

RESOLUTION NO. 03-95

A RESOLUTION BY THE CITY COUNCIL OF THE CITY OF MESQUITE, TEXAS, ADOPTING THE *MESQUITE DEVELOPMENT GUIDE: 1994 UPDATE*, PREPARED AND RECOMMENDED BY THE MESQUITE PLANNING AND ZONING COMMISSION, AS THE CITY'S INTERIM GENERAL PLAN AND DEVELOPMENT POLICIES,

WHEREAS, the rapid growth in size and population experienced by the City of Mesquite is expected to continue in the future;

WHEREAS, the foregoing factors present the opportunity to plan for the quality of future development;

WHEREAS, the City Council and the City's Boards and Commissions, as well as civic and private agencies and organizations, need the guidance of a plan in making decisions based on conditions existing at any given time;

WHEREAS, the Mesquite Planning & Zoning Commission has worked diligently to update, revise and generally recommend plans, policies, and programs for the future development of the City;

WHEREAS, the City Council requires additional time to fully and adequately review the Commission's recommendations prior to official adoption of plans and policies to comprise the City's comprehensive plan; and

WHEREAS, the City is in need of updated development guidelines during said review period;

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF MESQUITE, TEXAS:

SECTION 1. That the *Mesquite Development Guide: 1994 Update*, as prepared and recommended by the Mesquite Planning & Zoning Commission, be adopted as the City's interim general plan and development policies, in the following manners:

- a. That the general plan and the summary of the framework and general development policies prepared by the Planning & Zoning Commission be made generally available as the City's primary planning document, serving as the guidelines by which on-going, day-to-day decisions are evaluated, until official

00016

Page 2

adoption of a development plan and policies. As further detailed review occurs, resulting revisions shall become a part of the interim guide.

b. That the entire *Mesquite Development Guide: 1994 Update*, as prepared by the Mesquite Planning & Zoning Commission, be used by the City Council as the "working papers" which provide the basis for further review, revision, and finalization of the policies for adoption as the City's comprehensive plan.

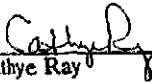
c. That during the interim period while further review and revision is underway, the Commission and City Council will concurrently pursue development of implementation programs related to the various issues. Specific implementation actions as deemed appropriate in the reviews may be undertaken during the interim period.

d. That all persons using the interim plan be aware that the specific implementation proposals and land use designations are not yet finalized. All parties are encouraged to understand the general direction and objectives, and to apply these principals, while understanding that further adjustments and refinements will occur in some areas as further review is conducted and as implementation options are more closely examined.

SECTION 2. That Resolution 14-84, adopting the 1984 *Mesquite Development Guide* is hereby superseded.


SECTION 3. That this resolution take effect immediately upon passage as the charter in such cases provides.

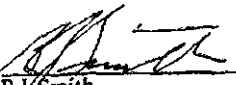
DULY RESOLVED by the City Council of the City of Mesquite, Texas, on this the 20th day of February, 1995.


Cathye Ray
Mayor

ATTEST:

APPROVED:


Lynn Prugel
City Secretary


B.J. Smith
City Attorney

00017

MESQUITE DEVELOPMENT GUIDE

1994 UPDATE

Interim Document

Adopted by Resolution 3-95

February 20, 1995

00018

MESQUITE DEVELOPMENT GUIDE
1994 UPDATE

FOREWORD

FOREWORD

The *Mesquite Development Guide* represents a consensus of the community goals and values concerning land planning within the city. First published in 1977 the Guide was the result of extensive citizen participation in public meetings and workshops spanning a period of many months. For this reason it served as the reference for land use decisions by the city staff as well as elected and appointed officials during a period of unparalleled growth from that time until now.

In response to the rapid development of property, a revision to the Guide was required in 1984. By 1993 the Mesquite City Council recognized that a second review of the city's comprehensive planning was due and charged the Planning and Zoning Commission with this assignment. With the assistance of the city planning staff, the Commission began the task of reaffirming the city's original goals to foster an atmosphere for family living as well as to provide for the business and entertainment needs of the community.

Over a twelve-month period the Planning and Zoning Commission conducted a series of twenty-one public work sessions in which it deliberated land development policy issues having city-wide impact. Throughout the process the Commission maintained communication with the City Council through periodic status reports by the city planning staff and the commission chairman. The Planning and Zoning Commission presented its conclusions in special workshops held in May and September of 1994.

Like previous versions, this 1994 revision of the Mesquite Development Guide reflects this city's dedication to an orderly growth by planning for the future of its land use.

William J. Richardson

William Richardson, Chairman
Planning and Zoning Commission
City of Mesquite

RESOLUTION NO. 03-95

A RESOLUTION BY THE CITY COUNCIL OF THE CITY OF MESQUITE, TEXAS, ADOPTING THE MESQUITE DEVELOPMENT GUIDE: 1994 UPDATE, PREPARED AND RECOMMENDED BY THE MESQUITE PLANNING AND ZONING COMMISSION, AS THE CITY'S INTERIM GENERAL PLAN AND DEVELOPMENT POLICIES.

WHEREAS, the rapid growth in size and population experienced by the City of Mesquite is expected to continue in the future;

WHEREAS, the foregoing factors present the opportunity to plan for the quality of future development;

WHEREAS, the City Council and the City's Boards and Commissions, as well as civic and private agencies and organizations, need the guidance of a plan in making decisions based on conditions existing at any given time;

WHEREAS, the Mesquite Planning & Zoning Commission has worked diligently to update, revise and generally recommend plans, policies, and programs for the future development of the City;

WHEREAS, the City Council requires additional time to fully and adequately review the Commission's recommendations prior to official adoption of plans and policies to comprise the City's comprehensive plan; and

WHEREAS, the City is in need of updated development guidelines during said review period;

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF MESQUITE, TEXAS:

SECTION 1. That the *Mesquite Development Guide: 1994 Update*, as prepared and recommended by the Mesquite Planning & Zoning Commission, be adopted as the City's interim general plan and development policies, in the following manners:

- a. That the general plan and the summary of the framework and general development policies prepared by the Planning & Zoning Commission be made generally available as the City's primary planning document, serving as the guidelines by which on-going, day-to-day decision are evaluated, until official

00020

Page 2

adoption of a development plan and policies. As further detailed review occurs, resulting revisions shall become a part of the interim guide.

b. That the entire *Mesquite Development Guide: 1994 Update*, as prepared by the Mesquite Planning & Zoning Commission, be used by the City Council as the "working papers" which provide the basis for further review, revision, and finalization of the policies for adoption as the City's comprehensive plan.

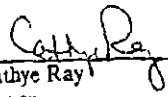
c. That during the interim period while further review and revision is underway, the Commission and City Council will concurrently pursue development of implementation programs related to the various issues. Specific implementation actions as deemed appropriate in the reviews may be undertaken during the interim period.

d. That all persons using the interim plan be aware that the specific implementation proposals and land use designations are not yet finalized. All parties are encouraged to understand the general direction and objectives, and to apply these principals, while understanding that further adjustments and refinements will occur in some areas as further review is conducted and as implementation options are more closely examined.

SECTION 2. That Resolution 14-84, adopting the 1984 *Mesquite Development Guide* is hereby superseded.


SECTION 3. That this resolution take effect immediately upon passage as the charter in such cases provides.

DULY RESOLVED by the City Council of the City of Mesquite, Texas, on this the 20th day of February, 1995.


Cathye Ray
Mayor

ATTEST:

APPROVED:


Lynn Prugel
City Secretary

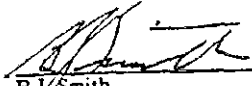

B.J. Smith
City Attorney

TABLE OF CONTENTS

Introduction

Chapter 1 Policy Framework Page 1.1

Chapter 2 Transitional Policies Page 2.1

Chapter 3 Urban Design Policies Page 3.1

Chapter 4 High-Intensity-Use Areas and Policies

 Policies Page 4.1

 Areas Page 4.11

Chapter 5 Low-Intensity-Use Areas and Policies

 Policies Page 5.1

 Areas Page 5.7

Chapter 6 Major Streets Page 6.1

Chapter 7 Parks and Open Space Page 7.1

Chapter 8 Libraries Page 8.1

Chapter 9 Fire Department Services Page 9.1

00022

Chapter I
POLICY FRAMEWORK

Purpose

The purpose of the Policy Framework is:

- to articulate overall objectives upon which to base proposed development patterns and policies, and
- to delineate a long-range, generalized scenario for the spatial arrangement of activities designed to achieve the overall objectives.

General Objectives

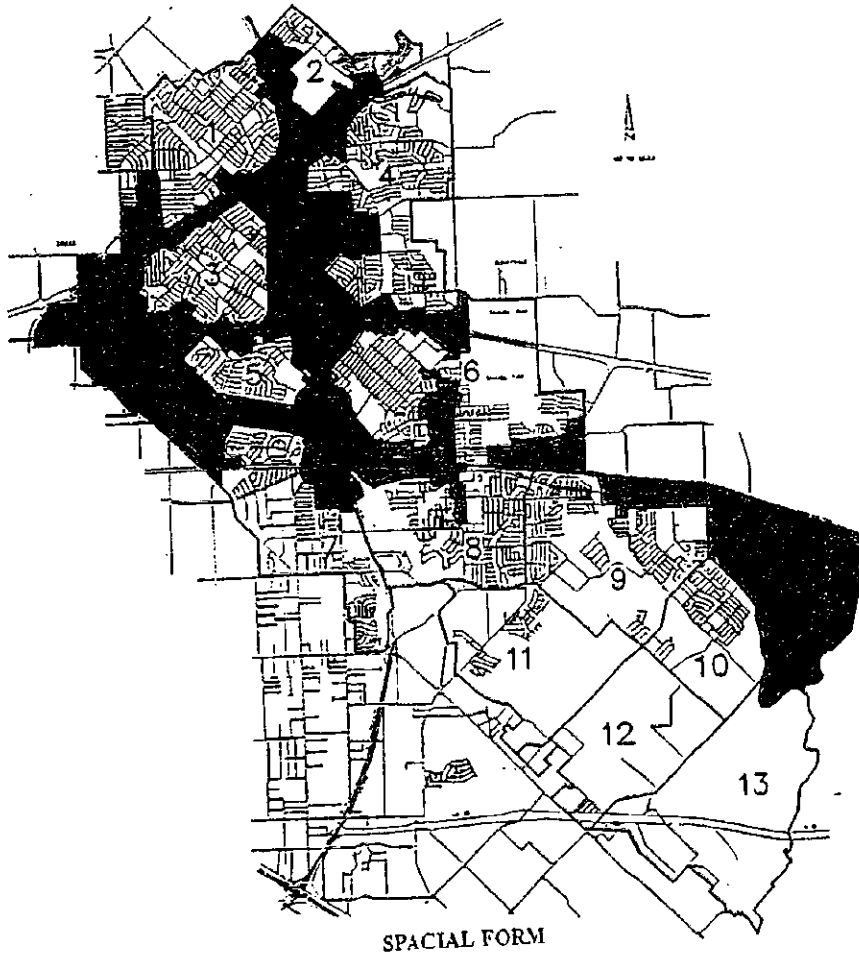
- Encourage and accommodate those growth elements which make Mesquite a major suburban city, creating a sound economic base and offering diverse opportunities for a wide variety of living, working, shopping and leisure activities.
- Encourage, protect and maintain the predominance of low density residential neighborhoods, stressing privacy and family-oriented lifestyles as a major feature of the city.

Resolution of Potential Conflict

These two general objectives could conflict. The pursuit of urban diversity requires the concentration of activities in *public* areas, while pursuing suburban seclusion necessitates the separation and dispersion of households in *private*, low-density locations. Additional specific, special objectives resolve the potential conflict.

Spacial Objectives

- Attain both general objectives each at a satisfactory level by the orderly arrangement of elements of various intensities in a manner which minimizes intrusions.
- Reduce the frequency of conflict by concentrating more intensive uses in fewer and therefore larger areas.
- Formulate transitional concepts to be applied where the two types of areas abut, including
 - physical separation
 - sensory protection
 - access barriers, and
 - mutually compatible transitional uses.



■ High-Intensity Uses (Those growth elements which make Mesquite a major suburban city, creating a sound economic base and offering diverse opportunities for a wide variety of living, working, shopping and leisure activities)

1 - 13 Low-Intensity Uses (Predominantly low-density residential neighborhoods, stressing privacy and family-oriented lifestyles as a major feature of the city)

00026

Chapter 2
TRANSITIONAL POLICIES

Purpose

The Mesquite Development Guide has introduced special objectives to resolve the potential conflict between its two general objectives. These special objectives deal with public activities and family privacy when in proximity. They express the need to minimize intrusions, reduce frequency of contact, and formulate transitional concepts. Transitional concepts are to include physical separation, sensory protection, access barriers and mutually compatible transitional uses.

As development activity in Mesquite enters a more mature phase, there will be larger amounts both of infill development and of redevelopment for higher levels of intensity. Potential conflicts, long dormant because land has remained undeveloped or underdeveloped over the years, could become highly controversial issues. Establishment now of suitable transitional measures, the purpose of this chapter, therefore may be the most beneficial consequence of the current review of the development guide.

Physical Separation

Placement at a distance is the principal means of establishing separation. Currently, the City imposes setback requirements on some specific uses relative to others, on buildings in general, on fences, and on certain types of parking. The height/setback ratio of the Zoning Ordinance is specifically a transitional measure applied between single-family residences and high-intensity uses.

Distance minimizes intrusion. In addition to mitigating the effect of building height, physical separation is a useful means of reducing the impact of:

- building bulk,
- on-site vehicular movement,
- outdoor activities,
- paging systems,

- trash collection facilities, and
- truck loading and unloading.

Establishment of specific setback relationships when these types of facilities or activities are to be located adjacent to single-family housing is critical to the achievement of successful transition.

Sensory Protection

Visual protection is accomplished through a variety of screening requirements both in the Zoning Ordinance and in the Subdivision Ordinance. A specific transitional screening requirement is the provision for a six-foot-high masonry wall between single-family housing and a non-residential or multi-family development when not separated by a street. The Zoning Ordinance deals with noise, air pollution, odor, vibration and bright light in its performance standards. These are general provisions applicable off site anywhere within the City. Higher standards are not applied currently to transitional situations.

To provide adequate visual and sound protection to residents of single-family housing, further requirements applicable only to transitional circumstances are worthy of consideration. These include:

- vegetative screening above required walls,
- underground utilities,
- regulation of outdoor loudspeakers,
- regulation of outdoor recreational facilities,
- beadlight screening,
- screening of a non-residential or multi-family use when single-family development faces it across a street, and
- orientation of future single-family lots away from adjoining non-residential or multi-family zoning.

Access Barriers

Currently required transitional walls adequately restrict access to adjoining single-family residences. However, there are no general limitations on access to residential streets by non-residential uses. When a non-residential use has access available elsewhere and when single-family houses face a residential street on the opposite side from that use, denial of curb cuts to that street would be appropriate.

Mutually Compatible Transitional Uses

Some one-story and two-story buildings can be compatible with single-family housing with minimal transitional provisions. These include:

- certain publicly-owned facilities,
- certain institutions,
- most offices, and
- the types of small-scale retail activity and personal services frequently associated with neighborhoods because of their benefit to the residents

Placing these types of buildings between single-family neighborhoods and high-intensity uses provides an effective transition.

Application of Concepts

Building bulk standards, such as height/setback and width/setback ratios apply to any transitional relationship. Application of other standards may depend upon orientation. For example, when single-family houses face away from a non-residential or multi-family use—across a property line or alley—a separation wall would be appropriate. When houses face the use, green space and vegetative screening may be more suitable.

The Mesquite Planning and Zoning Commission has studied the following conditions carefully and formulated transitional concepts applicable to circumstances in which single-family housing adjoins a commercial, industrial or multi-family use across a:

side property line	minor rear street
rear property line	minor front street
side alley	side arterial street
rear alley	rear arterial street
minor side street	front arterial street

Proposed Implementation

In all transitions to single-family housing

Establish a ratio of building setback to building width (i.e. 1:2 up to a maximum setback of 500 feet and apply height/setback requirements uniformly).

Require a row of trees adjoining required walls.

Prohibit overhead utilities.

Require outdoor loudspeakers and outdoor recreational facilities to be located on the other side of a building.

Prohibit dumpsters within 50 feet.

In transitions where single-family housing sides to or faces any street, except a freeway, across from non-residential or multi-family property

Require headlight screening.

Prohibit loading docks in the front.

Require a landscaped lawn and trees in the front yards of multi-family and industrial uses.

In transitions where single-family housing sides to or faces a minor street across from non-residential or multi-family property

Require a 25-foot-deep irrigated lawn with a tree row across its full width, and no building, parking or driveway within that area.

In transitions where single-family housing adjoins non-residential or multi-family property at the side property line or at a side alley

Treat the circumstance as though single-family housing were across the street and facing the non-residential or multi-family property, and in addition require headlight screening between any parking and the property line in transition.

In transitions where a future single-family subdivision is to adjoin non-residential or multi-family zoning

Require that lots along the boundary between zoning districts back up to the adjoining zoning district.

In addition, require establishment of a tree row on the residential lots.

00030

Chapter 3
URBAN DESIGN POLICIES

Purpose

Communities do not happen. They are products of design. For better or worse, these products project an image. The purpose of establishing urban design policies is to provide focus for evaluating and improving the city's image. This focus centers on landmarks, gateways and corridors...the city's most conspicuous, impressive and highly visible locations.

Landmarks

Mesquite has several distinctive landmarks. Town East Mall, the Mesquite Rodeo entertainment area, Heritage Square and Eastfield Community College are landmarks most particularly deserving of visual enhancement. It is important that the City allocate public funds in these four areas for additional landscaping, aesthetic features and landscape maintenance.

Gateways

Gateways to the city include where streets and freeways enter, where ramps exit freeways inside the city and where streets disperse the traffic from exit ramps on each side of the freeway. Both the adjoining property at these locations and the City's treatment of its roadway contribute to the visual image projected. Raising the aesthetic standards at gateways is important

- to create a good impression for newcomers,
- to attract a high calibre of consumers, residents, investors and business people, and
- to stimulate interest in community appearance.

The single most significant feature of a city gateway is its identification signage, followed closely by the character of adjoining property. Private property owners should contribute toward raising design standards at gateway locations by a higher level of attention to building appearance, landscaping and screening.

Creating a favorable impression for travellers as they enter the city on freeways is difficult because of the travel speed. However, Samuel Park provides a unique opportunity to accomplish this objective alongside westbound U.S. 80. Other locations deserving consideration are westbound I-30 at Duck Creek, and both the north and south ends of I-635.

There are 20 locations where major thoroughfares enter Mesquite. The City provides 5 of these locations with special landscape features in the street medians. There are 33 locations where major thoroughfares feed traffic into Mesquite from freeway exit ramps. The City provides 3 of these locations with similar special landscaping features. Of the 45 gateway locations currently receiving no special landscaping, the following 8 are considered the most deserving of enhancement:

Eastbound Military Parkway from I-635

Westbound Scyene Road from I-635

Eastbound Bruton Road from I-635

Westbound Town East Boulevard from I-635

Southbound Galloway Street from U.S. 80

Southbound Galloway Street from I-30

Southbound Belt Line Road from U.S. 80

Northbound Motley Drive from I-30

Neighborhood gateways, like at Club Manor, Quail Hollow, Palos Verdes and Creek Crossing, are an asset to the community...but only when there is a community association to maintain them.

00032

Corridors

The private sector deserves high marks for the visual image it usually projects alongside *freeways* at

- offices and institutions,
- table-service restaurants,
- new car dealerships, and
- office/showroom business parks.

It receives low marks for

- unscreened outside storage,
- backs of houses with chain-link or wood fences, or with exposed alleys,
- 25-year-old apartment houses,
- mobile home dealerships,
- used car dealerships, and
- trucking terminals.

The most visually offensive features alongside *major thoroughfares* are power poles and commercial signs.

It may be possible to encourage the owners of retail facilities to upgrade and enforce private restrictions on business signs. The two best methods are

- to conduct image awareness seminars through the Chamber of Commerce and merchant associations, and

- to involve organizations which promote public interest in aesthetics, such as Keep Mesquite Beautiful Inc., Mesquite Arts Council, Mesquite Creative Arts Club, and various garden clubs, in programs to improve general awareness of the importance of the image the community projects.

While ultimately the consumer would bear the cost to require underground utilities in all future developments, whether residential, commercial or industrial, the end result would be worth the cost in most cases.

Since housing constitutes the majority of that which is seen alongside major thoroughfares, it is useful to consider the desirability of the various possible arrangements. Without the requirement of walls, the best alternative is to face houses toward a parkway paralleling the arterial. The second best alternative is to face houses away from the arterial toward an interior street. With the use of walls the reverse is true. In either case, siding houses to a thoroughfare with a narrow side yard is the least desirable alternative.

The most desirable views of housing adjoining a major thoroughfare consist of

- a full, continuous screen of ligustrum, photinia or other thick, high, evergreen shrubbery,
- a continuous, high, brick or concrete wall with foundation planting, and
- the fronts of houses with a parkway service drive between them and the thoroughfare.

The least desirable views of housing adjoining a major arterial are

- the rear of backyard fences, garage doors and an alley,
- the rear of backyard fences, and
- the sides of houses with their backyard fences on the property line.

Usually the visual effect of existing alleys, fences and walls adjoining Mesquite's thoroughfares is not significant enough to warrant spending tax dollars to screen them.

Proposed Implementation

Fifty years from now Mesquite will project a very different image. A dominant environmental feature will result from miles upon miles of intersecting boulevards heavily shaded by the broad canopies of overreaching limbs of mature trees. This will be the legacy of a City Parks and Recreation Department program currently in place and in progress.

The following recommendations pertain to this program of landscape implementation, and suggest priorities and emphasis for continuation of ongoing improvements.

- The greatest concentrations of landscape and visual enhancement should occur in the municipal areas of Mesquite's four principal landmark locations: Town East Mall, the Mesquite Rodeo, Heritage Square and Eastfield College.
- A review of city limit signage should give consideration to integrating city identification with existing entry landscape features to provide a unified design theme.
- The continuing program of additional gateway landscape features should focus on:
 - thoroughfares where they cross freeways and distribute freeway traffic into the city.
 - the entrances of U.S. 80 and I-30 from the east and of I-635 from both the north and the south.

To augment these implementation measures, the City should continue to apply high standards in the approval of building and landscape plans for private property at gateway locations.

In addition, to complement the ongoing transformation of Mesquite's thoroughfares into scenic boulevards, the City should concentrate attention at the roadside by taking the following recommended steps:

- Re-evaluate the standards for business signs, banners and portable signs, and enlist the help and support of civic organizations to upgrade the city's commercial image.
- Initiate a policy of gradual removal of overhead utilities alongside major thoroughfares as part of the systematic process of regulating private land development and redevelopment.
- Review standards for the miles of future screen walls to be required between residential alleys and major thoroughfares, and establish a means to soften the visual impact with plant materials.

00034

Chapter 4

HIGH-INTENSITY-USE AREAS AND POLICIES

Purpose

The Mesquite Development Guide 1994 Update Map designates areas surrounding the city's principal business districts, areas adjoining its freeways, and areas close to the railroad as High-Intensity-Use areas. The purpose of these designations is to satisfy the general objectives contained within the Policy Framework. In these designated areas the City encourages and accommodates those elements which contribute to the city's economic development, wealth of opportunity and urban variety. At the same time, these areas maintain the privacy of residential neighborhoods by providing a location for diverse activities that is separate and apart from protected family living space.

The activities which the City encourages within High-Intensity-Use areas include both residential and non-residential uses. Apartments and other higher-density multi-family residential uses are suitable within High-Intensity-Use areas, but not elsewhere. Non-residential uses consist primarily of commercial and industrial activities, although the presence of neighborhood convenience retail facilities is appropriate for certain other locations as well.

Policies for Non-Residential Uses

Uses Unsuitable for Mesquite's Two Major
Business Centers

The Town East and Big Town areas contain large blocks of the "C" Commercial zoning district. This is consistent with the intent of making these areas the highest in intensity of usage. However, the Commercial district permits an abundance of uses without City Council review which can be unsightly or disruptive if not regulated carefully...such as:

- Accessory outside storage
- Construction contractors
- Apparel manufacturers
- Printing, publishing and photofinishing firms
- Motor freight and warehouse operations
- Towers and antennae under 75' high
- Industrial laundrers
- Carpet and upholstery cleaning
- Dry cleaning plants
- Janitorial services and exterminators
- Parking of 1- to 2-ton trucks
- Auto repair and body shops
- Car washing
- Metalsmithing and welding
- Boiler and septic tank cleaners
- Reupholstery
- Refrigeration, air conditioning, electrical and armature repair

Nearly half of these are permitted without Council review in the *Light Commercial* district as well. However, in each district, the zoning ordinance requires screening of all outdoor storage by solid wall, solid fence or chain-link fence with slats, and a Conditional Use Permit for all outdoor display lots.

The current zoning is too permissive in these areas. The City should review the regulations to determine which uses warrant greater supervision, and which uses should be excluded within the major business centers.

Freeway Corridors

Over 20 miles of freeway produce 41 miles of freeway frontage in Mesquite. The types of business development seen most frequently alongside the freeways include:

- Offices/institutions
- Fast-food restaurants
- Table-service restaurants
- Hotels
- Motels
- Service stations
- Retail strips
- New car dealerships
- Used car dealerships
- Truck dealerships
- Mobile home dealerships
- Boat & boat trailer dealerships
- Camper dealerships
- Motor home dealerships
- Landscape nurseries
- Building contractors & subcontractors
- Office/showroom business parks
- Small manufacturing facilities
- Large manufacturing facilities
- Trucking terminals
- Mini-warehouses
- Unscreened outside storage
- Screened outside storage

Several measures would improve on current development standards in Mesquite for future facilities of this type. *The greatest amount of improvement would result from:*

- Concealing outside storage other than by chain-link fencing with slats
- Placing truck parking behind buildings or other visual screening
- Restricting the use of banners, pennants, streamers and portable signs
- Softening parking areas with more trees and low shrubbery
- Substantially reducing the amount of outdoor merchandise display
- Orienting service bays away from freeway exposure

Freeway frontage has attracted several mini-warehouse facilities in Mesquite. *The single most important provision which would make mini-warehouses located on a freeway more acceptable is:*

- Storage units with a blank brick or solid concrete wall on the back side, with the back side landscaped and facing the freeway

Outdoor Display

Merchandise display is an art. Many merchants have become highly skilled at attracting customers through eye appeal. Others apparently succeed amid visual chaos. If a display is offensive, but inside an enclosed building, those who are offended should not complain, as no one forces them to go inside. However, when offensive displays are visible from streets and highways, the public has a legitimate interest.

