Planning & Capacity Building Study (2010-2020)

Housing, Population, Land Use, Street, Recreation/Open Space, Capital Improvements Program, and Zoning Study

City of Del Rio, Texas
Val Verde County

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DEL RIO, TEXAS

2010 TxCDBG Planning and Capacity Building Fund Project

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CHAPTER 1 INTRODUCTION

1.1 PURPOSE

The purpose of this planning document is to provide the City of Del Rio with a document containing goals and objectives that can be utilized in both current and future decision-making. Recent and expected future development and infrastructure improvements have greatly influenced the need for a comprehensive plan of action for effective and controlled growth of the City, both within the City limits and extending out to the Extra-Territorial Jurisdiction (ETJ). The planning period for this plan will be from 2010 to 2020, with actions and improvements broken into smaller one to five year phases. This plan will have the ancillary effect of availing the City to future funding opportunities.

The Del Rio Comprehensive Master Plan completed in 2007 was designed to guide the development process with the goal of ensuring quality land development for the future of Del Rio. This Planning and Capacity Building Study will serve as a more detailed analysis within the Del Rio Comprehensive Master Plan.

1.2 LOCATION AND HISTORY

Del Rio is located in Val Verde County on the United States-Mexico border, midway between Padre Island and Big Bend National Park. The City is eight miles south of Amistad National Recreational Area, which surrounds the United States portion of Lake Amistad formed by the Rio Grande, Pecos, and Devil's Rivers, with 850 miles of shoreline.

Del Rio is immediately across the International Bridge from Ciudad Acuña, Mexico and is seven miles west of the Air Education Training Command's Laughlin Air Force Base. It is on U.S. Highway 90, running east-west and U.S. 277, running north-south. It is 150 miles southwest from San Antonio and 154 miles south of San Angelo. It is served by Amtrak.

Del Rio's original name was San Felipe del Rio (Saint Phillip of the River). The name was given to the area by early Spanish missionaries who arrived here on St. Phillips' Day in 1635. Their mission was destroyed by hostile Indians, but the name survived until 1883 when the first post office was established. The Post Office Department suggested shortening the name to Del Rio to avoid confusion with the town of San Felipe de Austin, a town still in existence to the east of Del Rio.

Del Rio is the largest city in the surrounding area of Val Verde County. It is a town of potential continued growth with the same problems that all cities must face with growth and development. Currently, the enthusiasm of the public and local government provides a source of optimism for the future. In order for that optimism to continue into improvements of current and future development, a means for local officials and residents to see and discuss some of the larger and connected issues must be provided. For this reason, the Del Rio 2010 Planning and Capacity Building Study has been prepared.

1.3 THE PLANNING PROCESS

Certain elements of this Planning and Capacity Building Study have grown out of inputs from the City, in the form of public meetings, staff meetings, as well as physical assessment of the current conditions of the population, infrastructure, housing and economy of Del Rio. Coordination with the local government has continued throughout the planning process with the intent to guide future growth and development.

This input process was conducted for each plan element for the improvement of specific areas of the City. These plan elements developed include: Base Mapping, the Housing Inventory Analysis and Plan, Population Analysis, the Land Use Analysis and Plan, the Street System Analysis and Plan, the Recreation and Open Space Analysis and Plan, the Capital Improvements Program and the Zoning Plan. Each of these elements is intended to serve as a tool to guide future decisions made in the City of Del Rio.

1.4 PLAN ELEMENTS

1.4.1 BASE MAPPING

Computerized base mapping elements were coordinated with the City of Del Rio's Global Information System (GIS) department. Existing mapping data was obtained from the GIS department and all mapping coordinate systems were verified in order for the City's continuous use following the completion of the planning process.

All existing and projected plan elements were included into the base mapping process, thus allowing a visual interpretation of future plan actions to improve City conditions. This base map allows the City to have a comprehensive visual database to monitor existing and proposed plan elements and actions.

1.4.2 HOUSING INVENTORY, ANALYSIS AND PLAN

The purpose of the Housing plan element is to evaluate the existing City housing inventory in order to identify areas of housing need, including fair housing programs and home improvement programs. A physical housing survey to inventory the existing housing conditions will serve as the basis of this analysis, which will be input into the comprehensive base map along with the low and moderate income areas. This analysis will include an assessment to determine the current housing needs for each area of the City.

1.4.3 POPULATION ANALYSIS

Planning for the future of Del Rio and guiding its growth must be based upon an understanding of past and present population trends and an awareness of the characteristics of the people who live there. This plan element discusses the population growth of Del Rio as well as existing socioeconomic characteristics. Projections of future population growth will be established to assist the City in preparing to meet the needs of its residents.

1.4.4 LAND USE ANALYSIS AND PLAN

This plan element was created as a series of Land Use Districts that are mixed use by nature, where acceptable uses, density ranges and general character and intent are identified for each District. This plan is intended to direct future zoning decisions made in the City of Del Rio, rather than replace the Zoning Ordinance.

The analysis of the existing land use will include past and potential developments and will report on factors that affect the development of land. Existing land use will be evaluated for all areas within the City limits and for portions within the extraterritorial jurisdiction (ETJ) that have been heavily developed. Texas Local Government Code §42.021 defines the ETJ as the unincorporated area that is located within five miles of the City limits for a city of Del Rio's size and proximity to the Mexico Border. From this analysis, annual land use related objectives and a Future Land Use Map will be created to assist the City in future improvement and development actions.

1.4.5 STREET SYSTEM ANALYSIS AND PLAN

The condition of the streets in any community is always changing and sometimes is a perplexing situation to remedy. Deteriorated streets discourage developers and builders from investing in new growth. Lack of increasing the road network as the population increases can cause congestion of the streets throughout the City.

This plan element will evaluate the existing street system to determine the needs of the City infrastructure. This evaluation will allow the City to improve existing deteriorating streets, as well as plan for future street developments to control the future City expansion from the increases in population.

1.4.6 RECREATION AND OPEN SPACE ANALYSIS AND PLAN

A changing environment and the increasing complexity of our society necessitates recreation planning that is responsive to local needs with greater participation by citizens and community groups. This element identifies local needs and actions for the City of Del Rio to continue to develop and update the existing park system to serve its citizens in a time of growth and change.

1.4.7 CAPITAL IMPROVEMENTS PROGRAM

The purpose of this plan element is to evaluate the City's ability to finance current and future capital improvements, to develop and classify a prioritized capital needs list, and to summarize the proposed program over a specific time base by activity, year, cost, and possible funding sources. Information utilized to complete this analysis include annual budget data, Texas Municipal Reports (Municipal Advisory Council of Texas) and conversation with City officials and the City's financial advisor.

1.4.8 ZONING PLAN

The population of the City of Del Rio continues to overturn and increase, as does the existing structures and future developments. The purpose of this plan element is to compare the existing Zoning Ordinance with the Future Land Use Plan and create an updated Zoning Districts Map regulating the development of land within the City. This Zoning Ordinance is intended to promote the health, safety, morals, and general welfare; protect the use and enjoyment of property throughout the City; and better provide an attractive living environment for the present and future residents of the City.

1.5 BASE MAPPING

As cities continue to grow and develop, the need to keep an accurate record of existing infrastructure, roadways, geographic features and existing building structures increases. This information is necessary in planning elements for future improvement, development or expansion of the City of Del Rio. The GIS Department of Del Rio has been keeping computerized data of the existing features of Del Rio, however an updated, comprehensive base map including all elements of the City is lacking.

Existing base map data was coordinated with and obtained from the GIS Department. All existing GIS mapping has coordinated with the State Plane Coordinate System of TX 83-SCF. All mapping throughout the planning process was coordinated on this system and included into a corporate area base map at a scale of 1" = 1". All base mapping data is to be used for graphical representation only. The accuracy is not to be taken or used as data produced for engineering purposes or by a Registered Professional Land Surveyor.

The comprehensive base map includes:

- Highway and street rights-of-way
- Highway designations and street names
- All major drainage ways
- Major bodies of water
- Block and lot lines for all platted subdivisions as available
- Property lines within unplatted subdivisions as available
- The width of all major utility easements
- Railroad rights-of-way
- All subdivisions and their names
- Corporate limits
- Major park and recreation areas and facilities
- Water Treatment Plants
- Sewage Treatment Plants
- Extraterritorial jurisdiction line
- Other significant features

Throughout the planning process, all inventories of the plan elements were included into the base map in order to create updated existing conditions of the City. These elements were used to create visual representations of all planning activities and future improvements and development. This comprehensive base map will allow the City of Del Rio to continue to update and monitor

the existing and proposed infrastructure, allowing for much smoother planning processes and future coordination between various entities including City Departments, Community Groups, Citizens, Federal Agencies and Business Entities.

CHAPTER 2 HOUSING INVENTORY, ANALYSIS AND PLAN

2.1 INTRODUCTION

Ensuring an adequate supply of decent, safe, and sanitary housing for all income groups in a community requires the use of a wide variety of private and public skills and resources. The process of developing a strategy first involves gaining an understanding of numerous factors that affect the use of housing. It also involves determining what housing conditions are there today and what the community has done and is doing to influence what the conditions will be in the future. Finally, the process requires the selection of goals, which translate these elements into effective policies and programs.

Fundamental to understanding the housing system is a discussion of the commodity of housing itself. Rather than being just a place of shelter, housing is in fact a bundle of services. First, it provides a physical residence, with a given amount of space and certain features such as a garage, air conditioning, or a fenced yard, on a particular lot in a certain state of physical repair.

Second, there is the neighborhood environment in which the housing exists. This encompasses social aspects such as the characteristics of neighbors, community organizations, or incidence of pro- and anti-social activity. It also includes physical aspects, like the condition and density of neighboring housing, the existence of nuisances or natural amenities such as trees or scenic views.

Third, the types, amounts and quality of public services and public utilities are important. These services range from police and fire protection and public infrastructure to the quality of the school system. Fourth, location, aside from either neighborhood environment or public services, is a factor in the housing as a commodity. The distance from work, school, shopping and other important locations affect the desirability of housing. The importance of location increases as energy costs rise.

Finally, consumers are concerned about the security of their investment - if one is made - and the length of commitment to a house, neighborhood, and city. The impact of a housing choice on mobility and financial stability is intangible, but important. While mobility is relevant to both owner-occupied and rental housing, financial stability, particularly as it relates to equity accumulation and control, relates only to homeownership.

2.2 HOUSING PLANNING PROCESS

The process for formulating Del Rio's housing strategy and plan included the following steps:

- Gathering housing data from Census information
- A windshield survey of Del Rio's housing supply
- Discussion with the City’s Housing Authority on public housing conditions and housing needs
- Consultation on available housing programs with USDA's Rural Housing Services, and TDHCA's Housing Resource Center
- Formulation of housing goals based on analysis of housing inventory and data

- Development of housing plan outlining actions to be taken over the next three years

2.3 EXISTING HOUSING STOCK

In July 2010 an exterior survey was conducted of all residential buildings in Del Rio to determine the type of unit and its physical condition. The system of classification for this survey consisted of four categories outlined below, and was discussed with the City Housing Authority before the beginning of the survey. These criteria were applied to all types of dwellings, whether single or multi-family, site-built or modular.

- Standard dwellings are those that have no visible defects, or have only slight defects that would be remedied during routine maintenance. These units are well maintained and have only slight, if any, wear to components such as steps, windows and doors, or gutters.

- Deteriorating units need more repair than would ordinarily be provided with routine maintenance. These dwellings have defects that reflect neglect and which are intermediate in nature. They may include deficient weather protection - broken glass or broken window frames, missing and/or rotted roofing or siding, inadequate window screening or guttering. There may also be holes or missing materials over small areas of the roof, walls, or foundation; deteriorated porches, steps, and chimneys. These units are usually worth repairing, but the deficiencies must be corrected if the dwelling is to continue to provide adequate shelter.

- Dilapidated units are those which have one or more critical defects to major structural components, primarily the walls, roof, or foundation. This can include bulging, sagging foundations or foundations with large areas of missing materials; sagging roof ridges or large areas of damage to the roof; and out-of-plumb walls. These structures require extensive repair to remove the threats to the health and safety of the occupants, and in many cases, are not feasible to repair. The dilapidated category also includes structures of inadequate original construction, such as shacks or structures like sheds and barns that have been converted for residential use.

- Abandoned dilapidated structures are those that meet the criteria for dilapidated units and which also have the appearance of complete abandonment by the owner. These structures are uninhabitable and may also pose threats to the safety and health of surrounding residents.

A total of 10,479 housing units were surveyed, consisting of the housing types shown in Figures 2.1 through 2.4. The results of the survey are shown in Table 2.2 – Housing Condition and on Map 2 – Existing Housing Conditions Map.

Figure 2.1 – Standard Home

Figure 2.2 – Deteriorated Home

Figure 2.3 – Dilapidated Home

Figure 2.4 – Abandoned Dilapidated Home

Table 2.1 Housing Type

Housing Type	Number	Percent
Standard Homes	9,353	89.3%
Standard Multi-homes	640	6.1%
Deteriorated Homes	319	3.0%
Vacant Deteriorated Homes	102	1.0%
Dilapidated Homes	16	0.2%
Abandoned Dilapidated Homes	49	0.5%
Total	10,479	100%

Source: 2010 housing survey conducted by TRC Engineers, Inc.

Compared to surrounding communities, Del Rio's housing stock is in very good condition. 89.3% of the total housing units were classified as standard condition. 421 units, or 4.0% of the total structures were evaluated as deteriorating. 65 units, or 0.7% of the total, were in dilapidated condition, with 49 of these appearing to be abandoned, unsafe structures.

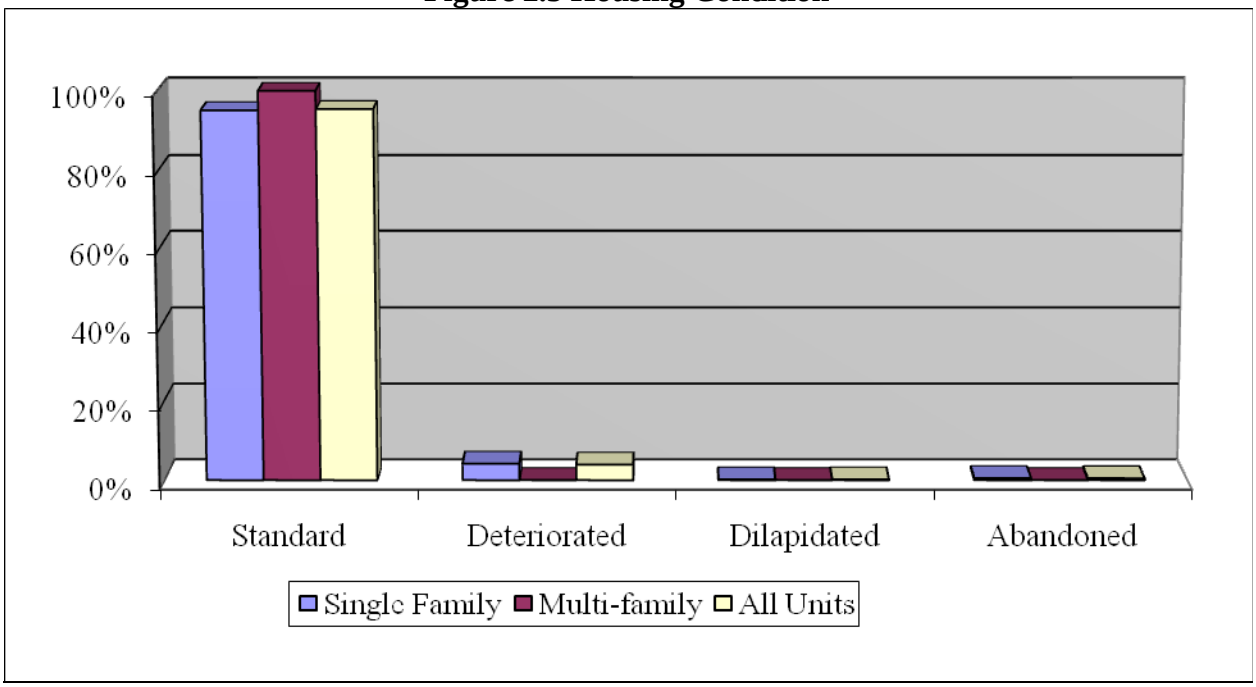
95.1% of the single-family units were in standard condition. 421 units, or 4.3% were

deteriorating, and 65 units, or 0.7% were dilapidated. The entire 100% of the multi-family units were in standard condition. Most of the multi-family units are public housing.

Del Rio's vacancy rate that was observed during the housing survey for all units is very low at 1.3%. 102 units, or 67.5% of the vacant structures are houses in deteriorating condition. This points to housing condition as a factor in the shortage of rental housing identified by the housing authority.

Another classification was used to categorize vacant structures that were obviously undergoing rehabilitation or were under construction. These were totaled as standard units since it was assumed that the completed structures would either be new or renovated to standard condition. Housing condition by housing type is illustrated graphically in the chart below.

Figure 2.5 Housing Condition



Source: 2010 housing survey conducted by TRC Engineers, Inc.

The area of concentration of low to moderate income persons is indicated on Map 2. These areas were determined through U.S. Census 2000 data collection. It corresponds to the location of the most dilapidated housing.

Visual inspection of the housing map reveals that housing deterioration is concentrated in the Southeastern and Southwestern areas of Del Rio. Many of the deteriorated and dilapidated homes lie within the floodplain of San Felipe Creek. This concentration of homes is due in large part to the age of the structures, inadequate construction methods and the recent floods that have damaged this portion of the City. In 1998 Tropical Storm Charley caused major flooding and damage throughout Del Rio which led the Federal Emergency Management Agency (FEMA) to buyout many of the damaged, vacant lots and dilapidated homes in order to prevent future construction in the floodplain. Other than these two areas mentioned, substandard housing conditions are uncommon citywide.

Table 2.2 Housing Condition

	Total		Standard		Deteriorated		Dilapidated		Abandoned	
Housing Type	**Number**	**Percent**	**Number**	**Percent**	**Number**	**Percent**	**Number**	**Percent**	**Number**	**Percent**
Single Family	9,839	100.0%	9,353	95.1%	421	4.3%	16	0.2%	49	0.5%
Occupied	9,688		9,353		319		16		0	
Vacant	151	1.5%	0		102		0		49	
Multi-Family	640	100.0%	640	100.0%	0	0.0%	0	0.0%	0	0.0%
Occupied	640		640		0		0		0	
Vacant	0	0.0%	0		0		0		0	
Total Units	10,479	100.0%	9,993	95.4%	421	4.0%	16	0.2%	49	0.5%
Occupied	10,328		9,993		319		16		0	
Vacant	151	1.4%	0		102		0		49	

Source: 2010 housing survey conducted by TRC Engineers, Inc.

2.4 2000 HOUSING STATISTICS

Census information on the age of the Del Rio housing stock is shown in Table 2.3. The tremendous growth in the housing stock beginning in the 1940's reflects the construction and opening of Laughlin Air Force Base, which has been one of the most significant factors of the City's growth over the past 70 years. The construction of the Amistad Reservoir Dam and International Crossing in the 1970's caused another increase in housing units. The widespread economic downturn of the 1980's impacted Del Rio's housing market much like many other communities during this time. The 1990's have seen the decrease in the housing construction continue from the economic downturn of the 1980's.

During the 1960's through the 1980's, fewer households moved into units than were built during the same period (for example, 1,187 moved households versus 2,029 new housing units in 1960). This may have been the result of overbuilding during those decades. This trend of overbuilding changed in 1990 as the construction of new houses has steadily declined. Del Rio has seen a steady increase in new households moving in, regardless of the construction of housing units. In the 1990's, over 1,400 households moved into different units, while only 516 units were constructed. This continued growth in households has absorbed much of the excess housing supply. It is also an indication of the filtering process in which families move either up into more expensive housing as they can afford it or down to smaller/less expensive units when economic conditions worsen. During the past decade, there has been a significant amount of housing turnover, with over 2,200 households moving, again an indication of filtering since there was very little new housing construction during that period.

The majority of Del Rio's vacant housing units were constructed during the construction peaks from the 1940's through the 1970's. Since the largest percentage of vacant homes were older structures built before 1960, it can be assumed that these units are vacant, abandoned homes. The high vacancy rate of homes built during the construction peaks are in large part due to the overbuilding during this period, when fewer households moved into units than were built during the same period.

Table 2.3 2000 Housing Age and Residency

Year Constructed	All Units		Vacant Units		Year Householder Moved Into Unit
1999 to March 2000	263	2.2%	73	6.7%	2,211
1995 to 1998	855	7.2%	35	3.2%	2,742
1990 to 1994	516	4.4%	44	4.0%	1,482
1980 to 1989	1,759	14.9%	162	14.9%	1,750
1970 to 1979	3,172	26.8%	247	22.7%	1,373
1960 to 1969	2,029	17.1%	214	19.7%	1,187*
1940 to 1959	2,380	20.1%	266	24.4%	NA
1939 or earlier	860	7.3%	48	4.4%	NA
Total	11,834	100%	1,089	100%	

*Includes years from 1960 or earlier
Source: 2000 Census data

Housing occupancy and tenure from the 2000 Census are shown below. This table shows the predominance of single-family housing with 77% of the total units. Multi-family and manufactured homes made up only 18% of the total housing stock.

About two-thirds of Del Rio's housing was owner occupied. Rental units account for 32% of the total housing, most of it single-family houses. Manufactured housing was 60% owner-occupied.

Table 2.4 2000 Housing Occupancy and Tenure

Housing Type	Owner		Renter		Vacant		Total	
Single Family	6,313	69%	2,043	22%	742	8%	9,098	100%
Two-Family	20	4%	471	82%	80	14%	571	100%
Multi-Family	104	8%	940	77%	184	15%	1,228	100%
Manufactured Home	565	60%	289	31%	83	9%	937	100%
Other	0	0%	0	0%	0	0%	0	0%
Total	7,002	59%	3,743	32%	1,089	9%	11,834	100%

Source: 2000 Census data

Comparison of the housing types in 2000 and 2008 is shown in the table below. The most dramatic change in the past eight years was the increase in single family and multi-family units. This does reflect some population growth and removal of dilapidated units, although there is also a discrepancy with the total vacant housing count of the 2008 census. Manufactured housing also shows a net decrease over this period.

Table 2.5 2000 and 2008 Housing Type

	2000		2008	
Housing Type	Total	Vacant	Total	Vacant
Single Family	9,098	742	10,422	1,434
Two-Family	571	80	538	59
Multi-Family	1,228	184	1,671	235
Manufactured Home	937	83	680	186
Total Units	11,834	1,089	13,311	1,914
Vacancy Rate		9%		14%

Source: 2000 and 2008 Census Data

2.5 HOUSING NEEDS

Del Rio is facing housing needs that relate to the continuous growth in the area, the deterioration of existing housing, and the need for a mechanism to ensure maintenance of existing housing.

A City's housing quality is seen as contributing factor to the image of the overall community. Del Rio's housing condition is much better than many comparable sized towns, with only around 5% of the total housing stock needing moderate to substantial repair or is dilapidated. While the citywide housing condition is in standard condition, a visual examination of the housing

condition map indicates that there are concentrated areas of housing decline.

The impact of this condition is the continued decline of older existing neighborhoods as property converts from owned to rental units, property values decrease, and owners lose the incentive to maintain their property. Many of the housing units in the San Felipe Creek floodplain have become damaged, but families are unable to find affordable standard housing units. These trends need to be stabilized before infill housing could become economically feasible or desirable.

The most common problem for the City is a shortage of housing of all types. Although the vacancy rate of 14% would not indicate an extremely tight housing market, many of the vacant units are abandoned. The population continues to increase yearly, and the number of households moving into units continues to increase at a rapid rate, as seen in Table 2.3. As these numbers continue, the number of housing units constructed has dropped significantly since the housing construction boom of the 1940's through the 1980's. As these trends continue, the apparent excess of housing during the 1980's is absorbed by the population increases, leaving few single-family houses in good condition in the moderate price level. This causes middle-income families that move to Del Rio to find it difficult to buy, build, or rent suitable housing unless they are willing to rehabilitate an existing house. Most new construction is custom built either outside the corporate limits or on individual lots within the City.

Another housing need is the area to develop new single and multi-family developments. There are few large tracts of land within the City limits, and few vacant lots that are large enough or in desirable neighborhoods. As the major arterial bypass, State Loop 79, as discussed in Chapter 4, is constructed east and north of the City, many areas of land will become more desirable to annex. This annexation will alleviate some of the shortage of single-family development.

Housing condition points to a third housing need – a weak economy and lower paying jobs hamper the ability of Del Rio's residents to maintain their own homes or to pay higher rents that would allow more rental property maintenance. Limited income also prevents residents from moving up in the housing market. With lower wages and fixed incomes, workers and retired persons are limited in the amount they can spend on housing.

