

WEST KLEBERG COMMUNITY PLAN



PREPARED BY:

**CITY OF DALLAS
DEVELOPMENT SERVICES DEPARTMENT
LONG RANGE PLANNING DIVISION
APRIL 25, 2007**

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ACKNOWLEDGEMENTS

The efforts of developing a community vision require the insight and advice of many individuals. The following people worked laboriously with City staff to create a viable and inclusive document that is representative of the desires of the West Kleberg community.

Dallas City Council – District 8

James L. Fantroy

Dallas City Plan Commission – District 8

Commissioner Erma Jones-Dodd
Former Commissioner Carol Brandon

West Kleberg Community Plan Advisory Committee

Nancy Bingham, Chair	Bill Freeman
Theodore “Bear” Wojtowicz, Co-Chair	Charlie Shepherd
Coen Enright	Darrell Edwards
J. R. Kanaman	Kim Klein
Patsy Paschall	Jo Autrey
Barbara Ridgell	Betty Baty

Outside Agencies

Dallas Independent School District (DISD)
Dallas Area Rapid Transit (DART)
Texas Department of Transportation (TxDOT)

City of Dallas - Development Services Department – Long Range Planning Division

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Carrie F. Gordon, Ph.D. – Senior Planner and Project Manager

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Jimmy Bryan (Housing Department)
Kelly High (Street Services Department)
George Frocke (Dallas Water Utilities)
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Macklin Wright (Code Compliance Department)
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Special Thanks For Use of The Following Facilities:

Kleberg-Rylie Public Library (John Elfers and Becky Hubbard)
Kleberg-Rylie Recreation Center (Derrion Castleberry)



April 25, 2007

WHEREAS, the Department of Development Services was directed by a request from the Councilmember for District 8 to develop a plan for the area generally located south of Interstate 20, and bounded on the east by Stark Road and the Dallas city limit, on the south by Dallas County, and on the west by St. Augustine and Haymarket Roads; and

WHEREAS, the Advisory Committee appointed by the Councilmember, in conjunction with City staff, held community meetings to identify issues of concern and propose strategies for accomplishing the goals and objectives of the study; and

WHEREAS, the *forwardDallas!* Comprehensive Plan provides for adoption of area plans to document the future vision of local neighborhoods and communities and to serve as a policy guide for future development;

Now, Therefore,

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

SECTION 1. That the City Council held a public hearing on April 25, 2007, to receive comments regarding adoption of the West Kleberg Community Plan as an area plan and policy guide for future development.

SECTION 2. That the City Council hereby authorizes a resolution directing the City Manager to proceed with implementation of the recommendations contained in the West Kleberg Community Plan in an area generally located south of Interstate 20, and bounded on the east by Stark Road and the Dallas city limit, on the south by Dallas County, and on the west by St. Augustine and Haymarket Roads.

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

APPROVED BY
CITY COUNCIL

APR 25 2007


City Secretary



EXECUTIVE SUMMARY

The West Kleberg community is located in the Southern sector of Dallas, approximately 15 miles from downtown Dallas. The study area is generally located south of Interstate-20, and bounded on the east by Stark Road and Dallas city limit; on the south by Seagoville city limit and Dallas County; and on the west by St. Augustine and Haymarket Roads. Its “suburban/rural” character, open atmosphere, and easy freeway access to I-20/I-635 and C.F. Hawn Freeway/US Hwy. 175 makes it a desirable place to live for those that enjoy “country living in the city.”

At the request of Councilmember James Fantroy, the West Kleberg Community Plan Advisory Committee was appointed to work with City staff to: 1) assess existing conditions, community assets and development and redevelopment opportunities; 2) identify issues relative to land use and zoning, infrastructure, code compliance, economic development, housing and public safety; and 3) develop a plan and implementation strategy for achieving community goals and objectives.

Advisory Committee members, City staff, and representatives from other agencies met between August 2005 and February 2007 to seek solutions to issues perceived to impede the community’s vision. The West Kleberg study was already underway when the forwardDallas! Comprehensive Plan was nearing completion. The diligence of the Advisory Committee led to incorporation of their preliminary vision into the forwardDallas! Plan prior to City Council adoption (see Exhibit E).

The study process entailed collecting and analyzing data; Advisory Committee participation in defining the community’s vision through use of a forwardDallas! style visioning session; and establishing goals, actions, policy statements and a definitive Action Plan. A community meeting was held prior to City Plan Commission (CPC) and City Council (CC) public hearings to present study findings and secure additional citizen input.

At the community meeting, attended by over 200 participants, it was evident that citizens are adamant about preservation of the area as a “bedroom community” with neighborhood-serving businesses mainly along the Hwy. 175-freeway corridor. The community desires to ensure that residential development of low and medium density occurs in such a manner that it complements the existing low-density residential neighborhoods. Where higher density housing occurs, adequate setbacks, buffers and open space are needed to protect adjacent single family neighborhoods. In addition, the community is supportive of new development that will contribute to open space and recreational facilities.

Aware that “rooftop” counts are a key element in attracting “upscale, high end” businesses to the area, resident expectations still remain optimistic based on



development patterns witnessed in cities of similar makeup. It is their premise that certain businesses can offer consumer services based on current and future household forecasts (i.e., restaurants, dry cleaners, family amusement center, and so on). The Retail Gap Analysis for this particular zip code clearly shows that there are retail dollars not being captured, “out-shopping” taking place. By attracting businesses to this sector of Southeast Dallas, this area can serve as a “regional” revenue generator for Dallas. At present, the majority of goods and services purchased by West Kleberg community is from the city of Mesquite.

Large lots, at 10 acres and up in areas presently zoned Agricultural (A) and R-10 Residential(A), offer opportunities for new construction and redevelopment; however, the type of development activity should complement what has been identified in the forwardDallas! Comprehensive Plan and this plan. In addition, the DART 2030 Plan shows a Transit-Oriented Development (TOD) DART Southeast Passenger rail line extension at I-20 and Kleberg Road. This offers an opportunity for the development of a multi-modal transit-oriented community adjacent to the station. The forwardDallas! Plan encourages this type of development where appropriate. The area would then gain another notch of diversification, “urban, suburban and rural”. With continued residential development activity throughout the area, transit service will be needed.

The **West Kleberg Community Plan** defines what is needed for this community to see its vision. It should be periodically reviewed to assess the progress in implementing plan recommendations. This is not a static document. To ensure that plan recommendations are still timely and appropriate, periodic review is recommended as conditions, attitudes and expectations change over time.



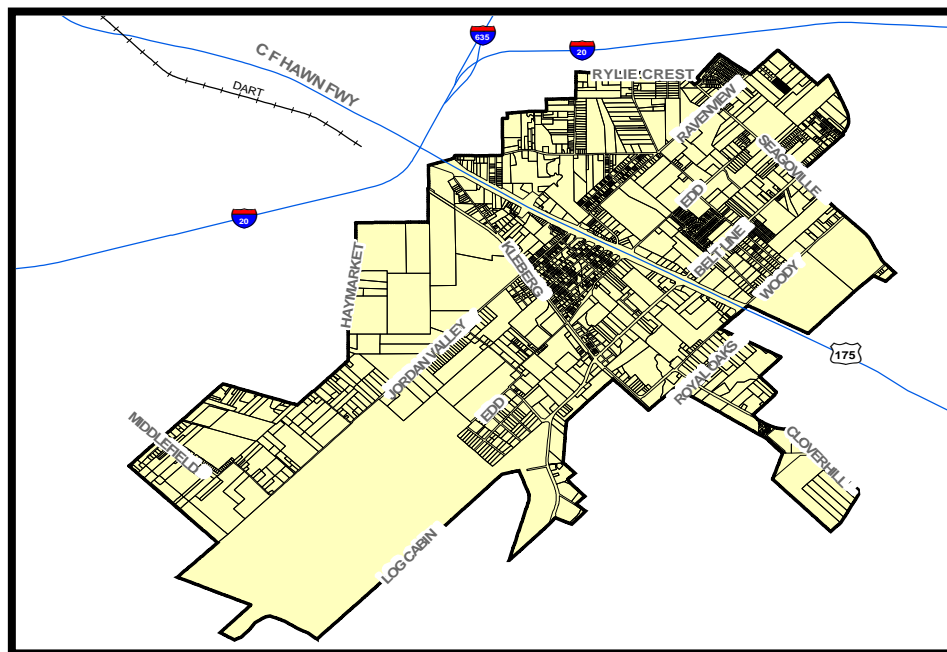
PROJECT OVERVIEW

At the request of Councilmember James Fantroy, the Department of Development Services Long Range Planning Division initiated the West Kleberg Community Plan in May 2004; however, due to staffing constraints the project was on hold until May 2005. The Scope of Study for this project is as follows:

- 1) An assessment of existing conditions, community assets and development and redevelopment opportunities;
- 2) Identification of issues relative to land use and zoning, infrastructure, code compliance, economic development, housing and public safety; and
- 3) Development of a land use plan and implementation strategies for achieving community goals and objectives.

LOCATION

The West Kleberg community is located in the southeastern section of the City of Dallas, immediately adjacent to the cities of Seagoville, Balch Springs, and Dallas County. It is generally located south of Interstate-20, and bounded on the east by Stark Road and Dallas city limit; on the south by Seagoville city limit and Dallas County; and on the west by St. Augustine and Haymarket Roads. Located approximately 15 miles from the Central Business District, residents have the benefit of access to the region from I-20/I-635 and C.F. Hawn Freeway/U.S. Hwy. 175.



West Kleberg Study Area Boundary

HISTORICAL SKETCH

Kleburgh, TX was on U.S. Highway 175, the Southern Pacific Railroad, and Hickory Creek thirteen miles southeast of Dallas in southeastern Dallas County. The site was a 4,428-acre tract granted on October 23, 1845, to Robert Kleberg. Kleberg never actually resided on the grant, and after squatters had stripped much of the pin and post oak from the heavily wooded land, he sold it. A small community on the site was a stagecoach stop at the intersection of two wagon roads. Most of the early residents raised horses or farmed, but some extracted sand and gravel, thus producing small lakes. After the arrival of the Texas Trunk Railroad in 1881 the community began its period of prosperity. In 1882 it received a post office named Kleburgh, with James E. Copehart as postmaster. The name was changed to Kleburg in 1887, and by 1890 the community had a population of 100, two steam saw and grist mills, a cotton gin, two wood dealers, two livestock dealers, a blacksmith, a shoemaker, two general stores, and a newspaper, the Kleburg *Pigmy*. In 1899 Kleburg filed its first nine-acre plat.

Around 1900 the United States government awarded \$2 million for improvements on the Trinity River. As the closest point to Lock No. 2, Kleburg housed the 100 people employed by Bell and Carder to work on the lock. A devastating flood in 1908 washed the locks away, and, although work resumed several months later, in 1915 the funding was withdrawn and the project abandoned as unfeasible. In 1915 a red brick schoolhouse and a railroad depot were constructed at Kleburg, and the Texas and New Orleans Railroad, which had taken over the Texas Trunk Railway, ran through town twice a day. The town had a population of 300, telephone connections, the Farmers and Merchants Bank, two blacksmiths, the Kleburg Gin Company, and several general and specialty stores. The downtown section was destroyed by fire in 1920, and only portions were rebuilt. The name of the post office was changed from Kleburg to Kleberg in 1929. By the mid-1920s the population was 350, where it remained until the 1940s, when it began to drop; it reached a low of 170 in 1947. Kleberg was incorporated in 1956 and instituted a few city services. Water was provided from Dallas County Water District 7, dial telephones were installed, and a new fire truck was purchased. Plans for a new city hall, a sewerage system, and a zoning ordinance were developed but never implemented. In 1970 Kleburg had a population of 4,510 and three businesses. The only industry was a cement company. The community was consolidated with Dallas on April 3, 1978. At the time, it was the largest town in Texas without a property tax.¹

¹ Dallas Historical Commission Files, Dallas Public Library. Dallas *Times Herald*, December 25, 1977, Lisa C. Maxwell.

Approximately six (6) studies have been conducted over the past 25 years that included this area or areas immediately adjacent to its boundary. A listing and general overview of those studies is provided.



- (1) East Kleberg Land Use Plan (2003) – The study was conducted to analyze the existing housing stock and the potential for housing development and proposed recommendations for future economic development. The study area is generally bounded by I-20 to the north, the city limit line along Stark Road to the east, Seagoville Road to the south, and Beltline Road to the west.
- (2) I-20 Freeway Corridor Land Use Plan (2000) – This study addressed issues related to transportation, economic development, land use, zoning, and other quality of life issues for an area generally located along the I-20 freeway corridor between Houston School Road and Belt Line Road. As a result of this study, an authorized hearing was conducted to determine proper zoning of Sub-area 3 (freeway frontage along I-20 between St. Augustine and Belt Line Roads).
- (3) Southeast Dallas Comprehensive Land Use Study (1996) – The study analyzed existing land use and zoning, proposed economic tools to encourage development, identified infrastructure improvements, and encouraged housing development.
- (4) Southeast Dallas Annexation Areas (1986) – The study was conducted to provide a land use and development plan for the orderly and logical growth of four areas annexed to the city on March 21, 1986.
- (5) Rylie Land Use Study (1981) – This report studied the former Rylie community and entailed a review of appropriate areas for land uses, a review of zoning and thoroughfares, and locations for new parks and other public facilities through the year 2000. The study area was generally bound by C.F. Hawn Freeway, Kleberg Road, Jordan Valley Road, Middlefield Road, Dowdy Ferry Road, I-635/LBJ Freeway, and Prairie Creek.
- (6) Kleberg (1980) – The report, limited to the area encompassed by the former city of Kleberg, was a detailed analysis of the existing physical environment, citizen needs, infrastructure, and zoning. The area was generally bounded by the city limit line, Fish Road and Skyfrost Drive to the north, Stark Road and the city limit line to the east and south, and properties immediately west to Jordan Valley Road.

The above referenced studies are generally consistent in their recommendations for future development of the area; however, the area remains predominately rural with large tracts of vacant land and substandard infrastructure (streets, sidewalk, curb and gutter, water and wastewater).



STUDY PROCESS AND PUBLIC PARTICIPATION

At the request of Councilmember James Fantroy, a 14-member Council-appointed committee was established to work closely with the Department of Development Services Long Range Division staff to ensure public participation early on in the process. (Refer to Chart 1 for the chronology associated with the study process.) The West Kleberg Community Plan Advisory Committee was appointed to work with City staff to identify issues/concerns the community considered as detrimental to its quality of life, “perceived or real”.

The Scope of Study for this project remained consistent with other land use initiatives in and immediately adjacent to the study area, as identified in the I-20 Freeway Corridor Land Use Plan and the East Kleberg Land Use Plan, to:

- Determine proper zoning of the area to create uniformity in land use and zoning internally and along its business corridors;
- Assess the existing housing stock to offer “affordable housing” comparable to current and future market trends in Southeast Dallas; and
- Identify issues/concerns that impact the economic viability of this sector of Dallas to meet the needs of this community with “rooftop counts” to attract businesses to the area.

From August 2005 through February 2007, ten (10) committee members worked arduously with City staff to identify community “needs” and “desires”. Advisory Committee members met with Interdepartmental Review Team Representatives (IRT) from key City departments and other agencies such as Dallas Area Rapid Transit (DART), Dallas Independent School District (DISD), and the Texas Department of Transportation (TxDOT).

The next step was a tour of the study area to allow dialogue amongst the committee and City staff. The findings and comments received during the tour were refined and the information disseminated in preparation for discussion with Interdepartmental Review Team (IRT) members and representatives from other outside agencies.



WEST KLEBERG COMMUNITY PLAN ADVISORY COMMITTEE



Photo: Front - Kim Klein, Jeannie Collins, Veronica Priest and Patsy Paschall
? Back - J.R. Kanaman, Coen Enright, Theodore Wojtowicz (Co-Chair), Barbara Ridgell and Darrell Edwards ? Not Shown - Nancy Bingham (Chair), Bill Freeman, Jo Autrey, Betty Baty and Charlie Shepherd

As apart of the study process, the Advisory Committee met with City staff and other agencies based on issues raised during the Needs Assessment phase. This facilitated the citizen participation process as it aided in the committee gaining a better understanding of how the process works. It enlightened them on other related issues that impact their quality of life and clarified the City's role as it related to the Scope of Study. Information was also provided on what citizens can and should do to achieve goals and objectives that are outside the Scope of Study.



Photos: Advisory Committee members interacting with City staff and other agencies.



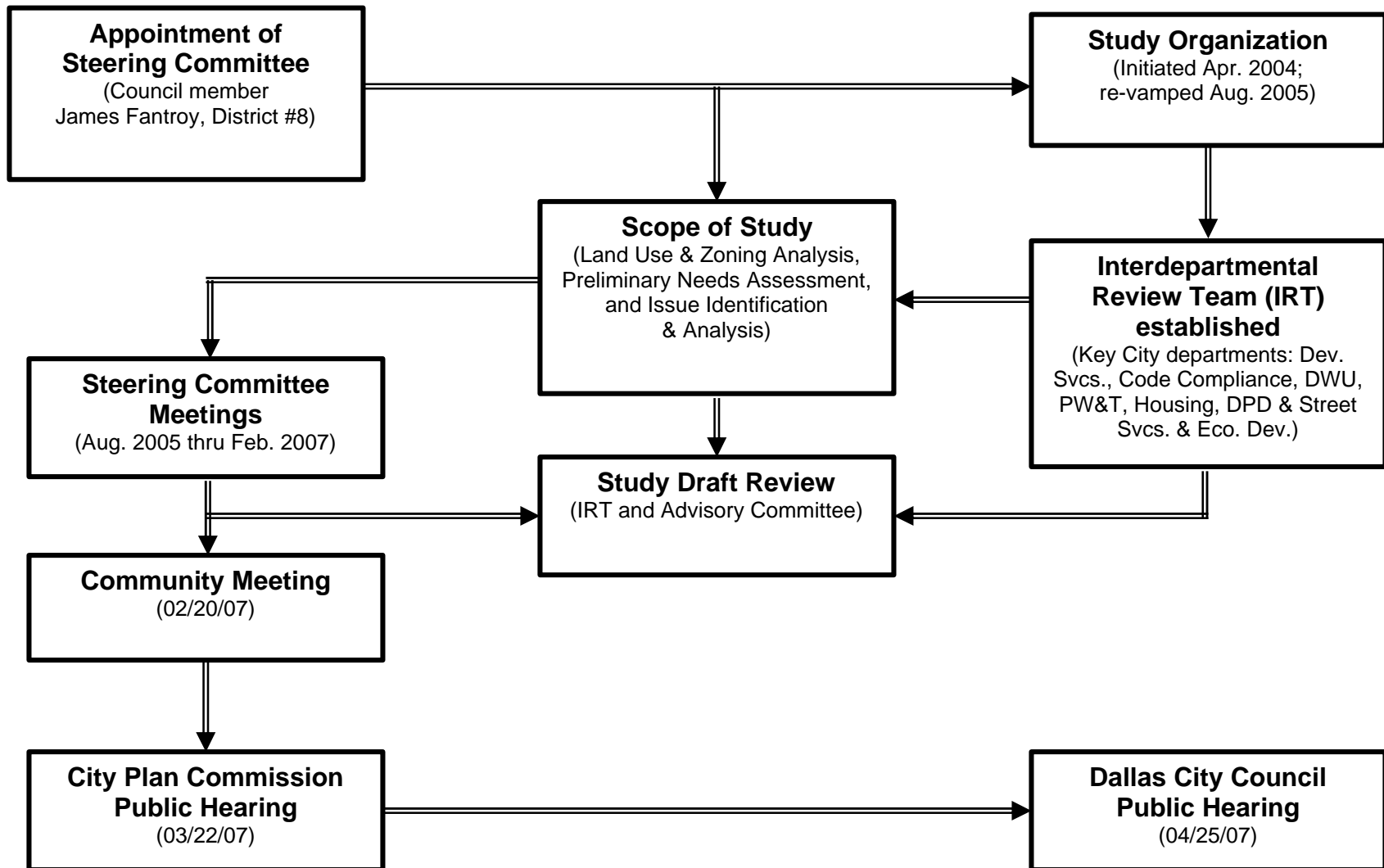
The Advisory Committee also participated in a Visioning Activity, similar to the one used in forwardDallas!, to create a future Vision Map that depicts the types of businesses and services the community would like to see. To augment that effort, a community meeting was held on February 20, 2007, at the Kleberg-Rylie Recreation Center to present study findings and secure additional citizen input for incorporation into the Plan. Between 200 - 250 residents, business and property owners, and stakeholders were in attendance at the meeting.



Photos: Community meeting at the Kleberg-Rylie Recreation Center.

The result of that meeting was consensus to maintain the “rural character” in that the area remains predominately residential (low to medium density residential) with neighborhood-serving retail and commercial uses along Belt Line Road, Kleberg Road and Hwy. 175 as defined in this Plan (refer to Map 5).

CHART 1: STUDY PROCESS



COMMUNITY ASSESSMENT

This section of the study focuses on key findings identified during the Needs Assessment Phase and the result of meetings held with Interdepartmental Review Team Representatives (IRT) from the departments of Code Compliance, Dallas Police Department, Economic Development, Environmental Health, Public Works and Transportation, Street Services, Dallas Water Utilities, and Housing. In addition, input was received from other agencies such as Texas Department of Transportation (TxDOT), Dallas Area Rapid Transit (DART), and the Dallas Independent School District (DISD). Each section provides a general overview on departmental roles and responsibilities and what has been initiated as a result of this study, where applicable.

There were nine (9) areas of concern identified by the Advisory Committee, in order of priority:

1. Code Compliance
2. Crime Prevention and Public Safety
3. Land Use and Zoning
4. Economic Development
5. Environmental Health
6. Infrastructure
7. Dallas Independent School District (DISD)
8. Housing
9. Transportation

The top priorities focused on “selective” code enforcement and the high rate of crime that occurs, particularly in the sparsely populated areas. Key issues will be addressed on each of these areas.

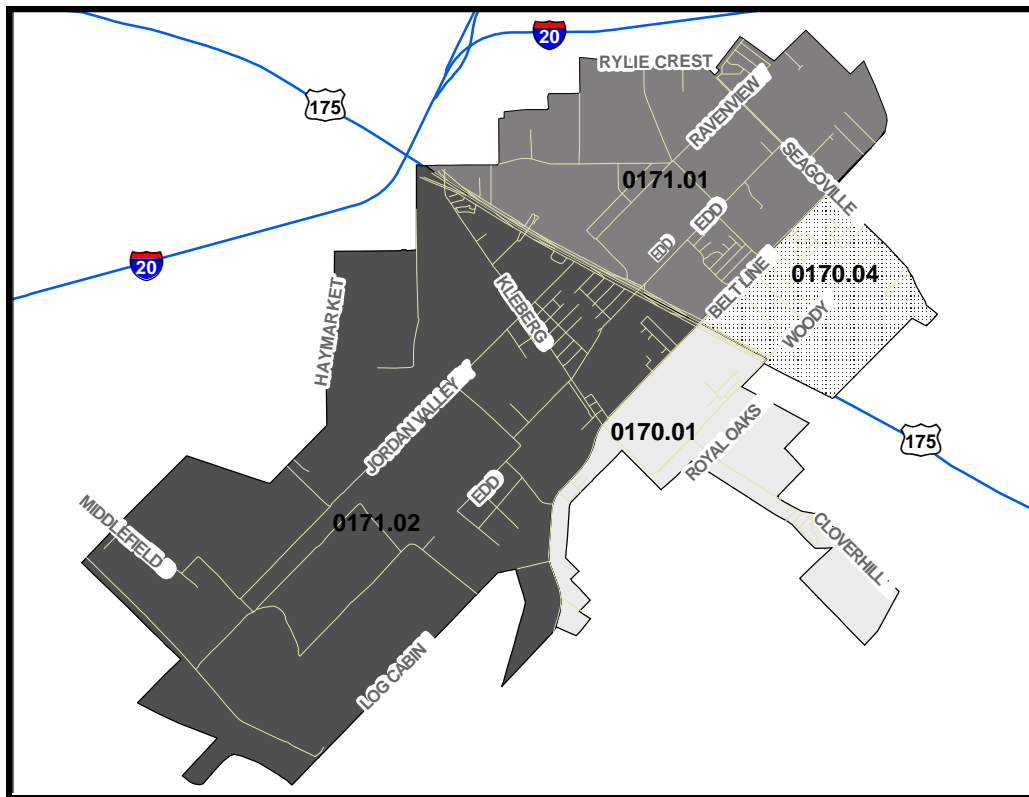
For analysis purposes, Section 3.0 will provide a demographic profile of the study area and a summary of existing conditions with key findings for each sub-area related to land use and zoning, economic development, housing, infrastructure (e.g., streets, highways, transit, water and wastewater, parks and recreation and schools), crime prevention and public safety, code compliance and environmental health. (Refer to Map No. 3 – Sub-areas when reviewing this section.)



3.1 DEMOGRAPHIC PROFILE

This is a unique part of Dallas where rural residential and suburban development coexists amongst a vast number of manufactured home and mobile home parks and subdivisions not seen in any other part of Dallas. Area residents accept this lifestyle as we learned during the East Kleberg and I-20 Freeway Corridor studies.

The 2000 demographic data was obtained from the United States Census Bureau, extracted to the block group level, to provide as accurate as possible the profile for this area. (Due to the study area boundary lines, data may overlap and slightly skew figures.) The West Kleberg Study area is comprised of five (5) census tracts, namely: 170.01, 170.03, 170.04, 171.01 and 171.02. The total population is 15,761 and shown at the block group level in Table 1.



Census Tracts By Block Group

POPULATION

These figures shown below equate to a population break-down of 61.8% *White*, 22.9% *Hispanic or Latino*, 12.1% *Black*, .07% *American Indian*, .04% *Asian*, .02% *Other* and 2.9% *Two or More Races*. (Note: Hispanics/Latinos are considered by the U.S. Census Bureau as an ethnicity, not a race. Because the two are distinct concepts, persons of Hispanic origin may be of any race). Other



demographic data provides the following information from the block group level (+/- 5% error rate).

TABLE 1: POPULATION BY BLOCK GROUP LEVEL

Census Tract	Block Group	Total
170.01	BG 3	817
170.01	BG 4	1,487
170.03	BG 1	2,856
170.04	BG 2	2,833
171.01	BG 1	1,042
171.01	BG 2	2,818
171.02	BG 1	979
171.02	BG 2	2,929
		15,761

Source: US Census Bureau

From this data you find that the workforce is mainly comprised of civilian employees with 11% earning incomes between \$60k and \$74k. This group possesses at least an 11th grade education (1% with a college degree). As of 1999, 86% of the population was above the poverty level.

The Dallas population stands at over 1,188,580 million with the West Kleberg area comprising less than 1% of that total. The median age citywide is 30.5, and for this area it is 28.8. The median household income for Dallas is \$37,628, for this area it is \$34,537 (1999). For additional demographic data refer to Appendix A.

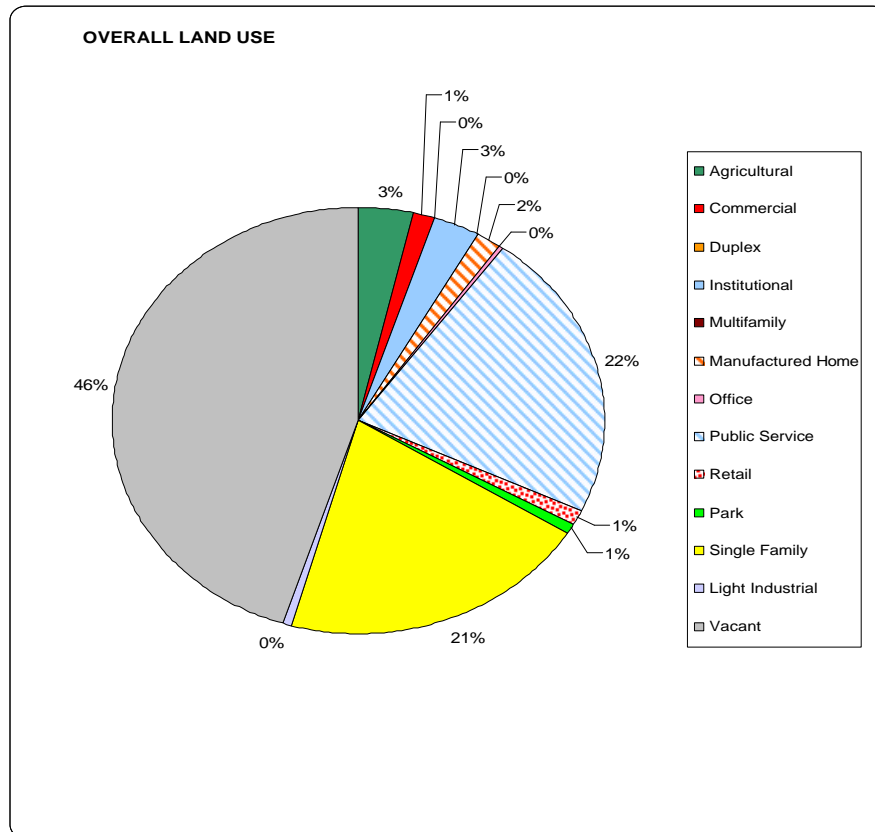
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3.2 LAND USE AND ZONING

EXISTING LAND USE

The study area contains approximately 6,471 acres and covers approximately 10 square miles. As shown on Map No. 3 and Chart 2 below, the predominant land uses are Single Family (SF) residential, Public Service and Vacant. Of the overall existing land use, vacant land accounts for 46% (2,919 acres), public service at 22% (approximately 1,418 acres), and single family residential at 21% (approximately 1,328 acres).

CHART 2: OVERALL EXISTING LAND USE



Source: City of Dallas Geographic Information System (GIS), 2005

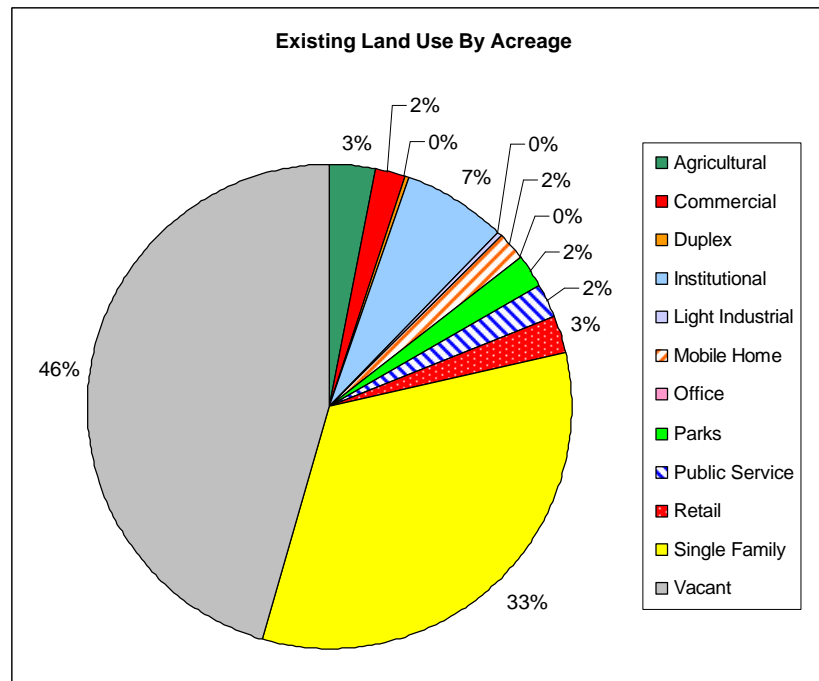
For analysis purposes, the study area was divided into sub-areas and should be reviewed along with Map 2, Appendix B, and Appendix C. After a general overview of land use and zoning, Section 3.3 will provide an in-depth look into the area from a land use perspective (refer to Map 4).

