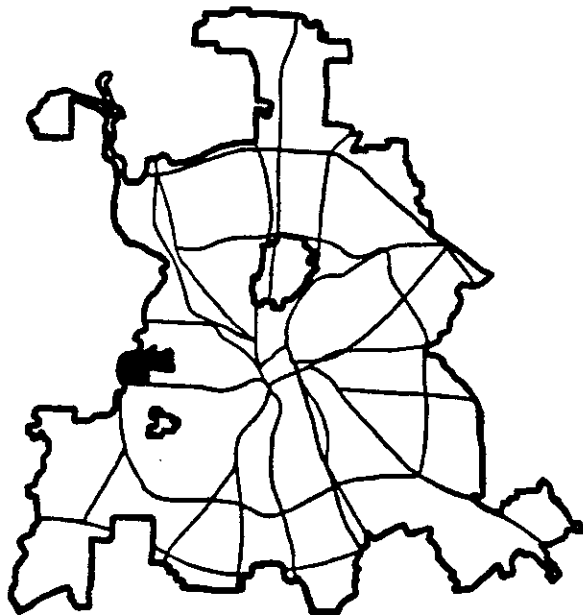


LEDBETTER

SINGLETON NORTH INDUSTRIAL AREA
SPECIAL STUDY



DEPARTMENT OF PLANNING AND DEVELOPMENT
CITY OF DALLAS, TEXAS

NOVEMBER 1988

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LEDBETTER/SINGLETON NORTH INDUSTRIAL SPECIAL STUDY

I. Introduction

1.1 Study Authorization

In July 1987, the Dallas City Council passed the Zoning Transition Program to rezone all properties regulated by Chapter 51, Part 1 of the Dallas Development Code to the new less cumulative zoning districts in Chapter 51A. Under the Zoning Transition Program, all properties in the City of Dallas will be rezoned effective July 18, 1989. This process also stipulated that in some areas, one of them being the Ledbetter neighborhood, a special study be conducted to change the zoning from the old zoning districts to the new zoning districts.

In January 1988, the Department of Planning and Development started a special study for zoning transition in the Ledbetter area. The study area is bounded by Loop 72 and the Dallas City Limits in the west; the West Fork of the Trinity River and Bernal Street, on the north; Norwich Street on the east; and Singleton Boulevard to Chalk Hill Road, Chalk Hill Road and I-30 on the south. (See Map 1 of study area). The remainder of West Dallas is to be transitioned in part by the West Dallas Economic Development and Neighborhood Preservation Plan and by the policies outlined in the zoning Transition Program.

The Ledbetter Special Study recommends appropriate zoning classifications to be used in the zoning transition of the area. Recommended zoning classifications are based on existing and future land uses and the land use recommendations outlined in the 1983 West Dallas Economic and Neighborhood Conservation Plan.

1.2 Study Approach

The Ledbetter Special Study used a four-step process:

- Step 1: The formulation of an advisory committee
- Step 2: Analysis of existing conditions
- Step 3: Identification of issue areas
- Step 4: Problem solutions

Step 1 - On March 21, 1988, staff held a general public meeting at Gabe P. Allen Elementary School to introduce the study to the community and to receive citizen input. Following the introductory meeting, staff proceeded to form an advisory committee. The advisory committee consisted of 14 representatives with a variety of interests in the community. The committee held monthly meetings every third Wednesday of the month at Marillac Social Center.

Step 2 - This consisted of a detailed analysis of the existing conditions in the area. The data analyzed included: existing land use, zoning patterns, recent development and existing



LEDBETTER SPECIAL STUDY
STUDY AREA BOUNDARY



MAP 1

thoroughfares. Once the evaluation of existing conditions for the area was completed, several issues began to emerge.

By the second advisory committee meeting, staff developed the criteria for identifying issue areas. The following criteria reflects the concerns of the committee representing the neighborhood and the land use problems identified by staff. The study uses the following criteria to identify issue areas within the study area:

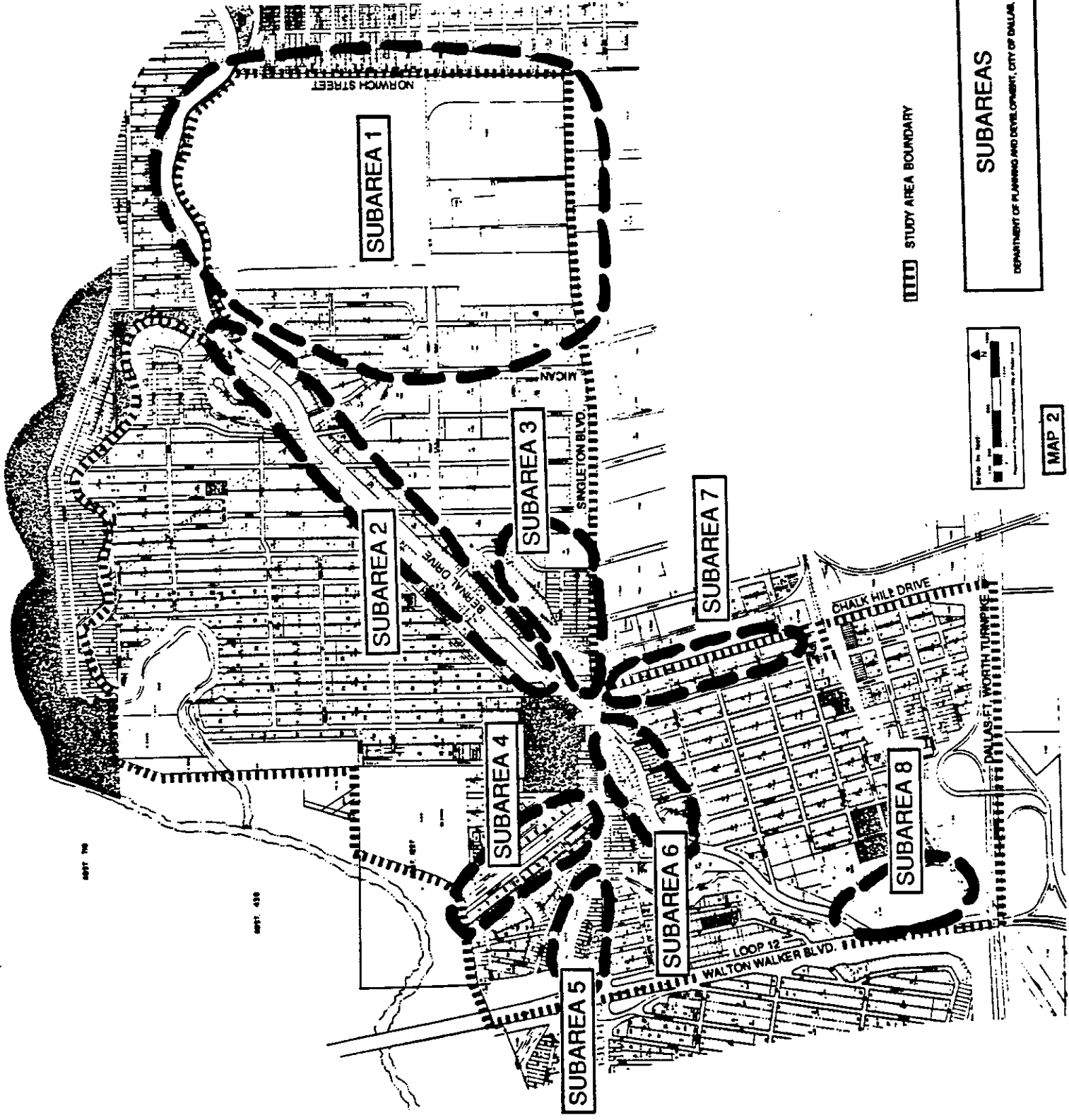
- (1) Residential adjacency issues
- (2) Residential properties within non-residential zoning districts
- (3) Non-residential properties within residentially zoned districts

Step 3 - Eight issue areas were identified.

The eight issue areas have been geographically identified, by subareas to provide the focus of this plan. (See Map 2.)

- Subarea 1. Bernal Street Norwich Street, Singleton Boulevard and Peoria Street
- Subarea 2. Bernal Corridor from Peoria Street to Tumalo Street
- Subarea 3. Toronto Street, Maybeth Street, Palacios Street and Singleton Boulevard
- Subarea 4. Claiborne Boulevard
- Subarea 5. The intersection of Walton Walker (Loop 12) and Singleton Boulevard
- Subarea 6. The intersection of Bernal Street, Clymer Street and Singleton Boulevard
- Subarea 7. Chalk Hill Road from Singleton Boulevard to Few Street
- Subarea 8. Tepeyac Colonia Apartments located on Bernal Street at Loop 12.

Data was collected and analyzed on each of the subareas. Evaluation of data and public input became the basis for the land use concept and preliminary zoning recommendations of Step 4.