While Del Rio is fortunate to have nuisance codes and subdivision regulations in place, there is a need to review these regulations to assure that they achieve the City's development goals. The subdivision ordinance was adopted in 1987 and updated in 2004. This ordinance has been an effective land use control, and needs to continue to be updated. A Land Development Ordinance is in the early stages of development, and should create good standards for the future of development. Zoning regulations and districts should be established based on the housing and land use goals of this study. Although mobile homes have not proliferated in Del Rio as in other communities, the City has no mechanism to regulate the placement of manufactured housing. With the level of new housing development predicted over the next twenty years, it is important that quality of construction be assured.

2.6 PREVIOUS HOUSING ACTIONS

In the past two years the City of Del Rio has taken few steps toward provision of adequate housing. The actions taken include:

- Development of Land Development Ordinance
- Re-designation and relocation of Zoning districts
- Designation and design of Tesoro Hills Tax Increment Re-Investment Zone

As of the writing of this report, the City was in the early stages to update the Land Development Ordinance. A subdivision ordinance was adopted in 1987, and different forms of a Development Code have been used during this time. This Land Development Ordinance will ensure proper construction methods are taken and subdivision growth is managed correctly.

The City also is currently updating the zoning districts for land use. This update includes addition, re-designation and relocation of the land use zoning districts throughout the City.

In 2004 the City designated Tax Increment Reinvestment Zone #1 on a 50 acre tract of residential single family land. The proposed improvements to the Tesoro Hills Subdivision TIRZ include 363 single family homes, recreational area, landscaping and fencing to isolate auto reuse facilities and elevate access over U.S. Highway 277. As of the writing of this report only about two dozen units have been completed. There will continue to be a large amount of monitoring and reporting as this construction moves forward.

2.7 AVAILABLE HOUSING PROGRAMS

Texas Community Development Block Grant Program – Grant funds available through this program are federal funds allocated by the Office of Rural Community Affairs. Cities and counties can apply biannually for these grant funds for housing and public facility/service projects. Participation in the program is based on competitive selection. While recent priorities have focused on infrastructure improvements, historically the CDBG program has provided funds for housing rehabilitation activities through grants, loans, interest subsidies, and principal reductions.

Housing Demonstration Fund – Administered by Texas Department of Housing and Community Affairs (TDHCA), this program provides funding for the provision of infrastructure related to the development of single family and multifamily housing for very low to moderate-income persons and families.

Home Investment Partnership Program (HOME) – A block grant providing grants and loans to help local governments and nonprofit agencies provide safe, decent affordable housing for low and very low-income families. The four eligible activities for which the HOME program allocates funds are Owner-Occupied Housing Assistance, Tenant-Based Rental Assistance, Homebuyer Assistance, and Rental Housing Development.

Housing Trust Fund – A state authorized program to increase the supply of affordable housing. Funds are made available through a competitive application process to nonprofit organizations, units of local government, public housing authorities, community housing development organizations, and income eligible individuals and families for the acquisition, rehabilitation, and new construction of affordable housing.

Neighborhood Partnerships for Texans Program – This cooperative effort pairs public and

private entities in local communities to produce quality, affordable housing. The program provides gap financing, in the form of loans that may be used for acquisition and development, interim construction, and down payment and closing cost assistance.

Low Income Housing Tax Credit Program – This program is the primary means of directing private capital towards the creation of affordable rental housing. Developers of low-income rental housing use the tax credit to offset their federal tax liability in exchange for the production of affordable rental housing.

The following three programs are Mortgage Revenue Bond programs administered by TDHCA's Housing Finance Division:

Texas First-Time Homebuyer Program – This program channels low interest mortgage money through participating Texas lending institutions to eligible families who are purchasing their first home or who have not owned a home in the past three years. While income limits vary with each bond issue, the program is designed to serve very low to moderate-income families who earn 50% to 115% of the Annual Median Family Income.

Down Payment Assistance Program – This program helps low income families (earning 80% or less of the annual median family income) purchase a home by providing an interest-free loan that covers up to two percent of the purchase price on a home and allowable closing costs.

Single Family Interim Construction Program – This program provides low interest interim construction loans to developers and nonprofit organizations for the creation of affordable housing for resale or lease/purchase to low and very low-income families.

The Texas State Affordable Housing Corporation (TSAHC) is a nonprofit corporation engaging in single-family and multifamily lending and is a statewide issuer of housing finance bonds. This corporation serves the needs of moderate and lower income Texans who may not qualify for housing finance options through conventional lending channels. The programs through TSAHC are available statewide for first-time homebuyers to purchase a newly-constructed or existing home. TSAHC administers four programs that provide housing assistance:

"Homes for Texas Heroes" Home Loan Program – Full-time, paid firefighters, law enforcement personnel or certain public employees in hazardous-duty pay positions are eligible for this loan program. The participant must be a first-time homebuyer and meet other general program qualifications.

Professional Educators Home Loan Program – An eligible participant in this program must be a full-time Classroom Teacher, Teacher Aide, School Librarian, School Nurse or School Counselor employed by a public school district in the state of Texas, as well as meeting other general program qualifications.

"Home Sweet Texas" Loan Program – To be eligible for this program, a potential buyer must be at or below 80% of Area Median Family Income, as well as meeting other general program requirements.

Mortgage Credit Certificate – This certificate is strictly a tax credit that enables a qualified

homebuyer to take a portion of the annual interest paid on the mortgage as a tax credit, up to $2,000 each year that they occupy the home as their principle residence. This credit reduces the federal income taxes of the homebuyer, which increases the homebuyer's net earnings. Increased income results in increased capacity to qualify for a mortgage loan.

The following five programs are funded by the U.S. Department of Housing and Urban Development:

Section 203(b) Mortgage Insurance for One to Four Family Houses – The Department of Housing and Urban Development's main Federal Housing Authority-insured loan program is limited to owner-occupants. This mortgage may fund one to four family homes, but has limits on the size of the mortgage loan. These mortgages generally have low down payments, limited fees and the option of financing closing costs.

Title I Property Improvement Loan Insurance – The Department of Housing and Urban Development provides federal insurance for loans to finance major and minor home improvements, alterations and repairs of individual homes and non-residential structures (whether owner-occupied or renter occupied). The insurance is offered for loans in amounts up to $25,000 and may extend for twenty years. Loans of no more than $2,500 generally are unsecured personal loans. This insurance guarantees ninety percent of the loan amount for the lender. Approved private lenders determine eligibility and terms of the loan.

HUD Section 230(k) Rehabilitation Mortgage Insurance – A federal program that provides loans to rehabilitate a single family home when combined with purchase or refinance activities. Section 230(k) insures mortgages covering the refinance and rehabilitation of a home that is at least one year old. A portion of the loan is used to pay off the existing mortgage and the remaining funds are placed in an account and released as rehabilitation is completed.

HUD Multi-Family Rental Housing for Low/Moderate Income Families Section 221 (d)(4) – A federal program that helps to finance construction or substantial rehabilitation of multi-family (5 or more units) rental or cooperative housing for low to moderate income or displaced families. This program insures 90% of the project mortgage at the FHA ceiling interest rate. Projects may consist of detached, semi-detached, row, walk-up, or elevator structures. Section 221 (d)(4) mortgages may be obtained by public agencies, nonprofit, limited-dividend or cooperative organizations and private builders or investors who sell completed projects to such organizations.

Section 8 Rental Assistance Program and Statewide Housing Assistance Payments Program – State and federal programs which aid lower-income families in obtaining decent, safe and sanitary housing in private accommodations by providing rent subsidies. HUD makes up the difference between what a lower-income household can afford and the fair market rent for an adequate housing unit. Housing must meet certain standards of safety and sanitation. Rental assistance may be used in existing housing, in new construction, and in moderately or substantially rehabilitated units. The Del Rio Housing Authority administers the Section 8 Program for the City.

Conventional Home Improvement Loans – Conventional loans are the most common method of financing home improvements. These loans are made by banks, savings and loans, mortgage companies, credit unions and finance companies.

Additional information on these and other housing-related programs can be found in the Program Guide: A Guide to State and Federal Housing and Housing-Related Programs, prepared by the Housing Resource Center of the Texas Department of Housing and Community Affairs (P.O. Box 13941, Austin, TX 78711-3941), and directly from the Housing Resource Center, (512) 475-3976.

2.8 HOUSING STRATEGY

2.8.1 INTRODUCTION

A successful housing strategy consists of a set of interrelated policies and programs for influencing the use of housing within a community, that is, who gets what housing where. The object of a housing strategy is to determine the optimal conditions of the neighborhoods within the City, then influence residents', builders' and investors' private decisions to bring those conditions into existence.

There are four ways in which local governments can influence the housing market. First is intervening through the bundle of housing services to improve the quality of the various elements of the bundle. Upgrading or installing utilities, raising the level of public services, and increasing accessibility through street improvements can make housing in an area relatively more attractive. This may also have the effect of increasing prices, causing replacement of existing income groups with higher ones, or stabilization of a neighborhood over the long-term.

Influencing housing by modifying housing supply can be affected by revision of building and subdivision regulations, extending utilities, or sponsoring the construction of low-income housing. Third, the demand for housing can be influenced using techniques such as ensuring enforcement of fair housing legislation and providing employment or training opportunities which increase households' income.

Finally, intervention in the housing market institutions can have a major impact on buying and selling of housing services. These can include regulation of the activities of financial institutions, real estate brokers, developers, and property managers/landlords. Soliciting the involvement of those within these institutions in programs in support of the local housing strategy can also exert a strong influence over the housing development process.

2.8.2 DEL RIO'S HOUSING STRATEGY

The primary emphasis in the City's housing strategy should be on increasing the supply and quality of new housing. The overriding goal of the housing strategy is to provide safe, decent, and affordable housing for all of Del Rio's residents. There are three broad goals that make up Del Rio's housing strategy. Beneath each goal are long-term objectives for achieving that goal.

A. The supply of housing will be increased to serve a range of economic levels and age groups.

- Provide mid-range housing for new residents
- Encourage affordable housing for young families and older residents

- Make sure subdivision and zoning regulations are compatible, so that quality is not compromised when growth pressures increase (lot size, infrastructure, residential zoning of vacant land, overlay zones, incentives)
- Explore ways to encourage new residential development, especially for completion of the current housing infrastructure project (mechanisms which reduce the developer's costs – mortgage revenue bonds, interim construction financing, housing tax credits; incentives to developing affordable housing using zoning provisions)
- Promote infill development to take advantage of existing infrastructure (garden homes, duplexes)
- Continue development within the Tesoro Hills Tax Increment Reinvestment Zone

Del Rio's housing strategy should focus on increasing the supply of housing. Since a continue in the trend of population growth is being predicted over the next twenty years, the pressures for new housing need to be accommodated and criteria developed to assure the quality and compatibility of new housing. If provisions are not in place to guide the location and quality of new development, Del Rio may find itself with inadequate infrastructure and incompatible land uses, or new development may occur outside the City altogether.

Since Del Rio has zoning and subdivision regulations in place (and continued development of zoning regulations is included as a part of this study), these tools can be used to assure adequate lot size, infrastructure, and density. These techniques also pave the way for the use of incentives in which some restrictions are relaxed to encourage desirable development. Zoning can be used to encourage the inclusion of low and/or moderately priced housing in new development projects.

Techniques which may be useful within the zoning framework include: (1) Planned Unit Developments, which permit flexibility of site design and density; (2) overlay zones, which allow restrictions to be exchanged for development opportunities without affecting adjacent zoning; and (3) zoning districts which allow a mix of housing types, such as garden homes, duplexes, and manufactured housing. Del Rio also needs to assure that sufficient land is zoned for large lot single family, two-family and multi-family residential uses.

Infill development is the process of developing vacant or under-used parcels in urban areas that are already largely developed. As communities continue to grow and expand vacant land within the city limits, for various reasons, is passed over in the normal course of urbanization. Successful infill development programs should focus on creating complete, well functioning neighborhoods rather than piecing together development of individual vacant lots. It is essential to ensure the design of new development fits the existing context while gaining neighborhood acceptance. When designed properly, this development can return recreational and entertainment opportunities, gathering places and vitality to older centers and neighborhoods. A cooperative partnership between the City government, the development community, financial institutions, neighborhood organizations and other resources is required for effective infill development to occur.

As described in Section 2.6 Previous Housing Actions, the Tesoro Hills TIRZ subdivision development is in the process of construction. As of the writing of this report only about two dozen of 300+ units have been constructed. Continued monitoring and reporting is required for this subdivision to reach its full potential.

Since there is little available land within the City limits that would allow a large residential subdivision, annexation should be considered.

B. Del Rio's neighborhoods will be preserved to make them physically and socially attractive.

- Expand code enforcement to remove dilapidated structures and nuisances
- Explore housing rehabilitation alternatives, such as HOME program, local financing, and community fix-up activities
- Redevelop areas with extensive demolition/dilapidated housing to stabilize the surrounding neighborhood
- Use zoning to encourage neighborhood stability (incentives, overlay or mixed use zones)
- Explore ways to encourage retrofitting of downtown commercial buildings into new residential development (apartment buildings, lofts)

The City should continue its code enforcement activities and undertake housing rehabilitation to upgrade existing housing and remove some of the negative effects of neighborhood decline. Rehabilitation should be ongoing, utilizing the HOME program, and if possible, arrangements with local financial institutions. The City and local groups should also consider organizing self-help and volunteer fix-up programs to increase community involvement. There should also be actions to assure that low income and minority residents have equal access to livable housing at affordable prices.

Figure 2.6 – Roswell Housing Complex

Rehabilitation need not be limited to traditional single-family dwellings. Renovation and retrofitting of large houses into smaller apartments, conversion of commercial property (such as loft apartments in the second story of downtown buildings), and even the transformation of warehouses can provide additional housing while improving the condition of existing buildings, much like the Roswell Housing Complex as seen in Figure 2.6. Retrofitting of downtown warehouses and commercial property will bring character vitality to the downtown community. An increase in affordable and desirable downtown living areas will spark cultural, social, and recreational and entertainment opportunities. Again, incentives can be used to encourage redevelopment, such as tax abatement, relief from discretionary public review in the development process, and relief from zoning restrictions. The City should also seek assistance for housing rehabilitation, either through government funded programs (such as the HOME program) or using local efforts such as financial institutions or nonprofit organizations.

Del Rio needs to be cautious in dealing with a housing shortage. While neighborhood preservation should maintain the existing supply of housing, it could also keep older homes from "filtering down" to become available as rental units or as lower priced owned housing. "Gentrification," the acquisition of renovated older housing by middle and upper-income

households, can lead to displacement of low-income households. This could have an impact on elderly, fixed income residents living in older homes.

C. Special housing assistance needs will be addressed, and fair housing will be promoted.

- Consider designation of a community housing agency (or expand the scope of the housing authority), which would provide information and referrals on housing alternatives, coordinate fair housing activities, and market Del Rio for new residential development.
- Identify the needs of older residents (smaller houses/apartments, better accessibility, financial assistance) in Del Rio using a survey, neighborhood meeting, or personal contact.
- Continue to support Fair Housing Resolutions and publicize information about fair housing and about housing assistance that is available in Del Rio.

Finally, it is important to identify the financial constraints of the residents of older neighborhoods. While the City may not have the resources to provide assistance on its own, it could provide referrals to agencies that provide help for low-income and fixed income families. Another important component of this process should be to raise awareness of fair housing principles, identify any problem areas, and establish a procedure for investigating complaints.

2.8.3 THREE-YEAR HOUSING OBJECTIVES

More specific objectives to achieve the goals outlined in the housing strategy are outlined below, phased over a three-year period.

A. The supply of housing will be increased to serve a range of economic levels and age groups.

Year 1 – 2011-2012

- Complete and adopt the Land Development Ordinance that was being revised in the Summer of 2009. This Development Ordinance should establish a new Zoning Ordinance, update the Subdivision Ordinance and establish an ordinance and zone for mobile home units.
- Explore established programs which encourage new residential development, such as mortgage revenue bonds, interim construction financing, housing tax credits and the Housing Infrastructure Program. (Information is available through TDHCA's Housing Resource Center.) Also consider the Habitat for Humanity program.
- Establish a housing task force to follow up on the recommendations of this study.
- Continue to monitor and develop the Tesoro Hills Subdivision TIRZ.

Year 2 – 2012-2013

- Continue to implement development regulations.
- Examine the configuration of current undeveloped subdivisions to determine if abandonment or re-subdivision would improve the develop ability of the land, or if

annexation would improve the availability of residential property in the city limits.

- Encourage infill development throughout previously developed areas, with the goal of developing 5-10 units per year. Coordination between City government, the development community, financial institutions, neighborhood organizations and other resources is required.
- Encourage the development of duplexes, garden homes, or town houses (20 units) in an area designated on Map 3 – Existing and Projected Population.
- Compile a list of properties, including individual lots and larger tracts that are available for residential construction. Make the list available to prospective developers, builders, and residents.

Year 3 – 2013-2014

- Working with a current developer(s), seek to have two subdivision projects in the development stages.
- Encourage the development of multi-unit apartment complexes in an area designated on Map 3 - Existing and Projected Population.
- Continue to work with developers to encourage new residential development in the areas outlined in the Existing/Future Population and Land Use Maps, and of the types that are most needed in Del Rio.

B. Del Rio's neighborhoods will be preserved to make them physically and socially attractive.

Year 1 – 2011-2012

- Make application to the HOME program, with the initial goal of completing 15-20 units. If the application is not funded, locate volunteers/community groups to begin a fix-up program using local resources.
- Continue with the code enforcement activity, with the goal of improving 30 lots per year and removing 10 dilapidated structures per year.
- As part of the review of land use controls, study ways to incorporate incentives into the zoning and subdivision ordinance to maintain the quality of marginal neighborhoods. Also review the nuisance ordinances, and establish a mobile home ordinance.
- As part of the review of land use controls, study ways to incorporate incentives into the zoning and subdivision ordinance to encourage retrofitting of downtown commercial buildings into affordable and desirable housing units.

Year 2 - 2012-2013

- Identify less extensive repair and fix-up projects that could be undertaken as community projects; aim for completing 10 such projects per year.
- Encourage renovation of existing structures, either residential or commercial, for apartments, with a goal of renovating 5 structures in the first year. Try to involve financial institutions, realtors, and others in the land development industry. Contacting other communities who have successfully promoted this type of housing

could be useful.

- Encourage retrofitting of downtown commercial buildings into new residential development, including apartments and lofts; aim for completing 10 units per year.

Year 3 – 2013-2014

- Continue code enforcement, housing rehabilitation, and community fix-up activities.
- Try to involve local financial institutions in setting up a housing rehabilitation revolving loan program for homeowners.
- Explore ways to encourage the maintenance of rental property, using existing code enforcement or incentives.

C. Special housing assistance needs will be addressed, and fair housing will be promoted.

Year 1 – 2011-2012

- Consider designation of a community housing agency (or expand the scope of the housing authority), which would provide information and referrals on housing alternatives, coordinate fair housing activities, and market Del Rio for new residential development.
- Identify the needs of older residents throughout Del Rio, including the need for smaller houses or apartments, better accessibility, or financial assistance. This could be accomplished through a survey, neighborhood meeting, or personal contact.
- Continue to support Fair Housing Resolutions and publicize in the local media information about fair housing and about housing assistance that is available in Del Rio.

Year 2 – 2012-2013

- Provide information to local lending institutions on housing assistance programs, including the City's fair housing provisions. Keep records of the material distributed and any follow-up responses.
- Set up a referral process through the housing agency so that residents can contact the organizations that provide housing services.

Year 3 – 2013-2014

- Provide housing information in newcomer packets and distribute to organizations that have contact with new residents.

2.8.4 INITIAL AND APPROXIMATE COSTS TO THE CITY

When estimating the costs to the City of Del Rio of undertaking the housing actions recommended in the Housing Strategy, there are three areas of activity to consider, outlined below. Most of the costs associated with these activities are labor-related, rather than the purchase of materials, construction, etc.

Organizational Activities. (Establishing a housing agency, setting up a referral process) These would be initial one-time activities and could require ¼ to ½ time commitments for 6-8 months. Most of these activities would require organizational skills, but not necessarily a highly trained staff person. At an hourly rate of $15, this would range from $4,200-$11,200 per activity.

Economic Development Staff. Currently the City Economic Development department handles all commercial and residential development opportunities. In 2005 this department consisted of a staff of five, including a secretary, clerk and director. Today this department is controlled by one head director. In order to fully implement the proposed actions described in this section an increase in Economic Development staff should be considered.

Code Enforcement. This is the major ongoing expense of the proposed housing program. The City already has a Chief Building Official. If code enforcement is expanded, however, additional personnel and a Code Enforcement Officer may be necessary. Based on hourly rates for building/construction inspectors of $19-$20, estimated monthly costs of hiring a part-time inspector range from $1,200 (for ¼ time) to $2,500 (for ½ time), assuming benefits are not included.

Ongoing Coordination. This includes contact with developers and other housing-related entities, surveying housing needs, referral and information services. These activities do not require specialized training and would be appropriate for a city housing agency as discussed above, or the Economic Development Department, volunteers, or City officials could implement them.

2.9 CONCLUSION

It is important that all individuals or institutions that have an important impact on the housing system be brought into the program design and implementation process and that they be committed to its result. Locally appointed task forces, the Economic Development Department, and active community groups are all vehicles for local participation in the housing development process.

Attracting participation of the private sector in the implementation of the strategy will also leverage the City's resources so that more is achieved from limited funds. Involvement by private interests can help to achieve results that affect the market dynamics so significantly that private investment continues after government funding has stopped. This is the optimal result for any housing strategy - improvement in housing generated by the balanced operation of the community's housing market.

CHAPTER 3 POPULATION

3.1 INTRODUCTION

Planning for the future of Del Rio and guiding its growth must be based upon an understanding of past and present population trends and an awareness of the characteristics of the people who live there. This element discusses the population growth of Del Rio as well as existing socioeconomic characteristics. Finally, projections of future population growth are outlines which will assist the City in preparing to meet the needs of its residents.

3.2 POPULATION CHARACTERISTICS

According to the 2009 Census estimate, Texas grew from 20,851,820 persons in 2000 to 24,782,302 persons in 2009, reflecting an increase of 18.8 percent. During this same period, Val Verde County had an increase of 3,309 persons, a 7.4 percent change.

The official 2000 Census recorded a total population of 33,867 for the City of Del Rio. The number of total project beneficiaries would include all persons located within the City limits.

Total Project Beneficiaries: 33,867 Male: 16,411 Female: 17,456

Table 3.1 Population Demographics

Race	Non-Hispanic	Hispanic Ethnicity Also	Total
White	5,648	20,457	26,105
Black/African American	339	70	409
Asian	157	9	166
American Indian/Alaskan	83	153	236
Native Hawaiian and Other	10	10	20
Other Single Race	16	6,008	6,024
Asian & White	16	11	27
Black/African American &	13	8	21
American Indian/Alaskan	14	0	14
Other Multi-Racial	125	720	845
		Grand Total	33,867

Source: Census 2000 data

Table 3.2 Income Demographics

Income Level	No. of Households	No. of Persons*
Very Low (at or below 30% of the AMFI)	1,970	6,195
Low (31-50% of the AMFI)	1,095	3,444
Moderate (51-80% of the AMFI)	1,928	6,063
Non-Low/Moderate (above 80% of the	5,776	18,165
Total	10,769	33,867
Subtotal - All Low/Mod	4,993	15,702
Percent Low/Mod	46%	46%

*Based on an average of 3.14 persons per household
Source: Census 2000 data

As indicated in Table 3.3, the population of Del Rio has fluctuated from decade to decade since 1930. For instance, there have been decades of significant growth, such as the 1940s and 1970s when the population increased by over 40 percent. At the same time, there have been decades of low to moderate growth, most recently during the 1980s when the population grew by only 2.2 percent.

Table 3.3 Historical Population, 1930 to 2009

Year	Val Verde County Population	10-Year % Change	Del Rio Population	10-Year % Change
1930	14,924		8,609	
1940	15,453	3.5%	10,627	23.4%
1950	16,635	7.6%	15,581	46.6%
1960	24,461	47.0%	17,520	12.4%
1970	27,471	12.3%	21,330	21.7%
1980	35,910	30.7%	30,034	40.8%
1990	38,721	7.8%	30,705	2.2%
2000	44,856	15.8%	33,867	10.3%
2009*	48,165	7.4%	36,682	8.3%

*Estimated population counts
Source: 1960-2000 Census data; 2009 estimates from the U.S. Census bureau

Table 3.4 shows a relatively stable ethnic makeup over the 1990-2000 period. There were increases in the White, American Indian, and Asian populations, and a slight decrease in the Black/African American population.

