

A map of the Dallas, Texas area showing the I-20 freeway corridor highlighted in purple. The map includes major roads such as I-35E, I-30, and I-75, as well as local streets like Stemmons Expy, LBJ Expy, and Ross Expy. The I-20 corridor is shown as a purple-shaded area running from the southwest to the northeast. The title "I-20 FREEWAY CORRIDOR LAND USE PLAN" is overlaid in the center of the map.

I-20 FREEWAY CORRIDOR LAND USE PLAN

PREPARED BY THE CITY OF DALLAS
DEPARTMENT OF PLANNING AND DEVELOPMENT
FALL 2000

I-20 FREEWAY CORRIDOR LAND USE STUDY

City of Dallas
Department of Planning and Development

Fall 2000

Director of Planning and Development
Sherell J. Cockrell

Assistant Director of Comprehensive Planning
Leif Sandberg

Project Staff:

Carrie Gordon, Ph.D. – Project Manager
Angela Calvin – Urban Planner
Peer Chacko – Chief Planner
Stacy Creecy – Graphics

I-20 FREEWAY CORRIDOR LAND USE STUDY

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ACKNOWLEDGMENTS

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Steering Committee

Theresa G. Washington, Chair
James Fantroy, Former Vice-Chair
Nancy Bingham
Robert Stubblefield
J. R. Kanaman
Theodore Wojtowicz
Robert Pitre
Harold Cox
Faye Gafford

Public Officials

James Fantroy, Dallas City Council - District 8
Former Councilmember Al Lipscomb - District 8
Theresa W. Washington - Dallas City Plan Commission

City Staff

Carrie Gordon, Ph.D., Project Manager
Angela Calvin, Planning & Development (P&D), Co-Project Manager
Peer Chacko, P&D
Stacy Creecy, P&D
Dorita Herd, Former P&D
David Gardner, Economic Development
Henry Nguyen, Public Works and Transportation (PW&T)
Alan Hendrix, PW&T
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SECTION I

IMPETUS AND SCOPE

IMPETUS AND SCOPE

1.0 GENERAL OVERVIEW

In response to the request by area residents to have the City of Dallas identify and address issues related to transportation, economic development, land use, zoning and other quality of life issues along I-20 between Houston School and Beltline Roads, the Dallas City Council authorized the Interstate-20 Freeway Corridor Land Use Study as a part of the Planning and Development Department's 1998-1999 Work Program.

The study was initiated in the spring of 1999 with the City of Dallas Planning and Development Department coordinating project efforts to:

- 1) Review land use and opportunities for redevelopment including road infrastructure, water, waste water and zoning;
- 2) Identify the impact of this planning effort and its resulting implementation on the study area;
- 3) Review draft recommendations to ensure that the scope of the study addresses planning issues and neighborhood concerns; and
- 4) Work with the community and other outside agencies to finalize recommendations for City Plan Commission and City Council consideration.

On January 13, 1999, former Councilmember Al Lipscomb appointed ten (10) area residents and stakeholders to serve on the Interstate-20 Freeway Corridor Land Use Study Steering Committee. The steering committee was asked to work with City staff and other entities to seek solutions to issues that have and will impact the future of this corridor. In conjunction with this effort, an Interdepartmental Review Team (IRT) comprised of City staff from six (6) City departments was also established.

Steering committee meetings were held between March - December, 1999. After refinement of the issues and concerns identified during that process, three (3) community meetings were held between January and March, 2000 to present preliminary findings and seek additional citizen input. A fourth meeting was held in August, 2000 to present final findings to all subdistrict residents, business and property owners impacted by the study.

Community meetings were held at the Tommie Allen, Fireside, and Kleberg-Rylie Recreation Centers and Nancy Moseley Elementary School. Each meeting was well attended (averaging 45 citizens per meeting) which was a positive reinforcement that citizens are interested in what happens in and around their communities.

In summary, citizen participation and City staff involvement during the course of the study resulted in the following activities:

- 9 steering committee meetings
- Steering Committee bus tour (April 26, 1999)
- 4 special ad-hoc meetings
- 4 community meetings

1.2 SCOPE OF STUDY

The I-20 Freeway Corridor Land Use Study Steering Committee developed the following mission statement to help guide the committee as they embarked upon this land use study:

MISSION STATEMENT

“Development of a land use plan that addresses future economic development, transportation, public utility, and other public/private development initiatives along the Interstate-20 freeway corridor.”

With a clear focus, the steering committee played an important role in identifying preliminary community concerns and working with staff to refine those issues after receiving additional input during community meetings.

Information gathered during the citizen participation process was disseminated and forwarded to respective City departments for their comments. Staff reviewed and refined those issues based on the feasibility that the recommendations could be implemented and/or addressed by the City. The results of the citizen participation process are outlined in each subdistrict and may or may not include issues from the top six (6) priority Needs Assessment areas which are:

IMPETUS AND SCOPE

1. Transportation and Public Works
2. Economic Development
3. Water Utilities
4. Land Use and Zoning
5. Environmental and Health
6. Housing

Issues within the Scope of Study were refined to establish goals, objectives, and policies to address and mitigate those concerns, and create recommended actions to address existing and future needs. Immediate and short-term issues, also within the Scope of Study, were forwarded to the appropriate City departments for resolution through the City's Service Coordination Team (SCT).

The SCT was established to identify community issues/concerns (citywide); tailor services to neighborhoods and communities; resolve problems without compromising day-to-day service delivery; improve customer service response time; develop service partnerships to benefit the community through coordination and leveraging of resources; and to access the City's varied resources to meet the community's multiple and differing needs. For the most part, many of the Needs Assessment issues identified during the community meetings were short-term and forwarded to the SCTs for southeast and southwest Dallas.

STUDY PROCESS

PROCESS

2.0 STUDY AREA

The I-20 Freeway Corridor land use study area boundary is generally located along I-20 from Houston School Road (western boundary) to Beltline Road (eastern boundary) and extends approximately 1/8 to 1/2 mile on either side of the freeway. Portions of the study area were reviewed in the Southeast Dallas Annexation Areas Study (1986); Southeast Oak Cliff Land Use, Housing, and Economic Development Plan (adopted August, 1991) and Southeast Dallas Comprehensive Land Use Plan (adopted December, 1996).

2.1 PROCESS

A. STEERING COMMITTEE

The study was initiated on March 29, 1999 (refer to Study Process Flow Chart). The steering committee worked diligently to ensure that study efforts not only considered issues of concern to the City of Dallas but also sought solutions to those the community perceives as a deterrent to new community-serving commercial, retail and housing development activity in areas suitable for such development.



Steering Committee Bus Tour
L to R: Robert Pitre, Harold Cox, Theresa Washington,
James Fantroy, Nancy Bingham and J.R. Kanaman

A bus tour was conducted to enable each steering committee member the opportunity to tour the study area and make any preliminary assessments regarding the feasibility of study objectives; if boundary adjustments were warranted; to identify areas of concern for each subdistrict; and provide a preliminary basis from which City staff could begin to integrate with the project's Scope of Study.

B. INTERDEPARTMENTAL REVIEW TEAM

The Interdepartmental Review Team was comprised of staff from key City departments that provided expertise to the study process. There were six (6) City departments represented in this study: Planning and Development (lead), Public Works and Transportation, Economic Development, Dallas Water Utilities, and Environmental and Health Services.

Other agencies were contacted to augment study efforts. Representatives from these agencies/organizations included: Texas Department of Transportation (TxDOT), City of Lancaster Public Works Department, City of Balch Springs Planning and Development Department, City of Hutchins Economic Development Corporation, Dallas County Public Works Department, State Representative Dale Tillery's Office, and Dallas Area Rapid Transit (DART).

2.2 ORGANIZATION

To facilitate review of this document information will be presented, in order of priority as previously noted, per subdistrict with demographic information, and existing conditions associated with major prioritized areas such as transportation, economic development, land use, zoning, and other quality of life issues, and then focus on community needs assessment issues.

Needs assessment issues were refined with the assistance of the Steering Committee and Interdepartmental Review Team (IRT). Both reviewed the issues/concerns, and City staff provided feedback based on the feasibility of the recommendations as they relate to other citywide goals and objectives. Findings and potential solutions are provided with recommended timelines and implementers for major study components as follows:

PROCESS

Transportation: This section will identify transportation (e.g., heavy commercial vehicle traffic, residential street conditions, traffic circulation) issues that are perceived to adversely impact the communities in Subdistrict No. 1; the need for service roads; the types of incentives needed to stimulate economic growth and development; and identify the types of neighborhood-serving commercial and retail development the community desires to locate in each subdistrict.

Economic Development: This section will provide general information on proposed development initiatives for Southport Center as well as other existing and proposed development projects in the study area.

Land Use and Zoning: This section presents an analysis of existing land use and zoning; identifies non-conforming and other zoning classifications within the study area; and offers future land use and zoning recommendations that support recommendations identified in various studies that included the study area.

2.3 STRATEGIC COMPONENTS

Study recommendations were developed using a “strategic planning approach”. To facilitate your review of the study, below are definitions for the guiding strategic components:

Mission Statement. The mission statement is the fundamental reason or purpose for the creation of the I-20 Freeway Corridor Land Use Plan.

Goals. General statements of the community’s desires, ultimate physical, social, economic, or environmental status. Goals set the tone for development decisions in terms of the community’s desired quality of life.

Objectives. Approaches toward achieving the type of quality living status expressed by the community’s goals. They identify the things or actions that should be changed to set the course toward achieving goals.

Policies. Adopted directives establishing official means by which objectives are implemented.

Recommendations. Specific strategies directed toward particular community goals or issues are recommended actions. The recommended actions identified in the transportation, economic development, land use, zoning, and needs assessment sections address multiple goals and community issues. They offer an implementation lead organization or persons responsible for aiding in their implementation. Stakeholders and other governmental agencies having a vested interest in the proposed action have also been identified.

Study area. Geographically defined areas developed to collect and analyze information for planning purposes.

Corridor. Characterizes the linear form of land uses that are generally located along major thoroughfares.

Land use. Describes the primary activity occurring on a piece of property. It does not necessarily refer to the type or number of structures that are on a property. For example, if a city block contained three (3) individual properties—one of which has a dry cleaners, the other a feed store, and the third a restaurant—the whole block would be described as “commercial.” When displayed on a map, the overall picture of land use reveals distinct development patterns that can be used as a community sets its goals for how the area should grow and function in the future.

Zoning. Zoning is the process by which land area is classified on the basis of its uses both by permitted and prohibited. The Generalized Land Use maps located in this study represents the preferred land use development and redevelopment as adopted by the City in 1989.

Nonconforming land use. For purposes of this study, 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. A nonconforming land use is “grandfathered” 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 not be permitted to be rebuilt.

PROCESS

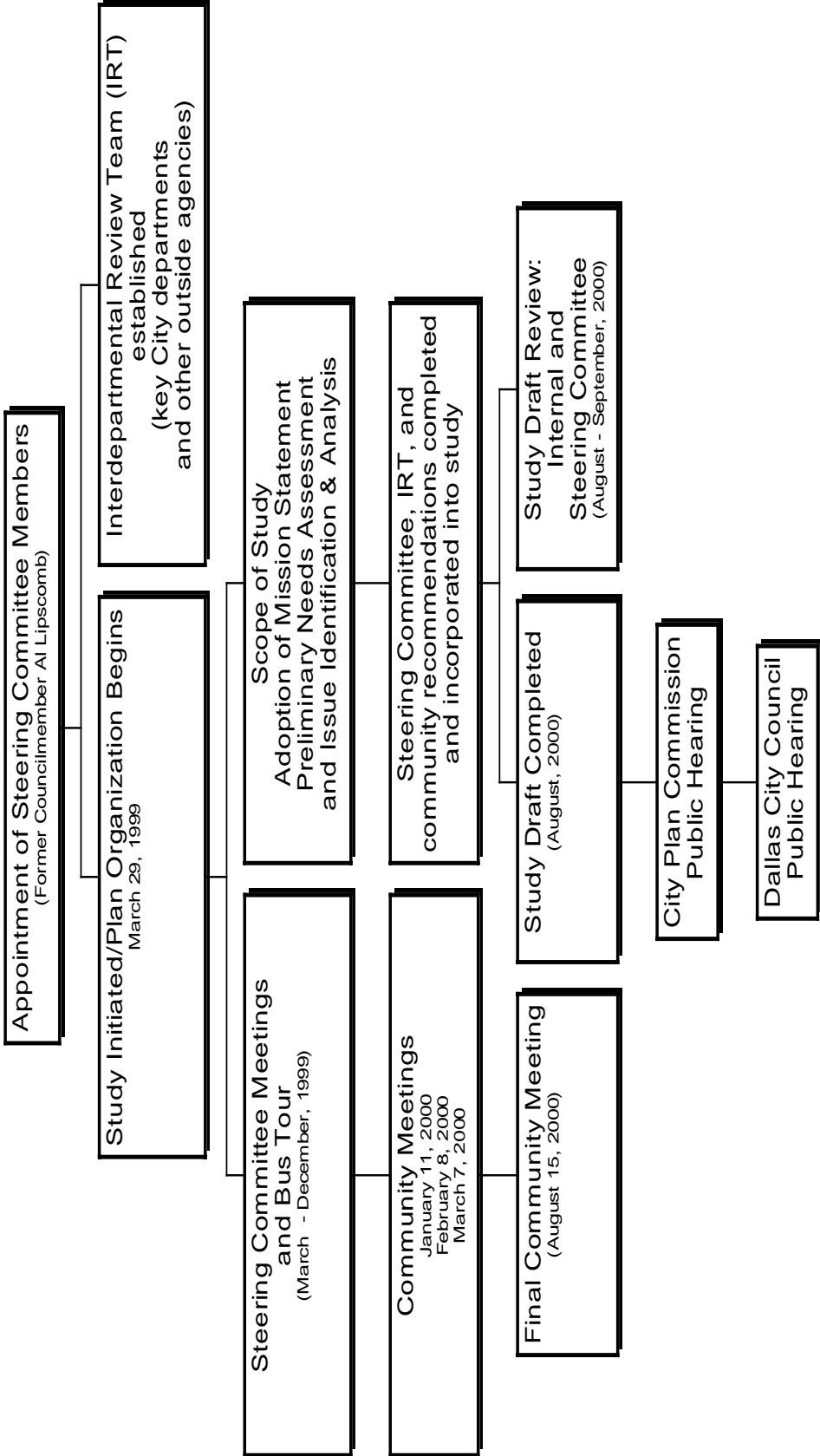
Further, a land use-coding format was used to identify the nonconforming uses as being either beneficial or non-beneficial.

- *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.

Future Land Use and Visioning Map. A mental image of a possible and desirable future state. The map succinctly conveys and reinforces a shared long-term view of where a community wants to be, and serves as the basis for developing goals, objectives, policies, and strategies.

PROCESS

CHART 1: I-20 FREEWAY CORRIDOR LAND USE STUDY PROCESS



I-20 FREEWAY CORRIDOR LAND USE STUDY

SECTION II

INTRODUCTION

INTRODUCTION

The Interstate-20 Freeway Corridor Land Use Study will provide an analysis of the existing conditions, and provide goals, objectives, policies and recommendations to address those findings.

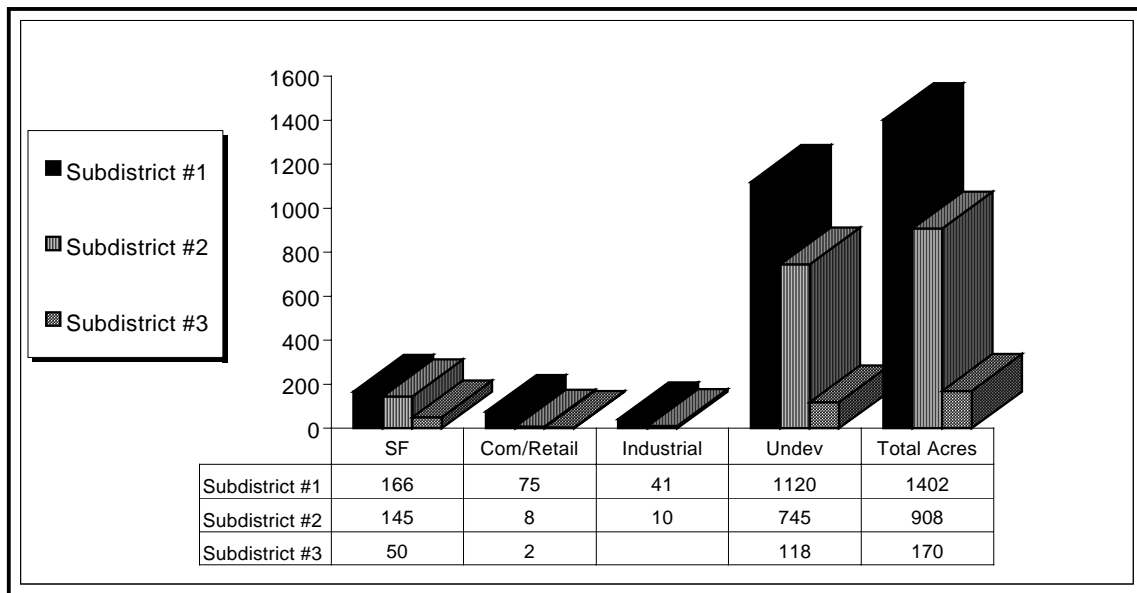
To assess the existing conditions, a parcel by parcel land use survey was conducted. The I-20 corridor, between Houston School Road and Beltline Road, was divided into three (3) subdistricts to: 1) review existing land use and zoning; 2) identify nonconforming and incompatible land uses and 3) offer future policies and recommendations.

The study area is comprised of approximately 2,934 acres of land area, including roads and highways. The approximate acreage per subdistrict is as follows:

- ◆ Subdistrict 1 - 1,649.8 acres
- ◆ Subdistrict 2 - 1,105.9 acres
- ◆ Subdistrict 3 - 178.3 acres

As reported by the 1995 North Central Texas Council of Governments regional assessment of land uses, below is a chart that shows an estimate of land use per subdistrict.

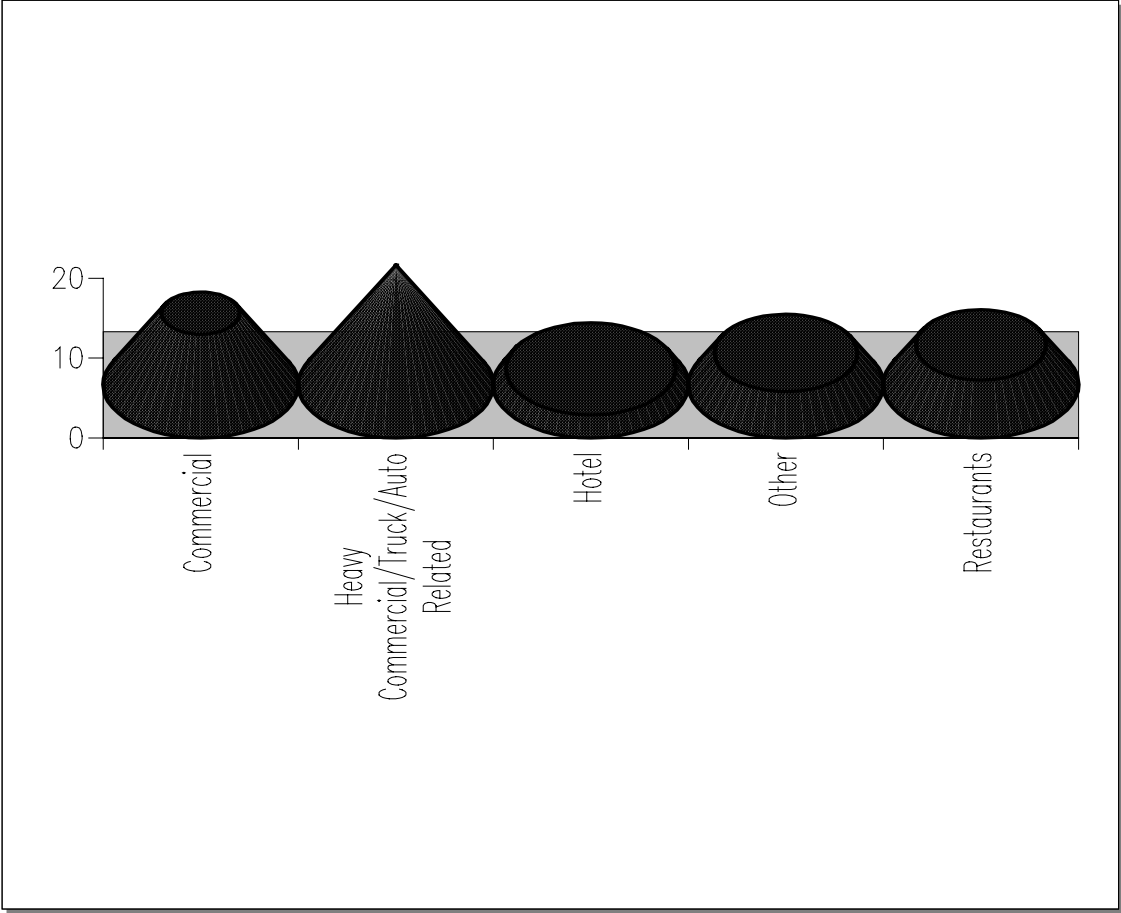
CHART 2: EXISTING LAND USE



(NOTE: Figures based on +/- error rate of 10%.)