----- STUDY AREA BOUNDARY

SUBAREAS

DEPARTMENT OF PLANNING AND DEVELOPMENT, CITY OF DALLAS, TEXAS, 1988



MAP 2

II. Existing Conditions

2.1 Land Use

The Ledbetter Singleton North Industrial Study Area is comprised of a variety of land uses within a 1131.3 acre area. Existing land use within the area is primarily single family, with some multifamily, retail/commercial, institutional and industrial uses. (Land uses are shown on Map 3.)

Single family residential homes are the most predominant land use in the study area. Single family uses are located in large enclaves north of Bernal Street to the Trinity River West Fork, south of Bernal Street to north of Singleton Boulevard, and west of Chalk Hill Road to Walton Walker (Loop 12). Residential properties are also found along major thoroughfares interspersed among commercial and industrial uses. The only multifamily properties are located at the intersection of Bernal Street and Walton walker (Loop 12). The Tepeyac Colonia Apartments consist of 280 units on 26 acres of land.

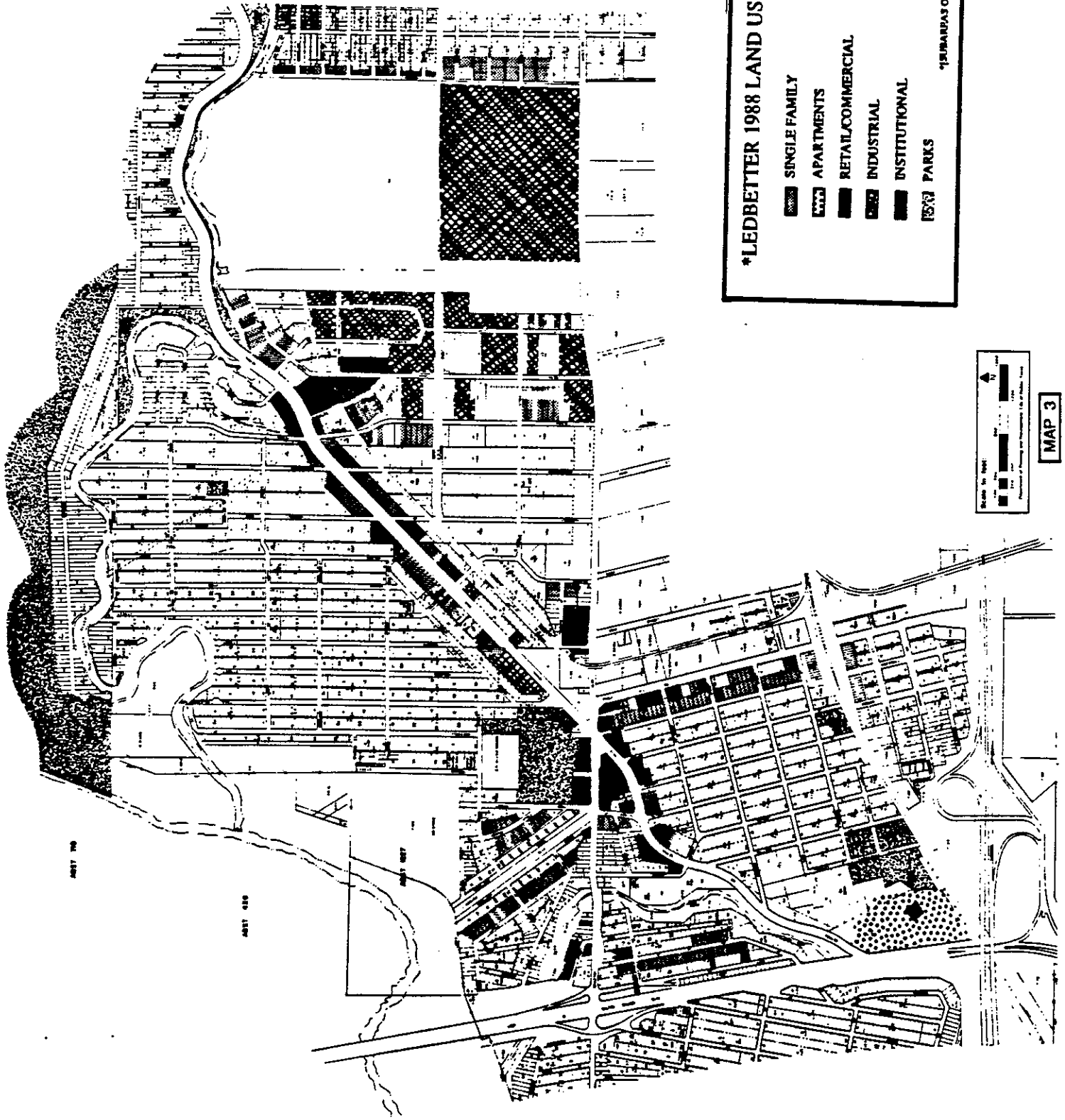
Retail/commercial land uses tend to locate along the area's major thoroughfares. Singleton Boulevard has the heaviest concentration of retail/commercial uses which include automotive sales and services, clothing sales, restaurants, and grocery sales.

The northern section of Bernal Street also has a concentration of retail/commercial uses. These uses are similiar to those found along Singleton Boulevard, i.e. automotive service, grocery sales and neighborhood service uses. The intersection of Bernal Street and Singleton Boulevard contains the most intense commercial development within the study area.







Industrial land uses dominate the eastern portion of the study area north of Singleton and along Pluto Street. Specific uses in the area include Featherlite Industries, Consolidated Freightways, Pioneer Balloon, Main Steel Polishing Co., U.S. Equipment Co., J. M. Industries and Jacobs Metal and Salvage. Featherlite Industries is adjacent to residential properties separated by a 50 foot easement and Norwich Street which is a secondary thoroughfare with 64 feet of right-of-way.

Other land uses include institutional and vacant land. Institutional land uses consist of two schools; Gabe P. Allen located at 5412 Nomas Street and Eladio Martinez School located on Bernal Street.

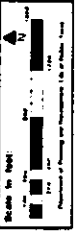
Several churches are located throughout the area; the most noteworthy is Our Lady of Lourdes and the Marillac Social Center located at 2827 Lapsley.



***LEDBETTER 1988 LAND USE**

-  SINGLE FAMILY
-  APARTMENTS
-  RETAIL/COMMERCIAL
-  INDUSTRIAL
-  INSTITUTIONAL
-  PARKS

*EXEMPT ONLY!



MAP 3

Vacant properties mostly small parcels are scattered throughout the area; however, there are several tracts of substantial size. One is 133 acres adjacent to Bernal Street and Norwich Street. Others are located at the intersection of Singleton Boulevard and Walton Walker (Loop 12). A sizable amount of vacant property also exists near the city limits in the western portion of the study area.

2.2 Existing Zoning

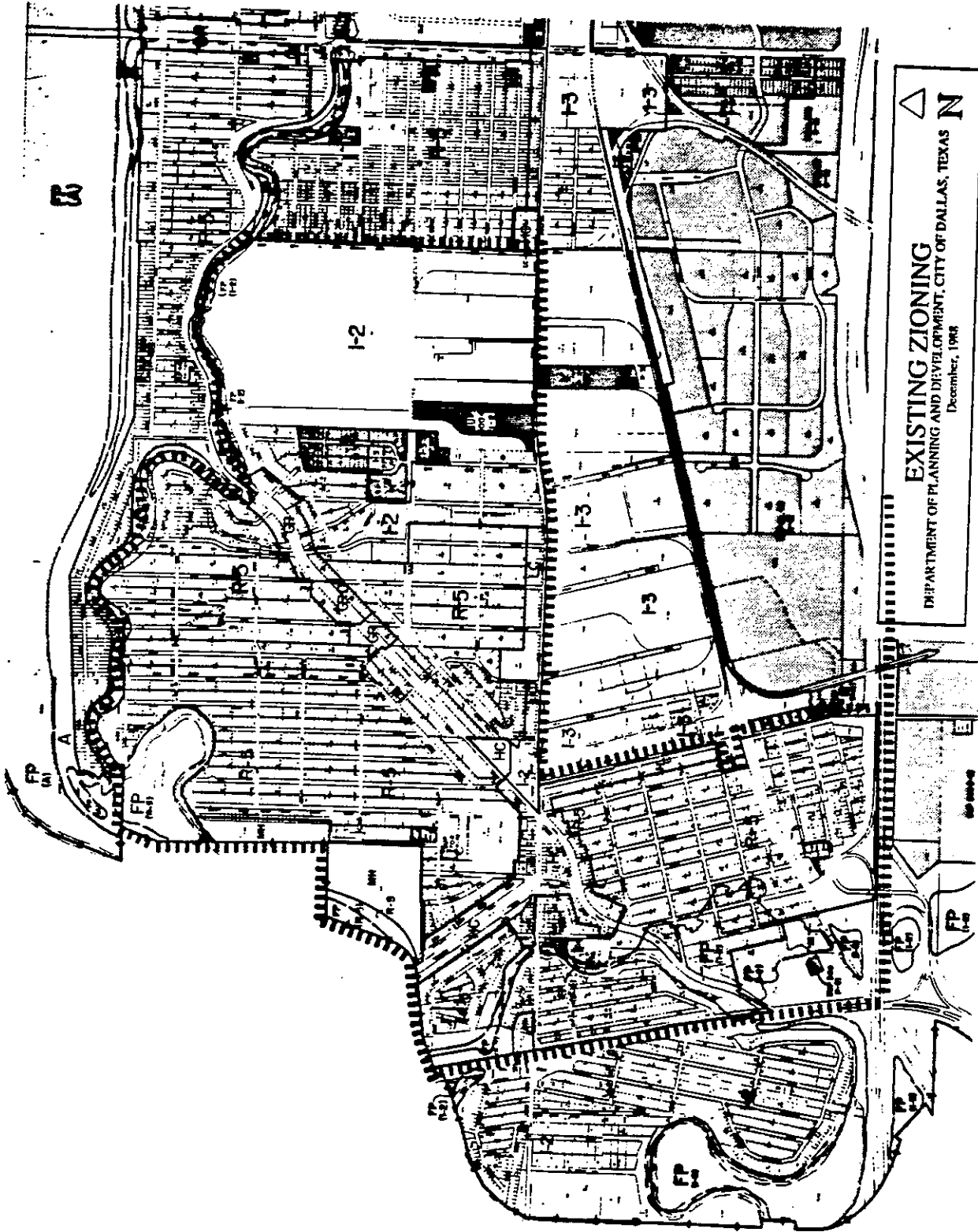
The majority of the existing zoning shown on Map 4, has been in place since the adoption of the 1965 Comprehensive Zoning Update. The area is comprised of 528.3 acres of R-5 zoning, 39 acres of MH zoning, 32 acres of GR zoning, 17 acres of LC zoning, 66 acres of HC zoning, 357 acres of I-2 zoning and 28 acres of I-3 zoning. The 1965 Update rezoned the majority of Bernal Drive from Singleton Boulevard to approximately 300 feet northeast of Schofield Drive. The northwest side of Bernal Drive from Singleton Boulevard to Hammerly Drive was zoned as a HC (Heavy Commercial) District. The southeast side of Bernal Drive was zoned an I-2 Industrial District.