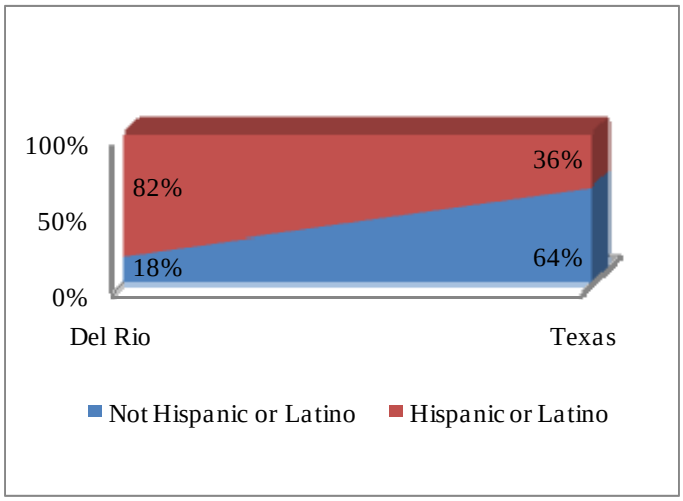
Table 3.4 Ethnicity – 1990 and 2000

	1990		2000	
White	20,114	65.5%	26,105	77.1%
Black/African American	425	1.4%	409	1.2%
American Indian/Alaska Native	108	0.6%	236	0.7%
Asian	130	0.4%	166	0.5%
Native Hawaiian/Pacific Islander	*	*	20	0.1%
Other race	9,928	33.0%	6,024	17.8%
Two or more races	*	*	907	2.7%

*The 1990 Census information included Asian/Pacific Islanders together, and did not count two or more races.
Source: 1990 and 2000 Census data.

The Census Bureau classifies each of the ethnicities according to their origin as either "Hispanic or Latino," or not. Accordingly, Figure 3.1 displays the difference between Del Rio and the State of Texas. Eighteen percent of Del Rio's population is "Not Hispanic or Latino" compared to 64 percent for the State.

Figure 3.1 Ethnic Origin

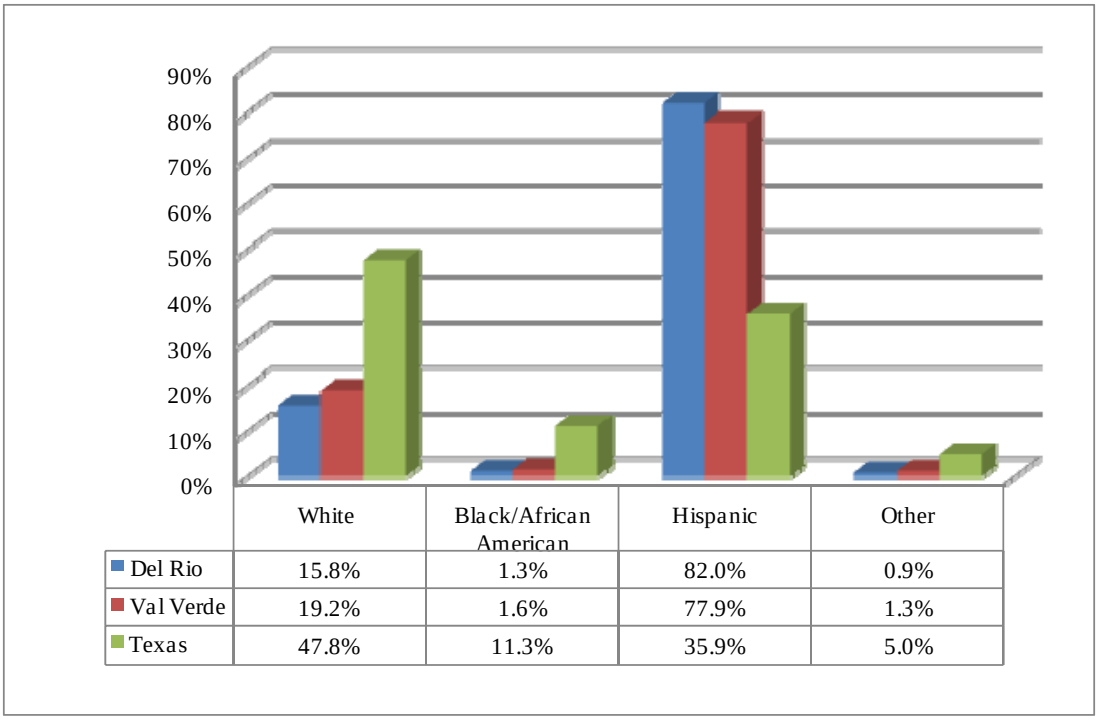


Source: 2000 Census data

Compared to Val Verde County, Del Rio has a very similar projection of ethnicities in the 2008 projections. Del Rio shows a much lower proportion of white residents than the remainder of the state of Texas, and a much higher Hispanic population. The Black/African American population is also much lower than the State, with a population of 1.3% of Del Rio residents, compared to 11.3% of Texas residents.

These numbers show Val Verde's ethnic breakdown with a slight decrease in white population percentage and other races from 2000-2008, with 19.2% white residents and 1.3% other races. All other races remained relatively stable, with a slight increase in Black/African American population to 1.6%. These same estimates show Texas to have a 3.9% increase in Hispanic population and a 0.7% increase in Asian population. Black/African American and other categories remained fairly constant at 11.5% and 11.3%, respectively.

Figure 3.2 2008 Ethnicity



Source: 2008 Census data projections

In terms of household composition and age structure, Del Rio's population reflects a high percentage of married and family households (See Table 3.5). A minority, 27.2% of the total households are female-head households, with 39% of women who live alone. The percentage of married couple households in Del Rio, as well as Val Verde County is higher than that for the remainder of the state.

Table 3.5 Household Composition

	% Married Couple Households	% Single-Head Households	% Nonfamily Households
Del Rio	59.3%	19.7%	21.0%
Val Verde County	62.5%	17.5%	20.0%
Texas	54.0%	17.0%	29.0%

Source: 2000 Census Data

Comparison of age data from 1990 and 2000 census information shown below reveals a decrease in Del Rio's young population. The greatest decrease was in this age group under 18 years old, with a drop from 33.4% of the population to 31.7%. The population over the age of 65 years old experienced an increase of 1.5% to 11.7%. There was a decrease in the percentage of school age children - from age 5 through 17, growing from 24.6% to 23.1%. This is consistent with the decrease of the under 18 population.

Table 3.6 1990 and 2000 Age Comparisons

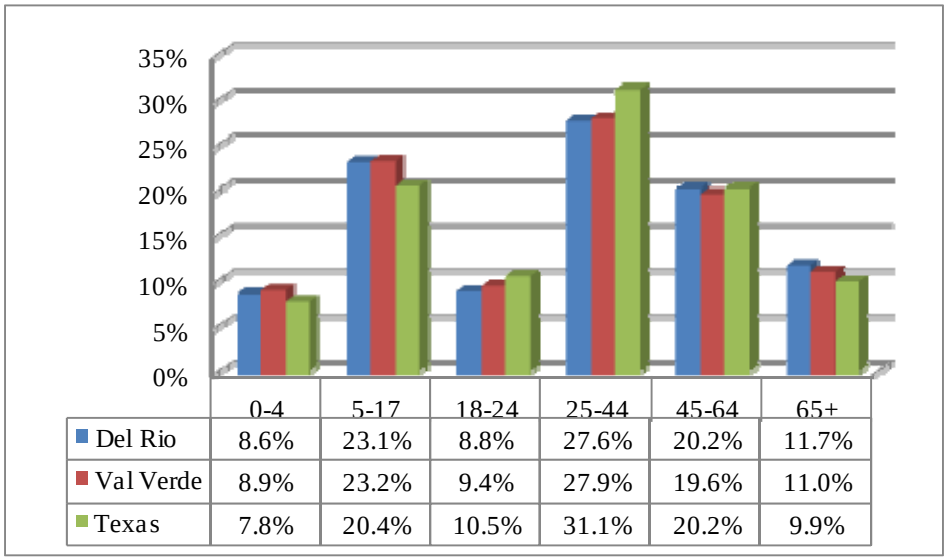
	Under 18		Over Age 65	
	1990	2000	1990	2000
Del Rio	33.4%	31.7%	10.2%	11.7%
Val Verde County	28.5%	32.1%	10.1%	11.0%
Texas	30.0%	28.2%	10.0%	9.9%

Source: 1990 and 2000 Census data.

Del Rio's 2000 age distribution exhibits patterns that could be significant in terms of future needs of residents. Generally Del Rio has a younger population when compared with the state of Texas. Even with a drop in residents under 18 years of age since 1990, Del Rio's young population is slightly higher than the state percentage - 32% versus 28% for Texas as a whole. It is equal to Val Verde County's proportion of younger residents.

The City of Del Rio has a varying age distribution when compared to the remainder of the State of Texas. The age groups 18 to 24 and 25 to 44 are lower than the Texas average, while the 45 to 64 group is equal to the state average. These adult age categories comprise the productive labor force and can be an indication of economic health of a community. Figure 3.3 illustrates the comparative age levels of Del Rio, Val Verde County and the State of Texas.

Figure 3.3 2000 Age Distribution



	0-4	5-17	18-24	25-44	45-64	65+
Del Rio	8.6%	23.1%	8.8%	27.6%	20.2%	11.7%
Val Verde	8.9%	23.2%	9.4%	27.9%	19.6%	11.0%
Texas	7.8%	20.4%	10.5%	31.1%	20.2%	9.9%

Source: 2000 Census data.

Residential mobility is an indication of persons moving into an area and of the stability of the existing population. This is measured by the percent of residents who lived either in the same house in 2000 as they did in 1995 or lived in a different house but still within the same county. A number less than the state average of 77% would indicate more in-migration. Del Rio's average of 83% is higher than the state average, indicating a small amount of population turnover in Del Rio during the period of 1995-2000.

Special populations within a community are usually a small proportion of the total residents, but they introduce special concerns and needs that should be addressed through public services and facilities. Of the 11,895 households in Del Rio, 3,184, or 27%, are headed by a single female; over half of these have children under 18 years old. There are 2,016 householders who live alone, 910 of them over 65 years old.

In 2000 Del Rio's disabled population comprised 6,423 persons, almost one-quarter of the population between the ages of 21 and 64. One-half of the 65+ population is disabled. Both of these proportions, as well as those of Val Verde County, are higher than the state percentages.

Table 3.7 2000 Disability Status

	% of the Age Group Population with a Disability		
	5-20 Years	21-64 Years	65 Years and Over
Del Rio	7.9%	21.9%	50.1%
Val Verde County	7.5%	22.6%	47.3%
Texas	7.9%	19.9%	44.8%

Source: 2000 Census data.

3.3 SOCIOECONOMIC CHARACTERISTICS

Del Rio's education level in 2000 is shown below. The percentage of residents of Del Rio and Val Verde who have graduated from high school is substantially less than the figures for the remainder of the state. Del Rio and Val Verde County's percentage of college graduates, likewise, is below the state average.

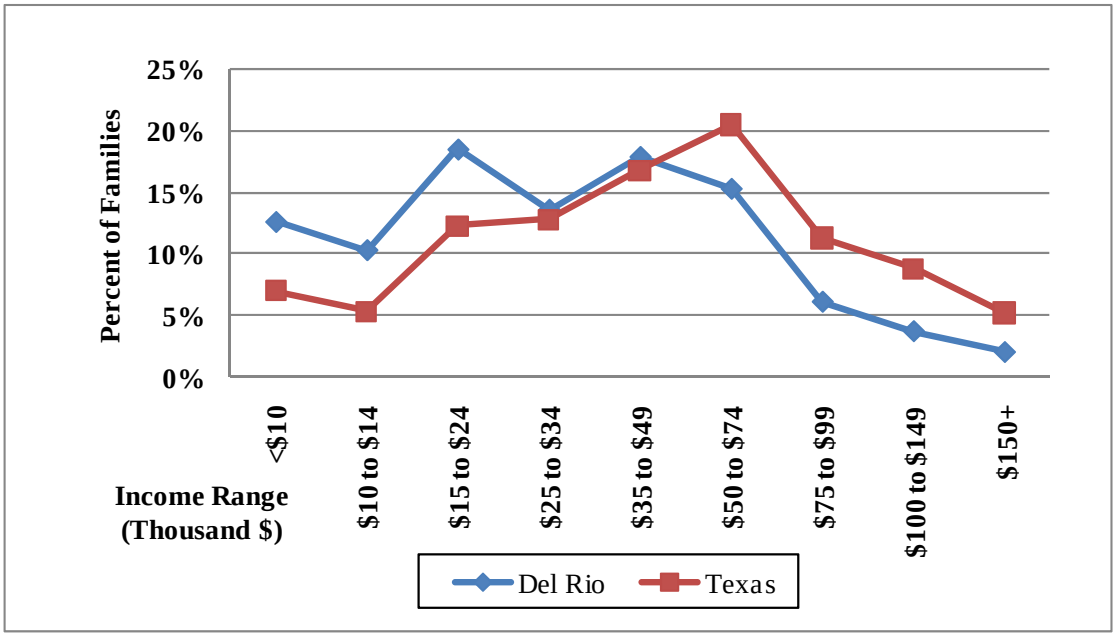
Table 3.8 2000 Educational Attainment

	High School Graduates	College Graduates
Del Rio	57.3%	13.6%
Val Verde County	58.7%	14.1%
Texas	75.7%	23.2%

Source: 2000 Census data.

The chart below illustrates the 2000 household income for Del Rio and the state by income levels. This chart compares the percentage of households at each level of income from less than $10,000 to over $150,000 per year. In 2000 the lower income levels were higher than the state, with almost half of the households in Del Rio earned less than $25,000, compared to 24% statewide. In the middle-income ranges, Del Rio generally followed the state's trend with the exception of the $50,000 to $74,999 income level at 15% compared to 21% for Texas as a whole. Above $50,000, all income levels continue to be below the state average, documenting the lower income levels for Del Rio.

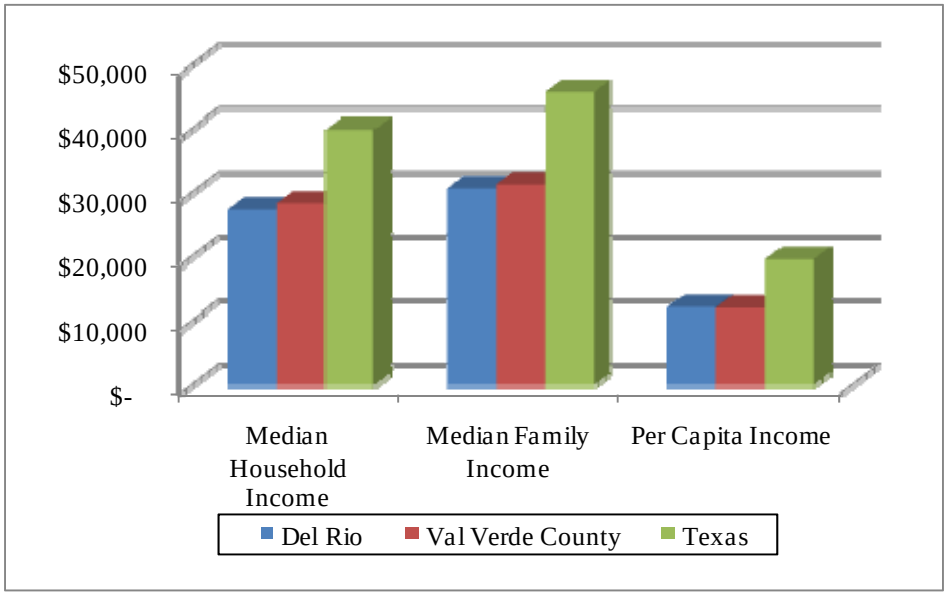
Figure 3.4 2000 Household Income



Source: 2000 Census data

A comparison of median income statistics of Del Rio, Val Verde County, and Texas is shown below. Del Rio and Val Verde County's income is much lower than the state in all categories.

Figure 3.5 Comparison of 2000 Income Statistics



Source: 2000 Census data.

As shown in Table 3.9, the number of persons below the poverty level in Del Rio was 27% of the population, compared to 26% for Val Verde County and 15% for the entire state. Almost one-quarter of the children under 18 in Del Rio live in households that are classified below the poverty level. In all categories, Del Rio and Val Verde County are higher than the state averages of residents whose incomes fell below the poverty level. When identified by ethnicity, 73% of

all white individuals in Del Rio were classified as below the poverty level and 95% of all Hispanic or Latino individuals.

Table 3.9 2000 Poverty Status

	Total Persons	Children Under 18	Persons 65 and Over
Del Rio	27.0%	22.7%	26.4%
Val Verde County	26.1%	22.4%	26.4%
Texas	15.4%	13.3%	12.8%

Source: 2000 Census data.

Employment in Del Rio in 2000 was concentrated in professional, administrative, production and transportation occupations. This may be explained by a large number of small family businesses and an active construction industry in the County. Executive and professional workers were lower than the state, while Del Rio's employment was similar or equal to statewide averages for all other professions. The breakdown of occupations as compiled in the 2000 Census data is shown in Table 3.10.

Table 3.10 2000 Employment

Occupation	Del Rio	Texas
Management/Business	10%	14%
Professional	17%	20%
Healthcare Support	3%	2%
Protective Service	4%	2%
Food Preparation and Serving	6%	5%
Building and Grounds Maintenance	5%	3%
Personal Care and Service	4%	3%
Sales/Retail	10%	12%
Office/Administrative	15%	15%
Farming	1%	1%
Construction	12%	11%
Production/Transportation	14%	13%

Source: 2000 Census data.

3.4 CURRENT POPULATION

The current population of Del Rio was estimated first by counting the number of dwelling units per Census block, taken from the housing survey performed in Chapter 2. The number of persons per dwelling unit was estimated by calculating the number of rooms per dwelling unit minus two. This average room number was acquired through the Census 2000 data. The number of dwelling units was then multiplied by the number of persons per dwelling unit in each Census block. The number of persons in each block was then added to produce the current population estimate of 35,629 persons. After establishing current population estimates, population projections were prepared through 2030.

3.5 POPULATION PROJECTIONS

If recent history continues, there will continue to be growth in Del Rio due to the proximity to Lake Amistad and Laughlin Air Force Base. The construction and opening of these two features have been the most significant factors of the City's growth over the past 70 years. The construction of the Amistad Reservoir Dam and International Crossing caused the large increase in population growth in the 1970's, as shown in Table 3.11. The pressures for growth will be at a similar rate to that of the past decade.

The projections for Del Rio's population from 2010-2030 were calculated with three approaches to estimate future population growth. The first technique uses projections from the Texas Water Development Board (TWDB), as developed by the State Data Center. This technique uses the TWDB figures, which are based on net growth or decline due to births and death plus predicted in- or out-migration. This method projects an average growth rate of 0.82% per year over the next 20 years.

The second method uses Del Rio's actual rate of growth for the fifty-year period from 1960-2010. This results in an average growth rate of 1.88%. The large increase in population of the 1970's, caused by the opening of Amistad Reservoir Dam, is the main factor for this large average growth rate. In order to account for the large growth caused by the Amistad Reservoir Dam, a third projection was developed which was adjusted for the 1970-1980 period. This method resulted in a 1.07% average annual growth rate, with Del Rio reaching a population of about 44,000 by the year 2030. The projections are shown in Table 3.11.

Table 3.11 Del Rio Population 1970-2030

Projection Method	1970	1980	1990	2000	2010	2015	2020	2025	2030
TWDB (1)	21,330	30,034	30,705	33,867	35,591	37,050	38,569	40,151	41,797
Historic Trend (2)	21,330	30,034	30,705	33,867	35,591	38,973	42,597	46,601	50,981
Moderate Growth (3)	21,330	30,034	30,705	33,867	35,591	37,495	39,501	41,614	43,841

(1) Texas Water Development Bd. 0.82%/Yr (Avg. Growth Rate from 2010-2030)

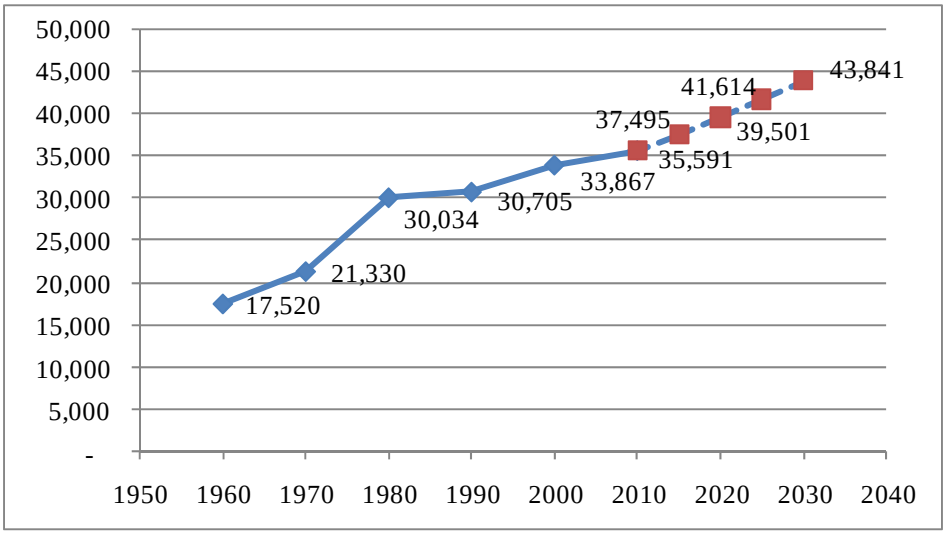
(2) Historical Trend 1.88%/Yr (Avg. Growth Rate from 1960-2010)

(3) Moderate Growth 1.07%/Yr (Avg. Growth Rate from 1960-1970, 1980-2000)

Source: Census data, Texas Water Development Board

Planning committee members felt growth would continue because of Del Rio's location, increased traffic on U.S. Highway 90, continued growth of Laughlin Air Force Base and continuous travelers to Lake Amistad and the International Crossing. The moderate growth curve provides the most accurate projection based on community input. The existing and projected population to from 1960 to 2030 is illustrated in Figure 3.6.

Figure 3.6 Existing and Projected Population 1960-2030



Source: Census data, Texas State Data Center.

The committee felt that most new growth would occur several ways. Currently much of the new residential development is occurring to the north and west areas of the City, as new subdivisions are developed. Additional large developments are possible to the east area of the City as the new bypass loop is constructed and opened. This will allow residents an alternative route connecting U.S. Highway 90 east of Del Rio to U.S. Highway 90 north of the City. This route will create residential developments to the north and east of Del Rio. The third area of residential growth is toward the north, along U.S. Highway 90 toward Lake Amistad. This approach is illustrated in Map 3, Existing and Projected Population, which depicts the spatial distribution of existing and projected population for Del Rio.

CHAPTER 4 LAND USE

4.1 INTRODUCTION

Del Rio is facing challenges today that will affect the quality of life for its citizens for decades to come. The need for residential development, adequacy of the storm drainage system and a demand for higher quality services at low costs, are some of the regional and local influences on the character of the community. Ideally, land use planning guides public and private actions and investments to produce an urban environment that is a safe, attractive and efficient place to live and work. The City strives to achieve this by exercising its powers to tax, spend, and regulate. Nuisance ordinances are updated and enforced. Funds are allocated to upgrade water and sewer lines. Property owners who are contiguous to the city limits request to be annexed in order to receive City services. Each of these short-term actions affects the overall pattern of urban form. The comprehensive plan provides a frame of reference with long-term policies for development against which the merits of short-term actions can be measured.

A land use plan serves as the physical interpretation of the goals and objectives identified by the community. It offers community leaders and citizens a graphic representation of the consequences of public sector decisions and municipal policies. The plan can be used by City officials as a guide in reviewing new development proposals or planned capital improvements. Compatibility with surrounding land uses can be more readily understood. Relationships between activity centers and major thoroughfares can be more easily visualized.

Citizens making private sector decisions that affect the land development process can also use the land use plan. It indicates where various land uses are preferred in order to utilize services and facilities most efficiently.

In August 2008, the Del Rio Joint Land Use Study was performed by Matrix Design Group and the United States Department of Defense. This land use study analyzes the shared land and air space between the City of Del Rio and Laughlin Air Force Base. Laughlin Air Force Base has been training the Air Force's newest certified pilots for over 40 years. Due to the influence on development and the local economy, the long-term viability of Laughlin AFB is an essential issue for the community.

4.2 LAND USE INVENTORY

In the Summer of 2010, a parcel-by-parcel land use inventory was conducted to determine the nature and intensity of use. The survey included the area within the City limits, as well as areas within the City's extraterritorial jurisdiction (ETJ) where significant development has occurred. The Texas Local Government Code §42.021 defines the ETJ as the unincorporated area that is located within two miles of the City limits for a city of Del Rio's size. The land use classifications reflecting the current patterns of development are defined below.