Because of its nature, outdoor display of merchandise is especially difficult to regulate. There are few established guidelines, and sales cause frequent rearrangement of stock. Consequently, the City requires a Conditional Use Permit for most outdoor display. Still, with flexibility needed to change the merchandise to be displayed, an approved site plan indicates little about the display arrangement.

The following measures would be useful to include as part of the consideration of future Conditional Use Permits in an effort to make future outdoor display adjoining the freeways in Mesquite more acceptable.

A periodic review of the approval on outdoor display for compliance

Elevation drawings of all fences, walls, lighting, signage and advertising materials

Locations and specifications for all loud speakers

Industrial Uses

In the past 30 years, Mesquite has succeeded in the development of almost a square mile of industrial land (630 acres). This is an impressive amount. Nevertheless, it represents only 25% of the total amount of land zoned industrial (2,538 acres). While it is unlikely that industrial expansion in Mesquite will absorb three square miles of remaining undeveloped land during the next 30 years, it is important to have an ample supply to accommodate as much industrial development as possible. Of all the truck routes serving industrial areas, Kearney Street is the least suitable for that purpose, warranting special consideration.

Airport Area Land Use

The Environmental Analysis for the Hudson Municipal Airport Master Plan and Land Use Plan designates critical areas of future noise impact. Several means are available to protect affected land from potential conflict with anticipated air traffic. Zoning the more severely impacted areas within an industrial category prevents future residential construction, but not other noise-sensitive uses such as hospitals, schools and day-care centers. The use of noise insulation materials may make even residential uses more compatible with airport activities. *The City should implement regulations to achieve land-use compatibility on land within the projected 65 Ldn noise contour (day/night average sound level), as shown in the Environmental Analysis.*

Vacant Business Buildings

Several vacant and/or deteriorating structures mottle the commercial districts of the city. Some are at faulty locations, but at least 10 have direct freeway access and exposure. *The problem is serious as these buildings tarnish the city's image as a major suburban business center. The City should initiate efforts to reuse the structures for new uses, to force rehabilitation of the structures, or to condemn and demolish the buildings, if necessary.*

Neighborhood Conversion

In those cases where residences occupy land considered suitable for eventual nonresidential use, conversion should not be permitted till all residences convert at one time, or until satisfactory protections are in place for the remaining residences to assure their suitability as a residential environment during the period of transition.

Policies for Multi-Family Residential Uses

Over the decade of the 80's multi-family housing units accounted for 39% of the total number of housing units constructed in Mesquite, increasing the overall ratio from 19% in 1980 to 28% in 1990. The table below provides a comparison of these figures with 7 other suburban cities having populations of 45,000 or more. Mesquite's ratio of multi-family housing is below the median in all cases. Only two other cities had a lower ratio of multi-family construction to total construction during the 80's.

The first apartments in Mesquite were built in 1963.

According to the City's most recent land use study, 536 acres had been developed for multi-family use by 1990, out of 1105 acres zoned for that purpose. If build-out continues at the same rate, and provided all multi-family development occurs on this land only, the undeveloped 569 acres will be absorbed during the next 25 years. If the average density remains at 22 units per acre, this 1105 acres will accommodate 24,000 housing units. Under current City policies the total number of all housing units will be approximately 70,000 at build-out, with multi-family units representing 34% of the units and accommodating 29% of the population.

RATIO OF MULTI-FAMILY HOUSING UNITS TO TOTAL HOUSING UNITS

Dallas Area Suburban Cities with Populations over 45,000

City	1990 Population	In 1980	In 1990	1980-1990 Construction
Garland	180,000	17%	25%	42%
Irving	155,000	39%	56%	81%
Plano	128,000	16%	25%	32%
Mesquite	102,000	19%	28%	39%
Grand Prairie	100,000	20%	29%	44%
Carrollton	82,000	23%	35%	45%
Richardson	75,000	20%	20%	22%
Lewisville	47,000	17%	38%	56%
Median	101,000	19.5%	28.5%	43%

The overall quality of apartment development in Mesquite during the past 10 years is generally well located, well landscaped, livable and attractive. This portion of the total represents a larger number of units than all that constructed during the preceding 20 years and a dramatic improvement in development standards. In terms of building materials, fencing, landscaping, lighting and maintenance, the majority of these newer units are generally as good as or better than the majority of entry-level single-family housing development and investor-owned single-family houses of the same period.

The principal factors which reduce the compatibility of recent apartment development with the majority of housing in Mesquite are:

Density

The number of apartment units built on most sites is placed on too little land. Densities are unnecessarily high.

Layout

The layout of apartments does not take into account the single-family environment. Entrances, parking, recreational facilities, dumpsters and buildings are too close to neighboring houses.

Housing Ratio

The total number of apartment units citywide is out of proportion with single-family housing. Seven apartments for every 18 houses (28%) is too much. The ratio should be 20 to 22%.

Factors that would increase the quality, livability and compatibility of future multi-family housing in Mesquite are:

More screening from major arterials,
Covered parking, and
More landscaping.

When multi-family housing is located adjoining single-family housing, factors that would make it more acceptable are:

Lower overall density,
Higher screening,
More landscaping, and
Dumpsters farther from the property line.

Within the high-intensity-use areas, factors that would improve the compatibility of multi-family development with nearby single-family development in low-intensity-use areas are:

Locations accessed by freeway service roads and major arterials, and without easy access to nearby neighborhoods,

Non-peripheral locations within high-intensity-use areas with non-residential use at the transitional edges, and

Concentration of locations, rather than dispersion.

The best means of preserving single-family development as the predominant housing type is to specify restrictive locational criteria and density standards for multi-family housing development. Currently there is zoning for multi-family housing on undeveloped land outside high-intensity-use areas as designated in the Policy Framework of the Mesquite Development Guide. To implement the objectives of the Policy Framework, it is important to rezone much of this land to districts compatible with low intensity.

Proposed Implementation

In accordance with the general and spacial objectives of the Policy Framework, the City must continue its efforts to intensify land utilization in those areas identified as conducive to non-residential and multi-family residential construction. The purpose of aggregating intensive development is to produce maximum benefits to the public from the resulting urban diversity. As a counterpart to this strategy, it is important to recognize the accompanying need to resist further dispersment of significant amounts of heterogeneous development within areas suitable primarily for single-family housing.

Dense development is frequently characterized by a high quality of construction. However, in the achievement of its overall objectives, the City must continually foster and pursue excellence in every detail of execution. The following recommendations further that aim:

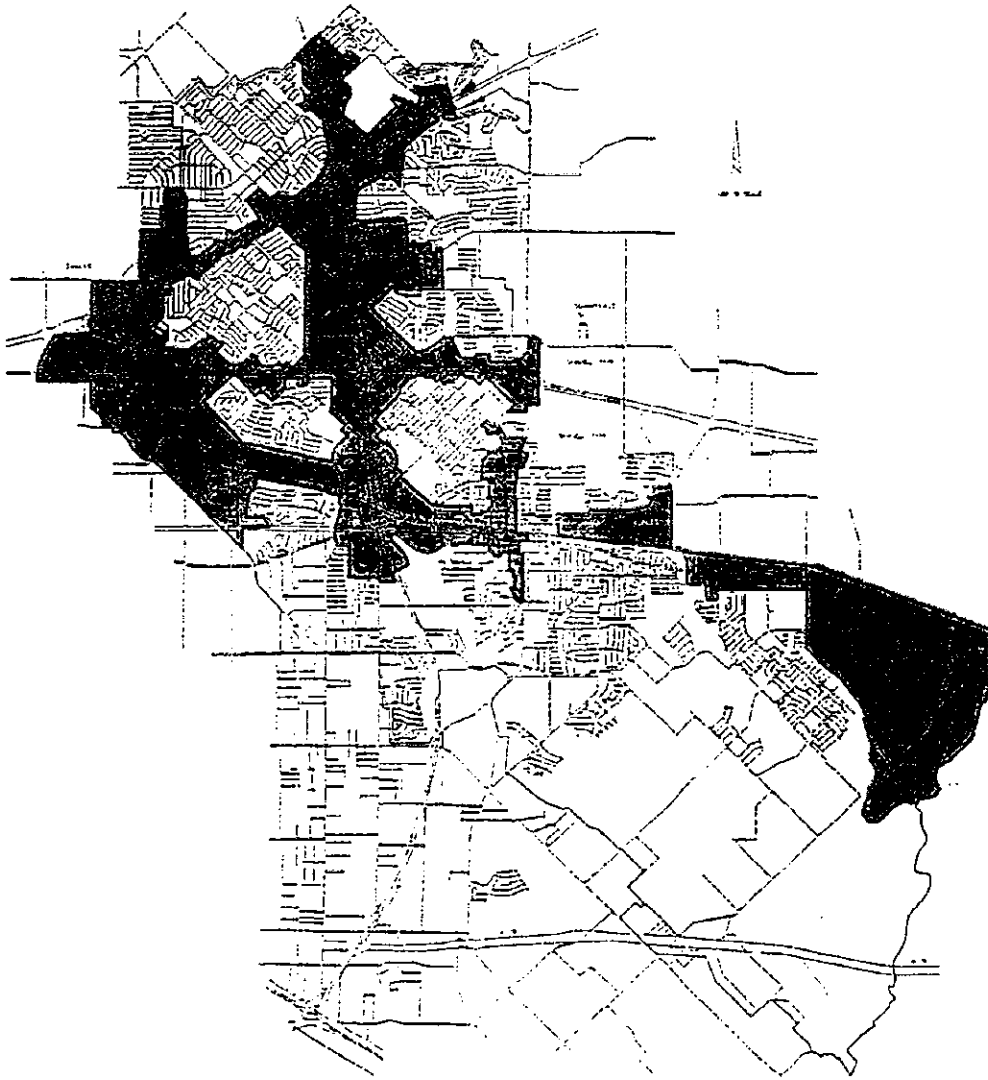
- Revise the commercial and light commercial zoning districts to provide greater supervision of potentially unsightly or disruptive business activities in highly visible locations.
- Revise the general retail district to limit further the scope of business activity.
- Confine additional business zoning to the high-intensity-use areas designated in this guide.
- In locations with high public visibility:
 - Require maximum concealment of truck parking and outside storage.
 - Restrict the use of banners, pennants, streamers and portable signs.
 - Revise the landscaping requirements of the zoning ordinance to provide additional plant material in and around parking surfaces.
 - Require that future overhead doors and service bays face away from freeway frontages.
 - Screen future mini-warehouses from freeway exposure by utilizing the buildings themselves to create most of the screen walls and by landscaping the buildings on the freeway side to soften their appearance. Accomplish this by orienting buildings such that all access doors to storage units face away from the freeway and such that a brick or solid concrete wall without openings faces the freeway.

- Regulate outdoor merchandise display alongside freeways in greater depth of detail by including provisions in future conditional use permits for outdoor display which:
 - Establish periodic review of permits for continued compliance with conditions of approval.
 - Delineate the elevations of all fences, walls, lighting, signage and advertising material.
 - Indicate locations and specifications of outdoor speakers.
- Implement regulations to achieve land-use compatibility on land within the projected 65 Ldn noise contour related to Hudson Municipal Airport.
- Review multi-family zoning with a view toward reducing the maximum number of apartment units permitted on a given unit of land area and arranging elements more compatibly with surrounding development.
- Reconsider the appropriateness of existing multi-family zoning located outside high-intensity-use areas.

00044

MESQUITE DEVELOPMENT GUIDE
1994 UPDATE

CHAPTER 4
HIGH-INTENSITY-USE AREAS AND POLICIES



High-Intensity-Use Areas

High-Intensity-Use Areas

Areas

High-Intensity Use Areas consist of:

- The Town East Area Business Center,
- The Big Town Area Business Center,
- Areas Adjoining Freeways, and
- The Railway and Airport Corridor

Uses

Uses designated within High-Intensity areas consist of:

- Core Business,
- General Business,
- Retail,
- Industrial,
- Multi-Family Residential,
- Institutional,
- Transitional, and
- Open Space

The Core Business designation represents a higher concentration of activity than that which surrounds it,

a greater degree of concern for quality of development and an interest in strengthening the synergy of the designated area. The General Business designation accommodates a broad range of activities not necessarily so closely related one to another. Uses would include business services, and...in the case of the Big Town Area Business Center only...wholesale operations, warehousing, and even light industrial activity. The Retail designation is reserved for areas where shopping and personal services are to be the primary activities. The Industrial designation includes manufacturing, warehousing and distribution.

Areas shown as suitable for Multi-Family Residential are intended primarily for garden apartments, while the Institutional designation denotes public uses, medical treatment and long-term care facilities. Transitional uses can be offices, institutions and limited retail activities. When located within Planned Development Districts other uses may be suitable for transitional purposes as well.

The Town East Area Business Center

Town East Area Plan

The best access to Mesquite's multiple-freeway system is at Town East Boulevard and LBJ Freeway. The reason is simple. I-635 LBJ Freeway was designed as a freeway with urban access standards. I-30 and U.S. 80 were not. Furthermore, of all the points of access along I-635, currently Town East Boulevard alone provides the capability of immediate interchange with each of two other freeways, as well as access to LBJ. Consequently, it is no wonder that the Town East area has become a major business center.

The current pattern of development within the Town East area provides higher concentrations of business activities at three of the quadrants formed by Town East Boulevard and LBJ Freeway. As proximity to Town East Boulevard diminishes and as Town East Boulevard approaches the outer limits of the business center, activities tend to be types that either stand alone or relate as much to one another as to the core activities. This is a practical arrangement that is likely to continue, as shown on the Town East Area Plan.

The current core business activities are primarily retail, but through the use of decked parking and new multi-level structures, hotels and additional office and entertainment facilities could be included. To accommodate this kind of intensification, improvements to the traffic-carrying capacities of Town East Boulevard, Town Centre Drive, the LBJ ramps and LBJ service roads will be necessary.

The general business areas on the periphery are more suitable for restaurants, retail services for nearby apartment dwellers, high-volume specialty retail sales, and offices. Some of the offices could be in mid-rise structures.

While an additional 200 units of multi-family housing development currently is permissible within the Town

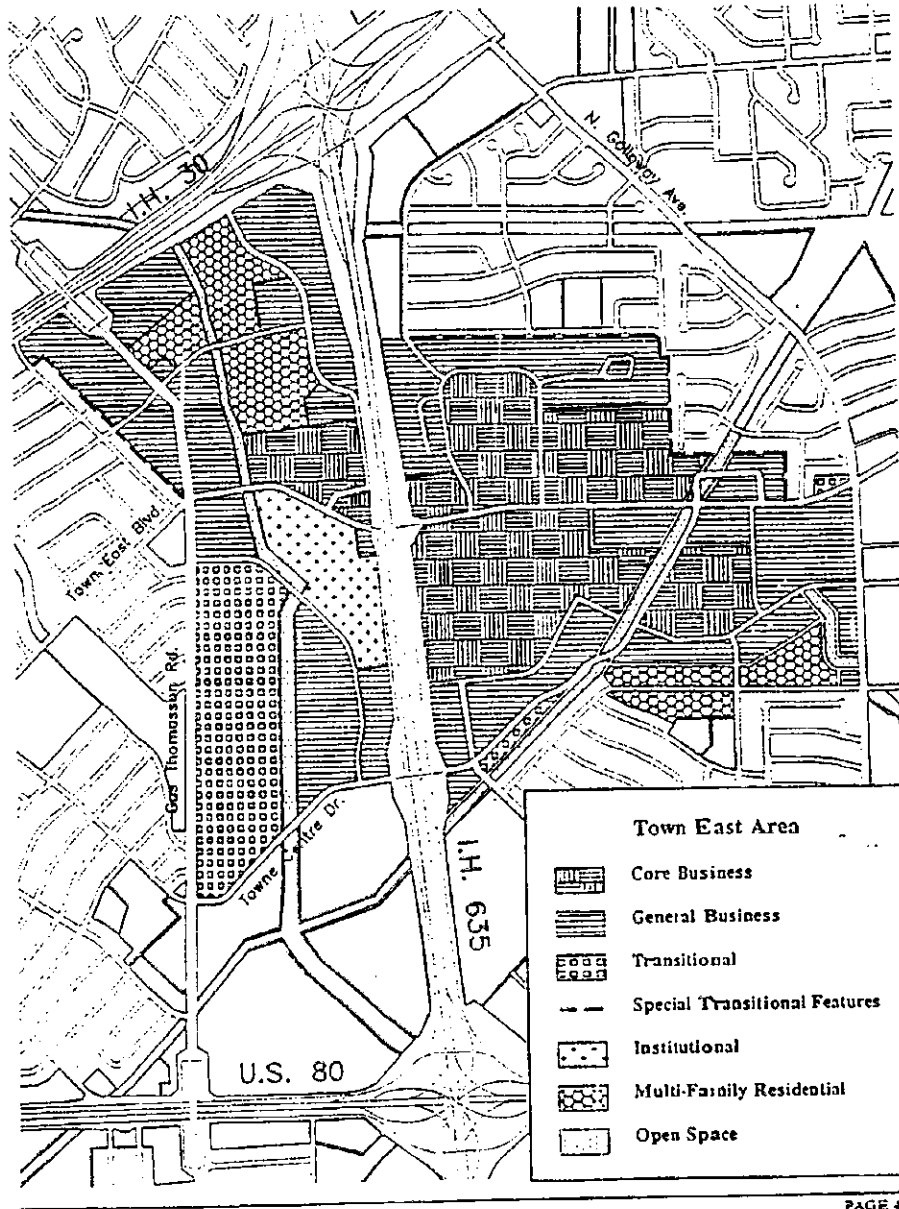
East area, business or office uses are better choices. Future residential development is more suitable outside the area. Therefore, the City should resist requests to downzone for residential development within the Town East business district.

Transitional uses should consist primarily of offices, public institutions and highly restricted business activity. Transitional treatment should consist of special screening and landscaping.

Where land adjoins existing single-family residential neighborhoods, development should be accomplished with transitional uses...and through the application of additional transitional treatments. Enhancement of the transitional treatment where development already exists should be pursued whenever possible due to reconstruction or modification of existing properties.

Additional transitional treatment will be difficult to accomplish in some locations, such as behind Casa Ridge Drive, where the business property is already developed. However, as future opportunities occur to require better screening there, the requirement will be of great benefit to the adjoining neighborhood.

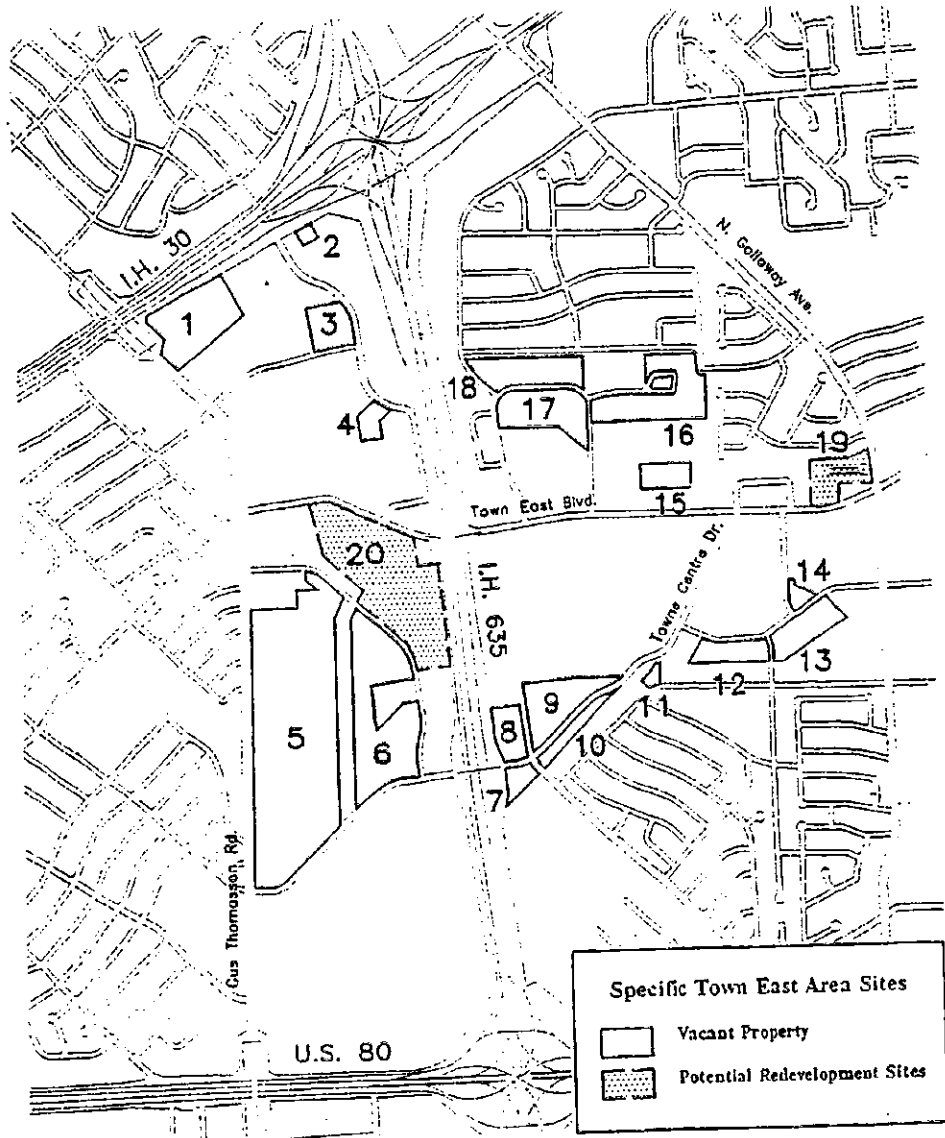
Areas of designated open space consist of drainage easements and power transmission line rights-of-way. In addition, the North Mesquite High School athletic field and a proposed golf course on Gus Thomasson Road...across from Town East Park and the Eastridge Park residential subdivision...provide significant green areas. Open space within easements and rights-of-way could be enhanced by the addition of water features within drainage areas and low landscaping under transmission lines. Through the use of landscape lighting both additions could become nighttime attractions for an area which conducts business as much after dark as before.



00048

MESQUITE DEVELOPMENT GUIDE
1994 UPDATE

CHAPTER 4
HIGH-INTENSITY-USE AREAS AND POLICIES



Specific Town East Area Sites

The sites within the Town East area most likely to develop prior to the next update of the Mesquite Development Guide are those currently vacant or underdeveloped. Sites 10 and 11, and most of Site 5, as shown on the map opposite this page, are suitable for transitional uses only. Therefore, the zoning needs to be changed on the southern end of Site 5 and on the other two properties in their entirety.

Of all the remaining undeveloped sites, only Sites 15 and 17 are included within the area shown as core business on the Town East Area Plan. The remainder are suitable for less intense, general business uses.

Site 19 is not included within the Town East Area Plan. Nevertheless, if all twenty-four homes facing Downing Way and Linfield Court were to be assembled in one ownership entity, they could be included within the plan area and would be suitable for a combination of general business and transitional uses, provided all existing housing structures were removed. In that event, the property at the northwest corner of Town East Boulevard and North Galloway Street could be considered suitable for general business, instead of for transitional uses.

Site 20, the 36-acre North Mesquite High School property, is likely to remain as a public use for many years, because of the scarcity of large sites available for replacement facilities. However, if the site were to be redeveloped, the best uses would be those which generate traffic at times other than the current peak periods. Offices and hotels are examples.

Application of High-Intensity-Use Policies to the Town East Area Business Center

High-Intensity-Use Policies call for more effective regulation of 20 types of land uses currently permitted within the "C" Commercial zoning district. Specifically, the uses are those which frequently involve outside storage or which would be obtrusive within a major retail center. Some of the uses are permitted within the "LC" Light Commercial zoning district as well.

The Town East area contains a large amount of "C" and "LC" zoning. While the stringent regulation of these types of uses is appropriate for a majority of high-intensity-use areas, permitting them to disrupt a major retail center would be inappropriate.

Town East Area Policy Recommendations

- ◆ Limit additional residential development to sites currently zoned for the purpose.
- ◆ Discourage business uses which involve outside storage or which would disrupt retail activities.
- ◆ Encourage greater community involvement in the proposed reconstruction of LBJ Freeway through representation of Mesquite civic organizations on the State Highway Department's LBJ Executive Board Work Groups and Study Concept Development Committee
 - to stress the importance of improving the traffic flow on Town East Boulevard, and
 - to focus attention on the need for entrance and exit ramps at Towne Centre Drive.
- ◆ Continue to increase the capability of Town East Boulevard to carry traffic
 - with better signalization,
 - with free-flowing right-turn facilities, and
 - with additional stacking capacity inside existing turn lanes.
- ◆ Within areas designated as suitable only for transitional uses, rezone all vacant sites currently classified "C" Commercial.
- ◆ Preserve the R-1 residential district classification on property within the Texas Utility power transmission line easement to discourage its use as a parking lot and to encourage its scenic enhancement.

The Big Town Area Business Center

Big Town Area Plan

Where westbound I-30 and U.S. 80 merge, just beyond the Mesquite city limit, the combined total traffic volume of the two freeways is higher than that of any single highway facility within the city, including LBJ. Consequently, the potential for attracting freeway travellers to the Big Town business center area is greater than that of any other Mesquite location...23% greater than that of the Town East area.

Despite this potential, development within the Big Town area over the past 10 years has consisted of only 5 new construction projects:

- Public Storage's 57,000 square feet of office/warehousing at 4111 Highway 80,
- an addition to the Pepsico facilities at I-30 and Big Town Boulevard,
- a canopy for the Farmers Market at Big Town Mall,
- street construction for Paces Court, and
- parking lot expansion for Big Town Inn at 4203 Highway 80.