The remaining portion of Bernal Drive from Hammerly Drive to the northeast boundary of the nonresidential zoning was zoned (GR) General Retail District. Then in July, 1972, a portion of Bernal Drive from Tumalo Street to Hammerly Drive was rezoned. Both sides of Bernal Drive from Tumalo Street to Abilene Street were rezoned to an R-5 Single Family District 5,000 square feet. The remaining portion of Bernal Drive from Abilene Street to Hammerly Drive was rezoned to a (GR) General Retail District.

Other areas have been rezoned since the 1965 Update. In August, 1976, an area of approximately 28 acres located north of Singleton Boulevard and east of Mican Drive, was rezoned from an I-2 District to an I-3 District. In May, 1985, an area of approximately 3 acres located at the northeast corner of Singleton Boulevard and Walton Walker (Loop 12), was rezoned from a R-5 District to a GR District with deed restrictions limiting the uses to service station, retail food store office, restaurant and medical clinic and limiting the height to 18 feet.

There are several Specific Use Permits (SUP) on the area. They are as follows:

- SUP#295 - An SUP for a salvage yard approved in June, 1965.
- SUP#494 - An SUP for a wrecking yard approved in January, 1970
- SUP#560 - An SUP for a day care center approved in November, 1971.
- SUP#611 - An SUP for a day nursery approved in March, 1973.
- SUP#704 - An SUP for a health center approved in March, 1975.
- SUP#735 - An SUP for a junk or salvage yard approved in August, 1976.
- SUP#750 - An SUP for a convent approved in December, 1976.
- SUP#836 - An SUP for a community welfare or health center approved in September, 1979.
- SUP#1004- An SUP for the outside sale of general merchandise and food approved in January, 1988.



△ N
EXISTING ZONING
DEPARTMENT OF PLANNING AND DEVELOPMENT, CITY OF DALLAS, TEXAS
December, 1968

MAP 4

2.3 Transportation

The Thoroughfare Plan defines a hierarchy of streets: major, secondary, collector and minor thoroughfares. In general, major thoroughfares are six-lane roadways. Collector and minor streets are typically two-lane roadways. Major thoroughfares carry large volumes for long distances; secondary and collector thoroughfares provide access to properties and carry traffic to the major thoroughfares. Minor streets are only intended to provide access to adjacent properties. One of the main purposes of the Thoroughfare Plan is to define existing and future thoroughfares. Thoroughfare designations are shown on Map 5.

The Ledbetter Study area includes four major thoroughfares and four secondary thoroughfares. The major thoroughfares are Singleton Boulevard, Bernal Drive, Chalk Hill Road, and Profit Drive Extension. The Profit Drive Extension is a proposed, but unfunded, Trinity River Bridge crossing. The secondary thoroughfares are Mican Drive, Morris Street, Norwich Street, and Bernal Drive.

Future street improvement projects are funded for Bernal Drive and Chalk Hill Road. The construction of Bernal Drive as a four-lane divided roadway from Singleton to Pluto should be completed in early 1991. The engineering design of Chalk Hill Road from Davis to Singleton will begin in mid-1990 and be constructed when funds are available.

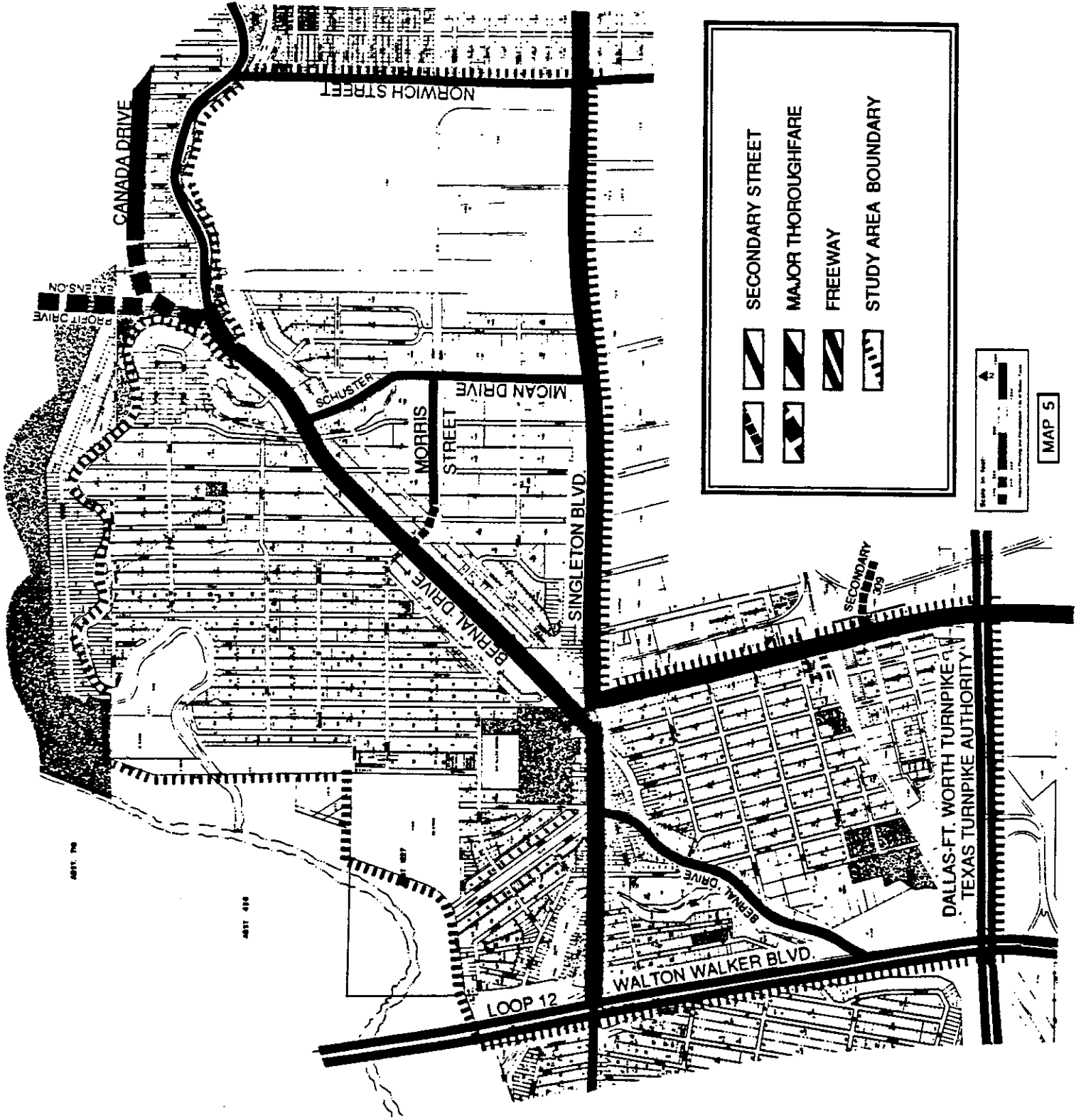
The Thoroughfare Plan was adopted in 1965 and is currently being updated city-wide. This study's land use concept identifies the area's existing thoroughfares and locations for potential growth. The findings will be used in formulating recommendations for the new Thoroughfare Plan. The Thoroughfare Plan Update will be reviewed with the public and considered for adoption in 1989.