A “windshield survey” was also conducted to identify the number of existing business uses within the entire study area that totaled 35. Of that, 43% of these businesses cater to heavy commercial vehicle services in Subdistrict No. 1., with several also providing restaurant and/or fast-food services in joint operation. Only 14% are independent operations along the entire corridor (e.g., Soulman's BBQ, McDonald's, William's Chicken, Lindy's Restaurant, and Kiss My Ribs). The next highest uses are also in Subdistrict No. 1, with commercial at 14% and hotel at 6% (e.g., Ramada Limited and Days Inn).

CHART 3: EXISTING BUSINESS USES



There have been eight (8) land use studies conducted that included the I-20 freeway corridor, namely:

INTRODUCTION

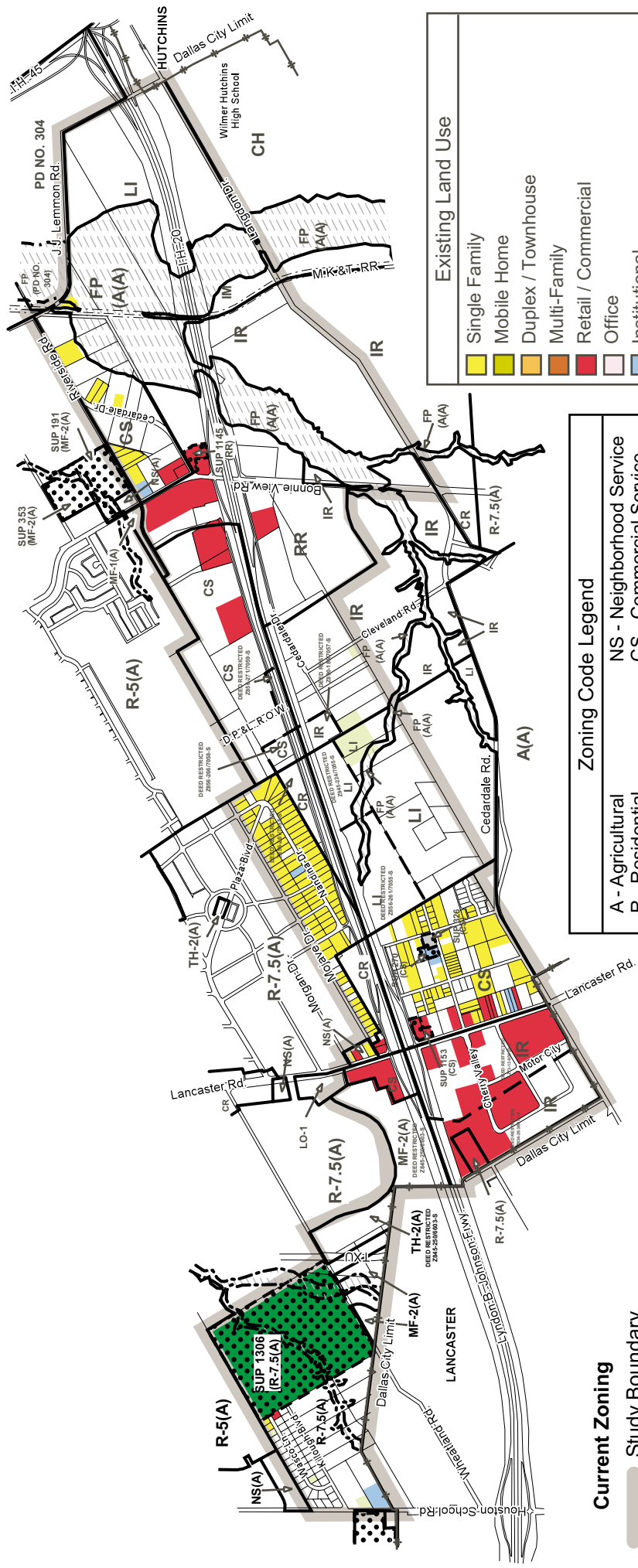
1. Kleberg (1980)
2. Rylie (1981)
3. Lancaster Rd. (1985)
4. LBJ/Bonnie View Road Land Use Plan (1986)
5. Southeast Annexation (1986)
6. Southeast Oak Cliff Land Use, Housing and Economic Study (1991)
7. Southeast Dallas Comprehensive Land Use Study (1996)
8. Trinity River Corridor Project, Comprehensive Land Use Plan (presently underway)

The I-20 Freeway Corridor Land Use Study provides recommendations that relate to issues the City of Dallas can support. Conditions along this corridor could change and alter the premise for various recommendations identified. Planning staff and other city departments should periodically assess the progress (five-year increments) in implementing the plan.

SUBDISTRICT 1

I-20 FREEWAY CORRIDOR LAND USE STUDY

SUBDISTRICT 1



Current Zoning
 Study Boundary



Prepared by
 City of Dallas
 Department of Planning and Development
 Fall 2000

MAP NO. 1

Zoning Code Legend	
A - Agricultural	NS - Neighborhood Service
R - Residential	CS - Commercial Service
MH - Manufactured Home	CR - Community Retail
D - Duplex	RR - Regional Retail
TH - Townhouse	LI - Light Industrial
CH - Clustered Housing	IR - Industrial Research
MF - Multifamily	PD - Planned Development
LO - Limited Office	SUP - Specific Use Permit
	FP - Flood Plain

Existing Land Use	
[Yellow Box]	Single Family
[Light Green Box]	Mobile Home
[Orange Box]	Duplex / Townhouse
[Red Box]	Multi-Family
[Light Blue Box]	Retail / Commercial
[White Box]	Office
[Light Purple Box]	Institutional
[Dark Purple Box]	Industrial
[Light Green Box]	Agricultural
[Dark Green Box]	Public Parks, Recreation, Open Space
[Light Green Box]	Private Parks, Recreation, Open Space
[White Box]	Vacant

SUBDISTRICT NO. 1

4.0 EXISTING CONDITIONS

According to the *1990 Census of Population and Housing* (Bureau of the Census), demographic profile information is provided for all or a portion of the census tracts that lie within the boundary of Subdistrict No. 1, namely: 113, 114.02, 167.01, 167.02 and 169.01 . (Note: Due to the irregular shape of this area, the data may include portions of adjacent census tracts.)

- *Population and Race* - a total of 1,085 people reside in this subdistrict. Of that figure, 92% are African-American; 6.2% Hispanic; 1.5% Anglo; and less than 0.4% are classified as American-Indian.

African-American	998
Hispanic	67
Anglo	16
American-Indian	4
Other	0
Total	1,085

- *Age* - Approximately 9% are between the age of 0-5 and 22% between 6-17 years. The next highest age group is between 22-44 years of age at 34% and the age group between 45-64 accounts for 20%. The lowest age groups are 18-21 at 8%, and over age 65 account for only 7% of the population.

Age 0-5	100
Age 6-17	239
Age 18-21	85
Age 22-44	369
Age 45-64	218
Age 65 and over	74
Total	1,085

- *Education Attainment* - 36.5% are high school graduates. Of that, 18% possess some college education and 7% hold a bachelor's degree. The low educational levels imply that a need exists to offer area residents job training and educational programs to help them compete in today's job market.

Less than 9th grade	275
9th - 12th grade (no diploma)	644
H.S. Grad	1049
Some College (no degree)	516
Associate Degree	116
Bachelor's Degree	191
Grad or Prof. Degree	<u>81</u>
Total	2,872

- *Employment Status* - The unemployment rate in the area is 18.2%.
- *Household Income* - shows that approximately 31.2% earn between \$15,000 - \$27,499; with 19% earning less than \$15,000; and 28.4% earning between \$27,500 - \$49,999. In addition, 10.7% earn between \$50,000 - \$99,999, and only 0.5% earn above \$100,000.

Less than \$15,000	382
\$15,000 - \$24,999	408
\$25,000 - \$49,000	371
\$50,000 - \$99,999	140
\$100,000 or more	<u>6</u>
Total	1,307

- *Housing Characteristics*- There are a total of 318 housing units. Of that, 97.5% are single family and 2.5% were classified as other. Figures reflect that 75% of these units were owner occupied, with only 25% classified as rental properties.

<u>Housing Type</u>	<u>Total Units</u>
Single Family	310
Duplex	0
Multi-family	0
Mobile Homes	0
Other	<u>8</u>
Total	318

4.1 TRANSPORTATION

Southern Dallas is positioned to be the new growth area in the City of Dallas. The accessibility of the Interstate-20 corridor to Interstate-35, which is a North American Free Trade Agreement (NAFTA) designated super highway and Interstate-45, a route offering direct access to the Port of Houston, makes the I-20 corridor an ideal location for companies seeking to relocate or expand their distribution and manufacturing operations.

The I-20 freeway corridor transportation system includes I-20 and adjacent city streets and thoroughfares. The roads and streets adjacent to the I-20 corridor are governed by the *City of Dallas Thoroughfare Plan* (Refer to Map 4). The study area is well served regionally by a network of highways as follows:

- *I-35 (R.L. Thornton Freeway)* is a six-lane north-south expressway providing direct access to the Dallas Central Business District (CBD), the Dallas-Ft. Worth Airport, and major employment and residential areas in the northern sections of the city of Dallas.
- *I-20/I-635 (LBJ Freeway)* is a six-lane expressway running east-west through the southern portion of the Southeast Oak Cliff Community. Generally referred to as the outer loop, this facility provides regional access to areas circumferentially east and north of the Dallas urban core, as well as to Arlington, Forth Worth, and other areas in the west.
- *I-45 (Central Expressway)* – This expressway runs diagonally in a generally north-south direction through the eastern portion of the study area, providing access to areas to the northeast and southeast.

The study area is also linked to other regional expressway systems through a number of arterials such as Houston School Road, Lancaster Road, Bonnie View Road and J.J. Lemmon Road.

Recommendations incorporated into the *City of Dallas Thoroughfare Plan* were completed prior to the identification of the I-20 corridor as a new growth area. The Thoroughfare Plan identifies the need for frontage roads; however, it does not address funding requirements or a resolution to the existing transportation concerns identified in this study area.

The increase in heavy commercial vehicles along the I-20 corridor, the resulting congestion created by the inability of existing highway and roads to serve these vehicles, and the conditions of existing streets are among the concerns identified by area residents and property owners. Currently 240,000 vehicles use the I-20 corridor daily. This number will continue to increase as new development is introduced into the area between Interstates 35 and 45. With the recent development activity in the City of Lancaster, the Texas Department of Transportation (TxDOT) has approved frontage roads between I-35 and I-45 over the next five (5) years.

Current projects slated for Subdistrict No. 1 include the following:

- Frontage road improvements are presently underway along the I-20 corridor that extends between Hampton Road and Polk Road, and along the south side of I-20 between Lancaster and Bonnie View Roads. In addition, funding was secured for improvements for the existing two-way frontage road north of I-20 between Lancaster and Bonnie View Roads.
- TxDOT awarded a frontage road construction project from Bonnie View Road to Lancaster Road for completion in December 2001.
- TxDOT constructed interstate access ramps at I-45 and J.J. Lemmon Road (summer, 1999).
- Thoroughfare improvements included the upgrade of J.J. Lemmon Road to a four-lane undivided roadway. The project contains approximately 1900 to 2000 linear feet of improvements with funding estimated at \$1.5 million to \$2.0 million. Construction is expected to begin January 2000 and be completed by December 2000 or early 2001.

Future projects include:

- Frontage road feasibility and design study, along I-20 from I-45 to Beltline Road, is identified for the 2001 Call for Projects.
- TxDOT is currently in the design/right-of-way acquisition stage to construct a frontage road south of I-20. Construction is expected to begin January 2002 with completion approximately one year later.

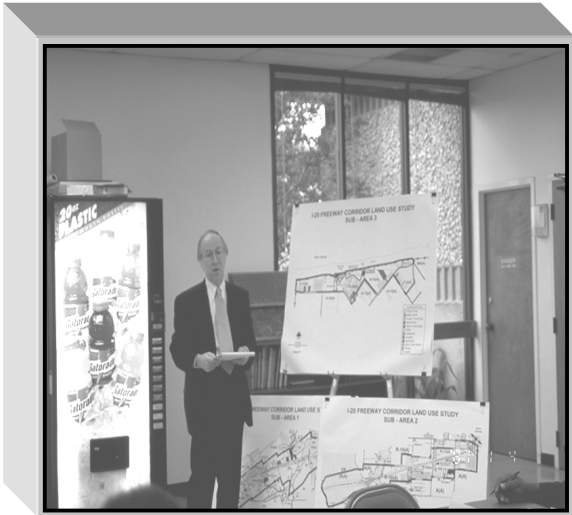
- The North Texas Council of Governments (NCTCOG) plan, *Mobility 2020: The Metropolitan Transportation Plan*, while providing no transportation planning recommendations for the study area, does conclude that the issue of accommodating NAFTA trade traffic is one that must be reviewed and planned for.
- With the recent application of Bonnie View Industrial, Ltd. (refer to the *Section 4.2 Economic Development*) to develop south of the study area, a traffic impact analysis was conducted by the Planning Section of the Public Works and Transportation Department. From the preliminary analysis it was determined that total build-out of the site (approximately 5,000,000 square feet) would generate 35,000 vehicle trips per day and would negatively impact the intersection of Bonnie View Road and I-20. The findings did not take into consideration rail service that is important for this type project.

The only improvements that can be required by the city will be the widening of Bonnie View Road to its thoroughfare standards. This will be addressed at the platting stage of the future building sites throughout the development of this project.

Transportation issues along the I-20 corridor will increase as development activity increases. The impact of development, particularly development that involves heavy commercial vehicles should be addressed to avoid an increase in congestion, a decrease in safety, and a reduction of the quality of life for residents, property owners and business owners, and visitors to Southern Dallas.

4.1.1 ADJACENT MUNICIPALITIES

Three (3) cities are adjacent to the I-20 study area: City of Lancaster, City of Hutchins and the City of Balch Springs. City staff from each of these municipalities were in attendance at a steering committee and ad hoc committee meeting to provide updates on planning initiatives in their cities and to dialogue with the steering committee and representatives from TxDOT, NCTCOG and Dallas County regarding proposed projects along and adjacent to the I-20 freeway corridor.



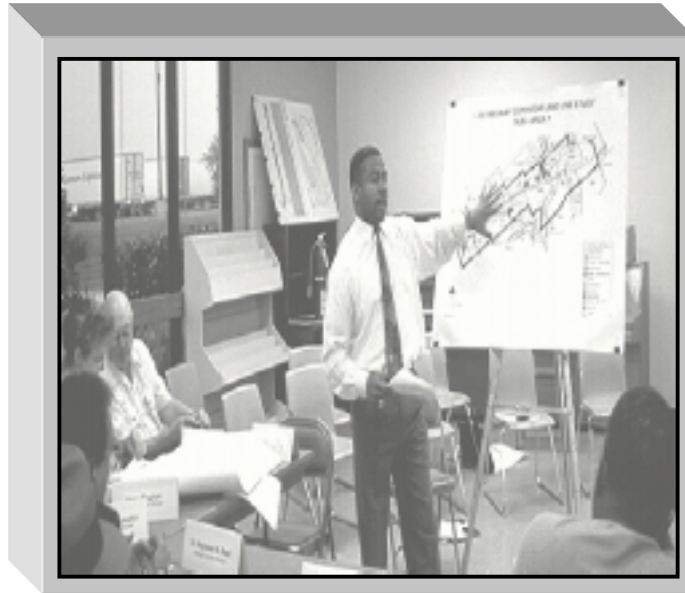
Richard Boyd, Planning Director, City of Balch Springs addressing the Steering Committee.



Guy Brown, City of Hutchins Economic Development Corp., addressing the group.

The cities of Hutchins and Balch Springs have no future plans relating to the study area; however, both municipalities indicated that they are supportive of efforts to work with TxDOT for service roads along this corridor. The City of Lancaster has initiated efforts to mitigate the impact of heavy commercial vehicles and the influx of development along the I-20 corridor through a combined effort of street and infrastructure improvements and site specific planning.

A Traffic Impact Study was initiated July 1999 to assist the City of Lancaster in making major land use and other development decisions related to circulation issues. The study's focus was to identify on-site and off-site transportation improvements needed to accommodate additional traffic associated with new development. Site specific traffic studies have been implemented to address the influx of traffic altering development along the I-20 corridor. Examples of this type of planning are traffic studies done for the Peterbilt and Freightliner development projects (consult City of Lancaster).



Jason Cosby, Public Works Director,
City of Lancaster, addressing the steering committee.

Site specific studies for the construction of two recent development projects, Peterbilt (SW Corner of I-20 and Houston School Road), and Freightliner (NE Corner of I-20 and Houston School Road) have resulted in forward thinking plans that mitigate the impact of these developments. These studies reviewed sight distance for trucks and cars, turning movement points, intersection geometry (including right and left turn movements), baseline traffic counts and adjusted increase, and required signage. Recommendations included developing a separate truck route in Lancaster, TX and working with project engineers to develop truck routes on development sites. Planning and Development staff applauds the City of Lancaster and supports the goal of coordinating with developers of future projects to maintain the safety of the I-20 corridor as NAFTA-related traffic increases.

4.2 ECONOMIC DEVELOPMENT

Interstate-20 is poised to become a part of an internationally recognized business center. Available land sites and a distribution network that extends across the United States makes this corridor an ideal location for companies seeking to relocate or expand their distribution and manufacturing operations. Existing and proposed development projects along I-20 will cater

to the needs of NAFTA-related traffic resulting in a number of truck/distribution related development projects.

The area is also identified as a part of Dallas' Global Center based on its strategic location, affordable access to international markets, and Foreign Trade Zone attributes. Another asset along the I-20 corridor will be development initiatives at the Southport Center site that is located along I-20, between Lancaster Road and I-45.



Aerial Photo: Southport Center

Future economic development initiatives include the following:

- **Southport Center** – Proposed mixed-use development comprised of approximately 600 acres (i.e., light manufacturing, distribution/warehouse and office uses). Posture Beauty is scheduled to start construction of an office/showroom and manufacturing facility in the fall, 2000. Construction of service roads to access the facility were completed in the spring, 2000.
- **University of North Texas (UNT)** – The Trammell Crow Company constructed a 78,000 square foot facility southwest of I-20 and Hampton Road. Upper level courses were offered in January 2000. Once UNT reaches 3,500 full-time enrolled students, it will be granted full status and

SUBDISTRICT NO. 1

may relocate to the Southport Center for their permanent campus (pending).

- **Planned Development District No. 304** – Possible future site of a City of Dallas Police Academy (northeast corner of I-45 and I-20).
- **Dallas Morning News** – Proposed future site is located west of I-20 and I-45.
- **Bonnie View Industrial, Ltd.** – Currently in the process of seeking a zoning change from A(A) to IM (439 acres) and LI (53 acres) southeast of Bonnie View and Cleveland Roads to construct an industrial park. Subject site is not in the study area but adjacent to its southern boundary and proposed development will impact traffic in the along I-20 and Bonnie View Road.

Existing business uses in the study area show that the trend of heavy commercial vehicle related development is not new to the area. Many businesses thrive on the influx of NAFTA traffic from adjacent interstate corridors. While existing and proposed economic development activities complement the needs of heavy commercial vehicles and operators, they do not provide the desired needs of the community. Current development projects show the growth of the area as a support corridor for NAFTA-related traffic. Business uses include truck stops, truck and auto repair, truck wash and lube, drop yards, and trucking companies. During a field survey of this subdistrict, a total of 28 business uses were identified, as shown on Table 1, with two (2) uses under construction (e.g., Williams Travel Center and Texaco/Jack-N-The Box).

TABLE 1: I-20 FREEWAY CORRIDOR BUSINESS USES

	Business Use/ Location
	(Generally located between along I-20 between Bonnie View Rd. and Lancaster Rd.)
1.	Ramada Limited
2.	Texaco/Jack-n-The Box (under construction)
3.	Flying J Travel Plaza/ The Cookery Restaurant
4.	Chrome Plus
5.	United Truck Wash
6.	Utility Trailer of Dallas, Inc.
7.	Speedco Truck Lube
8.	Schneider National Truck Drop
	(Generally located north side of I-20 between Bonnie View Rd. and Lancaster Rd.)
9.	Chevron
10.	Pilot Truck Stop/Wendy's
11.	Soulman's BBQ
	(Generally located along Wheatland Rd. between Lancaster Rd. and Houston School Rd.)
12.	Skyline Ranch
	(Generally located west side of I-20 along Lancaster Rd.)
13.	Days Inn
14.	McDonald's
15.	Speed Max
16.	Dallas Super Truck Wash
17.	Goodyear Commercial Tire & Truck Center
18.	Fleet Sales, Inc.
19.	Gra Gra Fleet Truck Service
20.	Werner Enterprises
21.	Refrigerated Transport, Inc.
22.	Williams Travel Centers/Main Street Café (under construction)
	(Generally located west side of I-20 along Lancaster Rd.)
23.	Feeder's Supply Company
24.	Williams Chicken
25.	Texaco
26.	Logan Truck Service
27.	A&A Car Parts
28.	Posture Beauty

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Other commercial/retail development activity in the area or immediately adjacent to it, as reported by the City of Dallas Building Inspection Division, is shown on Table 2.