4.2.1 LAND USE CLASSIFICATIONS

A. Residential

- Single-family - a residential structure that has been designed to provide housing for one

family unit and is being used as such. Structures that were once residences that have been converted to office or business uses are no longer residential properties. Structures that are residential and home office occupations are considered as single-family residential structures.

- Manufactured home - a housing structure that is prefabricated then transported to a permanent site, including modular housing, mobile homes and trailers.

- Multi-Family - a building or group of buildings containing two or more dwelling units, designed and operated as a single project or development.

B. Commercial

- Light commercial - an establishment that provides small material items for the public to purchase for everyday use. This includes grocery stores, food services, and retail businesses.

- Heavy commercial - retail establishments supplying larger material goods. These uses often take require more land due to the size of inventory. Uses include vehicle dealerships, equipment rental businesses and building construction suppliers.

- Office commercial – an establishment that provides general business services. These services include law offices, banks and other various general services.

C. Industrial

- Light industrial - Uses such as large warehouses, lumberyards, small manufacturing operations with minimal noise, fumes, smoke, or offensive odor. Generally, such uses could be appropriately situated in any business area, as long as they do not include large buildings/sheds or unsightly storage areas.

- Heavy industrial - industries that are noisy, unsightly, very large, or emit some smoke, dust, or unpleasant odor. Public utilities are also coded as heavy industrial.

D. Public and Semi-Public

- Parks, open space, and cemeteries - land devoted to active or passive recreation, preservation of open space or natural areas, and public or private cemeteries.

- Public schools - any property operated by the school district, including all school buildings, sports facilities, offices, and maintenance/bus areas.

- Public, semi-public buildings, and churches - government owned buildings and land, as well as those operated by non-profit and community organizations. This includes maintenance and storage facilities that might otherwise be considered a commercial or light industrial use.

E. Right-of-way (ROW) - Public street rights-of-way.

F. Agricultural - cultivated crop and pastureland of five or more acres

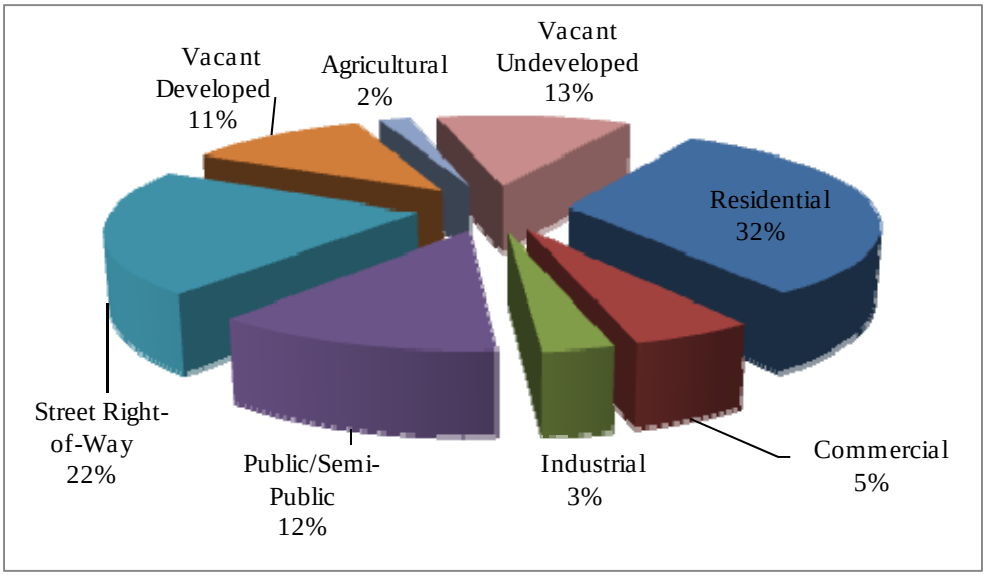
G. Vacant - land on which none of the above uses are performed

- Vacant developed – land includes tracts in which access to streets, sewer service, and water service is readily available.

4.3 ANALYSIS OF EXISTING LAND USE

The incorporated area of Del Rio includes 10,453 acres. Developed land consists of 8,954 acres, or 86%. The proportions of the various land uses are illustrated graphically below.

Figure 4.1 Existing Land Use Within City Limits



Source: 2010 Land Use Survey conducted by TRC Engineers, Inc.

The largest land use category is residential development, which covers nearly one-third of the total acreage. Single-family homes account for the greatest number of acres, with 3, acres. Duplexes and multi-family uses make up 3% of the total land area. Multi-family uses are comprised of various sized apartment complexes and public housing developments. Manufactured homes are mostly concentrated east on U.S. Highway 90, with others scattered in older neighborhoods to the south, and new development north of the city limits. Manufactured homes contribute 51 acres of residential development, or 0.5% of the developed acreage.

Public street rights-of-way account for the next largest single developed land use, with over 2,253 acres, which is 22% of the total land area in active use. A large portion of this right-of-way is U.S. and State highways that travel throughout the City, as well as railway right-of-way. There are also rights-of-way near creeks and floodplains that remain closed due to topography.

Another large land use category is vacant undeveloped land, comprising of 13% of the total acreage. This large amount of vacant undeveloped land is due to remote areas in the northeast

portions of Del Rio. Many of the vacant undeveloped lots in the northeastern portions of Del Rio are becoming large lot residential developments. A small portion of undeveloped land remains within the southeastern City limits near Brite Ranch, which is located south of U.S. Highway 90 on the eastern portion of the City. The majority of land in this area is part of the joint land use plan between the City of Del Rio and Laughlin Air Force Base.

Public and semi-public uses make up the next largest land use category, 12% of the developed area of Del Rio. Active public and semi-public uses, including governmental and nonprofit property, is the largest portion of the public acreage totaling 567 acres. These include the Del Rio International Airport, courthouse, hospital, City hall, county facilities, the post office, and various churches and community organizations.

Parks and open space uses form the second largest public use, with 382 acres. The majority of these open spaces and parks are along San Felipe Creek, which runs through Del Rio. There are many other City parks throughout Del Rio that serve the population. Public school property totals 341 acres, comprising all school campuses, the football stadium and bus facility, and all administration offices for the San Felipe Del Rio Consolidated Independent School District.

Vacant developed land makes up 11% of the total acreage. Some of these 1,196 acres include property either adjacent to San Felipe Creek or acreage that continues to become developed on the northwestern portion of Del Rio. While the property along the creek fits the definition of developed land in that utilities are readily available, it is largely contained within the 100-year floodplain and may be, in fact, undevelopable.

There are 555 acres of commercial land uses. Del Rio still has an active central business district, and most of the commercial acreage is centered along U.S. Highway 90 and Main Street downtown. Commercial nodes continue to develop north on Highway 90. The total commercial acreage is 5% of the total land area in Del Rio.

Industrial uses make up 3%, or 316 acres, of the developed area. The 110 acres of light industrial uses are primarily clustered along U.S. Highway 90. The largest heavy industry acreage is the municipal landfill. Other heavy industrial sites are scattered around the downtown area along the railroad and on the outer edges of Del Rio. Some of the light and heavy industrial sites are vacant and offer the potential for conversion to uses that are more compatible with the adjacent development.

Table 4.1 lists the total acreage for each land use category.

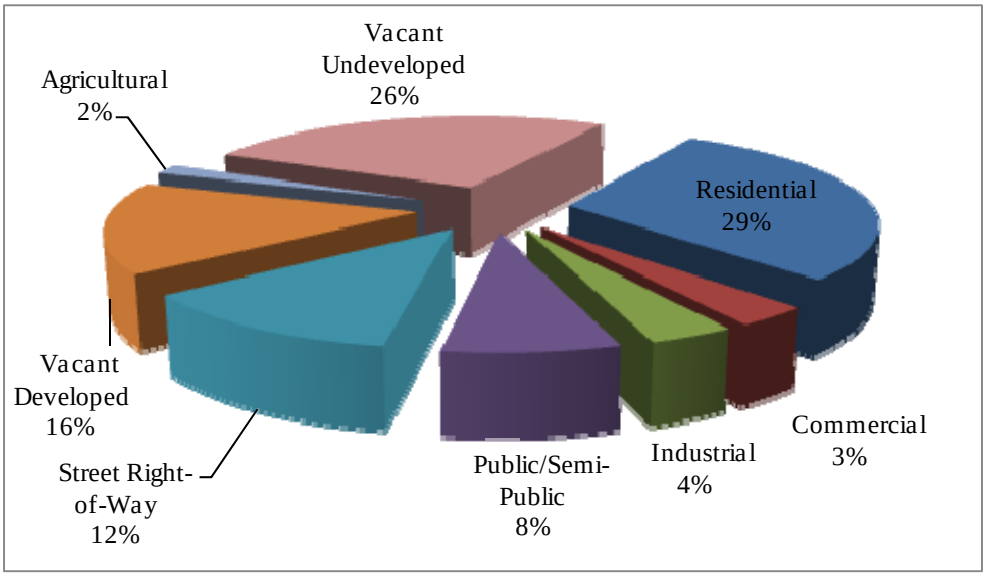
Table 4.1 Existing Land Use Within City Limits

Land Use Category	Total Acres	% of Total	% of Dev. Area	Acres per 100 Persons
Residential	**3,345**	**32%**	**37%**	**9**
Single Family	3,029	29%	34%	**9**
Multi-Family	265	3%	3%	**1**
Manufactured Home	51	0.5%	1%	**0**
Commercial	**555**	**5%**	**6%**	**2**
Light Commercial	171	2%	2%	**0**
Heavy Commercial	338	3%	4%	**1**
Office Commercial	46	0%	1%	**0**
Industrial	**316**	**3%**	**4%**	**1**
Light Industrial	110	1%	1%	**0**
Heavy Industrial	205	2%	2%	**1**
Public/Semi-Public	**1,289**	**12%**	**14%**	**4**
Public, Semi-Public, Churches	567	5%	6%	**2**
Open Space - Parks, Cemeteries	382	4%	4%	**1**
Public Schools	341	3%	4%	**1**
Street Right-of-Way	**2,253**	**22%**	**25%**	**6**
Vacant Developed	**1,196**	**11%**	**13%**	**3**
Total Developed Area	**8,954**	**86%**		**25**
Agricultural	**196**	**2%**		**1**
Vacant Undeveloped	**1,303**	**12%**		**4**
Total Area	**10,453**	**100%**		**29**

Source: 2010 land use survey conducted by TRC Engineering, Inc.

The unincorporated ETJ area of Del Rio includes all lands adjacent to the City within two miles of the boundaries. The land use survey included areas within the ETJ where significant development had occurred. Land use percentages were based off of the total land use included in the survey. Large areas of undeveloped vacant land within the ETJ were not included in the total land use. The proportions of the various land uses are illustrated graphically below.

Figure 4.2 Existing Land Use Within ETJ



The results of the land use survey are depicted on Maps 4A through 4D - Existing Land Use.

4.3.1 MAJOR FACTORS AFFECTING PAST DEVELOPMENT

In general, existing land use patterns of Del Rio reflect a unique historical development, with a large incorporation of commercial and industrial uses and residential development. San Felipe Del Rio was originally founded and settled along the southern side of San Felipe Creek, with families living and working close together. This development reflects the Spanish culture that has remained and developed into the City of Del Rio. More recent commercial development has followed the major traffic thoroughfares – US Highway 90 and State Highway 239. However, Del Rio also has experienced the development of several heavy industrial uses extending in all directions along the outer edges of the corporate limits.

A. County Seat

Val Verde County was organized in 1885 and Del Rio was designated as the county seat. A large portion of Del Rio was settled previous to the creation of Val Verde County. Del Rio's role as the county seat determined a small portion of the layout of downtown surrounding the central square on which the county courthouse is located. The current limestone structure was built in 1887. Commercial properties grew up around the square, and residential uses expanded around the downtown.

B. Amistad Dam and National Recreation Area

Amistad Dam was a cooperative undertaking between the United States and Mexico sections of the International Boundary and Water Commission. With Amistad Dam, Amistad Reservoir Lake and National Recreation Area was formed. This recreation area is supervised by the National Park Service and continues to be a primary outdoor destination for travelers.

C. Laughlin Air Force Base

Laughlin Field was established in 1942 as a training base for the Martin B-26, but was deactivated in 1945. During the Cold War, Laughlin Field was rebuilt and reopened as Laughlin Air Force Base. Due to the remoteness of the area, the Strategic Air Command opened its strategic reconnaissance program at the base.

Laughlin Air Force Base continues to affect the growth and development of Del Rio due to the economic and joint land use impacts.

D. Major Highways

Del Rio is bisected north to south and with two major highways – US Highway 90, which travels east-west from Jacksonville Beach, Florida to Van Horn, Texas, and U.S. Highway 277 that connects Del Rio to the International bridge Crossing with Ciudad Acuña. The two major impacts of the thoroughfares have been the development of commercial uses along them and the effects, both positive and negative, of the automobile and truck traffic on usability of adjacent land. This has, for example, led to the conversion of residences to commercial uses as the highway frontage becomes less desirable for single-family living and more valuable as income-generating property.

E. San Felipe Creek

The single natural feature that continues to impact Del Rio's development is San Felipe Creek, which crosses the town from south to north. There has been substantial damage resulting from flooding of this waterway, most notably a flood in 1998 that destroyed many homes in Del Rio. The remnants of Tropical Storm Charley stalled out over this area producing 15 inches of rain in a 12 hour period. One hundred twenty homes and over one thousand buildings were damaged. Many portions along the creek were bought by the Federal Emergency Management Agency (FEMA) and given to the City to maintain.

4.3.2 ANALYSIS OF FACTORS AFFECTING FUTURE LAND USE

A. Natural Factors

San Felipe Creek and its designated floodplain will continue to be the most significant natural features affecting Del Rio's future land use configuration. It is apparent from visual observation of the town's configuration that this served as the main development of the original portion of San Felipe Del Rio.

This natural feature, and the FEMA buyout properties along the creek continues offer the potential for an expansion of the open space system, which would buffer incompatible land uses and improve Del Rio's physical layout.

B. Population

Another factor impacting land use in Del Rio is the population growth projected over the next 20 years. Projections indicate that the total population will increase by about 21% over the next 20

years, from 33,867 to 43,887. This influx of people will stimulate residential and commercial growth and increase the demand on public facilities, services, and infrastructure.

The demographics of Del Rio's residents will also have a significant impact on its future development. Census information indicate a high percentage of older and retired residents. There are also a number of residents earning incomes below the state and county averages. Without intervention, the effect of an older population and limited incomes on housing condition and retail sales is likely to continue in the short term. As younger and more affluent newcomers move into Del Rio, a trend which is already apparent over the past decade, the needs will shift to greater expectations for retail services, park and recreation facilities, and heavier demands on city services - water and sewer service, police and fire protection.

C. Housing

The two housing-related factors that will influence future development are a housing shortage and housing condition. The projected growth for the next twenty years produced the following housing unit projections:

2010-2015 – 649 units
2015-2020 – 684 units
2020-2025 – 720 units
2025-2030 – 759 units

Current densities are about 3.2 housing units per acre. This indicates an average lot size of 14,000 square feet and reflects two factors. First is the predominance of single-family development, which accounts for 94% of the housing units and 90% of the total residential acreage. Secondly, Del Rio's residential areas have historically developed at high densities. In the original town layout and older additions, many of the lots are as small as one-tenth of an acre (in many cases there is more than one house per lot). Later additions have platted larger lots, and there are a number of housing units on small acreage tracts. The need for mid-range and larger (3+ bedrooms) houses is consistent with past large lot development.

The pressures for residential development will most likely lead to additional vacant land converting to residential use. Since affordability is also an issue in Del Rio's housing market, it may be desirable to project smaller lot sizes. Using an average one-quarter acre lot size, Del Rio would need approximately 1,039 acres over the next 20 years to accommodate projected housing growth.

Housing condition is also likely to affect future land use. Housing in need of rehabilitation includes 4% of the existing housing stock. Dilapidated housing accounts for 0.2% of the total housing stock, with abandoned units comprising 0.5% of all dwelling units. This housing is mainly focused around San Felipe Creek on the south side of the City, where the original settlement of San Felipe Del Rio was formed. A portion of this deteriorating housing stock was damaged during the flooding in recent years. Further neighborhood deterioration could also lead to a transition to commercial uses along major thoroughfares, with houses being either removed or renovated for small business uses.

As demand for housing by new residents continues, these deteriorating and dilapidated units will

need to be maintained or replaced. In areas of substantial housing decline, as in the southern portion of Del Rio along San Felipe Creek, new infill development is not likely to take place. Likewise, new construction, particularly in the mid- to upper-ranges, will not occur in areas of substantial housing deterioration. Unless steps are taken to offset these forces, Del Rio's new housing construction is most likely to develop on the western and northern fringes of the City.

D. Thoroughfares

The highways that cross Del Rio are likely to impact future development in several ways. They may generate additional commercial growth either downtown or along the highways themselves. Increased visitor traffic and potential commercial opportunities are positive impacts of highway proximity. However, increased traffic may also negatively impact adjacent residential uses. Recent traffic counts show volumes of up to 33,000 vehicles per day through Del Rio on both roadways.

Another significant factor on the future land use of Del Rio is the major arterial bypass, State Loop 79, that is currently under construction extending from U.S. 277 South, crossing U.S. 90, and extending around the northeast quadrant of the community to both U.S. 277/277 North and U.S. 90 North. This relief route will provide a much needed connection from U.S. 90 near Laughlin AFB to U.S. 277 North without directing traffic through the City. This will alter the visitor traffic and potential commercial opportunities previously mentioned, and is likely to spur development to the northeast of Del Rio along the bypass loop.

Negative consequences of the bypass route include decreased visitor traffic to generate economic activity and reinforcement of the downtown commercial function. Positive impacts include a decrease in congestion and pedestrian/vehicle safety concerns, particularly due to truck traffic.

This bypass will open additional vacant land for development, including commercial and industrial opportunities. It would also, however, require substantial infrastructure investment to serve any new development in outlying areas. As in many communities, highway bypasses can lead to a decline of downtown commercial activity.

Most of the system of local streets is laid out in a grid or modified grid pattern. A more detailed analysis of street conditions and proposed improvements is contained in the street system element.

E. Public Utilities

Public utility capacity, including water, sewer and gas availability, can either inhibit or expedite land use development. As mentioned previously, in order to develop portions of land along the bypass loop, substantial infrastructure investment would be needed. In March 2010 Tetra Tech, Inc. performed a Water Model and Leak Detection Study on the current water infrastructure of the City. The study showed that the majority of lines within the City were in need of repair or replacement. In August 2009 Tetra Tech, Inc. performed a similar study on the wastewater facilities. Many of the problems in both the water and wastewater facilities are in need of improvement before new infrastructure can be placed in outlying areas of future development.

F. Public Facilities

Del Rio is served by public facilities that improve the quality of life for residents and serve as amenities that attract new families and tourists to the community. These facilities include City Hall, the County Courthouse, the post office, and fire station. Most of these are centered on the downtown. There are also county (sheriff), state (TxDOT) and federal (Border Patrol) facilities located throughout the City. A new Federal Bureau of Investigation (FBI) office has recently been constructed in the downtown area.

Medical facilities are considered one of Del Rio's strengths. Val Verde Regional Medical Center is the main health care facility for Val Verde County. Del Rio also has various private practice physicians and dentists, EMS service, home health care, and nursing homes.

Recreation facilities include City park facilities and school facilities. As part of this comprehensive plan, a park master plan was performed.

The major needs identified in the study were incorporated into a recommendation for a major sports complex. Other issues relating to parkland include improvement of the existing facilities and a long term vision plan for San Felipe Creek.

The San Felipe Del Rio Consolidated Independent School District is considered one of the greatest assets for Del Rio. Many of the schools are Texas Education Agency (TEA) Recognized campuses. The schools are located throughout Del Rio.

G. Existing Land Use and Land Use Controls

Del Rio's future growth and land use patterns will be influenced by the effectiveness of land use controls and the current land use configuration. A subdivision ordinance was adopted in 1987 and updated in 2004. Different forms of a Development Code have been used during this time. The Del Rio Joint Land Use Plan that was performed in August 2008 will continue to influence the joint land between the City of Del Rio and Laughlin AFB.

It will be critical in the next few years that land use controls are updated or strengthened, and implemented, so that the goals for guiding future growth are attained. Since growth appears inevitable, these will be the tools that will determine whether new development is compatible, the infrastructure is built to minimum standards, and the impacts of development (such as drainage and traffic) are mitigated. The outcome of insufficient controls will affect environmental features, property values, and quality of life.

4.4 LAND USE PLAN

A ten-year land use plan is a physical representation of suggested uses for all land within the corporate limits of Del Rio, whether currently developed or vacant. The plan is, first and foremost, a statement of goals, policies, and recommendations regarding future physical growth. It reflects general community consensus about how, when and where the City should encourage or discourage growth and development.

4.4.1 LAND USE GOALS AND OBJECTIVES

The planning committee has identified the characteristics of the community that are to be reinforced by future actions. The unique qualities that distinguish Del Rio include:

1. Friendly, small town atmosphere;
2. High quality school system;
3. Cooperative, progressive people;
4. Focus on history and culture of San Felipe Del Rio.

Within this context of preserving Del Rio's distinctive traits while taking advantage of the opportunities presented by future growth, the following generalized goal for land use can be formulated:

> "Provide a healthy, safe, and pleasant living environment for the residents of Del Rio through the proper utilization of land resources and through growth that is orderly and coordinated with the City's ability to provide facilities and services."

The thrust of the land use policies is to enhance the existing development – rehabilitation of houses, conversion of houses for office use or downtown lofts for apartments, reinforcement of the downtown as the business center. This approach serves several purposes:

- Reduces the random scattered "sprawl" of uncontrolled growth
- Maximizes the resources – both land and money –for new development
- Utilizes existing infrastructure
- Improves the appearance and livability of the community

Objectives to accomplish the broad land use goal are discussed below with an estimated target date for completion. Most of the objectives are targeted for an initial five-year implementation period. However, some of the activities, such as residential redevelopment, necessarily extend into the next five to ten year increments.

A. The integrity of residential areas will be protected, and an adequate supply of housing will be provided.

- Stabilize existing neighborhoods with housing rehabilitation, code enforcement, single-family zoning, and infrastructure improvements. (Target date: 2015)
- Promote infill development in existing neighborhoods where city infrastructure and services are available. Maintain a list of suitable lots for developers; provide zoning incentives. (Target date: 2012 for property list and adoption of zoning incentives)
- Guide the type, location, and quality of new residential development, using zoning and subdivision regulations. (Target date: Regulations in place by 2012; Implementation ongoing)
- Provide space for multi-family, manufactured home, duplex, and other higher density residential before pressures to develop become more intense. (Target date: 2012)
- Encourage long-range redevelopment of residential uses in areas where there is a higher concentration of dilapidated housing that will be removed over time. (Target date: 2020)

B. Commercial and industrial development will be encouraged which is compatible with Del Rio's character and which serves the needs of the community's residents.

- Preserve downtown and immediate surrounding area as the commercial center. Continue to reinforce downtown functions with infrastructure (parking, lighting, and signage), continue improvement strategies (locally run Main Street Program), and public/private partnerships. (Target date: 2011)
- Promote centralized commercial development along highways in "nodes" rather than along "strips" (more efficient use of infrastructure, traffic, appearance). (Target date: Incorporate in zoning regulations by 2012)
- Retain existing large commercial/industrial sites, but discourage further scattered industrial development. Consider feasibility of designating land around the eastern area of the City, around Dodson Avenue for an industrial park. (Target date: Incorporate commercial/industrial strategy into zoning regulations by 2012; industrial park feasibility by 2015)

C. Codes and ordinances will be enacted and enforced for the implementation of land use guidelines.

- Continue enforcement of ordinances for dilapidated houses, weedy lots, abandoned vehicles (Target date: Ongoing)
- Review existing regulations and coordinate with new zoning and subdivision guidelines. (Target date: 2012)

D. The image, character, and quality of life in Del Rio will be preserved and enhanced.

- Develop long range vision plan for San Felipe Creek, San Felipe Creekwalk and FEMA buyout properties. (Target Date: 2014)
- Continue efforts to develop sports complex. Promote long-term preservation of natural areas along creeks. Explore improvements to existing parks, and needs for neighborhood and downtown (pocket) parks. (Target date: Sports complex by 2015; initiate other improvements by 2011)
- Undertake ongoing beautification and clean-up activities, using civic and other groups, for downtown entrances, downtown, and neighborhoods. (Target date: Ongoing)
- Include landscaping and screening guidelines in zoning and subdivision regulations. (Target date: 2012)

4.4.2 FUTURE LAND USE PATTERNS

The proposed land uses shown on Map 5, Future Land Use, reflect the analysis of factors such as existing land use, thoroughfares, physical features, utilities, and public facilities, taking into account the suitability of the land for the uses proposed for them.