III. Citizen Participation Process

3.1 Neighborhood Groups

Three groups were identified as being active within the study area. These groups are the Ledbetter Neighborhood Association, the West Dallas Business Committee and the West Dallas Advisory Committee. Not only have these groups taken active roles in other community issues, but they have been involved in prior zoning cases within the area.

In February, staff met with each group to explain the planning process and to recruit preliminary input. In constructing the advisory committee, each organization was asked to provide three representatives for the Advisory Committee.



	SECONDARY STREET
	MAJOR THOROUGHFARE
	FREEWAY
	STUDY AREA BOUNDARY



MAP 5

3.2 Issues and Concerns

After meeting with the advisory committee, several issues emerged as most important to the community. These issues and concerns include:

- o Land use appropriateness
- o Residential adjacency issues
- o Zoning and land use incompatibilities

The above issues appeared to be common to both homeowner and business interests. More specifically, the three issues that generated the most discussion were appropriate zoning for a large tract of vacant land along Norwich Street and appropriate land uses near the Eladio Martinez School site. The third issue was appropriate land uses at the intersection of Walton Walker and Singleton Boulevard.

IV. Zoning Classification Recommendations

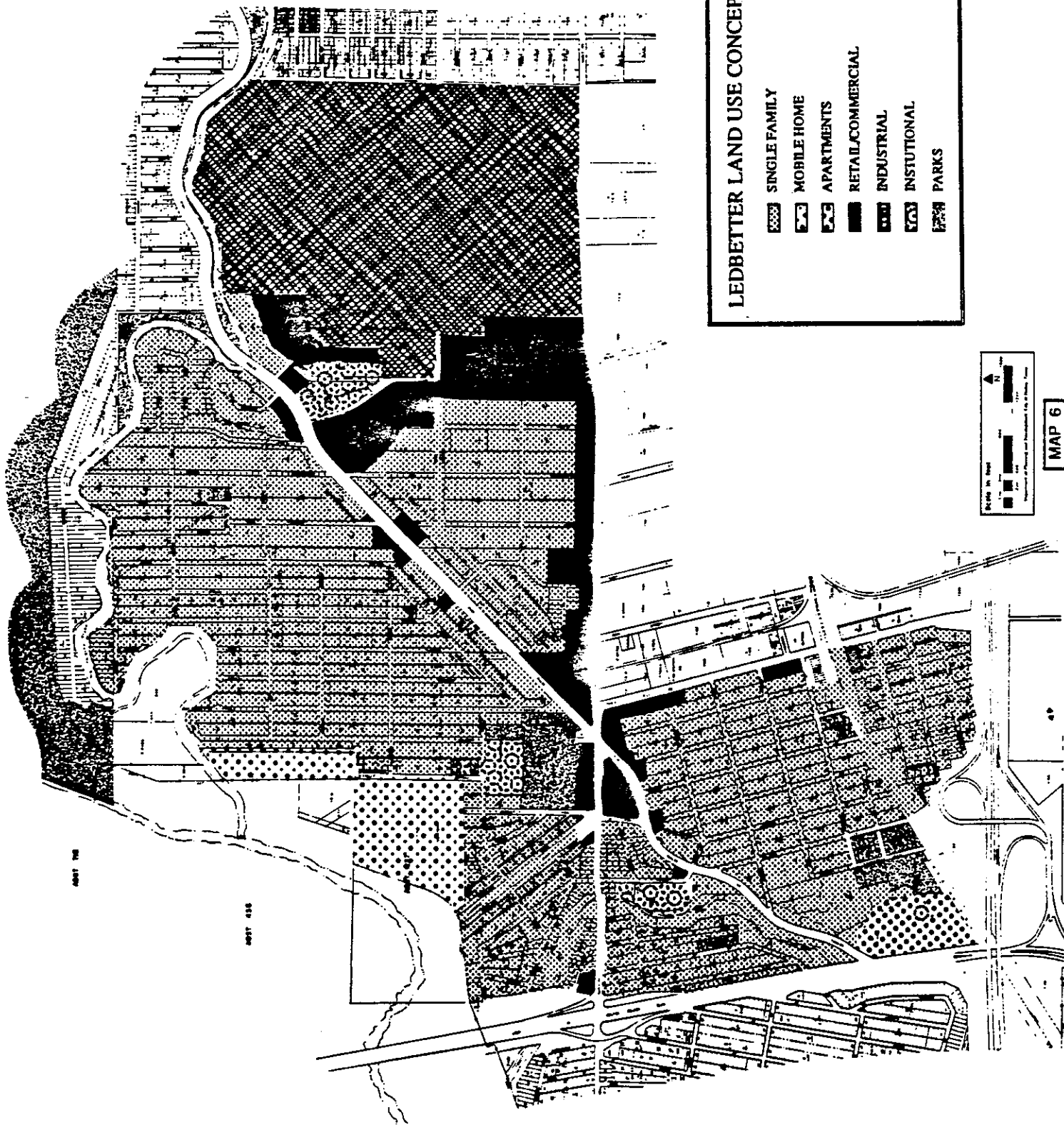
4.1 Land Use Concept

The land use concept shown on Map 6 was developed to be the basis for recommending zoning classifications. The concept map recognizes the existing development pattern and projects further development patterns for underdeveloped areas. The land uses identified are single family, multifamily, mobile home, commercial/retail, open space and industrial uses.








Residential uses fall in one of three categories, single family, multifamily and mobile home. Single family uses are appropriate for the residential enclaves north and south of Bernal Street and west of Chalk Hill Road to Walton Walker (Loop 12). Multifamily uses are recommended for the properties at the intersection of Walton Walker and I-30. Mobile home uses are recommended for the property located in the western portion of the study area near the city limits.

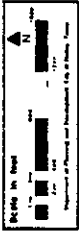
Commercial/retail land uses are recommended for the properties north of Singleton Boulevard from Peoria Street to Claibourne Boulevard. Commercial land uses are also appropriate along Bernal Street, near the Eladio Martinez School site and for several intersections south towards Singleton Boulevard.

Industrial uses are recommended for the industrial properties in the eastern section of the study area in the general area of Pluto Street and north of Singleton Boulevard. Industrial uses are also recommended for the vacant tract of land along Norwich Street.



LEDBETTER LAND USE CONCEPT

-  SINGLE FAMILY
-  MOBILE HOME
-  APARTMENTS
-  RETAIL/COMMERCIAL
-  INDUSTRIAL
-  INSTITUTIONAL
-  PARKS



MAP 6

Gabe P. Allen and Eladio Martinez Schools are presently institutional uses which will remain. Open space is an appropriate use for park space identified in the area. (See Land Use Concept Map).

4.2 Zoning Recommendations

The recommendations that follow are designed as a guide to planning in the Study area. Careful consideration was given to minimizing nonconformity and to minimizing adverse impacts of nonresidential uses on residential properties. The recommendations are a result of a planning process based on an evaluation of existing conditions in the area and, most importantly, public input.