TABLE 2: BUILDING ACTIVITY

LAND USE DESCRIPTION & PROPERTY LOCATION	# PERMITS ISSUED FOR SUCH USE	PERMIT ISSUED
Hotel/motel ➤ 4420 Cedardale Dr.	1	3/95 & 10/96
Motor Vehicle Fueling Station ➤ 8210 S. Lancaster Rd. ➤ 8787 S. Lancaster Rd.	2	10/96 11/99
Tower/Antenna For Cellular Communication ➤ 3897 Cleveland Rd.	1	5/96
Restaurant without Drive-in Service ➤ 8018 S. Lancaster Rd. ➤ 8333 S. Lancaster Rd.	2	3/99 2/95
Restaurant with Drive-in Service ➤ 8502 S. Lancaster Rd.	1	4/97
General Merchandise or Food Store (3500 square ft.) ➤ 7751 Bonnie View Rd. ➤ 4411 Cedardale Dr.	2	3/00
Warehouse ➤ 2444 Cherry Valley Blvd.	1	2/95
Private Recreation Center, Club or Area ➤ 1801 E. Wheatland Rd.	1	11/99

Note: Zoning history covers five (5) year period from FY '94 – FY '99.

The City of Dallas Economic Development Department offers financial incentives to encourage development along the I-20 corridor through its incentive programs (refer to Appendix D).

- City of Dallas Public/Private Partnership Program - provides assistance only for projects where assistance is necessary to stimulate private investment. Assistance includes tax abatements, infrastructure cost assistance, Right-of-Way (ROW) abandonment rebates and credits, and development fee rebates.

- Commercial Zone “A” - This subdistrict lies within Commercial Zone “A” (Exhibit 1). The minimum eligibility criteria for investment in the area are the creation/retention of at least 25 jobs or a minimum investment of \$5 million. The program provides up to a 90% tax abatement for 10 years on added real estate and up to a 50% abatement for 5 years on net new business personal property.
- City of Dallas Economic Development Department - Offers other sources of financial assistance. For qualified and approved businesses, the City will pursue loan and grant programs to promote local economic development. The City will also apply to the State to rebate sales and use taxes paid, on a per-job basis, through the Enterprise Zone Program. This program is also available to reduce a firm’s franchise tax.
- U.S. duty is deferred on imports or exports while the product is within the designated Foreign Trade Zone area. Expedited service is available for development projects through the coordination of various City of Dallas departments. Job training assistance is also available through State grants and partnerships with the Dallas County Community College District and the Texas Workforce Commission.

4.3 WATER UTILITIES

The City of Dallas provides water and wastewater service for the entire study area except where development has not occurred. Dallas Water Utilities (DWU) provided maps to show existing water and wastewater mains. (Refer to Map 4 and Appendix F and G for existing water and wastewater information).

Service to undeveloped areas will require either extension of major infrastructure improvements, local service mains or both. Some residents in these undeveloped areas use wells for water. Development of these areas will require higher capital expenditure costs to provide service consistent with the developed areas of the City of Dallas. Infrastructure costs to support economic development activity, as well as new housing subdivisions, will be a key factor within all subdistricts south and east of I-20. Hence, serving the unserved areas will be done on a case-by-case basis. Some of the areas may be served through the development process, others may be served through local assessment petitions. Construction of the mains will require payment of fees associated with the expansion into unserved areas.

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An engineering study was recently completed to evaluate all existing unserved homes in the entire City of Dallas. The study identified the work required to provide service to all underserved residences including those in Subdistrict No. 1. Upon successful completion of the assessment petitions, these homes can be served. No projects are pending in Subdistrict No. 1 at this time.

DWU current projects include a new water main along Bonnie View Road, scheduled for completion during 2000, which will provide service to property on Bonnie View Road and permit short extensions to additional development areas nearby.

Future projects include a number of upgrades to the existing systems and replacement of deteriorated and/or undersized water and wastewater mains. No projects are pending in the land use study area at this time.

While Dallas Water Utilities indicates that they are continuing to improve water and wastewater services, the community indicated that the approach does not thoroughly address their needs. Citizens expressed concern that the City of Dallas should assist by defraying costs of water and wastewater connections and extensions in areas where mains have not been constructed. In addition, they expressed concern that the City of Dallas should work to bring service up to citywide standards. It is recommended that the community continue to work with the City to open communications and continue to enhance services provided in this subdistrict.

4.4 LAND USE AND ZONING

Subdistrict No. 1 is generally located along I-20 from Houston School Road and Wheatland Road (excluding an area southeast of this intersection that lies within the city limits of Lancaster, TX) to I-45 (Map No. 1).

There are ten (10) zoning district classifications in Subdistrict No. 1: MF Multifamily MF-2(A); CS Commercial Service; IR Industrial Research, R Residential R-7.5(A); CR Community Retail; LI Light Industrial; NS Neighborhood Service; A Agriculture; RR Regional Retail, FP Flood Plain; Specific Use Permit (SUP) 270; SUP 1153; SUP 326 and SUP 1145. (For a description of the SUPs and other zoning designations, refer to Appendix B.)

The predominant zoning districts include IR, CS, and LI. A large number of vacant parcels of land are located throughout the subdistrict with the majority within districts zoned LI, RR and CS. Identified nonconforming and incompatible uses (refer to Appendix A and Map No. 3) included single family residential uses in the CS district; however, the uses do not adversely impact the areas that are generally located:

- Southeast of Lancaster Road and I-20, in the residential neighborhood known as Cherry Valley. The commercial uses front onto Lancaster Road, the remainder of the area is residential.
- Northeast of Bonnie View Road and I-20 are scattered parcels of nonconforming single family uses with the commercial uses located along Bonnie View Road.

Organized neighborhood groups within the study area include the Highland Hills/Bishop Heights (generally located E and W of Bonnie View Road and N of I-20) and the Cherry Valley (generally located S of I-20, E of Lancaster Road and N of Cedardale Road) Homeowner Associations (HOA). These HOAs are very involved in land use and zoning issues in their respective communities.

During the course of this study, four (4) trucking operations and an industrial park were seeking to locate along I-20 between Interstates 35 and 45:

- Speedway of America (I-20 and Houston School Road) completed spring, 2000.
- Williams Travel Center (truck stop west of Lancaster, TX) should be completed by early fall 2000.
- Bonnie View Industrial, Ltd. (approximately 2,000 ft. south of the study area) is proposing commercial/warehouse/distribution uses, and is offering deed restrictions to: 1) prohibit certain uses; 2) provide additional setbacks when adjacent to residential uses; 3) require a minimum solid screening height and stacking height for outside storage uses; and specific language regarding future lot drainage/detention to ensure compatibility with existing and future uses.

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- Freightliner (headquarters and sales facility) at the northeast corner of I-20 and Houston School Road in the city limits of Lancaster, TX.
- Peterbilt (headquarters and sales facility with a proposed truck route to site from I-20 at the southwest corner of I-20 and Houston School Road). Also in the city limits of Lancaster, TX.

Between Lancaster and J. J. Lemmon Roads there are several large parcels of vacant land in the IR, LI and RR zoned districts. Proposed development within this subdistrict will be occurring southwest and southeast of Bonnie View Road and I-20 (area zoned RR) in an area identified as Southport Center.

FUTURE LAND USE AND ZONING

A portion of this study was also reviewed in the Southeast Oak Cliff Land Use Study, Housing and Economic Development Plan (August 1996) which recommended the following:

- The area east of Bonnie View Road and south of I-20 should be zoned to accommodate 150 acres of office, primarily in an MO-1 District (Mid-range Office), and 150 acres of industrial warehouse with a combination of IR and IM zoning to provide a variety of opportunities for new businesses. However, there should be a strong buffer provided against future residential development. Studies should be conducted to assess development activity to address traffic mitigation, infrastructure, street improvements, water and wastewater needs for this type development activity.

With the influx of heavy commercial vehicle sales, service, fueling, and “big box” operations (e.g., Posture Beauty) locating between I-35 and I-45, the development pattern suggests more industrial park, warehouse and manufacturing type uses. This complements the recommendation noted above and should be adhered to when reviewing future development plans.

The future land use map for Subdistrict No. 1 (refer to Map No. 2) shows commercial and retail development southeast of Lancaster Road and I-20, and encourages open space in the Southport Center development area

adjacent to the flood plain. Goals, objectives, policies and recommended actions are discussed in the Concluding Analysis section of this study.

4.5 NEEDS ASSESSMENT

4.5.1 TRANSPORTATION

Community transportation needs were categorized in order of priority. As was previously noted, the City of Dallas Service Coordination staff provided assistance with short-term issues that could be addressed during the course of the study.

TRAFFIC CONGESTION

In recent years, traffic congestion in Subdistrict No. 1 has become a major community issue for residents, and the present economic growth of new development, particularly heavy commercial vehicle serving uses, has resulted in an increase in vehicular traffic which will be aggravated by the lack of adequate road and highway improvements to support this increase.



Photo: Northbound truck traffic at Bonnie View Road and I-20
Other congestion concerns identified by the community are as follows:

SUBDISTRICT NO. 1

- a) Alternate truck routes are needed to alleviate heavy commercial vehicle congestion at Lancaster Road and Bonnie View Road along I-20.
- b) Turning trucks, particularly those making right-hand turns eastbound on the I-20 Service Road (i.e., Bonnie View Road and at Lancaster Road) into the parking lots of businesses require both lanes resulting in safety and congestion problems.
- c) Trucks create traffic back-ups when making U-turns (southbound) in front of McDonald's and William's Chicken on Lancaster Road.
- d) Assess the need for crossing light improvements at residential intersections adjacent to heavy traffic areas, specifically at the intersection of Cherry Valley and Lancaster Roads.
- e) Assess the need for sign improvements to identify illegal U-turn and no thru-truck traffic.

TRAFFIC MITIGATION AND POLLUTION

The abundance of vacant land along the freeway frontage and the growth of I-20 as a route for heavy commercial vehicle traffic allows for the assumption that development will continue to increase in the area and that the negative impact on resident quality of life will continue. Service roads and access ramps improvements are needed to mitigate traffic between I-35 and I-45.

The impact of existing and future development extends beyond the freeway frontage into the adjacent residential communities. Increased traffic along the I-20 corridor negatively impacts the quality of life of neighboring communities. Residents of the Cherry Valley community (area located southeast of Lancaster Road and I-20) identified a need for a sound wall between Lancaster Road and Honeysuckle Lane to alleviate noise pollution.



Photo: Flying J Truck Stop @ Bonnie View Rd. and I-20

PUBLIC TRANSPORTATION

Public transportation is an important “people movement” element. The expansion of Dallas Area Rapid Transit (DART) services along the I-20 corridor can mitigate congestion issues. Service expansion can also provide transportation for community residents and non-residents commute to the many jobs that will be created by new development.

Dallas Area Rapid Transit (DART) provides bus service within the study area. Current bus service along the I-20 corridor consists of Feeder routes. These routes feed into the Light Rail Transit (LRT) system and Crosstown routes (routes that do not serve downtown). Ten (10) bus routes serve the I-20 study area. Twenty (20%) of area residents use the service daily. While additional bus corridor elements are not recommended by the DART Transit System Plan (the guide for the implementation of services and facilities to the Dallas metropex), as development and generators come into existence bus service will be modified to meet the new demand. Conversely, light rail service, a less flexible means of addressing transportation needs, plays a “proactive” role in influencing development. This service, when implemented, is designed to meet demands as they are identified.

Light rail transit is proposed west of the study area. The proposed rail line would extend three miles from the light rail transit station currently under construction, a route that extends from the Dallas Central Business District to Ledbetter, to a new light rail station adjacent to the I-20 Freeway. Plans are underway to extend service to Lancaster by 2008. This extension would require bus service modifications to the I-20 corridor.

Lastly, the ongoing Southeast Corridor Major Investment Study will produce a Locally Preferred Investment Strategy for the area that may identify a need for a Light Rail Transit system. If implemented, major bus enhancements will be a part of the process.

4.5.2 ECONOMIC DEVELOPMENT

Over the past five (5) years, economic development activity has been more prevalent in Subdistrict No. 1 than in the other two (2) subdistricts. Citizen concerns focused on the number of heavy commercial related uses between Lancaster and Bonnie View Roads, and are concerned about future traffic mitigation issues.

It is critical that members of the economic development community move quickly to review this document, determine the most efficient and feasible mechanism for executing proposed recommendations, and be willing to take responsibility for implementation to insure area residents, property and business owners that continued economic development activity addresses existing and future issues.

4.5.3 WATER UTILITIES

While Dallas Water Utilities indicates that they are continuously working to improve water utility problems, the community indicated that this approach does not thoroughly address their needs to defray cost of water/wastewater connection fees in areas where the mains were not brought up to standard after annexation or are located in areas with few existing mains and new development would have to occur to off-set existing customers costs.

It is recommended that the community continue to work with the City to address existing water utility needs on an on-going basis.

4.5.4 HOUSING

Housing issues were minimal with the exception of concerns regarding marketing efforts for new housing development activity in the \$75,000 range upward.

The City’s Housing Department provides housing assistance programs for low to moderate income households on a citywide basis (refer to Appendix E), and in targeted areas as follows:

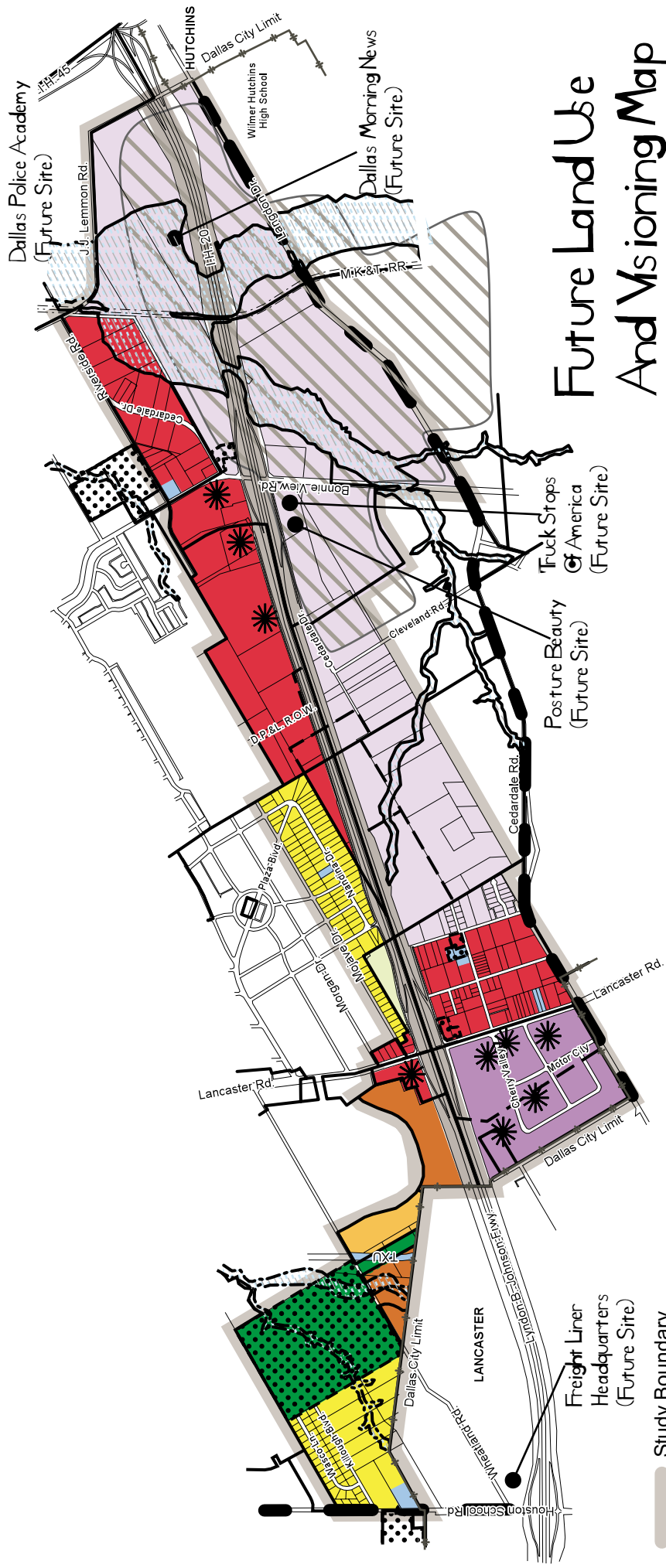
- First time homebuyers mortgage and down payment assistance
- Home repair loans and volunteer services
- Rental rehabilitation loans
- Single family home developer fee rebates
- Neighborhood revitalization

To date, the City of Dallas Housing Department reports that there have been no requests for assistance for these programs from this area.

Other issues identified during the Needs Assessment process were generally neighborhood concerns regarding the delivery of City services (i.e. street improvements, drainage, public safety) and the impact of transportation related issues on areas adjacent to the residential communities of Alta Mesa and Cherry Valley. The Service Coordination Team will be working with respective City Departments to seek solutions to the short-term issues over the next few months.

I-20 FREEWAY CORRIDOR LAND USE STUDY

SUBDISTRICT 1



Future Land Use And Visioning Map

[Yellow Box]	Single Family
[Light Green Box]	Mobile Home
[Orange Box]	Duplex / Townhouse
[Red Box]	Multi-Family
[Light Blue Box]	Retail / Commercial
[White Box]	Office
[Light Purple Box]	Institutional
[Light Blue Box]	Light Industrial
[Medium Purple Box]	Medium Industrial
[Dark Purple Box]	Heavy Industrial
[Light Green Box]	Vacant, Undeveloped, Agricultural
[Green Box]	Public Parks, Recreation, Open Space
[Dark Green Box]	Private Parks, Recreation, Open Space
[Grey Box]	Infrastructure
[Blue Box]	100 Year Flood Plain

- [Diagonal Lines Box] Southport Center, Inc. (Proposed mixed uses)
- [Star Symbol] Existing Heavy Commercial related uses
- [Thick Black Line] Proposed Road Widening

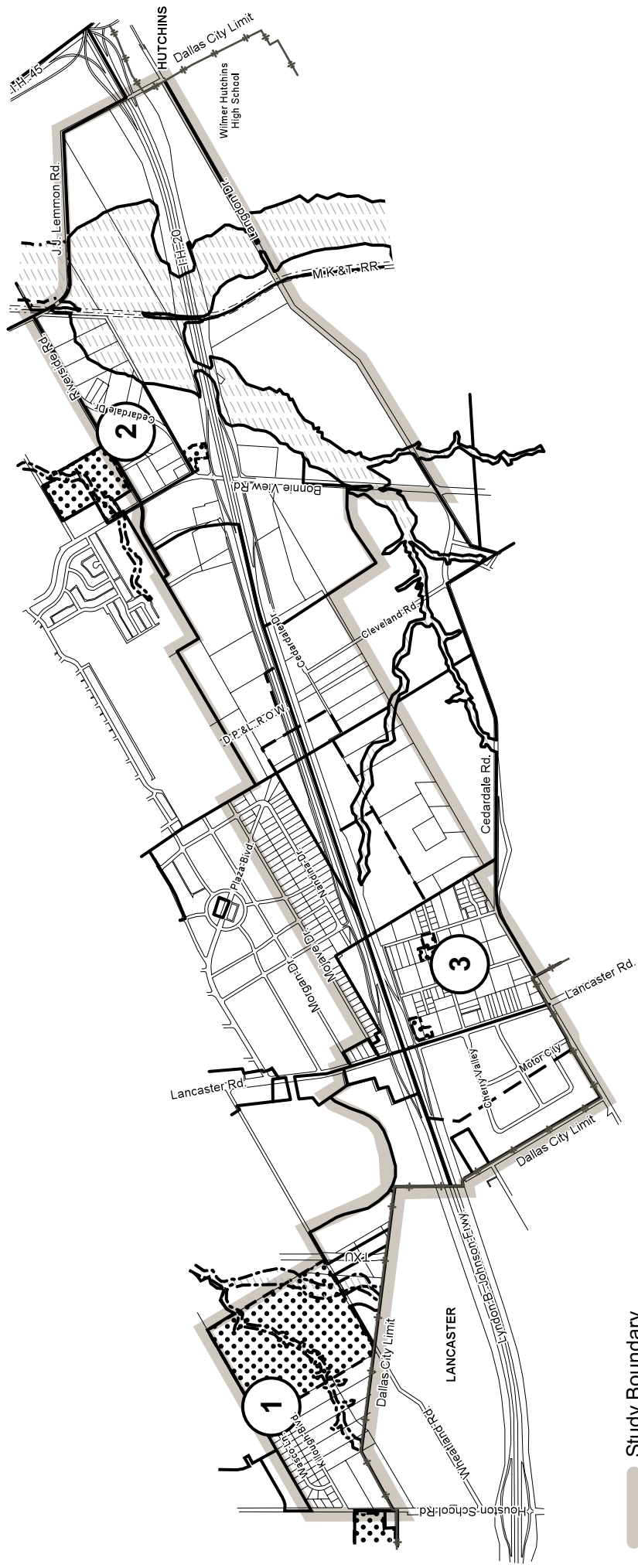
MAP NO. 2

Prepared by
City of Dallas
Department of Planning and Development
Fall 2000

"A comprehensive plan shall not constitute zoning regulations or establish zoning district boundaries." Texas Local Government Code, Section 219.005.

