Program, Department of Environmental & Health Services, Department of Economic Development.

**Stakeholder(s):** West Dallas Community, City of Dallas, and potential retail and development professionals.

**Implementation Steps:** To be determined.



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**Action 4:**

*Develop a fact sheet of economic opportunities in the West Dallas area to better market assets.*

**Leader(s):** City of Dallas Department of Economic Development and West Dallas Neighborhood Business Development Corporation.

**Stakeholder(s):** West Dallas Business Association and Dallas Chamber of Commerce.

**Implementation Steps:** Citizen and task force based recommendations supported with general facts that promote the area for development.

## CHAPTER 9

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HOUSING

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## 9.0 GENERAL OVERVIEW

The City of Dallas Housing Department's activities in West Dallas are available to the entire West Dallas community, there was special funding for Target Neighborhood Programs through 1998. This Walker Target Neighborhood is one of seven that was designated a Community Development Block Grant (CDBG) Neighborhood by the City of Dallas, as part of its 1990 Consent Decree in the case of Walker vs. U.S. Department of Housing and Urban Development (HUD). At that time, an analysis of housing conditions within the area resulted in proactive code enforcement activities that were performed as part of the Decree. A comparable survey of housing conditions in the larger West Dallas community has not been undertaken, and consequently there is no data available. The proceeding information provides statistics on housing activities in West Dallas proper.

## 9.1 EXISTING CONDITIONS

Based on the North Central Council of Governments (NCTCOG) 1990 Census projections for West Dallas, some of the more significant housing related conclusions are as follows:

- The housing stock in West Dallas is older than housing in Dallas in general. The largest housing unit group in 1990 was 58 years of age or less in contrast with a comparable citywide group of 28 years of age or less.
- Owner occupied houses in West Dallas are more affordable than houses in the rest of Dallas where the median housing values for the census tracts in West Dallas ranged from \$27,500 to \$35,700, while the citywide median housing value was \$78,800.
- Occupancy of housing in West Dallas appears to be considerably longer term than for the city at large. Approximately 32% of the homeowners living in West Dallas said that they had lived in the same unit for 39 or more years (since 1959 or earlier) compared to 5.5% for the same period for the rest of the City. In addition, 40% of the renters living in West Dallas said that they had lived in the same unit for 5 or fewer years (since 1985-88) compared to 20% for the same period for the rest of the City.

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- The NCTCOG forecasts that between 1990 and 2010, the number of households in West Dallas will increase by 3.2%, from 19,603 to 26,037. An increase in excess of 7% is projected for the entire City of Dallas.

### 9.2 Housing Assistance Programs

The City of Dallas' Housing Department provides housing assistance programs for homeowners who need home improvement loans (Home Improvement Loan Program (HILP)); minor/emergency home repairs (Minor Home Repair (MHR) Program); first-time homebuyers mortgage assistance; and assistance to rental housing owners interested in repairing property in return for providing affordable housing. Homeownership services offered through the City of Dallas for public/private joint venture include:

- ◆ Mortgage Assistance Program
- ◆ Upfront Cost Assistance Program
- ◆ Housing Finance Corporation

All programs are offered on a citywide basis, and in targeted areas.

Housing assistance programs operated by the City of Dallas have been very active in West Dallas in conjunction with the Walker Decree as shown on Figure 11. The following information provides activity on housing programs for low-income, first-time homebuyers and for low-income homeowners for the period between October 1, 1990 to March 31, 1999:

- A total of 416 families were aided, and in excess of \$2.5 million in housing assistance was provided in West Dallas. Assistance was provided through the Minor Home Repair Program (MHP), the Home Improvement Loan Program (HILP), Upfront Cost Assistance Program (UCAP), and the Mortgage Assistance Program (MAP).
- There were 100 first-time homebuyer families who were assisted with expenditures totaling \$381,350 for mortgage, down payment, and closing cost assistance. (Data represents inception – October 1, 1994 to March 31, 1999.)

- Five hundred forty-seven (547) homeowner families were also assisted with an expenditure of more than \$4,738,091 for repairs to address substandard housing conditions.
- In the Walker Consent area more than 400 families were assisted, and almost \$2.3 million in housing assistance was provided in the target area.

Activity was divided between two categories of housing programs: 26% first-time homebuyer families were assisted with mortgage, down payment, and closing cost assistance. The remaining 84% went to homeowner families for assistance with repairs needed to eliminate substandard conditions.

The increases of homeownership in West Dallas can be attributed to the efforts of various non-profit, private and public entities, many of whom partner with the City of Dallas Housing Department to "improve the housing conditions". These groups include the Dallas Housing Authority, Vecinos Unidos, West Dallas Neighborhood Business Development Corporation, Voice of Hope and United Housing Program.