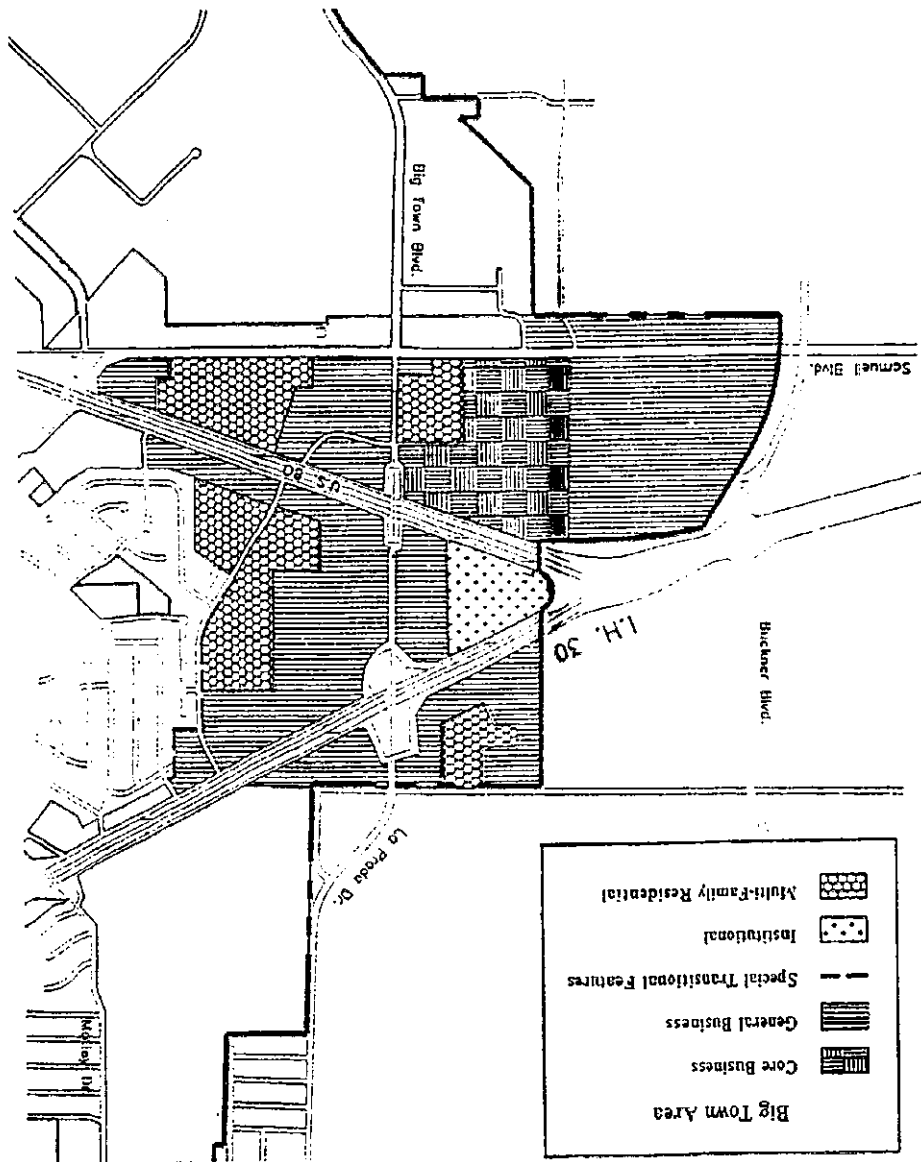
The current zoning within the area is generally liberal, and therefore not likely to be the limiting factor. There are vacant business sites both on the north and south sides of I-30 and to the east and west of Big Town Mall...totaling well over 100 acres. In every case the zoning of these properties permits retail establishments, entertainment facilities, motels, offices, business and repair services, construction firms and warehousing. In addition, within the Big Town area the amount of vacant land zoned for apartments permits construction of about 1000 multi-family units.

Because of the Big Town business center's location at the principal western entrance to the city, where it is visible to over 140,000 vehicles daily,

development policy for the area has far-reaching implications. In the past the City has encouraged development, as demonstrated by the latitude of its zoning and its flexibility with regard to zoning change. To stimulate interest in upgrading the quality of the area, the City continues to be willing to consider a variety of potential land uses.

The Big Town Area Plan shows a majority of the land as suitable for non-residential purposes. The General Business designation includes office, retail, and general business uses, and...in the Big Town area only...wholesale operations, warehousing, and even light industrial activities, provided that the visual appearance is of above-average quality. The plan accepts continued multi-family development along East Meadows Boulevard, although compatible non-residential uses would be equally acceptable there. Since the property is within a Planned Development District, the site plan approval process can become the vehicle for providing adequate transition to the adjoining single-family residential neighborhood. Most particularly, sites next to single-family houses will need special transitional treatment along the applicable property line at the time of development. The institutional area at the highly visible junction of I-30 and U.S. 80 is the State Highway Department District Office.

The greater part of the Big Town area is currently zoned "C" Commercial. After implementation of the High-Intensity-Use policies with regard to the "C" District, higher standards will apply to future development of outside storage facilities and truck parking. This will improve the prospect of enhancing the city's image at its main gateway from the west. Achievement of similar results on existing construction will be more difficult. However, as building owners need to make modifications to their properties, there will be opportunities to bring about improvements.



00052

MESQUITE DEVELOPMENT GUIDE
1994 UPDATE

CHAPTER 4
HIGH-INTENSITY-USE AREAS AND POLICIES

Big Town Area Policy Recommendations

- To encourage additional development, continue a policy of flexibility regarding land use, including permission of high-quality light industrial activity.
- Within the "C" Commercial zoning district, permit the full range of uses allowed, but require screening, additional landscaping and high-quality materials.
- Permit additional multi-family units on land fronting East Meadows Boulevard.
- Devise a cooperative program between the City and the State to screen construction materials storage at the Highway Department District Office.

Areas Adjoining Freeways

The general recommendations of this and the preceding chapter suggest measures to reduce the impact of potentially unsightly business activities with freeway exposure. Furthermore, the transitional policies of Chapter 2 create a means to reduce the impact of freeway uses on adjoining and nearby single-family residences. This section discusses specific land-use policies within freeway corridors as shown on accompanying maps.

I-30 Corridor and I-635 Northward

West of I-635

The I-30 corridor west of I-635 has continuous one-way service roads. The intersections of the service roads with major thoroughfares at freeway crossings are of a modified cloverleaf design which divides exiting freeway traffic into northbound and southbound components prior to entering the thoroughfares. Except at these intersections, additional access to land adjoining the service roads is limited to a few streets leading exclusively into residential areas. The most common property depth alongside the freeway is about 300 feet.

Most of these factors have existed for over 30 years. They serve to demonstrate that limiting access to one direction of travel on freeways and major thoroughfares discourages the development of multi-tenant retail centers. Successful retail activity along this stretch of I-30 instead has tended over the years to take the form of single, independent dealerships. Highway-related uses like motels and service stations have declined, while offices and institutions appear to have operated satisfactorily.

Future construction, therefore, is likely to consist mostly of redevelopment and small in-fill projects for office, institutional and limited retail uses. The value of freeway frontage should foster intense development of high quality, but in most locations property depth and proximity to single-family residential areas will limit building height.

Typically the property line between corridor uses and adjoining housing is the rear line for both properties. The transitional policies described in Chapter 2

provide adequate future protection to these adjacent homeowners. One location, however, does not adjoin rear to rear in its entirety. If feasible to obtain, additional measures would improve the transition along Fair Green Drive.

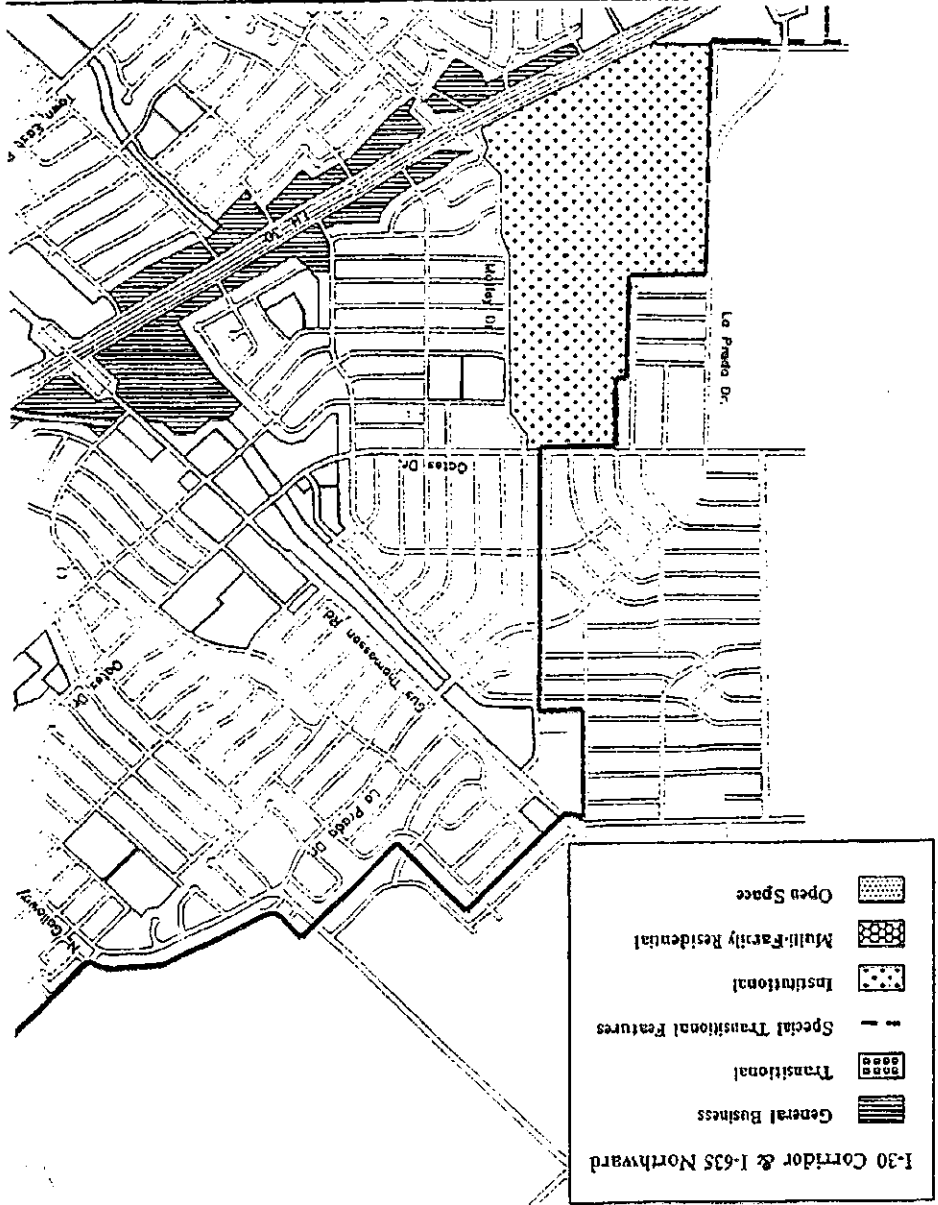
East of I-635

Service roads continue the full length of I-30 east of I-635, but intersect major thoroughfares at grade. This exposure of the corners to three travel directions is more conducive to retail development. Also, there is over a mile of additional street pavement paralleling I-30 on the south side. Depths of property between the freeway and these parallel streets range from about 300 feet to over 600 feet.

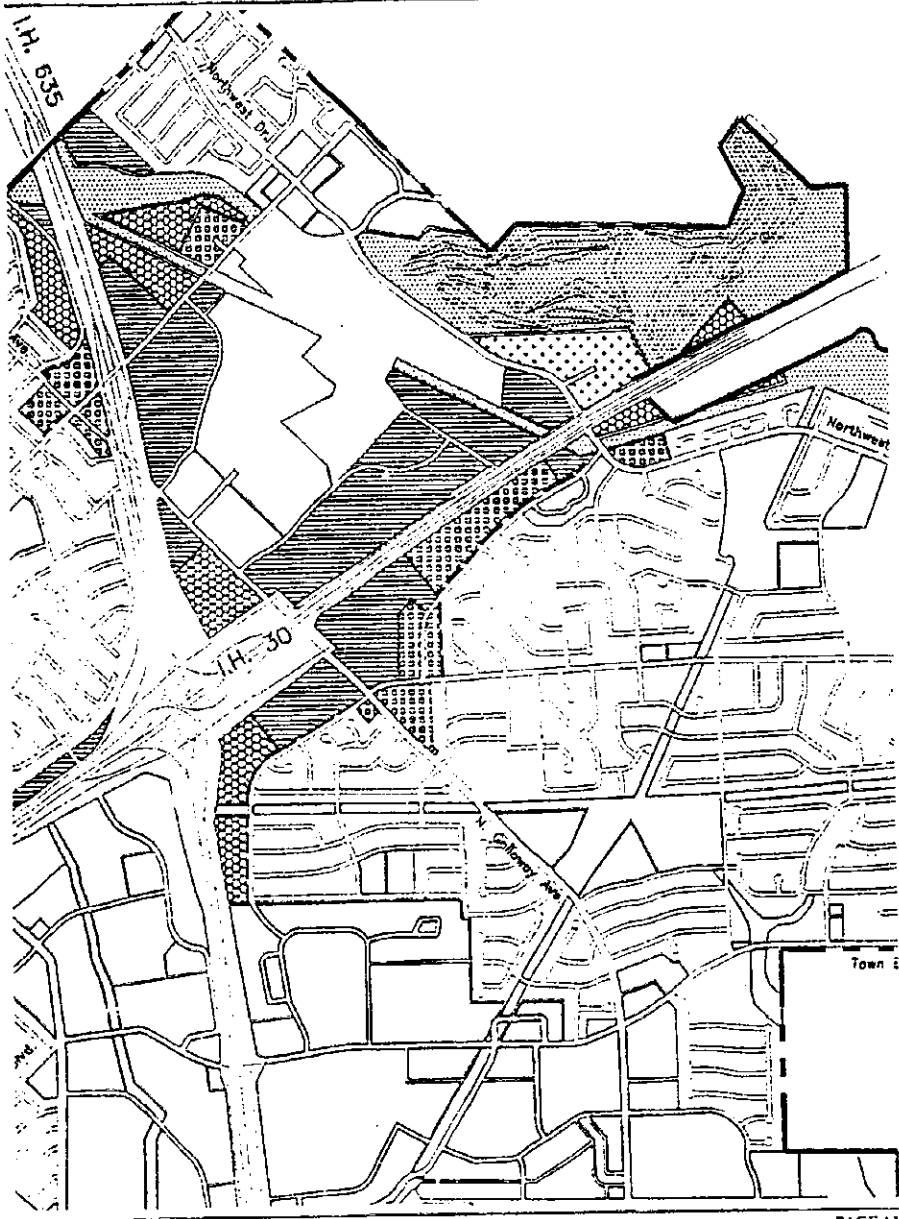
Therefore, on the south side of I-30 east of I-635, the infrastructure is in place to create a significant potential for development. The North Galloway Avenue crossover is suitable for shopping center activity. The remainder of the frontage between I-635 and Northwest Drive is suitable for garden offices and low-rise institutions. The frontage east of Northwest Drive and the east frontage of I-635 south of I-30 is most suitable for garden apartments, provided that in the case of the latter there is adequate transitional treatment along the west side of Childress Avenue. The existence of planned development districts along the remainder of Childress Avenue and along the full length of Morningside Drive provides ample opportunity to secure a well conceived transition between corridor uses and the nearby single-family neighborhoods.

On the north side of I-30, a developer has built a parallel road extending eastwardly from North Galloway Avenue a distance of almost $\frac{3}{4}$ of a mile. The property between the freeway and this road ranges in depth from 500 feet to 1000 feet.

In the future, major business development along the north side of I-30 should focus on the east side of North Galloway Avenue extending eastward to the west side of Northwest Drive. Apartment construction can take place southeast of the municipal golf course and within the platted tracts establishing the existing apartment development west of North Galloway Avenue.



00054
 MESQUITE DEVELOPMENT GUIDE
 1994 UPDATE
 CHAPTER 4
 HIGH-INTENSITY USE AREAS AND POLICIES



I-635 North of I-30

Wooded Lake Drive connects North Galloway Avenue to Oates Drive approximately 1000 feet east of the I-635 service road, creating a viable retail area there. Major business development in the future should occur at the northeast corner of Oates Drive and I-635 and along the east side of North Galloway Avenue between I-635 and I-30. Additional in-fill business development is likely to occur between Wooded Lake Drive and I-635. Apartment construction can take place north of Oates Drive between Long Branch and the power transmission line.

The only other service road along I-635 north of I-30 is on the west side, connecting Oates Drive to North Galloway Avenue and extending southward next to an existing residential neighborhood. Land availability and the proximity of single-family housing limit future development on the west side mostly to retail activity suitable within a single-family residential environment. Implementation of transitional policies will protect adjoining homesites. However, if an opportunity to obtain greater protection presents itself, additional measures would be justifiable next to the most southerly edge of Village Green and at the northeastern corner of Club Estates #3.

U.S. 80 Corridor and I-635 Southward**West of I-635**

Similar to I-30, U.S. 80 has continuous service roads which intersect major thoroughfares with modified cloverleaves. The north side, between the Big Town business district and the Gus Thomasson Road/Gross Road interchange, contains a relatively small amount of vacant land among a mixture of existing business buildings, multi-family residential uses and one transitional use. Future development will consist largely of low-rise, in-fill business uses such as offices, institutions and limited retail facilities. The same is true of the south side with the exception of the Schneider trucking facility. That property contains a significant amount of vacant land for expansion. The west branch of South Mesquite Creek, Westover Park and Westover Greenbelt protect most of the adjoining neighborhoods to the

southwest. However, in a few locations there and all along the entire southeast side of the property, additional transitional measures will be appropriate as business development expands.

The U.S. 80 and I-635 Interchange Area

The northwestern, southwestern and southeastern quadrants of the U.S. 80 and I-635 interchange are largely undeveloped and most suitable for business uses. The northeastern quadrant is developed with apartments and several scattered business uses. Additional in-fill business development is likely to occur there.

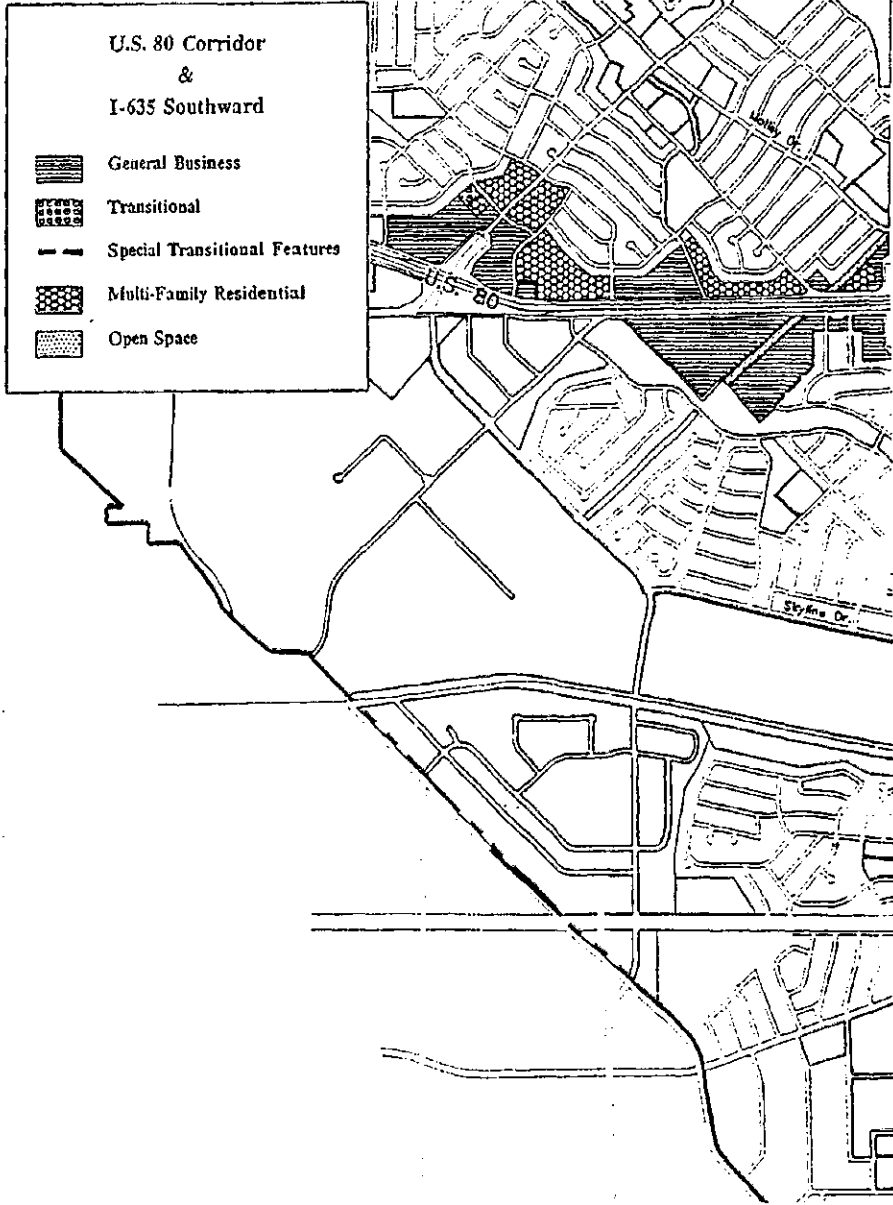
East of I-635

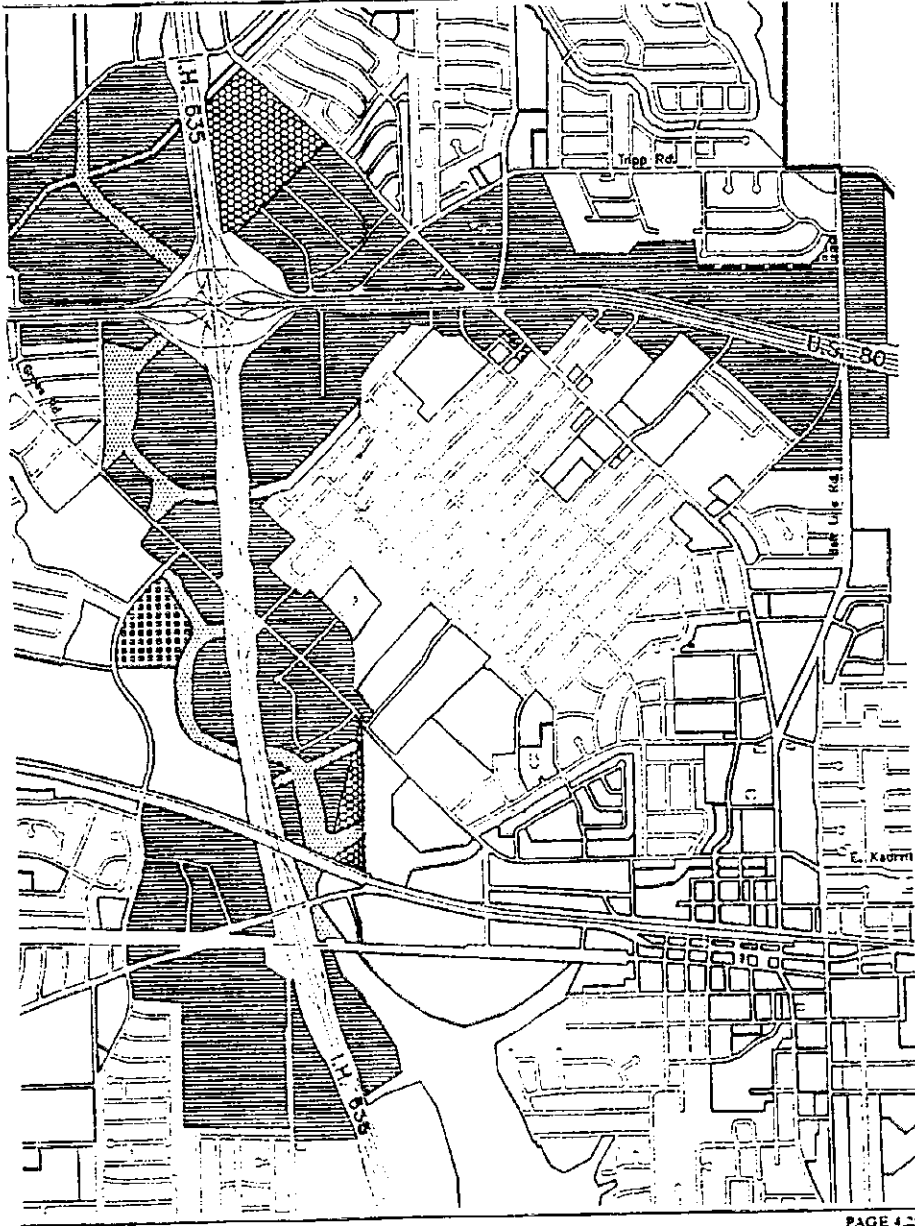
The U.S. 80 freeway crossings at North Galloway Avenue and Belt Line Road are appropriate for multi-tenant retail centers where tracts are large enough to accommodate them. The remaining properties are suitable mostly for in-fill business use. Hanby Drive, the public right-of-way south of the Timberland neighborhood, affords a place to provide additional transitional treatment. In addition, a small vacant tract at the corner of Hanby Drive and Belt Line Road serves as a location for transitional office uses. Similarly, three developed properties on Ridgeview Street provide transition between housing to the west and retail buildings on North Galloway Avenue.

I-635 South of U.S. 80

I-635 passes a great number of large, currently vacant tracts south of U.S. 80. All are best suited for ultimate business development, with the exception of two. A large tract between South Mesquite Creek and Peachtree Road, north of Skyline Drive, is appropriate for transitional uses, preferably offices. A deep tract adjoining the full length of the west side of West Lake Park and Tennis Center, has limited frontage on Gross Road and extends all the way to the railroad right-of-way. On that account, it is most suitable for apartments. In addition to these large tracts, there are several small vacant parcels along Gross Road, Military Drive, and Scyene Road which provide in-fill opportunities for limited business development.

At the southwest quadrant of Soyene Road and I-635 special regulatory provisions encourage the concentration of recreational, entertainment, hospitality and cultural uses in conjunction with the Mesquite Rodeo and Mesquite Arena events. The presence of a major attraction, which receives frequent national television coverage, creates the potential for a significant number of support facilities to serve the high volume of Dallas tourism and convention business. This area is the most appropriate location for a collection of restaurants supper clubs and other similar entertainments which would appeal both to out-of-town visitors and to regional patronage, as well as to community interests.