I-20 FREEWAY CORRIDOR LAND USE STUDY

SUBDISTRICT 1



Study Boundary



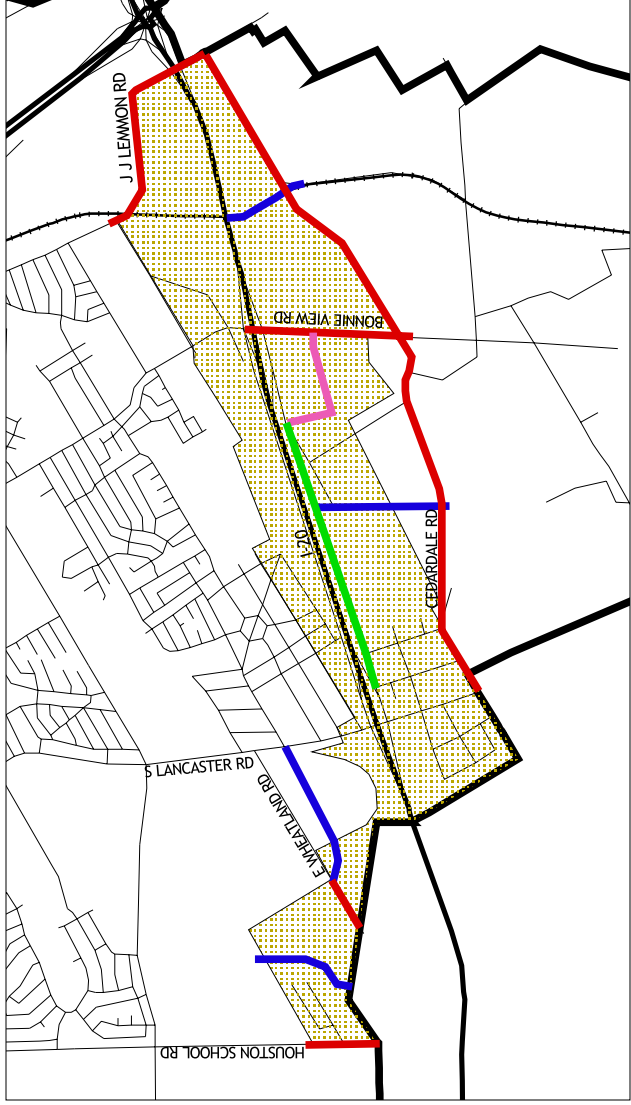
Prepared by
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Fall 2000

MAP NO. 3

NONCONFORMING USES

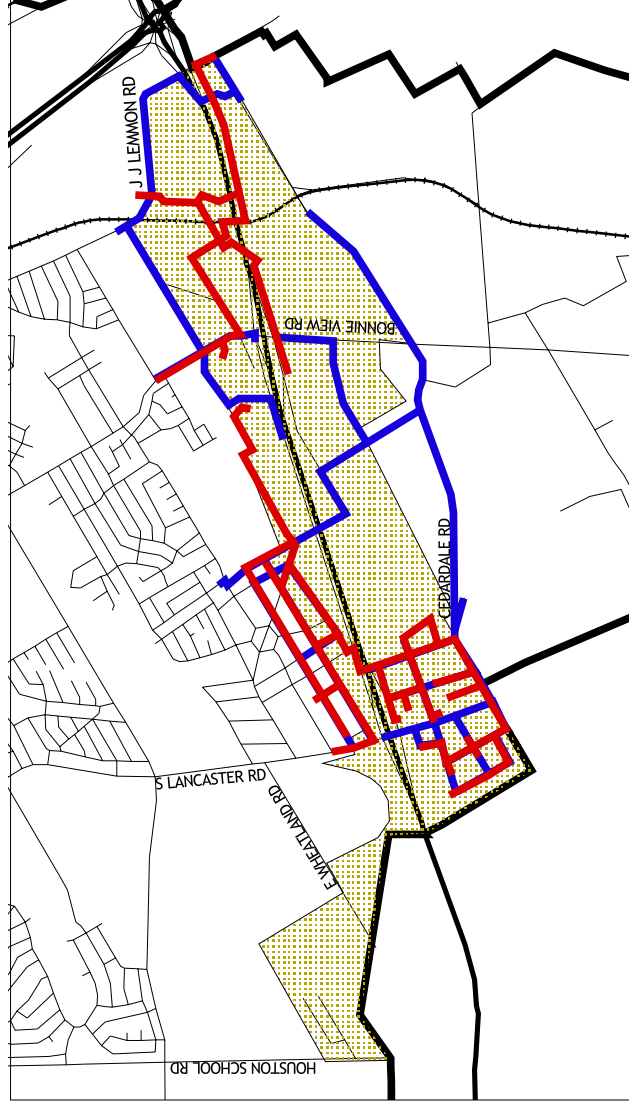
I-20 Freeway Corridor Land Use Study

Subdistrict 1



- Existing Thoroughfare Plan
- Planned Service Roads
- Projects Under Construction
- Thoroughfares Not Built to Full Standards
- Unbuilt Thoroughfares

Identified street improvements represented in the Dallas Thoroughfare Plan are noted for future planning purposes, and improvements identified are only recommendations and do not imply commitment to implement.



Dallas Water Utilities Existing Water and Sewer Lines

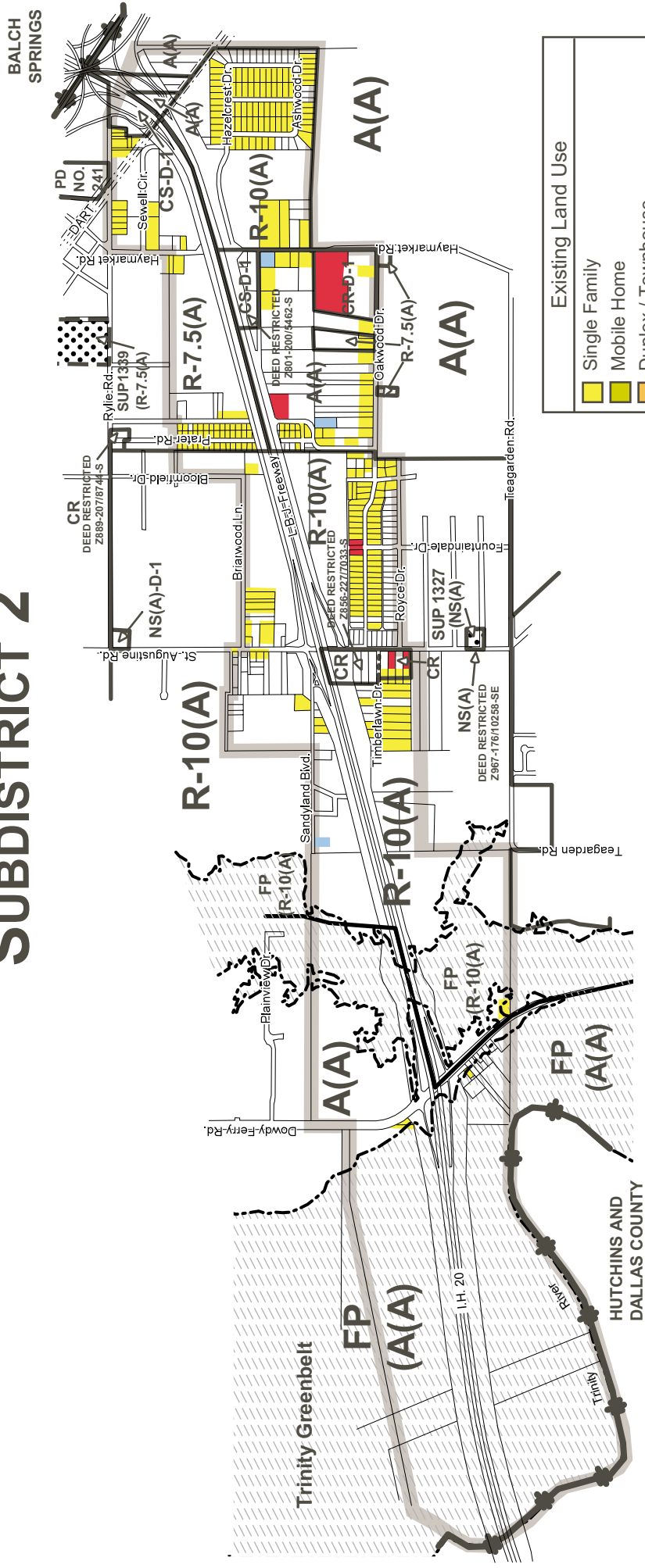


Prepared by
City of Dallas
Department of Planning and Development
Fall 2000

SUBDISTRICT 2

I-20 FREEWAY CORRIDOR LAND USE STUDY

SUBDISTRICT 2



Current Zoning

Study Boundary



Prepared by
City of Dallas
Department of Planning and Development
Fall 2000

MAP NO. 5

Zoning Code Legend	
A - Agricultural	NS - Neighborhood Service
R - Residential	CS - Commercial Service
MH - Manufactured Home	CR - Community Retail
D - Duplex	RR - Regional Retail
TH - Townhouse	LI - Light Industrial
CH - Clustered Housing	IR - Industrial Research
MF - Multifamily	PD - Planned Development
LO - Limited Office	SUP - Specific Use Permit
	FP - Flood Plain

Existing Land Use	
[Yellow Box]	Single Family
[Light Green Box]	Mobile Home
[Orange Box]	Duplex / Townhouse
[Red Box]	Multi-Family
[Light Blue Box]	Retail / Commercial
[White Box]	Office
[Light Purple Box]	Institutional
[Light Green Box]	Industrial
[Light Yellow Box]	Agricultural
[Light Green Box]	Public Parks, Recreation, Open Space
[Light Green Box]	Private Parks, Recreation, Open Space
[White Box]	Vacant

SUBDISTRICT NO. 2

5.0 EXISTING CONDITIONS

According to the *1990 Census of Population and Housing* (Bureau of the Census), demographic profile information is provided for all or a portion of the census tracts that lie within the boundary of Subdistrict No.2, namely: 114.02, 116.01, 116.02, 169.02 and 171. (Due to the irregular shape of this area, the data may include portions of adjacent census tracts.)

- *Population and Race* - a total of 1,899 people reside in this subdistrict. Of that figure, 84.3% Anglo; 12.5% Hispanic; 1.6% African-American; 0.8% American-Indian; and 0.3% is Asian.

Anglo	1600
Hispanic	238
African-American	30
American-Indian	15
Asian	6
Other	<u>10</u>
Total	1,899

- *Age* - Approximately 11.1% are between the age of 0-5 and 19.1% between 6-17 years. The next highest age group is between 22-44 years of age at 35.8% and the age group between 45-64 accounts for 18.4%. The lowest age groups are 18-21 at 5.4%, and over age 65 account for only 10.3% of the population.

Age 0-5	211
Age 6-17	362
Age 18-21	103
Age 22-44	679
Age 45-64	349
Age 65 and over	<u>195</u>
Total	1,899

- *Education Attainment* - 35.5% are high school graduates. Of that, 10.2% possess some college education and 3.7% hold a bachelor's degree. The low educational levels implies that a need exists to offer area residents job training and educational programs to be help them compete in today's job market.

Less than 9th grade	502
9th - 12th grade (no diploma)	724
H.S. Grad	910
Some College (no degree)	260
Associate Degree	38
Bachelor's Degree	94
Grad or Prof. Degree	<u>33</u>
Total	2,561

- *Employment Status* - The unemployment rate in the area is 6.1%.
- *Household Income* - shows that approximately 31.2% earn between \$15,000 - \$27,499; 29.2% earn less than \$15,000; and 28.4% earn between \$27,500 - \$49,999. In addition, 10.7% earn between \$50,000 - \$99,999, and only 0.5% earn above \$100,000.

Less than \$15,000	382
\$15,000 - \$24,999	408
\$25,000 - \$49,000	371
\$50,000 - \$99,999	140
\$100,000 or more	<u>6</u>
Total	1,307

- *Housing Characteristics*- There are a total of 704 housing units. Of that, 91.1% are single family and 8.9% were classified as other. Figures reflect that 73.7% of these units were owner occupied, with only 26.3% classified as rental properties.

<u>Housing Type</u>	<u>Total Units</u>
Single Family	641
Duplex	1
Multi-family	1
Mobile Homes	56
Other	<u>5</u>
Total	704

SUBDISTRICT NO. 2

5.1 LAND USE AND ZONING

Generally located along I-20 from I-45 to the city limits of Balch Springs and interchange of I-175 (C.F. Hawn Freeway) and I-20 (Map No. 5).

There are five (5) zoning district classifications within this subdistrict, namely: A Agriculture; R Residential-10(A); CR Community Retail; NS Neighborhood Service; SUP No. 1327; R Residential-7.5(A); and CS Commercial Service. The predominant zoning districts include agriculture and residential.

Large tracts of undeveloped land (located in flood plain areas zoned agriculture and residential) can be found at the city limits of Dallas (eastbound on I-20) to an area just west of St. Augustine Road. There are also several parcels of vacant land zoned R-10(A) northwest and northeast of St. Augustine Road and I-20, and west of Haymarket Road and I-20 (on either side of the freeway) zoned R-7.5(A) and agriculture. Nonconforming single family uses (refer to Map No. 7) are scattered throughout this subdistrict in the R-10(A), commercial and retail districts; however, the uses do not adversely impact the area. The single family uses located between Prater Road and the DART rail line are conforming uses within the R-7.5(A) district. Other nonconforming uses are noted in Appendix A with recommendations regarding their future disposition.

FUTURE LAND USE

The future land use map (refer to Map No. 6) for Subdistrict No. 2 reflects: 1) areas west of Dowdy Ferry Road remaining agricultural with possible commercial retail development east of Dowdy Ferry Road and I-20; 2) single family uses are encouraged throughout (preferably not along the freeway frontage in the event future service roads are constructed at such time land use should be reassessed); and NS Neighborhood Service zoning is recommended in areas adjacent to residential uses to encourage neighborhood serving commercial/retail services and professional offices principally servicing and compatible in scale and intensity to existing land use at St. Augustine Road and I-20. (This would be consistent with the Southeast Dallas Comprehensive Land Use Study.)

When considering whether a use is neighborhood serving consider this:

- 1) Does the establishment actually serve the neighborhood or a much larger market area? (The majority of the clientele should be from the adjoining neighborhood.)
- 2) Does the design of the proposed use fit the character of the neighborhood? Every use, whether residential, office, retail, public, or quasi-public, should work to enhance the sense of neighborhood.

Specific goals, objectives, policies and recommended actions are discussed in the Concluding Analysis section of this study.

5.2 NEEDS ASSESSMENT ISSUES

Major issues identified in this subdistrict focused on environmental and health, water utilities and roadway improvements.

5.2.1 ENVIRONMENTAL AND HEALTH

Meetings were held in May (approximately 200 area residents and property owners) and August, 2000 (approximately 700 area residents and property owners) with area residents regarding the proposed expansion of the Trinity Oaks landfill (Exhibit 2, formerly known as the Mesquite Landfill). It was reported that the SUP for the landfill would expire in the next couple of years and would have to close soon if it cannot expand. In order for the landfill to continue operation at that site, it must: 1) renew the SUP and 2) expand. In order to expand, a Texas Natural Resources Conservation Commission (TNRCC) permit is required. At the time of this study, Trinity Oaks Landfill's management is contacting area residents and asking that they sign a petition that supports expansion of the landfill. Based on responses at this meeting, only a small number of residents would support expansion. The overwhelming majority of people at the meeting were opposed to expansion. At the time of this study the issue had not been resolved.

TRINITY RIVER CORRIDOR PROJECT

The Trinity River Corridor Comprehensive Land Use Study (initiated in early spring 2000) is presently underway to "review and clarify the goals and objectives for the Trinity River Corridor in order to develop and provide information to the Dallas City Council and the Citizens of Dallas related to

SUBDISTRICT NO. 2

the costs and benefits of the Trinity River Project and its specific components.”

Subdistrict No. 2 lies within that study area. Preliminary recommendations include I-20 as one of the Southern Gateways which is described as one of the entrances or gateways to the Trinity River Corridor to link neighborhoods, provide access to amenities, and invite community use. Through a cooperative agreement with the Texas Parks and Wildlife Department, the City acquired 208 acres of land located at I-20 for development of the Southern Gateway to the Great Trinity Forest.

In addition, I-20 at Dowdy Ferry Road has been identified as a potential community gateway, possibly equipped with rental concessions, larger parking areas, trail hubs, and boat ramps/canoe launching site. Community meetings were initiated in October 2000 and will continue with Team Charettes through the fall of 2001. For more information contact: *Trinity River Corridor Project at (214) 948-4202.*

5.2.2 WATER UTILITIES

A recent construction project (completed in 1999) provided wastewater mains along Haymarket Road from I-20 south to Palomino Road. DWU indicates that there are no additional projects slated for the area. (Refer to Map 8 and Appendix F and G for existing water and wastewater information).

During the Needs Assessment process concern was expressed regarding “poor drainage” in the southern portion of this subdistrict between St. Augustine and Haymarket Roads. Short-term review of this issue concluded the following:

- The drainage inspector for the area reported that there are several unimproved streets. This means that drainage is carried in ditches and drives are built with culvert pipes beneath them. The recommended solution to this problem is to improve the drainage in each of the areas using the street paving petition process. Property owners in the neighborhood would have to take the lead in obtaining signatures on a paving petition. The existing streets would be improved with concrete paving, curbs, gutters and underground storm drainage systems. Water and wastewater mains could be improved at that time, if required. Funding for this work could be allocated from the next bond program. For

more information on the petition program contact the *Neighborhood Engineering Division* of at 214/948-4253.

- In addition, street services is responsible for maintenance of the pavement and drainage ditches. It was also noted that the area is relatively flat and has correspondingly poor drainage. The City does not typically install drainage systems to serve unimproved streets unless structure flooding is occurring. At the time the area was inspected there was no indication that maintenance was needed. Hence, the appropriate method of solving nuisance flooding problems is through *Street Improvement Services* at 214/948-4666.

Future projects include a number of upgrades to the existing systems and replacement of deteriorated and/or undersized water and wastewater mains.

5.2.3 TRANSPORTATION

Subdistrict No. 2 is linked to other regional expressway systems through a number of interchanges such as St Augustine Road, Prairie Creek Road, and Haymarket Road.

DART is reviewing bus service in the Pleasant Grove service area. This review will provide a detailed assessment of bus service and recommend projects for implementation. This on-going review has proposed the provision of bus service in areas south of I-20. These areas are not currently being served by DART. In addition, this review will consider the effects of the proposed Pleasant Grove Transit Center, projected at the intersection of Lake June and C.F. Hawn Freeway. The creation of this transit center will generate the need for adjusted route alignments in the I-20 Freeway Corridor Study area. Review is on-going.

Below are refined transportation issues identified during the Needs Assessment process (also included in the Concluding Analysis section):

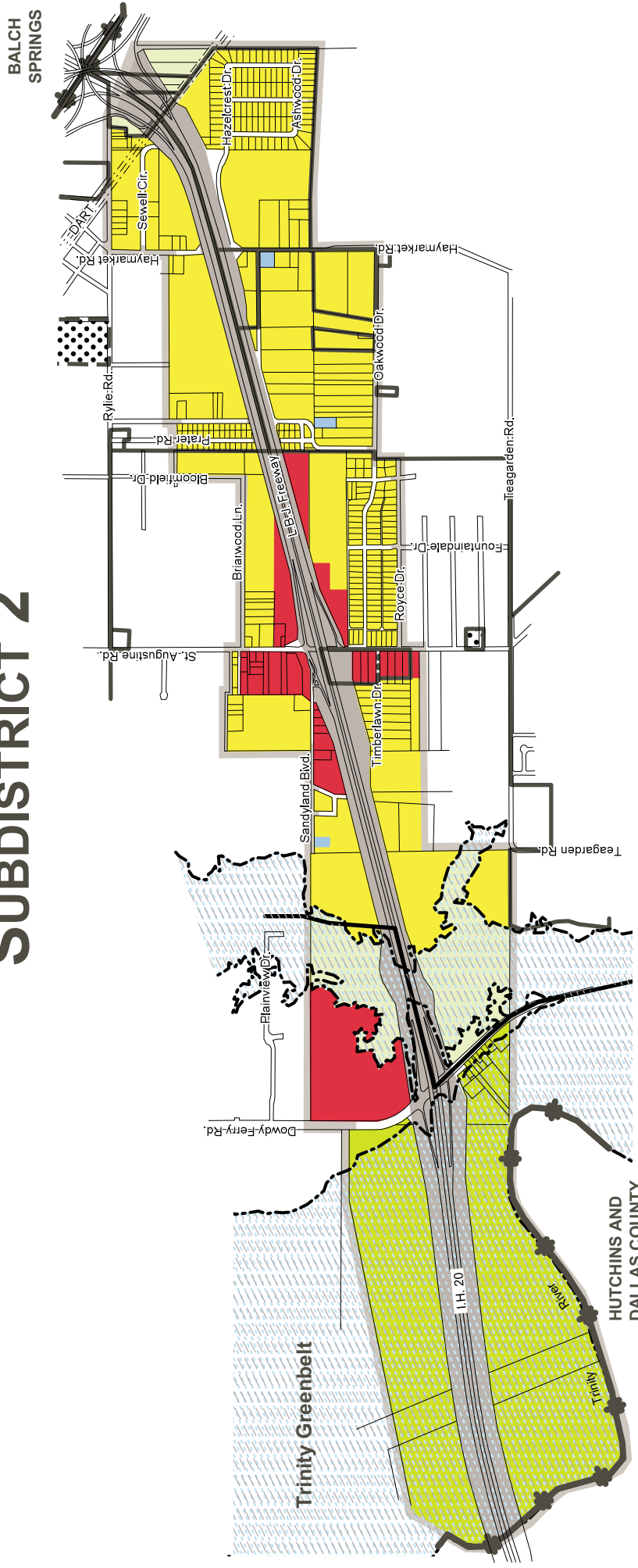
1. Speed bumps are needed at Sewell Drive and Haymarket Road near daycare facility.
2. Access ramps are needed near the intersection of I-20 and Haymarket Road (westbound), and between St. Augustine Road and the interchange of I-175 and I-20 (eastbound).