Sub-area 1 is comprised of approximately **2,047** acres of which 46% is presently vacant or undeveloped, and 33% is comprised of Single Family (SF) uses.

TABLE 2: SUB-AREA 1 - ACREAGE PER LAND USE CATEGORY

Category	Acreage
Agricultural	65
Commercial	40
Duplex	.48
Institutional	145
Light Industrial	8
Mobile Home	35
Office	1
Parks	46
Public Service	48
Retail	52
Single Family	672
Vacant	934
TOTAL	2,047

CHART 3: EXISTING LAND USE – SUB-AREA 1



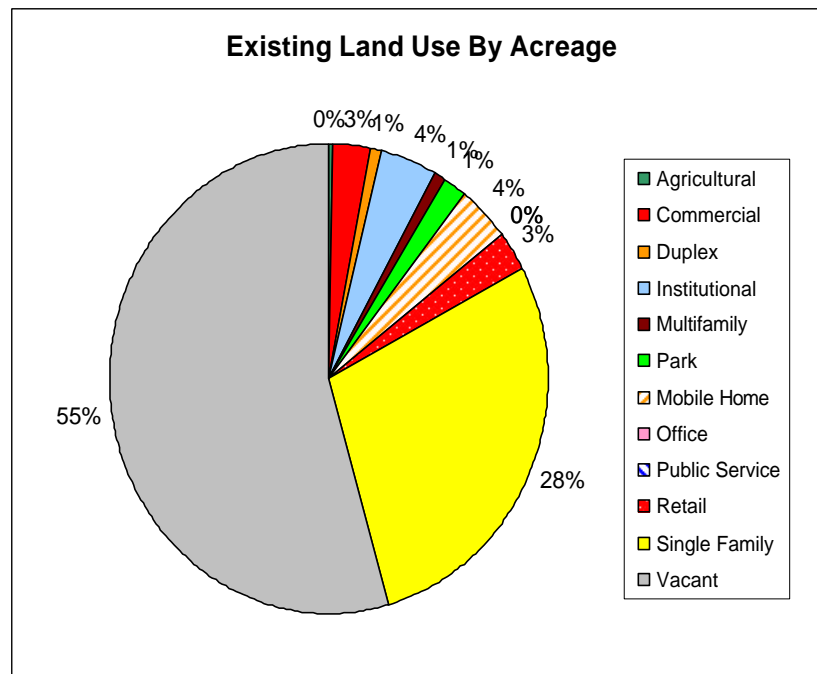
Source: City of Dallas Geographic Information System (GIS), 2005

Sub-area 2 is comprised of approximately **1,034** acres of which vacant land constitutes 55%, while single family (SF) constitutes 28%.

TABLE 3: SUB-AREA 2 - ACREAGE PER LAND USE CATEGORY

Category	Acreage
Agricultural	4
Commercial	29
Duplex	8
Institutional	41
Multifamily	11
Park	15
Mobile Home	40
Office	.55
Public Service	.3
Retail	28
Single Family	294
Vacant	563
TOTAL	1,034

CHART 4: EXISTING LAND USE – SUB-AREA 2



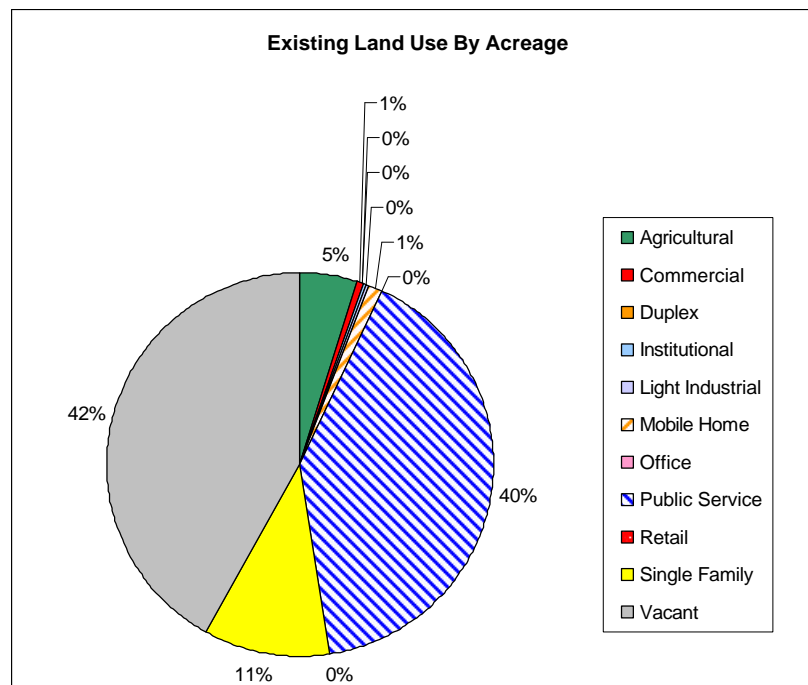
Source: City of Dallas Geographic Information System (GIS), 2005

Sub-area 3 is comprised of approximately **3,390** acres of which vacant land constitutes 42% and public service comprises 40% (mainly the Southside Wastewater Treatment Center).

TABLE 4: SUB-AREA 3 - ACREAGE PER LAND USE CATEGORY

Category	Acreage
Agricultural	156
Commercial	22
Duplex	.87
Institutional	6
Light Industrial	15
Mobile Home	32
Office	5
Public Service	1370
Retail	.84
Single Family	362
Vacant	1,421
TOTAL	3,390

CHART 5: EXISTING LAND USE – SUB-AREA 3



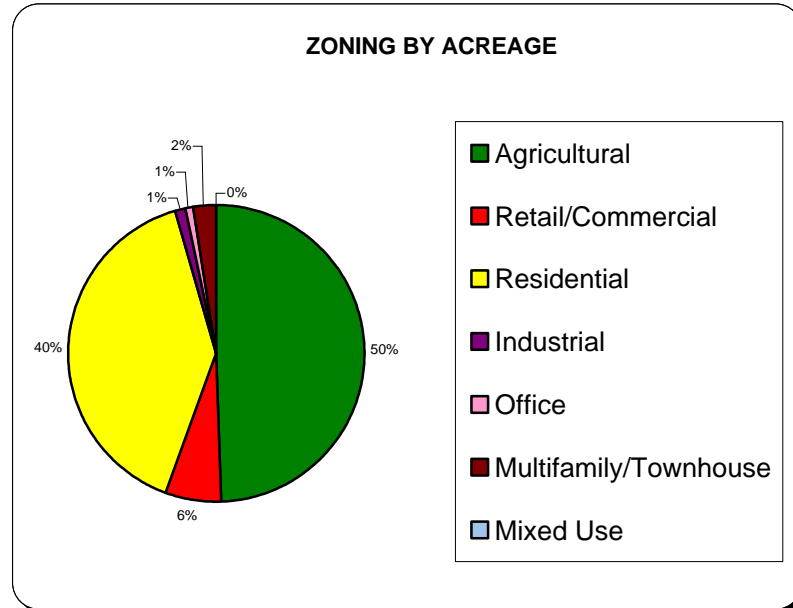
Source: City of Dallas Geographic Information System (GIS), 2005

An analysis of overall land use shows that businesses are generally located along the Hwy. 175-freeway corridor. The next concentration of small-scale uses is found at the intersection of Belt Line Road and Seagoville Road. There is one (1) grocery store to serve this community, with several smaller scale convenient stores scattered throughout the area. Other than that, groceries are purchased within a 5-mile radius in the cities of Balch Springs and Seagoville (e.g., Wal-Mart Super Centers, Minyards and Kroger). The majority of businesses operating in the area include: Auto Sales, Service and Display, Machinery, Heavy Equipment or Truck Sales and Service, and Auto Salvage and Reclamation.

EXISTING ZONING

There are 18 zoning district classifications in this area (refer to Map 3 and Appendix C): A(A), R-1/2ac(A), R-10(A), R-7.5(A), R-5(A), D(A), TH-1(A), MF-1(A), MF-2(A)(SAH), MH(A), CR, CS, LO-1, NO(A), NS(A), MU-1(SAH), IR, and IM. Other special zoning districts include Planned Development Districts (PDD) and Specific Use Permits (SUP). Of these, Agricultural constitutes 50% of the districts and Residential at 40%. Within the Residential category, approximately 1,812 acres is zoned R-10(A) and 1,047 is zoned R-7.5(A). All three (3) of these zoning district classifications contain the majority of vacant land in the study area.

CHART 6: OVERALL EXISTING ZONING



Source: City of Dallas Geographic Information System (GIS), 2005

For additional information on each zoning district, existing businesses and zoning history refer to Appendix D, Appendix E and Appendix F.

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3.3 SUB-AREA ANALYSIS

SUB-AREA 1

EXISTING CONDITIONS

The area is predominately residential (single family, duplex, private boarding house, mobile and manufactured home parks and subdivisions) with scattered undeveloped parcels throughout the area (large and small lots).

Commercial service and retail uses are dominant along Hwy. 175, with a concentration of these uses between Edd and Belt Line Roads.

Businesses consist of auto-related uses (auto sales, outside salvage or reclamation). Other use types include 3 small-scale motels; re-sale shops; 3 restaurants with and without drive-thru service; car wash; cell towers; small-scale offices; Post Office; 3 convenience stores with motor vehicle fueling stations; and 1 grocery store located in a small-scale shopping center. (Refer to Appendix E for a list of existing businesses and Appendix Map 6 for Area Amenities).

Public facilities include the ***Kleberg Recreation Center***, ***Kleberg Public Library*** and ***Kleberg Elementary, Middle and High Schools***.

ANALYSIS

With an increasing number of single family subdivisions underway (particularly in PDD No. 512 located W of Stark Road, S of Seagoville Road, and E of Woody Road) and the build-out of the Wright Farms subdivision on Edd Road,



Kleberg-Rylie
Recreation Center



Kleberg-Rylie
Public Library

the impact on public facilities must be addressed. In September 2006, due to increased enrollment and other related issues, the Dallas City Council approved a Specific Use Permit (SUP) for an elementary school and residential housing at the Kleberg Elementary School. Clear indicator that growth is occurring in that area.

Economic development incentives are needed to stimulate new business activity and the retention of existing businesses with incentive programs (e.g., facade improvements). Of utmost concern by the community is land speculation. In areas zoned Agricultural (A) and R-10(A) where there are large parcels of undeveloped land, developers are seeking high density development that may devalue existing property in stable areas.

Design elements (topper signs, entry portals, etc.) and aesthetic improvements along Belt Line Road, Seagoville Road and Hwy. 175 is desired to establish community identify.



Retail at the SW corner
Seagoville @Belt Line Rds.

SUB-AREA 2

EXISTING CONDITIONS

The area is a hodgepodge of scattered residential uses such as manufactured homes, mobile home parks, multifamily, duplex and single family dwellings. The concentration of single family dwellings is mainly between Jordan Valley and Edd Roads. At its far eastern boundary (near Seagoville city limit and the Dallas County line), uses include a cluster of mobile home parks, salvage yard, agricultural activity, and large tracts of vacant land. There are also a number of vacant undeveloped parcels east of Belt Line Road to Simmonds Road. Multifamily complexes include Woodside Apartment Homes and Bridle Patch (SW of Woody Road @ Hwy. 175).

Commercial service, retail and industrial businesses consists of auto-related uses (sales, service & display, salvage or reclamation yards, auto auction); private stables; nightclub; motel; two (2) restaurants (without drive-thru service); cell towers; small-scale offices; and motor vehicle fueling stations (heavy commercial and auto) with associated convenience stores.

There are no recreational facilities or park and open space amenities, within the Dallas city limit, that serve this sub-area.

ANALYSIS

Proposed development northwest of the site, in the city of Balch Springs, could be of potential benefit through spin-off growth (residents from other cities bringing tax dollars to the city of Dallas). Proposed development consists of the



New single family development
SW of Kleberg Rd. @ Edd Rd.



Manufactured home subdivision
south of Hwy. 175 @ Kleberg Rd.

installation of service roads at the interchange of I-20/I-635 and Hwy. 175; shopping center and hospital.

The DART 2030 Plan explored the potential for an extension of the Southeast Dallas Rail line across I-20 to Kleberg Road. Although this extension has not been included in the financially constrained Plan, property owners, residents and stakeholders strongly desire better transit service to this sector of the city.

With access from Hwy. 175 (E of Cloverhill Road), development activity may be more suitable for Commercial Service type uses (e.g., industrial park), as there would minimal impact on residential uses in this area.

SUB-AREA 3

EXISTING CONDITIONS

This area is predominately undeveloped with scattered residential dwellings (single family, group residential facility, mobile home and manufactured homes) on large tracts of land. Much of the area is zoned agricultural, which was perceived prime for industrial development; however, the community expressed its concern through various studies that the area remain residential to retain its rural character.

Businesses are generally located SW of Belt Line and Kleberg Roads. Industrial and heavy commercial service uses include sand and gravel and cement plants, former land-fill, the Southside Wastewater Treatment Plant, mobile home parks, agricultural activity, stables, small-scale offices, and cell towers.

There are no recreational facilities or park and open space amenities, within the Dallas city limit, that serve this sub-area.

ANALYSIS

Low-density residential (e.g., 1 acre lots) is the “community preferred” development pattern. By encouraging this, a large percentage of the area would be preserved as agricultural and/or open space; hence protecting its rural character.

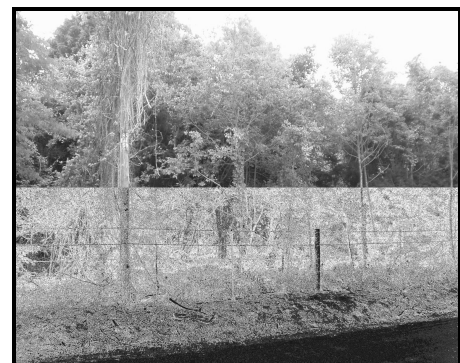
A strategy for land protection individually or as a group may be through Texas Park and Wildlife Conservation Easements Program for Texas Landowners. For more information refer to Appendix K.



Large tracts of undeveloped land



View towards abandoned landfill site



Heavy vegetation in various area

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3.4 ECONOMIC DEVELOPMENT

Economic development is a fluid process whereby a community creates economic opportunity, stimulating business investment, diversifying the public revenue base and enhancing quality of life for all of its citizens. This process is a key element in any community planning. The West Kleberg community desires to encourage economic development along its main corridors, namely Hwy 175 and Belt Line Road.

In order to be effective, economic development must incorporate the values and needs of the community. Policy 2.1.2 of the *forwardDallas! Comprehensive Plan* states “ensure that Area Plans include an economic development component to address the economic factors of the area in the context of the city as a whole”.

This section provides an analysis of three alternative future growth alternative scenarios to guide economic development for the area. Each scenario comes from a different source and was based on a different set of assumptions. The analysis serves to provide three different perspectives of the future for this area. One in particular was closely guided by the Community Vision developed as part of this plan. In addition, this section also provides a summary of future retail development opportunities based on a retail gap analysis conducted by the City of Dallas, as well as an overview of catalyst development opportunities.

NORTH CENTRAL TEXAS COUNCIL OF GOVERNMENTS 2030 FORECASTS

The North Central Texas Council of Governments (NCTCOG) prepares growth forecasts at the regional level and is calculated to match a control total for overall regional growth. These forecasts are intended primarily for transportation planning purposes in order to estimate future trip demands to be met through infrastructure investments. The NCTCOG forecasts are broken down by geographic areas known as Traffic Survey Zones. The TSZs that roughly match the study area boundary are shown in Exhibit D with additional reference in Appendix J. According to NCTCOG 2030 projections, 4,319 new households and 5,560 new jobs are forecast for the study area.

FORWARD DALLAS! FORECASTS

The *forwardDallas! Comprehensive Plan*, adopted by Dallas City Council in June 2006, provides an alternative growth forecast for the area. This forecast was based on a citywide visioning process and was quantified based on development and redevelopment assumptions applied to large areas within the city. These forecasts were also developed using TSZs in order to enable easy comparison to the NCTCOG forecasts, and could be summarized to match the study area boundaries. According to the *forwardDallas! Comprehensive Plan* forecasts, 5,563 new households and 2,893 new jobs will be added to the area by the Year 2030.



COMMUNITY VISION BUILD-OUT

The Community Vision was developed in close cooperation with community stakeholders and paints a picture of what the community desires to see happen in the area in terms of future development patterns. The third growth forecast for the study area was based on a build-out of vacant land according to the Community Vision. In contrast to the previous two forecasts that were made for the Year 2030, this Community Vision forecast is not tied to a specific timeframe. Instead, it is intended to quantify anticipated growth when all vacant land is built out according to the Community Vision. This build-out was conducted by sub-area based on assumptions of development patterns that were informed by community choices. The assumptions and calculations are provided below.

SUB-AREA 1

There are 934 acres of vacant land in this sub-area. It was assumed that 829 acres would be for residential, 85 acres for commercial and 20 acres for mix use development. The chart below shows how this vacant land was allocated to several different future residential and commercial development types.

TABLE 5: SUB-AREA 1 BUILD-OUT

Development Type	Net Vacant Land (Minus Streets, Civic, Parks)	DENSITY (DU/AC)	FAR (Input)	HOUSING UNITS	COMMERCIAL SQ FT
RESIDENTIAL					
- Large Lot SF	169	1	n/a	169	n/a
- Medium Lot SF	429	4	n/a	1,717	n/a
- Townhouse SF	28	6	n/a	168	n/a
RETAIL/COMMERCIAL					383,328
- Neighborhood Commercial	35	n/a	0.25	n/a	344,995
- Highway Commercial Strip	40	n/a	0.20	n/a	
MIX USE	<u>14</u>	n/a	1.2	<u>120</u>	<u>577,083</u>
Totals	715			2,174	1,305,406

The residential build-out for Sub-area 1 would be 66.4% medium and 22.4% large lot development, with the remaining build-out at 9.1% for commercial and 2.1% for mix use development. Based on these figures, the forecast would generate 2,174 new housing units and 1,305,406 new commercial square footage which translates into 2,122 new households and 1,479 new jobs.

SUB-AREA 2

Sub-area 2 comprises approximately 563 vacant acres. Vacant parcels within this area are also scattered with a majority of the large tracts more suitable for single family development. A typical distribution build-out would be 413 acres for residential, 100 acres for retail/commercial, and approximately 50 acres for mix use. The residential build-out would be 51% medium lot, 22% large lot, and 27% retail/commercial and mix use development. Based on these figures, the forecast would generate 1,295 new housing units and 2,286,029 new commercial square footage which translates into 1,256 new households and 2,719 new jobs.

TABLE 6: SUB-AREA 2 BUILD-OUT

Development Type	Net Vacant Land (Minus Streets, Civic, Parks)	DENSITY (DU/AC)	FAR (Input)	HOUSING UNITS	COMMERCIAL SQ FT
RESIDENTIAL					
- Large Lot SF	101	1	n/a	101	n/a
- Medium Lot SF	189	4	n/a	755	n/a
- Townhouse SF	23	6	n/a	139	n/a
RETAIL/COMMERCIAL					
- Neighborhood Commercial	35	n/a	0.25	n/a	383,328
- Highway Commercial Strip	53	n/a	0.20	n/a	459,994
MIX USE	<u>35</u>	n/a	1.2	<u>301</u>	<u>1,442,707</u>
Totals	436			1,295	2,286,029

SUB-AREA 3

Lastly, Sub-area 3 has approximately 1,421 acres of vacant land. Forecasts for this particular sub-area take into account flood plain area (approximately 479 acres) and the former Trinity Oaks landfill site (approximately 150 acres), leaving a balance of developable land of 792 acres. The typical distribution for the remaining 792 acres for this sparsely populated area would be 640 acres for one acre lot single family development, 79 acres for retail/commercial, and 73 acres for future TOD and/or Highway Commercial Strip development. Based on these figures, the forecast generates 1,295 new housing units and 2,286,029 new commercial square footage which translates into 925 new households and 2,537 new jobs.



TABLE 7: SUB-AREA 3 BUILD-OUT

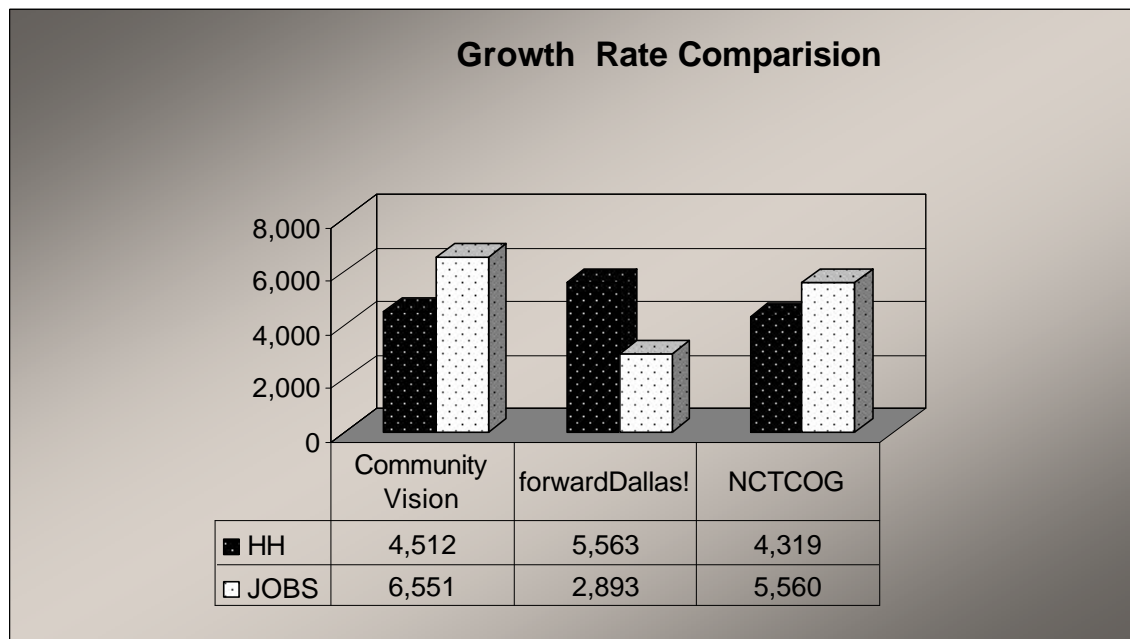
Development Type	Net Vacant Land (Minus Streets, Civic, Parks)	DENSITY (DU/AC)	FAR (Input)	HOUSING UNITS	COMMERCIAL SQ FT
RESIDENTIAL					
- Large Lot SF	518	1	n/a	518	n/a
RETAIL/COMMERCIAL					
- Neighborhood Commercial	40	n/a	0.20	n/a	344,995
- Highway Commercial Strip	30	n/a	0.25	n/a	325,829
TRANSIT ORIENTED DEVELOPMENT (TOD 1)	<u>50</u>	n/a	1.2	<u>439</u>	<u>2,106,353</u>
Totals	638			1,177	2,513,882

COMPARISON OF GROWTH SCENARIOS

As noted earlier, the Community Vision build-out is not tied to a Year 2030 timeframe. As summarized in the chart below, the Community Vision build-out would result in fewer households but significantly more jobs than the *forwardDallas!* forecast. Compared to the NCTCOG forecasts, the Community Vision build-out would result in about the same number of households but significantly more jobs. The Community Vision build-out would result in more commercial development than the area is likely to be able to bear on its own. This vision is based upon a community driven emphasis on low density residential development and allocation of a relatively large quantity of land for commercial use. The realization of this vision is dependent upon attracting significant regional retail, office and institutional uses to the area in order to serve a larger regional market.



CHART 7: GROWTH RATE SCENARIOS



Source: forwardDallas! Traffic Survey Zones

The rate at which the Community Vision will be fulfilled is dependent on provision of critical infrastructure needed to support growth as well as other market factors. Growth is possible but land assemblage will definitely be a factor to bring the community's vision to fruition. The non-contiguous nature of the vacant land along commercial corridors is likely to be a constraint for development. Given the slow rate of development since its annexation to the city in the 1980's, substandard infrastructure throughout this sector of Dallas, and generational land ownership (particularly in Sub-area 3) future growth in the area is likely to remain slow-paced.

RETAIL GAP ANALYSIS

Gap analysis is a technique used to identify the strengths and weaknesses in a local retail market. Basically, the analysis estimates how many shoppers are coming to a community to purchase retail items. It can be an indication of what retail dollars of its own residents that are not being captured with possible "out-shopping" taking place. Because gap analysis utilizes data reported by Standard Industrial Classification (SIC) code, it is extracted by zip code.

A Comprehensive Retail Market Data Project report was prepared for analysis purposes by the City of Dallas Department of Economic Development (November 2005). The 2005 data represents six (6) zip codes that are within an 11-mile radius of the study area and includes the following: 75180 and 75181 (Balch Springs area); 75159, 75149 and 75141 (Mesquite area); and 75217 (Pleasant Grove area of Southeast Dallas). The report includes an analysis that identifies

gaps in retail sectors in Dallas. The Retail Sales Gap report estimates an index value of 0.5 which means that consumer expenditure is much higher than local retail sales. A big gap exists as shown in Table 8.

Based on a population size of 20,200, using the 2005 citywide median of \$38,805, *General Merchandise Stores* accounted for 25% of total consumer spending (e.g., Wal-Mart, Target, Kmart, Sears, Dillards, Kohl's, Macy's), *Automotive Dealers and Gasoline Service Stations* 15% (e.g., AutoZone, Pep Boys, O'Reilly, Chief, Chevron, etc.), *Food Stores* 13% (e.g., Wal-Mart, Kroger, Albertsons, Carnival, Minyard's, Fiesta Mart, Tom Thumb, Central Market, Whole Foods) and *Grocery Stores* at 11%. The remainder store types were at or below 5%. Gross retail sales were higher in the categories of *Food Stores, Automotive Dealers and Gasoline Service Stations, Eating and Drinking Places* and *Convenience Stores* as shown in Table 8.

TABLE 8: HOUSEHOLD SPENDING BY STORE TYPE, 2005

Gross Retail Sales	Consumer Expenditure	GAP	SICTEXT
\$71,822	\$68,668,331	-\$68,596,509	General merchandise stores
\$4,727,376	\$42,960,904	-\$38,233,528	Automotive dealers and gasoline service stations
\$0	\$33,023,431	-\$33,023,431	Grocery Stores
\$12,171,319	\$36,753,329	-\$24,582,010	Food stores
\$0	\$15,312,888	-\$15,312,888	Gasoline Service Stations
\$0	\$14,767,974	-\$14,767,974	Apparel and accessory stores
\$533,011	\$11,560,309	-\$11,027,298	Furniture, home furnishings and equipment stores
\$3,661,517	\$13,647,499	-\$9,985,982	Eating and drinking places
\$2,770,019	\$10,546,555	-\$7,776,536	Convenience Store
\$0	\$5,540,214	-\$5,540,214	Drug Stores and Proprietary Stores
\$0	\$4,556,303	-\$4,556,303	Building materials, hardware, garden supply, & mobile home
\$0	\$4,410,975	-\$4,410,975	Radio, Television, and Consumer Electronics Stores
\$0	\$3,039,655	-\$3,039,655	Furniture Stores
\$8,622	\$2,658,937	-\$2,650,315	Gift, Novelty, and Souvenir Shops
\$0	\$2,554,958	-\$2,554,958	Computer and Computer Software Stores
\$0	\$1,608,918	-\$1,608,918	Sporting Goods Stores and Bicycle Shops
\$0	\$1,503,133	-\$1,503,133	Liquor Stores
\$0	\$1,364,965	-\$1,364,965	Jewelry Stores
\$0	\$1,182,233	-\$1,182,233	Hobby, Toy, and Game Shops
\$0	\$851,162	-\$851,162	Book Stores
\$1,541,494	\$2,006,831	-\$465,337	Auto and Home Supply Stores
\$25,485,180	\$278,519,504	-\$253,034,324	

Source: City of Dallas Economic Development Department

If we use the business type from the report as an example to identify specific consumer gaps, it can be concluded that area residents are more likely to spend disposable income within a 5 mile radius of their home. Balch Springs is immediately adjacent to the study area. Consumers are likely to shop at the AutoZone, Payless Shoes, Home Depot, CVS, Taco Bell, Wal-Mart, Kroger, Minyard's, Exxon, and Shell. The city of Mesquite is also within a 10-mile radius. There you have a major mall (Town East Mall) and other businesses that are likely to draw consumers: the Gap, Old Navy, Limited, Ross, Chief Auto Parts, Pep Boys, O'Reilly, NAPA, Discount Tires, Chief, Chevron, Barnes & Noble, Half Price Books, Borders, Books A Million, Mardel, Life Way, Lowe's, Sherwin Williams, Comp USA, Best Buy, Circuit City, Conn's, 7-Eleven, Stop-n-Go, Quick Trip, Walgreens, Chili's, Applebee's, Wendy's, Albertson's, Tom Thumb, Room Store, Ashley Furniture, Rooms To Go, Haverty's, Mattress Giant, Mattress Firm, Valero, Target, Sears, Dillards, Kohl's, Macy's, Hallmark, Michael's, Hobby Lobby, Zales, Jared, Helzberg, Kay's, Best Buy, Circuit City, Academy, Sports Authority, and Wheels in Motion.

This analysis may not accurately reflect the preferences of households within the study area; however, it can serve as a source for future projections for these types of services needed within this sector of Dallas.

CATALYST PROJECT OPPORTUNITIES

The Future Vision Map shows a 1000-foot buffer zone as idea for business development along the Hwy. 175-freeway corridor (refer to Map No. 5). Land assemblage may be required to develop in these areas to construct uses such a hospital, bank, mix use project and so on. Business nodes to possibly stimulate economic activity are earmarked at the intersections of Seagoville and Belt Line Roads, Hwy. 175 and Belt Line Road and Kleberg and Belt Line Road. Catalyst Project No. 1 is envisioned at the intersection of I-20 and Kleberg Road (adjacent to the future DART Rail and south of the Balch Springs economic development projects) and Catalyst Project No. 2 in the vicinity of Hwy. 175 and Woody Road. Both of these sites could spur larger scale mixed use economic development. It should also be noted that an EB access ramp from Hwy. 175 would be needed to access Catalyst Project area No. 2. Businesses at either of these locations can serve both the immediate community and drivers that pass through this corridor on a daily.

Another potential project that could spur economic activity for this sector of Dallas is proposed in the "sister city" of Balch Springs. The city of Balch Springs has committed to developing a corridor along I-635 and I-20 as a regional employment center. Proposed projects include:

- ❖ A \$100 million dollar retail shopping center at I-635 and I-20 south of I-20, along Kleberg Road.

- ❖ Regional medical corridor (e.g., hospital, assisted living center, medical clinic, and 144 unit Senior Citizen multi-family apartment complex) along the west side of I-635 north of Hwy. 175.
- ❖ A 91-acre tract of land north of I-20 and west of Belt Line Road that is presently zoned a planned development for commercial retail and warehouse uses.