The Railway and Airport Corridor

The Union Pacific Railroad crosses Mesquite 1 to 1 1/4 miles south of U.S. 80 on a somewhat parallel course. On the west side of the city the railroad provides transfer to truck lines in a major intermodal facility. On the east side the railway passes the northern edge of Hudson Municipal Airport. Proximity to all these forms of transportation, and the associated noise of freight trains and aircraft, make the corridor generally less appropriate for residential purposes, highly suitable for industrial development and, where adequate automobile access also is available, suitable for business uses as well.

Eastside Railway and Airport Corridor

On the east side of the city, the Union Pacific Railroad is flanked by an industrial area on the north beginning at Kimbrough Street, extending eastward into Sunnyvale, and bounded on the north by East Kearney Street and Long Creek Road. Transitional uses front the north side of East Kearney Street.

The railroad also is flanked by a proposed industrial area on the south beginning at North Mesquite Creek, extending eastward into the airport area, and bounded on the south by East Glen Boulevard.

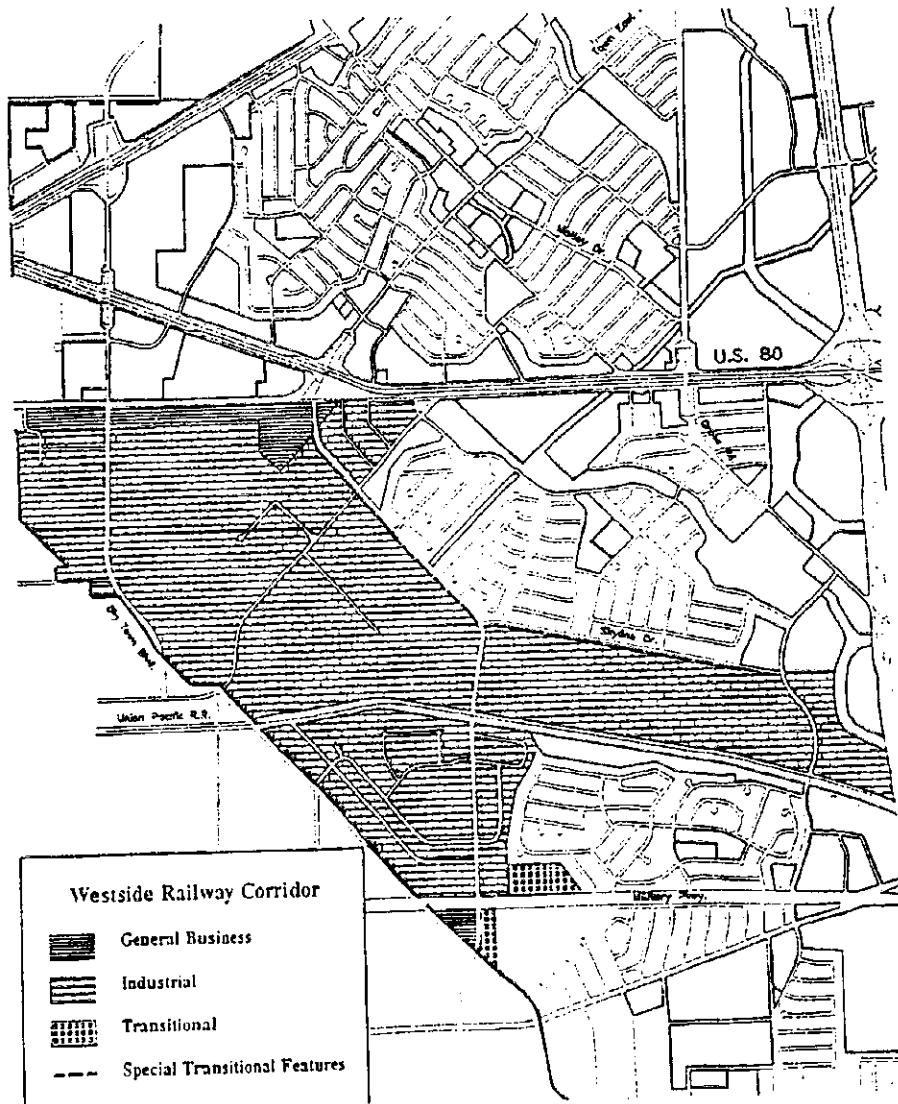
A proposed transitional retail development is located between East Glen Boulevard and Newsom Road west of Clay-Mathis Road, with a transitional office and retail area south of it. The transitional area between East Glen Boulevard and Newsom Road east of Clay-Mathis Road consists of a planned industrial development with heavy screening and setback requirements on the south side. An alternative to this use is single-family residential development with homesites backing up to East Glen Boulevard on the north. For a distance of up to 2000 feet from Clay-Mathis Road the homesites should be commensurate in size with Creek Crossing Estates I, while farther east they need to be a minimum of 11,000 square feet in area for a depth of at least 300 feet northward from Newsom Road.

The property surrounding Hudson Municipal Airport is most suitable for industrial development, including all land within the 70 Ldn contour (day/night average sound level) as indicated on the Airport Land Use Compatibility Plan. If the city should expand to the East Fork of the Trinity River, industrial use is the most appropriate designation for the land in Kaufman County as well. Berry Road and the tributary which flows into North Mesquite Creek at Lawson Road and Clay-Mathis Road serve as the dividing line between the airport industrial area and extensive residential development to the west. The absence of any natural visual screening creates a need for special transitional treatment on the east side of Berry Road north of the tributary.





Westside Railway Corridor

On the west, between I-635 and the Dallas city limit, large amounts of acreage have become sites for mostly light manufacturing and distribution activities. Significant amounts are still available for similar industrial development. The northern limit of the district is fringed by land suitable for general business usage fronting Samuell Boulevard. On the south, the district ends at Military Parkway, with transitional uses appropriate on both sides of Military Parkway in proximity to existing and future residential development east of Town East Boulevard. The triangle formed by Military Parkway, Sam Houston Road and Town East Boulevard (Masters Drive) is suitable for general business development.

Another location where the industrial district adjoins residential neighborhoods is along Town East Boulevard between Forney Road and Skyline Drive, and along Skyline Drive between Town East Boulevard and Peachtree Road. Both Town East Boulevard and Skyline Drive serve as main entrance thoroughfares to these residential areas. Therefore, development policy should include additional transitional treatment to protect the vehicular approaches to people's homes.



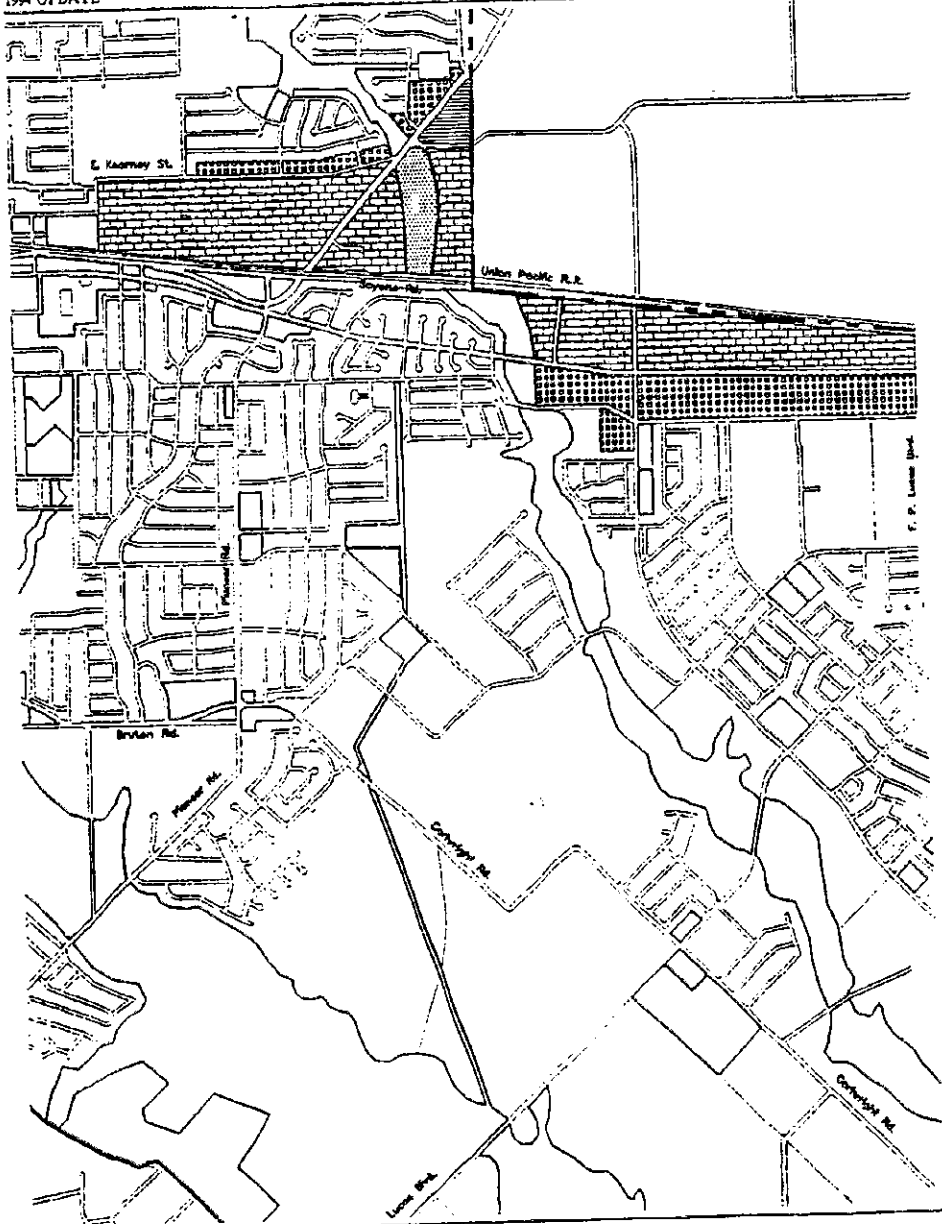
Westside Railway Corridor

-  General Business
-  Industrial
-  Transitional
-  Special Transitional Features







00062

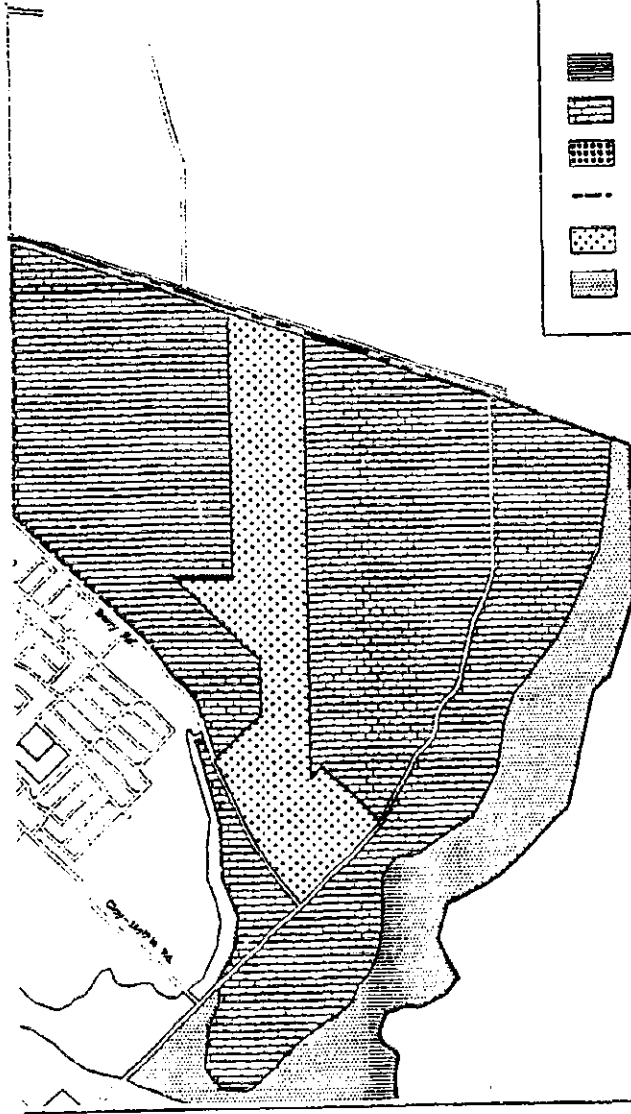
MESQUITE DEVELOPMENT GUIDE
1994 UPDATE

CHAPTER 4
HIGH-INTENSITY-USE AREAS AND POLICIES

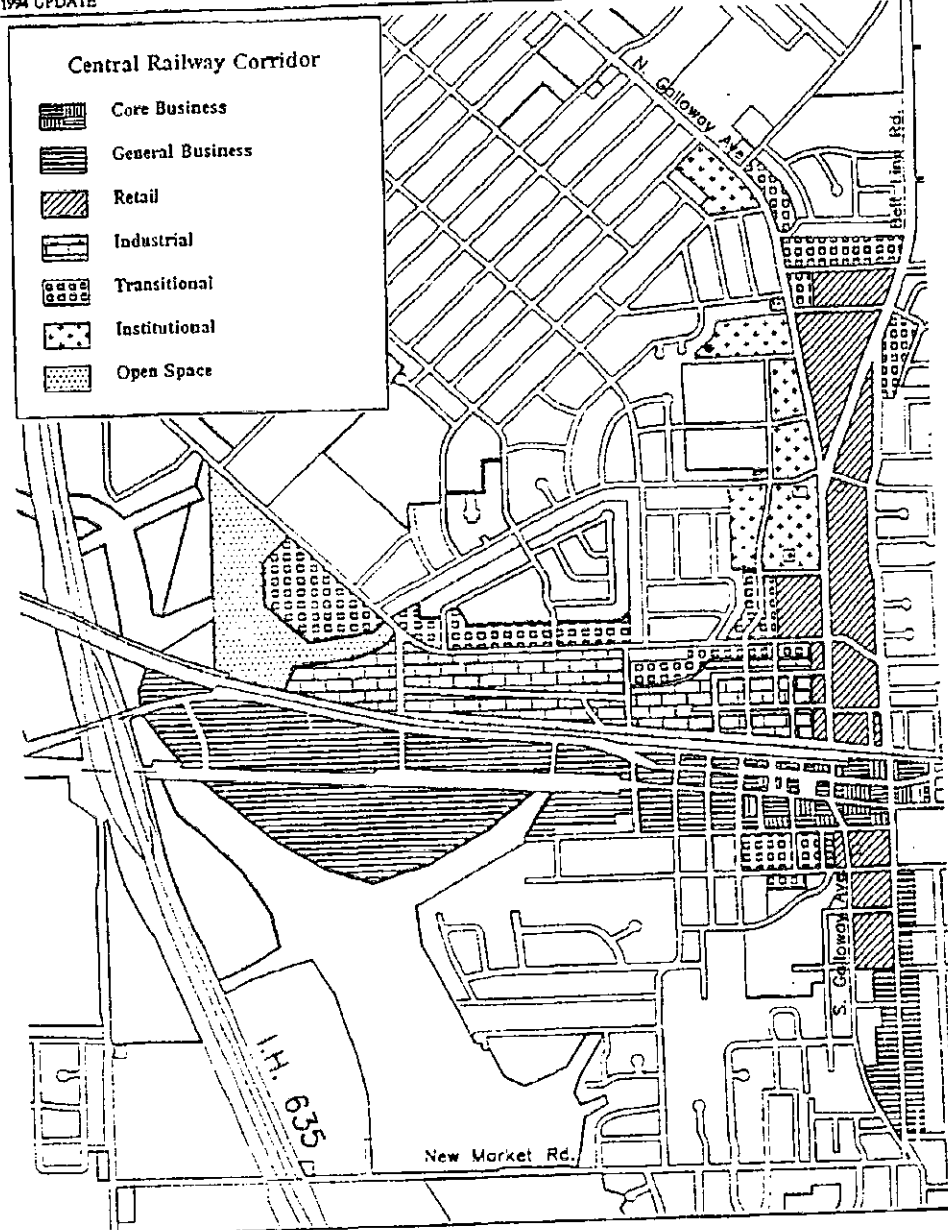


Eastside Railway
&
Airport Corridor

	General Business
	Industrial
	Transitional
	Special Transitional Features
	Institutional
	Open Space



00064



Central Railway Corridor

The most complex area of Mesquite surrounds the location of the original town, forming the central portion of the railway corridor. On its western limit, just south of the railroad, I-635 provides one of the principal gateways to the city.

Military Parkway and Scyene Road Entry

This entrance from I-635 not only serves the Mesquite Rodeo and Old Town area, it also is abundant with open space where South Mesquite Creek parallels the freeway, offering special opportunity for landscape and scenic enhancement.

The land along Military Parkway and Scyene Road is clearly appropriate for general business development, provided the resulting construction contributes to the identification of this location as a prominent gateway. The land nearest the freeway is most suitable for shopping or hospitality functions, including several potential restaurant sites.

Old Town

Continuing eastward, Old Town is a 14-block area on the southern edge of the railroad designated for core business activities. Because of its long-time importance as a business center, Old Town maintains a visual character that developers of upscale, new commercial properties often try to emulate. Current uses consist of a variety of retail, office and financial services located in relatively small, individual buildings. Uses that would be clearly incompatible are those which would introduce heavy truck traffic. Otherwise, respect for the scale and historic significance of Old Town is likely to be more critical to the continued success of the district than individual uses of structures or land.

City Lake Park Area

Directly south of Old Town, two distinctly different areas border the residential neighborhood surrounding City Lake Park. An area south of College Street and along Gross Street is still residential. An area west of Belt Line Road and along South Galloway Avenue is commercial. Since the south side of the city is experiencing the greatest

amount of population increase, both areas are potential redevelopment sites.

The residential area is shown as suitable for transitional uses, of which office use is the most likely non-residential candidate. The commercial area is suitable for retail use. However, both sites have unique opportunities as a consequence of their proximity to City Lake. With the construction of upper stories, both would have a view of one of the most scenic spots in the entire city.

Uses which gain value from the existence of a view include offices, restaurants, guest lodgings, social facilities and residential accommodations. A view of a water feature, moreover, is one of the most highly prized. Therefore, redevelopment of the commercial area would achieve considerable added value by including view-oriented accommodations over ground-level retail facilities. The transitional area, on the other hand, would be just as suitable for residential redevelopment. Structures could be low-rise there, provided the site acquisition included adequate park frontage for view protection. The park, associated activity center and nearby churches make the area particularly suitable for an older, though not necessarily less affluent, age group.

South Belt Line Road Area

Both sides of Belt Line Road north of its juncture with South Galloway Avenue are appropriate for general business usage, provided that activities do not impede travel on Belt Line Road. Also, Belt Line Road serves as a principal approach to Old Town from the south. Concern for the visual impact of this area should be just as great as that for the approach to Old Town from the west.

Dalworth Industrial Area

On the north side of the railroad, the area bounded by Kearney Street, Cammack Street, the railroad and West Lake Park is suitable for industrial use, as well as the area immediately to the east of it and behind the properties fronting Kearney Street and North Galloway Avenue. The adjoining properties fronting Kearney Street and its Gross Road continuation are most suitable for uses which provide a transition between the industrial district and residential neighborhoods to the north.

Northside Retail Area

The land between Belt Line Road and North Galloway Avenue, from the railroad to a point several hundred feet south of the Grubb Drive postal facility, has been a viable retail area for many years. So has the property facing North Galloway Avenue on the west side from the railroad north to City Hall. A similar amount of land between Belt Line Road and North Galloway Avenue from south of the post office northward to Mimosa Lane is also suitable for retail use, but currently it is only partially developed. Its development consists largely of health services located conveniently to the Medical Center of Mesquite.

The limited amount of retail expansion in the area over the past 10 years, coupled with a projected population increase in the immediately surrounding area of only 15% over the next 15 years, makes the probability of further significant retail development questionable for the near term. During the next 10 years, strengthening and supplementing the medical services of the area seems likely to achieve greater success. Health services supply the needs of a much larger surrounding area in a city where the number of people 60 years of age or older (and therefore more frequent users of medical facilities) increased 82% during the previous decade, compared to a 51% increase in total population.

Transitional uses on North Ebrite Street and the institutional uses on the west side of North Galloway Avenue serve as a buffer to adjoining residential neighborhoods, while additional transitional uses are appropriate around the north end of the extended retail district. Only one block on the west side of North Galloway Avenue, between Cresthill Drive and Willowbrook Drive, is shown as suitable for single-family residential use. Existing houses face the major arterial street in this location. The use is not ideal. However, considering the shallow depth of the lots, it may be better than many other alternatives. The most acceptable choice for redevelopment is office use, but only if approached systematically through the assembly of individual properties and reduction of the number of driveway entrances from the street. If redevelopment for non-residential purposes were to occur, the property east of North Galloway and south of Mimosa Lane would need no longer to be considered transitional.

00067

Chapter 5

LOW-INTENSITY-USE AREAS AND POLICIES

00068

MESQUITE DEVELOPMENT GUIDE
1994 UPDATE

CHAPTER 5
LOW-INTENSITY-USE AREAS AND POLICIES

Purpose

The Mesquite Development Guide 1994 Update Map designates those areas farthest removed from the city's principal business districts, freeways, railroad and airport as Low-Intensity-Use areas. The purpose of the designation is to satisfy the general objectives contained within the Policy Framework by encouraging, protecting and maintaining the predominance of low-density residential neighborhoods. The separation of family-oriented neighborhoods from more concentrated, highly public areas provides privacy of life-style for suburban residents.

The activities which the City encourages within Low-Intensity-Use areas include both residential and non-residential uses. Apartments and other multi-family residential uses, however, are incompatible with low-density development. Suitable non-residential activities consist primarily of educational, religious, recreational, institutional and public uses, as well as convenience retail facilities.

Policies for Residential Uses

Land Zoned Multi-Family

The City should not permit any increases in density on land zoned multi-family located within areas the Mesquite Development Guide designates for low-intensity uses. When multi-family zoning occurs on undeveloped property within these areas, the City should reclassify the property to a lower density.

Conversion of Land Zoned for Business or Multi-Family Use

In low-intensity-use areas when land zoned for business use is converted to residential use, or when land zoned for multi-family use is converted to a lower density, townhouses or duplexes are appropriate on certain conditions. The conditions are that there must be direct access to a major arterial street and that the new development must not make use of existing residential streets or alleys. Otherwise, an appropriate maximum density for residential development is 5 dwelling units per acre.

Small Single-Family Lots

The Mesquite Development Guide promotes the predominance of low-density residential development. The majority of new single-family residential development within Mesquite, therefore, should be on conventional single-family lots. However, certain locations are appropriate for smaller lots. These are locations which currently are

zoned for business or multi-family uses or which, because of their limited size or unusual configuration, are infeasible for larger lot development. Small single-family lots should be confined to the periphery of conventional housing areas and limited to developments of 100 houses or less with density not exceeding 5 units per acre.

Conventional Single-Family Lots

The majority of new single-family residential development should be on lots at least 7,500 square feet in area. As distance from principal freeway access increases, housing density should decrease.

Large Single-Family Lots

Large-lot subdivisions usually accommodate larger houses for those who can afford to move up. Garland, Grand Prairie, Duncanville and DeSoto all have witnessed the production of enclaves of more expensive homes within larger-lot developments.

Families with \$75,000 annual incomes, or greater, represent a pool of potential homebuyers for this type of housing. Mesquite has more families with this much income than 3 of the other 4 cities mentioned.

Unlike most of these cities, however, Mesquite has no area where median income is markedly higher than all the rest, indicating that upper-income families in Mesquite have not concentrated in neighborhoods designed especially to accommodate them.

Families in Dallas County's
Eastern and Southwestern Suburbs
with 1990 Income over \$75,000 Annually

City	Population	No. of Families
DeSoto	30,615	1,751
Duncanville	35,748	1,480
Garland	180,635	5,040
Grand Prairie*	81,527	1,689
Mesquite	101,484	2,327

* Dallas County portion

The City of Mesquite shares significant responsibility for meeting the needs of the community's *move-up* market. It can respond best by establishing a task force to deal with the challenge and by designating areas exclusively for development of lots 15,000 square feet to 1/2 acre in size. The City should respond even if the end result is a reduction in the pace of overall development. The private sector should share in the promotion of upper-end housing by underwriting a detailed market study.

Single-Family House Size

Living standards have changed since the initial enactment of minimum living area requirements within the Mesquite Zoning Ordinance. Families occupy more interior space. To promote family orientation of neighborhoods, the minimum living area prescribed by each single-family residential district should be increased by 200 square feet to the following standards:

R-3 Residential District.....	1500 square feet
R-2 and R-2A Residential Districts...	1700 square feet
R-1 and R-1A Residential Districts...	2000 square feet

Affordable Housing

The City also has an obligation to insure that its regulations do not restrict the ability of moderate-income families to purchase housing. Therefore, the zoning ordinance should continue to include standards which permit development of moderately priced homes.

Neighborhood Conservation

The City needs to strengthen its standards of zoning and code enforcement. The City should encourage homeowners associations designed to promote, maintain and preserve residential real estate values.

Policies for Non-Residential Uses

Business Within Low-Intensity-Use Areas

The City's policy is to confine most of its *Commercial* and *Light Commercial* zoning districts to areas designated for high-intensity use in the Development Guide. To serve local needs and convenience within low-intensity-use areas, the City most often has chosen a more restrictive district called *General Retail*. The intent has been to place heavy usage near the freeways and to keep outside traffic away from residential neighborhoods. However, the zoning ordinance does not address the question of market penetration. In its business districts it, instead, differentiates between the kinds of merchandise for sale. Consequently stores which depend on a market area much larger than the city's population can be in the same shopping center as those serving a local or neighborhood market.

Where business zoning occurs outside high-intensity-use areas, as designated in the Mesquite Development Guide, the business uses should at least benefit the neighborhoods upon which they intrude. The City should develop a means of limiting business activity within areas designated for low-intensity use.

Additional Convenience and Neighborhood-Oriented Retail Development

Most residents of Mesquite should be willing to travel more than 2 miles to buy groceries, building materials, garden plants and auto parts, or to get a pet groomed or a car washed. They should be willing to travel 5 miles or more for an oil change or to shop for clothing, furniture and appliances. However, most residents would expect to be able to find a place to

buy a loaf of bread, a gallon of milk, medicines, gasoline and take-out food orders, like pizza, within 2 miles of home, as well as to find video rentals and a dry cleaning pick-up station.