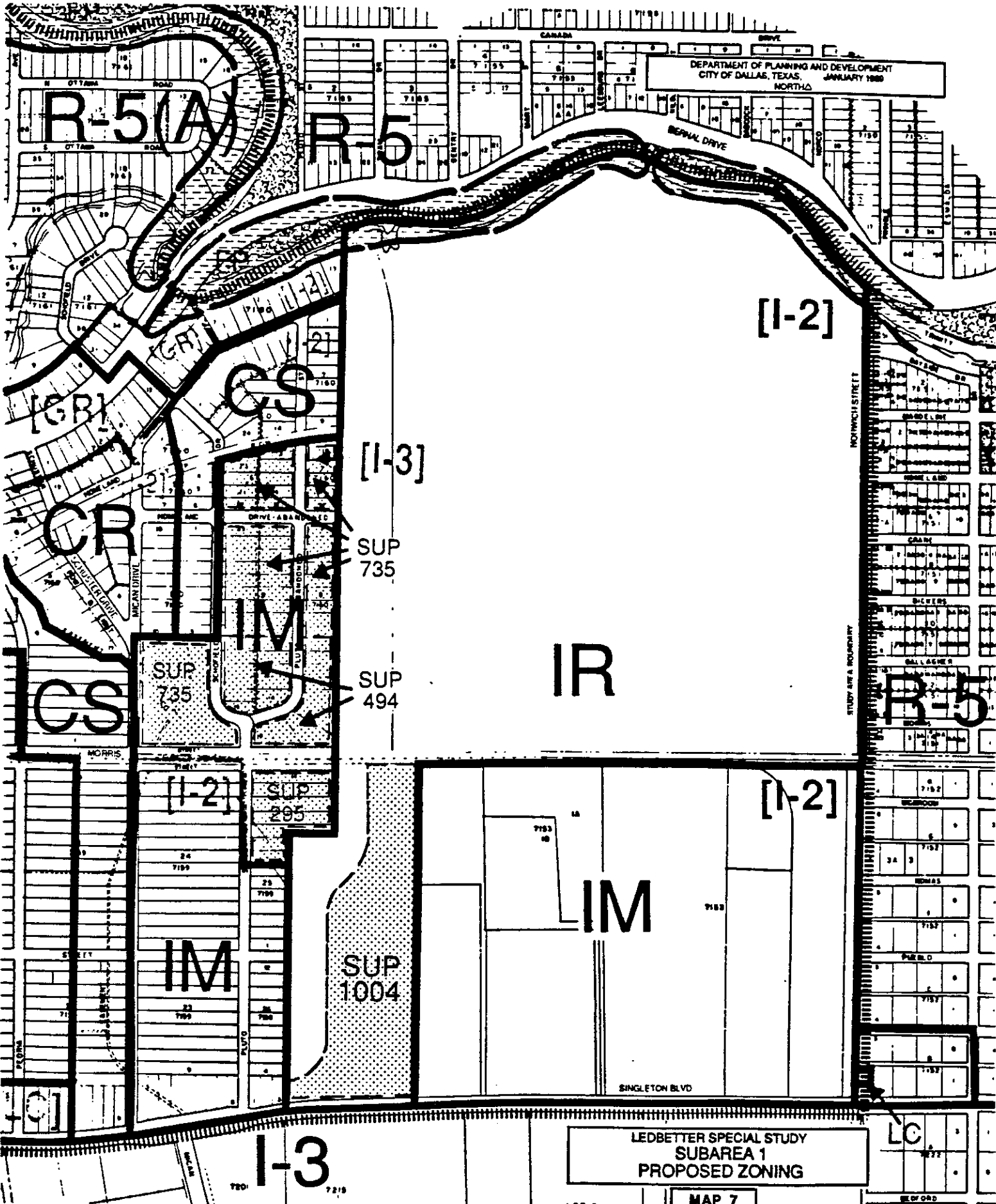
SUBAREA 1

Subarea 1 shown on Map 7 is located within the general area of Bernal Street, Norwich Street, Singleton Boulevard and Peoria Street. Existing zoning designations in this area include GR, I-2 and I-3. Uses in this area include commercial property along Bernal, Singleton Boulevard and Pluto Street, and industrial property along Singleton Boulevard and Pluto Street. Residential uses exist along part of Peoria Street and Mican Street. There are 133 acres of vacant property along Norwich Street and a small vacant tract along Singleton Boulevard.

Beginning with the properties fronting the north side of Singleton Boulevard, bounded by Norwich Street on the east, the Texas and Pacific railroad tracks on the north, the eastern property line of the Flea Market site (SUP 1004) on the west and Singleton Boulevard on the south, Industrial Manufacturing (IM) zoning is recommended. Industrial Manufacturing is also recommended for the properties west of SUP 1004 to Mican Street bounded by the Texas and Pacific railroad tracks on the north and Singleton Boulevard on the south and for Jacobs Metal and Salvage yard. IM allows the most intense industrial uses, a maximum floor area ratio of 2.0, 80 percent lot coverage and a maximum height of 110 feet or 8 stories.

Industrial Research (I-R) is recommended for the vacant track of land (133 acres) immediately north of the railroad tracks and for the Flea Market site. Because of the proximity of the vacant tract to residential development, additional buffering and screening should be encouraged. IR zoning allows industrial uses, a maximum floor area ratio of 2.0, 80 percent lot coverage and a maximum height of 200 feet or 15 stories.

Commercial service (CS) zoning is also recommended for the properties fronting Mican Street and Pluto Street to the railroad tracks. Commercial Service allows commercial service type uses, outside storage with visual screening, a maximum floor area ratio of 1.0, 80 percent lot coverage, and a maximum height of 45 feet or 3 stories. This area provides a transitional buffering between the industrial to the east and residential uses to the west.



Commercial Service Zoning (CS) is also recommended for the properties to the immediate west and north of Jacobs Salvage and Metal. This property also serves as a buffer between the new school site on the west and the residential properties to the north. This property is currently vacant.

Community retail zoning (CR) is recommended for the property in the general area of Schuster Drive, Schofield Drive and Bernal Drive. This area includes the new elementary school site and the properties fronting Bernal Street from Peoria Avenue to Schofield Drive. CR zoning allows retail, personal services and office uses, a maximum floor area ratio of .75, 60 percent lot coverage, and a maximum height of 54 feet on 4 stories.

Residential zoning (R-S(A)) is recommended for the properties fronting the north side of Mican Street from the drainage easement to Schofield Drive. R-5(A) allows single family homes on 5000 square foot lots, 45% lot coverage and a maximum height of 36 feet.

SUBAREA 2:

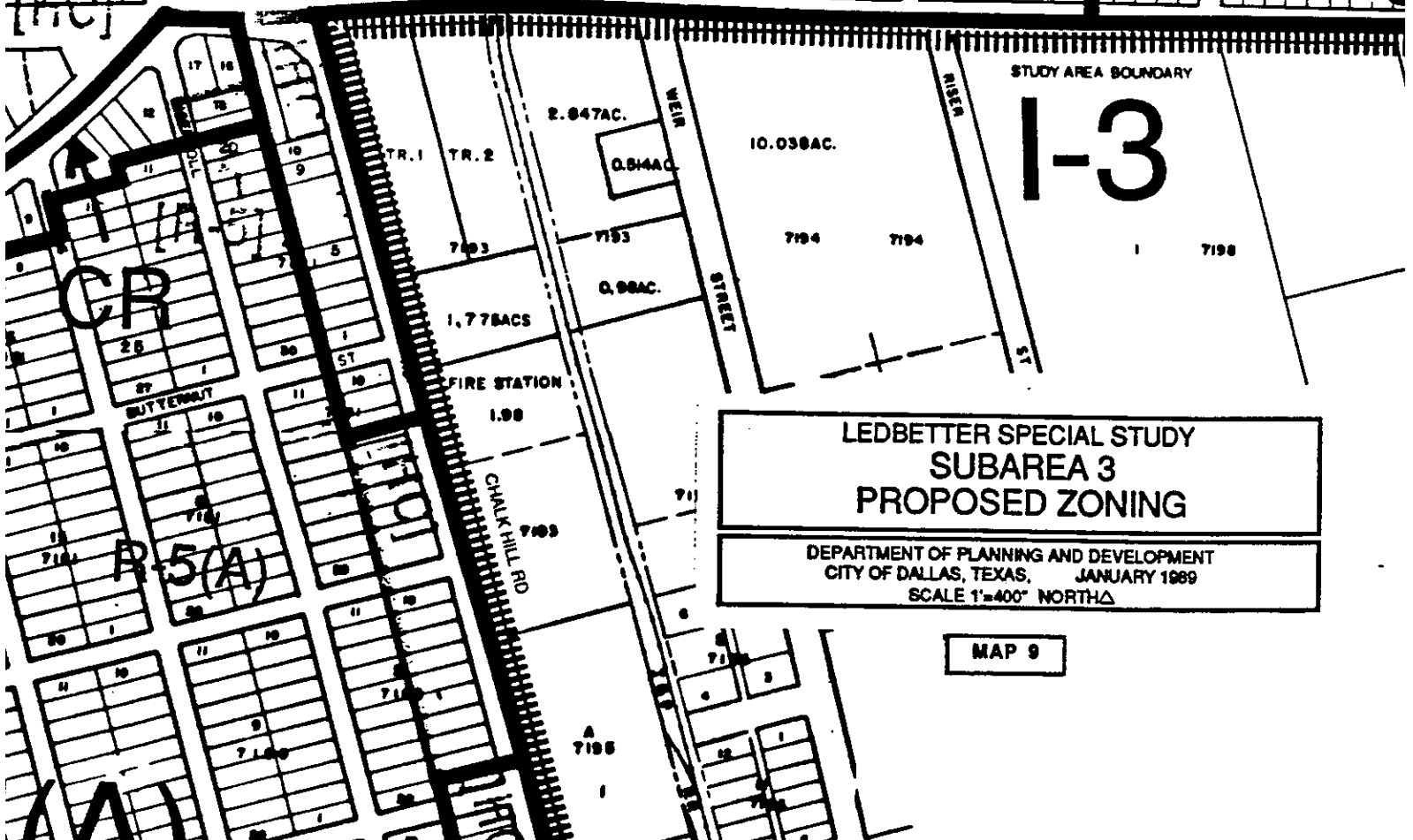
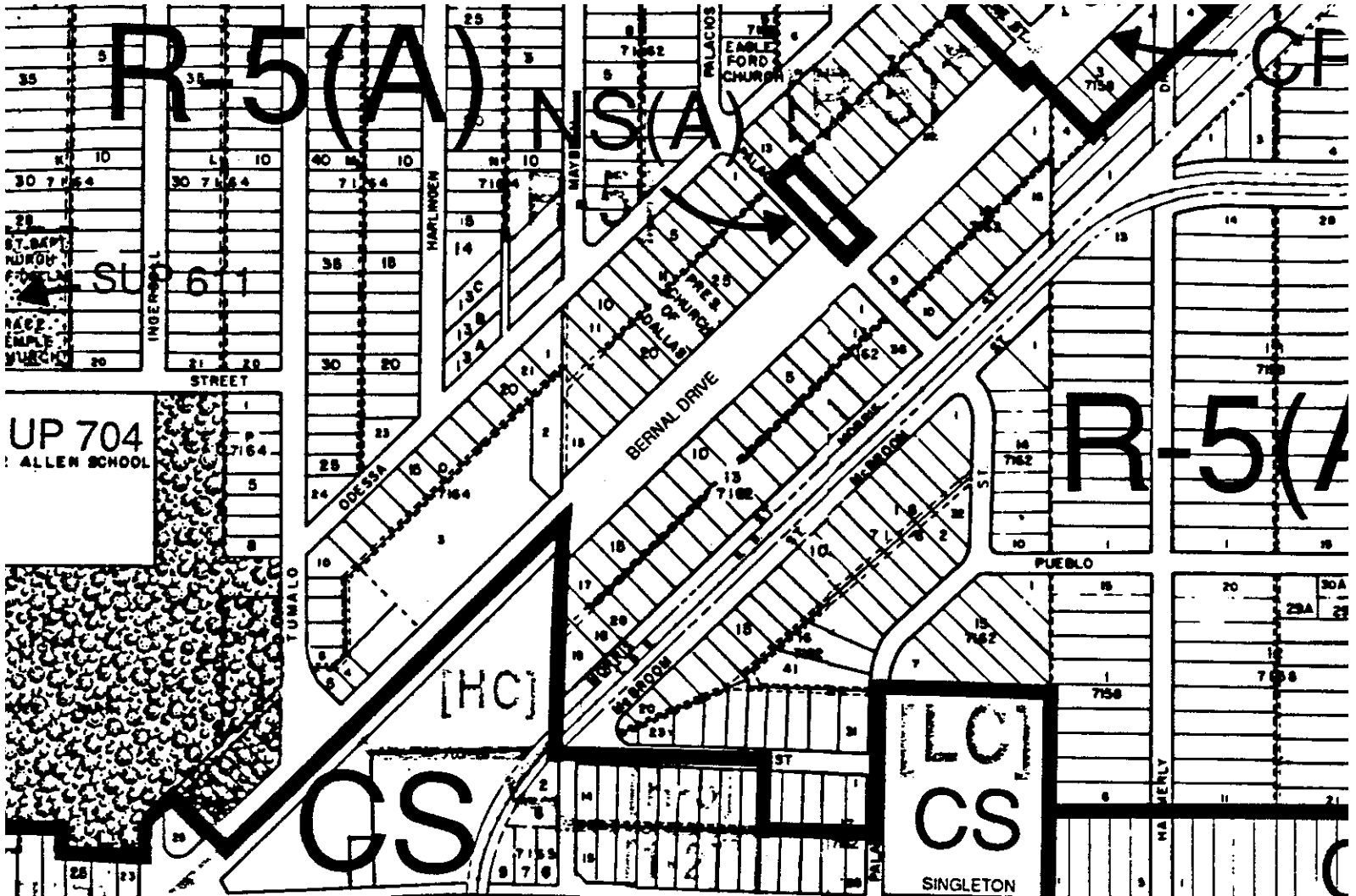
Subarea 2 shown on Map 8, consists of the properties fronting Bernal Drive from Peoria Avenue to Tumalo Trail. Existing zoning designations in the area include GR, GR-D, and R-5. Uses in the area include commercial and residential uses.