During the Economic Development discussion, it was noted that the types of retail serving uses local residents' desire might not correlate with the density needed to attract those uses. Rooftops counts are a determining factor in that equation. Yet it is still the desire of the community to maintain its "status quo" and work with the City to attract the types of businesses that will not adversely impact their community and address their needs. (A list of these uses is noted in Section 4.3.) The City's Economic Development Department concludes that future retail growth will largely follow rooftop patterns (a driving force) in this sector of Dallas. With a few exceptions, it is generally believed that the type of businesses that may locate in the area will not be the type of large-scale and "well-known" uses the community desires. It is difficult to predict with any certainty how a community might grow; however, with reasonable assumptions about regional economic trends, land and building absorption rates, and so on, a range of possible outcomes could occur. A strong thrust continues for the City to be "zoning conscious" of uses that could potentially increase traffic, density, and detract from the suburban and rural character of the area. This may sound contradictory but it really is not as seen in areas like Forney, Mesquite and Seatoville, TX that have capitalized on "neighborhood-serving" uses yet maintained their "small town" character.

3.5 HOUSING

The West Kleberg area residents enjoy a unique setting with somewhat of a suburban and rural nature, with minimal traffic throughout its predominately residential community. Housing in the area includes single-family dwellings, two (2) small multifamily apartment complexes, six (6) manufactured home parks and subdivisions and scattered parcels with individual manufactured homes.

As stated in the forward Dallas! Plan, Policy 3.2.1 reads, "Attract more middle and higher-income households to the Southern Sector. Build upon the existing stable foundation of middle-class housing stock in the Southern Sector by attracting additional such development. The natural topography of the Southern Sector is the most beautiful in the city and therefore provides a highly desirable location for such development." This certainly supports what the community strives to achieve. With its varied housing stock possibilities on large and small tracts of vacant land, affordable housing is available in the area and should continue as a focal point for this "bedroom community."



Of the 5,882 housing units in this area, census-housing data shows that 22.8% were built between 1980 – 1989 in Sub-area 1 at 549 units (CT 171.01); 19.9% between 1970 – 1979 (CT 171.01); and 17.3% between 1995 – 1998 (CT 171.02). Housing units that date back to 1939 or earlier are located in CT 171.02, 3.2%.

The housing stock is 60.8% single family detached, while 29.7% constitutes mobile home units. An analysis of the housing stock and conditions shows that there is a high priority need in the availability and affordability of housing (refer to Exhibit C for condition of existing housing stock). As summarized in the Mayor's Task Force on Affordable Workforce Housing, the demand for affordable housing has increased but the creation of affordable housing has not kept pace. The overall effect of increased population and increased demand for affordable housing has left a gap of approximately 30,000 units citywide. With an established shortage of units, poor housing conditions (at least half of the total housing units in Dallas are in need of some repair) and overcrowding also occur.

Within the last 5 years, approximately 508 single-family permits for new home subdivision construction and 1 multi-family permit (118 units) have been issued in the study area. The largest concentration of these is occurring in Sub-area 1 (SE of Seagoville and Woody Roads). The City of Dallas Housing Department was instrumental in providing funding for a new single family subdivision known as Kleberg Villas located SE of Edd and Kleberg Roads. This project (147 homes to be constructed) was funded from general obligation bond proceeds. The City participated in the infrastructure cost at this site and the developer agreed to deed restrict 50% of these lots/homes to be sold to low-to-moderate income families. In addition, cost savings from the City's participation is passed through to the homebuyers by way of reduction in sales price of the home. Current builders in the area are as follows:

Sub-Area 1

1. Wright Farms – Wildwood Development (Edd Road @ Temper Court)
2. Camino Real Homes (Belt Line Road @ Sky High Road)
3. Morada Ranch (Seagoville Road @ Warrior Road)
4. Hacienda Homes (presently undeveloped)
5. Major subdivision that is located adjacent to Seagoville High School (between Woody, Seagoville, and Stark Roads)

Sub-Area 3

6. Southern Oakes Estates – Five Star Homes (Belt Line Road @ Shortleaf Road)
7. Kleberg Villas - Berry Homes (Kleberg Road @ Edd Road)
8. Choice Homes (Wood Road @ Catha Court)
9. Hickory Creek Subdivision – Wildwood Development (Wood Road @ Catha Court).



10. Subdivision Construction pending (Middlefield Road @ St. Augustine Road)

In addition to the above referenced program, the City's Housing Department also offers a down payment and closing cost assistance program and three (3) home repair programs to qualified low income homeowners in Dallas (contact information is located in Appendix K).

- **Mortgage Assistance Program** – provides up to \$10,000 in down payment and closing cost assistance to eligible first-time homebuyers. Also may include \$1,500 for required repairs (contact the Enterprise Foundation).
- **Basis Systems Repair Program** – covers repairs up to \$25,000, including repair and/or replacement of roof; electrical; plumbing; foundation; heating; ventilation and air conditioning; gas lines; sewer and lead-based paint.
- **Minor Home Repair Program** – covers repairs to single-family residences up to \$5,000. Emergency repair situations include roof; electrical; heating; ventilation and air conditioning; plumbing and handicap accessibility.
- **People Helping People (PHP)** – assist low-income, elderly and disabled citizens of Dallas obtain minor exterior home repairs. Through caseworkers, PHP conducts needs assessment; provides social service information and referral; coordinates exterior repairs; and reduces and eliminates code violations. PHP volunteers also assist with repair of the exterior of homes; replace broken window panes; scrape and paint exterior; repair porches and steps; install ramps and handrails; remove unsafe garages and sheds; and remove trash and debris. All services are at no cost to the homeowner.

3.6 INFRASTRUCTURE

This section of the plan focuses on an assessment of infrastructure conditions and will include information related to streets, highways, transit, water and wastewater, and public schools.

3.6.1 PUBLIC WORKS AND TRANSPORTATION

Land use and transportation planning for the Southern sector of the city of Dallas should be addressed, as area growth projections are not only local but also regional for this sector of Dallas. The area is already seeing an increase in traffic flow with new home construction in the immediate area and adjacent cities of Mesquite, Balch Springs, Seagoville, and Forney.

The *City of Dallas Thoroughfare Plan* identifies principal and minor arterials that serve the West Kleberg community as shown below:



- **C.F. Hawn Freeway/Hwy. 175** (hereafter referred to as Hwy. 175) PA/S-4-D: A 4-lane, divided, principal arterial of standard width.
- **Belt Line Road** PA/M-6-D(A): A 6-lane, divided, principal arterial of standard width.
- **Seagoville Road** MA/S-4-D: A 4-lane, divided, minor arterial of standard width.
- **Kleberg Road** MA/S-4-U: A 4-lane, undivided, minor arterial of standard width.
- **Jordan Valley** MA/S-4-U: A 4-lane, undivided, minor arterial of standard width.

3.6.2 TEXAS DEPARTMENT OF TRANSPORTATION (TxDOT)

As development continues in cities adjacent to this community (e.g., Mesquite, Balch Springs, Seagoville and Kaufman), traffic circulation must be addressed. The Texas Department of Transportation projects an increase in the annual average daily traffic along the C.F. Hawn/Hwy. 175 freeway to reach 50,000 trips by the year 2008; 55,000 trips by 2028; and 64,000 trips by 2038. This will translate into a need for thoroughfare upgrades and additional service roads. Heavy Commercial Vehicle (HOV) traffic is already increasing along the I-20 and Hwy. 175-freeway corridor as well as “cut-through” traffic along Belt Line and Seagoville Roads (when impeded north of the area on I-20).

The Texas Department of Transportation (TxDOT) has been involved with the following projects in or immediately adjacent to the study area:



TABLE 9: TEXAS DEPARTMENT OF TRANSPORTATION PROJECTS

Recently Completed					
Project #	Location	Area	Description	Cost	Completed
CSJ 0197-02-092	US 175 from Woody Rd. to Near Seagoville Rd.	2.693 miles (in length of US 175 main lanes)	Mill & overlay (e.g., remove the existing asphalt surface by milling then overlay the surface with a new layer of asphalt.)	\$1,497,413.82	March 2004
CSJ 0197-02-091	US 175@ IH 20 EB Ramp		Bottle Neck improvements - add lane to ramp.	\$566,598.84	December 2005
Current Project					
Project #	Location	Area	Description	Cost	Est. Compl.
CSJ 0197-02-097	US 175 from Elam Rd. to Woody Rd.	N/A	Full depth repair, mill & overlay, and shoulder texturing	\$3,351,487.02	July 2006
Proposed Project					
Project #	Location	Area	Description	Cost	Timeline
CSJ 0197-02-089	US 175 from Haymarket to Belt Line Rd.		Widen existing 4 to 6 lanes from Belt Line Rd. to Kaufman County Line, reconstruct pavement and structures (currently working on schematic)	\$64,000,000	Anticipate letting, FY 2008
Pending	IH 20 at Kleberg Rd.		Add entrance and exit ramps to IH 20	FHWA approval is required.	Pending

Source: Texas Department of Transportation, SE Dallas County Area Office, Hutchins, TX

The City of Balch Springs is working with TxDOT and the City of Dallas to address the need for service road improvements at the interchange of Kleberg Road, I-635 and I-20 as Balch Springs begins to bring in new development at its southern border (immediately adjacent to the West Kleberg area). The City recognizes the future potential for economic development activity with the possible future DART LRT expansion and Balch Springs projects; however, at this time funding is not available to jointly defray new construction costs for service roads.



3.6.3 DALLAS AREA RAPID TRANSIT (DART)

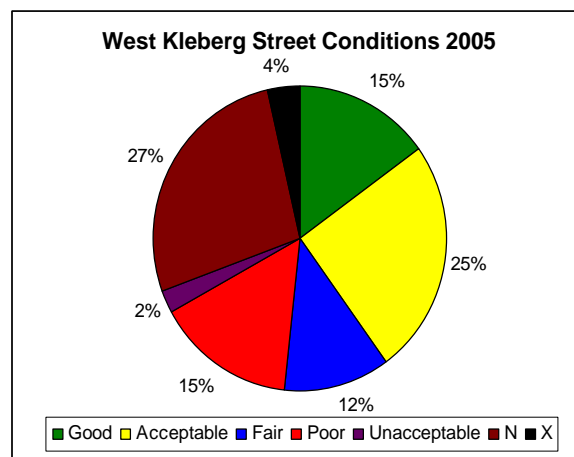
At present, DART does not provide any Light Rail Transit (LRT) service within the boundaries of the study area. The DART Board approved a new bus service (Route 342) that will initially provide peak-hour service to the Belt Line Road and Seagoville Road area in February 2007. From there, passengers will be able to connect to other routes at the Lake June Transit Center.

In the DART 2030 Transit System Plan, the Southeast corridor extension beyond Buckner is not recommended; however, it is included as a "vision" corridor for possible future expansion to about I-20 at Kleberg Road. It is anticipated that the issue will be reconsidered in future system plan updates. Due to relatively low-density residential development in this area of the city, the line was not shown in the ForwardDallas! Comprehensive Plan (May 2006). If future land use change results in medium density mixed use development, it could make the Southeast DART rail line to I-20 area more viable.

3.6.4 STREET SERVICES

The City of Dallas Street Services Department identifies street conditions based on a priority system (Refer to the rating noted below in conjunction with Map No. 9 and Appendix G). As you can see, 40% of the streets are generally in "excellent" to "good" condition, with approximately 27% in fair to poor condition. Only 2% are in "unacceptable" condition. These streets include a portion of Belt Line Rd., Denmark St., Edd Rd., Foothill Dr., Garden Springs Dr., Kleberg Rd., Lenosa Ln., Nile Dr., Smoke Tree Ln., and Sunview Dr. Street conditions that reflect a rating of "N" and "X" are Hwy.175, portions of Middlefield Rd. and Log Cabin Rd., Sullivan Rd., Pecan Lake Dr., Confederate Rd., and in the manufactured home parks of Clover Hill and Country Village.

CHART 8: EXISTING STREET CONDITIONS



Legend Addendum: N Not applicable X Unknown
Source: City of Dallas Geographic Information System

From the Needs Assessment Phase, issues that warrant further consideration include sidewalk improvements along Edd Road. @ Hwy. 175 (southbound) as children are walking from the Kleberg Elementary School in “unsafe pedestrian” conditions; is feared that the widening of Jordan Valley from a 2-lane to a 4-lane road will result in the street becoming a “speed zone”; and the need for more traffic lights, stop signs and “No Parking” signage is needed to address problems along Middlefield, Edd, St. Augustine Roads and Vida Lane.

As you will note in the Housing section, new single family development is rapidly increasing. As this community grows, it will be important for the City to plan ahead to evaluate infrastructure that supports both vehicular traffic and pedestrian traffic. It will also be important to address community infrastructure, such as recreation amenities. Community infrastructure is generally defined as community facilities, such as parks and public buildings or major equipment. Adequate public facilities need to be provided, as Capital Improvement Program (CIP) funding is available, concurrent with the demands of timed and phased development. These types of infrastructure are usually of significant value and have a life of several years. The only public facilities serving this area include the Kleberg-Rylie Recreation Center and Kleberg-Rylie Public Library.

3.6.5 DALLAS WATER UTILITIES

The City of Dallas Water Utilities Department supplies water systems to the West Kleberg Community Plan area. This is a non-profit entity that provides water and wastewater services to approximately 1.9 million people living in the Dallas area and 26 nearby communities. All of Dallas' water supply comes from surface water (water from reservoirs or rivers). The utility has water rights in seven (7) reservoirs – Lewisville, Grapevine, Ray Hubbard, Tawakoni, Lavon, Palestine, and Ray Roberts. Although Dallas sits atop an aquifer, no ground water (water from wells) is used. Dallas Water Utilities uses chemical treatment, settling, filtering and disinfection to purify drinking water. Used water (known as wastewater or sewage) is normally gravity flowed through the wastewater system to one of the City's wastewater treatment plants – Central, or Southside. The water is then cleaned and returned to the Trinity River, where it flows downstream and is used by other cities. Three (3) water treatment plants serve the city and nearby communities – East Side, Elm Fork, and Bachman. The system has a water treatment capacity of 1,165 million gallons per day. Clean water for drinking, bathing, cooking, and maintenance is supplied to the East Kleberg area from Lake Ray Hubbard and Lake Tawakoni. Wastewater (used water) is treated at the nearby Southside Wastewater Treatment Plant. Appendix H provides information on the location, diameter inch of water and wastewater mains, when it was constructed, and its length. Maps are also provided as a reference (see Map No. 7 and Map No. 8).

Both water and sewer infrastructure can be found in the developed areas of the West Kleberg community; however, many undeveloped areas lack necessary

lines. What can not be determine is the number of properties that utilize septic systems; however, it was determined 58.7% of the parcels are within 75 feet of an existing 15" main or smaller sewer main. There are some septic systems in the remaining area. As this remaining area develops, mains should be extended to serve it. Because this is an old area, there may be properties that have their own water well system.

Property owners interested in extending service to their area can request infrastructure improvements through the petition process. The process requires property information and signatures from all petitioners, the completion of a questionnaire, which includes costs and payment methods, and approval by the Dallas City Council.

To qualify for a special assessment, the property must be more than 100 feet from the nearest serviceable main. The property must be zoned residential and at least 50% platted. The maximum extension of mains is 500 feet, unless the excess over 500 feet would qualify as a special assessment project on its own. A successful petition for this process must contain the signature of individual owners of improved property so that their combined frontage equals at least 17% of the total assessable frontage under consideration or the signatures of individual owners of improved or unimproved property so that their combined frontage equals at least 50% of the total assessable frontage under consideration. Developers are not eligible to sign petitions.

As development in the area continues, water mains will be built by developers (as needed). There are nine (9) proposed sewer mains and 13 wastewater that are under design or construction or have been recently completed in the area.

While Dallas Water Utilities continue to improve water and wastewater services throughout the city of Dallas, the community indicated that the approach does not thoroughly address their needs. As echoed in other land use studies immediately adjacent to this area, 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 should work to bring service up to citywide standards. Although no individual service is below City standards, there are some mains that the City took over when it annexed this area that are below the current standard, as there are in other areas of the City. It is recommended that the community continue to work with the City to open communications to enhance these services in this sector of Dallas.

3.6.6 PARK AND RECREATION

The Kleberg Park serves the West Kleberg community. It is a 47-acre community park that consists of a recreation center, tennis courts, playground, softball fields, and open space. A review of the Renaissance Plan Service maps for this area



show no "neighborhood parks". With an area this large there should be at least one new neighborhood park as more residential develop targets the area, particularly south of Hwy 175. As a general rule, neighborhood parks have a 1/2 mile service radius. The Kleberg-Rylie Park is a "community park" that can serve as a neighborhood park north of Hwy. 175; however, it may soon reach capacity. Depending on the intensity and location of future growth, another community park may be needed south of Hwy. 175, as it is a large barrier to the service radius.

3.6.7 DALLAS INDEPENDENT SCHOOL DISTRICT (DISD)

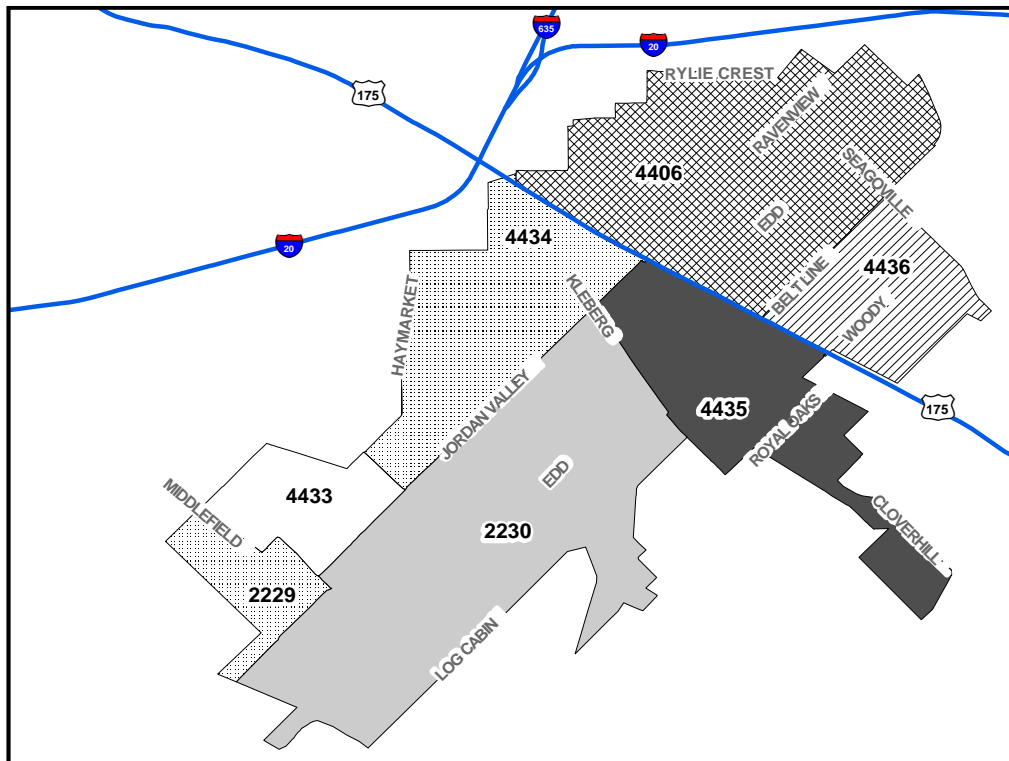
The area is served by three (3) public schools: *Kleberg Elementary* (1450 Edd Road) with an estimated enrollment of 859 serving grades PK – 5; *Seagoville Middle* (950 Woody Road) with an estimated enrollment of 781 serving grades 6 – 8; and *Seagoville High* (15920 Seagoville Rd.) with an estimated enrollment of 1,184 at grades 9 – 12. As the population continues to increase in the area it warrants area residents and stakeholders working with the DISD School Board and staff to identify the educational and facility needs for this community.



3.7 CRIME PREVENTION AND PUBLIC SAFETY

The mission of the Dallas Police Department is to strive for a reduction in crime to provide a safe environment for the citizens of Dallas. This requires the joint efforts of police officers and the community to “take a bite out of crime.” There are currently 800 citywide crime watch programs; however, there is not an established program in the West Kleberg community.

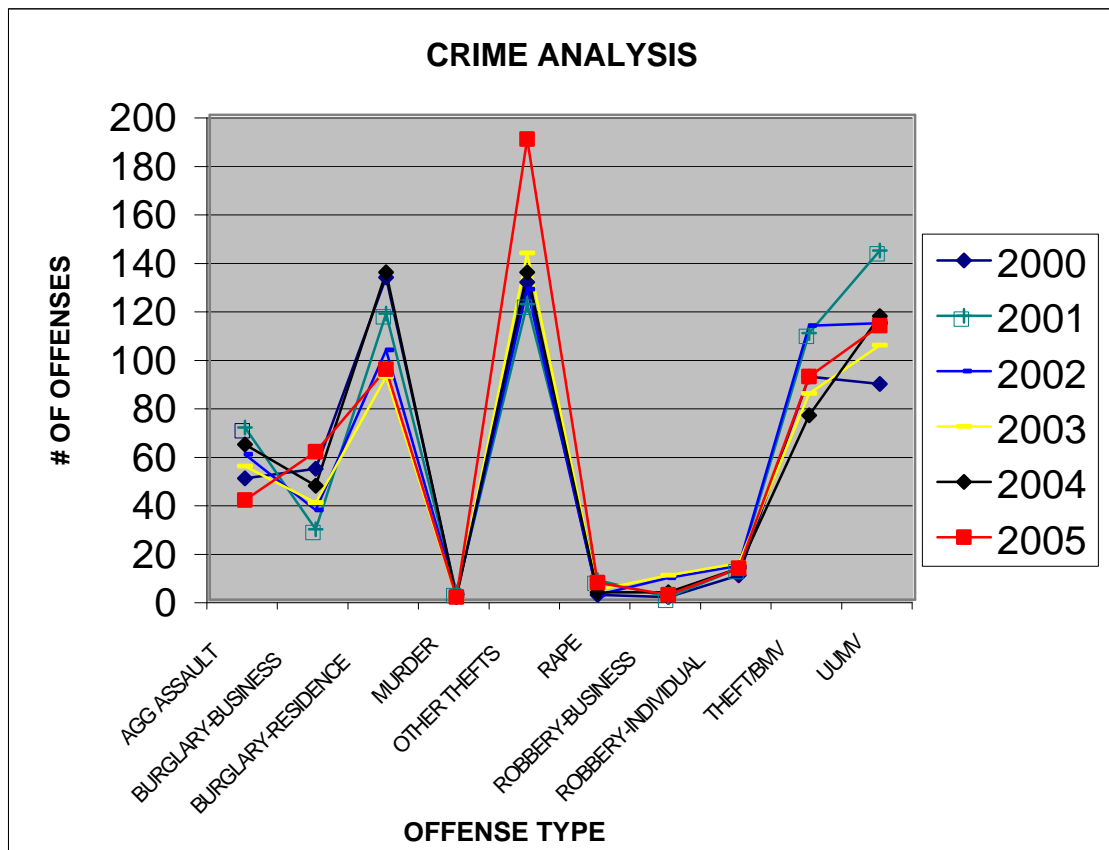
In a review of crime statistics over a five (5) year time period, it is evident that crime is a key issue this community is facing. There are seven (7) Reporting Areas that encompass the study area, namely: 2229, 2230, 4406, 4433, 4434, 4435, and 4436.



Dallas Police Department Reporting Areas

The following table depicts a “grim reality” of crime plaguing the area, hence the need for stronger crime prevention programs. From the period covering the years 2000 through 2005, *Residential Burglary* has been the #1 crime at 25%; *Other Theft* at 23%; *UUMV* at 16% and *Theft/BMV* at 16%.

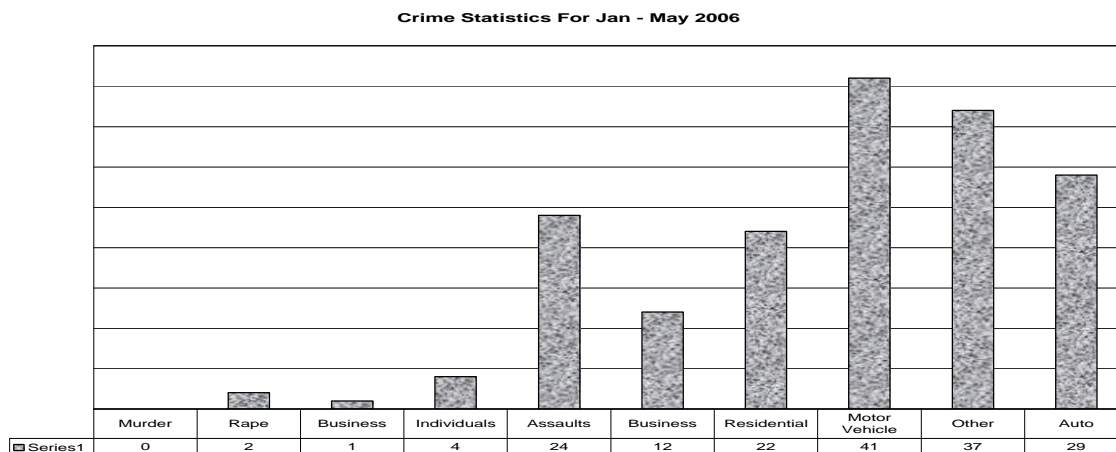
CHART 9: DPD CRIME STATISTICS: 2000 - 2005



Source: Dallas Police Department

Of the 172 crimes reported from January through May 2006, the highest was for *Burglaries of Motor Vehicles (BMV)* at 23%; *Other Offenses* at 22% (i.e., shoplifts, lawnmowers, purses, wallets, cell phones, etc.); *Auto Theft* at 17%; and *Residential and Business Burglaries* at 20%. There was minimal crime reported in the areas of *Aggravated Assaults* at 14% and *Rape and Robberies* (residential and business) at 4%.

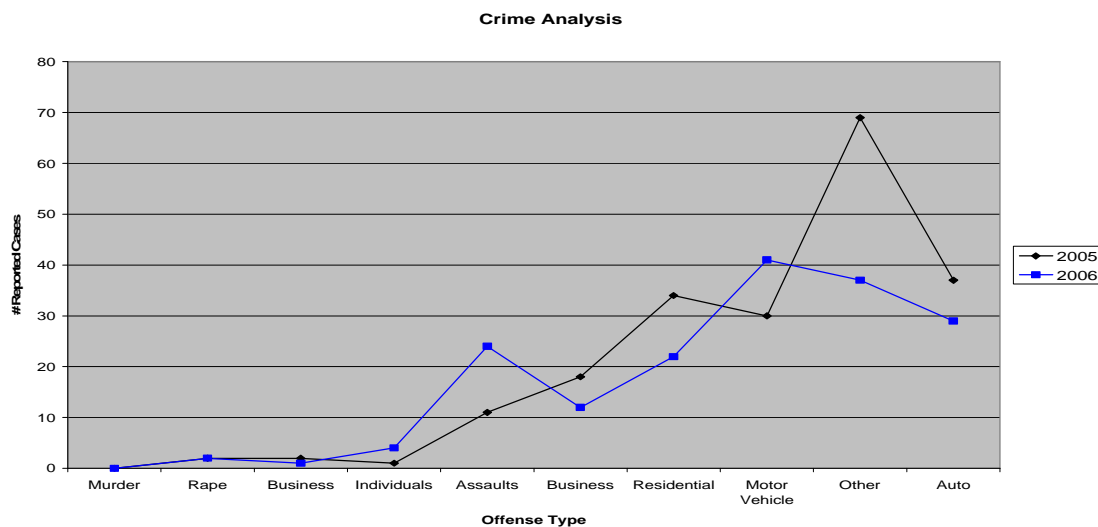
CHART 10: DPD CRIME STATISTICS: JANUARY – MAY, 2006



Source: Dallas Police Department

The recent statistics show that between the reporting years of 2005 and 2006, there has been an increase in *Aggravated Assaults* at 9% and *Burglary of Motor Vehicles* (BMVs) by 18%. Of the major crimes reported, thefts have been significantly reduced in the areas of *Other* from 69 offenses to 37; *Residential Burglaries* from 34 to 22; and *Auto Theft* from 37 offenses to 29.

CHART 11: DPD CRIME ANALYSIS FOR PERIOD BETWEEN 2005 - 2006



Source: Dallas Police Department

There is still much work to be done to reduce crime in the area. Overall, the highest concentration of activity appears to be *Thefts* (Other and Auto) and *Burglaries* of residential properties and auto. Below are a few of the public safety programs available for the entire community to involve itself with to aid in deterring crime.

- Neighborhood Crime Watch Program – The NCW Program is comprised of a group of neighbors working together along with law enforcement agencies and local organizations in a community-wide effort to reduce residential crime. There are currently no known active NCW programs in the identified study area. Recruiting is strongly encouraged. More participants in Crime Watch equal safer, more enjoyable neighborhoods.
- HEAT is a voluntary statewide vehicle registration program designed to reduce car thefts. Special decals are placed on a vehicle alerting officers that the owner does not normally use the car between the hours of 1:00 a.m. and 5:00 a.m.
- Volunteers in Patrol (VIP) – The VIP program is designed to reduce crime with the assistance of citizens patrolling their own neighborhoods and reporting any suspicious or criminal activity to the Dallas Police Department.
- Operation ID - electronic engraving pens are used to mark personal valuable property with either or a Texas I.D. number, Texas Driver's License number or a Texas Department of Transportation state issued I.D.

At present, there is one police storefront serving the area. It is located at the northeast corner of Lake June Road and Masters Drive. The DPD has committed to assist with the establishment of Crime Prevention programs throughout the community to help reduce crime. It will take a sustained, collaborative effort to have a long term, positive impact on the issues in this area.

For more information about the Dallas Police Department Community Programs to help fight crime, contact the Southeast Interactive Community Policing (ICP) Unit and/or visit the Dallas Police Department website (refer to Appendix K).

3.8 CODE COMPLIANCE

The City of Dallas Code Compliance Department is responsible for enforcing City codes in an effort to prevent and abate nuisances on private property such as open and dangerous buildings, illegal dumping, weeded lots, graffiti, junk motor vehicles (JMV), and so on. Code compliance issues can extend beyond this department into areas enforced by the Dallas Police Department. An initial “windshield survey” of the area readily identifiable land use and code compliance issues related to illegal dumping; uses possibly operating without a valid CO; incompatible land uses (heavy commercial in the heart of residential areas); live stock in non-agricultural zoned areas (horses, sheep and goats, chickens, and so on); and multiple residential dwellings on single lots.

As the result of a windshield survey conducted in conjunction with the land use analysis process, it was noted that there are approximately 108 businesses operating within the boundary of the study (refer to Appendix E).

As a result of initiatives set forth by the West Kleberg Community Plan effort, a Code Inspection Sweep was initiated in October 2005. During the initial sweep, a total of 54 inspections addressed a wide variety of code issues and violations. In the spring of 2006 a permanent inspector was assigned to monitor the area and address concerns and violations on a regular basis. The following is a breakdown of what Code Compliance staff observed:

TABLE 10: CODE COMPLIANCE SWEEP (INITIAL)

Streets	High Weeds	Litter	Graffiti	Junk Vehicles	Illegal Outside Storage	Illegal Dumping
Edd Rd.	9	5	0	1	0	0
Hopeful Vista	1	1	1	0	0	0
Kleberg	7	6	0	1	0	0
Handlin	0	0	0	2	0	0
Cool Mist	7	4	0	1	1	0
Ben Hur	10	5	0	3	0	0
Elm Spring	0	0	0	2	0	0
Echo Lake	8	2	0	0	1	0
Denmark	12	3	0	0	0	0
Coldbrook	1	1	0	0	0	0
Windfall	2	0	0	0	0	0
Dellview	1	0	0	0	0	0
CF Hawn	0	1	1	7	0	0
Smoke Tree	4	5	0	1	0	1
Ravenview	3	2	0	1	0	0
TOTAL	65	35	2	19	2	1

From this initial code compliance sweep within the study area, the major violations were high weeds at 52%; litter at 28% and JMV at 15%. The 5% included graffiti, illegal outside storage and illegal dumping.