It should be emphasized that this map is intended to provide generalized guidance for short-range actions, such as utility extensions and private development decisions. The plan does not attempt to set specific use for each parcel of land, but should be used to establish the general character of an area or to indicate the predominant land use. In residential neighborhoods there may be an

occasional local business use or garage apartment. Likewise, areas shown as commercial development may contain pockets of stable residential, public, or light industrial uses. The future land use plan, therefore, does not have the same number of detailed land use categories as the existing land use inventory. It also does not designate zoning districts, although it should be used as the basis for any future zoning map revisions. It illustrates the broad character of an area, whether residential, commercial, industrial, or public.

A. Residential

Future residential development in Del Rio should reflect the small town character by maintaining current densities and the appearance of single-family neighborhoods. Secondly, the preservation of existing neighborhoods should be of primary concern. At the same time, there needs to be some allowance made for a diversity of housing types - multi-family, duplex, and other affordable housing options. Homes should be located away from traffic arterials with transitional land uses, such as apartment complexes or institutional establishments located at the edge of residential areas.

With the projected residential growth and the lack of large tracts of land designated for new construction, it will be important for the City to guide residential development to areas where utilities can be made available and to preserve the surrounding farmland from scattered random development. New residential construction is proposed toward the northwest where the existing neighborhoods are stable and more attractive for mid- to upper-range housing. Additional single-family construction is proposed to the south of the central commercial core. This area may be more appropriate for higher densities. In both cases abandonment and/or re-subdivision of the existing configuration may be necessary.

The Future Land Use Map also shows Mixed Residential uses. These are areas that are more appropriate for a mix of single-family and multi-family housing. Factors contributing to this are location adjacent to commercial and light industrial uses, level of housing deterioration, and current mix of housing densities. These areas are not likely to be appealing for upper scale large lot residences.

B. Commercial

The primary focus for commercial and industrial development is the central business district and along the Highway corridors. Del Rio still has a vital downtown, and land use policies should reinforce this function. The land use plan shows the town square and immediately adjacent business uses as the primary commercial center.

Other positive steps in downtown revitalization are making improvements to the appearance of the central business district, keeping city services in the downtown, and encouraging active involvement by the businesses located there.

Additional commercial activity has been generated along the highways. While it is important economically to accommodate new commercial development, more efficient use of the land is served by encouraging the development in “nodes” of commercial development, rather than “strips.” Hopefully any new businesses can be contained within these areas. Also of importance will be development of these areas as unified retail centers to avoid the negative traffic and

visual effects of strip commercial development.

C. Industrial

Significant industrial development is not being proposed at this time. A focus on the strengths of existing business and studying the feasibility of an industrial park near Dodson Avenue on the northeast portion of town is proposed, along with some room for industrial development along the Highway corridors north and east of the City. With the current infrastructure concerns, it is not advisable to recruit intensive uses requiring substantial utility capacity. However, it is also important to leave some of the current industrial sites for possible industrial development.

D. Parks and Open Space

San Felipe Creek is the main geographic and park feature that attracts citizens. Due to recent flooding, the Creekwalk and retaining walls that were designed to benefit the creek have become eroded and are dangerous to the public in portions. San Felipe Creek should continue to be the focus of the parks and recreation department, and a long term vision plan should be designed and constructed. A large sports complex would also bring in visitors as Del Rio would have the ability to host large sporting events and tournaments.

4.4.3 POSSIBLE COSTS TO THE CITY

Much of the expense of implementing the land use objectives entails administrative and managerial labor, which can be provided by volunteers or elected officials. The primary expenses are the development of ordinances, enforcement costs, and public facility costs. The costs for each of the objectives can be found in other portions of this report.

4.5 IMPLEMENTATION

The first step toward guiding the future development of Del Rio should be the adoption of the Future Land Use Plan as a policy tool. More specifically, implementation of a land use plan typically utilizes three tools: zoning regulations, subdivision regulations, and a capital improvements program. Del Rio should focus its attention on implementation through:

1. Revision and enforcement of land use ordinances and administrative controls
2. Encouragement of private development decisions which further with the plan's objectives, using regulatory and economic incentives where possible
3. Public/private partnerships, including the involvement of the school district, and other public and non-profit entities
4. A capital improvements program

Del Rio's Planning and Building Department is the primary City entity to assume the broad planning responsibilities and to pursue these recommendations with the tools and resources that are available. This group could be responsible for coordinating a review of current land use-related ordinances, and make broad policy recommendations regarding planning issues to the City Council. It could also be involved in the review of individual proposed developments and subdivisions.

Keeping the Future Land Use Map on display at City Hall and encouraging the City Council,

staff, and community groups to refer to it would also promote its use as a guide for future development.

The usefulness of the plan will depend not only on efforts at implementation, but also on the accuracy of the information it contains. Maintaining a current inventory of existing land uses and infrastructure condition will assure that this remains a working tool for guiding future development.

Finally, for this plan to have value throughout the next ten-year period, its recommendations and guidelines must be reviewed and revised every two years as Del Rio develops, experiences unexpected challenges, and uncovers new opportunities. Incorporating a review of the comprehensive plan's policies as part of the annual budget process would assure that the directions of the plan are relevant and assist the City in prioritizing the use of its resources.

CHAPTER 5 STREET SYSTEM

5.1 INTRODUCTION

The condition of the streets in any community is always changing and sometimes is a perplexing situation to remedy. Deteriorated streets discourage developers and builders from investing in new growth. Lack of increasing the road network as the population increases can cause congestion of the streets throughout the City. Rehabilitation and reconstruction of existing streets is normally the most expensive projects for cities.

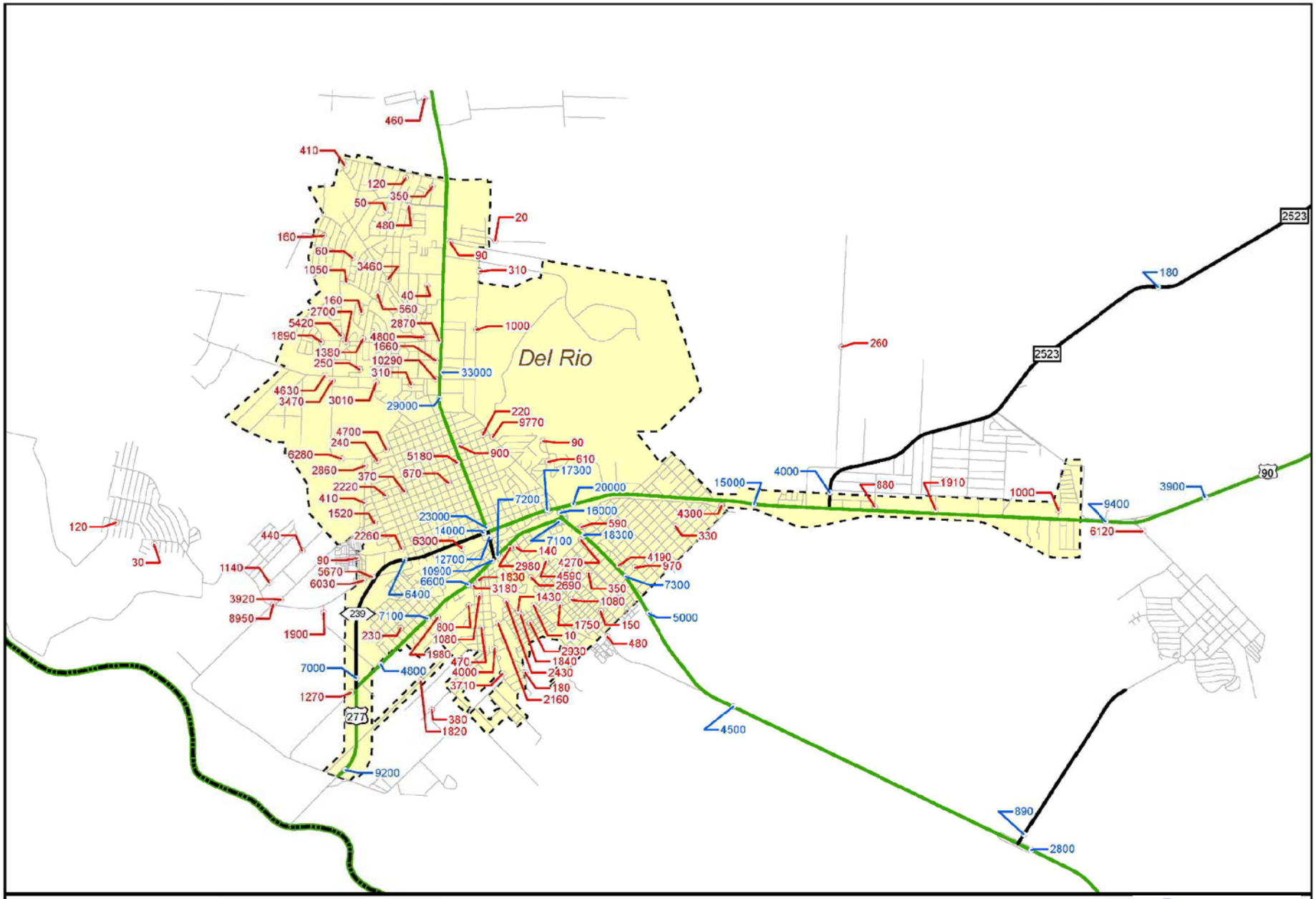
A street condition survey has been performed, which classifies and measures all paved streets within the City limits. No street studies of this nature have been made and it is therefore projected that this is the first if it's kind in Del Rio. The survey and proposed plan have taken into consideration the effectiveness of storm water drainage, traffic flow, the condition of the driving surfaces, the structural integrity of the pavement structure and the future growth in Del Rio. The conditions observed in the street survey are indicated on Maps 6A through 6D, "Existing Street Conditions". Maps 7A through 7D, "Proposed Street Improvements", show the location of proposed street improvements for the next ten years. Cost estimates for these proposed improvements are given in Section 5.5.

5.2 EXISTING STREET CONDITIONS

Figure 5.1, "Average Daily Traffic Counts" is an excerpt of the most recent TxDOT average daily traffic count map of the major arterials (State Highways) and other roadways through and around the City of Del Rio. There are approximately 189.55 miles of streets within Del Rio. The streets that have some form of concrete curb and gutter, are primarily located in the historic downtown area and newer subdivision development to the north and west of Del Rio. Maps 6A through 6D shows the field inventory of the existing streets. The conditions used to classify the streets are identified below.

Table 5.1 Street Classification System

Condition	Description
Excellent	New.
Good	Small amounts of oxidation, cracking, raveling, and no base failures; good maintenance has been practiced.
Fair	Oxidized and inactive; moderate surface cracking and scattered failures.
Poor	Numerous base failures, cross-hatched cracking; unpaved streets, very narrow driving surfaces, bad drainage problems.



CITY OF DEL RIO, TEXAS
2010 – 2020 COMPREHENSIVE PLAN
FIGURE 5.1 – AVERAGE DAILY TRAFFIC COUNTS
SOURCE: TXDOT TRAFFIC FLOW COUNTS

TRC ENGINEERS, INC.
505 E. HUNTLAND DRIVE, STE. 250 AUSTIN, TX
78752 T.B.P.E. FIRM REGISTRATION # F-8632
(512) 454 – 8716

Figure 5.2 – Excellent Condition Street

Figure 5.3 – Good Condition Street

Figure 5.4 – Fair Condition Street

Figure 5.5 – Poor Condition Street

The street conditions shown on Maps 6A through 6D are itemized by quantity in the table below:

Table 5.2 Street Condition Summary

Classification	Total Miles of Street	Percentage
Concrete - Excellent	0.19	0.10%
Asphalt - Excellent	25.35	13.43%
Asphalt - Good	50.75	26.89%
Asphalt - Fair	29.15	15.44%
Asphalt - Poor	15.53	8.23%
Seal Coat - Good	13.64	7.23%
Seal Coat - Fair	26.22	13.89%
Seal Coat - Poor	20.51	10.87%
Gravel - Poor	7.42	3.93%
Total	188.76	100%

The complete Street Condition Survey can be found in Appendix A.

Many of the streets appear to be in good condition because the driving surface is fairly smooth. A large number of these streets have been classified as fair or poor because of large surface cracks, failed base near the edges, or heavy pothole and utility patching. The street edges have failed due to inadequate thickness of base when the street was widened. Large cracks have allowed surface water to penetrate the base material causing the base to fail or there may be insufficient shoulder width to laterally support the main road structure width when shrink/swelling occurs due to changes in moisture content.

5.3 STREET CLASSIFICATIONS

Streets and thoroughfares are classified according to their role within the street system and the volume of traffic. Each street has a separate function and all streets work together in a street system. The general classification of streets within the system are major arterial, collector, and residential.

Major Arterials

The major arterials are wide streets that carry large volume of traffic through the City. All of the State maintained highways in Del Rio are major arterial streets. They consist of US Highway 90, US Highway 277, US Highway 377, Texas Spur 239, and Texas Spur 297, as shown on Map 6 Existing Street Conditions. A major arterial bypass, State Loop 79, is currently under construction extending from U.S. 277 South, crossing U.S. 90, and extending around the northeast quadrant of the community to both U.S. 277/377 North and U.S. 90 North. This route was initially conceived as an entire loop, including the above described segment, as well as extending around the southern extents of the community tying into the port of entry and enveloping the western side of the community. The relief route will provide a much needed connection from U.S. 90 East near Laughlin Air Force base to U.S. 277 North without directing traffic through the City.

Collectors

Collector streets feed the arterials. The main collectors in Del Rio consist of Main Street, Bedell Avenue, Railway Avenue, Cantu Road, Amistad Boulevard and Kings Way. These streets are high priority for rehabilitation and expenditures because of high traffic volume.

Residential

Residential streets feed the collectors. All other streets within Del Rio are classified as residential. Residential streets have considerably lower traffic volumes and do not deteriorate as quickly as the arterials and collectors if properly designed and maintained. Therefore, residential streets are usually a lower priority for rehabilitation procedures and expenditures.

5.4 STREET SYSTEM ANALYSIS

The majority (56%) of streets in Del Rio are rated as fair and poor and are in need of improvement. These streets are in their current conditions because of age, inadequate sub-grade preparation, poor quality base material or insufficient quantity, excessive traffic loading, and inadequate maintenance. The existing street system in Del Rio needs rehabilitation to improve the quality of streets. U.S. Highway 90 is constantly busy with traffic, and traffic delays become common during high traffic times. The bypass loop that is currently under construction east of Del Rio will relieve the majority of this through traffic. Once this loop is constructed, the number and location of streets in Del Rio will be sufficient to support the current traffic and population. Specific problems regarding the streets in Del Rio are ranked as follows:

1. The majority of streets in Del Rio are rated as fair or poor condition and are in need of improvement. Many of these streets carry a large traffic flow and the damaged base and pavement surface is continually worsened by traffic loading, causing a greater need to reconstruct rather than repair the roadway.
2. Poor drainage along streets and flooding is a common problem in the City but particularly in the southern portion near San Felipe Creek.
3. Many of the fair and poor streets are in the downtown areas that have heavy traffic flows.
4. Some streets may only require seal coating or hot mix overlay, while others need to be completely scarified and reconstructed.
5. Utility cuts are prevalent throughout the street system, including cuts on recently paved streets.
6. Lack of curb and gutter, lack of sidewalks and a lack of storm sewers is a common problem.
7. Infrastructure improvements are a common need throughout the City, and coordination between the various street and infrastructure departments is required to avoid unnecessary utility cuts and patching. A water leak detection study was performed in March 2010 by Tetra Tech, Inc. and water improvements have been included in the street condition study.

Below is list of only streets rated as poor that are requiring improvement. A complete list of the street survey can be seen in Appendix A and Maps 6A through 6D. Poor streets have base failures and most will require complete reconstruction of the base and streets. These streets are ranked according to the traffic flows on the streets. Heavily used roads are in need of immediate attention, as the population of Del Rio continues to grow. Several of the streets in the table below are incorporated into the proposed 10-year plan.

Table 5.3 List of Poor Streets Requiring Improvement

Name	Collector/ Residential	Surface Type	Street Classification	Length (ft)	Traffic Flow	Water Imp.
W. 2nd Street	Collector	Asphalt	Poor	375	Heavy	Y
W. 2nd Street	Collector	Seal Coat	Poor	1,291	Heavy	Y
W. Academy Street	Residential	Asphalt	Poor	145	Heavy	Y
Aguirre Street	Collector	Seal Coat	Poor	359	Heavy	Y
Bedell Avenue	Collector	Seal Coat	Poor	1,116	Heavy	Y
E. Broadway Street	Collector	Asphalt	Poor	467	Heavy	Y
W. Cortinas Street	Residential	Seal Coat	Poor	1,787	Heavy	Y
W. De La Rosa	Collector	Asphalt	Poor	1,037	Heavy	Y
E. De La Rosa	Collector	Asphalt	Poor	1,226	Heavy	Y
W. Dignowity Street	Collector	Asphalt	Poor	1,008	Heavy	Y
E. Dignowity Street	Collector	Asphalt	Poor	471	Heavy	Y
W. Dignowity Street	Collector	Seal Coat	Poor	1,406	Heavy	Y
W. Losoya Street	Collector	Asphalt	Poor	320	Heavy	Y
E. Losoya Street	Collector	Asphalt	Poor	1,331	Heavy	Y
W. Martin Street	Collector	Asphalt	Poor	1,083	Heavy	Y
W. Martin Street	Collector	Seal Coat	Poor	635	Heavy	Y
Moore Street	Collector	Asphalt	Poor	202	Heavy	Y
E. Ogden Street	Collector	Asphalt	Poor	2,798	Heavy	Y
Parkway	Residential	Asphalt	Poor	2,295	Heavy	Y
Plaza Avenue	Collector	Seal Coat	Poor	2,838	Heavy	Y
Pulliam Street	Collector	Seal Coat	Poor	1,317	Heavy	Y
Spring Street	Collector	Asphalt	Poor	3,352	Heavy	Y
E. Strickland Street	Collector	Asphalt	Poor	604	Heavy	Y
Washington Street	Collector	Asphalt	Poor	330	Heavy	Y
Washington Street	Collector	Seal Coat	Poor	925	Heavy	Y
Lions Avenue	Collector	Seal Coat	Poor	520	Heavy	
Railway Avenue	Collector	Seal Coat	Poor	6,745	Heavy	
Uco Drive	Collector	Seal Coat	Poor	808	Heavy	
W. 1st Street	Collector	Seal Coat	Poor	1,076	Moderate	Y
E. 1st Street	Collector	Seal Coat	Poor	2,973	Moderate	Y
W. 3rd Street	Residential	Asphalt	Poor	333	Moderate	Y
W. 3rd Street	Residential	Seal Coat	Poor	1,438	Moderate	Y
E. 3rd Street	Residential	Seal Coat	Poor	1,361	Moderate	Y
E. 6th Street	Residential	Seal Coat	Poor	1,080	Moderate	Y

W. 8th Street	Residential	Seal Coat	Poor	1,767	Moderate	Y
E. 8th Street	Residential	Seal Coat	Poor	2,078	Moderate	Y
W. 9th Street	Residential	Seal Coat	Poor	1,436	Moderate	Y
E. 13th Street	Residential	Seal Coat	Poor	513	Moderate	Y
W. 17th Street	Collector	Seal Coat	Poor	1,409	Moderate	Y
Airport Boulevard	Residential	Asphalt	Poor	1,313	Moderate	Y
Arbor Avenue	Residential	Asphalt	Poor	1,039	Moderate	Y
Ash Street	Residential	Asphalt	Poor	813	Moderate	Y
Avenue A	Residential	Asphalt	Poor	716	Moderate	Y
Avenue A	Residential	Seal Coat	Poor	1,689	Moderate	Y
Avenue B	Residential	Asphalt	Poor	1,912	Moderate	Y
Avenue B	Residential	Seal Coat	Poor	1,376	Moderate	Y
Avenue C	Residential	Asphalt	Poor	1,739	Moderate	Y
Avenue D	Residential	Seal Coat	Poor	2,120	Moderate	Y
Avenue E	Collector	Seal Coat	Poor	1,033	Moderate	Y
Avenue G	Residential	Asphalt	Poor	670	Moderate	Y
Avenue G	Residential	Seal Coat	Poor	2,533	Moderate	Y
Avenue H	Residential	Asphalt	Poor	4,221	Moderate	Y
Avenue J	Residential	Asphalt	Poor	3,148	Moderate	Y
Avenue P	Residential	Seal Coat	Poor	3,433	Moderate	Y
Avenue Q	Residential	Seal Coat	Poor	4,476	Moderate	Y
Avenue R	Residential	Asphalt	Poor	2,461	Moderate	Y
Avenue R	Residential	Seal Coat	Poor	643	Moderate	Y
Avenue U	Residential	Seal Coat	Poor	734	Moderate	Y
Avondale	Collector	Seal Coat	Poor	670	Moderate	Y
Barron Street	Collector	Seal Coat	Poor	827	Moderate	Y
Bowie Street	Collector	Seal Coat	Poor	633	Moderate	Y
Broadbent Avenue	Collector	Asphalt	Poor	630	Moderate	Y
Broadbent Avenue	Collector	Seal Coat	Poor	1,987	Moderate	Y
Canon Street	Residential	Asphalt	Poor	772	Moderate	Y
Canon Street	Residential	Seal Coat	Poor	1,082	Moderate	Y
W. Chapoy Street	Residential	Seal Coat	Poor	2,381	Moderate	Y
Chihuahua Street	Residential	Seal Coat	Poor	200	Moderate	Y
Cuellar Street	Collector	Seal Coat	Poor	1,285	Moderate	Y
Ellis Street	Residential	Seal Coat	Poor	396	Moderate	Y
Flores Street	Collector	Asphalt	Poor	863	Moderate	Y
Foster Circle	Residential	Asphalt	Poor	1,751	Moderate	Y
Givens Avenue	Residential	Asphalt	Poor	900	Moderate	Y
W. Gutierrez Street	Residential	Asphalt	Poor	870	Moderate	Y

Hackberry Ln.	Collector	Asphalt	Poor	1,266	Moderate	Y
Hogan Drive	Residential	Seal Coat	Poor	1,511	Moderate	Y
Holmig Street	Residential	Seal Coat	Poor	403	Moderate	Y
Kennedy Drive	Residential	Asphalt	Poor	695	Moderate	Y
W. Ney Street	Residential	Asphalt	Poor	760	Moderate	Y
W. Pafford Street	Residential	Asphalt	Poor	626	Moderate	Y
E. Pafford Street	Residential	Asphalt	Poor	385	Moderate	Y
Pine Street	Residential	Asphalt	Poor	764	Moderate	Y
Railroad Street	Collector	Gravel	Poor	1,124	Moderate	Y
Regin Street	Residential	Asphalt	Poor	575	Moderate	Y
Rio Grande Street	Residential	Seal Coat	Poor	2,209	Moderate	Y
E. Rodriguez Street	Residential	Asphalt	Poor	1,121	Moderate	Y
Rodriguez Street	Residential	Seal Coat	Poor	730	Moderate	Y
E. Viesca Street	Residential	Asphalt	Poor	563	Moderate	Y
Vitela Street	Residential	Seal Coat	Poor	213	Moderate	Y
Walnut Street	Collector	Asphalt	Poor	213	Moderate	Y
Arrañega Street	Residential	Asphalt	Poor	357	Moderate	
Avenue O	Collector	Asphalt	Poor	529	Moderate	
Central Street	Residential	Asphalt	Poor	1,145	Moderate	
Mendez Street	Collector	Seal Coat	Poor	643	Moderate	
Shannon Circle	Residential	Asphalt	Poor	234	Moderate	
E. 5th Street	Residential	Asphalt	Poor	1,036	Low	Y
W. 5th Street	Residential	Seal Coat	Poor	1,049	Low	Y
E. 5th Street	Residential	Seal Coat	Poor	333	Low	Y
W. 18th Street	Collector	Asphalt	Poor	513	Low	Y
Adobe Street	Residential	Asphalt	Poor	288	Low	Y
Aguinaldo Street	Residential	Seal Coat	Poor	335	Low	Y
Avant	Residential	Asphalt	Poor	268	Low	Y
Avenue I	Residential	Asphalt	Poor	661	Low	Y
Avenue I	Residential	Seal Coat	Poor	1,803	Low	Y
Avenue K	Collector	Seal Coat	Poor	686	Low	Y
Avenue M	Residential	Seal Coat	Poor	167	Low	Y
Avenue N	Collector	Asphalt	Poor	162	Low	Y
Avenue S	Residential	Seal Coat	Poor	720	Low	Y
Avenue V	Residential	Seal Coat	Poor	514	Low	Y
Barrera Street	Residential	Asphalt	Poor	1,373	Low	Y
Barrera Street	Residential	Seal Coat	Poor	1,886	Low	Y
W. Bean Street	Residential	Asphalt	Poor	1,000	Low	Y
E. Bean Street	Residential	Asphalt	Poor	382	Low	Y