Residential zoning R-5(A) is recommended for the properties fronting Bernal Drive from one lot south of Abilene Street to Tumalo Trail, except for the corner lots at the intersection of Bernal Drive and Palacios Street and the vacant property on the southwest side of Bernal Drive and Tumalo Trail. CR zoning is recommended for the properties fronting Bernal Drive from Hammerly Drive to one lot south of Abilene Street. CR-D zoning is recommended for the corner lot northwest of the intersection of Bernal and Hammerly Drive.

Neighborhood Service (NS(A)) is recommended for the properties fronting Bernal Drive on the northwest side, from Peoria Avenue to the corner lot of Hammerly Drive and the southeast side of Bernal Drive from Weisenberger to Hammerly Drive. Neighborhood service is also recommended for the property fronting Bernal Drive on the northwest side at the intersection of Bernal Drive and Palacios Street. NS(A) zoning allows for retail, personal service, and office uses with a maximum floor area ratio of .5, 40 percent lot coverage, and a maximum height of 30 feet or 2 stories.

SUBAREA 3:

This subarea is shown on Map 9, located in the general area north of Singleton Boulevard, Palacios Street, Toronto Street and east of Bernal Drive. Existing zoning designations in the area include R-5, LC, HC and I-2. Uses in the area include residential, commercial and outside storage.



**LEDBETTER SPECIAL STUDY
SUBAREA 3
PROPOSED ZONING**

DEPARTMENT OF PLANNING AND DEVELOPMENT
CITY OF DALLAS, TEXAS, JANUARY 1989
SCALE 1"=400' NORTH

MAP 9

CS is recommended for the properties fronting the north side of Singleton Boulevard from five lots west of Hammerly Drive, to the intersection of Singleton Boulevard and Bernal Drive. CR is recommended for the properties fronting the north side of Singleton Boulevard from five lots west of Mican Drive to five lots west of Hammerly Drive. R-5(A) zoning is recommended for five properties on the south side of Toronto Street and all of the properties north of Toronto Street to Bernal Drive.

SUBAREA 4:

Subarea 4 shown on Map 10, consists of the properties fronting Claiborne Boulevard from Singleton Boulevard to the city limits. The property is zoned Heavy Commercial (HC). Currently the property is vacant and is surrounded by residentially zoned property.

R-5(A) zoning is recommended for the properties fronting Claiborne Boulevard except for lots 2 through 9 of block 7169 over I. Commercial Service (CS) zoning is recommended for lots 2 through 9 and lots 20 through 27 of block 7169 over I.

SUBAREA 5:

This subarea shown on Map 11, consists of the properties north and south of Singleton Boulevard at Walton Walker (Loop 12). Existing zoning designations are GR and R-5(A). Uses in the area include single family and vacant properties. Vacant properties are located to the immediate north and south of Singleton Boulevard fronting Singleton Boulevard and the Loop 12 service road.

Community retail zoning (CR) is recommended for the properties north of Singleton Boulevard from the Loop 12 service road to Toronto Street. R-5(A) zoning is recommended for the remaining properties. However, the vacant properties south of Singleton Boulevard fronting both the Loop 12 service road and Singleton Boulevard have potential for commercial development. CR zoning would be appropriate in the future.

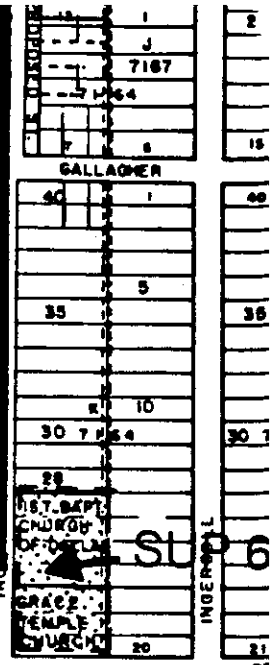
SUBAREA 6:

Subarea 6 shown on Map 12, is located in the general area of the intersection of Singleton Boulevard, Clymer Street and Bernal Drive. Existing zoning designations are HC and R-5. Uses in the area include residential, commercial/retail and commercial service.

MH
(A)

R-5(A)

STUDY AREA BOUNDARY



SUP 704
S.P. ALLEN SCHOOL

R-5(A)

ORIG. AREA

SINGLETON BLVD.