To aid in neighborhood clean up, the *Citizens Involved In Code-Enforcement* (CIVIC) program offers volunteer opportunities for citizen participation. When reporting code violations it is best to have a complete description of the type of concern and address of the location. Complaints are received 24 hours a day by dialing 3-1-1.

3.9 ENVIRONMENTAL HEALTH

Regarding environment concerns, one of two (2) issues raised was concern for flooding in the community. At the present time there is not a floodplain management study for Hickory Creek. The department is aware of the flooding problems and working to address citizen concerns and recommends the following projects:

1. Hickory Creek Flood Plain Management Study (FPMS). The study would include an updated delineation of the floodplain and recommendations for improvements to reduce the threat of loss of life and property damage resulting from the 100-year flood. A recommended floodplain management plan would be presented to Council for adoption. Projects from the recommended plan would be added to the Needs Inventory, a database listing of erosion, drainage relief system, and flood management needs compiled and ranked by priority, for consideration for inclusion in future capital bond programs.
2. Drainage Project (Storm Drainage category). Drainage improvements are needed in the 11700 block of Kleberg Road to resolve flooding due to inadequate drainage ditch/outfall. This project is in the City Manager's recommendations for the 2006 Bond Program.
3. An "in-house" mapping system is in the process of being updated over the next few years to clearly define the floodplain based on fully developed conditions.
4. Develop a plan to relieve flooding (probably through voluntary purchase). The plan would be based on recommendations from the floodplain management study. Voluntary purchase is expected to be one of the principle recommendations to remove structures from the floodplain because of the proximity of numerous structures to the creek, and the difficulty of permitting extensive channel modifications through the federal government.

Area residents and stakeholders are encouraged to attend the bond program public meetings to express support for these projects.

FORMER LANDFILLS

The second issue was possible re-use of former landfills in the area, the Alexander and Trinity Oaks.

- **Alexander Landfill** (12800 Ravenview Road) was a 20.31 tract of which 9 acres was used as a municipal waste site. The site ceased operation in January 1980. The present land use is residential. This site is located in Sub-area 1. (Refer to Exhibit A.)

- **Trinity Oaks Landfill** was a 150-acre site located at 11340 C.F. Hawn Freeway. This landfill was permanently closed on November 21, 2002. Due to the issuance of a Texas Commission on Environmental Quality (TCEQ) Permit number, it is not eligible for the Voluntary Cleanup Program or Brownfield Funding. The TCEQ permits area would have jurisdiction. This site is located in Sub-area 3. (Refer to Exhibit B.)

Information from the City of Dallas Brownfield Program, TCEQ, Environmental Protection Agency (EPA), and Environmental & Health Services Department was discussed with the Advisory Committee as it pertained to possible re-use of these sites. Based on that dialogue, it would not be feasible to explore re-use of either landfill site at this time. If in the future there is interest to redevelopment the former Alexander landfill site for Park and Open Space use either of the above reference agencies should be contacted. Please note that in accordance with TCEQ regulations, a non-profit would have to be formed and property owner(s) consulted before contacting that agency for funding. The plus is that this site might be an eligible project, as additional park land is needed in this community.

4.1 COMMUNITY VISION

Long-time residents seem to have mixed feelings about growth, noting on one side the negative impacts of crowds, noise, traffic, and pollution, while acknowledging the benefits of improved public services, better schools, and new neighborhood-serving retail and commercial business locating to the area. This section of the study focuses on key findings identified during the Needs Assessment Phase and the result of meetings held with Interdepartmental Review Team Representatives (IRT) members from the departments of Code Compliance, Dallas Police Department, Economic Development, Environmental Health, Public Works and Transportation, Street Services, Dallas Water Utilities, Housing with programs/projects that may impact the study area (e.g., Parks and Recreation and Trinity River Project). In addition, input was also received from other agencies such as Texas Department of Transportation (TxDOT), Dallas Area Rapid Transit (DART), Dallas Independent School District (DISD), with an overview on the North American Free Trade Agreement (NAFTA) efforts. Each section provides a general overview on departmental roles and responsibilities and what has been initiated as a result of this study, where applicable.

Considering existing conditions, trends and issues the study area stakeholders described their desired quality of life in a future vision statement. A Vision Statement depicts in words what a community is striving to become. The West Kleberg Land Use Study Advisory Committee developed its Vision Statement to clearly emphasize their continued efforts to protect the area from “cookie cutter” type single family development and an incursion of industrial uses that could detrimentally impact a community that has struggled to protect its uniqueness since annexation.

VISION STATEMENT

To reflect "Old Kleberg's" historical heritage, to promote a strong rural atmosphere, to allow for future growth with sensitivity to future amenities and infrastructure of a modern urban environment.

The motto “country living in the city” reverberated throughout the course of the land use study. Citizens within this community share a strong sense of place and a connection to its former identity as the small town of Kleberg, TX. The “suburban/rural” character, developable land and easy freeway access to I-20/I-635 Hwy. 175 make it a very attractive place to live. Neighborhood organizations and stakeholders have fought to protect it from speculators that deem the undeveloped parcels economical feasible for industrial and high density residential uses.

4.2 SWOT ANALYSIS

With this vision in mind, the committee embarked upon the task of formulating solutions to improve and aesthetically enhance the image, economic vitality, and well being of the community. Five (5) major deterrents to growth and development of the area were identified, resulting in nine (9) prioritized categories for discussion with key City departments.

NEEDS ASSESSMENT ISSUES/CONCERNS

1. Code enforcement is needed to clean up the entire community.
2. Need to address flooding and poor drainage conditions.
3. Need to establish strong neighborhood crime watch programs to reduce “heavy” drug traffic and theft throughout the community.
4. Discourage developers that want to build “starter” homes with cheap material on small lots.
5. Bond projects are needed for sidewalk, curb and gutter; street reconstruction; drainage; street lighting; water and wastewater improvements.

The committee also participated in a process to identify area Strengths, Weaknesses, Opportunities and Threats (SWOT) to facilitate discussion of the future visioning component of the study process.

TABLE 11: SWOT ANALYSIS

	HELPFUL to achieving community objectives	HARMFUL to achieving community objectives
INTERNAL	STRENGTHS (USE) <ol style="list-style-type: none"> 1. Rural setting, “country living in the city” with easy access to major thoroughfares. 2. Large tracts of land are family owned (generations) with little or no turnover. 3. Area is a mixture of residential and agricultural zoned land. 4. Sparsely populated with large tracts of developable land. 	WEAKNESSES (STOP) <ol style="list-style-type: none"> 1. Inadequate infrastructure. 2. Continued digging of sand and gravel pits in the area. 3. Scarcely populated.

EXTERNAL	OPPORTUNITIES (EXPLOIT)	THREATS (DEFEND)
	<ol style="list-style-type: none"> 1. Re-development opportunities exist along Hwy. 175, Beltline Rd., Kleberg Rd., Seagoville Rd. and I-20 (adjacent to the study area) for restaurant row, shopping, family entertainment venues, etc. Uses of this type would bring jobs and keep the dollars residents spend local. 2. Small-scale manufacturing and warehousing would be a positive if the roads were improved (Sub-area 3). 	<ol style="list-style-type: none"> 1. Crime. 2. Lack of public funds targeted to this sector of Dallas for capital improvements. 3. Inconsistent code enforcement.

4.3 VISIONING ACTIVITY

To augment the forwardDallas! Comprehensive Plan that was underway at the time the West Kleberg Community Plan was conducted, Advisory Committee members also engaged in a visioning session similar to the one used in forwardDallas! With the assistance of committee members that have resided in the community for over 50 years, this segment brought about discussions on history, land use, zoning, relationships and so on. Advisory Committee members worked enthusiastically to create a future Vision Map that depicts the types of businesses and services desperately needed along Hwy. 175, Kleberg Road, Seagoville Road, and Belt Line Road.



Photos: Visioning for the future of their community.



Photos: Visioning Exercise and end results along Hwy. 175.

TABLE 12: VISIONING ACTIVITY – COMMUNITY “NEEDS & DESIRES”

1. Bank	11. Ice Rink
2. Big Box (Lowe's and Sam's)	12. Mid-rise Mixed Use
3. Bookstore	13. Museum
4. Central Market	14. New Auto Dealership
5. Cinema	15. Office
6. Doctor Offices	16. Outlet and/or Mini-Malls
7. Drug Store	17. Research & Development Uses
8. Gas Station	18. Restaurants
9. Hospital	19. Small Shops
10. Hotel/Conference Center	20. Ice Cream Parlor (i.e., Braum's)

OTHER COMMUNITY-SERVING NEEDS

- ❖ **Satellite Offices:** Police Substation and Code Compliance Office
- ❖ **DART:** Commuter Rail Station, Bus Shelters, Park & Ride
- ❖ **Park and Recreation Amenities:** Pocket Parks, Dog Park, Soccer, Football & Baseball Fields, Bicycle/Pedestrian Trails and Natatorium
- ❖ **Infrastructure:**
 - New and upgraded water and wastewater systems
 - Street lighting
 - Sidewalk improvements
 - Street improvements (sensitivity towards enhanced landscaping and retention of existing mature tree canopies)

- ❖ Performing Arts Center
- ❖ Schools
- ❖ Senior Center and Housing
- ❖ Gateway Portal and Neighborhood Plaza
- ❖ Community Gardens

TABLE 13: SUGGESTED FUTURE LAND USES BY LOCALE

Hwy. 175 from Interstate 20, Eastbound to Edd Road

North Side	South Side
Plaza	Bus Shelter
Natatorium	Senior Housing
Soccer, Football & Baseball Fields	Pocket Park
Ice Rink	Senior Center
Mini-Mall	Bookstore
Commuter Rail Station	Gas Station
Park & Ride	Drug Store
	School
	Office
	Small Shops
	Restaurant(s)
	Other Needs: Bicycle/Pedestrian Trails, Street Improvements (e.g., sidewalk, curb and gutter), and Lighting

Hwy. 175 Eastbound from Edd Rd. to Belt Line Rd.

North Side	South Side
Church	Small Shops
Police Substation	Gateway Portal
New Auto Dealership	
Restaurant	
Hotel/Conference Center	
Outlet Mall	
Gateway Portal	

Hwy. 175 Eastbound from Belt Line Rd. to Woody Rd.

North Side	South Side
Restaurant	Gas Station
Mid-rise Mixed Use	Restaurants
Sam's	Small Shops
Lowe's	Office
Drug Store	Research & Development
	New Auto Dealership

Hwy. 175 Eastbound and Westbound along Belt Line Rd.

North Side	South Side
Central Market (or similar grocery store)	Hospital
Cinema	Senior Housing
Code Compliance Office	Office
Performing Arts Center	Doctor Offices
Community Gardens	
Museum	
Bank	

Based on the data from the TSZs and Retail Gap Analysis, community leaders must work closely with key City departments to make their vision a reality in terms of the types of business the community desires. In addition, the Economic Development Department has to work closely with community leaders to attract uses other than industrial development (e.g., warehouses, light industrial, and so on) to the area.

The Community Vision forecast is overly optimistic when you take into account past studies that echo the lack of infrastructure as a key inhibitor to growth and development of the area. And there is no indication that this will change in the immediate future. The area has seen some residential development activity but not to the extent that the forecasts are on target; however, nothing is impossible.

The forwardDallas! building blocks referenced early on in the study, economic and housing development, will only be realized when the City and community work together to achieve its vision and the building blocks complement those efforts. It was through this visioning activity that community goals, objectives, policy statements and recommendations were formulated to cultivate that initiative. This activity provided a framework for an assessment of the issues/concerns residents, business and property owners, and stakeholders deemed important, and should be used to realize the community's vision.

5.1 GOALS AND ACTIONS

Land use issues that impact a community may intertwine in that solving one issue may either help solve or aggravate another of equal importance. To achieve maximum benefit, it will require the creation of balanced goals, actions and policy statements. This section contains those key elements to address community issues as prioritized by the Advisory Committee and serves as community initiatives for area residents, business and property owners and stakeholders to work with the City of Dallas and other agencies (e.g., DART, DISD, TxDOT and so on) to bring to fruition community goals and actions.

TABLE 14: FUTURE GOALS AND ACTIONS

	GOALS	ACTIONS
LAND USE & ZONING	<ol style="list-style-type: none"> 1. Protect the rural character of the community by encouraging commercial development along the commercial corridors. <i>Conduit: City of Dallas Development Services Department</i> 	<ol style="list-style-type: none"> 1. City staff encourage developers to work closely with neighborhood associations and stakeholders to ensure that development is in accordance with the Community's vision as identified in this Plan.
ECONOMIC DEVELOPMENT	<ol style="list-style-type: none"> 1. Economic development that encourages business retention and attracts new "neighborhood serving" business uses to the community. <i>Conduit: City of Dallas Economic Development Department</i> 	<ol style="list-style-type: none"> 1. Encourage neighborhood associations to form coalitions to identify economic development projects (e.g., facade improvements for existing businesses, land assemblage and so on). 2. Work with the City and other non-profit organizations, prior to funding periods, to secure funding for projects similar to those in No.1 (i.e., annual Community Development Block Grant public hearings and so on). 3. Work with Economic Develop staff to identify business opportunities and marketing strategies to attract those uses to the community.

TABLE 14: FUTURE GOALS AND ACTIONS

	GOALS	ACTIONS
HOUSING	<p>1. Encourage low to medium density housing to meet varied income levels.</p> <p><i>Conduit: Dallas Independent School District</i></p>	<p>1. Work with developers to maintain Community's vision of "country living in the city" for current and future residents.</p>
INFRASTRUCTURE	<p>1. Provide infrastructure to stimulate economic and residential development and meet the needs of current residents and business owners.</p> <p><i>Conduit: City of Dallas Public Works & Transportation Department</i></p>	<p>1. Work with PW&T to ensure that street improvements do not create traffic hazards in residential areas (i.e., Jordan Valley Road improved from a 2-lane to a 4-lane divided road without securing citizen feedback).</p> <p>2. Identify areas and petition for funding to construct sidewalk, curb and gutter improvements, especially for streets used by children walking to and from school in Sub-areas 1 and 2 (e.g., Edd Road @ Hwy. 175).</p> <p>3. Identify areas that need traffic lights, stop signs, and "No Parking" signage for heavy commercial vehicles (18-wheelers) parking on residential streets. Specific streets include Edd Rd., Middlefield Rd., St. Augustine Rd., and Vida Ln.</p>

TABLE 14: FUTURE GOALS AND ACTIONS

	GOALS	ACTIONS
CRIME & PUBLIC SAFETY	<ol style="list-style-type: none"> 1. Strengthen existing and start new Crime Watch Programs. <i>Conduits: Dallas Police Department (DPD)</i> 	<ol style="list-style-type: none"> 1. Neighborhood associations work closely with the DPD Interactive Community Policing (ICP) Officers to identify and address issues in “high crime” areas. 2. Encourage joint efforts between Code Compliance and DPD to demolish dilapidated structures, abandoned buildings, “chop shops”, etc. in an effort to reduce crime in scarcely populated areas of the community as well as specific residential neighborhoods.
CODE COMPLIANCE	<ol style="list-style-type: none"> 1. Promote community education on code compliance issues. <i>Conduit: City of Dallas Code Compliance Department</i> 	<ol style="list-style-type: none"> 1. Build coalitions between area residents and business owners to strengthen existing and form new neighborhood/business associations to initiate “Community Clean-up Projects”. 2. Develop and distribute bilingual Code Compliance materials to educate area residents on City ordinances related to housing, zoning, signage, litter, illegal dumping, weeds, premise parking, and animal control violations that plague the community.

TABLE 14: FUTURE GOALS AND ACTIONS

	GOALS	ACTIONS
ENVIRONMENTAL	<ol style="list-style-type: none"> 1. Discourage encroachment of industrial related uses into residential neighborhoods. <i>Conduits: City of Dallas Environmental Health, Public Works & Transportation, and Development Services Departments</i> 	<ol style="list-style-type: none"> 1. Work with the City to continue discouraging the encroachment of industrial uses into residential areas (sand and gravel pits, illegal dumping, and so on). 2. Work with the City to discourage heavy commercial vehicles parking in residential areas as diesel fuels contaminate soil and create environmental hazards.
PARK & OPEN SPACE	<ol style="list-style-type: none"> 1. Protect “rural/open space” character of the area, and identify recreational amenity needs. <i>Conduit: City of Dallas Parks & Recreation Department</i> 	<ol style="list-style-type: none"> 1. Work with P&R staff to identify and request funds for additional parkland and amenities at the Kleberg-Rylie Recreation Center to serve a growing community (e.g., water park; bike paths and walking trails; sports facilities such as a natatorium; additional soccer, baseball and softball fields; and a dog park.)
DALLAS AREA RAPID TRANSIT (DART)	<ol style="list-style-type: none"> 1. Increase public transit service. <i>Conduit: Dallas Area Rapid Transit</i> 	<ol style="list-style-type: none"> 1. Work with DART to strongly encourage expansion of the Southeast Corridor LRT line east of I-20 @ Kleberg Rd. as identified in its 2025 Mobility Plan. 2. Work with DART to provide transit service to the community and identify potential sites for a Park and Ride near I-635 and Kleberg Rd. 3. Educate community on existing DART services, and solicit support to get additional bus service to the community.

TABLE 14: FUTURE GOALS AND ACTIONS

	GOALS	ACTIONS
TEXAS DEPARTMENT OF TRANSPORTATION (TXDOT)	<ol style="list-style-type: none"> 1. Coordination between the municipalities of Dallas and Balch Springs and TxDOT to plan for future service roads, and conduct a traffic generation analysis on increased commuter traffic along Hwy. 175 and I-20 freeway corridors. 2. Beautification Program to aesthetically enhance major entry corridor along Hwy. 175. <i>Conduit: City of Dallas Public Works Department and Texas Department of Transportation</i> 	<ol style="list-style-type: none"> 1. Work with the City to address impact of future traffic projected along Hwy. 175 as a result of increased residential development activity in the study area and adjacent cities of Mesquite, Balch Springs and Seagoville. 2. Address the need for service road expansion along Hwy. 175 and I-20 that may result from proposed retail and commercial development in Balch Springs, and address potential impact of “commuter traffic” east and westbound along these corridors. 3. Work with TxDOT to identify funding sources for beautification project(s) along the Hwy. 175-freeway corridor.
DALLAS INDEPENDENT SCHOOL DISTRICT (DISD)	<ol style="list-style-type: none"> 1. Offer Adult and after-school programs in the community. 2. Plan for increased enrollment in elementary, middle and high schools. <i>Conduit: Dallas Independent School District</i> 	<ol style="list-style-type: none"> 1. Work with DISD to offer programs such as English as a Second Language, Reading and so on classes. 2. Plan for future student enrollment as housing development activity continues in the community.

This section provides the framework for Community Initiatives the Coalition for the Betterment of Southeast Dallas Neighborhood Association, serving as the conduit to provide oversee for many of the recommendations identified in this study, and area neighborhood associations and stakeholders can work together to prioritized, establish project timelines, and assign tasks accordingly to achieve their Community’s Vision. All elements in this section will serve as community action items to complement future policies and recommendations in this Plan over the next 15 to 20 years. It is predicated on conditions at the time the study was conducted.

5.2 POLICY STATEMENTS

As the community seeks solutions to issues “perceived” to inhibit growth and development of the area, the following policy statements are offered to serve as directives in achieving the “quality of life” they desire and have become accustomed to, respecting the community’s rural character.

TABLE 15: FUTURE POLICIES

	LAND USE AND ZONING
LUZ 1.1	The City should support neighborhood efforts to maintain the residential character of the West Kleberg area with new and infill residential development densities that maintain its existing rural densities.
LUZ 1.2	Retain rural character of the area by minimizing potential adverse impact of growth and maximize opportunities to enhance the community’s quality of life.
LUZ 1.3	Favorably consider zoning requests from R-1/2(A) acre to R-16 (A).
LUZ 1.4	Favorably consider zoning requests from A(A) to R-1 acre.
LUZ 1.5	Strongly encourage Residential Adjacency Review (RAR) and require buffering to minimize impact when commercial uses locate within 10 – feet of residential neighborhoods.
	ECONOMIC DEVELOPMENT
EDD 1.1	Encourage mix use development for potential Catalyst Project No. 1 at I-20 @ Kleberg Road (potential TOD development site with future DART LRT Line at Catalyst Project Site #1) and Catalyst Project No. 2 at Hwy. 175 @ Woody Road (EB access road to area is encouraged).
EDD 1.2	Encourage new neighborhood-serving uses to locate along the Hwy. 175, Kleberg Rd., Belt Line Rd. and Seagoville Rd. corridors.
EDD 1.3	Encourage use of “regional demographic” data rooftop counts (serving a smaller population base but drawing from a larger service area) to augment economic projections to meet the needs and desires of the community (e.g., restaurants, family-orientated entertainment facilities, and so on).

TABLE 15: FUTURE POLICIES

	CRIME PREVENTION & PUBLIC SAFETY
CPPS 1.1	Support existing and new homeowner and neighborhood association Crime Watch Programs.
	CODE COMPLIANCE
CC 1.1	Code Compliance staff attend neighborhood meetings to educate and build alliances to address code and crime issues that plague the community in an effort to address the perception of “selective” code enforcement (i.e., all residents treated fairly).
	TRANSPORTATION
TRNS 1.1	Unnecessary and disruptive traffic should be minimized in residential areas through a combination of street improvements and other disincentives that eliminate high volume traffic of 18-wheelers on residential streets and cut-through traffic.
	CAPITAL IMPROVEMENTS
CIP 1.1	Construct new and upgrade water and wastewater sewer systems, street lighting, sidewalks, street improvements, with sensitivity to existing streetscape and tree lines as development occurs.
	HOUSING
HSN 1.1	Encourage affordable housing throughout the community through new construction.
HSN 1.2	Efforts should be made to eliminate dilapidated and unfit housing and conserve the existing supply of sound housing to provide safe and sanitary housing. (Joint initiative with Code Compliance.)

5.3 ACTION PLAN AND IMPLEMENTATION SCHEDULE

TABLE 16: RECOMMENDATIONS ACTIONS

A R E A	RECOMMENDATIONS	IMPLEMENTER(S) (Key City Department(s), Outside Agency(ies), Stakeholders)	LEAD ENTITY	PRIORITY
LAND USE & ZONING	<ol style="list-style-type: none"> 1. Authorize a hearing to determine proper zoning of an area generally located along the Hwy. 175 corridor, commencing at I-20 and ending at Stark Rd., extending approximately 1/4 to a 1/8 mile on either side of freeway for mixed use development (e.g., Planned Development District). 2. Favorably consider zoning change requests for mixed-use development for future catalyst project development at I-20 @ Kleberg Road and Hwy. 175 @ Woody Road. <p><i>Long Range Planning</i></p>	Development Services Department (DSD)	Long Range Planning Division	MT

Short-term (ST) – Project in progress or anticipated to start within the next 1 to 3 years.

Mid-term (MT) Project initiated within the next 3 to 5 years. May be reevaluated as part of the annual Comprehensive Plan updates.

Long-term (LT) – Not anticipated to start until sometime after the next five years. May be reevaluated as part of the annual forwardDallas! Plan update.



TABLE 16: RECOMMENDATIONS ACTIONS

A R E A	RECOMMENDATIONS	IMPLEMENTER(S) (Key City Department(s), Outside Agency(ies), Stakeholders)	LEAD ENTITY	PRIORITY
CODE COMPLIANCE	<p>3. Educate current business property owners on improvements to their respective properties (e.g., landscaping and building facades) to aesthetically enhance the corridor for its patrons and the community, in general.</p> <p><i>Continuing Education</i></p>	<p>Code Compliance Department (CCD), Neighborhood Associations (NA)</p>	<p>CCD</p>	<p>Initiated Spring 2005 (on-going)</p>
	<p>4. Conduct a Code Sweep to bring illegal uses (those operating without a valid certificate of occupancy) into compliance and cite other violators (i.e., junk motor vehicles, screening, and so on) that adversely impact the community (particularly the manufactured home park with portions of the subdivision within the city limit of Dallas County on Clover Hill).</p> <p><i>Code Sweep</i></p>	<p>CCD, Dallas Police Department (DPD), City Attorney Office, Dallas County</p>	<p>CCD</p>	<p>Initiated Spring 2005 (on-going)</p>

TABLE 16: RECOMMENDATIONS ACTIONS

A R E A	RECOMMENDATIONS	IMPLEMENTER(S) (Key City Department(s), Outside Agency(ies), Stakeholders)	LEAD ENTITY	PRIORITY
ECONOMIC DEVELOPMENT	<p>5. Market the corridor to attract businesses that cater to the needs of the community as well as attract patrons regionally.</p> <p>6. Encourage and support catalyst development at Kleberg Rd. and Hwy. 175 (Project Area #1) and Woody Rd. @ Hwy. 175 (Catalyst Project #2) to encourage mix use projects.</p> <p><i>Marketing</i></p>	Economic Development Department (EDD), public/private joint ventures, stakeholders	EDD	MT
	<p>7. Utilize the citywide Brownfield Project Program (BPP) for adaptive reuse of abandoned landfill areas for park and open space recreation use.</p> <p><i>Brownfield Funding</i></p>	EDD, Texas Commission on Environmental Quality (TCEQ), Environmental Protection Agency (EPA)	Non-profit in partnership with neighborhood association(s) (To be determined.)	LT

TABLE 16: RECOMMENDATIONS ACTIONS

A R E A	RECOMMENDATIONS	IMPLEMENTER(S) (Key City Department(s), Outside Agency(ies), Stakeholders)	LEAD ENTITY	PRIORITY
INFRASTRUCTURE IMPROVEMENTS/CIP	<p>8. Conduct an inventory of existing maintenance and infrastructure needs for construction of sidewalk, curb and gutters; park amenities; water and wastewater improvements; street resurfacing and new construction and so on to improve quality of life in the community.</p> <p><i>Inventory Infrastructure</i></p>	<p>Dallas Water Utilities (DWU), Public Works & Transportation Department (PWT) and Parks & Recreation (PR)</p>	<p>DWU, PWT & PR</p>	<p>On-going</p>
CRIME & PUBLIC SAFETY	<p>9. Work closely with the Dallas Police Department to stimulate existing and create new neighborhood crime watch programs (business and residential) to positively impact the area.</p> <p><i>Code Compliance and Crime Watch Programs</i></p>	<p>Neighborhood Crime Watch Associations and DPD</p>	<p>Community Initiative</p>	<p>ST</p>

TABLE 16: RECOMMENDATIONS ACTIONS

A R E A	RECOMMENDATIONS	IMPLEMENTER(S) (Key City Department(s), Outside Agency(ies), Stakeholders)	LEAD ENTITY	PRIORITY
PUBLIC WORKS	<p>10. Continue to seek CIP and other sources to address infrastructure needs (e.g., sidewalk, curb, gutter, drainage, streets, updated water and wastewater lines and so on).</p> <p><i>Quality of Life</i></p>	PWT, DWU	PWT	On-going

5.4 CONCLUSION

During the planning stages of the City's comprehensive plan, Consultants made assumptions based on the enormous quantity of undeveloped acreage in this sector of Dallas, in particular Sub-area 3. Incidentally, residential homebuilders had also targeted several large tracts throughout the community for high density residential development. Residents and property owners vocalized their concern for what could have been potentially negative to their quality of life. It was clear that area residents treasure the uniqueness of their community with its suburban/rural character.

The visioning tool designed by the forwardDallas! Plan Consultants were used to help others better understand what the needs and desires are for this community. Land use "planning chips" were cut-out and pasted onto an aerial map to identify appropriate locations for various types of land uses to achieve a long term balance between non-residential property tax revenues with the need for residential "roof top" to attract those types of uses, yet regulate the type of housing developed throughout this community. The results were forwarded to the forwardDallas! Plan Consulting Group. Taking that information into consideration, the forwardDallas! Vision Illustration was modified to show the future land use as predominately residential.

Citizens continue to be adamant about retention of the area as a "bedroom community" with neighborhood-serving businesses along Hwy. 175-freeway corridor. They are supportive of new development that will contribute to open space and recreational facilities, with appropriate buffers from residential land uses. If the infrastructure demand does not parallel development activity, various neighborhoods within the community will continue to suffer from issues that already plague it (e.g., flooding, crime, school system, public facilities and so on). There is a need to ensure that development of residential subdivisions occurs in such a manner that it does not adversely impact existing low density residential neighborhoods and that adequate land is reserved for large-lot single family type development. Where higher density housing occurs, adequate setbacks, buffers and open space are needed to protect adjacent single family neighborhoods.

The West Kleberg Community Plan will serve as a guide to achieve the community's vision as it attempts to remain predominately residential, increasing densities in certain locations (medium residential development) while decreasing it in others (large single family lot development). With the vast amount of developable land, districts zoned Agricultural (A) and Residential-R-10(A) offer opportunities for new construction and redevelopment; however, the type of development activity should complement what has been identified in the forwardDallas! Comprehensive Plan Visioning Map and this Plan. It will require a

collaborative effort between area residents, business and property owners, stakeholders, the City of Dallas and other agencies to bring the community's vision to fruition.

The future potential for a DART rail extension southeast of I-20 is identified in the DART 2030 Plan. This offers an opportunity to explore the development of a multi-modal transit-oriented community to support a future station in the area. As residential new construction continues throughout the community, this site may prove to be of benefit.

The goals, actions, policy statements and implementation plan are predicated on conditions at the time the study was conducted. In light of that, it should be reviewed periodically and updated accordingly to ensure orderly development of this sector of Southeast Dallas, as it is the last remaining quadrant of the City with this unique character of suburban/rural living in a city environment.