W. Bean Street	Residential	Seal Coat	Poor	732	Low	Y
Braun Street	Residential	Asphalt	Poor	557	Low	Y
Crestline Drive	Residential	Asphalt	Poor	455	Low	Y
De Leon Street	Residential	Seal Coat	Poor	902	Low	Y
Dove Avenue	Residential	Gravel	Poor	3,948	Low	Y
Evans Street	Residential	Asphalt	Poor	547	Low	Y
Garden Courts	Residential	Asphalt	Poor	398	Low	Y
Hermann Drive	Residential	Seal Coat	Poor	2,130	Low	Y
Hill Street	Residential	Seal Coat	Poor	1,562	Low	Y
Hortencia Street	Residential	Gravel	Poor	3,807	Low	Y
Hutchison Street	Residential	Asphalt	Poor	930	Low	Y
Lilac Avenue	Residential	Seal Coat	Poor	448	Low	Y
Magnolia Street	Residential	Asphalt	Poor	651	Low	Y
Magnolia Street	Residential	Seal Coat	Poor	309	Low	Y
Marshall Smith Drive	Residential	Seal Coat	Poor	2,509	Low	Y
Mimosa Drive	Residential	Seal Coat	Poor	292	Low	Y
Nancy Street	Residential	Seal Coat	Poor	703	Low	Y
Nancy Street	Residential	Gravel	Poor	810	Low	Y
Nicholas Street	Residential	Asphalt	Poor	3,451	Low	Y
Perry Street	Residential	Seal Coat	Poor	1,179	Low	Y
Ramon Street	Residential	Seal Coat	Poor	1,418	Low	Y
River Street	Residential	Seal Coat	Poor	1,973	Low	Y
Saint Peter Street	Residential	Seal Coat	Poor	1,382	Low	Y
Santa Maria Drive	Residential	Asphalt	Poor	1,339	Low	Y
Space Avenue	Residential	Ashpalt	Poor	355	Low	Y
Wallen Street	Residential	Seal Coat	Poor	829	Low	Y
W. 4th Street	Residential	Asphalt	Poor	1,018	Low	
E. 4th Street	Residential	Asphalt	Poor	363	Low	
W. 4th Street	Residential	Seal Coat	Poor	1,082	Low	
Arledge Lane	Residential	Gravel	Poor	512	Low	
Avenue L	Collector	Seal Coat	Poor	863	Low	
Barton Avenue	Residential	Seal Coat	Poor	494	Low	
Braddie Drive	Collector	Gravel	Poor	10,376	Low	
Cassanelli Street	Residential	Seal Coat	Poor	338	Low	
Chapman Road	Collector	Asphalt	Poor	1,618	Low	
Christina Street	Residential	Asphalt	Poor	385	Low	
Cordova Lane	Residential	Asphalt	Poor	1,499	Low	
Esparza Street	Residential	Asphalt	Poor	388	Low	

Esquivel Street	Residential	Seal Coat	Poor	1,348	Low	
Foster Circle Alley	Residential	Seal Coat	Poor	206	Low	
Frausto Street	Residential	Seal Coat	Poor	446	Low	
Gilberto Street	Residential	Asphalt	Poor	394	Low	
Helen Street	Residential	Gravel	Poor	312	Low	
John Miller Drive	Residential	Asphalt	Poor	765	Low	
Lausen Road	Collector	Gravel	Poor	1,543	Low	
Lenora Drive	Residential	Gravel	Poor	1,423	Low	
Lima Street	Residential	Seal Coat	Poor	406	Low	
Lomita Street	Residential	Asphalt	Poor	184	Low	
Mayfield Drive	Residential	Asphalt	Poor	257	Low	
North Hill	Residential	Seal Coat	Poor	1,612	Low	
Payne Street	Residential	Gravel	Poor	1,036	Low	
Rico Street	Residential	Asphalt	Poor	100	Low	
Saint John Street	Residential	Seal Coat	Poor	1,066	Low	
Saint Joseph Street	Residential	Asphalt	Poor	1,080	Low	
Soto Street	Residential	Seal Coat	Poor	201	Low	
Sultenfuss	Residential	Asphalt	Poor	350	Low	
Val Verde Street	Residential	Seal Coat	Poor	1,254	Low	
Westwind Lane	Residential	Asphalt	Poor	1,192	Low	
Barbara Way	Collector	Seal Coat	Poor	2,064	Minimum	Y
Cordona Street	Residential	Seal Coat	Poor	554	Minimum	Y
Jap Lowe Drive	Collector	Gravel	Poor	8,502	Minimum	Y
Juanita Street	Residential	Gravel	Poor	188	Minimum	Y
Ceniza Hills Circle	Residential	Asphalt	Poor	246	Minimum	
Centurion Avenue	Residential	Gravel	Poor	650	Minimum	
Doodles Street	Residential	Gravel	Poor	671	Minimum	
Rockwood Drive	Residential	Gravel	Poor	1,095	Minimum	
Aurea Drive	Residential	Gravel	Poor	491	Minimum	
Carla	Residential	Gravel	Poor	630	Minimum	
Debbie Drive	Residential	Gravel	Poor	496	Minimum	
Edna Drive	Residential	Gravel	Poor	431	Minimum	
Skylane Drive	Residential	Gravel	Poor	679	Minimum	

*At the time of this report, De La Rosa Street was in the design phase of being reconstructed and repaved.

5.5 PROPOSED STREET SYSTEM IMPROVEMENTS

5.5.1 GOALS AND OBJECTIVES

The goal of the street system plan is to improve the existing street system in Del Rio through a 10-year plan broken into five phases. The general objectives of this plan are as follows (see next section for the timeline, list of priorities, cost and sources of funding):

- Reconstruct selected streets rated as poor
- Spot repair and overlay selected streets rated as fair
- Spot repair and seal coat selected streets rated as good or fair
- Construct sidewalks on street reconstruction projects

Structural integrity of streets is directly influenced by quality of construction materials, workmanship, and periodic maintenance. Efforts must be made to ensure that these three factors are adequately addressed to ensure the City of Del Rio has high quality roadways. The remainder of this section gives several recommendations for rehabilitating streets and describes in detail two surface treatment options.

Prior to beginning the construction or reconstruction of pavement structures, it is recommended that the City consult a testing laboratory to ascertain the soil characteristics of the construction area and obtain a recommended pavement structure design. The testing lab will examine the material to determine the gradation, Atterberg limits, and load bearing capacity of the subgrade material.

A street or roadway is a load bearing structure that must be designed to support a specific type of load and volume of traffic. This structure has several components including the subgrade, base, and surface course. The following description for a typical street identifies the location of each of these components.

The subgrade usually consists of insitu material that must be scarified and re-compacted in order to achieve the recommended 95% density as determined by an approved test method. A soil test will often indicate that the material must be stabilized with an additive to achieve the required load bearing capacity. Common soil stabilizing additives are lime, cement, and asphalt.

The base course consists of a mixture of 1-2” rock aggregate and small fines that fill in the voids and binds the entire mixture into a load bearing unit. Through many years of research and testing, the Texas Department of Transportation has developed a specification for roadway base material that is reliable and widely used throughout the State of Texas.

There are three types of surface treatment available to the City for topping the flexible base course or existing pavement surface. These three types are Asphalt Penetration, Hot Mix Asphaltic Concrete and TxDOT Item 330 Limestone Rock Asphalt Pavement (Hot Mix, HMAC or LRA).

The surface penetration type of surface treatment consists of asphalt or emulsion sprayed on the base or existing pavement and is then topped with asphalt covered aggregate. The aggregate is then rolled into the asphalt material to produce the driving surface. This procedure can be quite successful when applied properly and regular maintenance is performed. However, a surface penetration is only ¼" thick and does little too level-up an uneven driving surface.

The Hot Mix Asphaltic Concrete (HMAC) surface treatment is superior to a surface penetration because it is usually installed with a thickness greater than 1" and it adds some structural support to the underlying base course. This type of surface treatment has been widely used within the State with favorable results. A common approach to resurfacing existing streets is to lay a 1-2" level-up course in order to smooth out any bumps, depressions, or irregularities in the base or existing road surface, and then place a 1-2" surface course over the level-up.

Penetration surfaces are constructed by spreading oil on the prepared base, covering with aggregate and rolling the aggregate into the oil. As one might expect, the cost of HMAC surface is approximately double that of a two-course Penetration Surface.

Due to the availability of native limestone aggregate, the TxDOT Item 330 Limestone Rock Asphalt Pavement (LRA) surface treatment is the most commonly used pavement by the City of Del Rio. Similar to HMAC, LRA is a mixture of asphalt and aggregate prepared at the plant, placed and rolled to the desired thickness – usually 1.5"-2".

The most desirable street layout for drainage and driving is one with a curb and gutter. This is generally a more difficult goal to achieve because of high cost associated with constructing and modifying roadways to have a curb and gutter.

Street reconstruction projects often will require engineering plans and are bid out to construction companies. Due to the nature of this design and length of construction it would be an advantage to the City to include sidewalk construction on all street reconstruction and new projects. Sidewalk construction should be considered to be included in the specifications for all street construction projects (new/reconstruction) as well as the Subdivision Ordinance. Inclusion of sidewalk specifications within the Code of Ordinances will ensure the construction of sidewalks for all new roadways.

The City of Del Rio has approximately 189.55 miles of streets to maintain on a continuous basis. Maintenance of these streets should be included in the budget for each year, regardless of the apparent condition of the streets. A yearly, continuous, long-term maintenance plan should be adopted to ensure that that all the streets receive the required maintenance each year.

<u>Maintenance Procedures</u>

A. Sealing of cracks by hand-held applicator is usually practiced on hot-mix and concrete streets which have very few longitudinal cracks resulting from shrinking, swelling, and drying of the asphalt or concrete. A slurry seal is ideal for an overall treatment to seal these cracks, but heated AC-5 liquid asphalt may be applied by hand-held applicator to each crack, and then topped with dry sand. This filler will be flexible as a joint when expansion occurs and it will provide an effective moisture barrier.

Sealing of cracks that have resulted from failing base and/or subgrade should not be attempted. Reconstruction is the only remedy for this type of crack.

B. Seal coating may consist of several different types of material applicators, all designed to be quick and economical and it rejuvenates the existing asphaltic wearing surface.

1.) Fog Sealing is a light application of liquid asphalt, usually without aggregate, that is used to fill very small cracks and stop slight oxidation that may be starting in relatively new asphalt wearing surfaces. A fog seal will reduce or eliminate the entrance of air and water into the pavement and reactivate the asphalt. The fog seal material is usually diluted, slow-curing, asphalt emulsion applied at about 0.1 to 0.2 gallons per square yard.

2.) Slurry Sealing is a mixture of slow-setting asphalt emulsion with fine aggregate (sand) and mineral filler. Slurry sealing may be considered when cracks in the street surfaces are larger than 1/8" wide and oxidation is obvious. Slurry sealing will fill small voids and make the asphalt surface appear "slick" in texture.

3.) One-Course Penetration seal coating (Aggregate Sealing) can be used to rejuvenate asphalt surfaces that are severely oxidized and dry, but still have structurally sound base courses. Grade 5 or Grade 6 aggregate with AC-5 or RC-2 is generally used in the warm summer months to seal coat suitable surfaces. Cracks up to ¼" width can be covered, but any base failures and potholes should be repaired prior to seal coating.

4.) Limestone Rock and Hot Mix Overlays may also be considered as maintenance, even though it is more expensive. An overlay can be used over any existing asphaltic surface to fill shrinkage cracks and level up small depressions and irregularities. An overlay will not bridge over any base failure. Such failures should be replaced prior to overlaying. ¾" of LRA or HMAC should be the minimum thickness for an overlay course.

5.) Scarifying and Reconstruction of existing pavement may be used as a maintenance procedure if sufficient base material exists. The subgrade should be determined satisfactory before consideration of this procedure. Scarifying and reconstruction involves scarifying the asphaltic wearing surface and the full depth of the base course, mixing the pulverized asphalt with the base material, re-compacting the combined material into a "new" base course, and coating with asphaltic prime coat and a new asphaltic wearing course.

5.5.2 RECOMMENDED IMPROVEMENTS AND COST ESTIMATES

U.S. Highway 90, U.S. Highway 277 and Texas Spur 239 through Del Rio dominate the overall view of the traffic system in Del Rio. It appears that the largest traffic volumes are in the central portion of the City and are due to U.S. Highway 90. The bypass loop under construction east of Del Rio will alleviate a large amount of this congestion as it will redirect U.S. Highway 90 traffic around the city. While this bypass loop will redirect traffic traveling through the city, it will be too distant to allow the residents within the city an alternate North-South route. Another thoroughfare will be needed within the City to relieve Veterans Boulevard and Gibbs Street of

congestion as the population continues to grow. The improvement of the water, wastewater and natural gas systems should be included in the designs for street reconstruction in order to lessen the amount of utility cuts throughout the streets.

- Kings Way and Wildcat Drive need to be widened and improved. These streets are major collector roads that can allow residents an alternate North-South route along the western area of Del Rio. As seen on Maps 6A through 6D, currently these streets are in Excellent, Good and Fair conditions, and have been properly maintained. Updating these streets is not a pressing concern, but will relieve traffic from Veterans Boulevard as the north-western area of the City continues to be developed.

Figure 5.6 – Kings Way Drive in Good Condition

- Airport Boulevard needs to be widened and improved. This street, along with Kings Way and Wildcat Drive will allow an alternate route for the residents of Del Rio. Portions of this street are in poor condition and in much need of repair, and traffic flow should be considered when improving the driving surface. Water leaks were detected in the Water System Study along the entire length of the street and should be repaired or replaced before reconstruction of the street. If this street were to be extended to intersect Gibbs Street it would allow residents to have a more direct alternate north-south route through the City.
- Amistad Boulevard is a major collector roadway that extends from U.S. Highway 90 to the northwest area of Del Rio. Currently Amistad Boulevard is in Good and Fair conditions, however heavy traffic flows are causing the road condition to deteriorate quickly. Along with Bedell Avenue, Amistad Boulevard will require proper maintenance and repair procedures in order to preserve and prolong the life of the driving surface.
- Railway Avenue is another major collector roadway that travels parallel to U.S. Highway 90 south of the railroad tracks. This roadway allows traffic an alternate route from U.S. Highway 90 East to the southern areas of the City. Currently Railway Avenue is in Poor condition, and heavy traffic flows continue to deteriorate the driving surface and base material. Railway Avenue will require proper reconstruction to account for future traffic flows through Del Rio.
- Recent flooding events have deteriorated many of the streets along San Felipe Creek in the southern area of Del Rio. This area continues to be very densely populated and these small streets acquire a large amount of traffic flow, which further deteriorates the pavement conditions. In order to properly repair the foundation and pavement these streets must be reconstructed to prepare for any future flooding events.
- Hortencia Street and Dove Avenue are currently gravel roads along Cantu Road on the east side of Del Rio. This area is experiencing subdivision growth, and many streets in the area are newly constructed streets. As this area continues to expand, these gravel roads should be constructed into new asphalt pavement roadways.

Given these proposed new roadways for the City for future growth and handling of traffic, the existing street system combined with the State Highway major arterials through the City are adequate to handle the existing and proposed traffic flows in Del Rio. A common practice of HMAC overlays will rehabilitate existing streets fairly well. Some of the streets are being reconstructed by placing new flexible base in areas needing repair and then being followed with HMAC Hot Mix Asphaltic Concrete wearing services. This is a very proper and acceptable method.

A typical "STANDARD" for street paving widths should be considered for the City's Subdivision Ordinance/Construction Standards for Developers and for the City on the proposed major arterials and collector streets in this plan. This Standard should include sidewalk specifications for proposed streets.

All updated State and Federal Construction standards and environmental requirements should be included throughout the planning and design process of existing street repaving and reconstruction as well as proposed street construction.

The current traffic flows and patterns will most likely continue in the future until the proposed collector and arterial roadways can be built.

It is recommended that the City maintain the high volume streets first because of the historical investment in these streets already. Less investment will be required to maintain the initial investment than it will be when the street is severely deteriorated. It is recommended that the City maintain lesser quality streets that are paved and that the unpaved streets be addressed last.

We recommend that the City address street needs in this order:

1. High volume streets to preserve initial investment
2. Lesser quality paved streets
3. Unpaved streets

5.5.2.1 PROPOSED 10-YEAR PLAN (2011-2021)

In order to prepare the proposed 10-year plan, many different factors were considered in the street improvement selection process. The main factor in this process was the street classification condition that was observed during the street condition survey. Poor condition streets were focused on due to the greatest need for street rehabilitation. Street traffic flow was determined for each street through analyzing TxDOT Average Daily Traffic Counts, as seen in Figure 5.1 in Section 5.2, as well as visual inspection during the street condition survey. Streets with high volume traffic flow become a high priority in order to preserve the initial investment. A water line study was performed in March 2010 by Tetra Tech, Inc. for the City of Del Rio in order to locate leaks and undersized water mains throughout the City. A majority of the infrastructure lines throughout the City are in need of repair or replacement, and these utilities should be updated before the construction and repaving of streets in order to eliminate the need for utility cuts and patching on newly paved streets. Coordination with the proper City Departments is recommended to avoid these issues.

After evaluation of these factors, a priority list of streets in the most need of rehabilitation was tabulated, as seen in Table 5.4. Each of these streets is in need of reconstruction due to continuous base failures and poor conditions. These streets have been broken into five phases of two year increments. Each phase has been based on a yearly budget of $1.25 million, and the priority list of streets has rearranged in order to fit into this budget.

Table 5.4 Street Priority List

1. Spring Street
2. Railway Avenue
3. Plaza Avenue
4. West De La Rosa Street
5. East 2nd Street
6. Parkway Street
7. Losoya Street
8. South Bedell Avenue
9. Dignowity Street
10. UCO Drive
11. Lions Avenue
12. Martin Street
13. West Cortinas Street
14. East Strickland Street
15. Aguirre Street
16. Academy Street
17. Ogden Street
18. Pulliam Street
19. Broadway Street
20. Moore Street
21. Washington Street
22. Foster Circle
23. Hackberry Lane

Phase 1 (2011-2012)

The City of Del Rio has been in need of a preventative maintenance and repair program for existing streets. In order to protect the investment of constructed streets and to slow down the deterioration of existing streets, the City must adopt a Street Preventative Maintenance Program to be updated yearly. This program should include various maintenance procedures, including procedures described in Section 5.5.1.

Description	Amount
Street Preventative Maintenance Program	$250,000 per year

Spring Street connects the downtown area to Roosevelt Park, the home baseball park of Del Rio High School. A curb and gutter system, as well as sidewalks are currently installed along the length of this road, so pavement condition and utilities are the only concern.

Description	Quantity		Unit Price	Amount
1. Subgrade	13,410	S.Y	$5.00	$67,050.00
2. 8" Flexible Base	13,410	S.Y	$10.00	$134,100.00
3. 2" HMAC	13,410	S.Y	$15.00	$201,150.00
	Estimated Construction			$402,300.00
	30% Engineering and Contingencies			$120,690.00
	Total Estimated Cost for Phase			$522,990.00

Railway Avenue is a heavily used collector street that allows the south eastern portion of the City access to U.S. Highway 90. Currently, base failures can be seen throughout the entire length of the road, and heavy traffic flow continues to deteriorate the street. A bar ditch along the north side of the road towards the railroad collects the drainage from the road, and a curb and gutter system is not needed.

Description	Quantity		Unit Price	Amount
1. Subgrade	23,980	S.Y	$5.00	$119,900.00
2. 8" Flexible Base	23,980	S.Y	$10.00	$239,800.00
3. 2" HMAC	23,980	S.Y	$15.00	$359,700.00
4. Install 4' Sidewalk	6,745	L.F.	$8.00	$53,960.00
	Estimated Construction			$773,360.00
	30% Engineering and Contingencies			$232,008.00
	Total Estimated Cost for Phase			$1,005,368.00

Plaza Avenue from De La Rosa Street to Bowie Street is in need of utility improvements and street reconstruction. Plaza has been constructed with a twenty foot planter median from De La Rosa to Viesca Street, and there is room to continue this style of street from Viesca to Bowie Street.

Description	Quantity		Unit Price	Amount
1. Subgrade	15,140	S.Y	$5.00	$75,700.00
2. 8" Flexible Base	15,140	S.Y	$10.00	$151,400.00
3. 2" HMAC	15,140	S.Y	$15.00	$227,100.00
4. Install Curb and Gutter	3,770	L.F.	$35.00	$131,950.00
5. Install 4' Sidewalk	3,560	L.F.	$8.00	$28,480.00
	Estimated Construction			$614,630.00
	30% Engineering and Contingencies			$184,389.00
	Total Estimated Cost for Phase			$799,019.00

Phase 2 (2013-2014)

The Street Preventative Maintenance Program should be updated and included in the budget yearly.

Description	Amount
Street Preventative Maintenance Program	$250,000 per year

East De La Rosa Street is in need of rehabilitation from Contreras to Railway and from Taini to Gillis. Currently, the City of Del Rio is in the design phase of reconstructing De La Rosa from Fermin Calderon to Contreras, and the remainder of the road should continue to be reconstructed and installed with curb and gutter.

Description	Quantity		Unit Price	Amount
1. Subgrade	7,050	S.Y	$5.00	$35,250.00
2. 8" Flexible Base	7,050	S.Y	$10.00	$70,500.00
3. 2" HMAC	7,050	S.Y	$15.00	$105,750.00
4. Install Curb and Gutter	2,046	L.F.	$35.00	$71,610.00
5. Install 4' Sidewalk	2,046	L.F.	$8.00	$16,368.00
	Estimated Construction			$299,478.00
	30% Engineering and Contingencies			$89,843.40
	Total Estimated Cost for Phase			$389,321.40

East 2nd Street from Saint Peter to Avenue T. This roadway needs to be improved to carry the daily traffic flow. A sidewalk is currently in place from Cordona Street to Avenue T, and a new sidewalk should be constructed to tie into this existing sidewalk.

Description	Quantity		Unit Price	Amount
1. Subgrade	9,760	S.Y	$5.00	$48,800.00
2. 8" Flexible Base	9,760	S.Y	$10.00	$97,600.00
3. 2" HMAC	9,760	S.Y	$15.00	$146,400.00
4. Install Curb and Gutter	1,670	L.F.	$35.00	$58,450.00
5. Install 4' Sidewalk	1,338	L.F.	$8.00	$10,704.00
	Estimated Construction			$361,954.00
	30% Engineering and Contingencies			$108,586.20
	Total Estimated Cost for Phase			$470,540.20

Parkway Street from Nicholson Road to City Limits is one of the few roads that connects the downtown area to the southern-most developed parts of the City. A curb and gutter have been installed in front of various houses and although the San Felipe Creek canal system runs along this road, a curb and gutter should be installed to match the existing.

Description	Quantity		Unit Price	Amount
1. Subgrade	5,610	S.Y	$5.00	$28,050.00
2. 8" Flexible Base	5,610	S.Y	$10.00	$56,100.00
3. 2" HMAC	5,610	S.Y	$15.00	$84,150.00
4. Install Curb and Gutter	2,295	L.F.	$35.00	$80,325.00
5. Install 4' Sidewalk	2,295	L.F.	$8.00	$18,360.00
	Estimated Construction			$248,625.00
	30% Engineering and Contingencies			$74,587.50
	Total Estimated Cost for Phase			$323,212.50

Losoya Street from Garfield Street to Washington Street is in need of reconstruction. This is one of the few streets that crosses San Felipe Creek, and the street pavement is showing signs of wear from the amount of traffic flow in the downtown area. Concrete sidewalks are in place along the length of this street. This street should be improved to handle the current and projected traffic flow in the area.

Description	Quantity		Unit Price	Amount
1. Subgrade	6,600	S.Y	$5.00	$33,000.00
2. 8" Flexible Base	6,600	S.Y	$10.00	$66,000.00
3. 2" HMAC	6,600	S.Y	$15.00	$99,000.00
	Estimated Construction			$198,000.00
	30% Engineering and Contingencies			$59,400.00
	Total Estimated Cost for Phase			$257,400.00

South Bedell Avenue from De La Rosa to Ogden. On the south side of U.S. Highway 90, this road gives access to Moore Park, one of the largest parks in Del Rio, and needs to be updated to account the traffic needs of the park. New sidewalks should be installed to connect to the existing sidewalks along the bridge crossing San Felipe Springs.