SUP 750

SUP 836

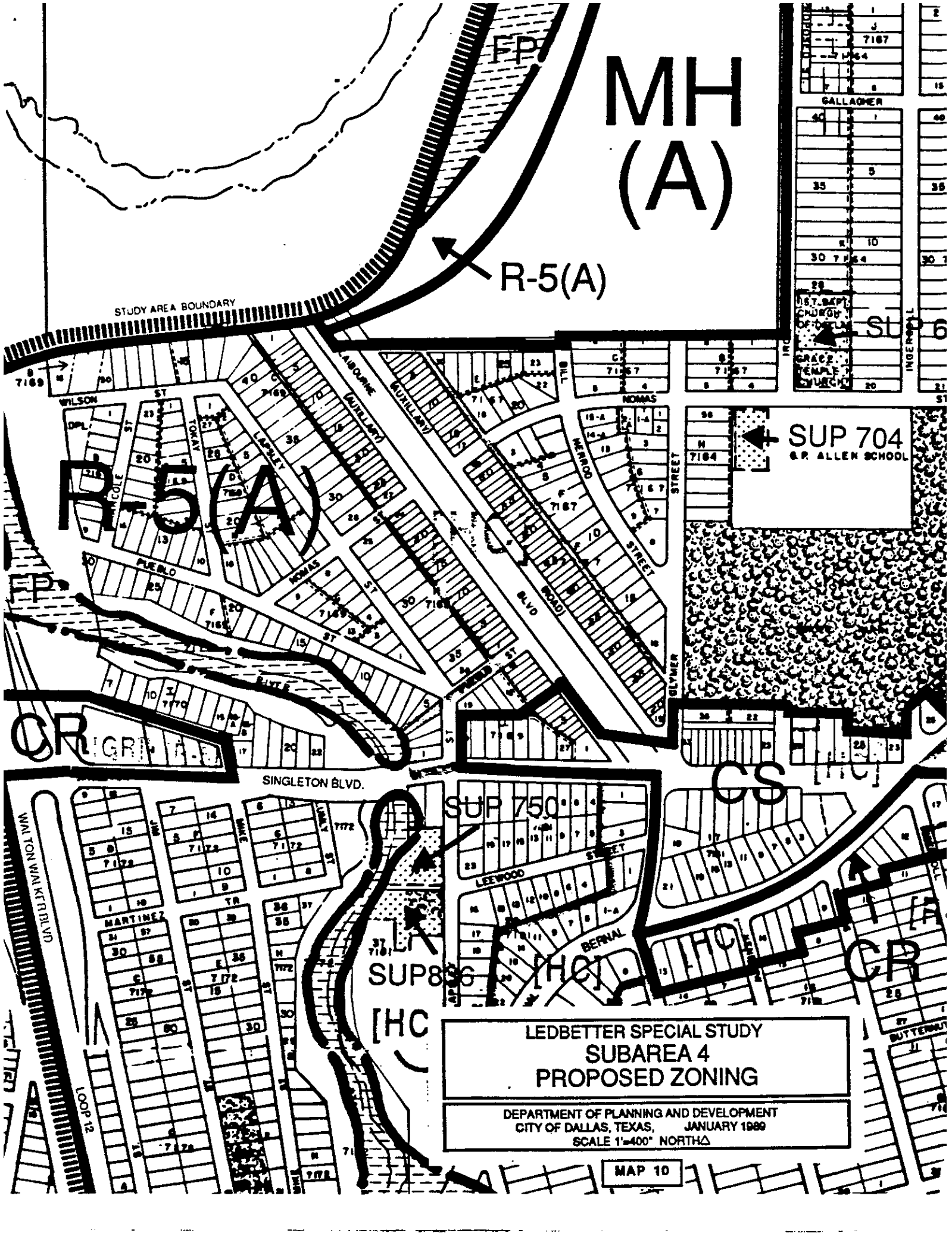
[HC]

CS

LEDBETTER SPECIAL STUDY
SUBAREA 4
PROPOSED ZONING

DEPARTMENT OF PLANNING AND DEVELOPMENT
CITY OF DALLAS, TEXAS, JANUARY 1989
SCALE 1"=400' NORTH

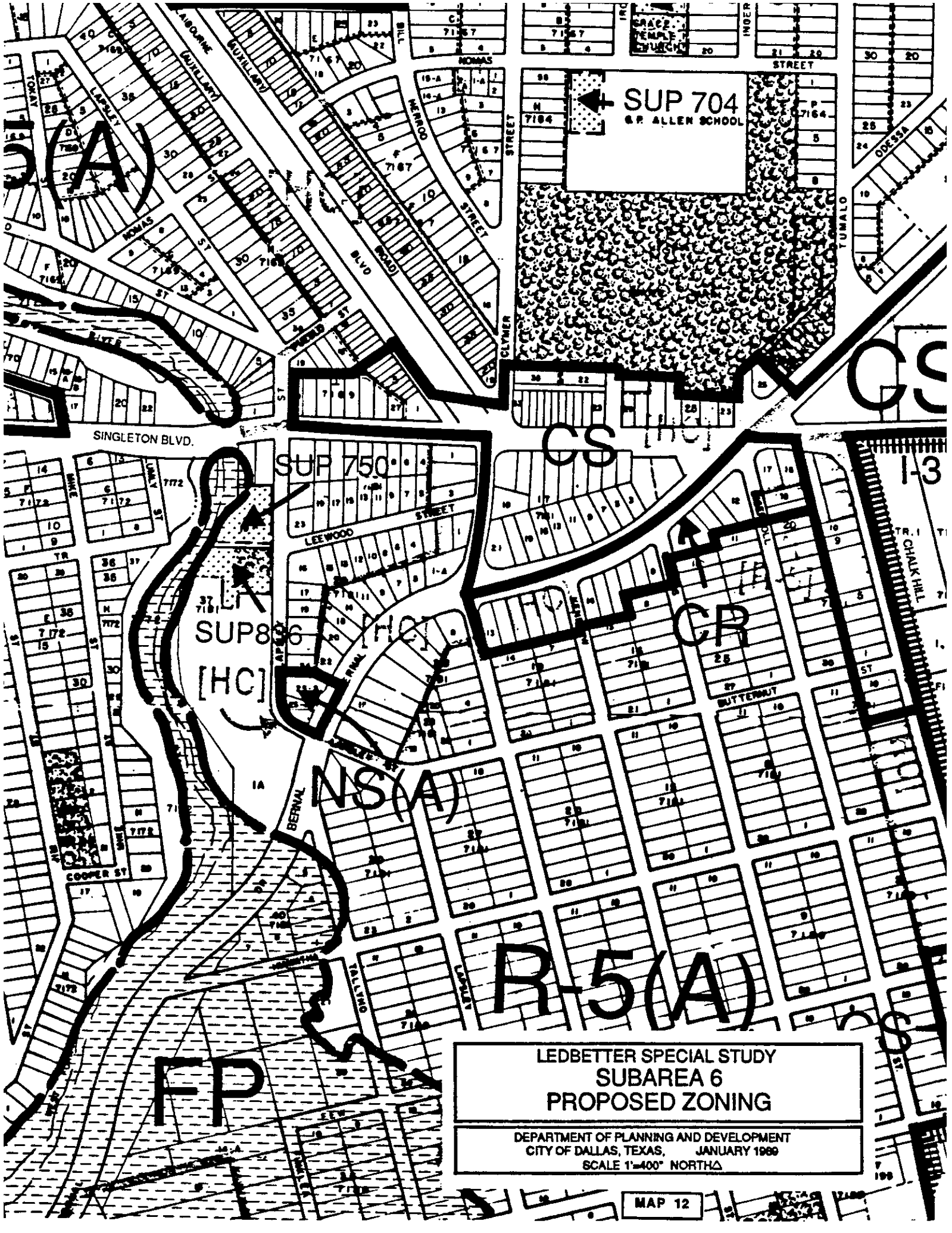
MAP 10





**LEDBETTER SPECIAL STUDY
SUBAREA 5
PROPOSED ZONING**

DEPARTMENT OF PLANNING AND DEVELOPMENT
CITY OF DALLAS, TEXAS, JANUARY 1989
SCALE 1"=400' NORTH



SUP 704
S.P. ALLEN SCHOOL

SUP 750

SUP 8
[HC]

NS(A)

R-5(A)

FP

LEDBETTER SPECIAL STUDY
SUBAREA 6
PROPOSED ZONING

DEPARTMENT OF PLANNING AND DEVELOPMENT
CITY OF DALLAS, TEXAS, JANUARY 1969
SCALE 1"=400' NORTH

CS zoning is recommended for the properties fronting Singleton Boulevard from Bernal Drive west to five lots west of Claibourne Boulevard. This also includes the properties on the north side fronting Bernal Drive from Singleton Boulevard to Clymer Street. CR zoning is recommended for the properties fronting the south side of Bernal Drive, from the two lots east of Ingersoll Street to Clymer Street. CR zoning is recommended for two lots zoned R-5 on Ingersoll Street just south of the corner of Singleton Boulevard for use in conjunction with an existing restaurant. Neighborhood Service zoning (NS(A)) is recommended for the property fronting the west side of Bernal Drive at the intersection of Lapsley Street and Bernal Drive. R-5(A) zoning is recommended for the remaining properties within this subarea.

SUBAREA 7:

Subarea seven shown on Map 13, consists of the properties on the west side of Chalk Hill Road, from Singleton Boulevard to Fitchburg Street. All of the properties are zoned for Heavy Commercial use. Uses within the area include single family residential, commercial service, warehouse/distribution and outside storage.