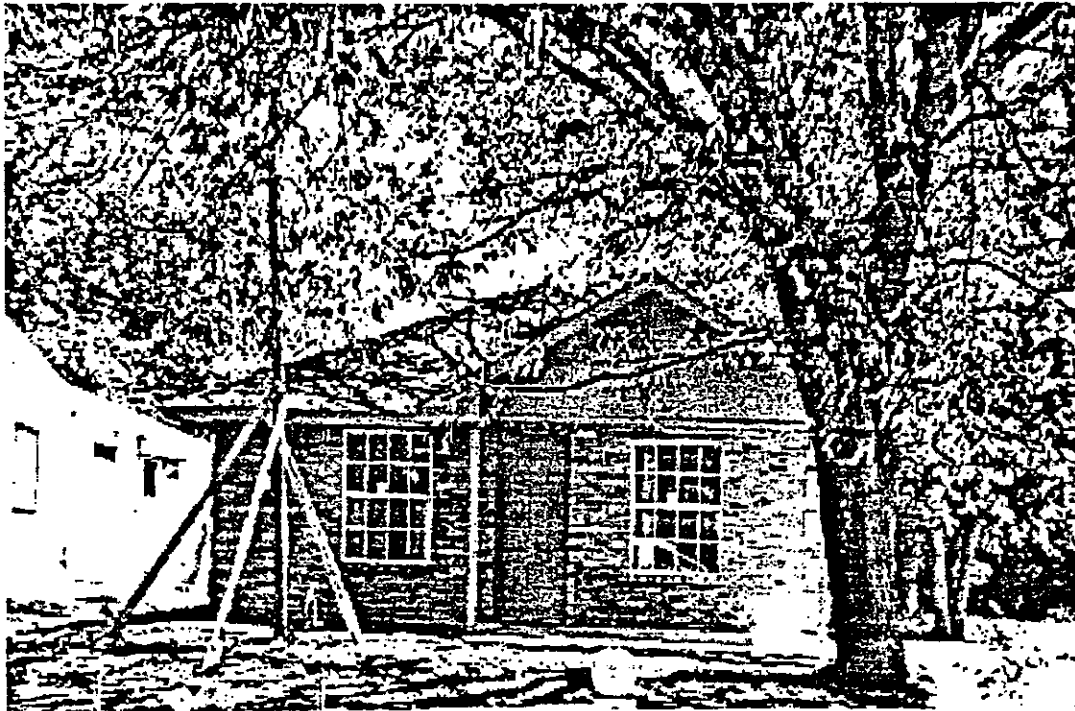
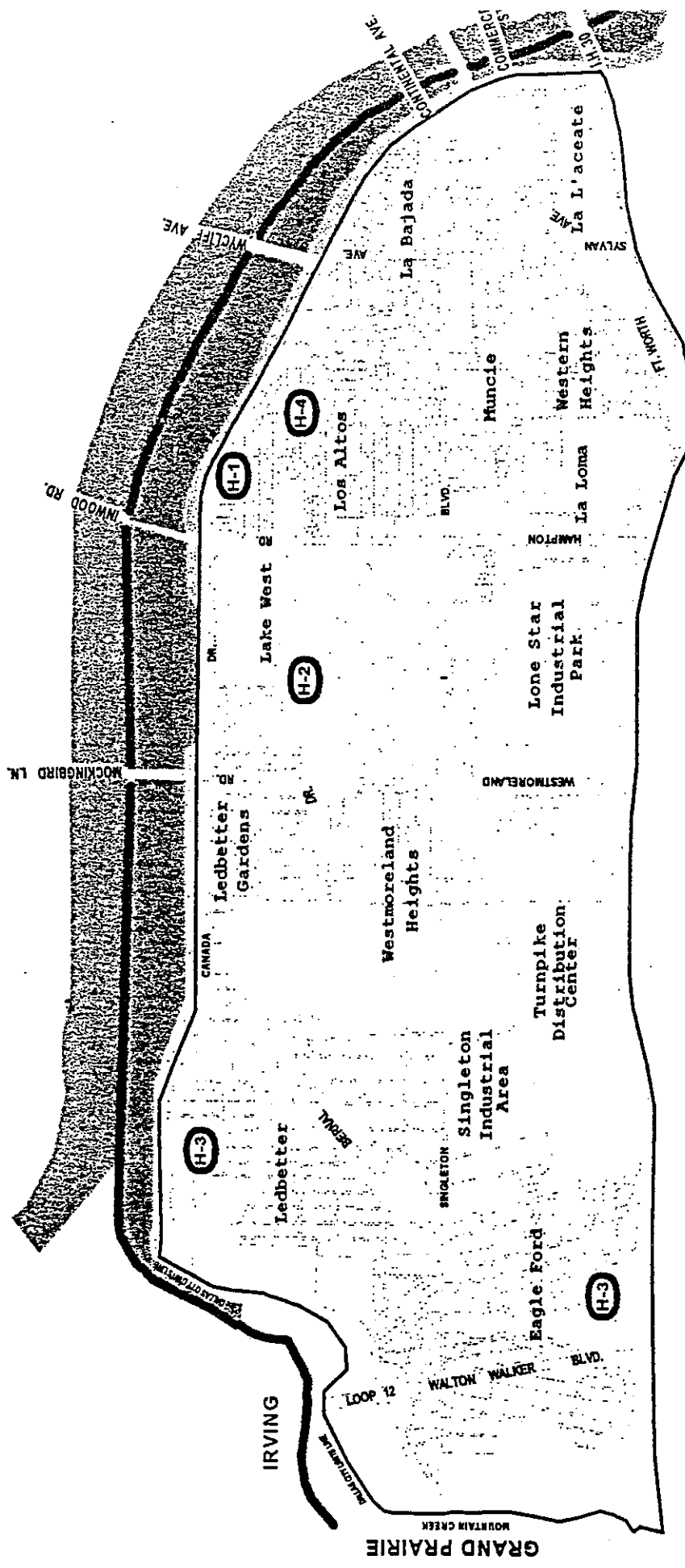


Photo: Neighborhood Improvement



# WEST DALLAS

## Housing Visioning

### Map

- EXISTING HOUSING DEVELOPMENT**  
**(COMPLETED AND ACTIVE)**
- ① Casa Rio
  - ② Dallas Housing Authority - (DHA) Lakewest Community
  - ③ United Housing Program
  - ④ Dallas City Homes

Figure 11

## **CHAPTER 9**

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### **9.3 COMMUNITY IDENTIFIED GOALS, ISSUES AND OPPORTUNITIES**

The following goals provide the basis for the development of recommendations and to simultaneously address the issues, goals and opportunities identified in citizen participation meetings:

The goals noted below are outside the scope of the study. However, efforts to solicit support from organizations and development companies could play a role in their achievement. It is recommended that partnerships be formed among homeowner/neighborhood associations, local churches, and non-profits to meet established goals and objectives and address neighborhood concerns. The policy statements listed below can serve as preliminary community goals:

- Goal 1:** Encourage developers to build mixed housing developments (i.e., condos, multifamily, retirement, and townhouse) to attract diverse income families and to attract economic development that serves the neighborhoods.
- Goal 2:** Encourage development of a Row House concept along Fort Worth Avenue. Housing that could be mixed with office or neighborhood retail. Currently there is very little office use in the area.
- Goal 3:** Work with the City to create a model project which includes a 3-year tax abatement for housing development and "charge backs" (closing fees) to developers for housing. (Model cities are Washington, D.C., Cleveland, OH and Pittsburgh, PA.)
- Goal 4:** Encourage title companies and others in the real estate field to be involved in the process of housing development especially on joint venture projects with housing, public/private, and non-profit agencies.
- Goal 5:** Coordinate housing efforts among public, private, and non-profit entities.
- Goal 6:** Mix or create residential gathering places that are compatible with housing such as a community flea market concept.



**HISTORICAL &  
CULTURAL OPPORTUNITIES**

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## 10.0 GENERAL OVERVIEW

Many of the neighborhoods such as Ledbetter, Los Altos and La Bajada are culturally and historically unique. In order to develop historic and cultural opportunities, documentation of the neighborhoods and their history needs to occur. Public information venues and organizations such as local libraries, the West Dallas Multipurpose Center, West Dallas Community Coalition and *Preservation Dallas* should be used to help communicate this information and educate citizens on their culture. The community's unique and valuable assets should be recognized and promoted to enhance a "sense of place" and citizen pride. Please reference the *Historical and Cultural Opportunities Visioning Map, Figure 13* for existing and potential historical areas in West Dallas.

## 10.1 COMMUNITY IDENTIFIED GOALS, ISSUES AND OPPORTUNITIES

**Goal 1:** Rejuvenate the historic character of the area.

- Beautify the old bridges such as the abandoned bridge on Claibourne Boulevard.

**Goal 2:** Build upon and improve the neighborhoods' self image and cultural diversity.

**Goal 3:** Facilitate the education of the West Dallas community and Dallas citywide on West Dallas' historical and cultural resources.

- Recognize the area as ethnically diverse and unique.

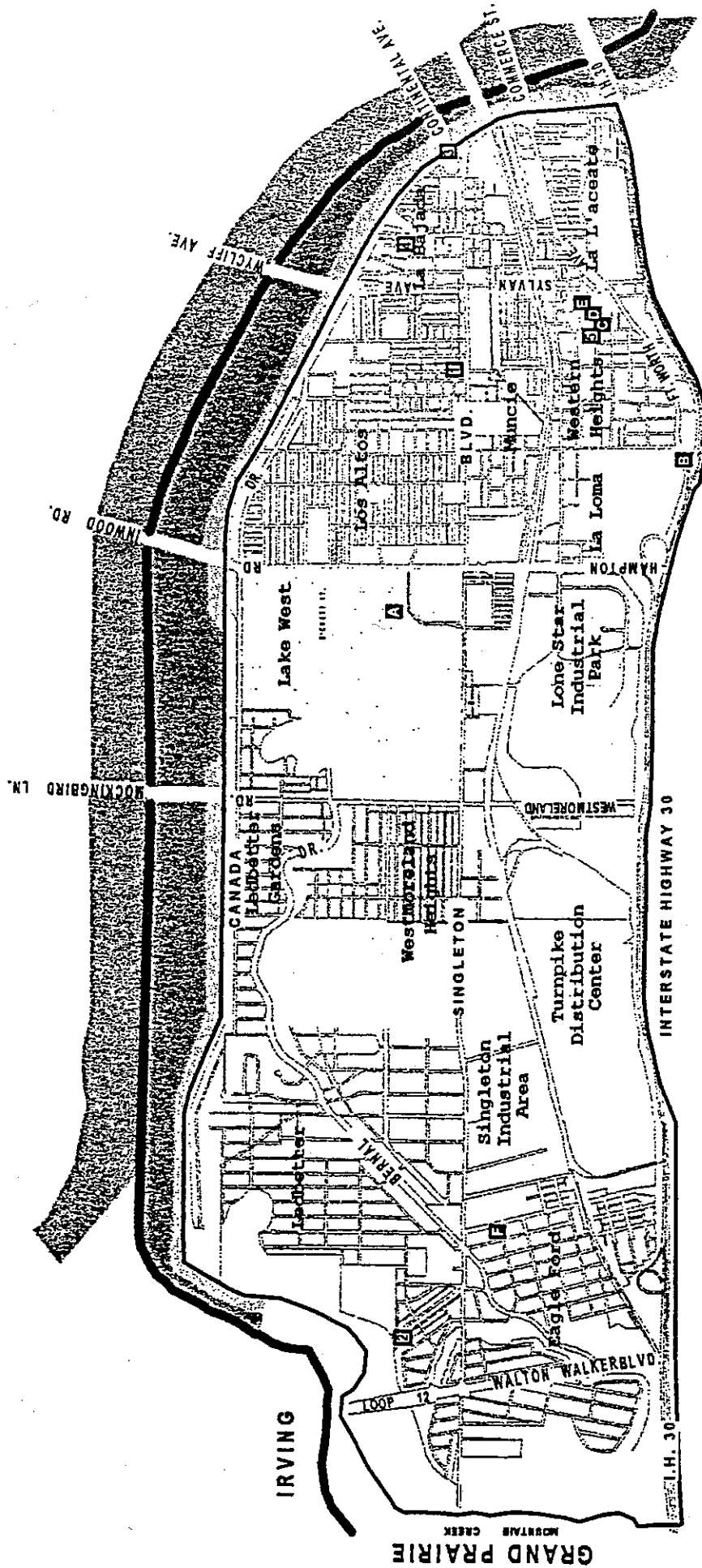
**Goal 4:** Mark historic areas or locations in West Dallas with consistent theme-oriented and attractive signage.