APPENDIX

APPENDIX A

CENSUS DATA

CATEGORY	DEMOGRAPHICS
HOUSEHOLD SIZE BY HOUSEHOLD TYPE BY PRESENCE OF OWN CHILDREN UNDER 18 YEARS Universe: 5,147	1-person household: 17% 2-or-more-person household: 83% Married Couple: 56% With own children under 18 years: 30%
SEX BY SCHOOL ENROLLMENT BY LEVEL OF SCHOOL BY TYPE OF SCHOOL FOR THE POPULATION 3 YEARS AND OVER Universe: 15,121	<u>Males</u> (51.2 %) Enrolled in: Nursery school, preschool: 0.9% Kindergarten: 1.4% Grade 1 to 4: 4.4% Grade 5 to 8: 4.0% Grade 9 to 12: 3.0% College, undergraduate: 0.7% Graduate or professional school: 0.1% Not enrolled in school: 37.0% <u>Females</u> (48.8%) Enrolled in: Nursery school, preschool: 0.8% Kindergarten: 0.9% Grade 1 to 4: 4.0% Grade 5 to 8: 3.2% Grade 9 to 12: 3.0% College, undergraduate: 1.5% Graduate or professional school: 0.2% Not enrolled in school: 35.4%
SEX BY EDUCATIONAL ATTAINMENT FOR THE POPULATION 25 YEARS AND OVER Universe: 9,514	<u>Males</u> (49.9%) No schooling completed: 0.9% Nursery to 4th grade: 0.7% 5th and 6th grade: 3.4% 7th and 8th grade: 3.6% 9th grade: 3.7% 10th grade: 3.8% 11th grade: 3.5% 12th grade, no diploma: 2.0% High school graduate (includes equivalency): 15.5% Some college, less than 1 year: 3.0% Some college, 1 or more years, no degree: 4.8% Associate degree: 1.8% Bachelor's degree: 2.5% Master's degree: 0.4% Professional school degree: 0% Doctorate degree: 0.1%



APPENDIX A

CENSUS DATA

CATEGORY	DEMOGRAPHICS
SEX BY EDUCATIONAL ATTAINMENT FOR THE POPULATION 25 YEARS AND OVER	<u>Females</u> (50.1%) No schooling completed: 1.6% Nursery to 4th grade: 0.6% 5th and 6th grade: 1.8% 7th and 8th grade: 2.4% 9th grade: 2.0% 10th grade: 3.0% 11th grade: 2.7% 12th grade, no diploma: 2.6% High school graduate (includes equivalency): 17.8% Some college, less than 1 year: 4.6% Some college, 1 or more years, no degree: 5.5% Associate degree: 2.1% Bachelor's degree: 2.4% Master's degree: 0.7% Professional school degree: 0.2% Doctorate degree: 0%
SEX BY EMPLOYMENT STATUS FOR THE POPULATION 16 YEARS AND OVER Universe: 11,438	<u>Males</u> (50.4%) In labor force: 36.0% In Armed Forces: 0% Civilian: 36.0% Employed: 33.4% Unemployed: 2.6% Not in labor force: 14.3% Unemployment Rate: 0% <u>Females</u> (49.6%) In labor force: 26.4% In Armed Forces: 0% Civilian: 26.4% Employed: 24.7% Unemployed: 1.7% Not in labor force: 23.2% Unemployment Rate: 0%
HOUSEHOLD INCOME IN 1999 Universe: 5,147	Less than \$10,000: 8.4% \$10,000 to \$14,999: 4.6% \$15,000 to \$19,999: 8.3% \$20,000 to \$24,999: 7.7% \$25,000 to \$29,999: 9.1% \$30,000 to \$34,999: 7.7% \$35,000 to \$39,999: 5.6% \$40,000 to \$44,999: 8.1% \$45,000 to \$49,999: 6.1% \$50,000 to \$59,999: 9.6% \$60,000 to \$74,999: 11.7% \$75,000 to \$99,999: 8.7% \$100,000 to \$124,999: 2.1% \$125,000 to \$149,999: 1.3% \$150,000 to \$199,999: 0.1% \$200,000 or more: 0.9%

APPENDIX A

CENSUS DATA

CATEGORY	DEMOGRAPHICS
POVERTY STATUS IN 1999 BY AGE Universe: 15,935	Income in 1999 below poverty level: 13.4% Under 5 years: 1.9% 5 years: 0.4% 6 to 11 years: 1.3% 12 to 17 years: 1.1% 18 to 64 years: 7.8% 65 to 74 years: 0.4% 75 years and over: 0.5% Income in 1999 at or above poverty level: 86.6% Under 5 years: 7.45% 5 years: 1.4% 6 to 11 years: 9.7% 12 to 17 years: 7.8% 18 to 64 years: 54.5% 65 to 74 years: 3.7% 75 years and over: 2.2%



APPENDIX B

LAND USE SURVEY CODES

The codes provided below are for land use survey purposes only. This appendix should be used in conjunction with **Map No. 2**.

RESIDENTIAL DISTRICTS

1. **Agricultural** (color code: green) – one (1) dwelling unit located on 3 acres of land.
2. **Single family** (color code: yellow) – one (1) dwelling unit located on a lot.
3. **Duplex** (color code: orange) – two (2) dwelling units located on a lot.
4. **Multifamily** (color code: dark brown) – three (3) or more dwelling units located on a lot.
5. **Manufactured Home** (color code: yellow and white hatch marks)

A. **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.

B. **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.

"**Seal**" means a device or insignia issued by the Texas Department of Labor and Standards affixed to used mobile homes to indicate compliance with the standards, rules, and regulations established by the department.

"**Label**" means a device or insignia issued by the Texas Department of Labor and Standards to indicate compliance with the standards, rules, and regulations established by the Department of Housing and Urban Development, and are permanently affixed to each transportable section of each HUD-Code manufactured home constructed after June 15, 1976, for sale to a consumer.

C. **Modular home** -- "Industrialized housing" 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.



APPENDIX B
LAND USE SURVEY CODES

NON-RESIDENTIAL DISTRICTS

6. **Office** (color code: pink) – office, lodging, retail and personal service uses as limited uses.
7. **Retail** (color code: red) – 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, shopping center, restaurant, car wash).
8. **Commercial** (color code: red and white hatch marks) – parcel or tract of land used for heavier retail-type uses such as: auto auction, office showroom/warehouse, outside storage, recycling uses, sand, gravel or earth sales and storage, trade center, vehicle storage lot or warehouse.
9. **Industrial** (color code: purple for heavy and lavender for light industrial uses) – 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.
10. **Institutional** (color code: blue) – a public owned facility or church (i.e., fire station, water treatment plant, bus transit center, school, multipurpose center, post office).
11. **Utility and Public Service** (color code: hatched blue) – parcel or tract of land used for utility or public service purposes such as commercial radio or t.v. transmitting station, local utilities, police or fire station, post office, radio, television or microwave tower.
12. **Recreation** (color code: light green) – parcel or tract of land developed for use as a country club with private membership; private recreation center, club or area; public park, playground or golf course.
13. **Parking** (color code: black) – surface parking
14. **Vacant** (color code: clear) – undeveloped and/or vacant tracts/parcels of land.



APPENDIX C
LAND USE GLOSSARY

1. **Compatible** – Capable of coexisting in harmony. When used in land use planning, the term refers to types of uses, which do not by their design or operation, create nuisances or hazards to one another when they are located near or adjacent to each other.
2. **Comprehensive Plan** – An officially adopted public document establishing policies to guide a city's growth and development. A Comprehensive Plan projects a vision for the future regarding many elements of the community, and establishes goals, objectives, and policies to implement that vision.
3. **D and D-1 Liquor Control Overlay Districts** – In a “D” liquor control overlay district, a person shall not sell or serve alcoholic beverages or setups for alcoholic beverages for consumption on or off the premises. In a “D-1” control overlay district, a person shall not sell or serve alcoholic beverages, or setups for alcoholic beverages, for consumption on or off the premises, unless the sale or service is part of the operation of a use for which a specific use permit has been granted by the city council. After June 11, 1987, no new “D or D-1” overlays can be created. Existing overlays can continue; however, if they are ever removed they cannot be re-instated.
4. **Deed Restriction** – a tool used to place limits on the use(s) and conveyance of land.
5. **Density** – As related to residential land use, it is the number of dwelling units per acre of land. As related to population, it is the number of persons per dwelling unit or area.
6. **Future Visioning Map** – A mental image of a possible and desirable future state. The map succinctly conveys and reinforces a shared long-term vision of where a community wants to be, and serves as the basis for developing goals, objectives, policies, and recommendations.
7. **Goal** – A destination or final purpose which a community seeks to attain. A goal sets the broad framework for objectives and policies.
8. **Implementation** – Measures or actions taken to enact plan recommendations.
9. **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.”



APPENDIX C

LAND USE GLOSSARY

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.

10. **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 “grand-fathered” 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.

Although a nonconforming use can continue to operate within the above referenced confines, any person who resides or owns real property in the city may request that the Board of Adjustment (BDA) establish a compliance date for a nonconforming use. Compliance regulations for non-conforming uses are to eliminate and bring those uses into compliance with the Dallas Development Code. The BDA will hold a public hearing to determine whether continued operation of the nonconforming use will have an adverse effect on nearby properties. If, based on the evidence presented at the public hearing, the board determines that continued operation of the nonconforming use will have an adverse effect on nearby properties, it shall proceed to establish a compliance date for the nonconforming use; otherwise, it shall not.

11. **Objective** – The route, which specifies in general terms the way a goal can be reached; indicates the kinds of actions that should be used to achieve the goal.
12. **Planned Development District (PD)** – is to provide flexibility in the planning and construction of development projects by allowing a combination of land uses developed under a uniform plan that protects contiguous land uses and preserves significant natural features.
13. **Policy** – A course of action which, if followed, will achieve an objective. Policies can be readily translated into specific action recommendations or design proposals.
14. **Rural Area** – An area outside of cities and towns

APPENDIX C
LAND USE GLOSSARY

15. **Specific Use Permit (SUP)** – A SUP is required for a use to be permitted in a zoning district. The SUP requirement for a use in a district does not constitute an authorization or an assurance that the use will be permitted. Each SUP application must be evaluated as to its probable effect on the adjacent property and the community welfare and may be approved or denied as the findings indicate appropriate.
16. **Standard Affordable Housing** – a standard affordable housing dwelling unit offered in compliance with Section 3.5 of the Walker Consent Decree (adopted September 24, 1990).
17. **Suburban Area** – A residential district located on the outskirts of a city.
18. **Study Area** – Geographically defined areas developed to collect and analyze information for planning purposes.
19. **Urban Area** – A geographical area constituting a city or town.
20. **Urban Sprawl** – Refers to expansion of a metropolitan area, with largely uncontrolled new land use of previously less developed areas surrounding a more urban core. The term is typically used to describe suburbs, largely residential and often built in tracts by commercial developers.
21. **Vision Statement** – describes in graphic terms where the goal-setters want to see themselves in the future. It may describe how they see events unfolding over 10 or 20 years if everything goes exactly as hoped.
22. **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 map located in this study represents the preferred land use development and redevelopment (Chapter 51A, as amended) adopted by the City in 1989.

APPENDIX D

EXISTING ZONING DISTRICT CLASSIFICATIONS AND INDEX CODE

Below is general descriptive information on 17 zoning district classifications that makeup the West Kleberg Community Plan study area.

RESIDENTIAL DISTRICTS

1. **A(A) Agricultural** - Minimum 1 dwelling unit per 3 acres.
2. **R-1/2 ac. (A) Residential** - Minimum 1 dwelling unit per 1/2 acre.
3. **R-10(A) Residential** - Minimum 1 dwelling unit per 10,000 square feet.
4. **R-7.5(A) Residential** - Minimum 1 dwelling unit per 7,500 square feet.
5. **D(A) Duplex** - Minimum 1 dwelling unit per 3,000 square feet.
6. **TH-1-(A) Townhouse** - No more than six (6) dwelling units per acre.
7. **MF-1(A) Multifamily** - Minimum lot size is 3,000 square feet (sq. ft.) Efficiency at 1,000 sq. ft.; 1bedroom (BR) at 1,400 sq. ft.; 2 BR at 1,800 sq. ft. plus 200 sq. ft. for feet each additional BR.
8. **MF-2(SAH) Multifamily** - Minimum lot size is 1,000 square feet (sq. ft.) Efficiency at 800 sq. ft.; 1bedroom (BR) at 1,000 sq. ft.; 2 BR at 1,200 sq. ft. plus 150 sq. ft. for feet each additional BR.

*Standard Affordable Housing (SAH) means a standard affordable housing dwelling unit.

9. **MH(A) Manufactured Home** - 1 dwelling unit per 4,000 sq. ft.

NON-RESIDENTIAL DISTRICTS

10. **NO(A) Neighborhood Office.**
11. **LO-1 Limited Office.**
12. **NS(A) Neighborhood Service.**
13. **CR**Community Retail.
14. **CS**Commercial Service.
15. **IR** Industrial Research.
16. **IM** Industrial Manufacturing.
17. **MU-1 Mixed Use.**



APPENDIX D

EXISTING ZONING DISTRICT CLASSIFICATIONS AND INDEX CODE

1. **AGRICULTURAL A(A)** - The A(A) Agricultural District is intended to accommodate normal farming, ranching, and gardening activities until it is changed to another urban zoning category as the area within the corporate limits of Dallas becomes fully developed.

Main uses permitted.

- | | |
|---|---|
| (A) Agricultural uses. | (F) Residential uses. |
| (B) Industrial uses. | (G) Retail and personal service. |
| (C) Institutional and community service uses. | (H) Transportation. |
| (D) Miscellaneous uses. | (I) Utility and public service uses. |
| (E) Recreation uses. | (J) Wholesale, distribution, and storage. |

2. **RESIDENTIAL R-1/2AC(A)** - The R-1/2ac(A) Single Family District allows the property to be used for single family dwellings on lots with a minimum lot size of 1/2 acre.

Main uses permitted.

- | | |
|--|---|
| (A) Agricultural uses. | (E) Recreation uses. |
| (B) Industrial uses (temporary by authorization of building official). | (F) Residential uses. |
| (C) Institutional and community service uses. | (G) Transportation uses. |
| (D) Miscellaneous uses. | (H) Utility and public service use. |
| | (I) Wholesale, distribution, and storage. |

3. **RESIDENTIAL R-10(A)** - Single family residential development has taken place on intermediate sized lots in portions of the city in recent years. In order to protect and encourage the continued development of intermediate density with single family residences in appropriate areas of the city, the R-10(A) district is provided. In addition to single family residences, it is intended that churches, public and private schools, and public parks necessary to serve and complement the intermediate density development be permitted.

Main uses permitted.

- | | |
|--|---|
| (A) Agricultural uses. | (E) Recreation uses. |
| (B) Industrial uses (temporary by authorization of building official). | (F) Residential uses. |
| (C) Institutional and community service uses. | (G) Transportation uses. |
| (D) Miscellaneous uses. | (H) Utility and public service use. |
| | (I) Wholesale, distribution, and storage. |



APPENDIX D

EXISTING ZONING DISTRICT CLASSIFICATIONS AND INDEX CODES

4. **RESIDENTIAL R-7.5(A)** - This district comprises a major portion of the existing single family dwelling development of the city and is considered to be the proper zoning classification for large areas of the undeveloped land remaining in the city appropriate for single family dwelling use. This district is intended to be composed of single family dwellings together with public and private schools, churches, and public parks essential to create basic neighborhood units.

Main uses permitted.

- | | |
|--|---|
| (A) Agricultural uses. | (E) Recreation uses. |
| (B) Industrial uses (temporary by authorization of building official). | (F) Residential uses. |
| (C) Institutional and community service uses. | (G) Transportation uses. |
| (D) Miscellaneous uses. | (H) Utility and public service use. |
| | (I) Wholesale, distribution, and storage. |

5. **DUPLEX D(A)** - The D(A) Duplex District allows the property to be used for duplexes (two-family dwellings) as well as single family dwellings with a minimum lot size of 6,000 square feet.

Main uses permitted.

- | | |
|--|---|
| (A) Agricultural uses. | (E) Recreation uses. |
| (B) Industrial uses (temporary by authorization of building official). | (F) Residential uses. |
| (C) Institutional and community service uses. | (G) Transportation uses. |
| (D) Miscellaneous uses. | (H) Utility and public service use. |
| | (I) Wholesale, distribution, and storage. |

6. **TOWNHOUSE TH-1** - These classifications create districts that are being recognized as a form of housing in the city, and provide standards which will protect and encourage various types of single family dwellings in the city. The townhouse districts area also established in an effort to provide a more dense single family residential character by providing minimum standards for lot area, yards, lot coverage and lot frontage.

Main uses permitted.

- | | |
|--|---|
| (A) Agricultural uses. | (E) Recreation uses. |
| (B) Industrial uses (temporary by authorization of building official). | (F) Residential uses. |
| (C) Institutional and community service uses. | (G) Transportation uses. |
| (D) Miscellaneous uses. | (H) Utility and public service use. |
| | (I) Wholesale, distribution, and storage. |



APPENDIX D

EXISTING ZONING DISTRICT CLASSIFICATIONS AND INDEX CODES

7. **MULTIFAMILY MF-1(A)** - These districts are composed mainly of areas containing mixtures of single family, duplex, and multifamily dwellings and certain uniformly developed multifamily dwelling sections. These districts are medium density districts and are located in certain areas close into the center of the city and at various outlying locations. The area regulations are designed to protect the residential character and to prevent the overcrowding of the land by providing minimum standards for building spacing, yards, off-street parking, and coverage. All commercial and office uses are prohibited.

Main uses permitted.

- | | |
|--|---|
| (A) Agricultural uses. | (E) Recreation uses. |
| (B) Industrial uses (temporary by authorization of building official). | (F) Residential uses. |
| (C) Institutional and community service uses. | (G) Transportation uses. |
| (D) Miscellaneous uses. | (H) Utility and public service use. |
| | (I) Wholesale, distribution, and storage. |

8. **MULTIFAMILY MF-2(SAH)** - The MF-2(A) Multifamily District allows the property to be used for medium density apartment development as well as more restrictive uses such as townhouses, duplexes, and single family dwellings. The maximum building height allowed in this district is 36 feet. Additionally, the MF-2(SAH) district is created to encourage the provision of affordable housing.

Main uses permitted.

- | | |
|--|---|
| (A) Agricultural uses. | (E) Recreation uses. |
| (B) Industrial uses (temporary by authorization of building official). | (F) Residential uses. |
| (C) Institutional and community service uses. | (G) Transportation uses. |
| (D) Miscellaneous uses. | (H) Utility and public service use. |
| | (I) Wholesale, distribution, and storage. |

9. **MANUFACTURED HOME MH(A)** - The manufactured home is recognized as a specific form of housing for which accommodations should be provided. To provide appropriate standards for density, spacing, and use, a separate district is created and designated for the specific purpose of providing at appropriate locations, area for the development of manufactured home parks, courts, or subdivisions. In certain commercial and industrial districts, a manufactured home development may be provided for by amending the zoning district map where these projects are appropriate by approval of a specific use permit. The standards for commercial manufactured home development for transient occupancy differ from those of a manufactured home subdivision where more or less permanent occupancy is anticipated.



APPENDIX D

EXISTING ZONING DISTRICT CLASSIFICATIONS AND INDEX CODES

Main uses permitted.

- | | |
|--|---|
| (A) Agricultural uses. | (E) Recreation uses. |
| (B) Industrial uses (temporary by authorization of building official). | (F) Residential uses. |
| (C) Institutional and community service uses. | (G) Transportation uses. |
| (D) Miscellaneous uses. | (H) Utility and public service use. |
| | (I) Wholesale, distribution, and storage. |

10. **NEIGHBORHOOD OFFICE NO(A)** - The NO(A) Neighborhood Office District allows the property to be used for office uses which predominately serve neighborhood or community needs, and is limited to a maximum building height of 35 feet for a structure with a hip or gable roof, 30 feet for a structure with another type of roof, not to exceed 2 stories, and a maximum floor area ratio of 0.5 square feet of building to one square foot of land.

Main uses permitted.

- | | |
|--|---|
| (A) Agricultural uses. | (F) Recreation uses. |
| (B) Industrial uses (temporary by authorization of building official). | (G) Residential uses. |
| (C) Institutional and community service uses. | (H) Retail and personal service. |
| (D) Miscellaneous uses. | (I) Transportation uses. |
| (E) Office uses. | (J) Utility and public service use. |
| | (K) Wholesale, distribution, and storage. |

11. **LIMITED OFFICE LO-1** - The LO-1 Limited Office District allows the property to be used for office uses with certain limited service uses which primarily serve the occupants of the building. Uses in this district will predominately serve neighborhood and community needs. The maximum permitted height in this district is 70 feet. The maximum permitted floor area ratio is 1.0 square foot of building area to 1 square foot of land.

Main uses permitted.

- | | |
|--|---|
| (A) Agricultural uses. | (D) Institutional and community service uses. |
| (B) Commercial and business service uses. | (E) Lodging uses. |
| (C) Industrial uses (temporary by authorization of building official). | (F) Miscellaneous uses. |
| (H) Recreation uses. | (G) Office uses. |
| (I) Residential uses. | (L) Utility and public service use. |
| (J) Retail and personal service. | (M) Wholesale, distribution, and storage. |
| (K) Transportation uses. | |



APPENDIX D

EXISTING ZONING DISTRICT CLASSIFICATIONS AND INDEX CODES

12. **NEIGHBORHOOD SERVICE NS(A)** - The NS(A) Neighborhood Service District allows development of convenience retail shopping, services, and professional offices principally serving adjacent neighborhoods. Examples of these uses include convenience stores, dry cleaners, drug stores, and hair salons. The maximum height permitted in this district is 35 feet. The maximum floor area ratio allowed is 0.5 square feet of building area to 1 square foot of land.

Main uses permitted.

- | | |
|--|---|
| (A) Agricultural uses. | (F) Recreation uses. |
| (B) Industrial uses (temporary by authorization of building official). | (G) Residential uses. |
| (C) Institutional and community service uses. | (H) Retail and personal service. |
| (D) Miscellaneous uses. | (I) Transportation uses. |
| (E) Office uses. | (J) Utility and public service use. |
| | (K) Wholesale, distribution, and storage. |

13. **COMMUNITY RETAIL CR** - The CR Community Retail District allows development of convenience retail, personal service, and office uses which serve adjacent communities. Examples of uses allowed are computer service centers, financial institutions, clothing stores, furniture stores, grocery stores, and theaters. The maximum permitted building height is 54 feet. The maximum floor area ratio allowed is 0.75 square feet of building to 1 square foot of land.

Main uses permitted.

- | | |
|--|---|
| (A) Agricultural uses. | (G) Office uses. |
| (B) Commercial and business service. | (H) Recreation uses. |
| (C) Industrial uses (temporary by authorization of building official). | (I) Residential uses. |
| (D) Institutional and community service uses. | (J) Retail and personal service. |
| (E) Lodging uses. | (K) Transportation uses. |
| (F) Miscellaneous uses. | (L) Utility and public service use. |
| | (M) Wholesale, distribution, and storage. |

14. **COMMERCIAL SERVICE CS** - The CS Commercial Service District allows for commercial and business serving uses including vehicle repair shops, cabinet shops, welding shops, warehouses, and certain retail and office uses. The maximum height allowed for buildings is 45 feet, not to exceed 3 stories. The maximum permitted floor area ratio is 1.0 square foot of building to 1 square foot of land.



APPENDIX D

EXISTING ZONING DISTRICT CLASSIFICATIONS AND INDEX CODES

Main uses permitted.

- | | |
|---|---|
| (A) Agricultural uses. | (H) Recreation uses. |
| (B) Commercial and business service. | (I) Residential uses. |
| (C) Industrial uses. | (J) Retail and personal service. |
| (D) Institutional and community service uses. | (K) Transportation uses. |
| (E) Lodging uses. | (L) Utility and public service use. |
| (F) Miscellaneous uses. | (M) Wholesale, distribution, and storage. |
| (G) Office uses. | |

15. **INDUSTRIAL RESEARCH IR** - To provide for research and development, light industrial, office, and supporting commercial uses in an industrial research park setting. This district is not intended to be located in areas of low and medium density residential development.

Main uses permitted.

- | | |
|---|---|
| (A) Agricultural uses. | (G) Office uses. |
| (B) Commercial and business service. | (H) Recreation uses. |
| (C) Industrial uses. | (I) Retail and personal service. |
| (D) Institutional and community service uses. | (J) Transportation uses. |
| (E) Lodging uses. | (K) Utility and public service use. |
| (F) Miscellaneous uses. | (L) Wholesale, distribution, and storage. |

16. **INDUSTRIAL MANUFACTURING IM** - The IR Industrial Research District allows for research and development, light industrial, office, and supporting commercial uses in an industrial research park setting. The maximum permitted building height is 200 feet. The maximum permitted floor area ratio is 2.0 square feet of building area to 1 square foot of land.

Main uses permitted.

- | | |
|---|---|
| (A) Agricultural uses. | (G) Office uses. |
| (B) Commercial and business service. | (H) Recreation uses. |
| (C) Industrial uses. | (I) Retail and personal service. |
| (D) Institutional and community service uses. | (J) Transportation uses. |
| (E) Lodging uses. | (K) Utility and public service use. |
| (F) Miscellaneous uses. | (L) Wholesale, distribution, and storage. |

17. **MIXED USE MU-1** - The MU-1 Mixed Use District allows for the development of moderate density retail, office, and residential uses. The MU-1 District is designed to encourage a mixture of these uses on single or continuous building sites. The district permits higher densities when a mixture of these uses is provided. The maximum height allowed for buildings is 90 feet. The maximum permitted floor area ratio is 1.1 square feet of building area to 1 square foot of land.



APPENDIX D

EXISTING ZONING DISTRICT CLASSIFICATIONS AND INDEX CODES

Main uses permitted.

- | | |
|--|---|
| (A) Agricultural uses. | (G) Office uses. |
| (B) Commercial and business service. | (H) Recreation uses. |
| (C) Industrial uses (temporary by authorization of building official). | (I) Residential uses. |
| (D) Institutional and community service uses. | (J) Retail and personal service. |
| (E) Lodging uses. | (K) Transportation uses. |
| (F) Miscellaneous uses. | (L) Utility and public service use. |
| | (M) Wholesale, distribution, and storage. |



APPENDIX D

EXISTING ZONING DISTRICT CLASSIFICATIONS AND INDEX CODES

ZONING DISTRICT INDEX CODE

Agricultural Uses

- Animal Production
- Commercial Stable
- Crop Production
- Private Stable

Commercial and Business Service Uses

- Building Repair and Maintenance Shop
- Bus or Rail Transit Vehicle Maintenance or Storage Facility
- Catering Service
- Custom Business Services
- Commercial Cleaning or Laundry Plant
- Custom Woodworking, Furniture Construction, or Repair
- Electronics Service Center
- Job or Lithographic Printing
- Labor Hall
- Machine or Welding Shop
- Machinery, Heavy Equipment, or Truck Sales and Services
- Medical or Scientific Laboratory
- Technical School
- Tool or Equipment Rental
- Vehicle or Engine Repair or Maintenance

Industrial Uses

- Potentially Incompatible Industrial Use
- Industrial (inside)
- Industrial (inside) Light Manufacturing
- Industrial (outside)
- Medical / Infectious Waste Incinerator
- Metal Salvage Facility
- Mining
- Municipal Waste Incinerator
- Organic Compost Recycling Facility
- Outside Salvage or Reclamation
- Pathological Waste Incinerator
- Temporary Concrete or Asphalt Batching Plant



APPENDIX D

EXISTING ZONING DISTRICT CLASSIFICATIONS AND INDEX CODES

Institutional and Community Services Uses

- Adult Day Care Facility
- Cemetery or Mausoleum
- Child-Care Facility
- Church
- College, University, or Seminary
- Community Service Center
- Convalescent and Nursing Homes, Hospice Care, and Related Institutions
- Convent or Monastery
- Foster Home
- Halfway House
- Hospital
- Library, Art Gallery or Museum
- Public or Private School

Lodging Uses

- Hotel or Motel
- Lodging or Boarding House
- Overnight General Purpose Shelter

Miscellaneous Uses

- Carnival or Circus (Temporary)
- Hazardous Waste Management Facility
- Placement of Fill Material
- Temporary Construction or Sales Office

Office Uses

- Financial Institution Without Drive-In Window
- Financial Institution with Drive-in Window
- Medical Clinic or Ambulatory Surgical Center
- Office

Recreation Uses

- Country Club with Private Membership
- Private Recreation Center, Club, or Area
- Public Park, Playground, or Golf Course



APPENDIX D

EXISTING ZONING DISTRICT CLASSIFICATIONS AND INDEX CODES

Residential Uses

- College Dormitory, Fraternity or Sorority House
- Duplex
- Group Residential Facility
- Handicapped Group Dwelling Unit
- Manufactured Home Park, Manufactured Home Subdivision, or Campground
- Multifamily
- Residential Hotel
- Retirement Housing
- Single Family

Retail and Personal Service Uses

- General Provisions
- Ambulance Service
- Animal Shelter or Clinic
- Auto Service Center
- Alcoholic Beverage Establishments
- Business School
- Car Wash
- Commercial Amusement (Inside)
- Commercial Amusement (Outside)
- Commercial Parking Lot or Garage
- Drive-in Theater
- Dry Cleaning or Laundry Store
- Furniture Store
- General Merchandise or Food Store 3,500 square feet
- General Merchandise or Food Store Greater Than 3,500 square feet
- Home Improvement Center, Lumber, Brick or Building Materials Sales Yard
- Household Equipment and Appliance Repair
- Liquor Store
- Mortuary, Funeral Home, or Commercial Wedding Chapel
- Motor Vehicle Fueling Station
- Nursery, Garden Shop or Plant Sales
- Outside Sales
- Pawn Shop
- Personal Services Use
- Restaurant Without Drive-In or Drive-Through Service
- Restaurant with Drive-In or Drive-Through Service
- Surface Parking



APPENDIX D

EXISTING ZONING DISTRICT CLASSIFICATIONS AND INDEX CODES

Retail and Personal Service Uses

- Swap or Buy Shop
- Taxidermist
- Temporary Retail Use
- Theater
- Vehicle Display, Sales and Service

Transportation Uses

- Airport or Landing Field
- Commercial Bus Station and Terminal
- Heliport
- Helistop
- Private Street or Alley
- Railroad Passenger Station
- Railroad Yard, Roundhouse, or Shops
- STOL (Short Takeoff or Landing) Port
- Transit Passenger Shelter
- Transit Passenger Station or Transfer Center

Wholesale, Distribution, and Storage Uses

- Auto Auction
- Building Mover's Temporary Storage Yard
- Contractor's Maintenance Yard
- Freight Terminal
- Livestock Auction Pens or Sheds
- Manufactured Building Sales Lot
- Mini-Warehouse
- Office Showroom / Warehouse
- Outside Storage
- Petroleum Product Storage and Wholesale
- Recycling Buy-Back center
- Recycling Collection Center
- Recycling Drop-off Container
- Recycling Drop-off for special occasion collection
- Sand, Gravel, or Earth Sales and Storage
- Trade Center
- Vehicle Storage lot
- Warehouse



APPENDIX D

EXISTING ZONING DISTRICT CLASSIFICATIONS AND INDEX CODES

Utility and Public Service Uses

- Commercial Radio or Television Transmitting Station
- Electrical Generating Plant
- Electrical Substation
- Local Utilities
- Police or Fire Station
- Post Office
- Radio, Television, or Microwave Tower
- Refuse Transfer Station
- Sanitary Landfill
- Sewage Treatment Plant
- Tower / Antenna for Cellular Communication
- Utility or Government Installation Other Than Listed
- Water Treatment Plant

Accessory Uses

- Accessory Community Center (Private)
- Accessory Game Court (Private)
- Accessory Helistop
- Accessory Medical / Infectious Waste Incinerator
- Accessory Outside Display of Merchandise
- Accessory Outside Sales
- Accessory Outside Storage
- Accessory Pathological Waste Incinerator
- Amateur Communication Tower
- Day Home
- General Waste Incinerator
- Home Occupation
- Occasional Sales (Garage Sales)
- Private Stable
- Swimming Pool (Private)
- Pedestrian Sky bridges



APPENDIX E

EXISTING BUSINESSES BY SUB-AREA

SUB-AREA 1 is generally located S of I-20 (commencing at Ravenview Road); W of Stark Road along the Dallas city limit line; N of Hwy. 175; and E of I/20 and I-635 (commencing at St. Augustine and Haymarket Roads).

NO.	BUSINESS NAME	ST_NUM	ST_NAME
1.	Super Skate	13953	C F Hawn Frwy.
2.	Kleberg Flea Market	13943	C F Hawn Frwy.
3.	Plaza Auto Auction	13701	C F Hawn Frwy.
4.	7-11	13601	C F Hawn Frwy.
5.	Express Tire	13525	C F Hawn Frwy.
6.	Belt Line Motel	13415	C F Hawn Frwy.
7.	AAA Truck Part	13331	C F Hawn Frwy.
8.	USA Truck Sales, Inc.	13121	C F Hawn Frwy.
9.	LaCabaña Mexican Restaurant	13201	C F Hawn Frwy.
10.	Tires R Us	12671	C F Hawn Frwy.
11.	Greenlake Nursery	1830	Edd Rd.
12.	Kleberg/Rylie Recreation Center	1515	Edd Rd.
13.	Kleberg/Rylie Public Library	1301	Edd Rd.
14.	Molina Concino Auto Repair	12631	C F Hawn Frwy.
15.	Molina Concino Muffler Shop	12611	C F Hawn Frwy.
16.	AMVETs Post 23	12531	C F Hawn Frwy.
17.	DJs Transmission	12527	C F Hawn Frwy.
18.	Upright Foundation Repair	12511	C F Hawn Frwy.
19.	B&K Truck Repair	12437	C F Hawn Frwy.
20.	Kleburg Auto Salvage	12341	C F Hawn Frwy.