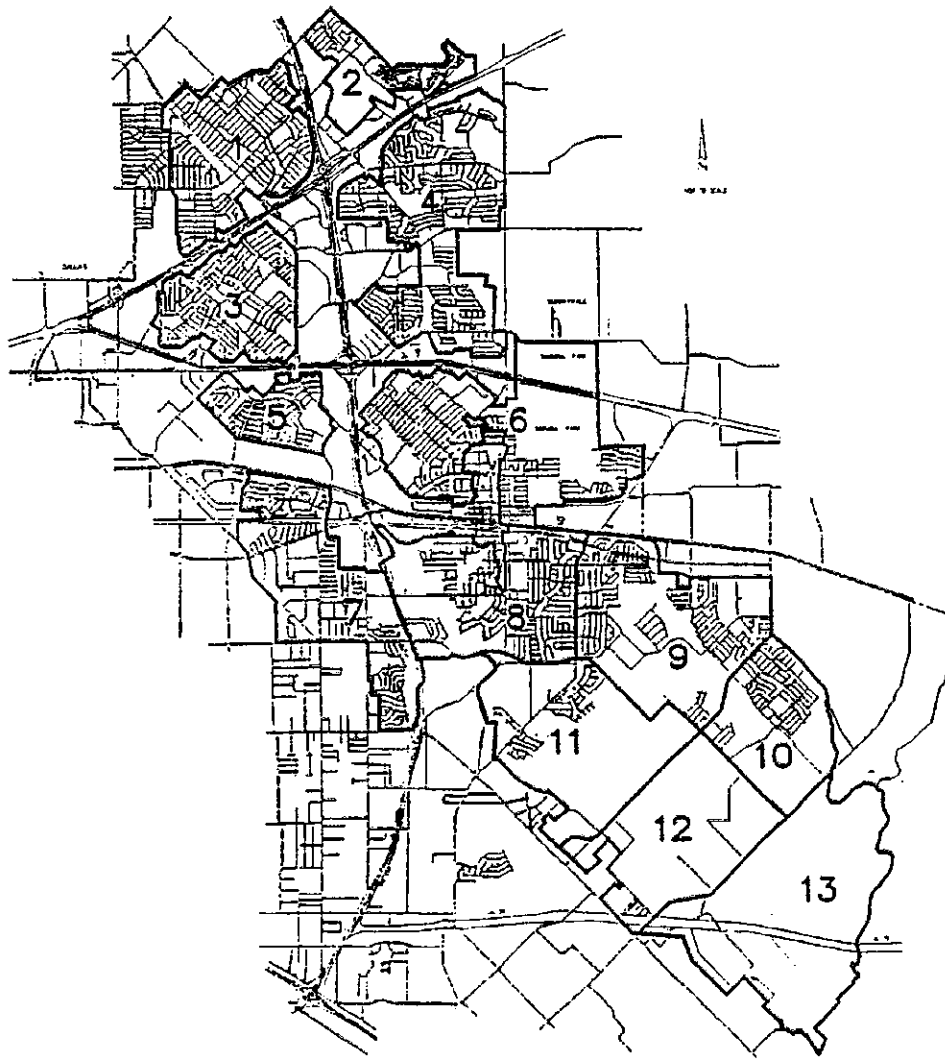
The only location in Mesquite not within 2 miles of a high-intensity-use area, or similar area in an adjoining city, is a 1200-acre portion of the largely undeveloped southeastern sector of the city. Therefore, *additional zoning for convenience and neighborhood-oriented business, if any, should be limited to this undeveloped southeastern part of the city. Any such business zoning should occur no more frequently than once at every other intersection of major thoroughfares.*

Excessive Convenience and Neighborhood-Oriented Business Zoning

Usually, residential developers feel entitled to receive the benefit of the commercial value they create by attracting home buyers to their subdivisions in sufficient numbers to produce a viable retail market. Consequently, they frequently have arranged their residential streets and lots to incorporate sites suitable for convenience or community business development but not suitable for conventional single-family use. Acres of long-vacant sites zoned *General Retail* adjacent to single-family subdivisions in Mesquite attest to excessive optimism concerning the viability of these locations for retail purposes. *The most desirable option for these properties is residential development with lot sizes and home sizes similar to the surrounding development.*

Proposed Implementation

- Establish a new single-family residential zoning classification for lots at least 18,000 square feet in area, having a minimum of 120 feet in width, with a front yard at least 40 feet deep, and with a minimum living area of 2,400 square feet.
- Designate areas suitable for this new zoning classification, as well as for the R-1 residential district and R-1A residential district.
- Reclassify an adequate amount of land in these three categories to assure that land will be available for new conventional and large-lot housing in the future.
- Raise the minimum living area requirements of each single-family zoning district by 200 square feet.
- Reconsider the appropriateness of existing multi-family zoning located outside high-intensity-use areas.
- With rare exception, confine additional business zoning to the high-intensity-use areas designated in this guide.
- Revise the General Retail district to limit further the scope of business activity.



Low-Intensity-Use Areas

Areas

Low-Intensity-Use Areas consist of thirteen sections of the city outside High-Intensity-Use Areas:

- Area 1 (north of I-30, west of I-635),
- Area 2 (north of I-30, east of I-635),
- Area 3 (south of I-30, north of U.S. 80, west of I-635),
- Area 4 (south of I-30, north of U.S. 80, east of I-635),
- Area 5 (south of U.S. 80, north of Union Pacific Railroad, west of I-635),
- Area 6 (south of U.S. 80, north of Union Pacific Railroad, east of I-635),
- Area 7 (south of Union Pacific Railroad, west of I-635),
- Area 8 (south of Union Pacific Railroad, north of Bruton Road, east of I-635, west of Pioneer Road),
- Area 9 (south of Union Pacific Railroad, north of Cartwright Road, east of Pioneer Road, west of F. P. Lucas Boulevard),
- Area 10 (south of Berry Road, north of Cartwright Road, east of F. P. Lucas Boulevard, west of Lawson Road),
- Area 11 (south of Bruton Road and Cartwright Road, east of I-635, west of F. P. Lucas Boulevard),
- Area 12 (south of Cartwright Road, east of F. P. Lucas Boulevard, West of Lawson Road), and
- Area 13 (east of Lawson Road)

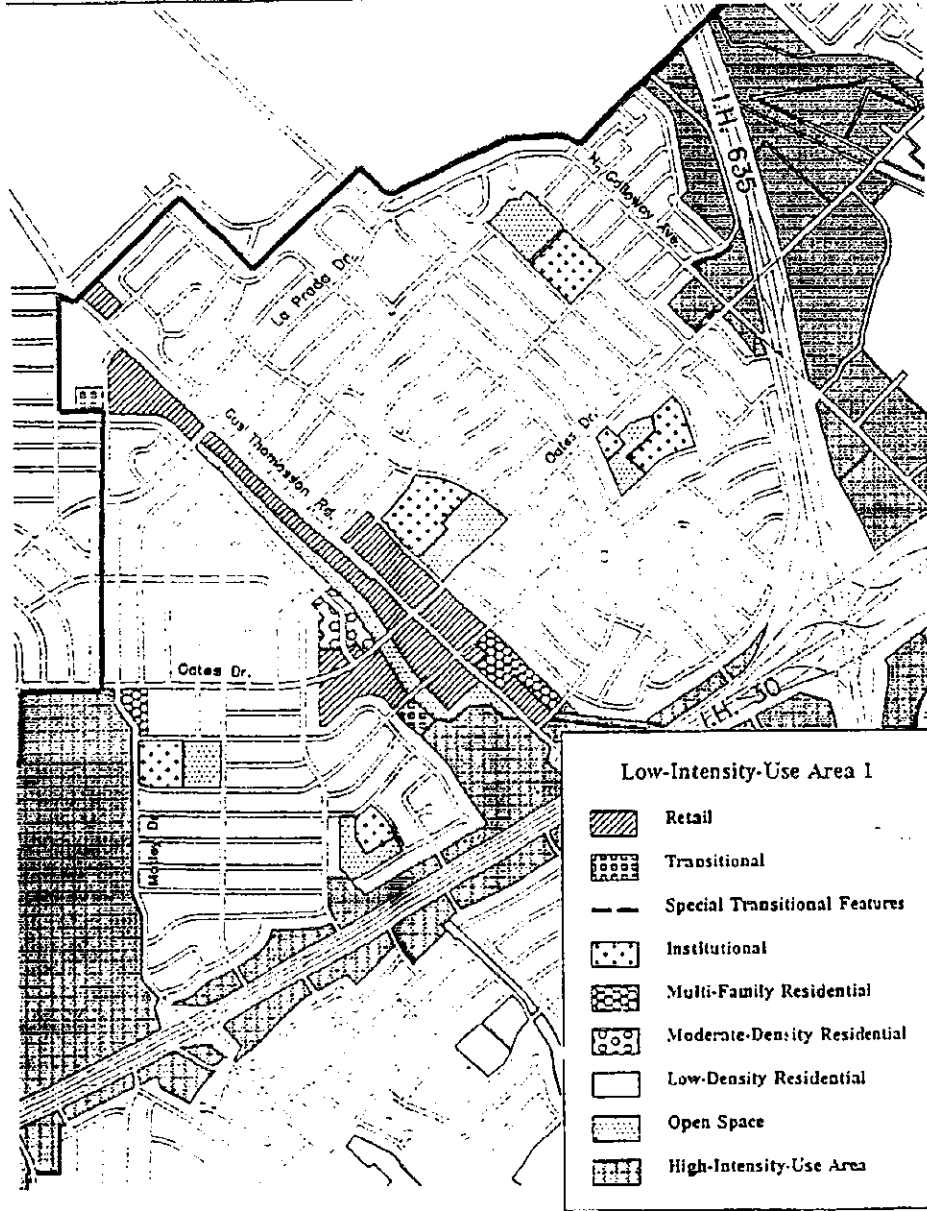
Uses

Uses designated within Low-Intensity areas consist of:

- General Business,
- Retail,
- Transitional,
- Multi-Family Residential,
- Moderate-Density Residential,
- Low-Density Residential,
- Institutional, and
- Open Space

The General Business designation accommodates a broad range of isolated commercial activities. Uses may include retailing, business services, wholesale operations, and warehousing. The Retail designation is reserved for areas where shopping and personal services are to be the primary activities. Transitional uses can be offices or institutions. When located within Planned Development Districts limited retail activities and other uses may be suitable for transitional purposes as well.

Areas shown as suitable for Multi-Family Residential are intended primarily for garden apartments, while the Moderate-Density Residential designation denotes principally duplexes and townhouses, mostly in the 6 to 12 dwelling units-per-acre range. Low-Density Residential indicates single-family detached dwellings. The text and maps specify densities for future development or redevelopment. The Institutional designation is for public uses, educational purposes, medical treatment and long-term care facilities.



Area 1

The most northwesterly part of Mesquite, Area 1 is north of I-30, west of I-635, and adjoins the City of Dallas. It consists mostly of residential neighborhoods with lot areas usually no less than 7200 square feet. Few vacant or underdeveloped sites remain. Of these, only four are suitable for residential use.

The largest of these four sites is a 13-acre vacant tract located at the corner of Gus Thomasson Road, Maylee Boulevard and Mandalay Drive, across from single-family houses on each of the other three corners. The site will yield over 30 homesites. Therefore, it is feasible to increase lot sizes and home sizes to create a unified single-family residential neighborhood a step above its immediate environs.

The second largest of the four properties is suitable for moderate-density residential development. The tract, containing 4.8 acres, is located on Oates Drive and San Marcus Avenue adjoining a business on the northeast corner of those two streets. It faces duplexes across San Marcus Avenue and a shopping center across Oates Drive. A drainage channel separates the site from the rear of business buildings facing Gus Thomasson Road. This property is appropriate for up to 60 units of residential development at an average density of approximately 12 dwelling units per acre.

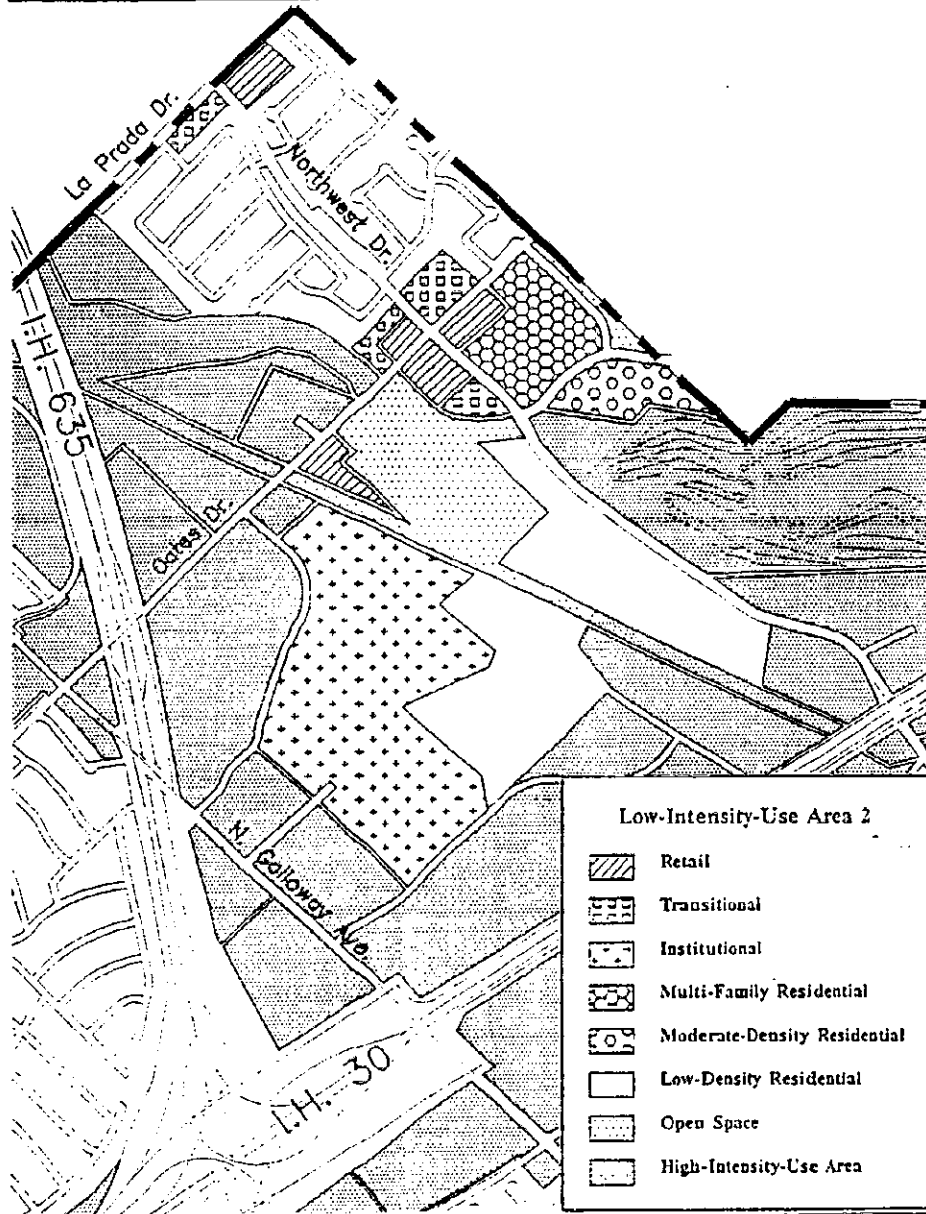
The third largest of the four sites is a 3½-acre vacant tract on the south side of Oates Drive between Motley Drive and Sherwood Drive. It is suitable for in-fill single-family residential development with lot

sizes and home sizes comparable to those of the housing it adjoins and to those across the street.

The smallest of the four sites is a 2.2-acre tract upon which the historic Wheat home is located. The property is on the southeast corner of North Galloway Avenue and Montclair Lane. If redeveloped, the tract is suitable for in-fill residential construction with lots and structures comparable to the surrounding garden homes. However, in preference to redevelopment, the City should consider alternative and creative uses which would preserve the existing structure and grounds as a historic site.

In addition to vacant and underdeveloped residential land, several isolated non-residential tracts remain vacant within the strip of business development along Gus Thomasson Road and along Oates Drive on both sides of Gus Thomasson Road. These properties are appropriate for personal services, offices, and limited retail use.

Of the developed business properties, the retail strip center between Oates and Moon Drive and behind the houses which front on Sidney Drive presents a special problem. It has proven to be only marginally successful for its intended purpose. To prevent its further deterioration and the adverse effects which that can have on the adjoining residential neighborhood, the City should consider alternative and creative uses designed to generate economic viability without harmful intrusion on the surroundings.



Area 2

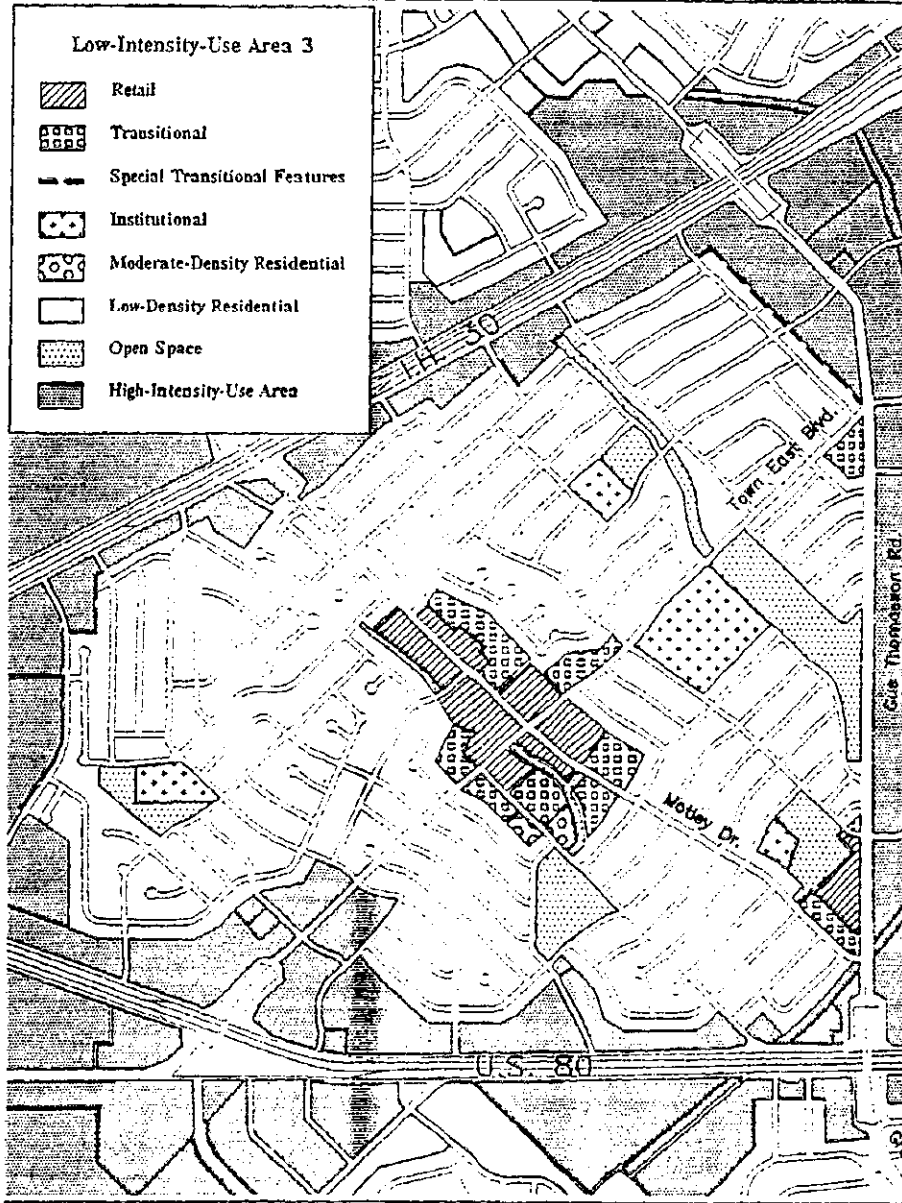
The most northerly part of Mesquite, Area 2 is north of I-30, east of I-635, and adjoins the City of Garland. The portion north of Oates Drive is developed largely with single-family homes. The portion south of Oates Drive is predominantly undeveloped.

The greater part of the undeveloped land is appropriate for single-family residential development on lots a minimum of 8000 square feet in area. Because of the number of new homesites that can occur on this property, the market is likely to support houses larger than those north of Oates Drive. The property directly north of the Dallas Christian School building complex is similarly suitable for single-family residential development. However, the Area 2 map shows it as institutional because of the long-term prospect of the school using it for educational purposes. The undeveloped land at the southeast corner of Trails Parkway and Northwest Drive is appropriate for development of housing at townhouse density or possibly lower.

The small vacant tracts on the south side of La Prada Drive and the north side of Oates Drive, in addition

to one facing Northwest Drive just north of where it crosses Long Branch, are suitable for transitional uses. Construction on all these sites for offices or limited retail use, however, is unlikely to occur prior to the next update of the development guide. Some sites may remain vacant unless developed for residential use. Two of the parcels are of sufficient size and of proper configuration to accommodate single-family residential construction. One is the 3.8-acre parcel fronting the north side of Oates Drive and the west side of Northwest Drive, abutting the service station and convenience store at the northwest corner. A continuation of the development of garden homes like those adjoining on the north could occur on this property as well. The other such site faces La Prada Drive. The size and shape of that block is almost identical to the residential block directly west of it, making it equally suitable for similar development.

The small vacant tracts on the south side of Oates Drive east of the power transmission line are appropriate for retail uses. The site on the southeast corner of Oates Drive and Wooded Lake Drive is suitable for indoor general business usage.



00080

MESQUITE DEVELOPMENT GUIDE
1994 UPDATE

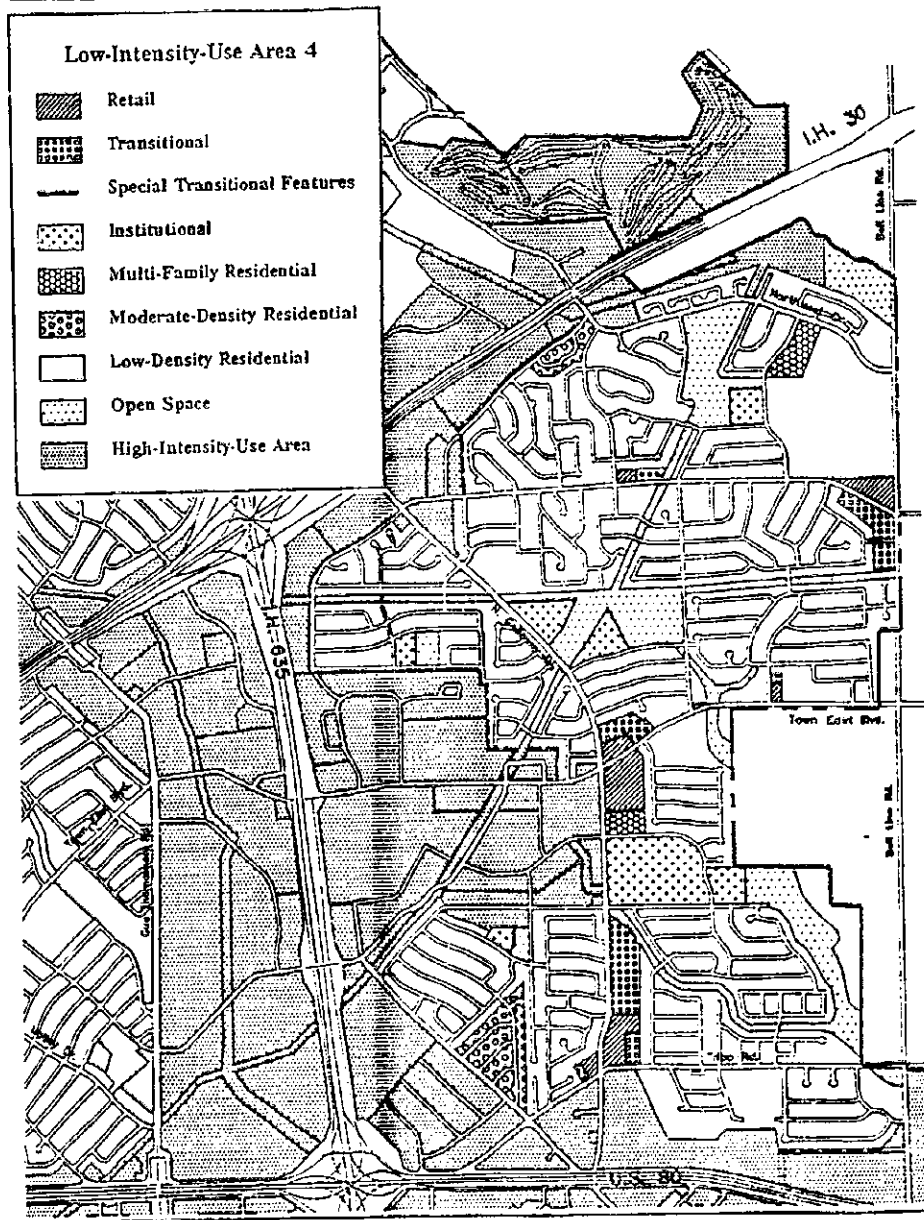
CHAPTER 5
LOW-INTENSITY-USE AREAS AND POLICIES

Area 3

Bounded by I-30, I-635 and U.S. 80, and located between the Big Town and Town East area business centers, Area 3 is an almost fully developed and primarily residential community. All the remaining vacant tracts are suitable for transitional uses with two exceptions. A 3/4-acre undeveloped site on Baker Drive opposite Parkside Drive is appropriate for up to 32 units of housing at a moderate density of approximately 9 dwelling units per acre. Also, the partially developed southwestern quadrant of Town East Boulevard and Motley Drive, bounded on its southern and western sides by drainage channels, is

suitable for additional retail usage.

Of the vacant properties designated for transitional uses, four may be suitable for in-fill residential development as well, at lot and home sizes comparable to those adjacent to them. The undeveloped land on the north side of Town East Boulevard immediately east of Rustown Drive is a possible candidate, along with the parcels on the southwest and northwest corners of Baker Drive and Town East Boulevard, and a vacant site on the west side of Motley Drive south of Town East Boulevard.