## 10.2 RECOMMENDED ACTIONS

**Action 1:**

*Create a newspaper clip and photo file in the West Dallas library and in the Preservation Dallas Archives referencing the history and culture of West Dallas.*

**Leader(s):** City of Dallas West Dallas Library Branch, Preservation Dallas, Black Dallas Remembered, West Dallas Multi-Purpose Center.



# WEST DALLAS

## Historical and Cultural Opportunities Visioning Map

- | HISTORICAL (ACTUAL)                              | HISTORICAL (POTENTIAL)              |
|--|-------------------------------------|
| <b>A</b> La Reunion Cemetery                     | <b>1</b> Clyde Barrow's Auto Garage |
| <b>B</b> Western Heights Cemetery-Troth Cemetery | <b>2</b> Clairbourne Bridge         |
| <b>C</b> Robinson Family Cemetery Plot           | <b>3</b> Continental Bridge         |
| <b>D</b> Bilbo Jitney Line                       | <b>4</b> Bataan Center              |
| <b>E</b> Western Heights Church Of Christ        | <b>5</b> Struck House               |
| <b>F</b> Eagle Ford Community                    |                                     |

Figure 12

## **CHAPTER 10**

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**Stakeholder(s):** West Dallas Community.

**Implementation Steps:** Make information available. Data collection initiated by task force member during the course of the study.

**Action 2:**

*Designate La Reunion Cemetery as a city landmark.*

**Leader(s):** City of Dallas Department of Planning & Development, Historic Preservation Section.

**Stakeholder(s):** West Dallas Community.

**Implementation Steps:** This project has been approved for the 1997-1998 Department of Planning and Development Work Plan.

**Action 3:**

*Coordinate a one or two-day camp & bus tour for West Dallas students ages 6-17 on the history and culture of West Dallas. Native West Dallas senior citizens can recount the stories of West Dallas remembered.*

**Lead:** West Dallas Library, West Dallas Multipurpose Center, Preservation Dallas, West Dallas Neighborhood Development Corporation (WDNDC), Dallas Independent School Board (DISD).

**Stakeholders:** West Dallas Community.

**Implementation Steps:** Use the Arden Terrace Park Summer Camp as an example.

**Action 4:**

*Request that all West Dallas neighborhood associations complete a 2-page neighborhood survey to identify boundaries for marking on a city neighborhood map.*

**Lead:** West Dallas Neighborhood Development Corporation & Preservation Dallas.

**Stakeholders:** West Dallas Community.

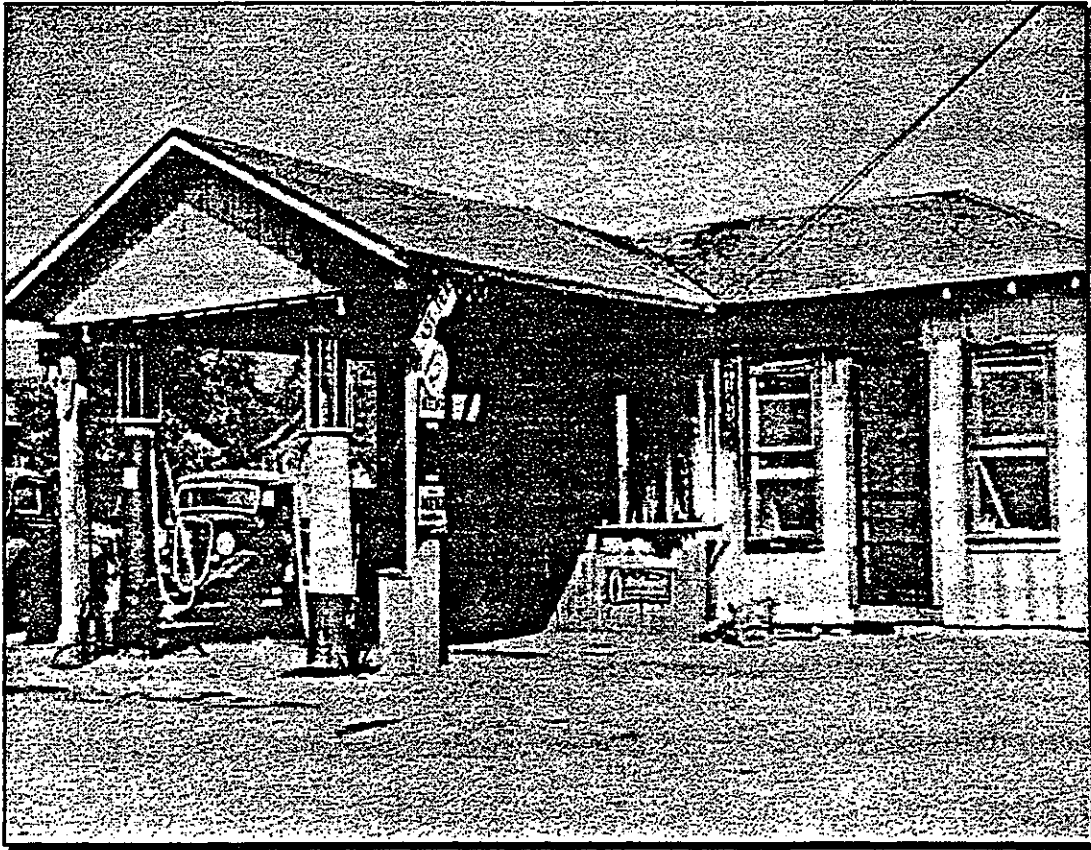
**Implementation Steps:** Forms will be made available at the West Dallas Neighborhood Development Corporation and Preservation Dallas. Upon completion

## HISTORICAL & CULTURAL

of the survey, the neighborhood association will receive a free 200-page Neighborhood Handbook and newsletters from Preservation Dallas.