APPENDIX E
EXISTING BUSINESSES BY SUB-AREA

NO.	BUSINESS NAME	ST_NUM	ST_NAME
21.	Mach's Auto Sales	11909	C F Hawn Frwy.
22.	Silverado Self Storage	11701	C F Hawn Frwy.
23.	Larry's Discount	11611	C F Hawn Frwy.
24.	J&R Equipment Truck & Sale	11521	C F Hawn Frwy.
25.	Statewide Mobile Home Installers	11423	C F Hawn Frwy.
26.	Country Cottage Mini-mall	11408	Ravenview Rd.
27.	Private Boarding House	11510	Ravenview Rd.
28.	R-Mac, Inc.	1812	Garden Springs Dr.
29.	B&B Concrete & Sawing	1830	Garden Springs Dr.
30.	McDougal Machine	1912	Ravenview Rd.
31.	Dallas County WCID #6 Lift Station	11960	Ravenview Rd.
32.	<i>No Signage</i>	12205	Ravenview Rd.
33.	Collins Concrete	12650	Ravenview Rd.
34.	Dallas County Schools –Kleberg Service Center	12728	Garden Grove Dr.
35.	J.D. Franks, Inc.	1602	S. Belt Line Rd.
36.	<i>No Signage</i>	1610	S. Belt Line Rd.
37.	C&D Auto Parts & Salvage	1753	S. Belt Line Rd.
38.	McDonald's	1808	S. Belt Line Rd.
39.	Dairy Queen of Kleberg	1811	S. Belt Line Rd.
40.	99 cent Store	1130	S. Belt Line Rd.
41.	Kleberg Laundromat	1130	S. Belt Line Rd.

APPENDIX E
EXISTING BUSINESSES BY SUB-AREA

NO.	BUSINESS NAME	ST_NUM	ST_NAME
42.	Donuts	1130	S. Belt Line Rd.
43.	Wright's Family Food Center	1050	S. Belt Line Rd.
44.	Guardian Insurance Agency	1130	S. Belt Line Rd.
45.	Lozano	14143	Seagoville Rd.
46.	<i>Construction Rent-A-Fence</i>	15029	Seagoville Rd.
47.	Sego Pantry	15130	Seagoville Rd.
48.	Phillips 66 Food Mart/ Angelica's Mexican Restaurant	951	Seagoville Rd.
49.	Youth Family Center	15800	Seagoville Rd.
50.	U S Postal Office-Kleberg Station	15300	Seagoville Rd.
51.	Nancy's Place	1009	Woody Rd.
52.	<i>No Signage</i>	14705	Kleberg Rd.

APPENDIX E

EXISTING BUSINESSES BY SUB-AREA

SUB-AREA 2 is generally located S of Hwy. 175; W of the Seagoville city limit and the Dallas County line; N of Kleberg Road; and E of Haymarket Road.

NO.	BUSINESS NAME	ST_NUM	ST_NAME
1.	Hawn Frwy. Trucks	11460	C F Hawn Frwy.
2.	Rector Crane & Equipment	11613	C F Hawn Frwy.
3.	Poly-Tron, Inc.	11710	C F Hawn Frwy.
4.	NAPA Auto Parts/A.J. Tires	11770	C F Hawn Frwy.
5.	<i>No Signage</i>	11740	C F Hawn Frwy.
6.	Tommy Truck & Equipment	11750	C F Hawn Frwy.
7.	Silverado Diesel & Truck Repair	11757	Kleberg Rd.
8.	Shell	11810	C F Hawn Frwy.
9.	The Flying Pig Gift & Grounds Store	11820	C F Hawn Frwy.
10.	McDaniel Brothers Used Cars	11830	C F Hawn Frwy.
11.	Johnny's Cars & Trucks	12050	C F Hawn Frwy.
12.	Clay Structures	12150	C F Hawn Frwy.
13.	<i>No Signage</i>	12660	C F Hawn Frwy.
14.	Oak Hill Auction	12720	C F Hawn Frwy.
15.	R & S Mechanical	12540	C F Hawn Frwy.
16.	Eagle Truck & Tire	12730	C F Hawn Frwy.
17.	Dolittle's Appliance	12260	C F Hawn Frwy.
18.	<i>No Signage</i>	12840	C F Hawn Frwy.
19.	<i>No Signage</i>	2005	Jordan Valley
20.	Fire Station No. 9	2002	Cool Mist Ln.
21.	<i>No Signage</i>	2023	Cool Mist Ln.



APPENDIX E
EXISTING BUSINESSES BY SUB-AREA

NO.	BUSINESS NAME	ST_NUM	ST_NAME
22.	<i>No Signage (leasing truck parking space)</i>	?	C F Hawn Frwy.
23.	Ankur Inn Motel	13310	C F Hawn Frwy.
24.	Exxon/Sonic	1920	S. Belt Line Rd.
25.	Joseph P. Morgan, D.O.	1931	S. Belt Line Rd.
26.	Dallas County Fire & Rescue	1937	S. Belt Line Rd.
27.	Formerly known as Sicilian Pizza (closed)	2348	S. Belt Line Rd.
28.	Cinco de Mayo Restaurant	13838	C F Hawn Frwy.
29.	A&B Tire Service	13930	C F Hawn Frwy.
30.	<i>No Signage</i>	13936	C F Hawn Frwy.
31.	Hwy. 175 Mini-warehouses	13950	C F Hawn Frwy.
32.	F&S Auto Sales	13960	C F Hawn Frwy.
33.	Saddle Club	14140	C F Hawn Frwy.
34.	Hamilton Trucking	2228	Silverado Dr.
35.	1st Choice Food Mart/Fina	2449	S. Belt Line Rd.



APPENDIX E

EXISTING BUSINESSES BY SUB-AREA

SUB-AREA 3 is generally located S of Kleberg Rd.; N and W of the Dallas County line; and E of the Dallas County line commencing at St. Augustine and Haymarket Roads.

NO.	BUSINESS NAME	ST_NUM	ST_NAME
1.	<i>No signage</i>	2520	S. Belt Line
2.	Compressors Unlimited	2531	S. Belt Line Rd.
3.	<i>No signage</i>	2619	S. Belt Line Rd.
4.	United Propane & Energy	2649	S. Belt Line Rd.
5.	GSI	2861	S. Belt Line Rd.
6.	<i>No signage</i>	2929	S. Belt Line Rd.
7.	Sid's Food Store	13317	Kleberg Rd.
8.	Kat's Korner Thrift Store	13505	Kleberg Rd.
9.	Laundromat	13005	Kleberg Rd.
10.	Barbie's Closet Store	11604	Kleberg Rd.
11.	No signage (<i>auto related use</i>)	?	Kleberg Rd.
12.	Texoma Underground Utilities	11416	Kleberg Rd.
13.	CMC Mechanical, Inc.	13232	Elm Spring Rd.
14.	<i>No signage</i>	13412	Elm Spring Rd.
15.	Premiere Adjusters	2108	Silverado Rd.
16.	<i>No signage</i>	3010	Edd Rd.
17.	Collins Concrete	12630	Ravenview Rd.
18.	Sun Manufacturing Company	14130	Seagoville Rd.
19.	<i>No signage</i>	15029	Seagoville Rd.
20.	City of Dallas Treatment Plant	10011	Log Cabin Rd.
21.	Soul's Harbor	13134	Nile Dr.



APPENDIX F

ZONING AND BOARD OF ADJUSTMENT HISTORY

SPECIFIC USE PERMITS

SUP NO.	LOCATION	DESCRIPTION	APPROVAL DATE	SUP EXPIRATION
SUP 84	Jordan Valley Rd., S Belt Line Rd., Middlefield Rd.	Sewage treatment plant	01/18/1965	Permanent
SUP 798	2400 Jordan Valley Rd.	Mining of Sand & Gravel	10/22/1980	Permanent
SUP 799	2400 Jordan Valley Rd.	Mining of Sand & Gravel	10/22/1980	Permanent
SUP 800	2295 Woody Ln.	Cemetery	10/22/1980	Permanent
SUP 801	1342 S. Belt Line Rd.	Water Tower	10/22/1980	Permanent
SUP 1031	SE side of St. Augustine Rd., NE of Middlefield Rd.	Radio, Television, Tower	11/17/1988	Permanent
SUP 1111	C.F. Hawn Fwy., NW of Woody Rd.	Sale and service of alcoholic beverages (Restaurant w/o drive-thru)	5 yrs w/auto renewal for 5 yr. time periods	11/12/2007

PLANNED DEVELOPMENT DISTRICTS

PD NO.	LOCATION	USE	CC APPROVED
PD 162	Belt Line Rd., SW of Garden Grove Rd.	Single Family detached	11/09/1983
PD 258	Beauford Rd. @ Smoke Tree Ln.	Single Family	11/19/1986
PD 399	Edd @ Garden Grove Rds., W Corner	Library (Kleberg Public Library)	05/25/1994
PD 512	Woody @ Seagoville Rds., S corner	Public Schools (Seagoville Middle and High schools) and R-1/2 ac(A) uses	06/24/1998
PD 566	Rich Acres Rd. @ Nile Rd.	Single Family use from R ½ ac(A) - (Soul's Harbor)	12/08/1999
PD 672	13501 Ravenview Rd.	CR uses	02/11/2004



APPENDIX F

ZONING AND BOARD OF ADJUSTMENT HISTORY

ZONING CASES

CASE NO.	LOCATION	DESCRIPTION	CC HEARING DATE	COUNCIL ACTION
Z056-203	SW corner of Edd Rd. and Garden Grove Dr.	PD for a school & R-10(A) uses (Kleberg Elem. School)	09/13/2006	Approved
Z056-204	3333 Bicentennial Ln. @ Middlefield Rd.	A(A) to R-10(A)	05/24/2006	Approved
Z045-136	14322 Seagoville Rd.	R-10(A) to R-7.5(A)	02/23/2005	Approved
Z045-239	Middlefield Rd, SE of St. Augustine Rd.	A(A) to PD for R-10(A)	11/09/2005	Approved
Z045-244	Kleberg Rd. @ Belt Line Rd.	CS to R-1/2ac(A)	08/24/2005	Approved
Z034-101	NW of S. Belt Line Rd. and NE of Garden Grove Dr.	R-10(A) to R-7.5(A)	01/14/2004	Approved
Z034-102	NE of Garden Grove Dr. b/t S. Belt Line Rd. and Edd Rd.	R-7.5 (A)	01/14/2004	Approved
Z034-191	North side of S. Belt Line Rd. b/t Garden Grove Rd. and Vida Ct.	R-10(A) and NS(A)-D-1 to R-7.5(A)	05/26/2004	Approved
Z034-281	12437 C.F. Hawn Fwy.	R-7.5(A) to CS-D-1 with voluntary deed restrictions	10/27/2004	Approved
Z034-282	12511 C.F. Hawn Fwy.	R-7.5(A) to CS-D-1 with voluntary deed restrictions	10/27/2004	Approved
Z034-283	12527 C.F. Hawn Fwy.	R-7.5(A) to CS-D-1 with voluntary deed restrictions	10/27/2004	Approved
Z034-324	Seagoville Rd. @ Edd Rd.	Amend Deed Restrictions	06/22/2005 (withdrawn, no action)	
Z034-332	Woody Rd. @ CF Hawn Fwy.	R-7.5(A) to CR	02/23/2005	Approved
Z023-124	West side of Garden Grove Rd. b/t S. Belt Line Rd. and Hunterwood Dr.	R-10(A) to R-7.5(A)	02/12/2003	Approved
Z023-182	13222 Elm Spring Rd.	MF-1, CR, R-7.5 to R-5(A)	11/12/2003	Approved
Z023-249	1737 Edd Rd.	R-10(A) to R-7.5(A)	10/22/2003	Approved
Z023-250	15440 Seagoville Rd. & 1100 Belt Line Rd.	R-10(A) & CR-D-1 to R-5(A)	09/24/2003	Approved



APPENDIX F

ZONING AND BOARD OF ADJUSTMENT HISTORY

CASE NO.	LOCATION	DESCRIPTION	HEARING DATE	COUNCIL ACTION
Z023-251	N. of Woody Rd., E. of Kleberg Rd.	R-10(A) to R-7.5(A)	City Plan Commission denied w/o prejudice.	Withdrawn, 09/2003
Z012-228	Hwy. 175 b/t Woody & Stark Rds.	A(A) and R-1/2 ac(A) to R-7.5(A)	08/28/2002	Approved
Z001-229	North side of S. Beltline Rd., W of U.S. Highway 175	CR-D-1 to R-7.5(A)	11/13/2002	Approved
Z001-255	Casa Grande Dr. b/t Seagoville Rd. and Rim Rock Rd.	NS(A)-D-1 to R-7.5(A)	03/27/2002	Approved
Z012-272	13878 CF Hawn, NW of Woody Rd.	Renewal of SUP #1111 (Sale of alcohol beverages)	11/13/2002	Approved
Z023-101	SE corner of the intersection of Bluecrest Dr. and Springfield Ave.	R-7.5(A) to CR	01/22/03	Approved
Z023-191	IBOC	R-5(A)	CPC denied without prejudice	

BOARD OF ADJUSTMENT

CASE NO.	PROPERTY LOCATION	REQUEST	HEARING DATE	COUNCIL ACTION
BDA 034-170	1571 Beauford Rd.	Fence Special Exception	06/23/2004	Approved
BDA 034-171	2108 Royal Oaks Dr.	Fence Special Exception	05/17/2004	Approved
BDA 034-173	2201 Royal Oaks Dr.	Fence Special Exception	05/18/2004	Approved
BDA 023-119	12728 Garden Grove Rd.	Fence Special Exception	09/23/2003	Approved
BDA 012-152	1275 @ 1311 Belt Line Rd.	Fence Special Exception	03/18/2002	Approved
BDA 012-163	14010 C.F. Hawn Fwy.	Appeal to continue operating a nonconforming dance hall use	09/09/2002	Reversed Building Official decision and granted relief
BDA 001-187	Middlefield Rd.	Variance - side yard setback regulations	04/17/2001	Denied without prejudice
BDA 001-270	13700 Vida Ln.	Fence Special Exception	10/23/2001	Approved



APPENDIX G
STREET CONDITIONS DESCRIPTIONS

- A** = Good - good riding surface, no noticeable wear or obvious defects.
- B** = Acceptable - good riding surface but has some minor surface defects and wear indications. Some good cut or patch repairs may exist.
- C** = Fair - Slightly rough riding surface, edges beginning to break down, some gutter/ street misalignments, small areas of spalling, cracks, and cut repairs beginning to require attention.
- D** = Poor - Uncomfortable and/or badly worn riding surface, extensive spalling, cracks, paving failures, poor patches, and/or cut repairs, edge breakdown, and gutter/ street misalignment.
- E** = Unacceptable - Very rough and/or uneven riding surface areas in bad conditions, many unsatisfactory patches and cut repairs.
- N** = Not applicable
- X** = Unknown



APPENDIX H

DALLAS WATER UTILITIES WATER AND WASTEWATER LINES

STREET LIMITS	Diameter (inch)	Year Built	Length (feet)
Edd NE of Nile to Foothill	2	Jan-84	984
Garden Springs north of Hawn	2	Jan-90	776
Section along Foothill	2	Jan-91	110
Beltline Foothill to Log Cabin	2	Jan-91	2,023
Beltline Log Cabin to Beckett	2	Jan-94	769
Grogan Coldbrook to Echo Lake	2	Jan-96	709
Handlin from Kleberg to Silver Brook	2	Jan-97	757
Park Cliff near Kleberg	2	NA	14
Northwest of Oak Plaza from Kleberg to edge of study area	2	NA	322
From above line cross Chaporal	2	NA	324
Hawn from Sunview to Edd	2	NA	489
Between Laurel Hill and Oak Plaza from Kleberg to edge of study area	2	NA	604
Stark southwest from Seagoville	2	NA	717
Land Edd to Rich Acres	2	NA	719
Cool Mist from Kleberg to Silver Brook	2	NA	724
Denmark from Grogan almost to Kleberg	2	NA	783
Weaver Edd to end	2	NA	814
Lenosa Beltline to end	2	NA	896
Applegate NE from Seagoville	2	NA	1,267
Ben Hur Kleberg to end	2	NA	1,392
From Laural Hill onto SSWWTP Grounds	2	NA	1,396
Echo Lake Kleberg to end	2	NA	1,434
Windfall Circle	2	NA	1,777
Edd from Southwest of Seagoville	2	NA	2,717
Park Cliff Lenosa to Kleberg	2.5	NA	223
Oak Plaza from Kleberg to edge of study area	4	NA	635
Edd at intersection of Kleberg	6	Jan-80	23
Edd from Kleberg to Silver Brook	6	Jan-80	1,086
Lona from Budeudy to Clover Hill	6	Jan-83	412
Ortega from Ravenview NW	6	Jan-84	748
Kempwood NW from Taylor Crest	6	Jan-85	246
Vida Ct. NE of Vida	6	Jan-85	260
Thomaswood from Vida to end	6	Jan-85	502
Shepherd north of Ravenview	6	Jan-87	122
Garden Springs south of Ravenview	6	Jan-90	423
Shepherd north of Ravenview	6	Jan-93	59
Shepherd from Ravenview north	6	Jan-95	45
Wild Creek from Caltha to end	6	Jan-03	180
Near Kleberg and Beltline	6	NA	4
Cross Beltline near Leafwood	6	NA	117
Cross Beltline NW of Biggs	6	NA	159
Extending SE from Woody	6	NA	196
Hawn from Cool Mist to Edd	6	NA	390

APPENDIX H

DALLAS WATER UTILITIES WATER AND WASTEWATER LINES

STREET LIMITS	Diameter (inch)	Year Built	Length (feet)
Cross Hawn from Cool Mist to Sunview	6	NA	421
Shepherd from Ravenview north	6	NA	437
Laurel Hill from Kleberg to edge of study area	6	NA	606
Beltline from Vida to Indian Wells	6	NA	748
Hawn from unnamed street to Kleberg	6	NA	844
China Lake from Valdez to Ravenview	6	NA	1,123
Biggs from Beltline to end	6	NA	1,131
Hawn from Ravenview to Garden Springs	6	NA	1,806
Edd to Hawn	6	NA	1,880
Hawn from Beltline then into apartment complex	6	NA	1,886
Garden Grove from Beauford southeast	6	NA	2,026
Garden Grove from Rylie Crest to Ravenview	6	NA	3,429
Kleberg from Ravenview to Jordan Valley	6	NA	5,586
Middlefield	8	Jan-77	6,708
Park Cliff near Kleberg	8	Jan-80	25
Near Kleberg and Beltline	8	Jan-80	28
Cool Mist at Kleberg	8	Jan-80	32
Kleberg at Ben Hur	8	Jan-80	56
Hopeful Vista near Kleberg	8	Jan-80	59
Hawn east of Edd	8	Jan-80	179
Denmark north from Kleberg	8	Jan-80	237
Beltline Confederate to Pecan Lake	8	Jan-81	485
Beltline Bald Cypress to Shortleaf	8	Jan-81	1,016
From Hawn (near intersection of Beltline and Hawn)	8	Jan-81	908
From above pipe northwest (no street)	8	Jan-82	217
Royal Oaks from Kleberg to end	8	Jan-82	1,838
Off of Log Cabin and Middlefield	8	Jan-82	10,355
Rayter from Clover Hill to Boulton	8	Jan-83	550
Kleberg from Chaporal	8	Jan-83	658
Boulton from Clover Hill to end	8	Jan-83	999
Kleberg from above pipe to Woody	8	Jan-83	3,837
Near Kleberg and Beltline	8	Jan-84	226
Edd NE of Nile	8	Jan-84	248
Taylor Crest from Vida to Kempwood	8	Jan-84	870
Land Ranch Acres to end	8	Jan-84	1,073
Nile Edd to end	8	Jan-84	1,695
Rich Acres Land to Foothill	8	Jan-84	2,111
Kempwood NW from Taylor Crest	8	Jan-85	52
Vida Ct. NE from Vida	8	Jan-85	129
Taylor Crest from Cloverbrook to Kempwood	8	Jan-85	320
Ortega from Valdez SE	8	Jan-85	366
Vail Meadow from Vida to end	8	Jan-85	479

APPENDIX H

DALLAS WATER UTILITIES WATER AND WASTEWATER LINES

STREET LIMITS	Diameter (inch)	Year Built	Length (feet)
Green Grove NW of Beltline	8	Jan-85	551
Cloverbrook from Hunterwood to end	8	Jan-85	607
Cedar Bluff from Vida to Taylor Crest	8	Jan-85	713
Casa Grande from Seagoville to Rim Rock	8	Jan-85	980
Rim Rock from Valdez to Ravenview	8	Jan-85	1,106
Valdez from Casa Grande to end	8	Jan-85	1,277
Hunterwood from Garden Grove to Vida	8	Jan-85	1,327
Hawn from Beltline west	8	Jan-85	1,367
Elm Spring Edd to Carleta	8	Jan-86	952
Applegate NE from Seagoville	8	Jan-87	21
Seagoville from Stark southeast	8	Jan-87	386
Elm Spring Carleta to Great Oak	8	Jan-87	445
Cool Mist from Hawn SW	8	Jan-88	208
Indian Wells NW of Woody	8	Jan-88	443
Green Grove from Beltline NW	8	Jan-89	56
Beltline from Lawson SW	8	Jan-89	1,778
Echo Lakes SW from Hawn	8	Jan-90	137
Ben Hur SW from Hawn	8	Jan-90	172
Denmark SW from Hawn	8	Jan-90	194
Silverado from Kleberg to Hawn	8	Jan-90	1,721
Vida SE of Beltline	8	Jan-90	1,781
Crossing Woody	8	Jan-91	25
Vida from Woody to NW	8	Jan-91	80
Lottie from Rylie Crest to end	8	Jan-91	1,110
Beltline Pecan Lake to Kleberg	8	Jan-91	2,438
Shepherd north of Ravenview	8	Jan-93	27
Shepherd north of Ravenview	8	Jan-93	1,553
Indian Wells SE of Beltline	8	Jan-93	1,858
Garden Grove from Edd northwest	8	Jan-94	82
Denmark NE from Sultana	8	Jan-94	489
Ben Hur NE from Saltana	8	Jan-94	666
Echo Lake NE from Sultana	8	Jan-94	809
Cool Mist from end toward Hawn	8	Jan-94	1,181
Sultana from Denmark to Edd	8	Jan-94	1,366
Sunview from Smoke Tree to Beauford	8	Jan-95	454
Elk Creek from Ravenview to Beauford	8	Jan-95	1,505
Sunview from Beauford to Hawn	8	Jan-95	1,640
Smoke Tree from Ravenview to Sunview	8	Jan-95	2,881
Handlin from Silver Brook	8	Jan-96	51
Cool Mist at Silver Brook	8	Jan-96	65
Sarah from Beltline to end	8	Jan-96	1,337
Silver Brook Jordan Valley to Edd	8	Jan-96	2,205
Vida from Woody to NW	8	Jan-97	400
Great Oak from Kleberg to end	8	Jan-97	434



APPENDIX H

DALLAS WATER UTILITIES WATER AND WASTEWATER LINES

STREET LIMITS	Diameter (inch)	Year Built	Length (feet)
Beltline from Hawn to Kleberg	8	Jan-97	4,293
Cold Brook Kleberg to end	8	Jan-98	1,222
Fallen Leaf from Ravenview to Ord	8	Jan-01	620
Caltha from Woody to Wild Creek	8	Jan-03	399
Creek Crossing from Hollow Creek to end	8	Jan-03	728
Hollow Creek from Caltha to Creek Crossing	8	Jan-03	812
Wild Creek from Caltha to Creek Crossing	8	Jan-03	816
Coelum from Creek Crossing to end	8	Jan-03	205
Caltha from Hollow Creek to Woody	8	Jan-03	166
Bicentennial to Middlefield	8	Jan-04	625
Carleta near Kleberg	8	NA	23
Beltline from Garden Grove to Indian Wells	8	NA	597
Beltline from Vida to Hawn	8	NA	1,428
Hawn from Edd east	8	NA	1,823
Beltline from Seagoville to Garden Grove	8	NA	2,998
Hawn from Sunview to Garden Springs	8	NA	5,007
Middlefield Bicentennial to St Augustine	12	Jan-77	212
Middlefield Bicentennial to Jordan Valley	12	Jan-77	5,014
Kleberg northwest from Jordan Valley	12	Jan-79	1,603
Southwest of Kleberg Rd	12	Jan-79	5,851
Kleberg at Cold Brook	12	Jan-80	19
Edd at intersection of Kleberg	12	Jan-80	59
Kleberg Beltline to Jordan Valley	12	Jan-80	4,381
From Beltline (near intersection of Beltline and Hawn)	12	Jan-81	1,004
Garden Grove cross Woody	12	Jan-82	48
Woody @ Hawn	12	Jan-82	79
crossing Hawn west of Woody	12	Jan-82	303
Kleberg near Beltline	12	Jan-82	526
Hawn from Woody west	12	Jan-82	1,174
Hawn from Beltline to Woody	12	Jan-82	2,376
Woody from Hawn to north of Garden Grove	12	Jan-82	2,970
Woody from Hawn to Kleberg	12	Jan-82	5,147
Woody south from Seagoville	12	Jan-82	571
Garden Grove SE of Beltline	12	Jan-83	2,217
Edd at intersection of Kleberg	12	Jan-84	16
Seagoville from Beltline SE	12	Jan-84	34
Near Kleberg and Beltline	12	Jan-84	69
Off of Edd SE	12	Jan-84	138
Edd north	12	Jan-84	297
Beltline SW of Seagoville	12	Jan-84	364
Beltline Confederate to Foothill	12	Jan-84	646
Foothill Edd to Beltline	12	Jan-84	1,835
Edd Foothill to Jordon Valley	12	Jan-84	2,553
Edd Foothill to Kleberg	12	Jan-84	3,656



APPENDIX H

DALLAS WATER UTILITIES WATER AND WASTEWATER LINES

STREET LIMITS	Diameter (inch)	Year Built	Length (feet)
Edd SW of Vida	12	Jan-85	145
Garden Grove from Hunterwood northwest	12	Jan-85	601
Vida from Edd to Beltline	12	Jan-85	2,241
From Beltline (near Dorothy Nell)	12	Jan-86	407
Garden Grove from Edd southwest	12	Jan-86	756
Beltline between Seagoville and Merrydale	12	Jan-86	931
Edd from Garden Grove to Vida	12	Jan-86	1,156
Handlin at Kleberg	12	Jan-87	16
Garden Grove from Hunterwood to Beltline	12	Jan-87	679
Jordan Valley Middlefield to Palomino	12	Jan-87	4,017
Seagoville from Valdez to Beltline	12	Jan-87	5,569
Edd from Garden Grove northeast	12	Jan-88	99
Handlin at Kleberg	12	Jan-90	35
Hawn west of Edd	12	Jan-90	72
Edd NE of Hawn	12	Jan-90	1,949
Garden Grove NW of Woody	12	Jan-91	60
Woody south of Seagoville	12	Jan-91	1,596
Edd from Garden Grove northeast	12	Jan-94	248
Kleberg from Silverado southeast	12	Jan-97	178
Hawn from Phelps east of Edd	14	Dec-97	9,293
Hawn from woody to west of Beltline	14	NA	3,296
Ravenview from Fallen Leaf to Seagoville	16	Jan-84	2,108
Ravenview from Seagoville to Garden Grove	16	Jan-85	2,874
Beltline southwest from Garden Grove	16	Jan-86	997
Beltline from Vida to Hawn	16	Jan-86	1,610
Applegate from Seagoville NE	16	Jan-87	59
Palomino Jordan Valley to Haymarket	16	Jan-87	1,833
Jordan Valley Foothill to Palomino	16	Jan-87	5,492
Jordan Valley SW of Hawn	16	Jan-90	125
Jordan Valley Kleberg to Foothill	16	Jan-92	3,318
Beauford from Ravenview to Sunview	16	Jan-95	3,424
Ravenview from Garden Grove to Garden Springs	16	Jan-95	5,768
Jordan Valley Hawn almost to Kleberg	16	Jan-96	1,818
east of Kleberg	16	Jan-97	66
Garden Grove @ Beltline	20	Jan-86	62
Beltline from Seagoville to Garden Grove	20	Jan-86	3,177
Misc	20	Jan-87	13
Seagoville SE from Beltline	24	Jan-87	263
Seagoville from Rylie Crest to Beltline	30	Jan-87	6,878
Seagoville from Applegate SE	NA	NA	362
Misc	16	NA	425
Misc	12	NA	676
Misc	8	NA	384
Misc	6	NA	365

APPENDIX H

DALLAS WATER UTILITIES WATER AND WASTEWATER LINES

STREET LIMITS	Diameter (inch)	Year Built	Length (feet)
Misc	4	NA	23
Misc	2	NA	88
Misc	1.75	NA	5
Misc	1	NA	27
Misc	NA	NA	134



APPENDIX H

DALLAS WATER UTILITIES WATER AND WASTEWATER LINES

WASTEWATER

	Diameter (inch)	Year Built	Length (feet)
Force Main			
Middlefield from Bicentennial to Log Cabin	10	NA	22,240
from Middlefield Road south	16	NA	1,343
Middlefield from Bicentennial to Log Cabin	18	NA	10,242
end of Land to Log Cabin to Beltline	NA	NA	1,781
Bolton from Kleberg to Budeudy	NA	NA	1,189
Gravity Main			
China Lake from Valdez to Ravenview	6	NA	516
From China Lake to Quietwood	8	NA	336
Ortega from Valdez to Ravenview	6	NA	996
Rim Rock from Valdez to Ravenview	8	NA	1,083
Casa Grande from Valdez to Rim Rock	8	NA	694
Valdez from Ortega to end	6	NA	396
Valdez from Casa Grande to Rim Roch	6	NA	318
Valdez from Ortega to Rim Roch	8	NA	449
Fallen Leaf from Ravenview to Ord	8	NA	503
Thomaswood from Vida to end	6	NA	506
Vail Meadow from Vida to end	8	NA	501
Cedar Bluff from Vida to Taylor Crest	6	NA	787
Kempwood from Taylor Crest to end	6	NA	279
Cloverbrook from Hunterwood to end	6	NA	513
Taylor Crest from Vida to Cloverbrook	6	NA	1,213
Hunterwood from Vida to Garden Grove	6	NA	1,332
Vida Ct northeast from Vida	6	NA	345
Vida from Vail Meadow to Beltline	10	NA	1,693
Vida from Edd to Vail Meadow	8	NA	487
South from Vida	6	NA	93
Vida southeast from Beltline	12	NA	1,176
Vida northwest from Woody	6	NA	906
Northwest from Woody between Vida and Hawn	8	NA	467
Windfall Circle from Jordan Valley to Dell View	6	NA	683
Windfall Circle from Jordan Valley to Dell View	6	NA	724
Dell View from Windfall cir to Windfall Cir	6	NA	384
Clodbrook from Kleberg to end	6	NA	1,261
Denmark from Silverbrook to end	6	NA	430
Ben Hur from Kleberg to end	6	NA	1,311