SUBDISTRICT NO. 2

3. DART services should be extended from Masters Drive, along Rylie Road, to St. Augustine Road (southbound) across I-20.
4. Discourage further expansion of the Trinity Oaks Landfill into the adjacent residential area (southeast of Haymarket Road and Hazelcrest Drive).
5. Provide water and wastewater to entire subdistrict.
6. Build all streets identified on the *City of Dallas Thoroughfare Plan*.

I-20 FREEWAY CORRIDOR LAND USE STUDY

SUBDISTRICT 2



- Single Family
- Mobile Home
- Duplex / Townhouse
- Multi-Family
- Retail / Commercial
- Office
- Institutional
- Light Industrial
- Medium Industrial
- Heavy Industrial
- Vacant, Undeveloped, Agricultural
- Public Parks, Recreation, Open Space
- Private Parks, Recreation, Open Space
- Infrastructure
- 100 Year Flood Plain

Study Boundary



Prepared by
City of Dallas
Department of Planning and Development
Fall 2000

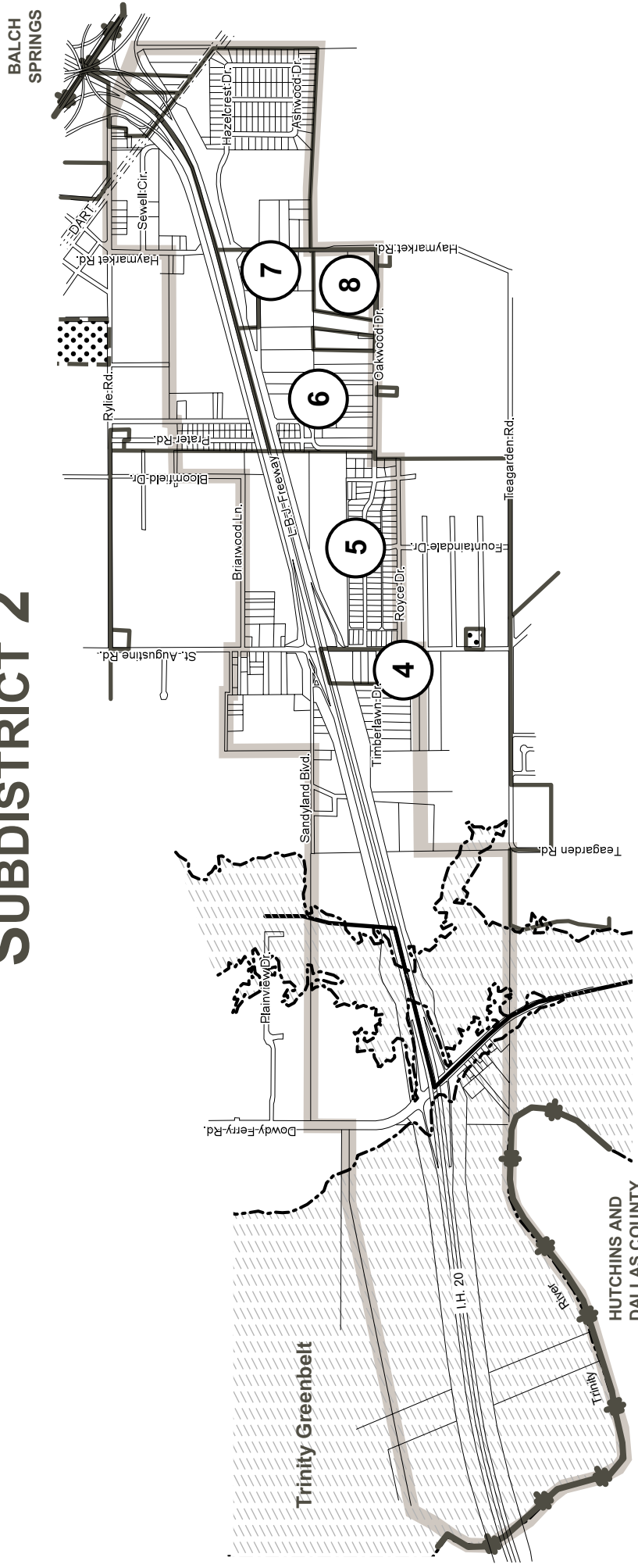
MAP NO. 6

Future Land Use And Visioning Map

"A comprehensive plan shall not constitute zoning regulations or establish zoning district boundaries." Texas Local Government Code, Section 219.005.

I-20 FREEWAY CORRIDOR LAND USE STUDY

SUBDISTRICT 2



Study Boundary



Prepared by
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Fall 2000

MAP NO. 7

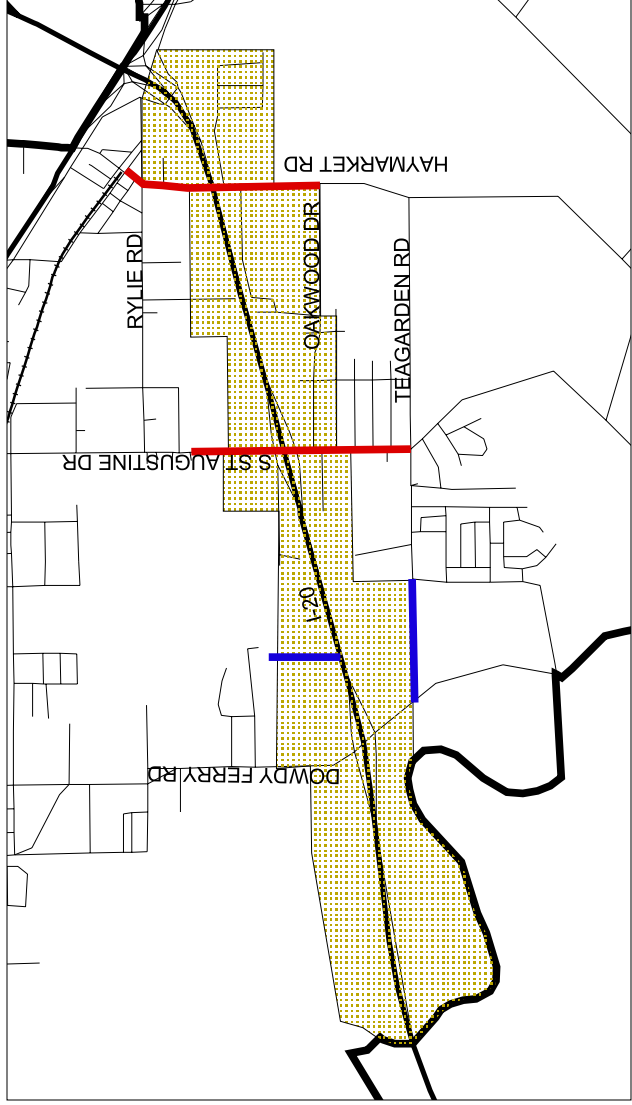
NONCONFORMING USES

BALCH
SPRINGS

HUTCHINS AND
DALLAS COUNTY

I-20 Freeway Corridor Land Use Study

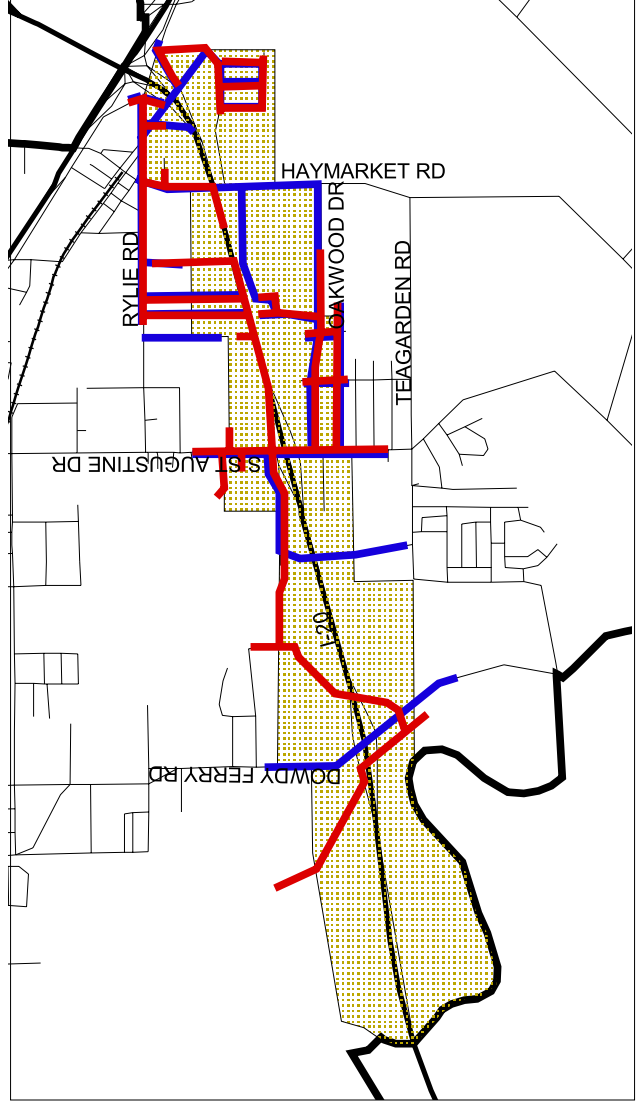
Subdistrict 2




Existing Thoroughfare Plan

- Planned Service Roads
- Projects Under Construction
- Thoroughfares Not Built to Full Standards
- Unbuilt Thoroughfares

Identified street improvements represented in the Dallas Thoroughfare Plan are noted for future planning purposes, and improvements identified are only recommendations and do not imply commitment to implement.



Dallas Water Utilities Existing Water and Sewer Lines



Sewer
Water

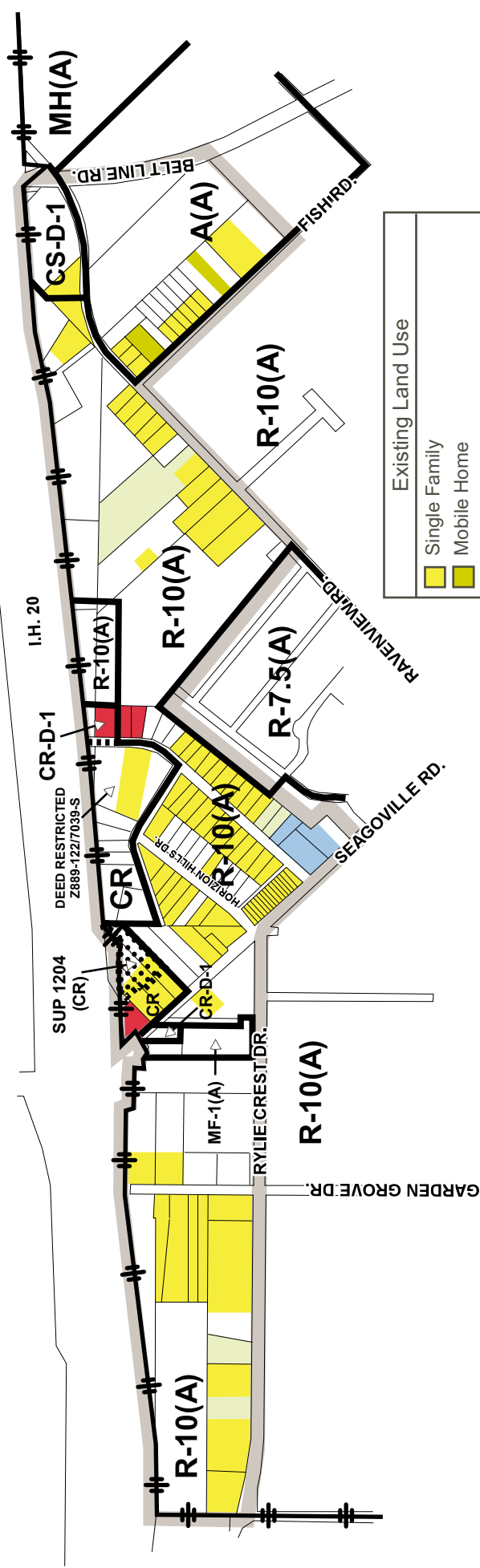


SUBDISTRICT 3

I-20 FREEWAY CORRIDOR LAND USE STUDY

SUBDISTRICT 3

BALCH SPRINGS



Current Zoning

Study Boundary



Prepared by
City of Dallas
Department of Planning and Development
Fall 2000

MAP NO. 9

Zoning Code Legend

A - Agricultural	NS - Neighborhood Service
R - Residential	CS - Commercial Service
MH - Manufactured Home	CR - Community Retail
D - Duplex	RR - Regional Retail
TH - Townhouse	LI - Light Industrial
CH - Clustered Housing	IR - Industrial Research
MF - Multifamily	PD - Planned Development
LO - Limited Office	SUP - Specific Use Permit
	FP - Flood Plain

Existing Land Use

Single Family
Mobile Home
Duplex / Townhouse
Multi-Family
Retail / Commercial
Office
Institutional
Industrial
Agricultural
Public Parks, Recreation, Open Space
Private Parks, Recreation, Open Space
Vacant

SUBDISTRICT NO. 3

6.0 EXISTING CONDITIONS

According to the *1990 Census of Population and Housing* (Bureau of the Census), demographic profile information is provided for all or a portion of census tract 171 lies within the boundary of Subdistrict No. 3. (Due to the irregular shape of this area, the data may include portions of adjacent census tracts.)

- *Population and Race* - a total of 1,601 people reside in this subdistrict. Of that figure, 85.9% Anglo; 11.6% Hispanic; 2.2% African-American; 0.2% American-Indian; and less than .01% is Asian.

Anglo	1376
Hispanic	185
African-American	36
American-Indian	3
Asian	1
Other	<u>0</u>
Total	1,601

- *Age* - Approximately 11.8% are between the age of 0-5 and 19.5% between 6-17 years. The next highest age group is between 22-44 years of age at 40.3% and the age group between 45-64 accounts for 17.1%. The lowest age groups are 18-21 at 5%, and over age 65 account for only 6.3% of the population.

Age 0-5	189
Age 6-17	312
Age 18-21	80
Age 22-44	646
Age 45-64	273
Age 65 and over	<u>101</u>
Total	1,601

- *Education Attainment* - 34.2% are high school graduates. Of that, 19.5% possess some college education and 7.7% hold a bachelor's degree. The low educational levels implies that a need exists to offer area residents job training and educational programs to be help them compete in today's job market.

Less than 9th grade	172
9th - 12th grade (no diploma)	354
H.S. Grad	545
Some College (no degree)	310
Associate Degree	70
Bachelor's Degree	123
Grad or Prof. Degree	<u>18</u>
Total	1,592

- *Employment Status* - The unemployment rate in the area is 29.9%.
- *Household Income* - shows that approximately 40.7% earn between \$27,500 - \$49,999; 24.8% earn between \$15,000 - \$27,499; and 19% earning less than \$15,000. In addition, 14.6% earn between \$50,000 - \$99,999, and only 0.9% earn above \$100,000.

Less than \$15,000	177
\$15,000 - \$24,999	231
\$25,000 - \$49,000	380
\$50,000 - \$99,999	137
\$100,000 or more	<u>8</u>
Total	933

- *Housing Characteristics*- There are a total of 745 housing units. Of that, 29.3% are single family; 53.3% mobile homes and 17.4% were classified as other. Figures reflect that 80.1% of these units were owner occupied, with only 19.9% classified as rental properties.

<u>Housing Type</u>	<u>Total Units</u>
Single Family	218
Duplex	1
Multi-family	0
Mobile Homes	397
Other	<u>129</u>
Total	745

SUBDISTRICT NO. 3

6.1 LAND USE AND ZONING

Generally located along I-20 (southside) from an area east of Seagoville Road to Beltline Road.

There are five (5) zoning district classifications within this subdistrict, namely: R Residential R-10(A); MF Multifamily MF-1(A); CS Commercial Service; CR Community Retail; A Agriculture; and Specific Use Permit (SUP) 1204 (refer to Map No. 9).

The predominate land use is residential with large parcels of undeveloped land in the R-10(A), A , and CR zoned districts. Retail zoning extends from Seagoville Road to Quietwood Drive, and west of Beltline Road and I-20. The only commercial uses along the freeway include Lindy's and Kiss My Ribs restaurants. The largest concentration of mobile and modular homes (refer to Appendix C for definitions) is adjacent to Subdistrict No. 3, south and east of Beltline Road.

Incompatible land uses, generally included nonconforming single family uses (refer to Map No. 11) in the R-10(A) and CR zoning districts. The uses do not adversely impact the area, hence, no change in zoning is recommended.



Photo: Lindy's Restaurant



Photo: Kiss My Ribs

Subdistrict 3 was also studied in the Southeast Dallas Annexation Areas – 1987 Study the Kleberg Land Use Plan. As noted in the Southeast Dallas Annexation Areas Study, “future” land use recommended for the area was R-10(A) with retail development at Quietwood Dr. and I-20, and retail and commercial development at Ravenview and Beltline Roads to support residential and manufactured housing uses in what was classified as Area 3. The Kleberg Land Use Plan acknowledged the development trend and proposed large residential lot zoning along the border of I-20.

During both studies, the State Highway Department indicated that: 1) the proposed I-20 connection would not have any service roads; 2) there would be limited access to major thoroughfares; and 3) no individual access to the ramps. Approximately 14 years after adoption of those studies, the highway was re-designed and the state built the freeway with an access road from Shepherd Lane to Lawson Road (just east of Beltline Road). As a result, the cities of Mesquite and Balch Springs rezoned much of their frontage for commercial uses, referring to certain areas as “highway commercial” which caused many property owners in Dallas to expect some kind of commercial zoning on their freeway frontages as well.

Even today, a number of area residents and property owners expressed a need for neighborhood serving commercial and retail development along the service road between Seagoville Road and Beltline Road. It was expressed that this type of development activity would complement the development goals of the cities of Balch Springs and Mesquite.

FUTURE LAND USE

The I-20 Freeway Corridor study recognizes these concerns and recommends that future zoning change requests address the importance of reaching a consensus to meet the needs of the citizens by providing land use that will not adversely impact the area; offer buffering for adjacent residential uses; and aesthetically enhance the freeway corridor.

The future land use map (refer to Map No. 10) for Subdistrict No. 3 reflects: neighborhood serving commercial and retail uses for properties with freeway frontage; the area southeast of Beltline Road and I-20 as a catalyst project area for similar uses; and the retention of single family uses but discourage direct residential access to interstate.

SUBDISTRICT NO. 3

Specific goals, objectives, policies and recommended actions are discussed in the Concluding Analysis section of this study.

As development occurs in the area, initiatives outlined in the Needs Assessment section should be favorably considered for neighborhood serving commercial and retail development.

6.2 NEEDS ASSESSMENT ISSUES

Major issues identified in this subdistrict focused on water utilities, land use and zoning.

6.2.1 WATER UTILITIES

Water and sewer is provided by the City to the entire study area (shown on Map 12) with the exception of Subdistrict No. 3. This area is served by the City of Mesquite. Current Projects in the area include a major upgrade of the water system with a new water main is scheduled during 2000. Refer to Appendix F and G for a listing of water and wastewater service for this subdistrict.

6.2.2 LAND USE AND ZONING

As development occurs in the area, initiatives outlined in the Needs Assessment section of this study should be favorably considered (i.e., new housing development, infrastructure, economic development, water and wastewater). The following issues were identified during the Needs Assessment process:

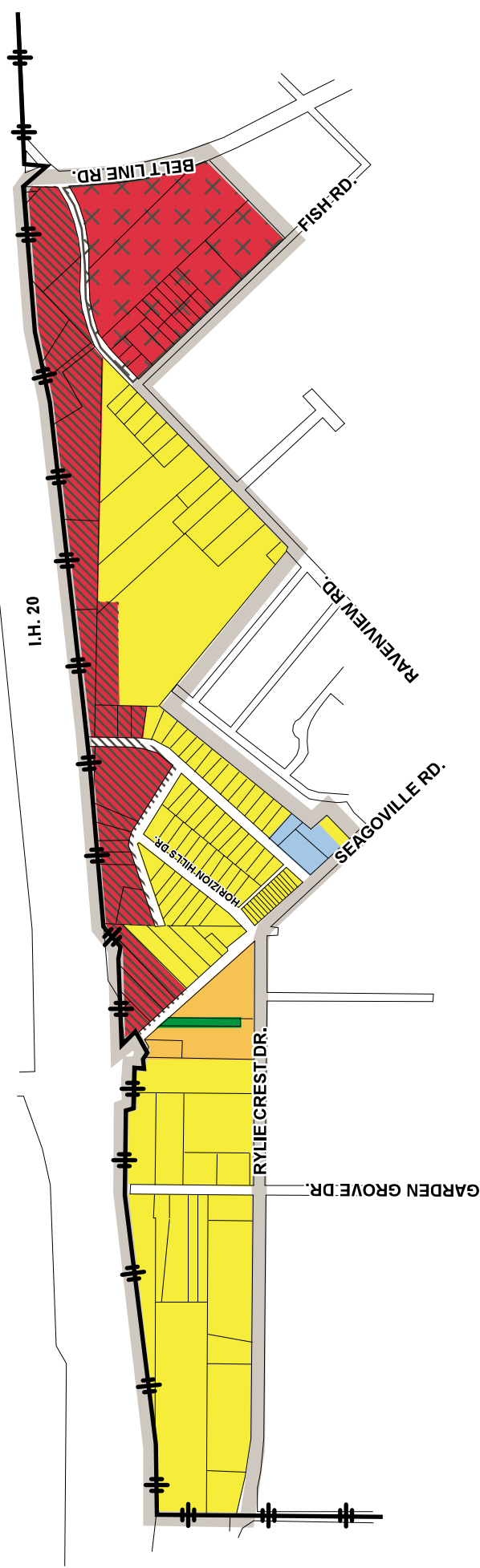
1. Build all streets to standard as identified on the *City of Dallas Thoroughfare Plan*.
2. Encourage neighborhood serving commercial and retail development along I-20 between Seagoville and Beltline Roads, and the southwest corner of Beltline and I-20 and the southeast corner of Beltline and Fish Road.
3. City needs to provide adequate services (police, fire, water, etc.) to annexed areas.