**Action 5:**

*Provide historical and cultural information to an interested historian, nonprofit or university graduate student in order to foster the writing of a West Dallas Historical overview document.*



**Leader(s):** West Dallas Public Library, Preservation Dallas, West Dallas Neighborhood Development Corporation (WDNDC).

**Stakeholder(s):** West Dallas Community.

**Implementation Steps:** Make information available upon completion of the study.

# CHAPTER 11

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## SOCIAL SERVICES, EMPLOYMENT & EDUCATION

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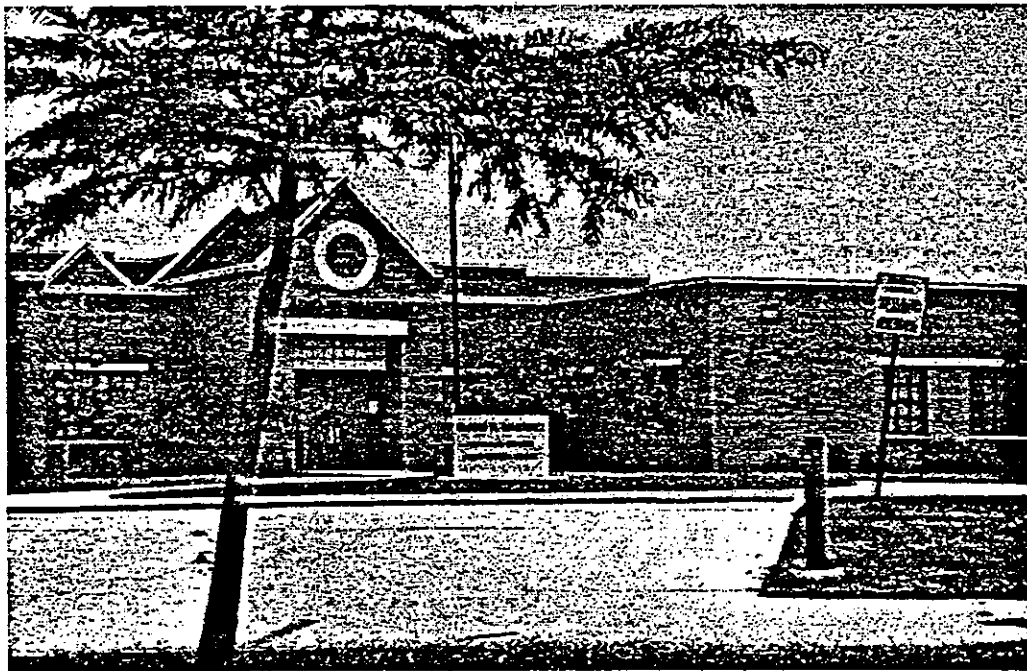
# **SOCIAL SERVICES, EMPLOYMENT AND EDUCATION**

## **11.0 GENERAL OVERVIEW**

Various organizations provide services to citizens in West Dallas as illustrated on Figure 13; however, during the steering committee, task force and public meetings, it was concluded that coordination among these organizations is needed to: 1) develop a better marketing effort; 2) reduce the number of duplicate programs and services; and 3) identify new social service needs. City government can play an instrumental role to assist the community with achieving many of these objectives.

## **11.1 EXISTING CONDITIONS**

One key factor that resulted from the task force brainstorming process was the possibility of a united effort with the West Dallas Community Coalition (WDCC) to serve as the conduit for all social service providers as a way to unite and address social service, employment and education concerns in the community. In addition, it is recommended that partnerships be formed between homeowners/neighborhood associations, local churches, and nonprofits to establish goals and objectives that address the quality and delivery of service concerns. To complement the efforts of the WDCC, the proactive community initiatives listed below could serve as an initial list of goals, issues and opportunities.





### **11.2 COMMUNITY IDENTIFIED GOALS, ISSUES AND OPPORTUNITIES**

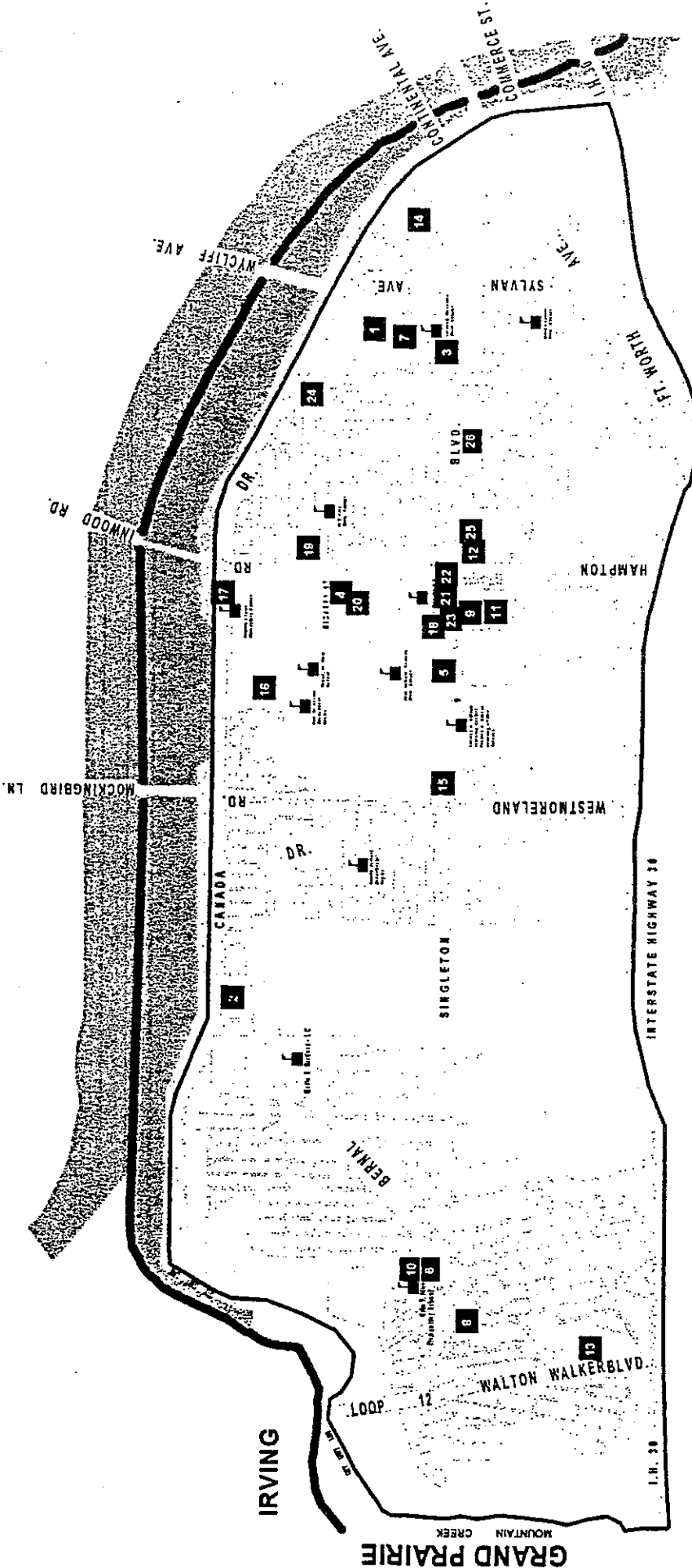
The community initiatives, with the assistance of the West Dallas Coalition are as follows:

**Issue 1:** The need exists for additional bilingual teachers.

**Issue 2:** The need exists for additional schools (middle and high school) in the community as growth and development activity occurs at the DHA and residential areas.

**Issue 3:** A needs assessment survey should be conducted to determine the level of early childhood programs needed within specific areas of the community.

Although many of the social service, employment and education issues identified were determined to be outside the scope of the land use study, the community's commitment to form a coalition is a positive first step to collectively address the needs of West Dallas residents.



# WEST DALLAS

## Social Services, Employment And Education Visioning Map

**EDUCATIONAL AND SOCIAL SERVICES USE**

- Schools**
- Social Services:**
  - 1 Trinity River Mission
  - 2 Voice of Hope Ministries
  - 3 Wesley Rankin Community Center
  - 4 Amelia Earhart
  - 5 Girl's Inc.
  - 6 Jaycee Zaragoza
  - 7 Anita Martinez Recreation Center
  - 8 Marillac Social Center
  - 9 Dallas West Library
  - 10 Avance-Dallas
  - 11 West Dallas Multi-Purpose Center
  - 12 Goodwill Industries of Dallas, Inc.
  - 13 Colonia Tepasac
  - 14 Baatan Center
  - 15 Boys & Girls Clubs of Greater Dallas Inc.
  - 16 Dallas Police Department LeteWest Riding Club
  - 17 West Dallas Community School (Private)
  - 18 Texas Department of Human Resources
  - 19 Mattie Heath - Myrtle Davis Recreation Center
  - 20 Dallas Housing Authority Central Office
  - 21 Dallas County Community Action Center
  - 22 West Dallas Community Center, Inc.
  - 23 Dallas Police Department Storefront
  - 24 McMillan Youth Center
  - 25 West Dallas Neighborhood Development Corporation
  - 26 St. Mary Carmel School (Private)

Figure 13

# CHAPTER 12

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## CODE ENFORCEMENT & PUBLIC SAFETY

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## 12.0 OVERVIEW

During the community needs assessment process, several areas for improved code enforcement services were identified. Major emphasis was placed on the need for accountability by the City's Code Compliance Division to respond and provide follow-up on complaints. A refined list of code enforcement issues are provided, with responses from the Code Compliance Division.

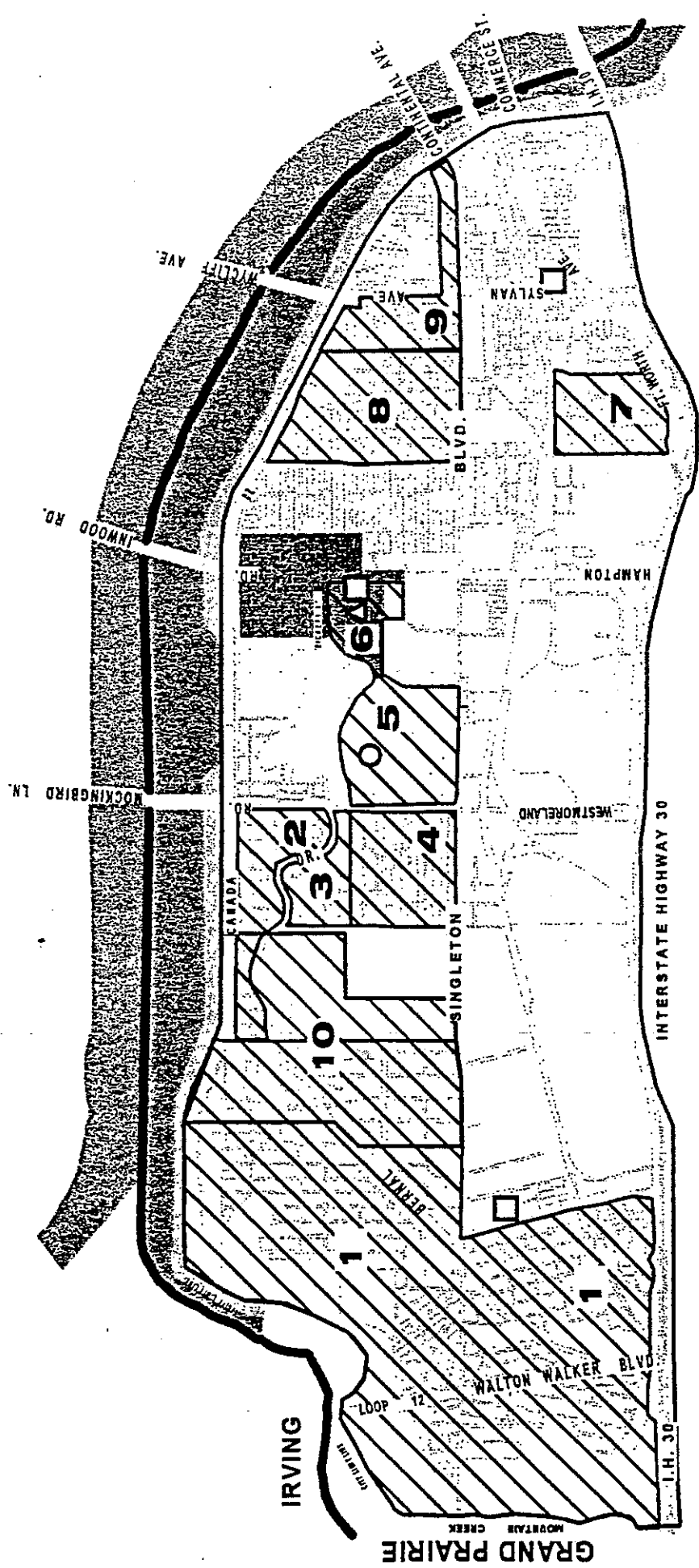
During the study's process, it was reported that crime in the area had been reduced significantly. Within the past five (5) years, the overall violent crime rate was reduced by 71% and non-violent crime by 51%. Narrative information regarding activities that contributed to the reduction of crime is discussed in Section 12.2.