Area 4

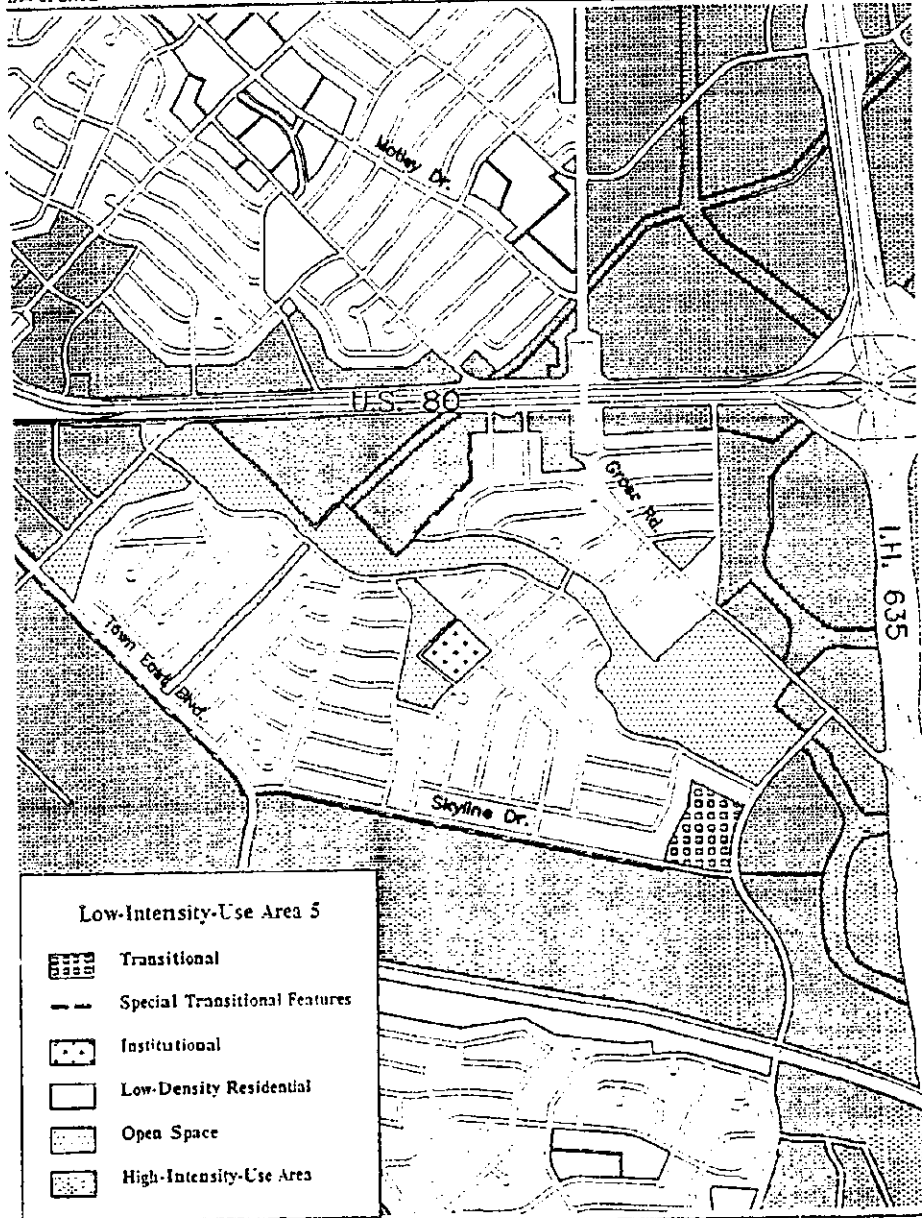
Located adjoining Garland and Sunnyvale north of U.S. 80, south of I-30 and east of I-635, Area 4 is more than 75% developed. The largest area of vacant land adjoins Belt Line Road both north and south of Northwest Drive. This property is the most significant undeveloped parcel both suitable for single-family residential development and available in northern Mesquite. Due to its size and convenient location, economics should support home sizes larger than those nearby. Lot areas should be a minimum of 8000 square feet.

Another vacant area which has potential for residential development of a similar nature adjoins the east side of North Mesquite Creek between the creek and the Sunnyvale city limit. However, since the largest of these properties fronts Belt Line Road in Sunnyvale, within a commercial district, an alternative use acceptable to the City of Sunnyvale, may be as appropriate.

All remaining vacant land suitable for residential development consists of smaller sites which are appropriate for in-fill development with lot and home sizes comparable to those in the immediate surroundings. These tracts are located on both the north and south sides of Barnes Bridge Road between Arrowwood Street and Mesaview Drive; on both the north and south sides of Town East Boulevard between Willowglen Drive and O'Hare Drive; and south of Tripp Road both between Timberland and Bradford Park subdivisions and to the south and west of Bradford Park.

Other undeveloped sites are suitable for transitional uses. These include properties on Barnes Bridge Road both at Belt Line Road and at Palos Verdes Drive; on Town East Boulevard east of North Galloway Avenue; and on North Galloway Avenue between Tripp Road and Americana Lane.

00083



00084

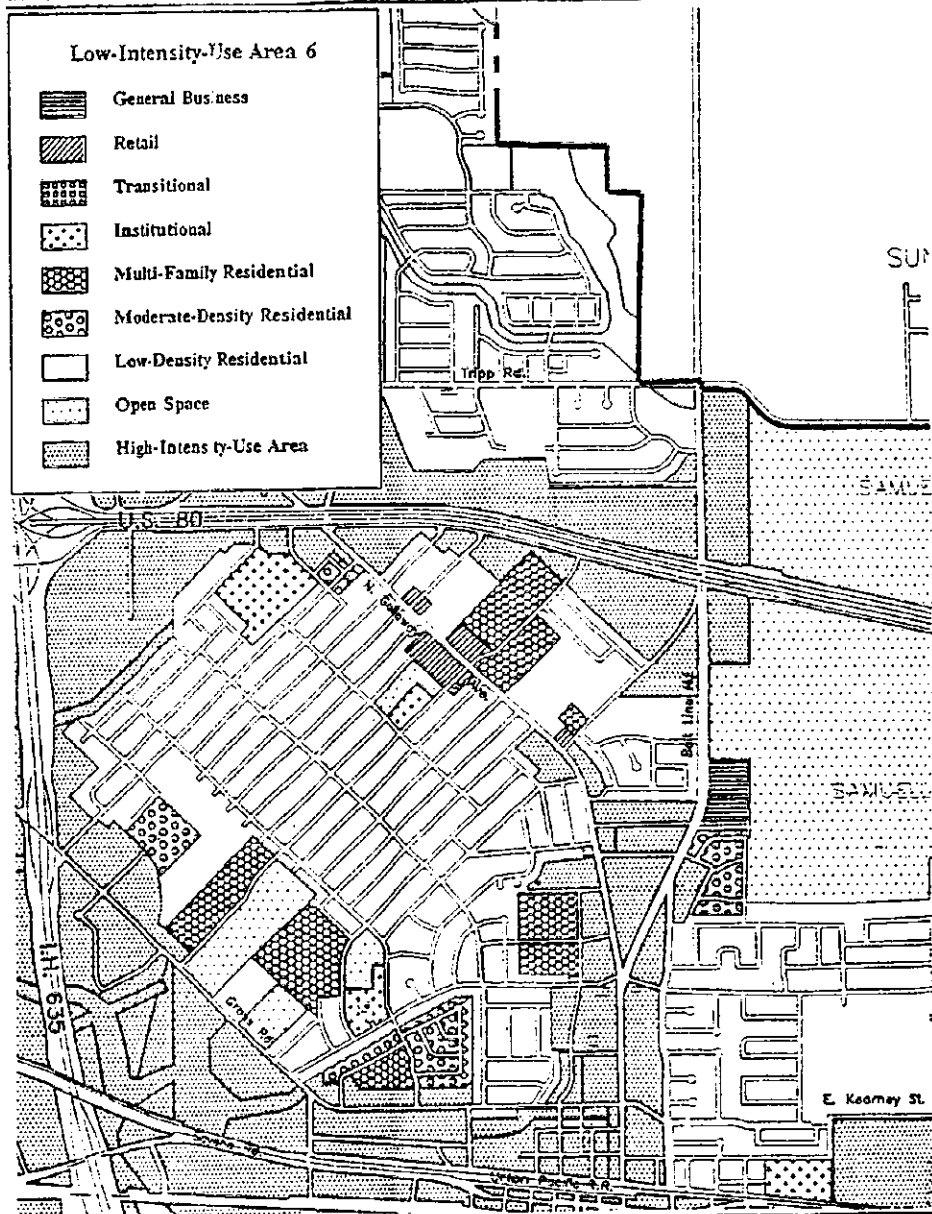
MESQUITE DEVELOPMENT GUIDE
1994 UPDATE

CHAPTER 5
LOW-INTENSITY-USE AREAS AND POLICIES

Area 5

Adjoining Dallas, Area 5 is located south of U.S. 80, north of the railroad and west of I-635. Almost exclusively residential, it contains less than 5 acres of undeveloped land. The vacant property faces Peachtree Road at the southwest corner of South

Parkway. Most of it is suitable for transitional uses. The frontage on South Parkway, however, could be resubdivided into three or four single-family residential lots.



Area 6

Adjoining Sunnyvale, Area 6 is located south of U.S. 80, north of the railroad and east of I-635. While largely developed, it still contains several vacant properties which are suitable for single-family residential development.

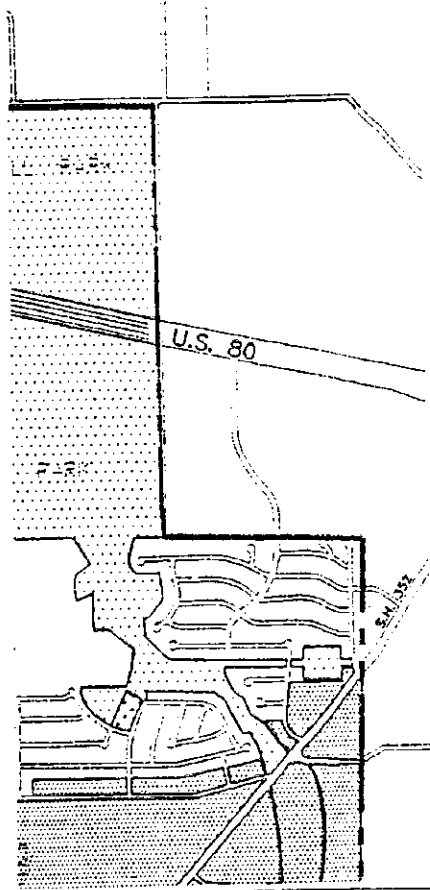
Along Gross Road in excess of 40 acres surrounding the Somerset Park Apartments, just east of the homes facing Ridgeview Street, is more appropriate for single-family housing at a density of up to 6 dwelling units per acre than it is for additional apartments. Over 6 acres of vacant land fronting Gross Road adjacent to the southeast side of Emmitt Evans Park is appropriate for conventional single-family housing on lots no smaller than 7200 square feet in area.

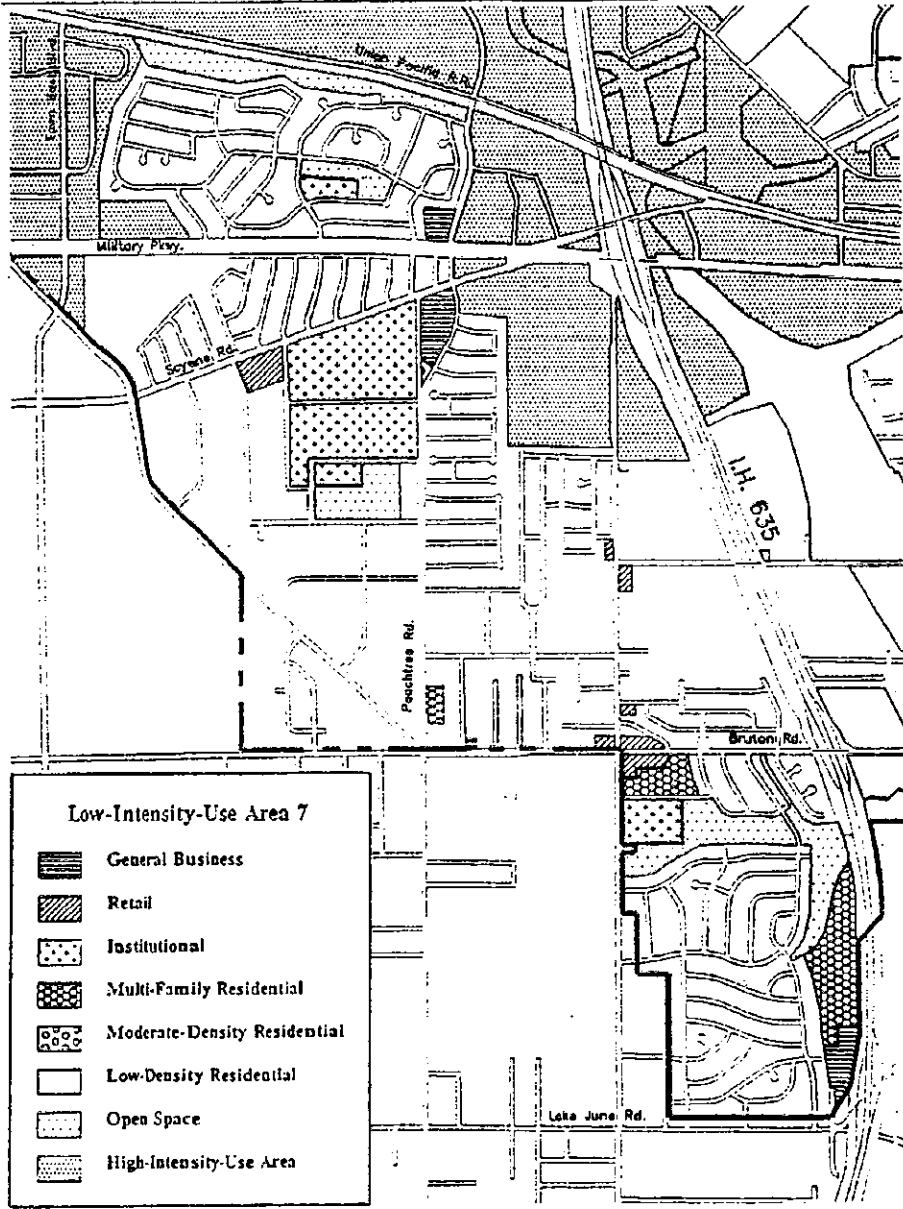
Between North Galloway Avenue and Belt Line Road, several large vacant tracts also are suitable for conventional single-family houses with lots of 7200 square feet or more. One site fronts North Galloway Avenue and wraps around the City's water storage facility north of Hillcrest Street. Another has frontage both on North Galloway Avenue and Range Drive adjacent to the Crescent Manor and Mesquite Gardens apartment complex. A third fronts both Range Drive and Belt Line Road adjoining the Galloway Place subdivision along its northern side.

The remaining vacant land suitable for residential use is east of Belt Line Road. Over 50 acres fronts East Kearney Street, surrounded by Broadmoor, Parkview Addition and Meadowcreek subdivisions. This land is appropriate for lot sizes of 11,000 square feet or more and home sizes larger than those immediately adjoining. An additional 25 acres north of Parkview Addition #2 and adjoining Samuell Farm is suitable for single-family residential lots at least 8000 square feet in area.

Of the vacant property appropriate for non-residential purposes, the land fronting North Galloway Avenue and Hillcrest Street next to the Hillcrest Apartments is suitable for retail development. Similarly, a small site fronting Hillcrest Street on the opposite side and behind the commercial building which fronts North Galloway Avenue is suitable for transitional uses. Also, about 8 acres on the northeast corner of Belt Line Road and Mimosa Lane is appropriate for indoor general business uses.

SUNNYVALE





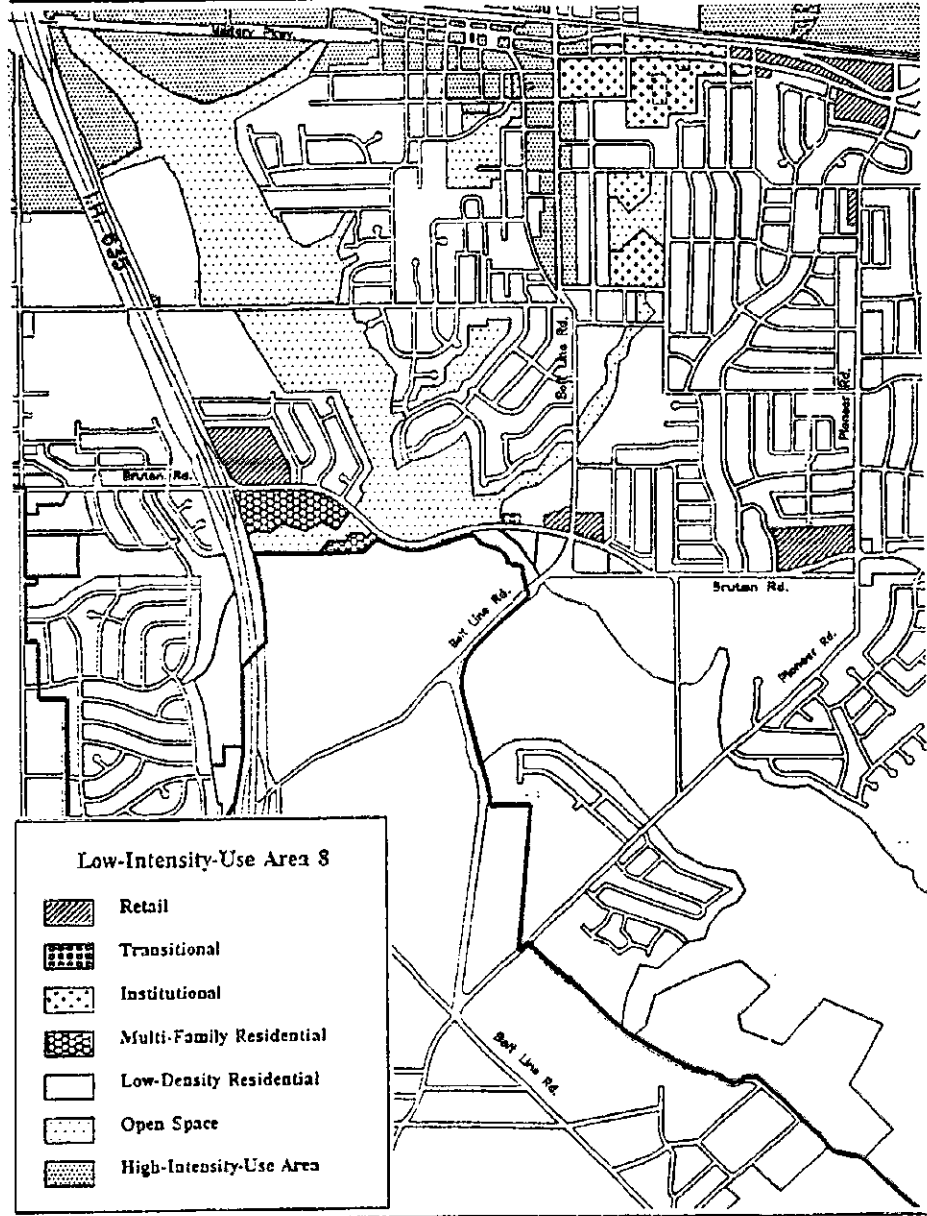
Area 7

Located adjoining Dallas and Balch Springs south of the railroad and west of I-635, Area 7 contains housing widely varying in age. Most of the vacant land is appropriate for additional single-family houses with lots a minimum of 7200 square feet in area. However, some is not.

A large part of the undeveloped property south of New Market Road between Hickory Tree Road and I-635 is suitable for up to 5 single-family dwelling units per acre as permitted by existing zoning. The vacant site on the south side of Scyene Road between Peachtree Road and Stadium Drive is appropriate for indoor general business usage. The land adjoining I-635 between Bruton Road and Lake June Road is appropriate for multi-family residential development and a small amount of indoor general business usage on the portion nearest Lake June Road. The northwest corner of Peachtree Road and

Military Parkway still contains two sites which are unbuilt and best suited for continuation and completion of the business park at this location.

Other small vacant lots are suitable for in-fill retail development such as several of the vacant properties fronting Bruton Road east of Hickory Tree Road and within 500 feet of the intersection, and about 5 acres of underdeveloped land on the south side of Scyene Road between Brunswick Lane and Old London Lane. In addition, if an adequate market demand were to occur, all or part of the undeveloped acreage fronting Military Parkway, Sam Houston Road and Eastwood Drive may be suitable for office or light industrial use, if appropriate transition to the existing neighborhood is provided. It is shown as single-family residential use with lots a minimum of 7200 square feet in area because of previous lack of demand for additional industrial or office land.



00090

MESQUITE DEVELOPMENT GUIDE
1994 UPDATE

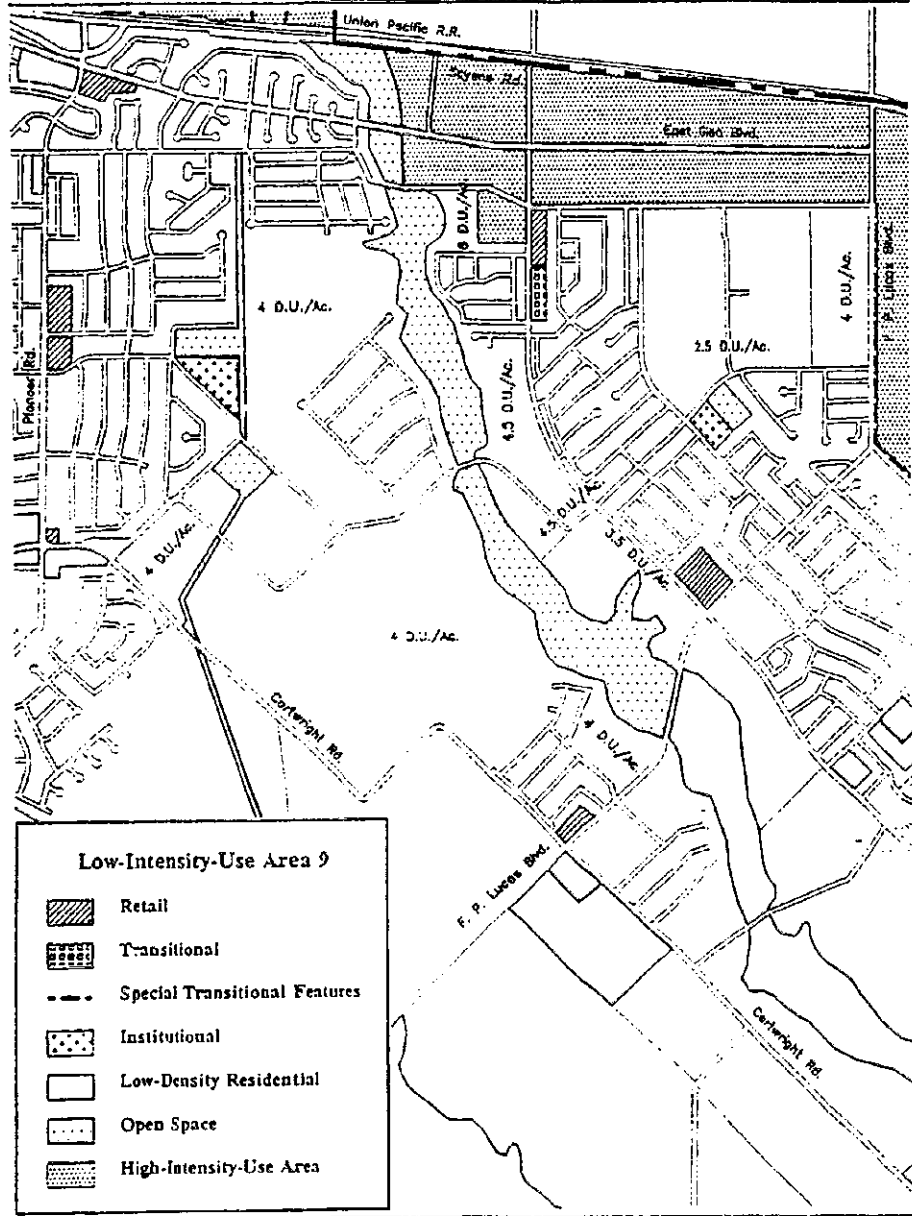
CHAPTER 5
LOW-INTENSITY-USE AREAS AND POLICIES

Area 8

Adjoining Balch Springs, Area 8 is east of Interstate 635, south of the railroad and west of Pioneer Road. East of South Mesquite Creek, it lies north of Bruton Road. West of the creek, it is north of the city limit.

The largest amount of undeveloped land is between South Mesquite Creek and I-635. Most of this land is suitable for single-family residential lots at least 8250 square feet in area and homes with at least 1800 square feet of living space. The exceptions are a 14-acre shopping center site on the northeast corner of Bruton Road and I-635, and a small convenience retail site at the northeast corner of New Market Road and I-635.

The few remaining undeveloped residential sites east of South Mesquite Creek are suitable for single-family residential lots at sizes equal to or exceeding the minimum requirements of the current zoning. Also, several vacant tracts are appropriate for retail uses. These include the undeveloped portion of the northwest corner of Bruton Road and Belt Line Road, the northeast corner of that same intersection, the northwest corner of Bruton Road and Pioneer Road, the southwest corner of Pioneer Road and Newsom Road, and the land bounded by the railroad, Pioneer Road, East Davis Street, and Phillips Street.



Area 9

Bounded by the railroad, F. P. Lucas Boulevard, Cartwright Road, Bruton Road and Pioneer Road, Area 9 contains some of Mesquite's most recent residential neighborhoods. With five exceptions, all of the vacant developable land is suitable for additional single-family residential development.