4. Encourage land use and zoning that supports development activity the community would like to see (i.e., Wal-Mart, Home Depot, auto parts store, restaurants, supermarket and medical facility).

I-20 FREEWAY CORRIDOR LAND USE STUDY

SUBDISTRICT 3

BALCH SPRINGS



Study Boundary



Prepared by
City of Dallas
Department of Planning and Development
Fall 2000

MAP NO. 10

Single Family	Light Industrial
Mobile Home	Medium Industrial
Duplex / Townhouse	Heavy Industrial
Multi-Family	Vacant, Undeveloped, Agricultural
Retail / Commercial	Public Parks, Recreation, Open Space
Office	Private Parks, Recreation, Open Space
Institutional	Infrastructure
Light Industrial	100 Year Flood Plain

Future Land Use And Visioning Map

Proposed Catalyst Project Area
For Economic Development
(Commercial, retail, and office uses)

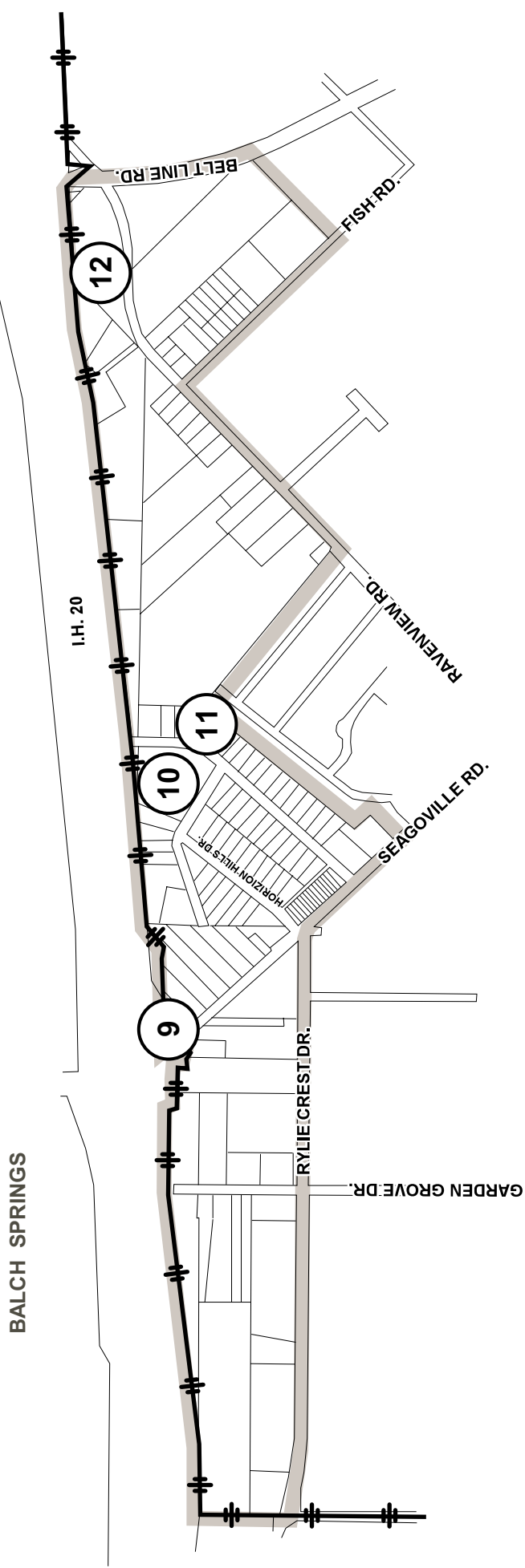


Re-zone for commercial / retail uses

*A comprehensive plan shall not constitute zoning regulations or establish zoning district boundaries." Texas Local Government Code, Section 219.005.

I-20 FREEWAY CORRIDOR LAND USE STUDY

SUBDISTRICT 3



Study Boundary



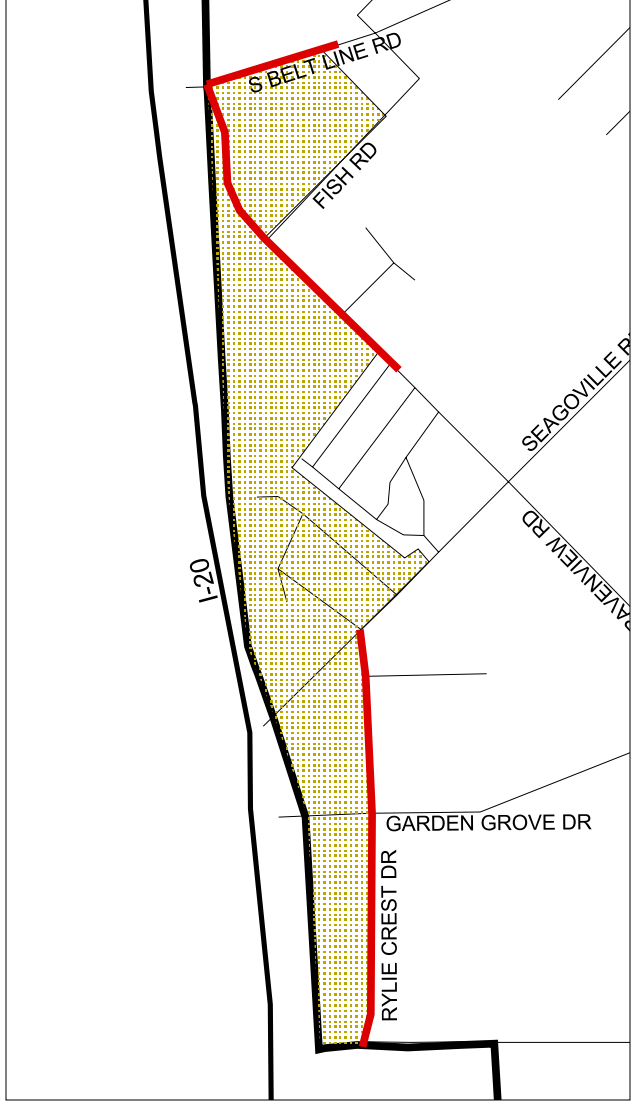
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Department of Planning and Development
Fall 2000

NONCONFORMING USES





MAP NO. 11

I-20 Freeway Corridor Land Use Study

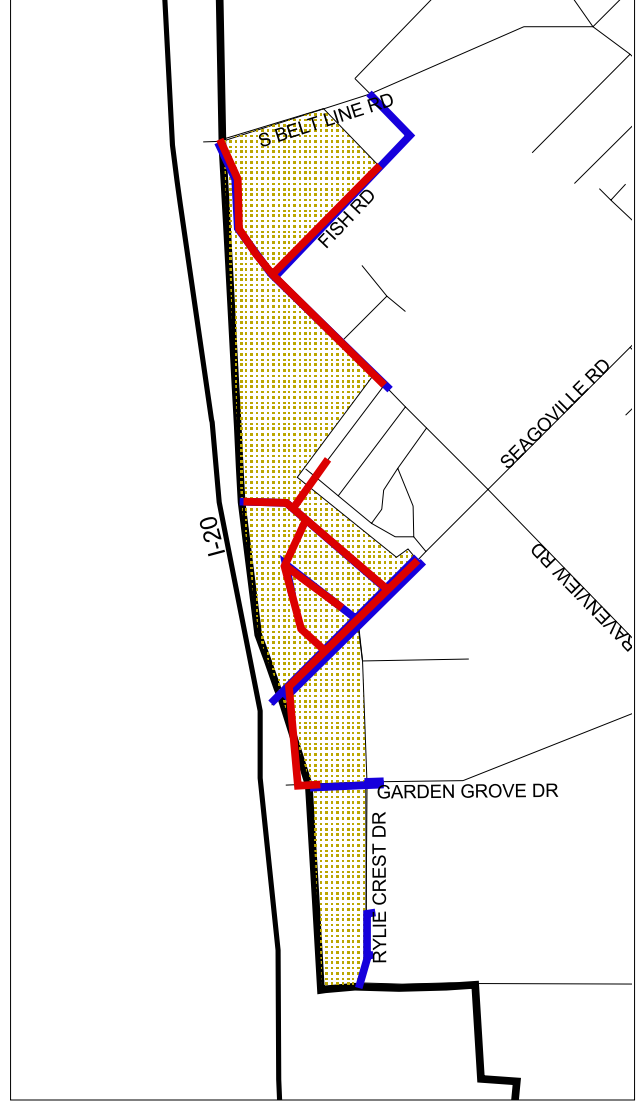
Subdistrict 3




Existing Thoroughfare Plan

-  Planned Service Roads
-  Project Under Construction
-  Thoroughfares Not Built to Full Standards
-  Unbuilt Thoroughfares

Identified street improvements represented in the Dallas Thoroughfare Plan are noted for future planning purposes, and improvements identified are only recommendations and do not imply commitment to implement.



Dallas Water Utilities Existing Water and Sewer Lines




SECTION III

CONCLUDING ANALYSIS

CONCLUDING ANALYSIS

7.1 GOALS AND OBJECTIVES

The I-20 Freeway Corridor Land Use Study provides recommendations that relate to issues the City of Dallas can support. Corridor development can be problematic to a community for several reasons. For example, uses are often auto-oriented which may cause conflicts or property depreciation where the development abuts residential neighborhoods. Corridor development can be classified into two (2) categories:

- retail corridor - a strip of community and neighborhood retail and service businesses located on lots developed independently or a strip of stores on a single site, with or without an anchor tenant.
- business corridor - section of highway or arterial frontage which is developed independently with heavy commercial, warehousing and industrial uses.

Conditions along this corridor could change and alter the premise for various recommendations identified in this study. Planning staff and other city departments should periodically assess the progress (five-year increments) in implementing the plan.

The following goals and objectives were created to establish a strategic approach to transportation, economic development, land use, zoning and other quality of life issues identified during the course of this study:

TRANSPORTATION

GOAL	OBJECTIVE	SUB-DISTRICT
1. City of Dallas coordinate with TxDOT to implement needed infrastructure enhancements; particularly those for heavy commercial vehicles along access ramps at Lancaster Road and I-20 and Bonnie View Road and I-20.	1) To address the existing needs of adjacent residential areas (i.e. Cherry Valley and Alta Mesa) access to I-20 during peak hours.	1

CONCLUDING ANALYSIS

GOAL	OBJECTIVE	SUB-DISTRICT
<p>2. Efficient movement of traffic through street and bridge maintenance/renovation, intersection improvements, additional turn lanes, traffic signalization improvements and roadway widening.</p> <p>Other alternatives could include programs to increase transit ridership and vehicle occupancy, thereby reducing the number of vehicles using the street network.</p>		1
<p>3. Public sector should plan, construct, and operate an adequate, balanced transportation system to assure continued access and mobility throughout the city which it has lagged behind in providing transportation improvements in fast growing areas of the City. (Source: City of Dallas Planning Policies, adopted July, 1984).</p>	<p>1) To take initiative and address future transportation needs based on current and proposed development patterns consisting of heavy commercial vehicle sales, service, fueling, lodging, etc. between I-35 and I-45.</p>	1

CONCLUDING ANALYSIS

GOAL	OBJECTIVE	SUB-DISTRICT
4. Coordinate transportation and economic development initiatives with the cities of Lancaster and Dallas to address transportation related issues (i.e. circulation, safety, street widening, truck routing) as development continues between Interstates 35 and 45.	“spill-over”	1
5. Minimize traffic intrusion in stable neighborhoods by devising, in consultation with citizens and affected business persons, strategies for controlling traffic flow and speed. (City of Dallas, Growth Policy Plan No. 4.24)		1

CONCLUDING ANALYSIS

ECONOMIC DEVELOPMENT

GOAL(S)	OBJECTIVE(S)	SUB-DISTRICT
1. Coordinate with other agencies to conduct a “development potential study” to identify market attractions and obstacles to development.	1) To create a target map (site specific) and identify future development sites.	1, 2, 3
	2) To work with public and private entities to consider land assemblage issues and developer incentives to stimulate development activity along I-20.	
	3) Encourage development to attract regional type uses (major chain grocery store, retail development, etc.).	
2. Coordination between the Economic Development and Transportation Departments to identify possible trends and changes that will impact the corridor’s market feasibility for roadway improvements, new and relocating businesses, etc.		1, 2, 3

CONCLUDING ANALYSIS

LAND USE AND ZONING

GOAL	OBJECTIVE(S)	SUB-DISTRICT
1. Promote compatible land use and infill development along the I-20 freeway corridor.		1, 2, 3
2. In conjunction with the proposed development of Southport Center, identify and implement planning techniques that address the potential impact of development southeast of Lancaster Road and I-45.	1) To encourage “pro-active” review of development plans by informing key city departments of development initiatives that may impact adjacent municipalities (i.e., Lancaster and Hutchins, TX).	1
3. Require development impact analysis (transportation, water, wastewater, and drainage) to ensure that proposed development activity complement projects in conjunction with planning initiatives of the City of Lancaster, TxDOT, NCTCOG and Dallas County.	2) To closely review site and development plans to ensure that traffic circulation issues are thoroughly addressed prior to the issuance of zoning change or building permit.	1

CONCLUDING ANALYSIS

GOAL	OBJECTIVE(S)	SUB-DISTRICT
4. Strongly discourage incompatible uses with quality business and industrial parks, such as auto wrecking yards.		1
5. Provide transitions in scale and density between residential areas and corridor development to facilitate maintenance of neighborhood stability. In areas where zoning changes are requested, such transition shall be encouraged and considered as part of the approval process.		1
6. Shield lighting to illuminate only those areas for which it is designed. Buffer neighboring community commercial/retail uses from residential uses with landscaping, density, and scale transition.		1, 2, 3
7. Favorably considering commercial development only at major intersections and other areas not appropriate for residential development.		2, 3
8. Strongly discourage direct residential access to interstate, which does not presently exist along this corridor.		2, 3

CONCLUDING ANALYSIS

OTHER

GOAL	OBJECTIVE(S)	SUB-DISTRICT
1. Ditches need to be re-graded to promote surface drainage to reduce localized flooding, and upgrade inadequate drainage systems.	1) To reduce the amount of standing water and the potential for mosquito breeding sites. 2) To reduce or eliminate the potential for the transmission of mosquito borne diseases.	2, 3

7.2 POLICIES AND RECOMMENDED ACTIONS

Several actions are recommended in conjunction with the following policy statements to resolve transportation, economic development, land use, zoning and other quality of life issues over the next 3-5 years.

TRANSPORTATION

POLICY STATEMENTS	SUB-DISTRICT
1. Initiate steps for highway and road improvements to mitigate the impact of heavy commercial vehicle traffic on surrounding neighborhoods between Houston School Road and I-45.	1, 2, 3
2. Coordinate with DART to address public transportation needs as employment and housing opportunities increase in Southern Dallas.	1, 2
3. Build major thoroughfares identified by <i>The City of Dallas Thoroughfare Plan</i> to standard.	1, 2, 3
4. On an on-going basis, update previously identified infrastructure needs from existing studies that include the I-20 corridor study area (e.g., Southeast Oak Cliff Land Use, Housing and Economic Development Study, Southeast Dallas Comprehensive Land Use Study, Kleberg Land Use Study, Southeast Annexation Study).	1, 2, 3
5. Plan for truck ingress and egress off I-20 (eastbound) at Bonnie View Road.	1
6. Strongly encourage private sector participation in development related transportation improvements (e.g., minor widening, signal improvements) if necessary, commensurate with the impact on the transportation system. (City of Dallas, Growth Policy Plan No. 3.22)	1, 2, 3

CONCLUDING ANALYSIS

ECONOMIC DEVELOPMENT

POLICY STATEMENTS	SUB-DISTRICT
1. Encourage more “quality neighborhood serving” commercial and retail development (i.e., eating establishments, pharmacy, retail) by promoting new private sector investment, including the retention and expansion of existing business in commercial areas, along this corridor.	1, 2, 3
2. Encourage mixed-use and commercial development in areas that will not adversely impact established neighborhoods.	1
3. Advocate and improve the physical infrastructure for long- and short-term economic development opportunities in the southern portion of Subdistrict No. 1.	1
4. Large tracts of undeveloped land are located throughout the study area. Future economic development activity should be aggressively pursued and marketed with the support of the Southern Dallas Development Corporation, City of Dallas Economic Development Department and stakeholders; however, economic initiatives must consider the character of this corridor as well and its impact on adjacent municipalities and residential neighborhoods.	1, 2, 3

LAND USE AND ZONING

POLICY STATEMENTS	SUB-DISTRICT
1. Discourage additional truck stops when adjacent to residential areas, and work with developers, neighborhood representatives and other City departments to identify community needs (i.e., landscaping buffers, sound walls, and so on) in areas where zoning is all ready in place for such uses.	1
2. Land use conflicts should be avoided while permitting adequate opportunities for mixed-use development (i.e., office, industrial, commercial and residential); uses must be accommodated in locations matching the market demand for such development.	1, 2
3. Favorably consider CR, CS and NS uses at or near the intersection of two major thoroughfares or one major and a secondary thoroughfare, and other areas along I-20 where use does not adversely impact the surrounding residential neighborhood.	1, 2, 3
4. Strongly encourage adequate buffering between commercial and single family uses when the commercial uses are located along I-20. Buffering should be provided from low-intensity areas with open space, landscaping and screening or sensitive site design.	1, 2, 3
5. Preserve and protect residential neighborhoods from incompatible uses, cut-through heavy commercial vehicle traffic, encroachment and other negative factors.	1, 2
6. Encourage the provision of open space within new developments.	1, 2
7. Leave floodplains in their natural state to improve water quality and decrease flooding.	1, 2

CONCLUDING ANALYSIS

Other Policy Statements

POLICY STATEMENTS	SUB-DISTRICT
1. Encourage new and infill development in areas presently zoned R-10(A) and A(A) for single family development not less than 7,500 square feet per acre.	2, 3
2. Encourage the development of upper income housing types.	1, 2, 3
3. In deteriorated residential areas where reinvestment is desirable, the City should provide assistance through planning and zoning, apply Housing and other department programs, and make needed infrastructure improvements. <small>(City of Dallas, Growth Policy Plan No. 1.1.4)</small>	
4. DWU will continue to work with those desiring service through assessment petitions and with developers to extend service to unserved areas. Further, open lines of communication will continue to be maintained with other departments to insure DWU is sensitive to issues related to economic growth and expansion into the southern sector of Dallas.	1, 2, 3

7.3 RECOMMENDATIONS AND IMPLEMENTATION SCHEDULE

SUB-DISTRICT(S)	PROJECT DESCRIPTION	TIMELINE	BY WHOM
1	<p>RECOMMENDATION NO. 1 Department of Public Works and Transportation conduct a preliminary analysis of existing issues associated with sight distance for trucks and cars, turning movement points, intersection geometry (including right and left turn movements), baseline traffic counts and adjusted increase, and required signage within the study area along I-20 between Lancaster and Bonnie View Roads.</p>	ST	Public Works & Transportation (PW&T), Texas Department of Transportation (TxDOT)
1	<p>RECOMMENDATION NO. 2 Department of Public Works and Transportation conduct a preliminary analysis of existing issues associated with sight distance for trucks and cars, turning movement points, intersection geometry (including right and left turn movements), baseline traffic counts and adjusted increase, planning for truck ingress and egress on both sides of I-20 at Bonnie View Road, and required signage within the study area between Houston School and Bonnie View Roads.</p>	ST	Public Works & Transportation (PW&T), Texas Department of Transportation (TxDOT)

ST Short-term (1-2 yrs.)

Mid-term (3-5 yrs.)

LT Long-term (5-10 yrs.)