Description	Quantity		Unit Price	Amount
1. Subgrade	3,472	S.Y	$5.00	$17,360.00
2. 10" Flexible Base	3,472	S.Y	$12.00	$41,664.00
2. 2" HMAC	3,472	S.Y	$15.00	$52,080.00
3. Install 4' Sidewalk	650	L.F.	$8.00	$5,200.00
	Estimated Construction			$116,304.00
	30% Engineering and Contingencies			$34,891.20
	Total Estimated Cost for Phase			$151,195.20

Phase 3 (2015-2016)

Description	Amount
Street Preventative Maintenance Program	$250,000 per year

Dignowity Street from Griner Street to Ogden Street and Ware Street to Pierce Street. This roadway is one of the main collectors to the eastern developed portion of Del Rio, where many streets are in poor condition due to lack of maintenance and construction. Dignowity is currently under construction from Wernett to Griner Street, and the remainder is in need of reconstruction.

Description	Quantity		Unit Price	Amount
1. Subgrade	12,320	S.Y	$5.00	$61,600.00
2. 8" Flexible Base	12,320	S.Y	$10.00	$123,200.00
3. 2" HMAC	12,320	S.Y	$15.00	$184,800.00
4. Install Curb and Gutter	2,620	L.F.	$35.00	$91,700.00
5. Install 4' Sidewalk	3,470	L.F.	$8.00	$27,760.00
	Estimated Construction			$489,060.00
	30% Engineering and Contingencies			$146,718.00
	Total Estimated Cost for Phase			$635,778.00

UCO Drive from Cordelia Street to Wernett Street. UCO Park is a recently constructed park with a large number of amenities including a playground area, basketball courts and a little league baseball field. Parking for this park is along UCO Drive, and a sidewalk should be constructed for access to the parking area.

Description	Quantity		Unit Price	Amount
1. Subgrade	3,590	S.Y	$5.00	$17,950.00
2. 8" Flexible Base	3,590	S.Y	$10.00	$35,900.00
3. 2" HMAC	3,590	S.Y	$15.00	$53,850.00
4. Install Curb and Gutter	808	L.F.	$35.00	$28,280.00
5. Install 4' Sidewalk	808	L.F.	$8.00	$6,464.00
	Estimated Construction			$142,444.00
	30% Engineering and Contingencies			$42,733.20
	Total Estimated Cost for Phase			$185,177.20

Lions Avenue from De La Rosa to Hogan Drive is the entrance road to the San Felipe Lions Building and Hogan baseball Field, which is home to many Del Rio Little League games and practices. Drainage has become an issue as Lions Avenue collects drainage from surrounding streets and discharges into nearby San Felipe Creek. A curb and gutter system should be installed to handle this drainage.

Description	Quantity		Unit Price	Amount
1. Subgrade	1,160	S.Y	$5.00	$5,800.00
2. 8" Flexible Base	1,160	S.Y	$10.00	$11,600.00
3. 2" HMAC	1,160	S.Y	$15.00	$17,400.00
4. Install Curb and Gutter	520	L.F.	$35.00	$18,200.00
5. Install 4' Sidewalk	520	L.F.	$8.00	$4,160.00
	Estimated Construction			$57,160.00
	30% Engineering and Contingencies			$17,148.00
	Total Estimated Cost for Phase			$74,308.00

Martin Street from Foster Street to Pierce Street. This is another roadway leading to the eastern developed portion of Del Rio. Martin Street is very similar to Dignowity, with a portion of the roadway in excellent condition. Saint Joseph School is located at the intersection of Cochran and Martin, and sidewalks should be constructed to allow walking pathways around the school.

Description	Quantity		Unit Price	Amount
1. Subgrade	6,490	S.Y	$5.00	$32,450.00
2. 8" Flexible Base	6,490	S.Y	$10.00	$64,900.00
3. 2" HMAC	6,490	S.Y	$15.00	$97,350.00
4. Install Curb and Gutter	1,355	L.F.	$35.00	$47,425.00
5. Install 4' Sidewalk	1,720	L.F.	$8.00	$13,760.00
	Estimated Construction			$255,885.00
	30% Engineering and Contingencies			$76,765.50
	Total Estimated Cost for Phase			$332,650.50

West Cortinas Street from McLymont Street to Barton Street. This street improvement is necessary to carry a large amount of traffic to the heavily developed area on the south side of San Felipe Creek. This was the most damaged area of town during the last flooding event in April 2010, and the street conditions continue to deteriorate. These streets must be designed to carry a large amount of drainage to prepare for another large rain event.

Description	Quantity		Unit Price	Amount
1. Subgrade	5,160	S.Y	$5.00	$25,800.00
2. 8" Flexible Base	5,160	S.Y	$10.00	$51,600.00
3. 2" HMAC	5,160	S.Y	$15.00	$77,400.00
4. Install Curb and Gutter	1,341	L.F.	$35.00	$46,935.00
5. Install 4' Sidewalk	1,341	L.F.	$8.00	$10,728.00
	Estimated Construction			$212,463.00
	30% Engineering and Contingencies			$63,738.90
	Total Estimated Cost for Phase			$276,201.90

East Strickland Street from Main Street to Dead End. This roadway carries traffic from the downtown area to the western area of Del Rio. The poor condition of this street is partly due to the amount of construction traffic due to the Main Street reconstruction. Portions of this street were repaved in the 2009-2010 Street Improvements Plan.

Description	Quantity		Unit Price	Amount
1. Subgrade	1,740	S.Y	$5.00	$8,700.00
2. 8" Flexible Base	1,740	S.Y	$10.00	$17,400.00
3. 2" HMAC	1,740	S.Y	$15.00	$26,100.00
4. Install Curb and Gutter	315	L.F.	$35.00	$11,025.00
5. Install 4' Sidewalk	600	L.F.	$8.00	$4,800.00
	Estimated Construction			$68,025.00
	30% Engineering and Contingencies			$20,407.50
	Total Estimated Cost for Phase			$88,432.50

Aguirre Street from Virginia Avenue to Bowie Street. The majority of Aguirre Street is in Good pavement condition and has properly been maintained. This portion of Aguirre Street has become deteriorated due to heavy traffic use and wear and should be reconstructed to match the remainder of the roadway.

Description	Quantity		Unit Price	Amount
1. Subgrade	1,280	S.Y	$5.00	$6,400.00
2. 8" Flexible Base	1,280	S.Y	$10.00	$12,800.00
3. 2" HMAC	1,280	S.Y	$15.00	$19,200.00
4. Install 4' Sidewalk	400	S.Y	$8.00	$3,200.00
	Estimated Construction			$41,600.00
	30% Engineering and Contingencies			$12,480.00
	Total Estimated Cost for Phase			$54,080.00

Academy Street from Pecan Street to Griner Street. This roadway endures a large amount of traffic as it is one of the few streets that crosses San Felipe Creek from the downtown area. The proposed portions of the roadway are in fair and poor condition and should be improved to match the good condition of the remainder of the street.

Description	Quantity		Unit Price	Amount
1. Subgrade	2,150	S.Y	$5.00	$10,750.00
2. 8" Flexible Base	2,150	S.Y	$10.00	$21,500.00
2. 2" HMAC	2,150	S.Y	$15.00	$32,250.00
3. Install Curb and Gutter	310	L.F.	$35.00	$10,850.00
4. Install 4' Sidewalk	780	L.F.	$8.00	$6,240.00
	Estimated Construction			$81,590.00
	30% Engineering and Contingencies			$24,477.00
	Total Estimated Cost for Phase			$106,067.00

Phase 4 (2017-2018)

Description	Amount
Street Preventative Maintenance Program	$250,000 per year

Ogden Street from Main Street to Texas Spur 277. Ogden Street carries a large amount of traffic parallel to the railroad along the north side of downtown. The pavement of this roadway has become poor due to the continuous use and is in need of repair.

Description	Quantity		Unit Price	Amount
1. Subgrade	9,950	S.Y	$5.00	$49,750.00
2. 8" Flexible Base	9,950	S.Y	$10.00	$99,500.00
3. 2" HMAC	9,950	S.Y	$15.00	$149,250.00
4. Install Curb and Gutter	1,065	L.F.	$35.00	$37,275.00
5. Install 4' Sidewalk	2,798	L.F.	$8.00	$22,384.00
	Estimated Construction			$358,159.00
	30% Engineering and Contingencies			$107,447.70
	Total Estimated Cost for Phase			$465,606.70

Pulliam Street, Broadway Street and Moore Street. These three roadways are all located on the north side of the downtown area and are in poor condition. The entire lengths of Pulliam and Moore Streets are in need of reconstruction and improvement, while Broadway Street is in need of repair from Pecan Street to Washington Street. These streets could be included together as one improvement project.

Pulliam Street

Description	Quantity		Unit Price	Amount
1. Subgrade	4,680	S.Y	$5.00	$23,400.00
2. 8" Flexible Base	4,680	S.Y	$10.00	$46,800.00
4. 2" HMAC	4,680	S.Y	$15.00	$70,200.00
	Estimated Construction			$140,400.00
	30% Engineering and Contingencies			$42,120.00
	Total Estimated Cost for Phase			$182,520.00

Broadway Street

Description	Quantity		Unit Price	Amount
1. Subgrade	1,870	S.Y	$5.00	$9,350.00
2. 8" Flexible Base	1,870	S.Y	$10.00	$18,700.00
3. 2" HMAC	1,870	S.Y	$15.00	$28,050.00
	Estimated Construction			$56,100.00
	30% Engineering and Contingencies			$16,830.00
	Total Estimated Cost for Phase			$72,930.00

Moore Street

Description	Quantity		Unit Price	Amount
1. Subgrade	1,850	S.Y	$5.00	$9,250.00
2. 8" Flexible Base	1,850	S.Y	$10.00	$18,500.00
3. 2" HMAC	1,850	S.Y	$15.00	$27,750.00
4. Install Curb and Gutter	200	L.F.	$35.00	$7,000.00
5. Install 4' Sidewalk	450	L.F.	$8.00	$3,600.00
	Estimated Construction			$66,100.00
	30% Engineering and Contingencies			$19,830.00
	Total Estimated Cost for Phase			$85,930.00

Washington Street carries a large amount of traffic flow along the north side of the downtown area and is in poor condition. The entire length of this street is in need of reconstruction and improvement.

Description	Quantity		Unit Price	Amount
1. Subgrade	3,900	S.Y	$5.00	$19,500.00
2. 8" Flexible Base	3,900	S.Y	$10.00	$39,000.00
3. 2" HMAC	3,900	S.Y	$15.00	$58,500.00
4. Install Curb and Gutter	330	L.F.	$35.00	$11,550.00
5. Install 4' Sidewalk	1,255	L.F.	$8.00	$10,040.00
	Estimated Construction			$138,590.00
	30% Engineering and Contingencies			$41,577.00
	Total Estimated Cost for Phase			$180,167.00

The reconstruction of Washington Street concludes the heavy traffic flow, poor condition roadways that are the main priority to update the City infrastructure. The next priority will include poor condition roadways with moderate traffic flow that are in need of infrastructure improvements. Although these streets handle a moderate traffic flow, many are in need of complete reconstruction and should be designed to meet the needs of the projected population growth.

Foster Circle is a roadway that encounters a large amount of drainage problems. A curb and gutter system has been installed on this street to carry the drainage flow, but the pavement has base failures and is in need of reconstruction.

Description	Quantity		Unit Price	Amount
1. Subgrade	5,060	S.Y	$5.00	$25,300.00
2. 8" Flexible Base	5,060	S.Y	$10.00	$50,600.00
3. 2" HMAC	5,060	S.Y	$15.00	$75,900.00
4. Install 4' Sidewalk	1,750	L.F.	$8.00	$14,000.00
	Estimated Construction			$165,800.00
	30% Engineering and Contingencies			$49,740.00
	Total Estimated Cost for Phase			$215,540.00

Hackberry Lane from Kings Way to Agarita Drive and Avondale from Western Drive to Highland. These roadways are heavily used residential streets that are in need of pavement and infrastructure improvements.

Hackberry Lane

Description	Quantity		Unit Price	Amount
1. Subgrade	5,630	S.Y	$5.00	$28,150.00
2. 8" Flexible Base	5,630	S.Y	$10.00	$56,300.00
3. 2" HMAC	5,630	S.Y	$15.00	$84,450.00
4. Install 4' Sidewalk	1,265	L.F.	$8.00	$10,120.00
	Estimated Construction			$179,020.00
	30% Engineering and Contingencies			$53,706.00
	Total Estimated Cost for Phase			$232,726.00

Avondale Street

Description	Quantity		Unit Price	Amount
1. Subgrade	2,950	S.Y	$5.00	$14,750.00
2. 8" Flexible Base	2,950	S.Y	$10.00	$29,500.00
3. 2" HMAC	2,950	S.Y	$15.00	$44,250.00
4. Install Curb and Gutter	1,020	L.F.	$35.00	$35,700.00
5. Install 4' Sidewalk	1,020	L.F.	$8.00	$8,160.00
	Estimated Construction			$132,360.00
	30% Engineering and Contingencies			$39,708.00
	Total Estimated Cost for Phase			$172,068.00

The entire length of Avenue H is in poor deteriorating conditions. This roadway is a downtown collector that connects residential homes to business areas. It is recommended that the entire length of roadway is reconstructed. A curb and gutter system is currently installed along various lengths of the road and should be continued along the remainder of the road along with a concrete sidewalk.

Description	Quantity		Unit Price	Amount
1. Subgrade	17,820	S.Y	$5.00	$89,100.00
2. 8" Flexible Base	17,820	S.Y	$10.00	$178,200.00
3. 2" HMAC	17,820	S.Y	$15.00	$267,300.00
4. Install 4' Sidewalk	4,220	L.F.	$8.00	$33,760.00
	Estimated Construction			$568,360.00
	30% Engineering and Contingencies			$170,508.00
	Total Estimated Cost for Phase			$738,868.00

Phase 5 (2019-2020)

Description	Amount
Street Preventative Maintenance Program	$250,000 per year

Rio Grande Street from Holmig Street to Ware Street. This is another roadway leading to the eastern developed portion of Del Rio. Rio Grande Street is very similar to Martin, with a portion of the roadway in good condition.

Description	Quantity		Unit Price	Amount
1. Subgrade	8,345	S.Y	$5.00	$41,725.00
2. 8" Flexible Base	8,345	S.Y	$10.00	$83,450.00
3. 2" HMAC	8,345	S.Y	$15.00	$125,175.00
4. Install Curb and Gutter	2,880	L.F.	$35.00	$100,800.00
5. Install 4' Sidewalk	4,400	L.F.	$8.00	$35,200.00
	Estimated Construction			$386,350.00
	30% Engineering and Contingencies			$115,905.00
	Total Estimated Cost for Phase			$502,255.00

Broadbent Avenue from Bridge Street to Garza Street and Viesca Street to Graham Street. The length of this street is in both Good and Poor conditions. Broadbent is a regularly traveled street that connects the southern portion of Del Rio with U.S. 277. The condition of this street should be improved to account for an increase of future traffic flow.

Description	Quantity		Unit Price	Amount
1. Subgrade	8,140	S.Y	$5.00	$40,700.00
2. 8" Flexible Base	8,140	S.Y	$10.00	$81,400.00
3. 2" HMAC	8,140	S.Y	$15.00	$122,100.00
4. Install Curb and Gutter	2,620	L.F.	$35.00	$91,700.00
5. Install 4' Sidewalk	4,400	L.F.	$8.00	$35,200.00
	Estimated Construction			$371,100.00
	30% Engineering and Contingencies			$111,330.00
	Total Estimated Cost for Phase			$482,430.00

3rd Street from Avenue S to Avenue A and Avenue B to Highway 90. This roadway needs to be improved to carry the daily traffic flow. A sidewalk is currently in place from Avenue P to Avenue A and Main Street to Avenue C, and a new sidewalk should be constructed to tie into these existing sidewalks.

Description	Quantity		Unit Price	Amount
1. Subgrade	12,528	S.Y	$5.00	$62,640.00
2. 8" Flexible Base	12,528	S.Y	$10.00	$125,280.00
3. 2" HMAC	12,528	S.Y	$15.00	$187,920.00
4. Install Curb and Gutter	4,570	L.F.	$35.00	$159,950.00
5. Install 4' Sidewalk	5,064	L.F.	$8.00	$40,512.00
	Estimated Construction			$576,302.00
	30% Engineering and Contingencies			$172,890.60
	Total Estimated Cost for Phase			$749,192.60

TOTAL 10-YEAR PLAN		
Phase 1	2011-2012	$2,827,377
Phase 2*	2013-2014	$2,133,503
Phase 3*	2015-2016	$2,297,749
Phase 4*	2017-2018	$2,859,923
Phase 5*	2019-2020	$2,278,555
GRAND TOTAL		**$12,397,106**

*Inflation rate of 2% was added to overall cost.

The prices used above will not be accurate in years to come because street conditions and priorities change, as well as construction costs. The cost of each street listed in this section is based on **CURRENT** costs of construction with an addition of 30% for contingencies, engineering and surveying. An inflation rate of 2% was added to Phases 2 through 5 in order to account for increases in future prices. The unit prices are current bid averages.

City approval and action may vary from this plan. Field topographic surveying, close study, and design may change the proposals in this plan.

5.5.3 POSSIBLE SOURCES OF FUNDING

Possible sources of funding for the proposed street system improvements include grants administered through the Texas Community Development Program and the Texas Department of Economic Development. The most common method of financing these Phases are through the issuance of General Obligation (Tax) Bonds issued by the City. Private property assessments can also be levied against existing property owners for 1/3 of the cost on each side with the City paying the center 1/3 plus all drainage work. In the event the City continues to grow, Del Rio may want to consider adopting an impact fee ordinance, which could assess future developers or businesses moving into the area.

CHAPTER 6 RECREATION AND OPEN SPACE STUDY

6.1 INTRODUCTION

Communities of all sizes are being challenged to provide responsive, equitable, and high quality park and recreation services for their citizens. Recreation sites and facilities provide residents with opportunities for leisure activities, sports and interaction with nature. Parks and recreation are now considered to be key elements in the creation of livable communities. They are part of an appealing and wholesome environment in residential neighborhoods, contribute to overall economic well-being, impact the community's physical form and help to protect special natural features and resources.

A changing environment and the increasing complexity of our society necessitates recreation planning that is responsive to local needs with greater participation by citizens and community groups. This element identifies local needs and actions for the City of Del Rio to continue to develop and update the existing park system to serve its citizens in a time of growth and change.

6.2 PLAN DEVELOPMENT PROCESS

This park element was prepared using input from several sources. The Del Rio planning committee worked with a consultant to gather information, establish standards and priorities and provide guidance on ways to achieve park and recreation goals.

6.3 RECREATION AND OPEN SPACE INVENTORY

6.3.1 EXISTING LOCAL PARK FACILITIES

A survey of the existing park facilities indicates that Del Rio has about 140 acres of land within the city that is classified as parkland. Additional facilities are provided by the San Felipe Del Rio Consolidated Independent School District and Val Verde County. These are summarized in Table 6.1 and shown on Map 8 - Existing and Proposed Park Facilities. The service area for Del Rio's recreational facilities is defined by corporate limits. However, Del Rio is also the major trade area for visitors to Amistad Reservoir and Ciudad Acuña, and could attract users from resort areas surrounding the lake as well as citizens and visitors from Acuña.

Figure 6.1 – San Felipe Creek

Table 6.1 Existing Park Facilities

Site	Property Owner	Facility	Number	Condition
14th Street Park	City of Del Rio	Park Benches	3	Excellent
		Playscape	1	Excellent
		Basketball Court	1	Good & Fair
		Trash Cans	2	Good
Abe Barrera Memorial Park	City of Del Rio	Volleyball Courts	1	Poor
		Picnic Tables	4	Fair
		BBQ Pits	3	Poor
		Trash Cans	4	Fair
		Swing Set	1	Poor
Agarita Walking Trail	City of Del Rio	Open Space		
		Walking trail	1	Good
		Bench	1	Excellent
		Playscape	1	Excellent
		Light Posts	6	Good
		Trash Cans	4	Fair
		Water Fountain	1	Good
American G.I. Forum	City of Del Rio	Open Space		
		Picnic Pavilions	4	Good
		Stone Gazebo	1	Fair
		Park Benches	8	Fair
		Trash Cans	2	Good & Fair
		Picnic Tables	5	3 Good, 2 Fair
		Water Fountain	1	Poor
		BBQ Pits	5	4 Fair, 1 Poor
		Basketball Court	1	Fair & Poor
		Swing Sets	2	Fair & Poor
		Slide	1	Fair
		Light Posts	5	Good
Blue Hole	City of Del Rio	(Facilities included in Moore Park count)		
Blue Star Park	City of Del Rio	Trash Cans	1	Good
Brown Plaza	City of Del Rio	Park Benches	26	Good
		Trash Cans	4	Good
		Brick Fountains	2	Good
		Light Posts	7	Good

Site	Property Owner	Facility	Number	Condition
Buena Vista Park	City of Del Rio	Open Space		
		Park Benches	17	16 Good, 1 Poor
		Picnic Tables	5	2 Excellent, 3 Good
		Playscape	1	Excellent
		Swing Sets	2	Fair
		Slides	3	2 Excellent, 1 Fair
		Trash Cans	9	2 Good, 7 Fair
		BBQ Pit	1	Good
		Covered Pavilion	2	Excellent & Good
		Frisbee Golf Course	1	Good
		Rest Rooms	2	Good
		Monkey Bars	1	Fair
		Pool w/ Bathhouse/Restroom	1	Excellent
		Baseball Field	1	Fair & Poor
		Tennis Courts	2	Poor
		Water Fountain	1	Fair
Camp Del Rio	City of Del Rio	Walking trail		Poor
		Soccer Field	1	Fair w/ Poor Goal Posts
		Bleachers	4	Good
		Trash Cans	3	Good
Carranza Park	City of Del Rio	Open Space		
		Hike & Bike Trail		Fair
		Rest Rooms	1	Good
		Pavilion	1	Excellent
		Playscape	1	Excellent
		Basketball Court	1	Excellent
Crestline Park	City of Del Rio	Open Space		
		Park Benches	2	Poor
		Playscape	1	Excellent
		Slide	1	Fair
		Swing Set	1	Fair
		Trash Cans	2	Good
		BBQ Pit	1	Good
		Picnic Table	1	Good

Site	Property Owner	Facility	Number	Condition
Del Rio Lions Park	City of Del Rio	Hike & Bike Trail		Good
		Ring Set	1	Excellent
		Park Benches	6	5 Excellent, 1 Poor
		Playscape	1	Fair
		Light Posts	12	Good
		Trash Can	1	Fair
		Picnic Tables	2	Fair
		Water Fountain	1	Fair
Greenbelt Park	City of Del Rio	Flagpole	1	Good
		Park Benches	6	Fair
		Trash Cans	2	Fair
		Picnic Tables	3	Fair
		Basketball Court	1	Good & Fair
		Swing Set	1	Fair
		Slide	1	Fair
Greenwood Park	City of Del Rio	Open Space		
		Park Benches	12	Good
		Trash Cans	5	Fair
		Stone Gazebo	1	Good
Moore Park	City of Del Rio	Open Space		
		Walking trail		Good
		Park Benches	13	11 Good, 2 Fair
		Trash Cans	14	8 Good, 6 Fair
		BBQ Pits	14	9 Good, 4 Fair, 1 Poor
		Picnic Tables	25	24 Good, 1 Fair
		Basketball Court	0.5	Poor
		Pool w/ Bathhouse/Restroom	1	Excellent
		Volleyball Courts	2	Poor
		Water Fountain	1	Poor
		Dumpster	1	Good
Riverside Park	City of Del Rio	Along Creek		

Site	Property Owner	Facility	Number	Condition
Romanelli Park	City of Del Rio	Open Space		
		Stone Monuments	6	Good
		Flagpoles	3	Good
		Park Benches	5	Excellent
		Trash Cans	4	Fair
		BBQ Pits	4	Fair
		Picnic Tables	5	Excellent
Rotary Park	City of Del Rio	Open Space		
		Covered Pavilion	1	Good
		Park Benches	7	3 Fair, 4 Poor
		Trash Cans	4	3 Good, 1 Fair
		Large BBQ Pit	1	Good
		BBQ Pits	4	Good, Fair, 2 Poor
		Picnic Tables	17	Fair
		Playscapes	2	Excellent & Poor
		Basketball Court	1	Good
		Volleyball Courts	1	Good
		Soccer Field	1	Poor
San Felipe Lions Park	City of Del Rio	Open Space		
		Picnic Tables	6	4 Good, 2 Fair
		Trash Cans	6	Good
		Playscape	1	Good
		Swing Set	1	Fair
Severiano Perez Park Way	City of Del Rio	Open Space		
		Park Benches	4	1 Good, 3 Fair
		Trash Cans	3	Good
		BBQ Pits	2	Good & Fair
		Picnic Table	2	Good
		Water Fountain	1	Poor
		Playscapes	2	Excellent
		Swing Set	1	Fair
		Slides	1	Fair
		Light Posts	3	Good

Site	Property Owner	Facility	Number	Condition
Skate Park	City of Del Rio	Skate Course		Good
		Walking trail		Poor
		Basketball Court	1	Fair
		Park Bench	1	Poor
		Trash Cans	2	Fair
Star Park	City of Del Rio	Walking trail		Good
		Park Benches	13	7 Good, 6 Fair
		Trash Cans	2	Good
		Light Posts	4	Good
		Pavilion	1	Good
		Flagpole and Monument	1	Good
State Park	City of Del Rio	(Facilities included in Moore Park count)		
UCO Park	City of Del Rio	Open Space		
		Park Benches	7	5 Fair, 2 Poor
		Trash Cans	8	1 Good, 7 Fair
		BBQ Pits	2	Fair
		Picnic Tables	3	Fair
		Playscape	1	Good
		Basketball Courts	2	Good & Fair
		Baseball Field	1	Good
		Light Posts	4	Good
		Pavilions	2	Fair
		Monkey Bars	1	Poor
		Swing Set	1	Poor
		Rest Rooms	1	Fair
		Bleachers	6	1 Good, 5 Fair
West Martin Park	City of Del Rio	Park Benches	10	3 Good, 7 Fair
		Trash Can	1	Fair
		Picnic Table	1	Fair
		BBQ Pit	1	Fair
		Swing Sets	2	Good
		Basketball Court	1	Good & Fair
		Monkey Bars	1	Good
		See-Saw	1	Good
		Pavilion	1	Good
		Water Fountain	1	Poor

Special Use Facilities:

Site	Property Owner	Facility	Number	Condition
Amphitheater	City of Del Rio	Park Benches	4	1 Excellent, 3 Good
		Trash Cans	2	Good & Fair
		Rest Rooms	1	Good
		Picnic Tables	3	Excellent
Chihuahua Soccer Field	City of Del Rio	Soccer Field	1	Good
Hogan Baseball Park	City of Del Rio	Baseball Field	1	Good
		Trash Cans	2	Fair
		Dumpster	1	Good
		Bleachers	4	Good w/ Fair Siding
Joe Ramos Gym	City of Del Rio	Basketball Court	1	Excellent
		Cafeteria	1	Excellent
		Recreation Room	1	Excellent
Pop Word Field	City of Del Rio	Baseball Field	1	Good
		Trash Cans	2	Fair
		Water Fountain	1	Poor
		Bleachers	6	2 Good, 4 Poor
		Rest Rooms	1	Fair
Roosevelt Baseball Field	City of Del Rio	Baseball Field	1	Good
		Concession Stand	1	Fair
		Rest Rooms	1	Fair
		Bleachers		Poor

Source: 2010 Park Condition Survey conducted by TRC Engineers, Inc.