## 12.1 EXISTING CONDITIONS

The Walker Pro-Active Active Team, established as a result of the Walker Consent Decree, has a continued caseload of all of the parcels in the Walker Target Neighborhoods. The Walker Areas are monitored on an ongoing basis for code enforcement violations until such time as the Court releases the City from the Decree requirements.

Code enforcement and public safety activity in West Dallas has to be a joint effort between the community and City. The code compliance effort will require property owners (in particular absentee property owners) to get involved with City programs to promote pride and the maintenance and monitoring of property in all neighborhoods. Neighborhood organizations, as well as other nonprofit organizations can be instrumental in these efforts.

The Lakewest Neighborhood Assistance Center (NAC) was established in early 1990 to provide public safety services for the West Dallas Community. The center answered calls, provided daily contact with DHA Development Property Managers, and implemented crime prevention programs. Personnel at the Lakewest NAC made residential, apartment and business contacts, while directing patrols in the area. These crime-fighting initiatives resulted in a significant decrease in crime. Lakewest began to develop other programs to fight crime in the area. They established two crime watches and a newsletter, with relevant information on crime and services (existing Crime Watches are shown on Figure 14).



# WEST DALLAS

## Public Safety Visioning Map

- PUBLIC SAFETY**
- Fire Station
  - Police
  - △ Store Front (Poke)
  - Weed and Seed Areas
- CRIME WATCH AREAS:**
- 1 Ledbetter Neighborhood Crime Watch
  - 2 Ledbetter Gardens Neighborhood Assoc.
  - 3 Westmoreland Heights Neighborhood Assoc.
  - 4 Westmoreland Heights Community Assoc.
  - 5 George Loving Crime Watch
  - 6 Concerned Citizens of Elmer Scott
  - 7 Fort Worth Avenue Sweepers
  - 8 Trinity River Mission Crime Watch
  - 9 Unidos En La Vigilancia Assoc. De West Dallas
  - 10 New Crime Watch Area

Figure 14

## **CHAPTER 12**

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A number of activities have been developed to provide alternatives to West Dallas youth. Shortly after the Lakewest Riding Club opened, the Dallas Police Department's (DPD) Cadet Drill Team Program was implemented. This provided constructive and supervised activities for children within the Dallas Housing Authority Development. Several more programs have been initiated within the DHA development including "Girl Talk", New Tenant Welcome, Children's ID, and "Monthly Story Time." Coupled with these new programs and the increased crime fighting efforts of the DPD, there was a 74% decrease in overall crime in West Dallas between 1987 to 1997.

In addition, the programs to assist with the control of teenage activity will have to be a joint effort among parents, churches, and schools to provide activities that address and meet the needs of today's youth. Continuous overall improvements within the community will require that everyone work together to make West Dallas a safe community to live and work for years to come. The DPD is proud to report the reduction of crime in the community, as noted in Table 3.

### **12.2 COMMUNITY IDENTIFIED GOALS, ISSUES AND OPPORTUNITIES**

The following action items and recommendations are responses to issues raised during the community needs assessment process.

**Goal 1:** Encourage property owners (including City and T&P Railroad) to maintain sites and vacant lots, and cut high weeds which create environments for criminal activity.

- Partnerships need to be developed between the City and the community to address neighborhood concerns regarding the lack of response to code compliance issues.

**Goal 2:** Identify neighborhood associations and establish partnerships to assess issues and identify solutions.

- During the course of this study, additional code enforcement efforts have been made to resolve many issues raised. The City created a separate department, with additional inspectors, to address code enforcement issues citywide. It is recommended that neighborhood

## **CODE ENFORCEMENT & PUBLIC SAFETY**

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associations and non-profit organizations be proactive by establishing a working relationship with the City and jointly resolve code enforcement issues in the study area.

**Goal 3:** Conduct a housing conditions survey to identify structures that need to be brought up to code, and establish a volunteer program to assist with code violations.