CONCLUDING ANALYSIS

7.3 RECOMMENDATIONS AND IMPLEMENTATION SCHEDULE

SUB-DISTRICT(S)	PROJECT DESCRIPTION	TIMELINE	BY WHOM
1	<p>RECOMMENDATION NO. 3 City Council authorize a Major Investment Study, or related initiative, to address transportation, roads, streets and other related needs (e.g. road improvements along Wheatland, Cedardale, Houston School Roads and Langdon Drive) and identify funding sources to implement the recommendations.</p>	MT	PW&T, TxDOT, North Central Texas Council of Governments (COG)
1	<p>RECOMMENDATION NO. 4 Coordinate with the Texas Department of Transportation, Dallas County, and the North Central Texas Council of Governments (NCTCOG) to ensure that findings support existing and future development initiatives along the I-20 corridor.</p>	LT	PW&T, TxDOT, Dallas County, NCTCOG
1, 2, 3	<p>RECOMMENDATION NO. 5 Economic Development Department conduct a Statistical Profile study for each subdistrict to determine the needs of the community.</p>	ST	Economic Development Department (EDD)

7.3 RECOMMENDATIONS AND IMPLEMENTATION SCHEDULE

SUB-DISTRICT(S)	PROJECT DESCRIPTION	TIMELINE	BY WHOM
1, 2, 3	<p>RECOMMENDATION NO. 6 Coordinate with other agencies to conduct a “development potential study” to: 1) identify market attractions and obstacles to development for each subdistrict; 2) create a target map (site specific) to identify future development sites; and 3) work with public and private entities to consider land assemblage issues and developer incentives to stimulate development activity along I-20.</p>	MT	EDD
1, 2, 3	<p>RECOMMENDATION NO. 7 Coordination between the Economic Development, Planning and Development, and Transportation Departments to identify possible trends and changes that will impact the corridor’s market feasibility for roadway improvements, new and relocating businesses, etc.</p>	MT	EDD

CONCLUDING ANALYSIS

7.3 RECOMMENDATIONS AND IMPLEMENTATION SCHEDULE

SUB-DISTRICT(S)	PROJECT DESCRIPTION	TIMELINE	BY WHOM
1, 2, 3	<p>RECOMMENDATION NO. 8 Community work with City to address drainage concerns through the street paving petition process (e.g., property owners must obtain signatures on the petition) for existing street improvements such as concrete paving, curbs, gutters, and underground storm drainage systems. Water and wastewater mains could be improved at that time if required to.</p>	On-going	Property owners, Dallas Water Utilities
2, 3	<p>RECOMMENDATION NO. 9 City maintain pavement and drainage ditches; install drainage systems to unimproved streets once present drought ceases; and work with neighborhoods to forward nuisance flooding problems to the City's street improvement division.</p>	ST	Street Services
1, 2, 3	<p>RECOMMENDATION NO. 10 The nonconforming single family uses in the CR Community Retail and CS Commercial Service zoning districts do not adversely impact adjacent uses; hence, no change in zoning is recommended.</p>	On-going	Planning and Development (P&D)

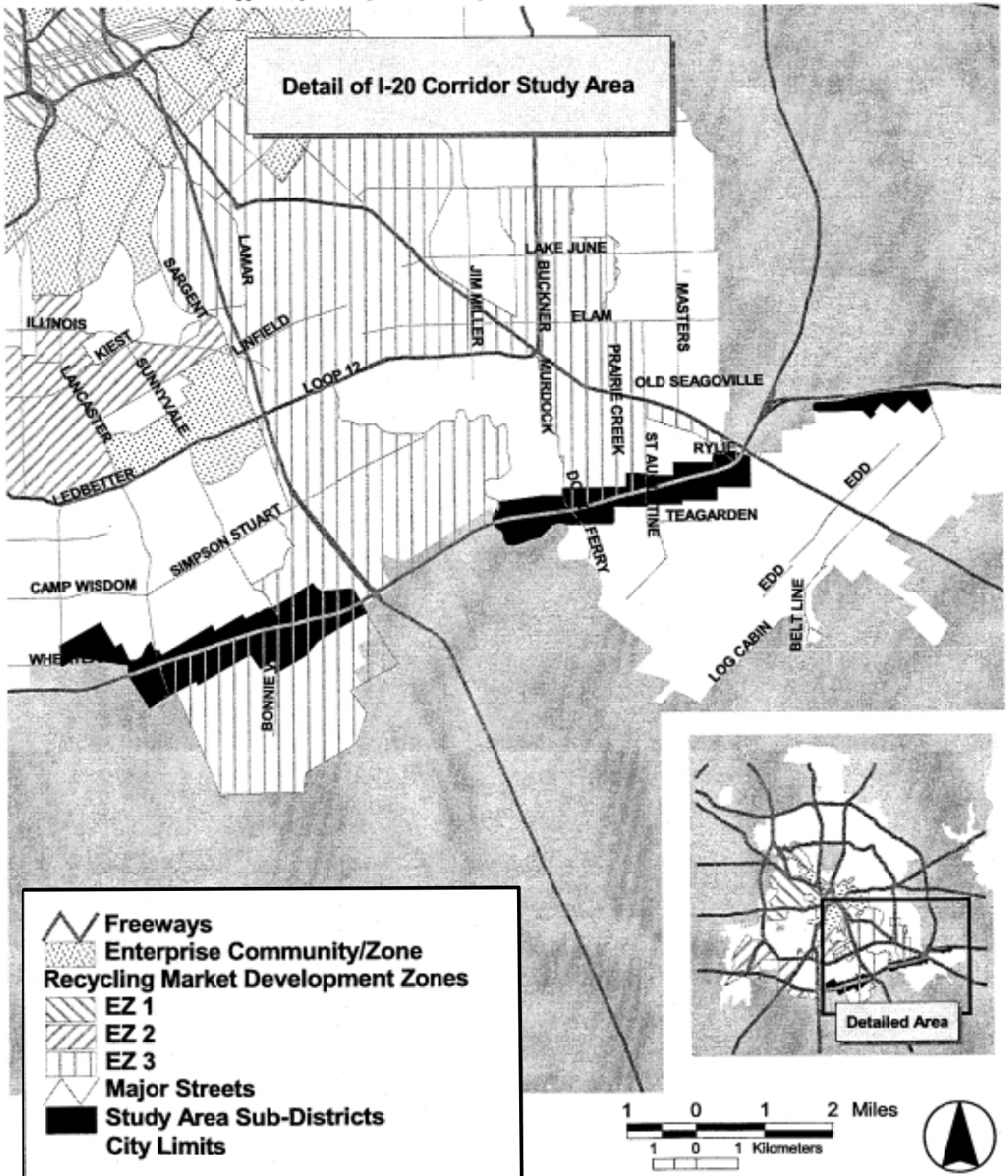
7.3 RECOMMENDATIONS AND IMPLEMENTATION SCHEDULE

SUB-DISTRICT(S)	PROJECT DESCRIPTION	TIMELINE	BY WHOM
3	<p>RECOMMENDATION NO. 11 Authorization of a public hearing to determine proper zoning for properties with freeway frontage on the south side of I-20 between Seagoville Road and Beltline Road to encourage commercial and retail uses that support the needs of the neighborhood.</p>	Spring 2001	P&D
2, 3	<p>RECOMMENDATION NO. 12 Re-grade ditches to promote improved surface drainage to reduce the amount of standing water and the potential for mosquito breeding sites.</p>	MT	Environmental & Health Services (EHS)
2	<p>RECOMMENDATION NO. 13 Air Pollution Control Program (APC) of the City's Environmental and Health Services Department continue to respond to complaints concerning odors, dust, fumes and mists leaving the Trinity Oaks Landfill property.</p>	On-going	Community, EHS
2	<p>RECOMMENDATION NO. 14 Continue to work with the Texas Natural Resource Conservation Commission and the City's Department of Code Compliance regarding landfill issues that impact adjacent communities.</p>	On-going	Community, EHS, TNRCC

EXHIBITS

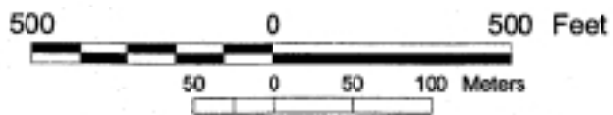
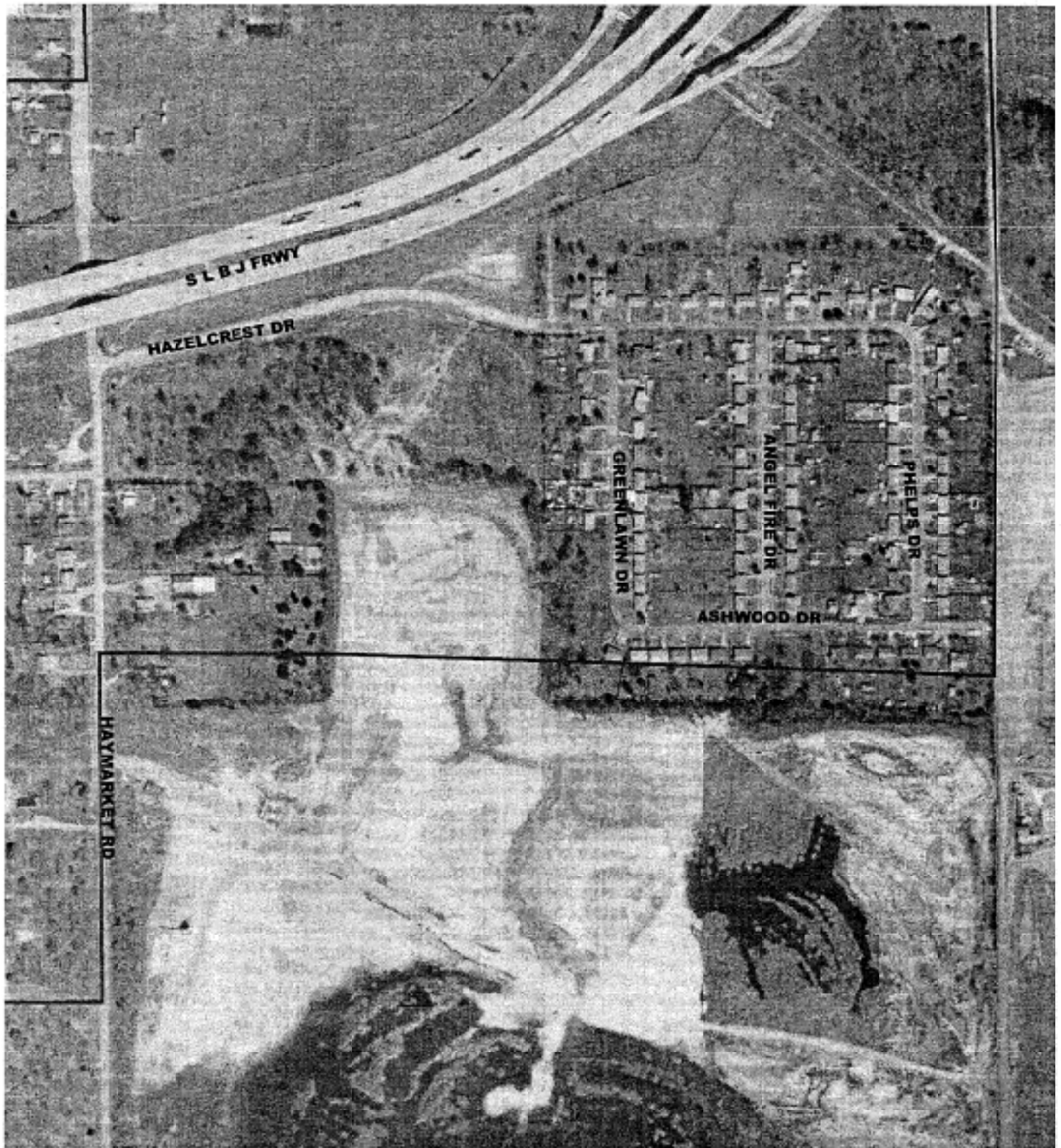
City of Dallas Enterprise Zones

Enterprise Community / Enterprise Zone Information
Supplied by the City of Dallas Dept of Economic Development



Trinity Oaks Landfill

South of I-20 and East of Haymarket Road



APPENDIX

APPENDIX A

NONCONFORMING LAND USES

#	Subdistrict/ LU Code	Location	Zoning	Existing Use	Recommendation
1	1 NB	Dead-end street at Wasco Ln.	R-7.5(A)	Auto Salvage Yard	Incompatible use identified; however, no change in zoning is recommended to disrupt the existing character of the area.
2	1 B	NE of Bonnie View Rd. @ I-20	CS(A)	Single family (SF)	Uses retain nonconforming rights per Section 51A- 4.704 of the Dallas Development Code.
3	1 B	SE of Lancaster Rd. @ I-20	CS(A)	SF subdivision	Uses retain nonconforming rights per Section 51A- 4.704 of the Dallas Development Code.
4	2 B	W of St. Augustine Rd. @ Timberlawn Dr.	CR	SF	Uses retain nonconforming rights per Section 51A- 4.704 of the Dallas Development Code.
5	2 NB	Dead-end street N of Fountaindale Dr. @ Royce Dr.	R-10(A)	Salvage Yard	<i>Use adversely impacts adjacent residential neighborhood. Refer to Code Compliance Services to bring use into compliance.</i>
6	2 B	1538 Prater Rd.	A(A)	Dog Training	Use retain nonconforming rights per Section 51A- 4.704 of the Dallas Development Code.

Note: *Italic* and **bold** print refer to action items.

APPENDIX A

NONCONFORMING LAND USES

#	Subdistrict/ LU Code	Location	Zoning	Existing Use	Recommendation
7	2 B	1509 Sewell Dr.	A(A)	Child care facility	<i>Existing use requires a Specific Use Permit (SUP). Use does not adversely impact area but SUP should be requested through zoning process.</i>
8	2 B	W of Haymarket Rd. @ Oakwood Dr.	CR-D-1	SF	Use retain nonconforming rights per Section 51A-4.704 of the Dallas Development Code.
9	2 B	E of I-20 @ Seagoville Rd.	CR	SF	Uses retain nonconforming rights per Section 51A-4.704 of the Dallas Development Code.
10	2 B	W of I-20 @ Quietwood Rd.	CR	SF	Use retain nonconforming rights per Section 51A-4.704 of the Dallas Development Code.
11	3 NB	E of I-20 @ Quietwood Ln.	R-10(A)	Mixed commercial uses	<i>Review zoning as apart of the recommended authorized hearing process.</i>
12	2 B	E of I-20 @ Seagoville Rd.	CS-D-1	SF	Uses retain nonconforming rights per Section 51A-4.704 of the Dallas Development Code.

Note: *Italic* and **bold** print refer to action items.

APPENDIX B

ZONING HISTORY

NO.	ZONING FILE	LOCATION	USE
Subdistrict No. 1			
1.	Z845-250/6603-S	Refer to map	Deed restricted.
2.	Z834-263-6452-S	“ “	Deed restricted.
3.	Z73-134/5029-C	“ “	Deed restricted.
4.	Z856-261/7055-S	“ “	Deed restricted.
5.	Z945-224/7055-S	“ “	Deed restricted.
6.	Z856-266/7058-S	“ “	Deed restricted.
7.	Z856-271/7059-S	“ “	Deed restricted.
8.	Z890-185/7057-S	“ “	Deed restricted.
9.	SUP No. 1306	E. Wheatland Rd., NE of Houston School Rd.	Private Recreation Center, Club or Area
10.	SUP No. 1153	I-20 @ Lancaster Rd., SE Corner	Hotel or motel with fewer than eighty (80) rooms.
11.	SUP No. 270	Cherry Valley Ln. @ Honeysuckle Rd.	Elevated water tower with a six (6) foot chain link fence
12.	SUP No. 326	Cherry Valley Ln. @ Honeysuckle Rd.	Day Nursery
13.	SUP No. 1145	SE of Bonnie View Rd. @ Cedardale Dr.	Hotel or motel with fewer than eighty (80) rooms.
Subdistrict No. 2			
14.	856-227/7033-S	S of St. Augustine Rd. @ I-20	Deed restricted.
15.	Z801-200/5462-S	W of Haymarket Rd. @ I-20	Deed restricted.
Subdistrict No. 3			
16.	Z889-122/7039-S	W of I-20 @ Quietwood Ln.	Deed restricted.
17.	SUP No. 1204	I-20 E of Seagoville Rd.	Permanent SUP for motel with a max. of 100 rooms, with 6' high solid screening fence.

APPENDIX C

LAND USE SURVEY DEFINITIONS

1. Single Family -- one dwelling unit located on a lot.
2. Multifamily -- three or more dwelling units located on a lot.
3. Duplex/Townhouse -- two connected dwelling units located on a lot.
4. Modular home -- “industrialized housing” which is factory-built housing (i.e., Jim Walters homes) designed for long-term residential use, and which is transported to a site and installed as a permanent structure that is not designed to be moved again after it is installed on its permanent foundation.
5. Manufactured home -- Housing that is specifically designed to be moved again after its initial installation on the home site or in a mobile home park.
6. Mobile home -- (as defined by the Texas Manufactured Housing Standards Acts) – [A] structure that was constructed before June 15, 1976, transportable in one or more sections which, in the traveling mode, is eight body feet or more in width or 40 body feet or more in length, or when erected on site, is 320 or more square feet, and which is built on a permanent or chassis and designed to be used as a dwelling with or without a permanent foundation when connected to the required utilities and includes the plumbing, heating, air-conditioning and electrical systems.

NOTE: *Texas law distinguishes a “mobile home” from a “HUD-code manufactured home,” and defines a HUD-code manufactured home as: a structure constructed on or after June 15, 1976, according to the rules of the United States Department of Housing and Urban Development, transportable in one or more sections which, in the traveling mode, is eight body feet or more in width or 40 body feet or more in length, or when erected on site, is 320 or more square feet, and which is built on a permanent or chassis and designed to be used as a dwelling with or without a permanent foundation when connected to the required utilities and includes the plumbing, heating, air-conditioning and electrical systems. The term does not include a recreational vehicle as that term is defined by 24 C.F.R. § 3282.8(g).

APPENDIX C

7. Retail/Commercial -- retail, commercial or service establishments dealing directly with the consumer. Goods or services are principally sold on the premises to individuals (i.e., store, gas station, catering service, dry cleaner, motel, hotel, shopping center, restaurant, car wash, etc).
8. Office -- private service provider or nonprofit establishment such as a bank, clinic, neighborhood development office, job training center, medical clinic, child care facility, etc.
9. Industrial -- establishments that perform an activity or process to support office and retail goods and services inside an enclosed building, in an open structure or outside. Activities include, but are not limited to: manufacturing, fabricating, processing, assembly, storage, wholesale distribution, disassembly, incineration, salvage, extraction of earth materials, mixing or batching of materials, etc.
10. Agricultural -- land used for agricultural purposes (i.e., ranching or farming).
11. Parks /Open Space-- designated parks or parkland that are publicly or privately owned.
12. Institutional -- a public owned facility or church (i.e., fire station, water treatment plant, bus transit center, school, multipurpose center, post office, etc).
13. Vacant -- undeveloped land or land that has no building structure.
14. Parking -- parking lot surface or parking building structure.

Note: The definitions above are for land use map lot survey purposes only. Consult the Dallas Development Code for specific zoning use definitions and setback, density, height and lot coverage requirements.

APPENDIX D

City of Dallas Public/Private Partnership Program Summary for Non-Residential Projects

City of Dallas Public/Private Programs

It is the purpose of the following programs to provide assistance only for projects where such assistance is necessary to stimulate private investment. Accordingly, these programs are available when agreements between the City and private parties that are not tax-exempt are approved by City Council prior to private investment occurring. Special consideration will be provided to projects occurring in the City's Enterprise Zones and Southern Dallas.

Tax Abatement

Temporary abatement of either real estate or personal property taxes. Tax abatement for net new business personal property will require businesses to remain within the tax abatement reinvestment zone for twice as long as the duration of the abatement period. Recipient firms provide annual certification of job requirement. Hiring Bonus is applied when company commits to hire enterprise zone residents and/or economically disadvantaged for 50% of more of the new workforce. Front-end-loading of tax abatement is optional where abatement level is less than 100%. All financial incentive terms must begin within two years of City Council authorization.

Infrastructure Cost Participation

City pays some or all of required City infrastructure (within ROWs or easements dictated to City). Participation is considered on a "case by case" basis. High Impact and Target Industries (in Southern Dallas, enterprise zones and Walker Target areas) only.

Development Fee Rebates

Rebate of City fees charged in the regulation of land development (not-to-exceed basis). Payable after Certificate of Occupancy. Fee rebates are considered on a "case by case" basis.

ROW Abandonment Rebates and Credits

Rebate of and/or credit against monetary fees charged by the City for abandonment of public right-of-way. Rebates payable after City issues a Certificate of Occupancy and job test is met; credits are offset against the costs of constructing certain negotiated public improvements which are not otherwise required of the developer.

Public Improvement Districts

Special districts created by petition to privately fund public improvements or special supplemental services over and above those provided by City, when such services are supportive of related City investments in capital improvements.

Tax Increment Districts

Special districts funding public improvements (not services) with increased tax revenues resulting from new private development. Tax rates are the same as elsewhere in the City, does not involve any added cost to private parties.

High Impact Projects

In addition to the minimum jobs or minimum investment qualifying criteria, High Impact project status may be granted under limited circumstances to the investment in major capital facilities of firms on the Fortune 500, Manufacturers 400, or Global 500 lists.

Target Industries Projects

Target Industries Projects include one of the following: Brownfields or recycling, medical, high tech, tourist oriented projects and warehousing/distribution.

Walker Target Areas

Special tax incentives are available for companies who locate in a designated Walker Consent Decree target area and create 10 or more jobs or invest a minimum of \$500,000. Companies are also required to hire 50% or more of new hires from the target area.

Non-Conforming Projects

Non-Conforming Projects require 3/4 vote of City Council and are negotiated on a case-by-case basis, and include the following project categories:

Special Reinvestment Projects - non-residential, job-creating projects located in blighted areas as defined by the reinvestment zone provision in the Property Redevelopment and Tax Abatement Act. Unique Developments - which have a metro-wide market area, and bring significant outside income into the City's economy.