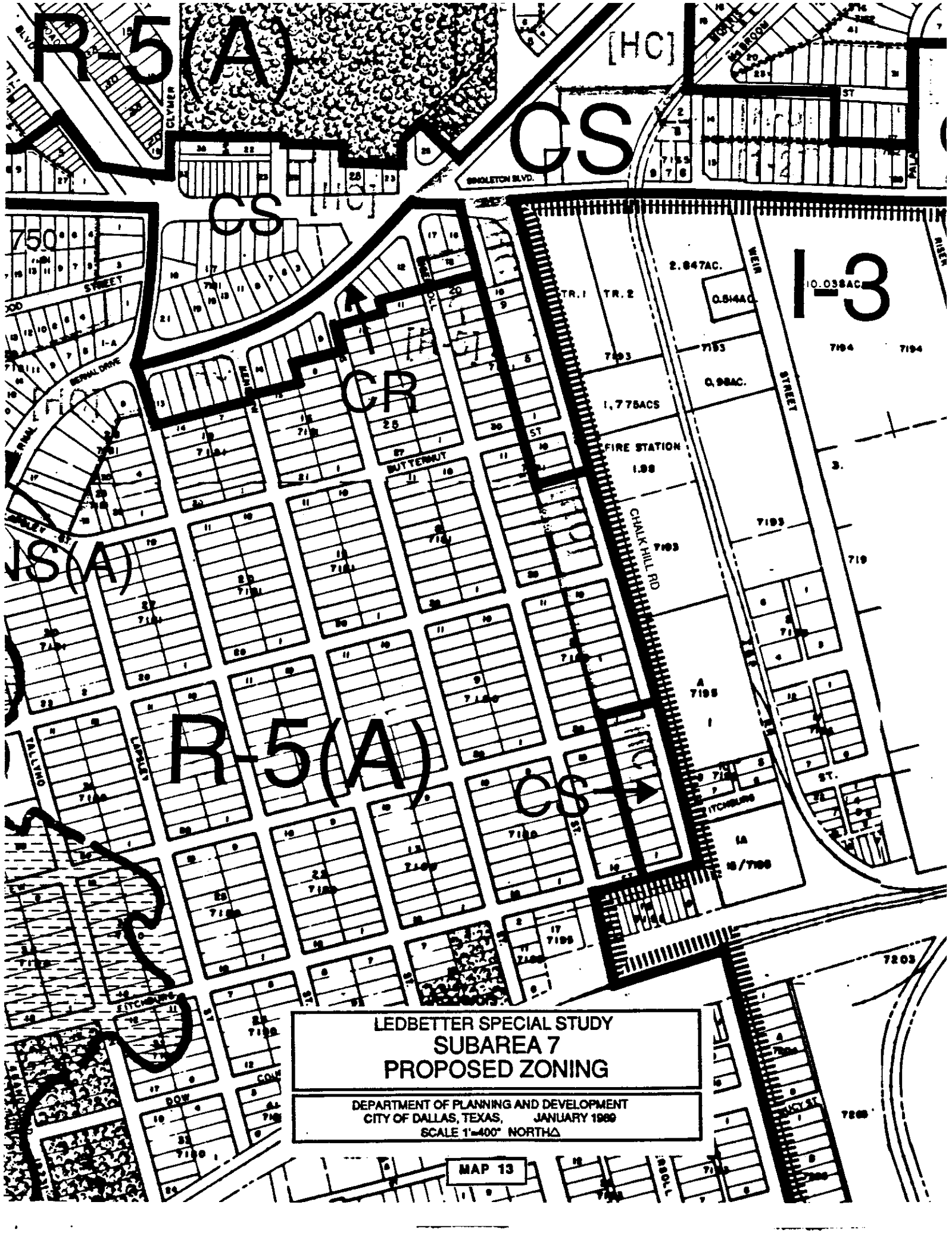
Commercial Service (CS) zoning is recommended for the properties along the west side of Chalk Hill Road from Singleton Boulevard to three lots south of Butternut Street and from one lot north of Few Street to Fitchburg Street. Residential R-5(A) zoning is recommended for the remaining properties west of Chalk Hill Road.

SUBAREA 8

This subarea shown on Map 14; consists of the properties northeast of the intersection of Walton Walker (Loop 12) and I-30. The properties are zoned I-2 for industrial uses. Uses include single family residential, multifamily, open space and vacant property.

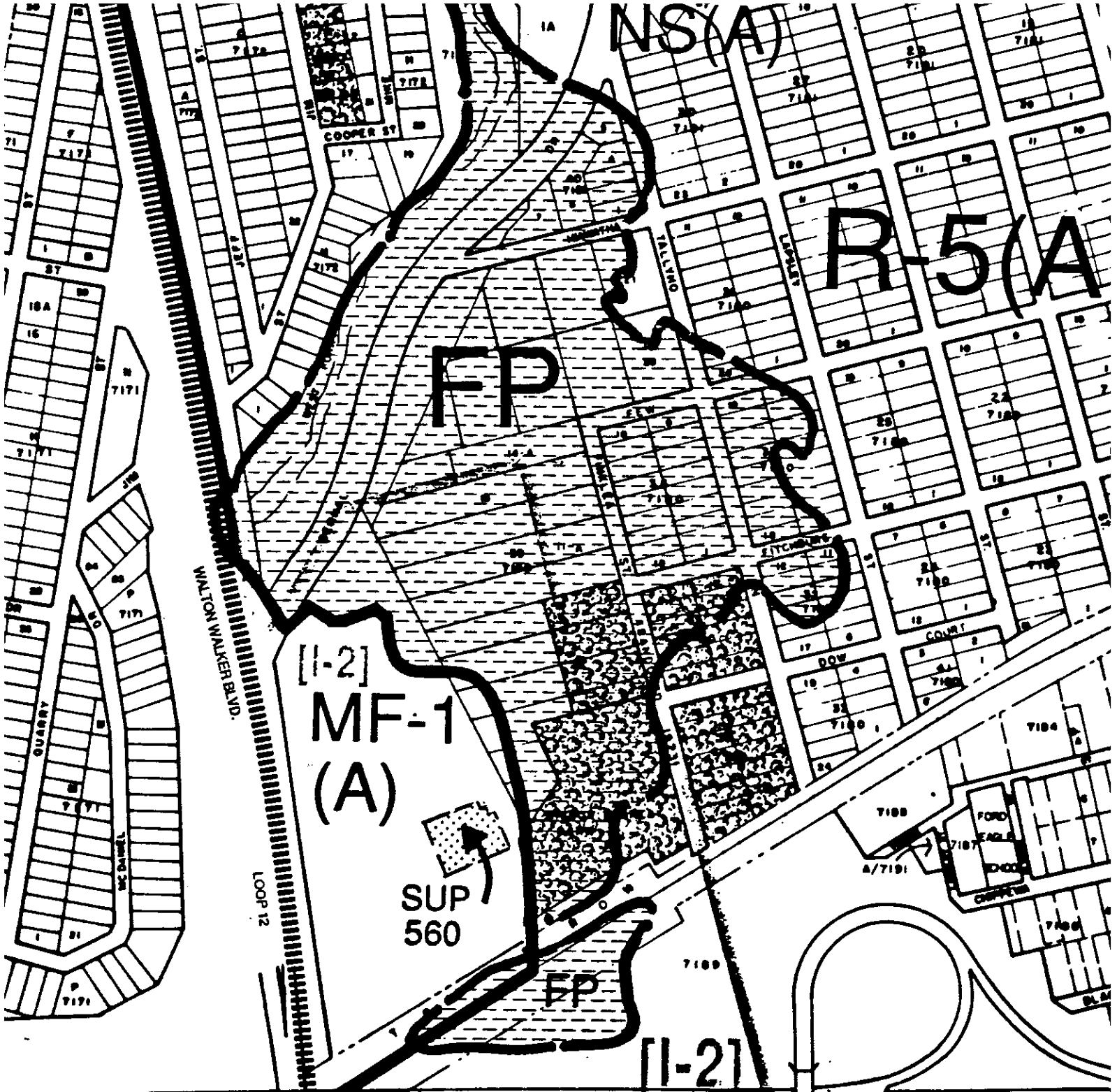
Multifamily zoning (MF-1(A)) is recommended for the Tepayac Colonia apartment complex. MF-1(A) allows multifamily residential uses, with a minimum lot size of 3,000 square feet, 60 percent lot coverage and a maximum height of 36 feet or 3 stories. Residential zoning (R-5(A)) is recommended for the properties surrounding the apartment complex.

Map 15 shows the zoning recommendations for the entire study area.



**LEDBETTER SPECIAL STUDY
SUBAREA 7
PROPOSED ZONING**

DEPARTMENT OF PLANNING AND DEVELOPMENT
CITY OF DALLAS, TEXAS, JANUARY 1969
SCALE 1"=400' NORTH



**LEDBETTER SPECIAL STUDY
SUBAREA 8
PROPOSED ZONING**

DEPARTMENT OF PLANNING AND DEVELOPMENT
CITY OF DALLAS, TEXAS, JANUARY 1989
SCALE 1"=400' NORTH

1-2

4.3 Conclusion

The planning process for the Ledbetter/Singleton North Industrial Area took approximately 10 months to complete. The advisory group which is composed of 14 members representing various interests in the community, met with staff a total of seven times. The meetings were held in the community at the Marillac Social Center, 2827 Lapsley Street. Throughout the planning process each advisory committee member was notified in advance of each meeting and urged to attend.

During subsequent meetings, the group discussed issues and concerns of the neighborhood. At the following meetings, the group discussed appropriate zoning classifications for the identified subareas. At the final advisory committee meeting, staff presented preliminary recommendations for discussion and input. On November 16, 1988, at the second community meeting, preliminary recommendations were presented to over 150 property owners in attendance.