- The Housing Condition Survey for West Dallas and all the Walker Target neighborhoods has been completed. The survey was designed to be a source for comparison with the 1991 Housing Condition Use Survey by identifying the worst properties for concentrated efforts by Walker Pro-Active Inspectors, and occupied properties which need City assistance for code compliance.



# CHAPTER 12

Table 4: Northwest Operations Crime Statistics

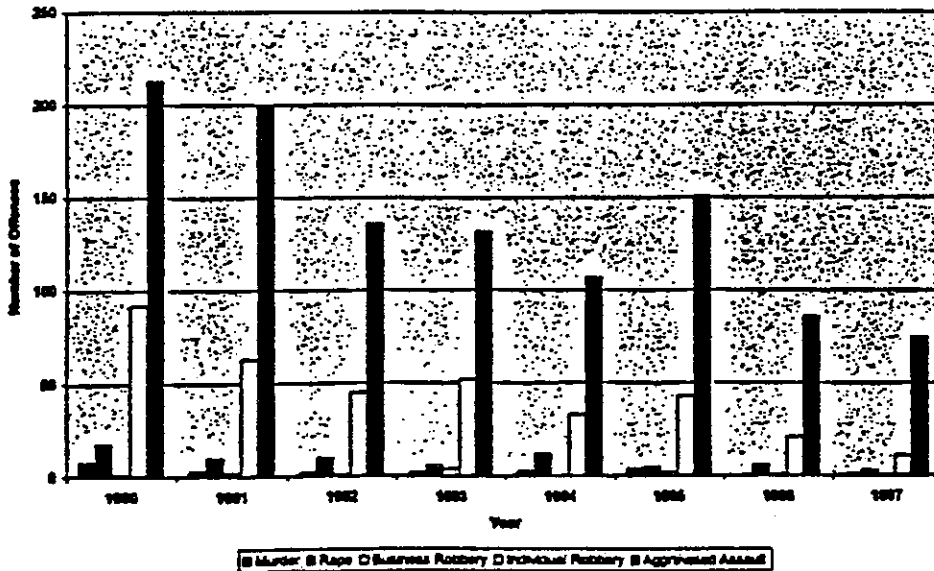
Northwest Operations Division										
Lakewest										
	1990	1991	1992	1993	1994	1995	1996	1997	Total	Pct Chg 1990-1997
Murder	8	3	2	2	3	4	0	1	23	-67.50%
Rape	18	10	10	8	12	5	8	3	79	-53.33%
Business Robbery	1	2	1	4	0	2	1	0	11	-100.00%
Individual Robbery	82	83	45	52	33	43	21	11	348	-68.04%
Aggravated Assault	213	200	136	132	107	151	86	75	1106	-64.79%
<b>Total Violent Crime</b>	<b>332</b>	<b>278</b>	<b>194</b>	<b>196</b>	<b>155</b>	<b>205</b>	<b>114</b>	<b>90</b>	<b>1644</b>	<b>-72.89%</b>

	1990	1991	1992	1993	1994	1995	1996	1997	Total	Pct Chg 1990-1997
Business Burglary	30	33	53	18	9	8	2	13	162	-84.67%
Residential Burglary	75	87	52	46	32	60	71	51	464	-32.00%
BMVs	61	78	85	80	36	50	32	36	468	-46.98%
Other Theft	77	83	74	91	88	72	67	81	663	-20.78%
Auto Theft	81	99	78	97	71	82	82	71	649	-21.84%
<b>Total Non-Violent</b>	<b>334</b>	<b>368</b>	<b>340</b>	<b>330</b>	<b>216</b>	<b>270</b>	<b>234</b>	<b>232</b>	<b>2324</b>	<b>-30.54%</b>
<b>Total Part 1 Crime</b>	<b>666</b>	<b>646</b>	<b>534</b>	<b>526</b>	<b>371</b>	<b>475</b>	<b>348</b>	<b>322</b>	<b>3888</b>	<b>-61.65%</b>

Source: Dallas Police Department, Annual Reports: 1990 - 1997.

Violent Crime in Lakewest in the 1990s





## TASK FORCE PARTICIPANTS

The following Task Forces were established to orchestrate the city's planning efforts in coordination with Department of Intergovernmental Affairs and the City Council appointed Steering Committee:

### Land Use, Zoning and Design

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Christine Newpower, AIAA Urban Design Committee (TF)  
John Santry, AIAA Urban Design Committee (TF)  
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Harry Mitchell (SC)  
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Robert Hadley (SC)  
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Keith Manoy, PW (IR)  
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Sushil Mathew, International Affairs (IR)  
Mary Bland, Economic Development (IR)  
Terry Williams, Property Management (IR)  
Karl Stundins, Economic Development (IR)  
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Brunswick Morton, Streets, Sanitation & Code Enforcement (IR)  
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Henri Martinez (SC)  
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Tom Anderson, Parks and Recreation (IR)  
Marina Sukup, Trinity River Project (IR)  
Rodger Jayroe, Environmental and Health Services (IR)  
P.M. Summer, Bicycle Coord. (IR)  
Carlos Sanchez, EPA (TF)  
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Connie Kallenburg, Library (IR)  
Ramon Aranda, International Affairs (IR)  
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Mattie Nash (TF)  
Kenneth Hogg (TF)  
Jim Anderson, Historic Preservation (TF)  
Cobbie Ransom, The Dallas Plan (TF)  
Frances James (TF)  
Tom Wheeler (TF)  
John Neal Phillips (TF)  
Michael V. Hazel, SMU (TF)

**Note: SC = Steering Committee Team Member**

**IR = Interdepartmental Review Team Appointment or Request (City of Dallas)**

**TF = Task Force Team Member (All others)**

**EXHIBIT A**  
**Bibliography (Chronological) West Dallas Plans**

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## EXHIBIT B

### ENVIRONMENTAL RESOURCES/ PARKS & OPEN SPACE

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