APPENDIX H

DALLAS WATER UTILITIES WATER AND WASTEWATER LINES

STREET LIMITS	Diameter (inch)	Year Built	Length (feet)
Echo Lake from Kleberg to break	6	NA	1,028
Silver Brook from Cold Brook to Handlins	6	NA	1,102
Grogun from Coldbrook to Echo Lake	6	NA	699
Echo Lake from Sultana to Hawn	6	NA	679
Ben Hur from Sultana to Hawn	6	NA	716
Cool Mist from Sultana to Hawn	6	NA	760
Edd northeast from Sultana	6	NA	660
Edd southwest of Hawn	6	NA	286
from Edd to Cool Mist	6	NA	331
Denmark from Sultana to Hawn	6	NA	648
Hawn east from Denmark	6	NA	231
between Leafwood and Eagle Rock	6	NA	629
between Eagle Rock and Solana	6	NA	491
between Solana and Orchard Lane	6	NA	867
between Country Lane and Orchard Lane	6	NA	864
from Beltline near Seacrest and Sandos	6	NA	1,157
from Beltline near Grove Tree	6	NA	1,188
From Long Grove southwest	8	NA	287
near Country Lane	6	NA	1,000
Biggs from Beltline to Garden Grove	6	NA	1,312
Garden Grove from Beltline to Woody	12	NA	2,249
Indian Wells from Beltline to Woody	8	NA	2,230
Garden Grove from Rylie Crest to Ravenview	6	NA	3,525
Lottie Ln from Rylie Crest to Ravenview	6	NA	2,841
Shepherd Lane north from Ravenview	6	NA	479
Shepherd Lane then to Hawn	8	NA	5,496
from north of Ravenwood to Southside Wastewater Plant	18	NA	14,625
Middlefield from Bicentennial almost to Log Cabin	72	NA	8,019
Middlefield Rd north from Jordan Valley	120	NA	5,233
Middlefield from Bicentennial to Jordan Valley	8	NA	4,833
Jordan Valley southwest	21	NA	2,485
near Middlefield	120	NA	3,130
Palomino from Haymarket to Jordan Valley	10	NA	1,914
Foothill southeast form Jordan Valley	NA	NA	1,191
Weaver northwest from Edd	6	NA	747
Edd north of Foothill	6	NA	2,419
Jordan Valley @ Foothill	8	NA	3,748
Jordan Valley @ Palomino	12	NA	3,148
Jordan Valley from Middlefield to Palomino	15	NA	3,989
Unnamed street from Middlefield northeast	60	NA	7,841
Unnamed street from Log Cabin northeast	54	NA	2,770
from unnamed road to Log Cabin	8	NA	4,341
Rich Acres from Foothill to Land	8	NA	2,043
from Rich Acres to unnamed road	18	NA	1,811



APPENDIX H

DALLAS WATER UTILITIES WATER AND WASTEWATER LINES

STREET LIMITS	Diameter (inch)	Year Built	Length (feet)
Land from Edd southeast	8	NA	1,643
Nile from Edd southeast	8	NA	1,682
Sarah northwest of Beltline	6	NA	1,240
Sarah northwest of Beltline	8	NA	110
Green Grove northwest of Beltline	6	NA	536
Green Grove northwest of Beltline	8	NA	100
Applegate northeast of Seagoville	8	NA	257
Applegate northeast of Seagoville	6	NA	925
Seagoville from Beltline to Applegate	12	NA	891
Seagoville from Applegate to Ravenwood	10	NA	3,222
Seagoville from Ravenwood to Quietwood	8	NA	1,391
Ravenvue from Fallen Leaf to Seagoville	15	NA	2,114
Ravenvue from Seagoville southwest	6	NA	682
Ravenvue from Elk Creek east	6	NA	2,940
Ravenvue from Elk Creek to Shepherds Lane	6	NA	1,618
Ravenvue from Shepherds Lane to Garden Springs	8	NA	2,350
Ravenvue from Kleberg east	6	NA	642
Garden Springs from Ravenvue south	6	NA	870
Farmdale north of Hawn	6	NA	362
Between Farmdale and Garden Springs	6	NA	341
Starwood Circle from Kleberg to end	6	NA	324
Silverado from Kleberg to end	6	NA	973
Jordan Valley from Hawn to Kleberg	10	NA	2,038
Jordan Valley @ Kleberg	12	NA	91
Jordan Valley from Windfall to Kleberg	6	NA	818
Bicentennial Lane from Middlefield to unnamed road	18	NA	863
Hawn from ramp to Farmdale	6	NA	1,019
Hawn from Kleberg to Royal Oaks Mobile Home	6	NA	615
Hawn from Royal Oaks Mobile Home southeast	8	NA	285
Hawn from Unnamed Street 2172 to Kleberg	10	NA	1,305
Kleberg from Hawn to Silverado	12	NA	2,728
Kleberg from Silverado southeast	8	NA	920
Kleberg from Jordan Valley Northwest	12	NA	894
Kleberg from Jordan Valley to Beltline	8	NA	4,144
Edd from Elm Spring southwest	6	NA	588
Elm Springs from Edd to Great Oak	6	NA	1,360
Great Oak from Kleberg to end	6	NA	667
Lenosa from Park Cliff to Beltline	6	NA	946
Beltline from Kleberg to Lenosa	8	NA	209
Beltline from Lenosa northeast	6	NA	993
Beltline southwest of Cabrillo	12	NA	644
Beltline southwest of Cabrillo to Hawn	10	NA	2,382
Kleberg @ Hawn	6	NA	612
cross Kleberg south of Hawn	6	NA	76

APPENDIX H

DALLAS WATER UTILITIES WATER AND WASTEWATER LINES

STREET LIMITS	Diameter (inch)	Year Built	Length (feet)
Elk Creek from Ravenvue to Smoke Tree	6	NA	895
Smoke Tree from Ravenvue to Sunview	6	NA	3,133
Sunview from Smoke Tree to Beauford	8	NA	393
Sunview from Beauford to Hawn	6	NA	1,588
Beauford from Sunview northeast	8	NA	2,239
Beauford from Garden Grove southwest	6	NA	1,186
Garden Grove from Beauford southeast	6	NA	1,427
Spicewood Drive from Edd to end	6	NA	400
Edd southwest of Seagoville	6	NA	1,348
Edd from Garden Grove southwest	8	NA	2,368
Edd from Hawn northeast	12	NA	1,384
Edd @ Hawn	6	NA	415
Sultana @ Ben Hur	6	NA	503
Sultana @ Denmark	12	NA	685
Jordan Valley toward Sultana	10	NA	365
Sultana from Cool Mist to Edd	6	NA	304
Edd from Sultana toward Kleberg	6	NA	2,053
Edd from Kleberg northeast	12	NA	200
Hawn from Silverado Overpass east	6	NA	1,859
Hawn between Beltline and Edd	8	NA	962
Hawn from Beltline northwest	10	NA	596
Hawn Serv Drive from Beltline southeast	8	NA	329
Beltline between Hawn and Vida	6	NA	494
Beltline from Garden Grove northeast	6	NA	852
Beltline @ Merrydale	8	NA	245
Beltline northeast of Merrydale	6	NA	947
Beltline from Seagoville southeast	10	NA	665
from unnamed street south of Log Cabin southeast to Beltline	50	NA	1,897
Beltline south of Beckett	18	NA	908
cross Beckett cross Beltline	48	NA	2,608
from Beltline east on Beckett	15	NA	583
Beckett south of Beltline	24	NA	73
Beltline from Confederate to Foothill	12	NA	405
Beltline from Foothill to Log Cabin	8	NA	1,808
Beltline from Log Cabin to Beckett	15	NA	1,131
Edd from Nile to Foothill	8	NA	1,166
Foothill from Edd to Beltline	6	NA	2,061
Confederate southeast from Beltline	6	NA	516
between Pecan Lake and Confederate	6	NA	478
from Pecan Lake to between Apache Ct and Beltline	4	NA	417
from Pecan Lake to between Apache Ct and Little Big Horn	4	NA	704
southeast of Little Big Horn	4	NA	813
cross Pecan Lake	8	NA	112
South of Pecan Lake	6	NA	370



APPENDIX H

DALLAS WATER UTILITIES WATER AND WASTEWATER LINES

STREET LIMITS	Diameter (inch)	Year Built	Length (feet)
Beltline southwest from Kleberg	6	NA	1,155
Kleberg from Woody toward Beltline	6	NA	1,772
Kleberg cross Woody	12	NA	2,060
southwest of Kleberg	15	NA	166
Handlin from Kleberg to Silver Brook	6	NA	704
Saltana to Woody	12	NA	6,675
from Woody northwest	12	NA	749
northwest of Woody	8	NA	775
cross Hollow Creek	8	NA	229
Coelum from Creek Crossing to end	8	NA	634
south of Coelum	8	NA	411
between Coelum and Woody	8	NA	455
southeast of Beltline	8	NA	1,006
between Beltline and Wild Creek	6	NA	814
Hawn from Beltline to Woody	6	NA	2,502
Hawn west from Beltline	10	NA	305
Hawn west of Beltline	6	NA	599
cross Hawn west of Beltline	10	NA	321
Beltline northeast of Hawn	10	NA	710
Beltline northeast from Vida	12	NA	676
Laurel Hill south from Kleberg	6	NA	659
near Oak Plaza south from Kleberg	4	NA	348
south from Kleberg to Oak Plaza	4	NA	689
Kleberg northwest from Boulton	4	NA	2,269
Kleberg between Chaporall and Royal Oaks then northeast	21	NA	2,114
Kleberg between Chaporall and Royal Oaks then southwest	24	NA	613
south of Budeudy	6	NA	159
north of Woody south to Hawn	21	NA	4,598
from Woody near Garden Grove southeast	12	NA	829
Woody from Indian Wells southwest	8	NA	1,204
Woody from Indian Wells northeast	12	NA	730
Woody north of Garden Grove	8	NA	226
Woody from Seagoville southwest	12	NA	2,558
Woody northeast of Garden Grove	24	NA	1,226
from Woody to Stark	24	NA	2,785
Stark southwest from Seagoville	6	NA	607
Beltline @ Merrydale	6	NA	756
Garden Grove from Beltline northwest	8	NA	1,079
Beltline from Indian Wells southwest	6	NA	474
from Beltline to Woody	10	NA	2,833
from Beltline toward Woody	18	NA	1,960
between Beltline and Dorothy Nell	8	NA	613
from Beltline toward Dorothy Nell	8	NA	400
Beltline southwest of Seagoville	18	NA	637



APPENDIX H

DALLAS WATER UTILITIES WATER AND WASTEWATER LINES

STREET LIMITS	Diameter (inch)	Year Built	Length (feet)
Beltline @ Seagoville	16	NA	62
Beltline northeast of Seagoville	27	NA	1,134
Beltline @ Seagoville	12	NA	149
Beltline @ Seagoville	8	NA	118
Silverado Overpass @ Hawn	6	NA	613
Hawn from Denmark northwest	6	NA	3,450
Jordan Valley south of Hawn	NA	NA	787
Hawn @ Jordan Valley	12	NA	1,280
Hawn from Edd west	6	NA	1,452
Hawn west of Edd	8	NA	523
Hawn from Edd west	6	NA	694
from Hawn south near Edd	8	NA	3,265
Misc.	NA	NA	363
Misc.	4	NA	11
Misc.	6	NA	186
Misc.	8	NA	131
Misc.	18	NA	56
Misc.	21	NA	320
Misc.	54	NA	88

Source: Dallas Water Utilities

OTHER

General Descriptions for Wastewater Gravity, Force Pressurized Water and Sewer Mains.

Gravity Mains Wastewater mains that serve an area using gravity.

Force Mains Wastewater mains that serve an area using pressure from a lift station. All water mains are under pressure.

Misc. Where the database list misc. in place of a street name "NA" is where there is no data in the database for size of main or year built. The information furnished is from the City's Geographic Information Systems (GIS) system and is not the detailed maps.

APPENDIX I

Retail Gaps by Zip Code 2005

Region	ZIP	Gross Retail Sales	# of Outlets	Consumer Expenditure	AREA (sq mi)	Pop. 2005	HH 2005	Med HH Inc 2005	SIC	Exp> Sales
3	75253	\$0	1	\$14,767,974	11.180	20,200	6,083	\$38,805	56	Greater
3	75253	\$1,541,494	6	\$2,006,831	11.180	20,200	6,083	\$38,805	5531	Greater
3	75253	\$4,727,376	10	\$42,960,904	11.180	20,200	6,083	\$38,805	55	Greater
3	75253	\$0	0	\$851,162	11.180	20,200	6,083	\$38,805	5942	Greater
3	75253	\$0	2	\$4,556,303	11.180	20,200	6,083	\$38,805	52	Greater
3	75253	\$0	0	\$2,554,958	11.180	20,200	6,083	\$38,805	5734	Greater
3	75253	\$2,770,019	8	\$10,546,555	11.180	20,200	6,083	\$38,805	5412	Greater
3	75253	\$0	0	\$5,540,214	11.180	20,200	6,083	\$38,805	5912	Greater
3	75253	\$3,661,517	14	\$13,647,499	11.180	20,200	6,083	\$38,805	58	Greater
3	75253	\$12,171,319	11	\$36,753,329	11.180	20,200	6,083	\$38,805	54	Greater
3	75253	\$0	1	\$3,039,655	11.180	20,200	6,083	\$38,805	5712	Greater
3	75253	\$533,011	5	\$11,560,309	11.180	20,200	6,083	\$38,805	57	Greater
3	75253	\$0	0	\$15,312,888	11.180	20,200	6,083	\$38,805	5541	Greater
3	75253	\$71,822	3	\$68,668,331	11.180	20,200	6,083	\$38,805	53	Greater
3	75253	\$8,622	2	\$2,658,937	11.180	20,200	6,083	\$38,805	5947	Greater
3	75253	\$0	3	\$33,023,431	11.180	20,200	6,083	\$38,805	5411	Greater
3	75253	\$0	1	\$1,182,233	11.180	20,200	6,083	\$38,805	5945	Greater
3	75253	\$0	0	\$1,364,965	11.180	20,200	6,083	\$38,805	5944	Greater
3	75253	\$0	0	\$1,503,133	11.180	20,200	6,083	\$38,805	5921	Greater
3	75253	\$0	1	\$4,410,975	11.180	20,200	6,083	\$38,805	5731	Greater
3	75253	\$0	1	\$1,608,918	11.180	20,200	6,083	\$38,805	5941	Greater



APPENDIX I

Retail Gaps by Zip Code 2005

SICTEXT

Apparel and accessory stores
Auto and Home Supply Stores
Automotive dealers and gasoline service stations
Book Stores
Building materials, hardware, garden supply, & mobile home
Computer and Computer Software Stores
Convenience Store
Drug Stores and Proprietary Stores
Eating and drinking places
Food stores

Furniture Stores
Furniture, home furnishings and equipment stores
Gasoline Service Stations
General merchandise stores
Gift, Novelty, and Souvenir Shops
Grocery Stores

Hobby, Toy, and Game Shops
Jewelry Stores
Liquor Stores
Radio, Television, and Consumer Electronics Stores
Sporting Goods Stores and Bicycle Shops

RETAILERS

Gap, Old Navy, Limited, DSW Shoes, Payless Shoes, TJ Maxx, Ross, SteinMart
AutoZone, Chief Auto Parts, Pep Boys, O'Reilly, NAPA, Discount Tires
AutoZone, Pep Boys, O'Reilly, Chief, Chevron, etc.
Barnes & Noble, Half Price Books, Borders, Books A Million, Mardel, LifeWay
Home Depot, Lowe's, Sherwin Williams,
CompUSA, Best Buy, Circuit City, Fry's, Conn's
7-Eleven, Stop-n-Go, QuickTrip
CVS, Walgreens
Chili's, Applebee's, McDonald's, Wendy's, Taco Bell, etc.
Wal-Mart, Kroger, Albertsons, Carnival, Minyards, Fiesta Mart, Tom Thumb,
Central Market, Whole Foods
Room Store, Ashley Furniture, Rooms To Go, Haverty's
Room Store, Rooms To Go, Mattress Giant, Mattress Firm
Chevron, Exxon, Shell, Valero
Wal-Mart, Target, Kmart, Sears, Dillard's, Kohls, Macy's
Hallmark
Wal-Mart, Kroger, Albertsons, Carnival, Minyards, Fiesta Mart, Tom Thumb,
Central Market, Whole Foods
Michaels, Hobby Lobby
Zale, Jared, Helzberg, Kay
Red Colemans, Sigels, Goody Goody, Centennial
Best Buy, Circuit City, Fry's
Dick's, Academy, Sports Authority, Wheels in Motion



APPENDIX J
Traffic Survey Zones (TSZs) Forecasts

TSZ00	COG_HH30	COG_EMP30	VIS_HH1	VIS_EMP1
8378	528	571	652	132
8377	173	122	173	0
8442	113	285	118	0
8445	34	131	405	0
8376	38	103	*	*
8443	130	481	254	278
8446	255	511	874	676
8447	47	80	*	*
8440	117	88	795	795
8441	11	131	*	*
8444	73	364	*	*
8448	579	786	676	245
8489	1160	285	238	159
8493	248	492	435	256
8494	372	903	413	246
8549	387	39	530	106
8492	54	188	*	*
	4319	5560	5563	2893

Source: North Central Texas Council Of Governments

* Refer to Exhibit D for specific TSZ overlap.

APPENDIX K

REFERENCES

Helpful Contact Information

1. www.dallascityhall.org
2. Dallas Housing Department
214/670-3644
3. People Helping People Program
214/670-7320
4. Dallas Water Utilities Department
214-670-5212
5. Dallas Police Department
214-671-0147
www.dallaspolice.net
www.dallascityhall.com (navigate to the Dallas Police Department).
6. Code Compliance Department
214-670-5708
Dial 3-1-1 to report code violations. When dialing outside the city limits,
214-670-5111.
7. Municipal Solid Waste Permits Section - To inquire about specifics about the
former Trinity Oaks Landfill site, reference #MCS Permit No. 556.
8. 512-239-2334
9. 512-239-2334
10. Enterprise Foundation at 214/651-7789
11. For specific information refer to the Dallas Development Code on-line at
www.dallascityhall.com/html/zoning_maps.html and select **Development
Code**.
12. Texas Parks and Wildlife Department – Texas Land Trust Council
4200 Smith School Road, Austin, TX 78744
512-389-4779
www.tpwd.state.tx.us/tltc

Footnote

- ¹ Dallas Historical Commission Files, Dallas Public Library. *Dallas Times Herald*,
December 25, 1977, *Lisa C. Maxwell*.

MAPS

WEST KLEBERG COMMUNITY PLAN

Mesquite

Balch Springs

C F HAWN FWY

RYLIE CREST

RAVENVIEW

SEAGOVILLE

EDD

BELT LINE

WOODY

KLEBERG

JORDAN VALLEY

EDD

ROYAL OAKS

CLOVERHILL

Seagoville

Dallas


HAYMARKET

MIDDLEFIELD

LOG CABIN

Dallas County

Legend

 Study Boundary

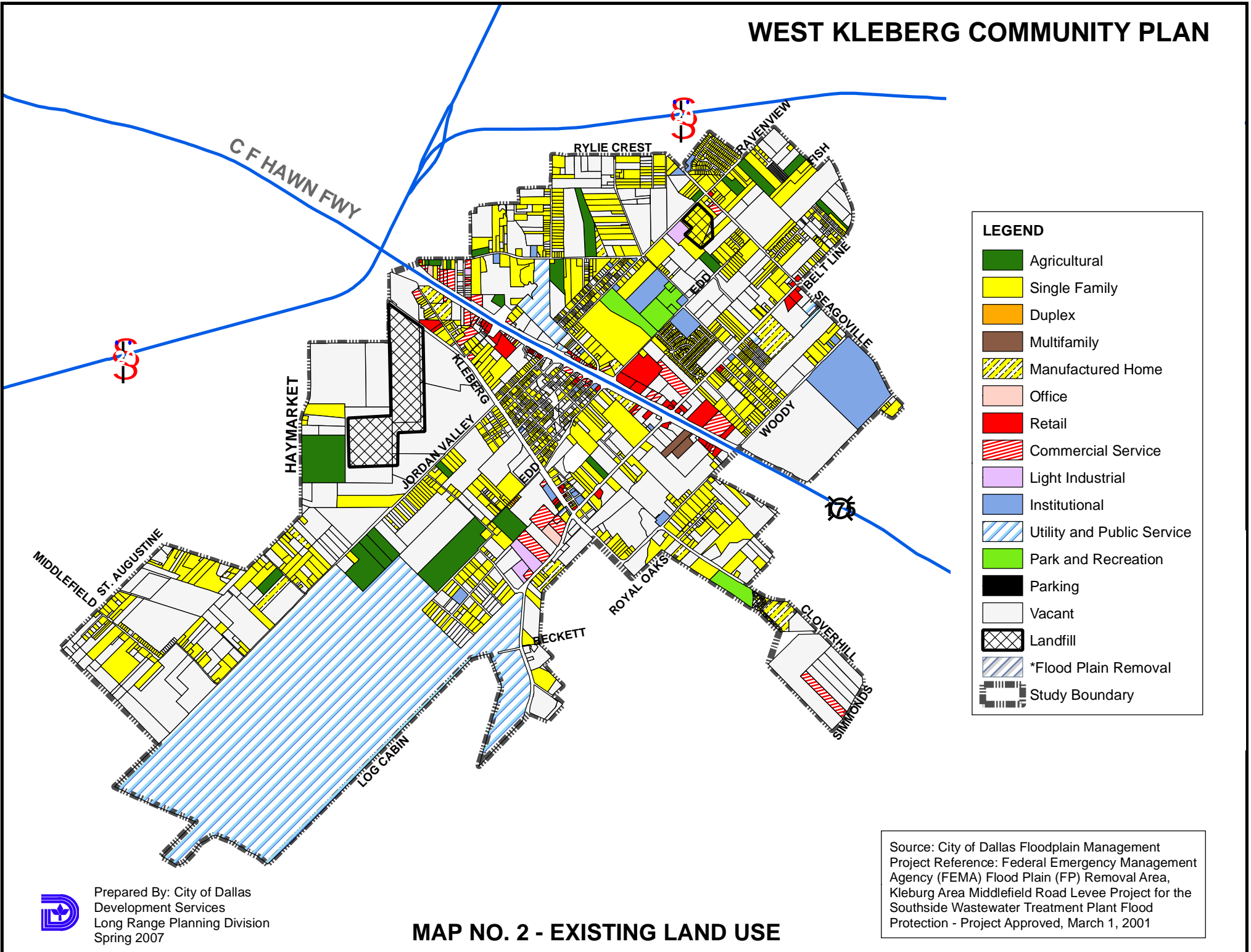
MAP NO. 1 - STUDY AREA



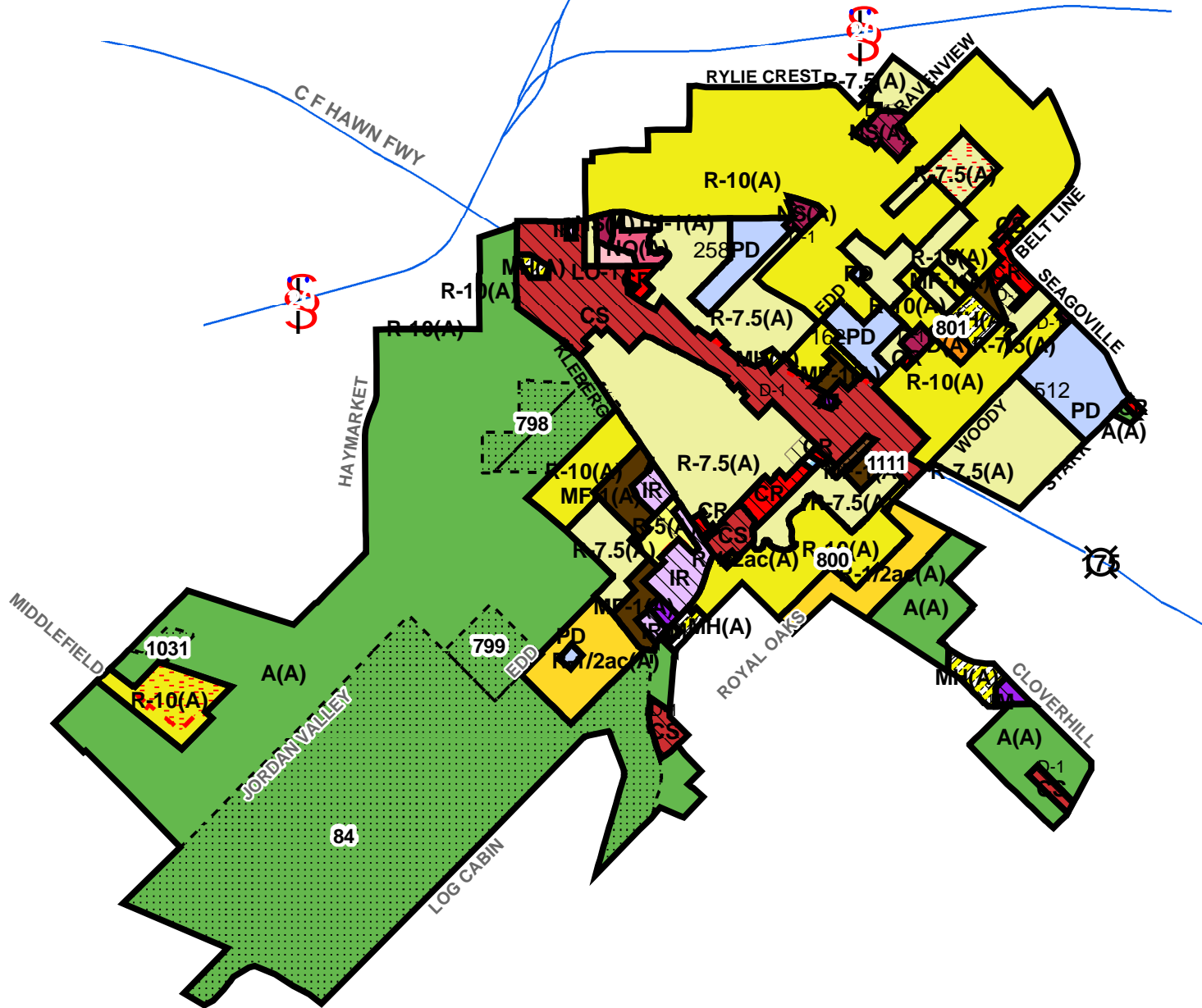
Prepared By: City of Dallas
Development Services
Long Range Planning Division
Spring 2007

0 0.375 0.75 1.5 Miles

WEST KLEBERG COMMUNITY PLAN



WEST KLEBERG COMMUNITY PLAN



LEGEND

Deed Restriction

Dry Overlay

Zoning

Existing Zoning

ZONE_DIST

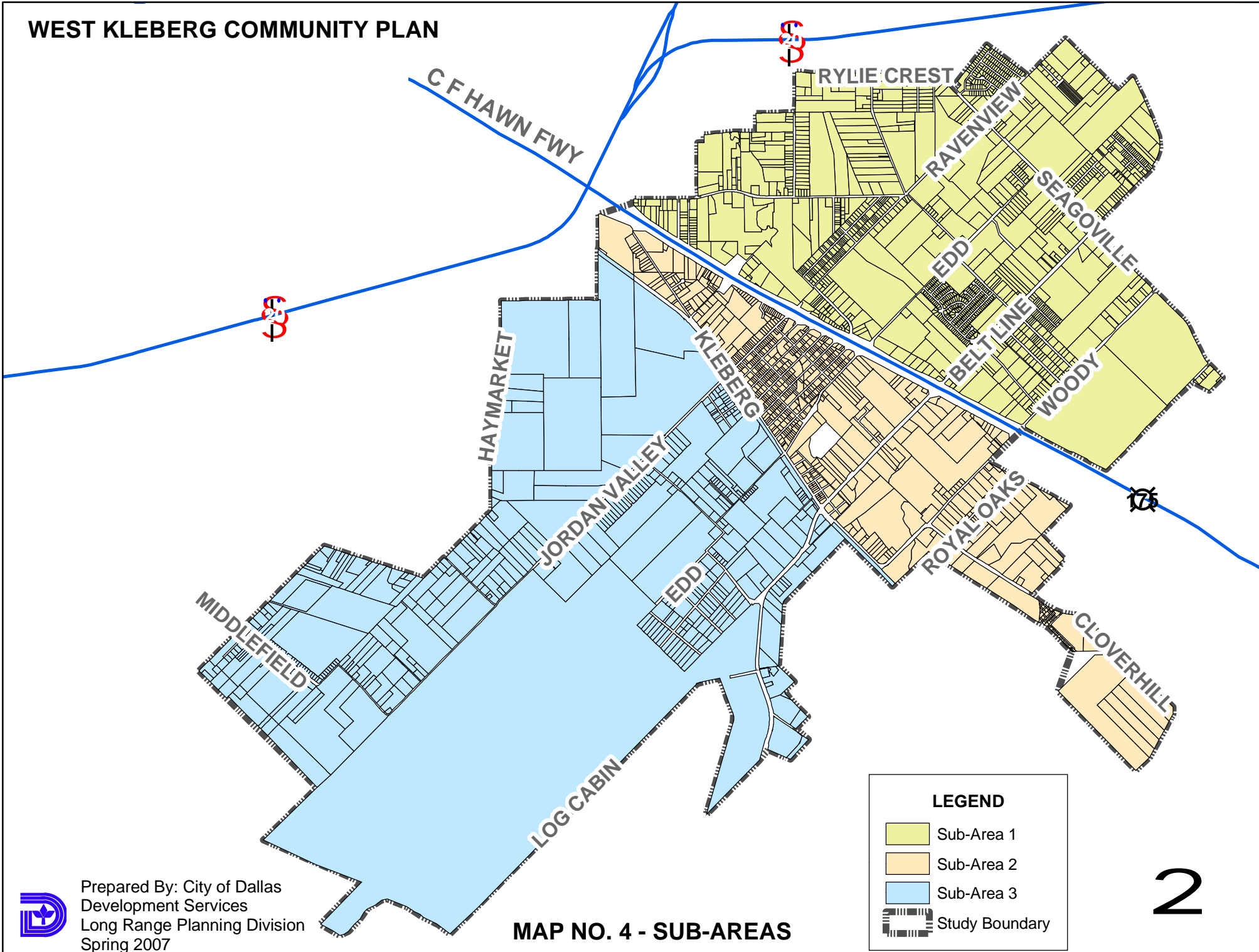
- A(A)
- R-1/2ac(A)
- R-10(A)
- R-7.5(A)
- R-5(A)
- D(A)
- TH-1(A)
- MF-1(A)
- MF-2(A)(SAH)
- MH(A)
- NO(A)
- LO-1
- NS(A)
- CR
- CS
- IR
- IM
- MU-1(SAH)
- PD
- SUP



Prepared By: City of Dallas
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Spring 2007