Four of the exceptions are retail sites. One is located at the northeast corner of Bruton Road and Pioneer Road. Another is at the northeast corner of Pioneer Road and Sierra Drive. The third is at the southeast corner of Clay-Mathis Road and Newsom

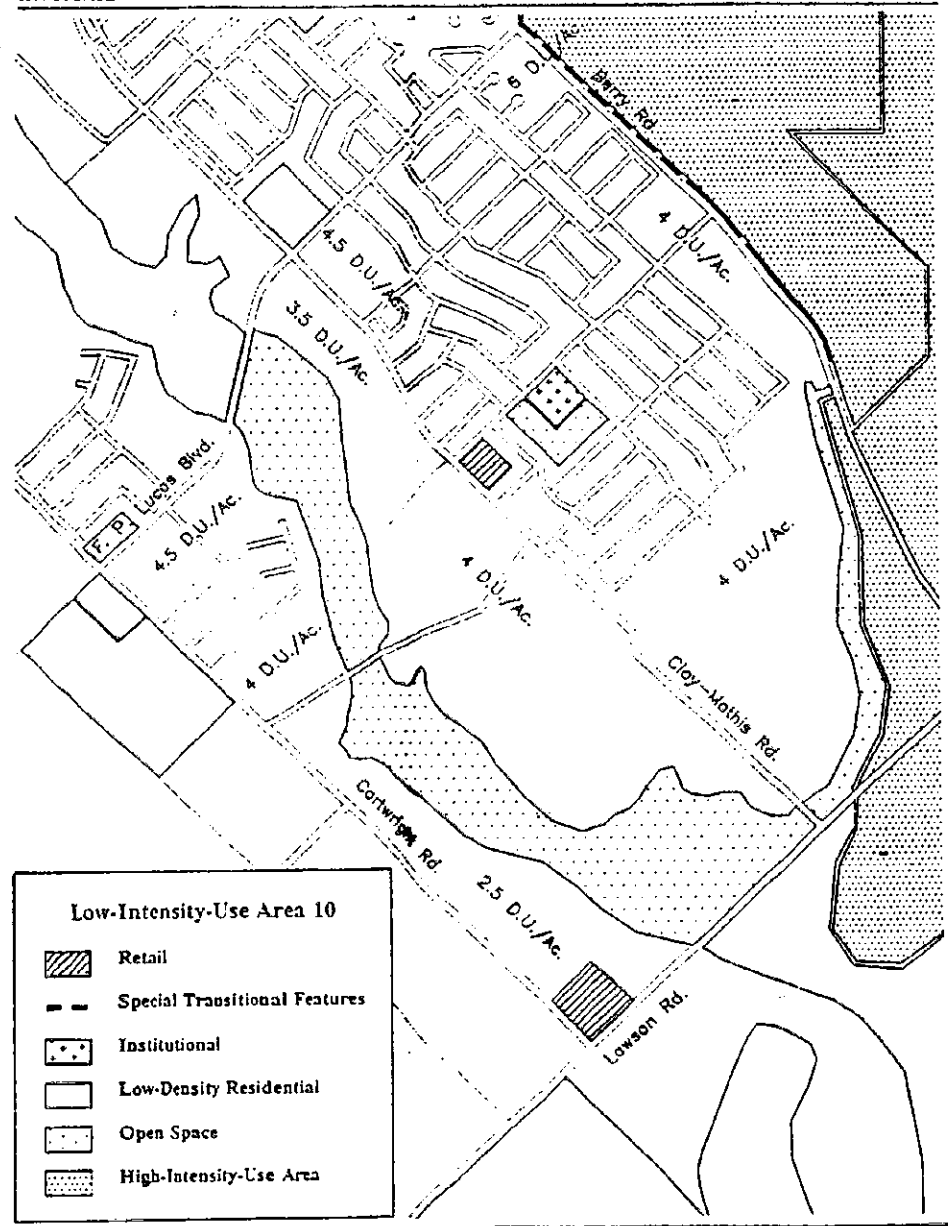
Road, while the fourth is at the northern corner of Clay-Mathis Road and F. P. Lucas Boulevard. A fifth vacant tract on the east side of Clay-Mathis Road, between Baretta Drive and Weatherby Drive, is appropriate for transitional uses.

The remaining developable land is suitable for a variety of residential densities ranging from 2½ dwelling units per acre to 6 dwelling units per acre. The levels of density appropriate for each vacant parcel are shown on the Area 9 map.

Density Conversion Table

Target Density (Units/Acre)	Minimum Lot Size (Square Feet)	Average Lot Size (Square Feet)
2½	12,000	13,000 - 15,000
3	10,000	11,000 - 12,000
3½	9,000	10,000 - 11,000
4	8,200	9,000 - 10,000
4½	7,500	8,000 - 9,000
5	6,600	7,000 - 8,000
6	5,500	6,000 - 7,000

Conversion of Density Values to Lot Sizes: The above table furnishes values for converting prescribed dwelling units per acre to typical lot sizes. While variation may occur on sites of differing configuration and topography, development with lot sizes no smaller than the minimum shown in the *Minimum Lot Size* column of the table usually will produce a ratio of dwelling units per acre close to that shown on the same line in the *Density* column. The column headed *Average Lot Size* indicates the range within which the average lot area frequently falls when a subdivision is developed with the corresponding minimum lot size. The range of average lot sizes is 6 to 25 percent greater than the minimum lot size because property and street configurations rarely permit each lot to be exactly the minimum area.



00094

MESQUITE DEVELOPMENT GUIDE
1994 UPDATE

CHAPTER 5
LOW-INTENSITY-USE AREAS AND POLICIES

Area 10

Area 10 is bounded by F. P. Lucas Boulevard, Berry Road, a tributary of North Mesquite Creek, Lawson Road and Cartwright Road. It is nearly 50% developed, mostly with recent single-family residential subdivisions. With three exceptions, the remaining developable land is suitable for additional single-family residential construction.

Two of the exceptions are retail sites. One is located at the eastern corner of Clay-Mathis Road and Edwards Church Road. The other is at the northern corner of Lawson Road and Cartwright Road. A

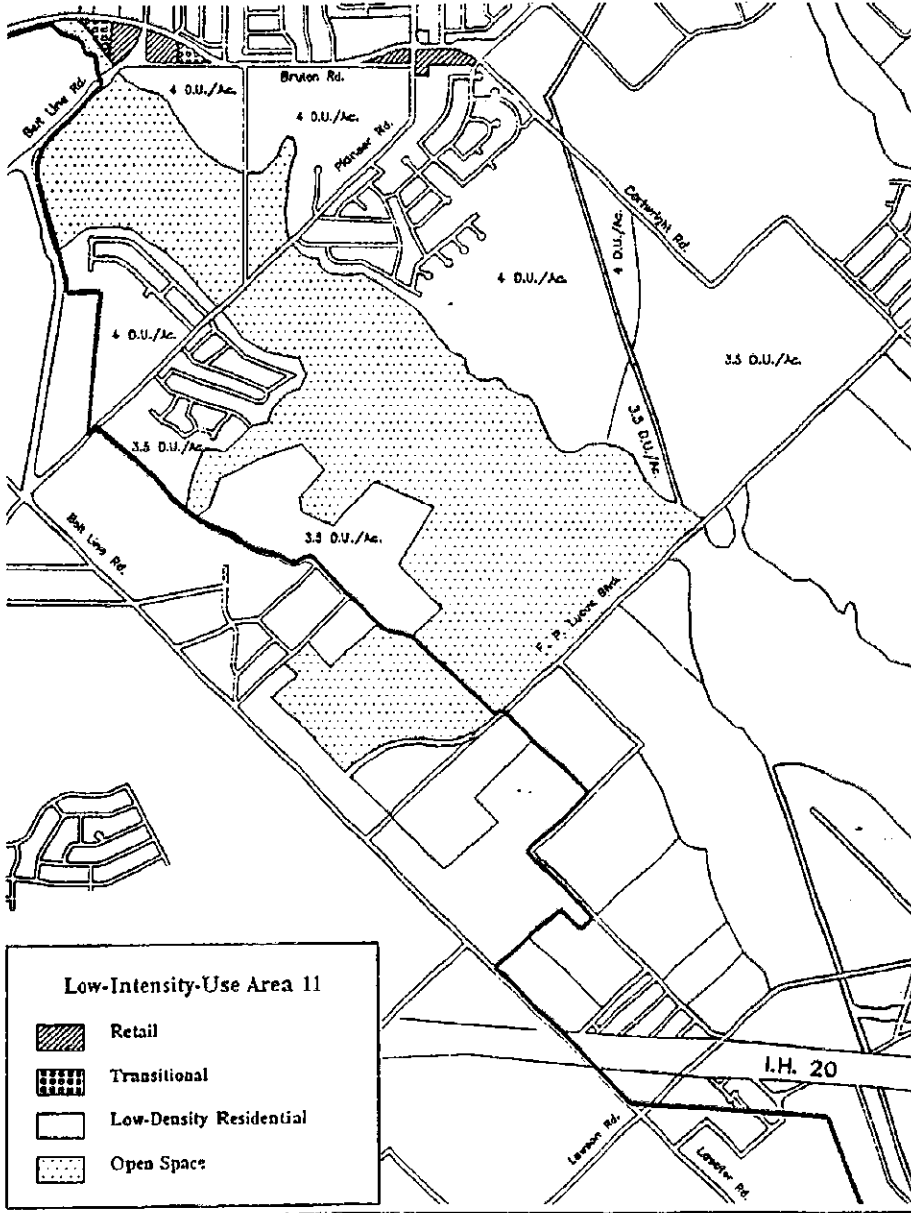
third vacant tract, located at the southern corner of Edwards Church Road and Helen Lane, is a school and park site.

The larger blocks of developable land are suitable for a residential density of 4 dwelling units per acre. Smaller vacant sites along F. P. Lucas Boulevard are suitable for densities varying from 3½ dwelling units per acre to 6 dwelling units per acre, as indicated on the Area 10 map.

Density Conversion Table

Target Density (Units/Acre)	Minimum Lot Size (Square Feet)	Average Lot Size (Square Feet)
2½	12,000	13,000 - 15,000
3	10,000	11,000 - 12,000
3½	9,000	10,000 - 11,000
4	8,200	9,000 - 10,000
4½	7,300	8,000 - 9,000
5	6,600	7,000 - 8,000
6	5,500	6,000 - 7,000

Conversion of Density Values to Lot Sizes: The above table furnishes values for converting prescribed dwelling units per acre to typical lot sizes. While variation may occur on sites of differing configuration and topography, development with lot sizes no smaller than the minimum shown in the *Minimum Lot Size* column of the table usually will produce a ratio of dwelling units per acre close to that shown on the same line in the *Density* column. The column headed *Average Lot Size* indicates the range within which the average lot area frequently falls when a subdivision is developed with the corresponding minimum lot size. The range of average lot sizes is 6 to 25 percent greater than the minimum lot size because property and street configurations rarely permit each lot to be exactly the minimum area.



Area 11

to 4 dwelling units per acre, as shown on the Area 11 map.

The above policies are providing the general basis for a more specific sector plan which is currently being developed for a large portion of this area in order to capitalize on the unique opportunities which are at hand to combine the 385 acre park recently purchased by the City with the expansive flood plain area in order to create a distinctive open space and recreational area, including golfing. These facilities, in turn, open the opportunity to create a distinctive residential environment. Upon its completion and adoption, the sector plan will provide more specific guidelines and policies for the development of the majority of Area 11 and 12.

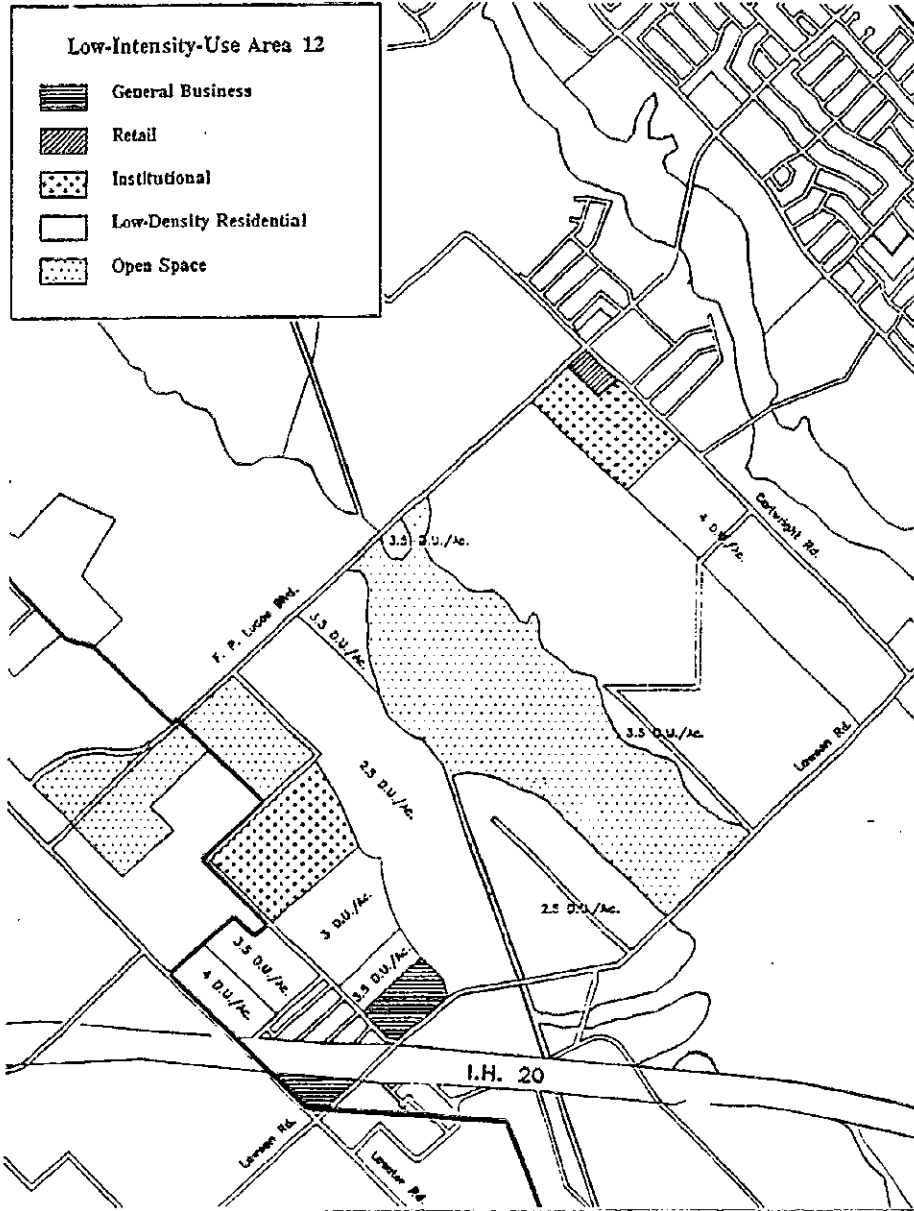
Adjoining the City of Balch Springs and largely undeveloped, Area 11 is bounded by Bruton Road, Cartwright Road, F. P. Lucas Boulevard and the Mesquite city limit. The developed portions are primarily single-family residential subdivisions located along Pioneer Road.

Two vacant sites, at the southeast and southwest corners of Bruton Road and Pioneer Road, are suitable for retail uses. Two additional vacant sites, at the southeast and southwest corners of Bruton Road and Bell Lane Road are appropriate for combinations of retail uses near the corner and transitional uses farther from the corner. All the remaining developable land is appropriate only for single-family residential development at densities ranging from 2 1/2

Density Conversion Table

Target Density (Units/Acre)	Minimum Lot Size (Square Feet)	Average Lot Size (Square Feet)
2 1/2	12,000	13,000 - 15,000
3	9,000	10,000 - 11,000
3 1/4	8,500	9,000 - 10,000
4	7,500	8,000 - 9,000
4 1/2	6,600	7,000 - 8,000
5	5,500	6,000 - 7,000

Conversion of Density Values to Lot Size: The above table furnishes values for converting prescribed dwelling units per acre to typical lot size. While variation may occur on sites of differing configuration and topography, development with lot sizes no smaller than the minimum shown in the Minimum Lot Size column of the table usually will produce a ratio of dwelling units per acre close to that shown on the same site in the Density column. The column headed Average Lot Size indicates the range within which the average lot size on the same site when a subdivision is developed with the corresponding minimum lot size. The range of average lot size is 6 to 25 percent greater than the minimum lot size because property and street configurations rarely permit each lot to be exactly the minimum area.



00098

Area 12

Area 12 is bounded by F. P. Lucas Boulevard, Cartwright Road, Lawson Road and the southern city limit. It is 90% undeveloped. The majority of the developable land is suitable for single-family residential development ranging in density from 2½ dwelling units per acre to 4 dwelling units per acre, as shown on the Area 12 map.

One vacant site is appropriate for retail uses. It is located at the southern corner of F. P. Lucas Boulevard and Cartwright Road. Two vacant sites are suitable for general business uses. One is located at the northern corner of McKenzie Drive and Lawson Road. The other is on the south service road of Interstate 20 fronting Lawson Road and Lasiter Road. A high school site is located at the southern corner of F. P. Lucas Boulevard and Cartwright Road. Another school site is located on McKenzie Drive.

As the impact of the A&M Engineering Extension Service/NORTEEX facility, being built at Lumley Road and I-20, can be more fully evaluated, it may be appropriate to designate the areas surrounding the Lawson Road and I-20 interchange as a high-intensity development area, in order to accommodate service related to the NORTEEX facility. The high

intensity area may include both the Woodland Park subdivision, to the northwest of the interchange, and the vacant land, previously the Hidden Valley addition, to the northwest of the subdivision. A subarea study and amendment of these policies may become appropriate at that time.

Conversion of the existing Woodland Park subdivision is not supported, unless all residences convert at one time, or unless satisfactory protections are in place for the remaining residences to assure the suitability as a residential environment during the period of transition.

The above policies are providing the general basis for a more specific sector plan which is currently being developed for a large portion of this area in order to capitalize on the unique opportunities which are at hand to combine the 385 acre park recently purchased by the City with the expansive flood plain area in order to create a distinctive open space and recreational area, including golfing. These facilities, in turn, open the opportunity to create a distinctive residential environment. Upon its completion and adoption, the sector plan will provide more specific guidelines and policies for the development of the majority of Areas 11 and 12.

Density Conversion Table

Target Density (Units/Acre)	Minimum Lot Size (Square Feet)	Average Lot Size (Square Feet)
2½	12,000	13,000 - 15,000
3	10,000	11,000 - 12,000
3½	9,000	10,000 - 11,000
4	8,200	9,000 - 10,000
4½	7,300	8,000 - 9,000
5	6,600	7,000 - 8,000
6	5,500	6,000 - 7,000

Conversion of Density Values to Lot Sizes: The above table furnishes values for converting prescribed dwelling units per acre to typical lot sizes. While variation may occur on sites of differing configuration and topography, development with lot sizes no smaller than the minimum shown in the *Minimum Lot Size* column of the table usually will produce a ratio of dwelling units per acre close to that shown on the same line in the *Density* column. The column headed *Average Lot Size* indicates the range within which the average lot area frequently falls when a subdivision is developed with the corresponding minimum lot size. The range of average lot sizes is 6 to 25 percent greater than the minimum lot size because property and street configurations rarely permit each lot to be exactly the minimum area.

Area 13

Area 13 is the most southerly portion of Mesquite, bounded by Lawson Road, North Mesquite Creek and the southeastern city limit. The area is sparsely developed, primarily with houses on large lots.

Two vacant sites are suitable for general business uses. Both front Interstate 20. One is located on the north service road of the Interstate adjoining the east side of Lawson Road. The other adjoins the east side of Lawson Road on the south service road of the Interstate. An undeveloped tract on the north side of Interstate 20 on the east side of Lumley Road is the site for a future Texas Engineering Extension Service facility for Texas A&M University. All remaining developable land is appropriate for single-family residential construction at densities ranging

from 2½ to 4 dwelling units per acre, as shown on the Area 13 map.

As the impact of the A&M Engineering Extension Service/NORTEEX facility, being built at Lumley Road and I-20, can be more fully evaluated, it may be appropriate to designate the areas surrounding the Lawson Road and I-20 interchange as a high-intensity development area, in order to accommodate service related to the NORTEEX facility. The high intensity area may include the Lumley Road and Old Lawson Road areas north of the freeway; however, care must be taken to protect existing homes during the transition period. A subarea study and amendment of these policies may become appropriate at that time.

Density Conversion Table

Target Density (Units/Acre)	Minimum Lot Size (Square Feet)	Average Lot Size (Square Feet)
2½	12,000	13,000 - 15,000
3	10,000	11,000 - 12,000
3½	9,000	10,000 - 11,000
4	8,200	9,000 - 10,000
4½	7,300	8,000 - 9,000
5	6,600	7,000 - 8,000
6	5,500	6,000 - 7,000

Conversion of Density Values to Lot Sizes: The above table furnishes values for converting prescribed dwelling units per acre to typical lot sizes. While variation may occur on sites of differing configuration and topography, development with lot sizes no smaller than the minimum shown in the *Minimum Lot Size* column of the table usually will produce a ratio of dwelling units per acre close to that shown on the same line in the *Density* column. The column headed *Average Lot Size* indicates the range within which the average lot area frequently falls when a subdivision is developed with the corresponding minimum lot size. The range of average lot sizes is 6 to 25 percent greater than the minimum lot size because property and street configurations rarely permit each lot to be exactly the minimum area.

MAJOR STREETS

Chapter 6

00101

Purpose

The availability of good transportation is a key to community vitality and well-being. The location and efficiency of major traffic arteries is a principal ingredient in the success of contemporary land use within suburban cities. The planning of major streets, therefore, is a necessary component for the guidance of urban development.

The purpose of this chapter is to provide input on

- current traffic problems,
- the need for frequent thoroughfare plan review,
- suggested modifications to the Mesquite Thoroughfare Plan,
and
- long-term measures to assure a location for future freeway construction.

Currently Pressing Traffic Problems

The amount of congestion presently occurring on Town East Boulevard near Town East Mall suggests a need for near-term capital programming of street improvements. Signalization upgrades currently underway will not eliminate the core problem of street capacity. Possible options, all of which are costly, might include

- widening Town East Boulevard from Gus Thomasson Road to North Galloway Avenue,
- providing additional turning capacity at the several intersections along this 1 1/2-mile segment of Town East Boulevard, and
- implementing the Thoroughfare Plan described below to provide minor arterial streets east of Interstate 635 in the Town East area to provide more capacity on routes other than Town East.

The City should place high priority on providing additional street capacity in the Town East area, undertaking appropriate traffic studies and analysis, including benefit-cost analysis, to determine the most effective staging of improvements.

Frequency of Thoroughfare Plan Revision

The construction of major streets impacts the pace of real estate development activity. The pace of urban development likewise influences the need for street construction. To maintain balance, the City must review its Thoroughfare Plan at least every ten years. A five-year or even more frequent review would be appropriate when development activity is brisk. This process should be in synchronization with the update of the development guide so that street construction priorities can implement development objectives.

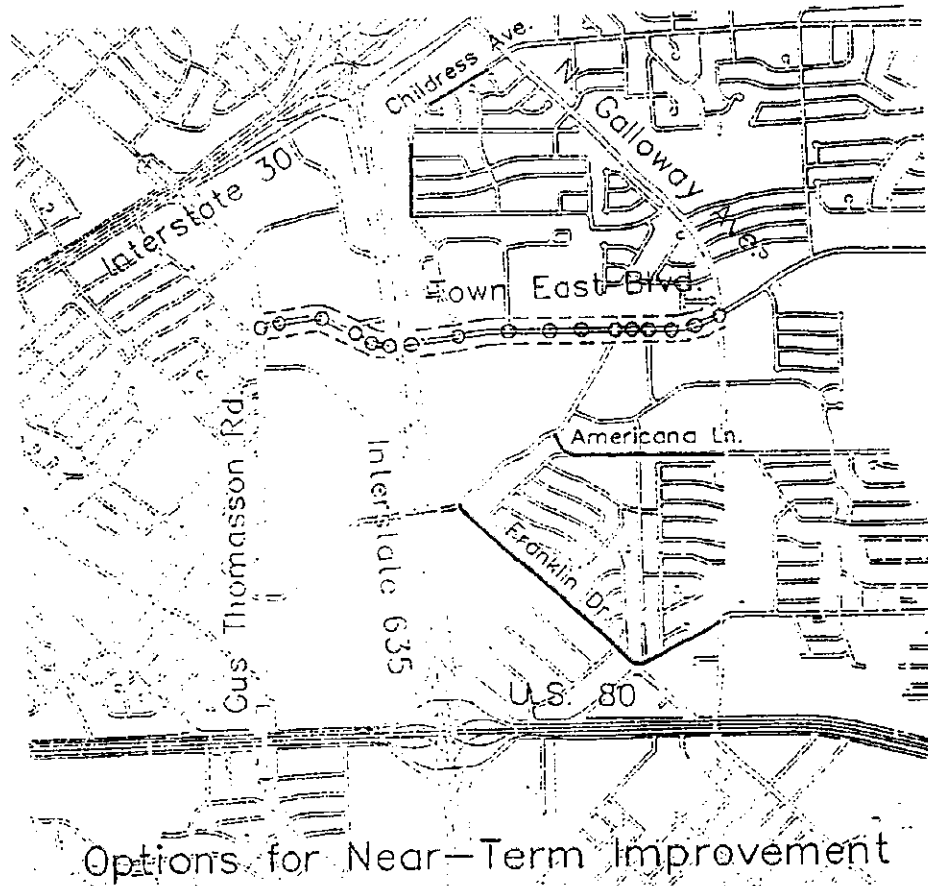
Suggested Modifications to the Mesquite Thoroughfare Plan

The Mesquite City Council adopted the current thoroughfare plan in October of 1985. Five changes are suggested for consideration.

- Since 1985, the amount of commercial development on both sides of Town East Boulevard east of Interstate 635 has enlarged dramatically, while the number of restaurants fronting Interstate 635 has increased at a rate of two per year. Thoroughfare Plan additions recommended for consideration are as follows. Plan revisions suggested for the Town East area should be verified through the recommended traffic studies and analysis, prior to adoption.

- An additional arterial street between Town East Mall and North Galloway Avenue would provide an alternative to the use of Town East Boulevard. For several reasons a portion of Americana Lane is the best choice of locations. The street already serves as a collector for several apartment projects. By extending the street to intersect Towne Centre Drive opposite Town East Cinema I-V, Americana Lane will furnish the needed access from North Galloway Avenue to the south side of the mall. Furthermore, the connection to Towne Centre Drive will divert existing and future traffic away from the segment of Americana Lane which serves single-family housing southwest of the apartment properties.

- Creating a curve to align Franklin Drive with Tripp Road also will provide improved alternative access to Town East Mall. This relatively minor modification to the plan will change the location of the most convenient point for northbound traffic on North Galloway Avenue to turn left. Instead of turning at U.S. 80 to travel northwest on Franklin Drive, it will be more convenient to turn at Tripp Road, where there is more stacking space, thereby removing left-turn traffic from the bridge over U.S. 80. Additionally, the modification will facilitate travel to and from points south of U.S. 80 by providing another direct link both to North Galloway Avenue and to Belt Line Road.