Retention Projects

Companies currently located in the city of Dallas considering a relocation/expansion are eligible to apply for financial incentives. These projects are considered on a case-by-case basis with flexible terms. Incentives may be offered in specific cases to 'match other offers' when a company currently in the city is considering a relocation/expansion outside of the city. The company is required to demonstrate competing cities, land/lease costs, taxes at current rates, utility rates, relocation costs, other significant costs and 'gap' to be filled.

Other Sources of Financial Assistance

Grants and Loans

For qualified and approved businesses, the City will pursue programs for making loans and grants to promote local economic development.

Enterprise Zone Program (State)

For qualified and approved businesses of 100 or more new jobs to the state of Texas, the City will apply to the State to rebate sales and use taxes paid, on a per-job basis. Also available is a reduction on a firm's franchise tax.

Freeport Exemption

The City and County of Dallas offer property tax exemption on eligible goods "in transit" - those to be sent out of state within 175 days from acquisition to be assembled, stored, manufactured, processed or fabricated. Oil and natural gas do not qualify.

Foreign Trade Zone

Allows duty-free importing of foreign-made components into the Zone, where they may be assembled, manufactured, processed or packaged. Duties are charged only when products are subsequently distributed into the U.S. market if they are shipped to international markets, no duty is levied.

Small & Minority Business Loans

Direct loans for property acquisition, construction, equipment and working capital may include management and technical assistance. For more information, contact Southern Dallas Development Corporation at (214) 428-7332.

To obtain more detail on these programs, or to inquire regarding other assistance, contact

Economic Development Department
Dallas City Hall, Room 5CS
Dallas, Texas 75201
Phone: (214) 670-1685
Fax: (214) 670-0158

APPENDIX E

City of Dallas HOUSING DEPARTMENT

At-A-Glance

First Time Homebuyers

- Assists persons earning less than 80% of the Area Median Family Income (AMFI)
- Provides mortgage reduction up to 20% of sales price
- Buyers must live in property for 5-10 years, depending upon amount of assistance
- Similar program assists Dallas firefighters and police officers

1,231 loans/grants made in 1998-99
Call (214) 670-4840

Homeowner Repair

- Assists homeowners earning less than 50% of the AMFI
- Provides up to \$35,000 in repairs, performed by licensed contractors
- Also provides repairs performed by volunteers.,
- Owners must remain in the property for 5-20 years, depending upon amount of repairs

1,163 persons assisted in 1998-99
Call (214) 670-3644

Rental Rehabilitation

- Provides funding to acquire and/or rehabilitate multi-family rental properties
- Rental property must remain affordable for persons earning less than 80% of AMFI

18 multi-family units were acquired and/or rehabilitated in 1998-99
Call (214) 670-4840

Neighborhood Revitalization

- Provides assistance to neighborhoods with revitalization plans
- Provides oversight of revitalization funding

13 neighborhoods are being served (FY 1998-99)
Call (214) 670-3629

APPENDIX F

DALLAS WATER UTILITIES - EXISTING WATER

STREETS	LIMITS	SIZE (inches)	YEAR BUILT	LINEAR FT.
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SUBDISTRICT #1

Kenworth Ave.	Auto to N of Cherry Valley Blvd.	8	1988	1800
Peterbilt Ave.	Cedardale to Cherry Valley Blvd.	12	1988	1610
W of Lancaster Rd.	Cherry Valley Blvd. N & W of Lancaster Rd.	8	1986	960
W side of Lancaster Rd.	Cedardale Dr. to south of I-20	12	1988	1960
E side of Lancaster Rd.	Cedardale Dr. to north side of I-20	8	1965	2100
Marigold Dr.	I-20 to Cedardale Dr.	A6/8	'68/'87	2100
Honeysuckle Ln.	Cedardale Dr. to north side of I-20	16	'66/'81	2345
Cherry Valley Blvd.	Lancaster Rd. to Kenworth Ave.	12/8	1988	1690
Cherry Valley Blvd.	Lancaster Rd. to Honeysuckle Ln.	16	1965	1766
Cherry Valley Blvd.	Lancaster Rd. to Honeysuckle Ln.	2		1700
Cherry Valley Blvd.	Honeysuckle Ln. east	6	'67/'80	505
Honeysuckle Ln.	Cherry Valley Blvd. to north side of I-20	2		1960
Cedardale Dr.	Peterbilt Ave. to E of Honeysuckle Ln.	12/8	'81/'88	3175
Lancaster Rd., east side	N of Mojave Dr.	8	1999	350
Lancaster Rd.	S of Mojave Dr.	8	1980	45
Mojave Dr.	Lancaster Rd. to E of Nadina Dr.	6/8/6	'63/'80	4927
Nandina Dr.	Santa Rosa Way to Mojave Dr.	16	'68/'73 /'86	3025
Santa Rosa Way	Mojave Dr. to I-20	12	1961	710
I-20, north side	Santa Rosa Way to Honeysuckle Ln.	16	1966	633
San Jose Way	Nandina Dr. to Mojave Dr.	4	Alta Mesa Park Addition	520
Nandina Dr.	San Jose to Texoma Way	4	Alta Mesa Park Addition	445
Morgan Dr.	Lancaster Rd. to Santa Rosa Way	8	'63/'67	1954
E of Nandina Dr.	Mojave Dr. , south to Cedardale Dr.	30	1986	2225
Cedardale Dr.	Cleveland Rd. west	30	1986	1185
Cleveland Rd.	Cedardale Dr. south	30	1986	975

APPENDIX F

DALLAS WATER UTILITIES - EXISTING WATER

STREETS	LIMITS	SIZE (inches)	YEAR BUILT	LINEAR FT.
S of I-20	Cleveland Rd. to Bonnie View Rd.	16	1992	2935
Bonnie View Rd.	I-20 south	16	1992	1050
Langdon Rd.	Bonnie View Rd. east	16	1986	4000
Langdon Rd.	J.J. Lemmon Rd. west	12/8	1982	2330
W of J.J. Lemmon Rd.	Langdon Rd. N to north side of I-20	16	1982	1235
I-20 (north side)	J.J. Lemmon Rd. west	16	1982	1470
J.J. Lemmon Rd.	I-20 to Riverside	16	1982	4260
Riverside Rd.	J.J. Lemmon Rd. west	16	'72/'76	770
Riverside Rd.	Bonnie View Rd. to Cedardale Dr.	8	1966	1190
Riverside Rd.	Bonnie View Rd. west	8	'88/'75	1465
Cedardale Dr.	S of Riverside	16	1966	167
Old Duncanville, Wheatland Rd.	Bonnie View Rd. east	16	1991	550
Bonnie View Rd.	Riverside Rd. to I-20	12/16	1991	1375
I-20	Bonnie View Rd. west	16	1992	2617
W of Bonnie View Rd.	Riverside Rd. south	8	1953	430
W of Bonnie View Rd.	Riverside Rd. south to I-20	8	1988	1081
Houston School Rd	I-20 north	66	1973	3292
Houston School Rd	Wheatland Rd north	8	1964	1767
Lancaster Rd	Cedardale Dr. north	4	Before 1965	2600
Godberry Dr.	Marigold Dr. west	6/2	1968	354
Honeysuckle Ln., west	Cherry Valley Blvd. north	16	1966	122
Lancaster Rd. (west side)	Mojave Dr. north	8	1993	500

APPENDIX F

DALLAS WATER UTILITIES - EXISTING WATER

STREETS	LIMITS	SIZE (inches)	YEAR BUILT	LINEAR FT.
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SUBDISTRICT #2

Dowdy Ferry Rd.	Plainview Dr.S to I-20	16	1972	1900
Dowdy Ferry Rd.	N side I-20 south	16	'68/'83	1840
W of St. Augustine Rd.	From Sandyland Blvd. S to Teagarden Rd.	4	1976	3085
Sandyland Blvd.	St. Augustine Rd. west	4	1976	1945
St. Augustine Rd,	Royce Dr. N to north of Leon Dr.	16	'68/'71	2885
Leon Dr.	St. Augustine Rd. west	8	1988	150
Brownwood Dr.	St. Augustine Rd. west	8	1988	110
Royce Dr.	St. Augustine Rd. east	8	'74/'80	2825
Oakwood Dr.	St. Augustine Rd. to Haymarket Dr.	6/12	'74/'80	5340
Fountaindale Dr,	Royce Dr. north	12	1980	655
Nottingham Ln.	Royce Dr. north	8	1980	665
Prater Rd.	Oakwood Dr. to Sewell Cir.	8	1980	1670
Tempest Dr.	Prater Rd. to I-20	8	1980	385
Sewell Cir.	Haymarket Rd. to Prater Rd.	8	1980	2315
Haymarket Dr.	Oakwood Dr. N to Rylie Rd.	12	1980	3555
Haymarket Dr.	Oakwood N to Rylie Rd.	6	Kleberg	3555
Trewitt Rd.	Rylie Rd. south	8	1980	820
Prater Rd.	Rylie Rd. to I-20	8	1980	1870
Tempest Dr.	Rylie Rd. to I-20	8	1980	1945
Bloomfield Dr.	Rylie Rd. S to Briarwood Dr.	2	Kleberg	1760
Rylie Rd.	J.J. Lemmon Rd. to Bloomfield Dr.	12	District 7 Map	4700
Sewell Cir.	Haymarket Dr.. east	8	1982	645
S.P. Railroad	Rylie Rd. south	12	1979	2200
E of Haymarket Dr.	Rylie Rd. south	6	Kleberg	825
US-175	Rylie Rd. south	6	Kleberg	1785
Hazelcrest Dr.	Greenlawn Dr. to Phelps Dr.	6/8	'81/'89	970
Greenlawn Dr.	Hazelcrest Dr. to Ashwood Dr.	6	1981	945
Angel Fire Dr.	Hazelcrest Dr. to Ashwood Dr.	8	1989	945
Phelps Dr.	Hazelcrest Dr. to Ashwood Dr.	8	1989	945
Ashwood Dr.	Greenlawn to Phelps Dr.	8	1989	1060
S of I-20	Hazelcrest Dr. to S.P. Railroad	8	1989	205
Bloomfield Dr.	Rylie Rd. south	8	1972	450
Briarwood Dr.	St. Augustine Rd. east	8	1988	74

APPENDIX F

DALLAS WATER UTILITIES - EXISTING WATER

STREETS	LIMITS	SIZE (inches)	YEAR BUILT	LINEAR FT.
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SUBDISTRICT #3

Garden Grove Dr.	I-20 to Rylie Crest Dr.	2	Kleberg	945
Rylie Crest Dr.	Shepherd Ln. east	8	1995	1120
Lottie Ln.	Seagoville Rd. west	12	1987	360
Seagoville Rd.	I-20 to Valdez Dr.	30	1987	2105
Seagoville Rd.	I-20 to Valdez Dr.	12	1987	1975
Horizon Dr.	Seagoville Rd. to Kingsland Rd.	8	1984	1000
Quietwood Dr.	Seagoville Rd. to I-20	8	1983	1690
Kingsland Rd.	Horizon to Quietwood Dr.	8	1984	565
Ravenview Rd.	China Lake Dr. to E of Beltline Rd.	16/12	1984	3375
Fish Rd.	Ravenview Rd. south	2	Kleberg	2020

APPENDIX G

Dallas Water Utilities – Existing Wastewater

STREETS	LIMITS	SIZE (inches)	YEAR BUILT	LINEAR FT.
Subdistrict #1				
Kenworth Ave.	I-20 to Auto Ave.	8	1985	1842
Auto Ave.	Kenworth Ave. to Peterbilt Ave.	8	1985	725
Motor City Blvd.	Kenworth to Lancaster Rd.	8	1985	1000
Peterbilt Ave.	Cherry Valley Blvd. to Cedardale Dr.	8	1985	1597
Cherry Valley Blvd.	Kenworth Ave. to Lancaster Rd.	8	1985	1000
Alley W. of Lancaster Rd.	Cherry Valley Blvd. due N to Lancaster Rd.	8	1986	776
Cedar Dr.	Peterbilt Ave. to Honeysuckle Ln.	12	1986	2445.05
Alley E. of Lancaster Rd.	Cedardale Dr. to Cherry Valley Blvd.	8	1975	852
Marigold Dr.	Cedardale Dr. to Cherry Valley Blvd.	6	1975	1066
Cherry Valley Blvd.	Lancaster Rd. to Honeysuckle Ln.	8	1975	1603
Alley E. of Lancaster Rd.	Cherry Valley Blvd. to Cedardale Dr.	6	1975	302
Marigold Dr.	I-20 to Cherry Valley Blvd.	6	1972	680
Godberry Dr.	Marigold Dr. to Lancaster Rd.	6	1977	405
I-20	Honeysuckle Ln. to Lancaster Rd.	8	'72/ '95	1280.91
Alley E. of Lancaster Rd.	I-20 to Godberry Dr.	8	1995	152.7
Lancaster Rd.	Palo Alto Dr. to Mojave Dr.	6	1969	813
Mojave Dr.	Lancaster Rd. to San Jose	6, 8	1969	2481
Honeysuckle Ln.	I-20 to Cedardale Dr.	6, 8	'67/'72	2420
Honeysuckle Ln.	Cedardale Dr. to Cedar Valley	6	1975	910.45
Easement E. of Honeysuckle Ln.	Cherry Valley Blvd. To Columbine Ave.	6	1975	778.5
Columbine Ave.	Honeysuckle Ln. to Easement	8	1975	666.8
I-20	Honeysuckle Ln. to Santa Rosa Way	12/10	1969	613
Santa Rosa Way	Nandina Dr. to Mojave Dr.	10	1969	564.63
Mojave Dr.	San Jose Way to Easement	6	1969	2255
Nandina Dr.	Santa Rosa Way to Mojave Dr.	12	1969	2667.2
Plaza Blvd.	Nandina to Mojave Dr.	6	1969	450
Easement N. of I-20	Nandina to Easement W. of Wild Honey Dr.	12	1969	3045
Easement N. of I-20	SE of Wildhoney E. of Riverside Dr.	8	1988	1873.62

APPENDIX G

Dallas Water Utilities - Existing Wastewater

STREETS	LIMITS	SIZE (inches)	YEAR BUILT	LINEAR FT.
Riverside Dr.	Lot 20 E. of Bonnie View Rd. to Blk. 1891 W. Bound	8	'89/ '91	498
Bonnie View Rd.	Cedardale Dr. to Riverside Dr.	8	'80 /'82	997
Cedardale Rd.	Bonnie View Rd. to R.R. U.P.	6	1982	1640
Easement W. of railroad	Wheatland Rd. to I-635	6'	1982	865
Easement N. of I-635	U.P. R.R. due W.	6	1982	619
Easement W. of railroad	N side of I-635 to S. side of I-635	6'	1982	570
Easement S. of I-635	R.R. to J.J. Lemmon Rd.	6	1982	3890
J.J. Lemmon Rd.	I-635 to Langdon Rd.	6	1982	4774
Langdon Rd.	J.J. Lemmon Rd. to due W.	6	1982	55
Easement E. of Union R.R.	J.J. Lemmon Rd. to S. I-635	30"/42"	1989	2398
Easement N. of I-635	E. of U.N. R.R. to N. I-635	36	1989	16,241
I-635	S. of Cedardale Rd. W. of Wheatland Rd.	36	1989	6974
Easement S. of I-635	W. of Wheatland Rd. E. of Cleveland Rd.	8/10	'91/ '94	3610
Easement N. of I-635	W. of R.R. E. of Bonnie View Rd.	8	1996	1678

APPENDIX G

Dallas Water Utilities – Existing Wastewater

STREETS	LIMITS	SIZE (inches)	YEAR BUILT	LINEAR FT.
SUBDISTRICT #2				
Ashwood Dr.	Phelps Dr. to Lot 9	8	1988	108
Ashwood Dr.	Phelps Dr. to Greenlawn Dr.	6	1982	812
Ashwood Dr.	Greenlawn Dr. to Angelfire Dr.	3	1982	406
Greenlawn Dr.	Ashwood Dr. to Lot 5	6	1982	207
Greenlawn Dr.	Hazelcrest Dr. to Lot 6	6	1982	479
Angel Fire Dr.	Ashwood Dr. to Hazelcrest Dr.	8	1988	903
Phelps Dr.	Ashwood Dr. to Hazelcrest Dr.	6/8	'88/ '82	943
Hazelcrest Dr.	Phelps Dr. to Lot 25	6	1982	948
Lot 2	S.P. R.R. to Hazelcrest Dr.	6	1982	230
Easement N.E. of R.R.	I-635 to S.P. R.R.	8		863
Easement S. of 175 E. of I-635	R.R. to C.F. Hawn Frwy.	10		321
Easement N. of S.P. R.R.	E. & W. limits of I-635	10		610
Easement W. of I-635	S.P. R.R. to Riley Rd.	10		553
Rylie Rd.	I-635 to S.P. R.R.	6		997
Alley S. of Riley	Riley to S.P. R.R.	6		252
Riley Rd.	Ellenwood Dr. to S.P. R.R.	8	1987	1195
Ellenwood Dr.	Riley Rd. to Mulberry St.	8	1987	67
Haymarket Dr.	Riley Rd to I-635	12	1987	1185
Sewell Cir.	Haymarket Rd. to Blk. 8765	8	'87/ '90	650
Sandy Ln. & I-635 Easement	Prairie Creek Rd. to Haymarket Dr.	15	'79/ '87	9232
Tufts Rd.	Riley Rd. N.	8	1987	71
Riley Rd.	Bloomfield Dr. to Tufts Rd.	10	'86/ '87	2115
Trewitt Rd.	Riley to Lot 2	8	1987	116
Trewitt Rd.	I-635 to Lot 3	6	1979	1426
Prater Rd.	I-635 to Lot 35	6	1979	1788
Tempest Dr.	I-635 to Lot 36	6	1979	1848
Easement W. of Tempest Dr.	I-635 to Briarwood Dr.	8	1979	278
Prater Rd.	Prater Rd. to I-635	8	1978	406
Tempest Dr.	Prater Rd. to I-635	8	1978	388
Prater Rd.	Prater Rd. to Prater Rd.	10	1978	372
Prater Rd.	Prater Rd. to Oakwood	10	1978	866
Oakwood Dr.	St. Augustine Rd. to Haymarket Rd.	10	'73/ '78	3950

APPENDIX G

Dallas Water Utilities - Existing Wastewater

STREETS	LIMITS	SIZE (inches)	YEAR BUILT	LINEAR FT.
Nottingham Ln.	Royce Dr. to Lot 1	8	1978	670
Royce Dr.	Lot 15 to St. Augustine Rd.	12, 6, 8	'73/ '78	2286
Royce Dr.	Lot 15 to St. Augustine Rd.	12, 6, 8	'73/ '78	340
St. Augustine Rd.	I-635 to LaBett Dr.	10	1973	935
St. Augustine Rd.	I-635 to Alley N. Brownwood Dr.	8	1987	816
St. Augustine Rd.	I-635 to Blk. 8491	8	'86/ '87	1430
Briarwood Dr.	St. Augustine Rd. to Blk. 8488	6	1976	270
Easement N. of Brownwood Dr.	St. Augustine Rd. to Blk. 8492	8"/6"	1976	1444
Easement W. of Prairie Creek Rd.	Blk. 8575 to Easement W. of Dowdy Ferry Rd.	8	1963	3663
Easement W. of Prairie Creek Rd.	E of Dowdy Ferry Rd. to N I-635	12	1966	1080
Easement W. of Dowdy Ferry Rd.	W of Dowdy Ferry Rd. to I-20	54	1967	3330
Easement W of Dowdy Ferry Rd.	W of Dowdy Ferry Rd. to I-20	66		3330
Easement W of Dowdy Ferry Rd.	W of Dowdy Ferry Rd. to I-20	18	1971	3330
Easement W of Dowdy Ferry Rd.	W of Dowdy Ferry Rd. to I-20	84	1975	3330
W of Dowdy Ferry Rd. to I-20 Rd.	W of Dowdy Ferry Rd. to I-20	16	1998	3330
W of Dowdy Ferry Rd. to I-20 Rd,	W of Dowdy Ferry Rd. to I-20	120	1986	3330

APPENDIX G

Dallas Water Utilities - Existing Wastewater

STREETS	LIMITS	SIZE (inches)	YEAR BUILT	LINEAR FT.
SUBDISTRICT #3				
Garden Grove Rd.	I-20 to Lot 7B	6		356
Garden Grove Rd.	Lot 7A to Lot 37B	6		1249
Easement S of I-20	Garden Grove Rd. to Seagoville Rd.	8	1984	2834
Seagoville Rd.	Easement S of I-20 to Casa Grande Dr.	8	1984	1950
Lottie Ln.	Seagoville Rd. due west	8	1984	60
Horizon Hills Dr.	Seagoville Rd. due east	8	1984	45
Kingsland Rd.	Seagoville Rd. to Quietwood Dr.	8		2918
Horizon Hills Dr.	Kingsland Rd. to Lot 13	8	1984	751
Quietwood Dr.	Seagoville Rd. to Lot 15	6	1984	495
Quietwood Dr.	I-20 to Lot A	6/8	1986	1091
Easement SE of Quietwood Dr., NW of Valdez Dr.	Quietwood Dr. to Valdez Dr.	8		347
Ravenview Rd.	China Rd. to I-20	8	'85/'95	3380
Fish Rd.	Ravenview Rd. to Lot 20	6		1855