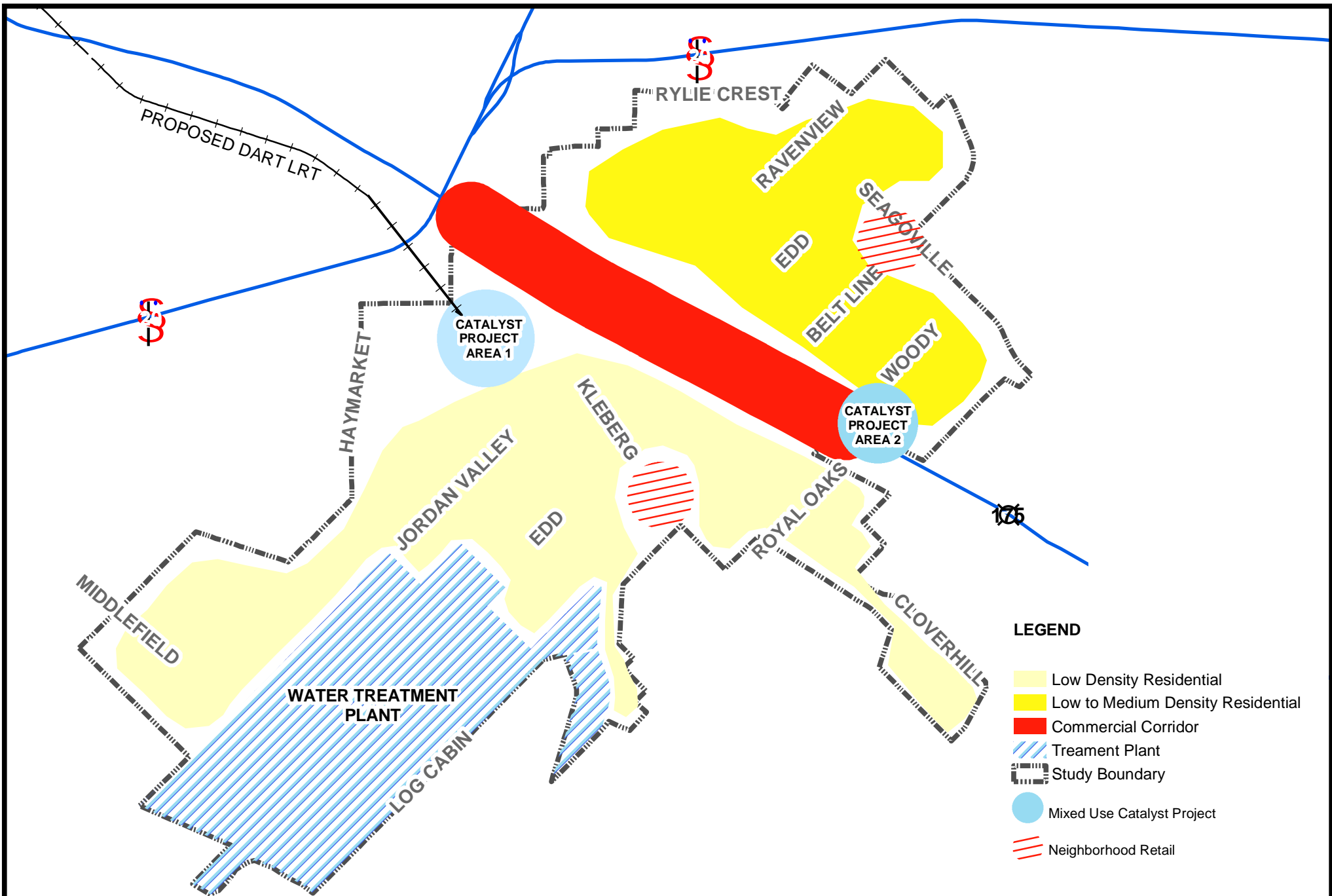
MAP NO. 3 - EXISTING ZONING

WEST KLEBERG COMMUNITY PLAN



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MAP NO. 4 - SUB-AREAS



LEGEND

- Low Density Residential
- Low to Medium Density Residential
- Commercial Corridor
- Treatment Plant
- Study Boundary
- Mixed Use Catalyst Project
- Neighborhood Retail

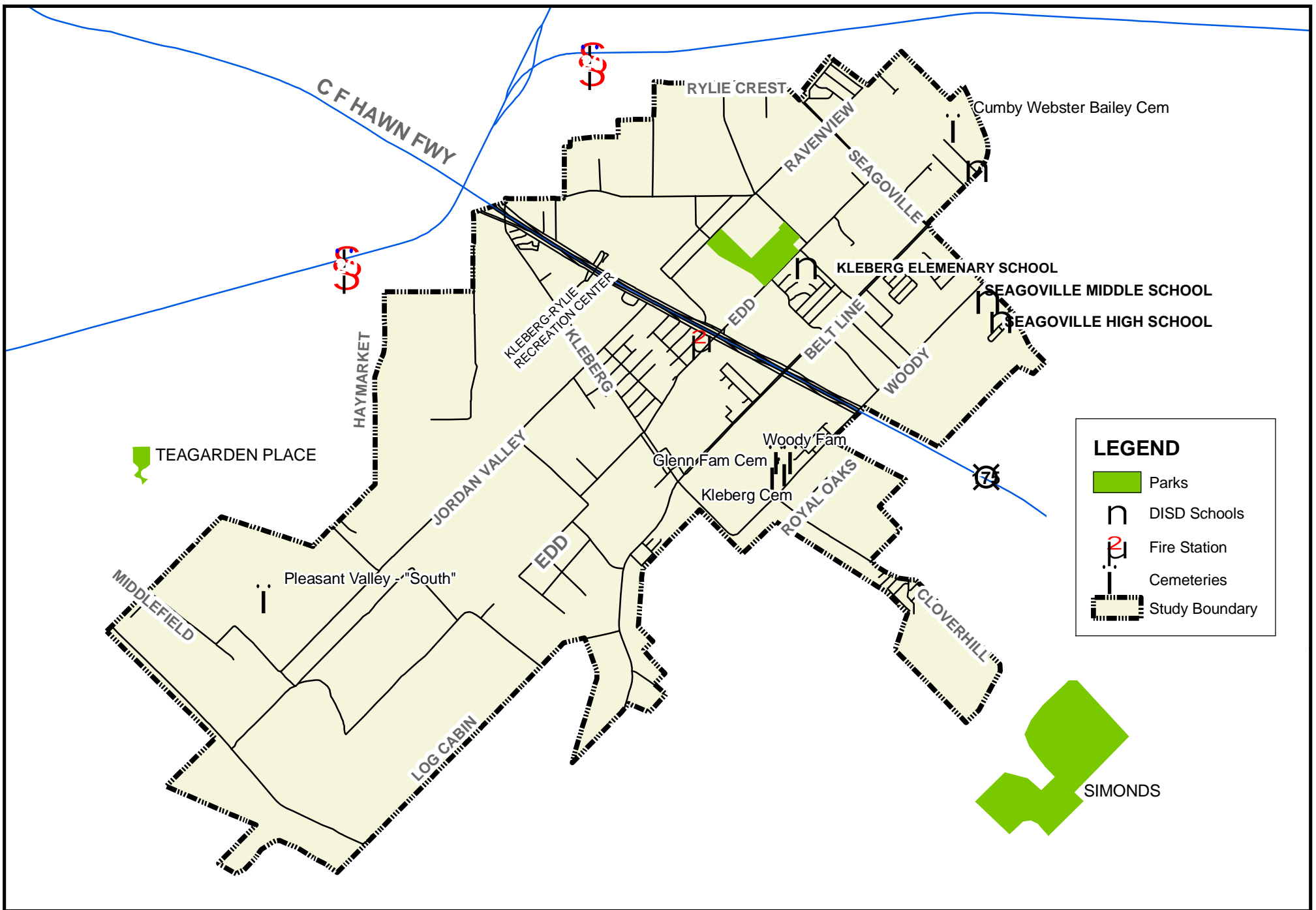
MAP NO. 5 - FUTURE VISION MAP

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

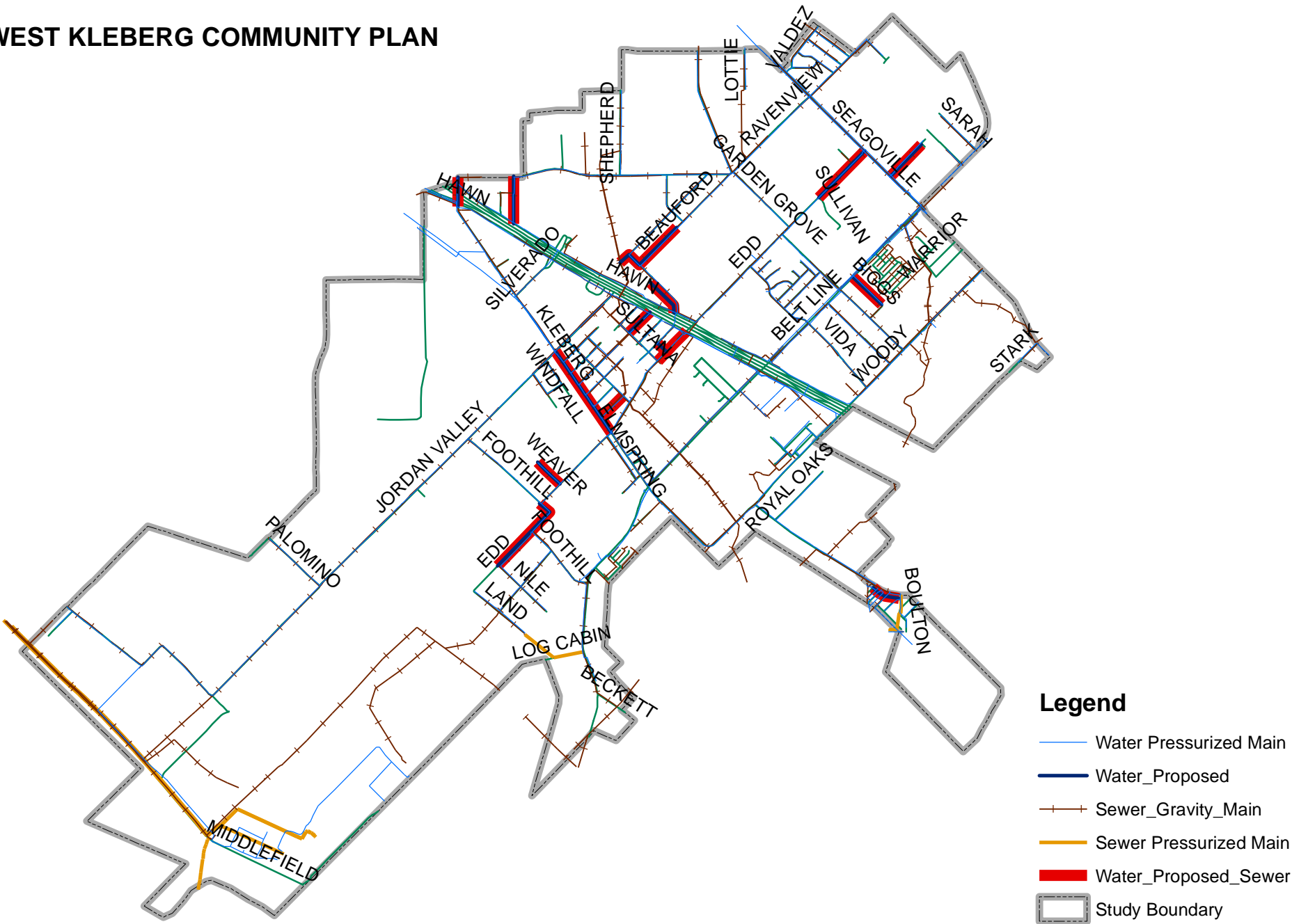


Prepared By: City of Dallas
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Long Range Planning Division
Spring 2007

WEST KLEBERG COMMUNITY PLAN

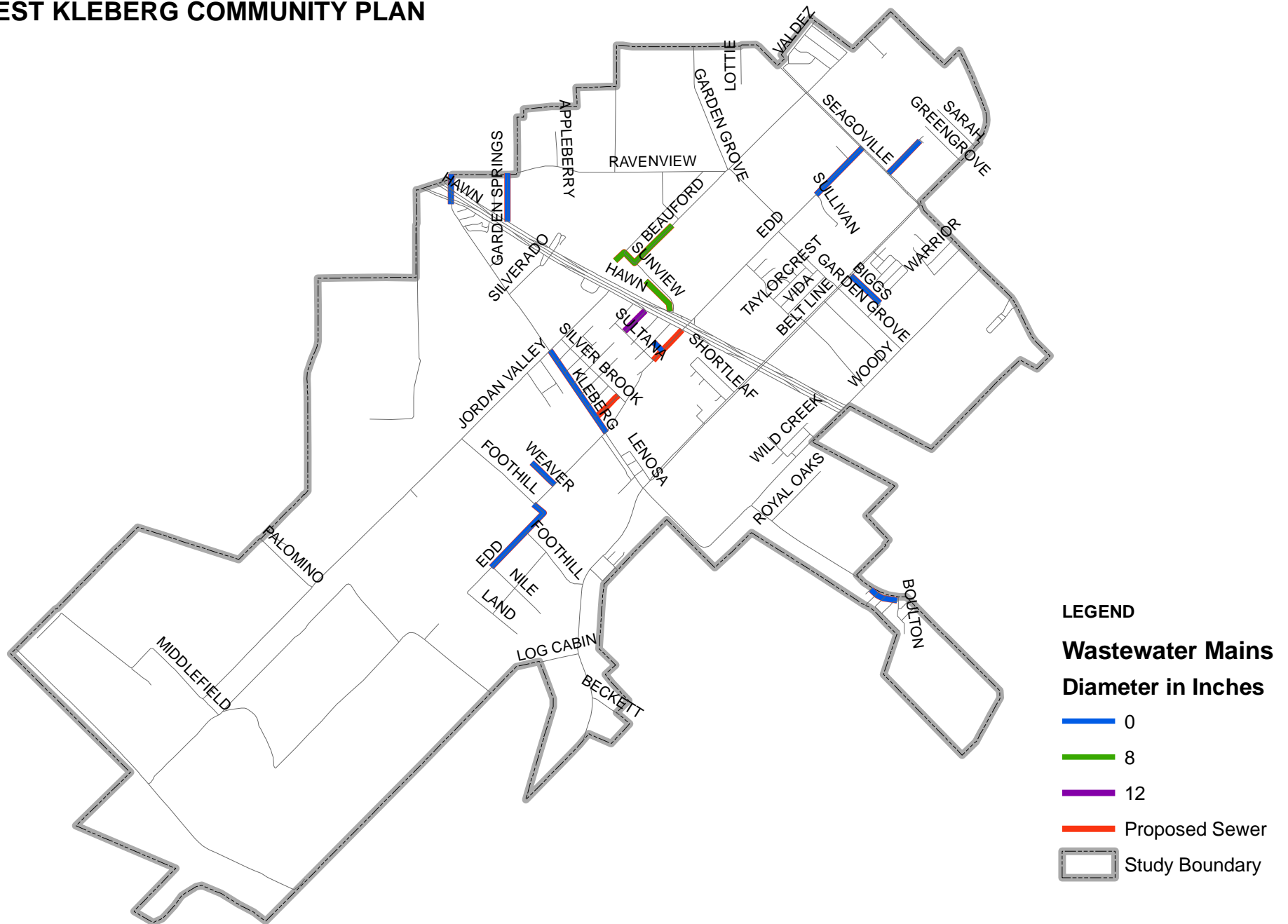


WEST KLEBERG COMMUNITY PLAN



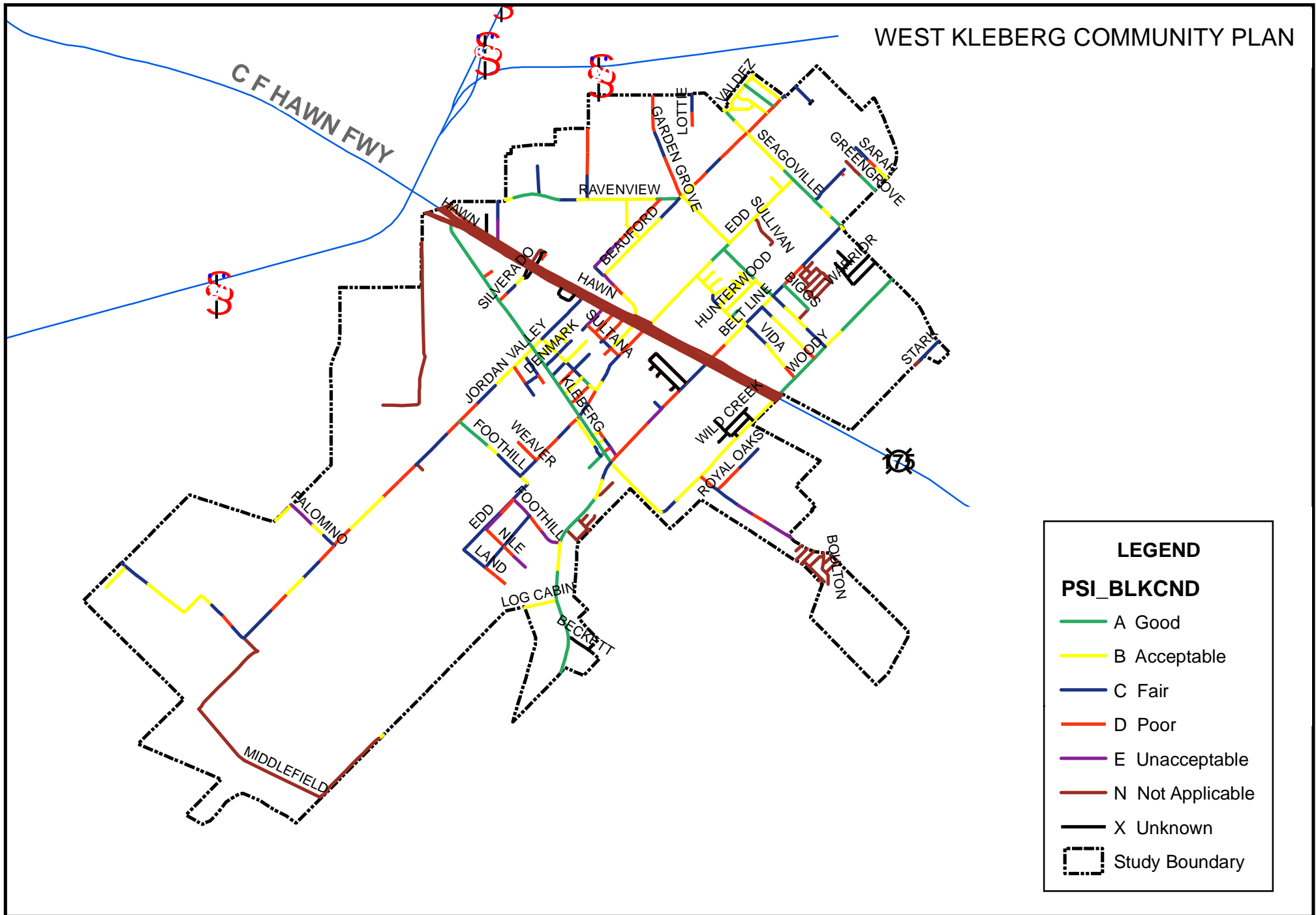
Source: City of Dallas
Dallas Water Utilities
Spring 20007

WEST KLEBERG COMMUNITY PLAN



Source: City of Dallas
Dallas Water Utilities
Spring 2007

WEST KLEBERG COMMUNITY PLAN



Prepared By:
City of Dallas Street Services
Spring 2007

MAP NO. 9 - STREET CONDITIONS

STREET EXHIBITS

EXHIBIT A - FORMER ALEXANDER LANDFILL



West Kleberg Community Plan

Legend

 Fmr. Landfill Site



Prepared By: City of Dallas
Development Services
Long Range Planning Division
Spring 2007

EXHIBIT B - FORMER TRINITY OAKS LANDFILL

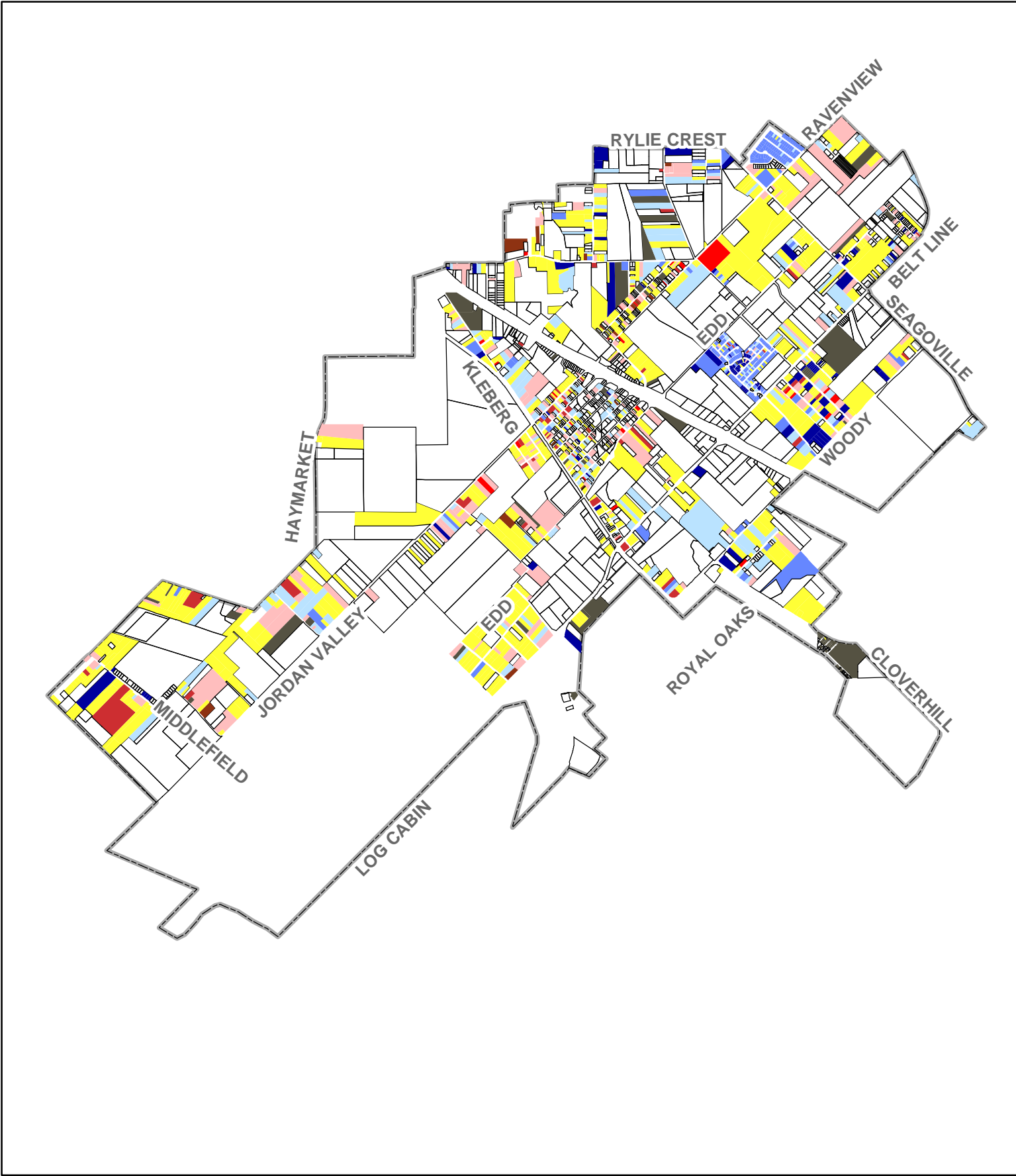


Prepared By: City of Dallas
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WEST KLEBERG COMMUNITY PLAN



EXHIBIT C
EXISTING HOUSING CONDITIONS



WEST KLEBERG COMMUNITY PLAN

EXHIBIT D

TRAFFIC SURVEY ZONES (TSZs)

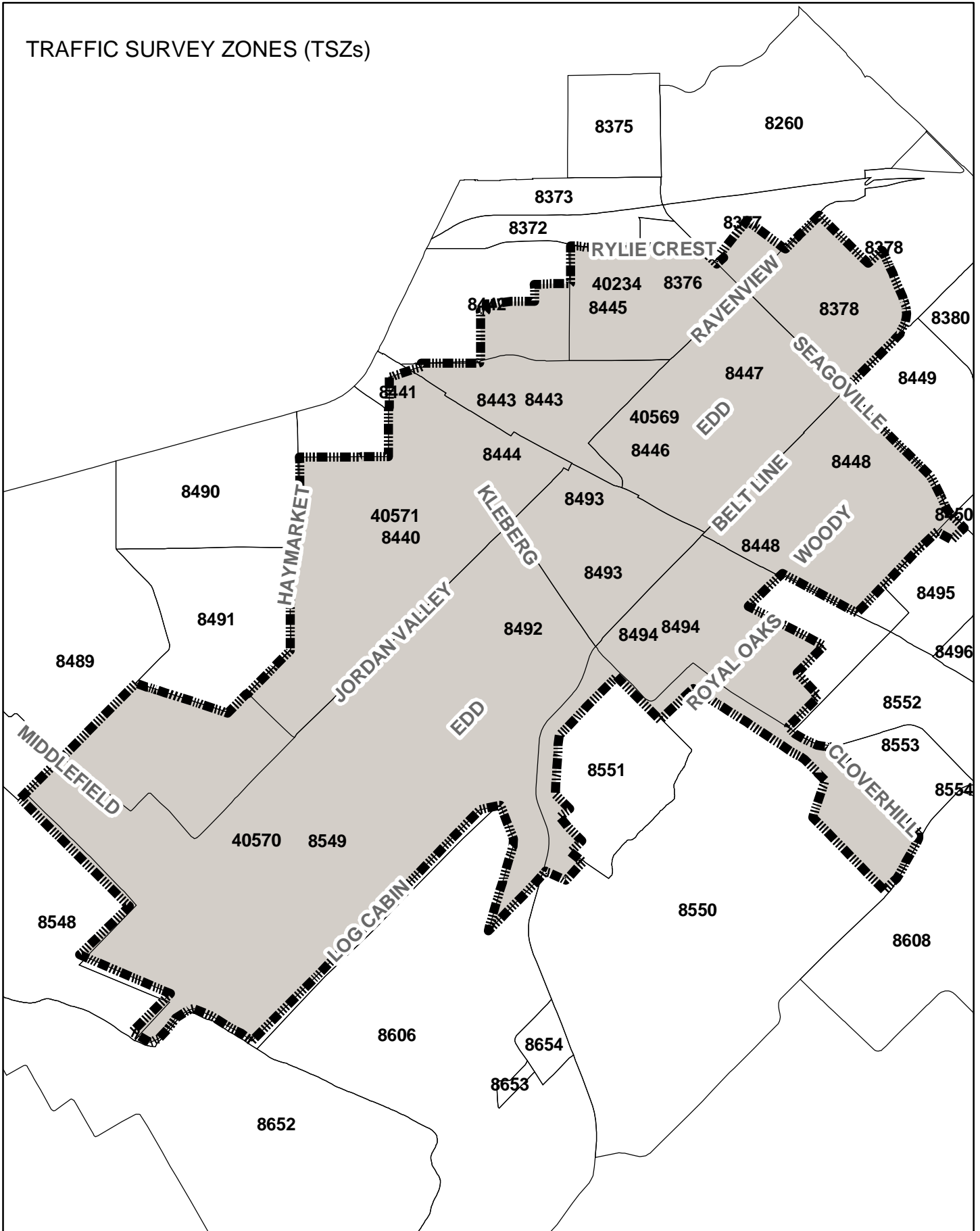


EXHIBIT E

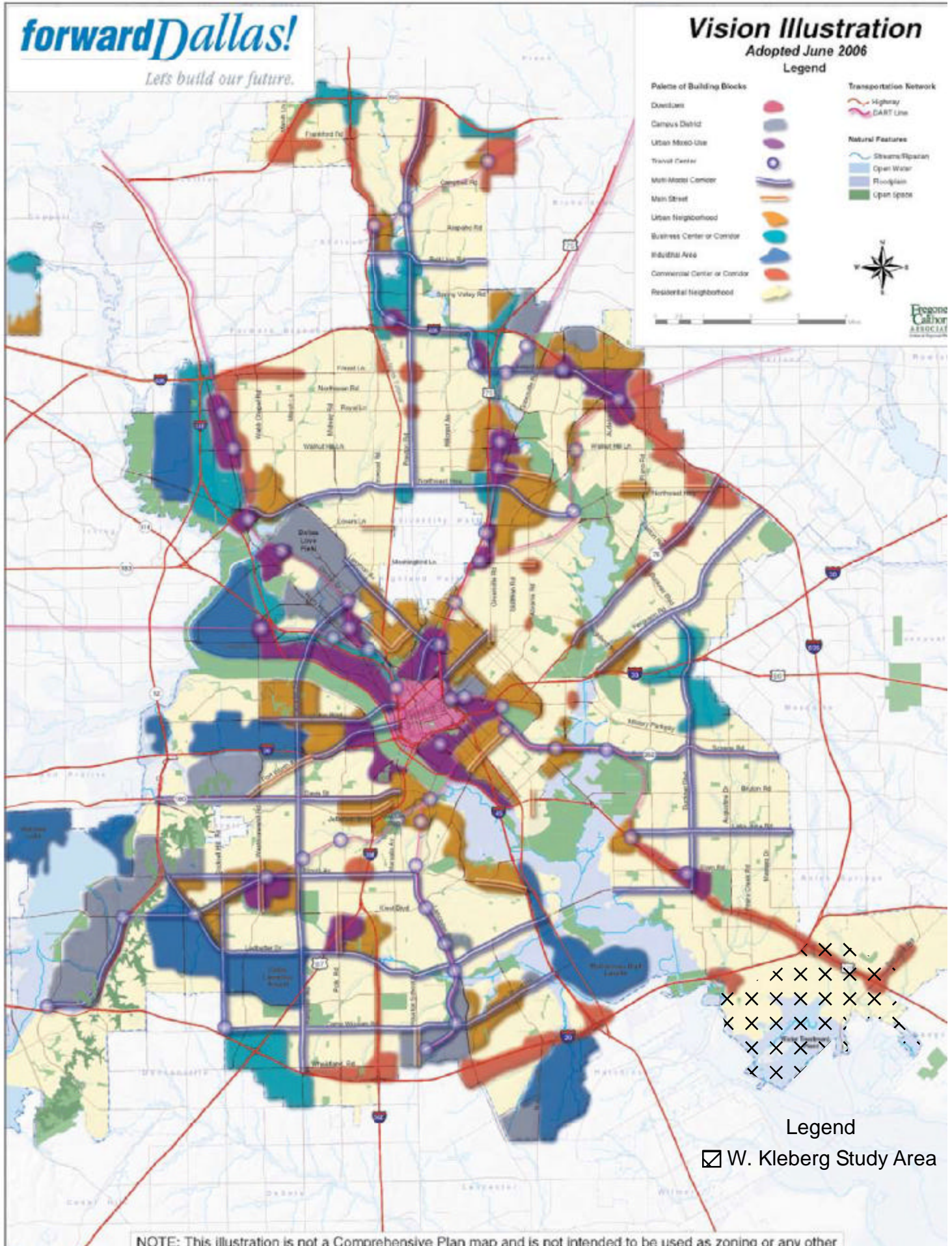
forwardDallas!
Let's build our future.

Vision Illustration Adopted June 2006 Legend

- | | | |
|-----------------------------------|--|-------------------------------|
| Palette of Building Blocks | | Transportation Network |
| Downtown | | Highway |
| Campus District | | DART Line |
| Urban Mixed-Use | | |
| Transit Center | | Natural Features |
| Multi-Modal Center | | Streams/Riparian |
| Main Street | | Open Water |
| Urban Neighborhood | | Floodplain |
| Business Center or Corridor | | Open Space |
| Industrial Area | | |
| Commercial Center or Corridor | | |
| Residential Neighborhood | | |



**Egans
Calthorpe
ASSOCIATES**
Urban & Regional Planners



Legend
☒ W. Kleberg Study Area

NOTE: This illustration is not a Comprehensive Plan map and is not intended to be used as zoning or any other