Town East Area

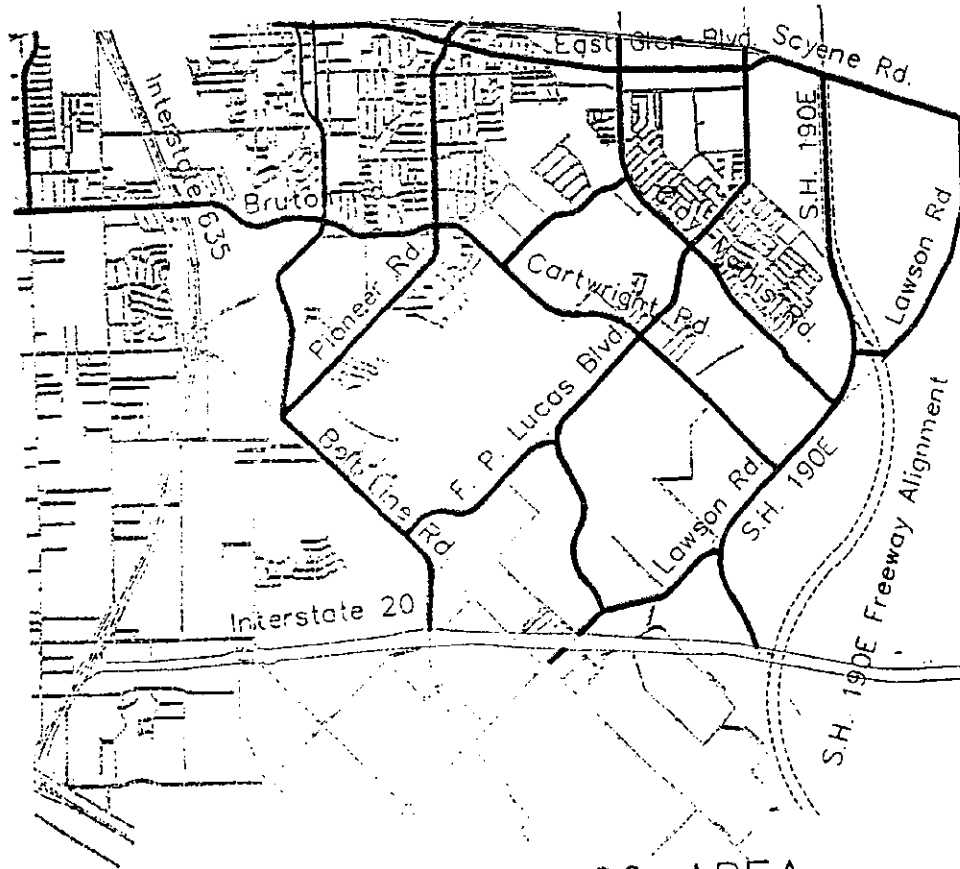
- Street Widening from Gus Thomasson Rd. to North Galloway Ave.
- Increase Turning Capacity at Intersections
- Build Minor Arterial Streets as Alternate Routes

- In 1993 the Texas Department of Transportation established a Technically Preferred Alternative for S.H. 190E. The suggested alignment is on or closely parallel to Berry Road from its intersection with Larkin Road in Sunnyvale to its intersection with Lawson Road south of Hudson Municipal Airport, and on or closely parallel to Lawson Road between Berry Road and Interstate 20. The proposed right-of-way width is 120 feet. Initial construction will be a four-lane thoroughfare expandable to six lanes. Accommodation of this 40-mile-long highway from Interstate 35E in western Carrollton to Interstate 20 in southeastern Mesquite requires a change in the Mesquite Thoroughfare Plan.
- From Sunnyvale to the southern end of the airport, the route should parallel the segment of F. P. Lucas Boulevard formerly called Berry Road about a half-mile east of it. This will accomplish two purposes. It will serve the airport and airport industrial area better than an alignment on F. P. Lucas Boulevard and Berry Road. It also will distance the noise impact of this potentially busy highway from existing residential development.
- South of the airport, S.H. 190E could take one of two possible courses. In either case the Thoroughfare Plan needs to be amended. The route could follow Lawson Road. If so, to maintain safety at the speeds for which it is designed, the alignment should make a half-mile-long curve in the vicinity of the intersection of Berry Road and Lawson Road. Then, as the roadway approaches Interstate 20, it should curve southward to interchange with the Interstate approximately one mile east of the Lawson Road exit. This will provide a second access point within the city limit and a direct route to the airport area from Interstate 20. With the resulting improvement in access afforded by the highway, some or all of the major arterial streets shown east of Lawson Road on the plan adopted in 1985 may prove to be unnecessary. This routing is particularly suitable for the type of construction the State currently proposes. Alternatively, the route chosen for S.H. 190E could abut the flood plain of the East Fork of the Trinity River behind the Wastewater Treatment Plant and connect to Interstate 20 at the same point about one mile east of the Lawson Road interchange. This routing is particularly appropriate for freeway construction, in the event the State should choose to upgrade this segment of the highway.
- To provide convenient access from Interstate 20 to southeastern Mesquite on a route where the standards of roadside development can be controlled, thereby providing a major gateway to this largely undeveloped area, an additional street connection is proposed. F. P. Lucas Boulevard, south of Cartwright Road, should curve southward to intersect Lawson Road just north of its interchange with Interstate 20. This addition is proposed in the sector plan currently underway and will furnish the needed access to the heart of the undeveloped acreage from a point within Mesquite's jurisdiction. This alignment will also eliminate the necessity for the parkways parallel to South Mesquite Creek.
- Since most capacity problems on major arterial streets occur where the streets intersect with freeways and other major streets, the addition of lanes for turning movements can alleviate the congestion there. Based on currently available research, the Traffic Engineer should recommend criteria for determining which of the city's major street intersections will require additional right-turn lanes and/or more than one left-turn lane. Current standards for right-of-way within 400 to 500 feet of these intersections should then be revised to provide for an additional ten feet of right-of-way width for each additional lane needed.
- Heavy traffic generators, such as shopping centers, large office buildings and major employers, also create congestion which can reduce the capacity of a major arterial street. Often the addition of right-turn deceleration lanes will alleviate the potential problem. Based on criteria resulting from the City Traffic Engineer's research, the City should establish standards for the requirement of right-of-way and for the construction of right-turn deceleration lanes at the entry points to future major traffic generators on its arterial street system.

00106

MESQUITE DEVELOPMENT GUIDE
1994 UPDATE

CHAPTER 6
MAJOR STREETS



INTERSTATE 20 AREA

Potential Upgrading of S.H. 190E

Well over two decades ago, the State Department of Highways and Public Transportation proposed construction of a new freeway to encircle Dallas. Loop 9, as it was called, followed a course near the Dallas County line. The construction of S.H. 190 implements part of that proposal. Together, the routes planned for S.H. 190 between Mesquite and Carrollton and for S.H. 161 from Carrollton to Grand Prairie follow the proposed alignment of Loop 9 throughout most of their combined length.

The state subsequently dropped its plans for full construction of Loop 9. Currently state highway planners have downgraded the portion of S.H. 190E between Interstate 30 and Interstate 20 from a freeway to a major thoroughfare. Meanwhile, the City of Dallas has proposed to build a third airport to be located in southeastern Dallas County. Now the southern leg of Loop 9, shelved for over ten years, is under active consideration once again. Dallas County is funding a feasibility study to determine a Technically Preferred Alternative for a route connecting S.H. 190E in Mesquite to S.H. 360 in Arlington.

Since freeway construction is such an important

element of community development, the City should take measures to assure the possibility of future upgrading of S.H. 190E to freeway status. To accomplish this the City should make use of existing state legislative authority to establish highway setbacks.

As soon as the City and/or State acquires the 120-foot-wide right-of-way for S.H. 190E, the City should enact an ordinance requiring a substantial setback from the boundaries of the newly acquired right-of-way. The setback should be sufficient to locate new building construction a minimum of 25 feet from the likely right-of-way of a future freeway following the same route. In some cases, this may be as little as 90 feet. Where the right-of-way crosses existing or proposed major arterial streets it will need to be more. The City also should amend its zoning ordinance to stipulate that off-street parking requirements must be satisfied on land outside these highway setbacks.

These measures will preserve open land for future right-of-way acquisition. If later it becomes evident that the revival of Loop 9 will not occur, the City can repeal the setback requirements.

00108

Chapter 7
PARKS AND OPEN SPACE

Purpose

The purpose of the parks and open space plan is to supply recreational opportunities and scenic enhancement for public enjoyment. The objectives are

to furnish playground facilities within easy reach of neighborhood homes;

to provide competitive sports opportunities in locations which do not disturb home life;

to preserve trees, natural vegetation and topographic features;

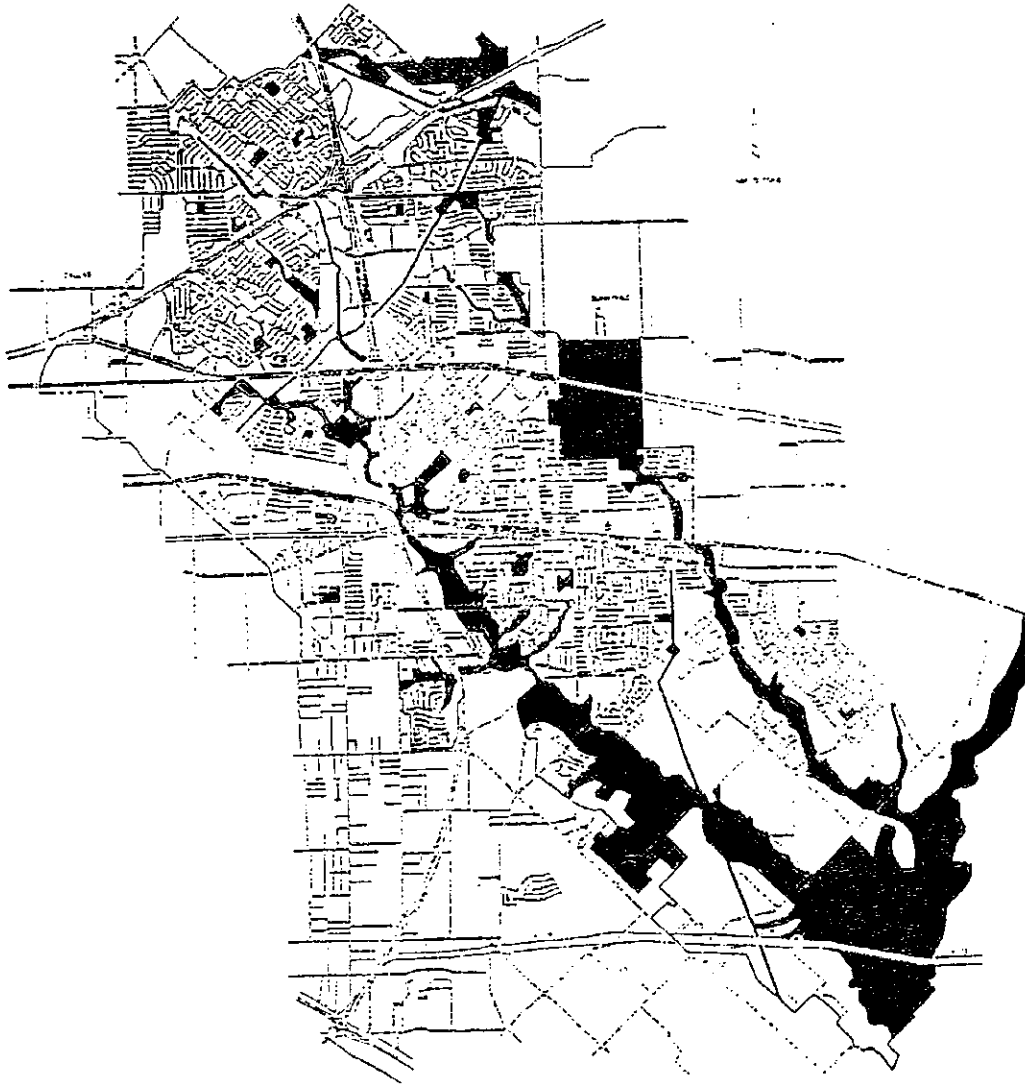
to supply a variety of special facilities which combine recreation with scenic enhancement, such as at golf courses, at water features and at historic sites; and

to link neighborhoods by means of a citywide greenbelt and trail system.

00110

MESQUITE DEVELOPMENT GUIDE:
1994 UPDATE

CHAPTER 7
PARKS AND OPEN SPACE



PARKS AND OPEN SPACE

Private Open Space

Privately owned land accounts for most of the open space maintained within Mesquite. The City should continue to promote landscape enhancement within required open space on private property and to prevent the wholesale destruction of mature trees in connection with urban development.

Neighborhood Playground Facilities

The City's long-standing policy of cooperating with the Mesquite Independent School District to provide parks adjacent to public school sites within the city has resulted in 104 acres of park land at 28 neighborhood school locations. Continuation of this policy will furnish additional playground facilities for new neighborhoods as they develop.

Community Park Facilities

In addition to school parks, the City has established a system of variously sized park sites throughout the community. It currently operates 26 locations on land totaling over 634 acres, owns a 154-acre municipal golf course which it leases to an operator, and owns 394 acres of undeveloped park land adjoining its wastewater treatment plant near Lawson Road.

Plans include full development of each site, but the thrust of future investment in major community park facilities will occur at two superior locations. The undeveloped 394-acre site on Lawson Road is proposed as the site for a community center, a day camp, water recreation, fishing, picnicking, camping, nature study and other passive or educational pursuits, as well as for more typical recreational facilities.

The 385 acre parcel recently purchased will provide a similarly sized site on both sides of F.P. Lucas Boulevard between Belt Line Road and South Mesquite Creek. Initial concept plans include fields for baseball, softball, football and soccer, preservation and passive recreational areas, an amphitheater and a pavilion. Furthermore, a golf course in conjunction with two adjoining land owners along South Mesquite Creek is proposed. The sector plan being prepared for the area proposes a

potential design to maximize the impact of these facilities on the potential to develop a distinctive residential community on the surrounding lands.

Greenbelt System

The natural features of the city which are earmarked for preservation consist largely of flood plain areas adjoining the City's major creeks. These areas extend across virtually the entire length of the city and reach into almost every existing and future neighborhood. They contain many mature trees. Furthermore, since sometimes they flood, they need to be kept free of construction which would obstruct the flow of storm water. For these reasons, this natural drainage system supplies the greatest opportunity for development of a network of greenbelts.

Currently the City maintains nearly 10 miles of trails, 7 miles of which are adjoining the stream system. The City should continue to accept sites in and adjacent to flood plains for park dedication and should continue to develop connecting trails within them. The City should encourage private preservation and maintenance of greenbelt areas as well, to reduce public cost, and should obtain public easements on privately preserved land to allow continuity of the trail system.

00112

Chapter 8
LIBRARIES

Introduction

Public libraries are a well established element within the fabric of American culture. As an adjunct to public education, they provide a resource for information and a source of pleasure for a literate population. During the last century, as public libraries have developed throughout the United States, national and state associations have adopted standards of service for cities to use as guidelines.

Library Standards

The Texas Library Association recommends for cities of 100,000 to 200,000 population that the ratio of total library square footage to total population be 400 to

1000. Other standards suggest that branch libraries should have a service radius of 2 to 3 miles, that the main library service area may be larger, and that a medium-sized branch should be 6000 to 10,000 square feet in area.

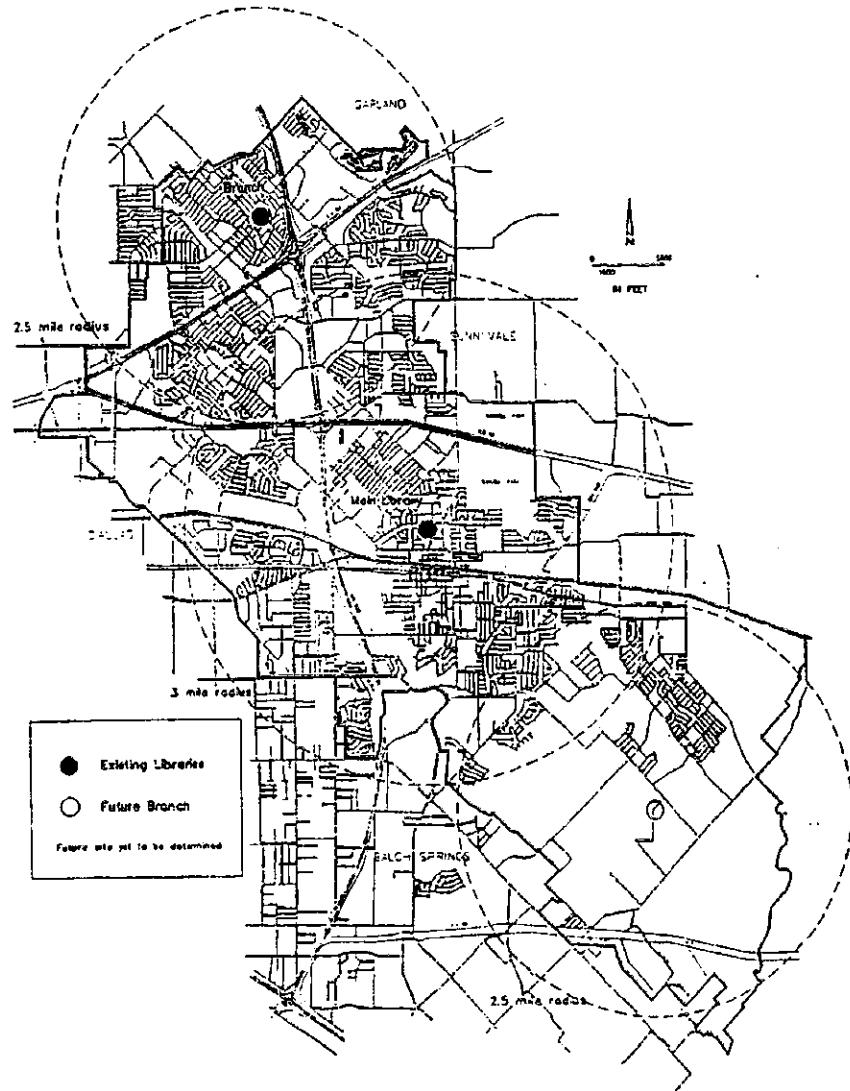
The following table furnishes data on library facilities within the larger cities of the Dallas area. Most provide well over 400 square feet per 1000 persons and a service radius of 2 to 3 miles for each facility. While currently Mesquite's facilities are somewhat below average, the addition of a branch in southeastern Mesquite will correct deficiencies and satisfy both space and service area standards.

Dallas Area Public Library Facilities

City	Population	No. of Libraries	Total Bldg. Area (sq. ft)	Area per 1000 persons (sq. ft)	Service Radius (mi.)
Arlington	271,750	5	86,075	320	2-3
Carrollton	86,500	2	40,000	460	2
Dallas	1,013,550	21	896,713	880	2½
Garland	184,460	4	88,000	480	3
Grand Prairie	102,250	1	20,400	200	3
Irving	160,250	3	101,500	630	1½-2
Mesquite	106,400	2	36,000	340	2-4½
Plano	149,100	3	76,246	510	1½
Richardson	76,700	1	80,000	1040	4
			Average	550	2½
			Standard	400	2-3

Proposed Implementation

Before the year 2000, the population of Mesquite is likely to increase to at least 115,000. The majority of the increase will occur in the undeveloped portions of southeastern Mesquite. Therefore, the City should plan for a branch library of approximately 10,000 square feet located 4 to 5 miles southeast of the main library.



LIBRARIES

00116

Chapter 9
FIRE DEPARTMENT SERVICES

Introduction

From its administrative offices in the Municipal Center at 1515 North Galloway Avenue, the Mesquite Fire Department in mid-1994 operated seven fire stations strategically located throughout the city. The Fire Department employed 155 sworn personnel and 6 civilian workers, providing a ratio of approximately 1.4 uniformed personnel per 1000 in population. This number is close to the ratio that is used by the Texas key rate grading system and is comparable to other nearby cities of similar size and characteristics.

Needs and Responsibilities

The Fire Department is responsible for fire suppression, fire prevention, emergency medical services, and emergency management.

Fire Suppression

Continued growth in both residential and business development in the city will require additional facilities, personnel, and equipment for adequate fire protection. Development changes, such as taller buildings, more strip centers, and more densely populated subdivisions may make it necessary for current station locations, equipment types, and water supply capabilities to be changed to reflect the new environment. At the present time the department is working toward recommendations made in a 1990 survey by the Fire Prevention and Engineering Bureau of Texas. These recommendations were based upon a system of analysis used widely in the insurance industry. The survey suggested ways to improve the Fire Department, as well as the water system, for better fire protection. Recommendations included the addition of one station and engine company in the southeastern section of the city and the continued testing of all pumping apparatus on an annual basis.

Fire Prevention

The department is placing more emphasis on fire prevention to minimize incidence and severity of fires and the resultant loss of life and property. It performs fire prevention activities both in the fire stations and from its administrative offices. Fire prevention programs include fire code enforcement, fire cause investigations, and public education. Combined, these programs reduce the need for costly fire suppression forces while still maintaining an acceptable level of safety. Expansion of fire prevention programs will be essential to maintain current levels of safety at an acceptable cost.

Emergency Medical Services

At the present time the Fire Department operates 4 advanced life support ambulances. In 1992 and 1993 approximately 65% of all emergency calls were EMS related, making it one of the dominant functions of the Fire Department. Currently the department is starting to experiment with paramedic engine companies to supplement its paramedic ambulance program. This broadening of engine company responsibilities should lower the response time for medical emergencies. The Fire Department, with its geographically located fire stations and around-the-clock staffing, is in a unique position to provide high-quality, cost-efficient emergency medical services to the citizens of Mesquite.

Emergency Management

The Emergency Management Division currently maintains emergency preparedness and designs emergency drills and exercises. It provides general information to the public concerning a wide range of related topics, such as chemical spills and tornadoes. The division is also responsible for maintaining the state and federally mandated citywide emergency plan.

Goals and Objectives

Goal

To provide high quality fire protection, emergency management and emergency medical services to the citizens of Mesquite in an effective and cost-efficient manner.

Objectives

- Continue to work toward recommendation by the Fire Protection and Engineering Bureau of Texas in the following areas:

Station location

Staffing

Water system improvements

Equipment needs

Training needs

Records management

Communications

- Maintain mutual aid agreements with surrounding municipalities.
- Continue to expand and upgrade emergency medical services by taking advantage of new technologies and by broadening fire company responsibilities.
- Apply minimum fire codes to new industrial, commercial, public, and multi-family buildings before and during construction.
- Apply minimum fire codes to existing buildings in the city through an active and thorough fire inspection program.

- Regulate the installation, modification and maintenance of fire safety systems and appliances.

- Regulate the installation, modification and maintenance of hazardous uses and activities, such as flammable and hazardous liquids storage tanks and hazardous chemical storage.

- Determine the cause and origin of fires, and conduct appropriate and thorough follow-through investigations.

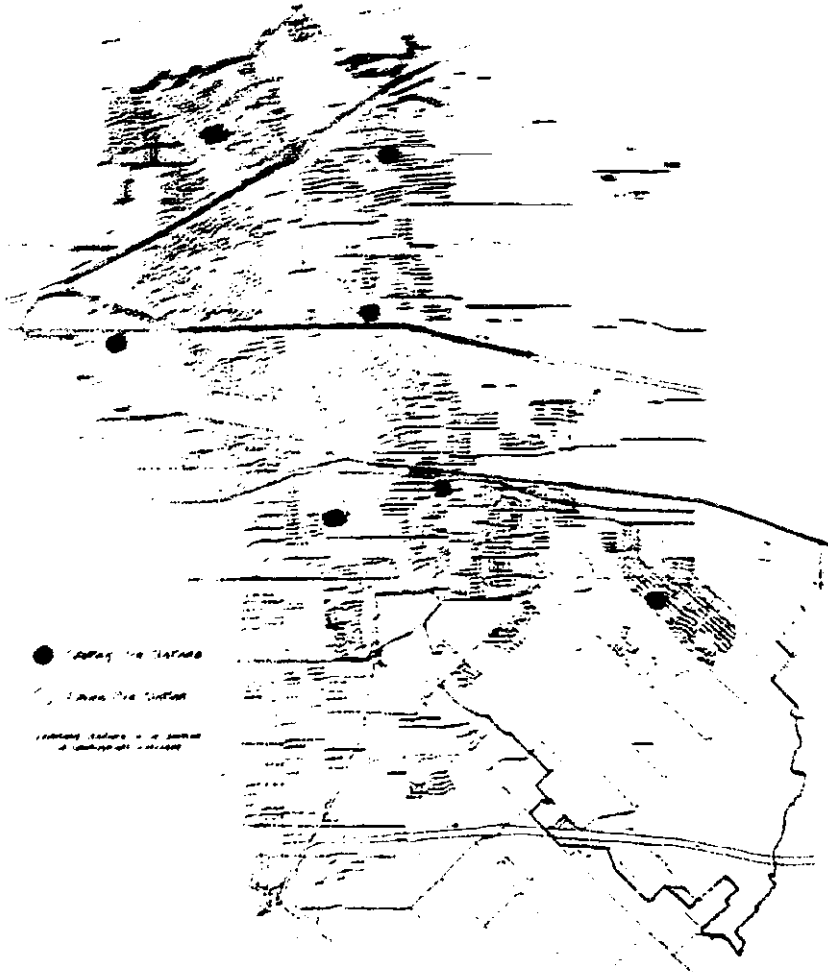
- Conduct public awareness programs concerning fire and life safety as they relate to work, school and home.

- Maintain disaster and emergency preparedness programs, and coordinate procedures with all appropriate levels of government.

- Maintain department competency by using periodic drills designed to induce interagency response and coordination.

Proposed Implementation

- Encourage the use of residential sprinkler systems through development of a program in cooperation with local homebuilders. Enlist homebuilders to help in this effort by installing sprinkler systems in some of their model homes, providing information on the benefits of residential fire sprinklers, and offering the systems as upgrades.
- Reserve a site at Hudson Municipal Airport for a future fire station. This reservation is necessary to provide a location for quick and effective emergency response within the airport area.
- Expand the outdoor emergency warning system to cover the entire city more adequately.



EXISTING AND FUTURE FIRE STATIONS