The City of Del Rio currently has 25 parks and 6 special use facilities:

14th Street Park – a mini-park serving the northern area of downtown Del Rio. The location of this park is within walking distance of many residents of the City. The park hosts a recently added playscape and an asphalt basketball court making the park suitable for citizens of all ages.

Abe Barrera Memorial Park and San Felipe Lions Park – San Felipe Lions Park is host to many of the City's large events including Memorial Day and Fourth of July celebrations. This park is located along the widest portion of San Felipe Creek at the dam, creating a large natural swimming area. A new playscape area has recently been installed at the entrance to the park. Abe Barrera Park is an older mini-park that sits adjacent to San Felipe Lions Park. Abe Barrera Park is one of the older parks in the City, and maintenance of the park has become overlooked, possibly because the larger and more frequently used San Felipe Lions Park requires more

attention and upkeep. This park has an area for sand volleyball, as well as a playscape area, but the equipment has been removed. All equipment in this park are in fair or poor condition.

Agarita Walking Trail – a recently added walking trail serving the northern-most residents of Del Rio. This park consists of a one-half mile asphalt walking/running trail circling an open brush covered area. A new playscape has been recently added at the entrance of the walking trail, giving the area more amenities other than the trail.

American G.I. Forum and Pop Word Field – a neighborhood park that provides a gathering area for the southeastern part of the City. This park provides many amenities for citizens of all ages, including a gazebo, barbeque and picnic areas, playscapes, and a basketball court. Some of these amenities are showing signs of use and are in need of maintenance or replacement. Pop Word Field is a little league baseball park that resides on the same lot as the American G.I. Forum. Pop Word Field is one of the few parks in Del Rio that has an old, outdated lighting system.

Blue Hole Park, Moore Park, State Park and Hogan Baseball Park – Many of the parks serving the community are focused along and around San Felipe Creek. Moore Park, Blue Hole Park and State Park cover an area of 15 acres with San Felipe Creek as their focal point. Throughout the year, these parks are the most frequently used by the residents of Del Rio coming to swim in the creek. Moore Park has many more amenities, including a city owned swimming pool with locker rooms and a bathhouse in very good condition. Hogan Baseball Park is a pony league sized baseball field that is located beside Moore Park. The field is in good condition with new lighting, and hosts many of Del Rio's little league games.

Figure 6.2 – Brown Plaza

Brown Plaza – This plaza located in the southern area of the city is one of the original parks of Del Rio. Brown Plaza was built specifically to create a gathering place for the community of San Felipe and it continues to serve as a cultural reminder of Del Rio's rich Mexican heritage. Residents view this plaza as the heart of San Felipe, and it continues to host the Cinco de Mayo and Dies y Seis de Septiembre celebrations each year.

Buena Vista Park and Del Rio Lions Park – Buena Vista Park is a community park covering 14 acres and provides the most amenities of any park in the Del Rio park system. Including a large open space, this park includes a Frisbee golf course, tennis courts, picnic area, playscape areas, a baseball field and a large swimming pool with bathhouse. This park is frequently used by residents for its many amenities, but the location is more suited for the northern residents of the City. Del Rio Lions Park is a large open park that sits adjacent to Buena Vista Park. Del Rio Lions Park consists of a 0.79 mile hike and bike trail that circles an open area. The Del Rio Lions Club building sits at the entrance to the park and has old, worn playscape equipment in need of upgrades.

Camp Del Rio, Joe Ramos Gym and Romanelli Park – Romanelli Park was constructed along San Felipe Creek for the fallen members of the fire department, law enforcement and military of Del Rio. This park consists of a large open area that focuses on a monument area in the center of the park. Unfortunately, the monuments in this park are frequent victims to vandalism, and the City believes that this park has the ability to become a main city park if the vandalism can be controlled. Next to Romanelli Park sits Camp Del Rio, a soccer field and gravel walking path open to the community. The field and walking trail are in poor condition and in need of repair and maintenance. Joe Ramos Gym is operated by the City Parks Department and is a center for a large range of ages. The gym is host to many sports camps for younger age groups, and the cafeteria and recreation area is a common gathering place for older age groups.

Figure 6.3 – San Felipe Creek at Romanelli Park

Carranza Park – This city park is currently under construction on the east side of the City. This park is intended to focus on and serve residents from the ages five through twelve. New restrooms have been constructed, along with a concrete pavilion in the center of the park and a basketball court. There is a large amount of open area remaining in the park leaving room for more amenities if needed.

Crestline Park – Crestline Park is a neighborhood park at a cul-de-sac serving the Highland Park subdivision. A new playscape has recently been installed, along with a picnic and barbeque area. A gravel hiking trail begins at the edge of the park and continues into the brushy, undeveloped area to the northeast of the park.

Greenbelt Park – This mini-park was constructed along Canon Street on the southwest side of the City. This park has an asphalt sidewalk walkway and worn swing and slide equipment. A basketball court is tucked in between trees in good condition. There is limited room to add amenities to this park.

Greenwood Park – This neighborhood park is a very well kept park located near the original downtown area of the City. A stone gazebo and park benches allow for quiet areas for downtown visitors to relax.

Riverside Park and Rotary Park – At the southern part of the city along San Felipe Creek, many areas of land have been given to the City of Del Rio Parks Department to maintain. These areas lie within the floodplain of the creek and do not allow residential or commercial construction. Riverside Park consists of areas along the creek that were given to the city to maintain. At this area is a large amount of Carrizo Cane which blocks the view of the creek. Rotary Park is a neighborhood park that sits just north of Riverside Park along the creek. Amenities of Rotary Park include large barbeque pits and picnic areas, playscapes, a basketball court, a sand volleyball court and a soccer field. This park is frequently used, and the amenities

are beginning to show the signs of wear. Carrizo Cane continues along the creek through the park, blocking the creek from view and from resident's use.

Severiano Perez Park Way and Skate Park – Severiano Perez Park Way and Skate Park sit along San Felipe Creek and are attached to each other. These parks host many amenities including a basketball court, playscape areas, barbeque and picnic areas and a skate park area.

Star Park – This neighborhood park is one of the only parks that serves the downtown area north of U.S. Highway 90. A one-fifth mile track surrounds a large open area and concrete pavilion. A stone monument and flagpole is dedicated to Laughlin Air Force Base in the center of the park.

U.C.O. Park – This park is a community park covering 6 acres serving the western area of the City. In the center of the park is a pony league size baseball field that is host to many of Del Rio's little league games, along with two basketball courts. Other amenities at the park include a playscape area, barbeque and picnic areas and a large open area. This open area gives the park an ability to add more amenities if needed.

West Martin Park – This mini-park is within walking distance for many residents in the southwestern area of the City. With a playscape area, a basketball court and a barbeque and picnic area, this park is suitable for citizens of all ages in the neighborhood.

Amphitheater and Creekwalk – San Felipe Creek is a designated natural area that the City of Del Rio has continuously preserved and focused parks upon. The Creekwalk was constructed as a stone walk path from San Felipe Lions Park to State Park. At many areas along the creek, the Creekwalk was intended to create stone retaining walls to control erosion along the creek as well as provide areas for walking and swimming in the creek. These retaining walls were not properly designed and recent flooding along the creek has caused erosion problems to continue and the retaining wall to fail in places. The Amphitheater was constructed along with the Creekwalk and serves as an area for the City to hold special events, such as concerts and holiday celebrations.

Figure 6.4 - Amphitheater

Chihuahua Soccer Field and Roosevelt Baseball Field – The Chihuahua Soccer Field is run by the City of Del Rio Parks Department and is open to the public. The Roosevelt Baseball Field is also run by the Parks Department, and serves as the baseball field for Del Rio High School, as well as the Del Rio little league. This is the largest baseball park in the City and is large enough to host sporting tournaments and events. Recently Roosevelt Baseball Field has hosted two minor league exhibition baseball games, and there are hopes for Del Rio to have its own Pecos League professional baseball team in 2012.

Other recreational facilities with public access are those of the San Felipe Del Rio Consolidated Independent School District. Del Rio contains thirteen school campuses, nine for elementary schools, two middle schools, one freshman campus and one high school campus. Many of the school campus facilities are closed to the public, including the high school football stadium and high school gym. The school campus facilities that are open to the public are summarized in Table 6.2. All open recreation facilities provided by the school district and open to the public are in good condition.

Table 6.2 Recreational Facilities Provided Through Local Schools

Site	Property Owner	Facility	Number
Del Rio High School	San Felipe Del Rio CISD	Basketball Courts	4
		Soccer Field	1
North Heights Elementary School	San Felipe Del Rio CISD	Track	1
		Football Field	1
		Open Area with backstops	1

6.3.2 EXISTING REGIONAL RECREATION FACILITIES

Every year Del Rio receives many tourists visiting the Amistad National Recreation Area and the Amistad Reservoir Lake. Constructed in 1969 on the Rio Grande River, the lake covers 101 square miles and attracts about one and a half visitors per year. Lake Amistad has become a well-known destination as a result of a recent rating as the number one bass fishing lake in the world (according to ESPN magazine). Every year many fishing tournaments are held on the lake, attracting participants from around the nation. Along with the lake, there are many camping, hiking and hunting opportunities at the Amistad National Recreation Area, with five campgrounds suitable for tents and RV's and five designated hunting areas.

Other regional recreation facilities include the Kickapoo Cavern State Park, about 50 miles northeast. Within 50 miles are State Parks at Devils River State Natural Area, and Seminole Canyon State Park. The City of Uvalde has many additional park and recreation areas and is located 70 miles east.

6.3.3 PRIVATE AND SEMI-PRIVATE RECREATION OPPORTUNITIES

The City of Del Rio is host to many businesses specializing in recreational opportunities including golf courses, miniature golf courses, skating centers, swimming pools and outdoor guides. Some of the establishments are listed in Table 6.3.

Table 6.3 Private and Semi-Private Recreation Opportunities

Establishment	Activity	Property Owner
San Felipe Lions Club Building	Playground & Picnic Areas	San Felipe Lions Club
Arteaga Park	Playground & Picnic Areas	Val Verde County
Val Verde County Fairgrounds	Horse Track and Corrals	Val Verde County
Laughlin Air Force Base	Swimming Pool	U.S. Government
San Felipe Country Club	Golf Course	Private
The Spot	Miniature Golf & Skating	Private
Val Verde Winery	Winery Tour	Private
Tour De Tejas Canoe and Kayak	Kayak/Canoe Guide Trips	Private
Jett Bowl	Bowling	Private
Castaway Guide Service	Amistad Fishing Trips	Private
Amistad Bassin' Adventures	Amistad Fishing Trips	Private
Provost Adventures	Hunting Guide Trips	Private

6.4 RECREATION AND OPEN SPACE ANALYSIS

6.4.1 INTRODUCTION

Regardless of the availability of financial resources, communities feel the need to provide parks and recreational facilities for their residents. There are several methods for measuring the adequacy of existing park facilities and projecting the need for future park and open space development. Del Rio used several of these methods – primarily demand-based assessment methods – to determine its park needs.

First, a level of service standard was determined by which the adequacy of existing facilities could be measured. To further identify specific facility needs, a recreation capacity analysis was used, based on broad standards applicable to small communities. Finally, these identified needs were compared with the preferences of Del Rio's residents, available resources, and current conditions within the community.

6.4.2 LEVEL OF SERVICE STANDARDS

A classification scheme of the National Recreation and Park Association (NPRA) was used as the basis for determining park standards. Acreage and service area coverage were chosen as standards for the minimum level of service for each of the park classifications. These are shown in Table 6.4. In addition there are other factors – accessibility, quality of facilities, attractiveness of the setting – which determine the adequacy of individual parks. Park classifications are shown in below.

- **Mini-park** – is used to address limited isolated or unique recreational needs. They are often used where larger land tracts are unavailable. Size ranges from 2500 square feet to one acre.

- **Neighborhood park** – is the basic unit of the park system, which serves as the recreational and social focus of the neighborhood. Focus is on informal recreation, whether active or passive. Neighborhood parks generally range from one to ten acres. Anything smaller is considered a mini park. Any neighborhood block within the City should not be more than half a mile from a neighborhood park (or parks with residential-use recreational facilities), and the route from each block to a park should be uninterrupted by non-residential roads or other barriers.
- **Community park** – serves multiple community-based needs as well as preserving unique landscapes and open spaces. Size ranges from ten to fifty acres. These parks are not defined as much as size as they are by functions for the majority of the community.
- **School park** – depending upon circumstances, combining parks with school sites can fulfill the space requirements for other classes of parks.
- **Special Use park** – has a single purpose or specialized recreation activity. Single-activity sport complexes are included in this category.

A park system with these classifications is currently in use by the City of Del Rio. Mini-parks are intended to serve a close community area where space is limited, and are within walking distance of 1/8 mile. Currently, Del Rio has four parks in the mini-park category. With a need of parks in the central downtown area of the City, mini-parks have the ability to be effective in small vacant lots that are available.

Many of the City of Del Rio's parks fall within the neighborhood park classification, the basic unit of the park system. Neighborhood parks are intended to serve the immediate residential area and are within walking or cycling distance of 1/4 mile. Neighborhood parks have the ability to serve a large number of residents when they are placed strategically. As the City continues to expand to the north and west, neighborhood parks should be planned along with these new subdivisions, rather than added as an afterthought.

Table 6.4 Del Rio Park Standards

Standards	Mini Park	Neighborhood Park	Community Park	Special Use Facility
Acreage	<1	1-10	10-50	Variable
Service Area (miles)	1/4	1/2	1	City
Appropriate Facilities:				
Baseball Fields		X	X	X
Basketball Goals	X	X	X	X
Football Fields				X
Golf Course				X
Group Pavilion		X	X	
Indoor Facility				X
Picnic Tables	X	X	X	
Playground Area	X	X	X	
Practice/Open Field	X	X	X	
Rodeo/Equestrian Facility				X
Soccer Fields		X	X	
Softball Fields		X	X	
Swimming Pool			X	
Tennis Courts		X	X	
Trail (Walk/Jog/Bike)		1/4 mile	1 1/2 mile	1-2 miles
Volleyball		X	X	X
Restroom		X	X	X
Security Lighting	X	X	X	X
Natural Open Space Area		X	X	
Parking	None	0-40 spaces	50-100 spaces	Variable

Source: TRPA Standards

Community parks serve a larger area of town or in some cases the entire community, with larger and more diverse facilities. For Del Rio's size, a service area of one mile was used. Many of the City parks have the adequate size and diversity of facilities to be considered as community parks. Each of these community parks receives a large amount of use from the public, and some of the facilities are beginning to show the signs of wear, and are in need of updating.

A visual analysis of the distribution of Del Rio's parks indicate a lack of mini and neighborhood facilities in the central downtown area and the need to provide new parks to serve both neighborhood and community park purposes for the expansion and new development in all directions of the City.

6.4.3 POPULATION CAPACITY ANALYSIS

Standards of the National Park and Recreation Association (NPRA) suggest 10 acres of parkland, 10 acres of greenbelt or open space and 10 acres per 1,000 persons to be reserved for future development. A minimum of 3.5 acres per thousand persons is advisable, as parks enhance the quality of the public domain, create more convenient recreation areas and provide open space for moderate- to high-density housing. The City of Del Rio currently has an existing park acreage of 145 acres. Based on a population of 33,867 persons from Chapter 3 Population, this gives the City 0.4 acres per one hundred people. This multiplies to 4.0 acres per thousand people. Based on this criteria, the City of Del Rio is above the minimum acreage of open space or parkland per thousand persons. The population of Del Rio has continued to increase yearly, and projections shown in Table 3.11 Population Projections project the population to increase to 43,887 persons by the year 2030. The City of Del Rio will need to increase the area of open space and parkland as the population increases.

6.4.4 COMMUNITY RECREATION CAPACITY ANALYSIS

While these broad standards help to set general parameters of needed parkland, they do not identify the need for specific facilities. A Recreation Capacity Analysis for Del Rio is shown in Table 6.5. It provides an overview of the recreation needs, based on participation rates for small communities and Del Rio's existing facilities. According to the priorities established by this analysis, shown in Column 7, Del Rio's top need is for a swimming pool, followed by a softball field. Tennis courts and football fields were the third and fourth priorities, respectively. This was followed by baseball, soccer and playground areas. The priorities reflected in the analysis are:

1. Swimming pool
2. Softball fields
3. Tennis courts
4. Football fields
5. Baseball fields
6. Soccer fields
7. Playground area

Using this method, the total land area needed for new park development in Del Rio is 1.7 acres in developed facilities or a total of 2.3 acres of parkland. This quantitative method gives guidance based on general participation figures and existing facilities, but it does not take into account the suitability of existing facilities and local recreation participation and preferences. It also does not provide adequate open space acreage or space for future park development.

Table 6.5 Recreation Capacity Analysis

(1) Activities	(2) Facility Standard	(3) Support Capacity	(4) Existing Supply P	SE	T	(5) Needed Facilities (3) - (4T)	(6) DOO (2) x (5)	(7) Facility Priority	(8) Land Acres Per Facility	(9) Land Acres Required (5) x (8)
Baseball Fields	13,703	0.5	4	0	4	-3.5	(47,961)	**5**	3.8	0.0
Basketball Goals	8,283	2.0	21	8	29	-27.0	(223,641)	**9**	0.2	0.0
Football Fields	12,659	0.5	0	1	1	-0.5	(6,330)	**4**	3.8	0.0
Picnic Tables	1,575	13.0	83	0	83	-70.0	(110,250)	**8**	0.1	0.0
Playground Areas	10,499	1.0	10	0	10	-9.0	(94,491)	**7**	2.0	0.0
Soccer Fields	19,119	0.5	3	1	4	-3.5	(66,917)	**6**	3.8	0.0
Softball Fields	13,998	0.5	0	0	0	0.5	6,999	**2**	3.0	1.5
Swimming Pool	157	133.2	2	0	2	131.2	20,598	**1**	0.00132	0.2
Tennis Courts	3,286	1.0	2	0	2	-1.0	(3,286)	**3**	0.2	0.0
Trail Miles	57,662	0.5	11	0.3	11	-10.3	(591,036)	**10**	8.0	0.0
								(10) Estimated Land Acres Required (sum of Column 9):		1.7
								(11) Expansion factor to allow for Buffer:		1.4
								(12) Total Land Acres Required (10) x (11):		2.3

(2) From TPWD participation figures
(3) From TPWD Recreation Capacity Analysis for Small Communities
(4) P = public; S = School; SE = School Equivalent; T = Total;
Private facilities that are not available to the public are not included
(6) DOO = Deficit Opportunity Occasion
Source: 2010 TORP – Assessment and Policy Plan, Texas Parks and Wildlife Department

6.4.5 PUBLIC INPUT

An assessment of the detailed survey conducted in 2011 was the most significant tool to measure parks and recreation needs for Del Rio. The tables below summarize the results of the 108 completed surveys. The questionnaire listed 19 activities. Respondents were asked to indicate what they are most involved in or would be most involved in participating. Table 6.6 shows the number of responses to each activity.

Table 6.6 Recreation Preferences

Rank	Activity	Responses
1	Walking/Jogging	79
2	Barbeque/Picnic	73
3	Swimming	72
4	Fishing	49
5	Camping	47
6	Bicycling	37
7	Playground Equipment	31
8	Volleyball	27
9	Youth Baseball	24
10	Basketball	22
11	Youth Football	22
12	Soccer	21
13	Hiking	21
14	Frisbee Golf	9
15	Tennis	6
16	Softball	3
17	Golf Range	1
18	Handball	1
19	Horseback Riding	1

In the survey, the respondents were asked to rank the need for additional outdoor and indoor recreation facilities on a scale from one to five, with one being 'Least Important' and five being 'Most Important'. From these responses, a score was generated for each recreation facility and ranked in order. Table 6.7 summarizes the response to facilities needed in Del Rio.

Table 6.7 Recreation Preferences

Rank	Amenity	Score
1	Public Rest Rooms	450
2	Trails (Walking/Jogging)	393
3	Covered Picnic Areas	388
4	Swimming Pool	384
5	Bicycle Trails	366
6	Baseball Fields	357
7	Playground Areas/Playscapes	354
8	Softball Fields	342
9	Practice Fields	330
10	Soccer Fields - Full Size	325
11	Football Fields	323
12	Event Pavilion - Large	320
13	Park Concessions (food, etc.)	319
14	Basketball Courts - Indoor	314
15	Basketball Courts - Outdoor	297
16	Soccer Fields - Indoor	296
17	Volleyball Courts - Indoor	293
18	Volleyball Courts - Outdoor	289
19	Tennis Courts	243
20	Frisbee Golf	192

6.4.6 PARK AND RECREATION NEEDS

Taking into consideration the level of service criteria, the capacity analysis, and public input from the completed surveys and public hearing on June 30, 2011 the planning committee established the following priorities for facility needs:

1. **Swimming Pool**
2. **Trails (Walking/Jogging/Bicycle)**
3. **Softball Fields**
4. **Sport Complex and Practice Fields**
5. **Football Fields**
6. **Soccer Fields**
7. **Tennis Courts**
8. **Open Space**

Swimming pool is listed as the top priority both in the capacity analysis as well as public results. Currently there are two public pools and San Felipe Creek is a major swimming area for citizens, however the public survey responded with a large number of votes for the need of a swimming

pool. A proposed swimming pool at U.C.O. Park would benefit citizens on the eastern portion of the City.

Softball fields are listed as another high priority, combining the capacity analysis and public results. While there are various little league and high school baseball parks, Del Rio lacks a facility designated for softball use.

City Staff felt that tennis courts should remain another high priority. Currently only two tennis courts are open to public access in the City, and both are in very poor condition. Tennis courts are facilities suitable for all ages.

A common complaint received by City Staff from the citizens of Del Rio is the lack of practice space for sporting events including pee wee football and little league baseball. Fields designed for football and soccer use will increase the amount of open space for games and practices of various sports, and allow the Del Rio National Little League and Youth Football League room to expand as the City population continues to increase. A common request heard by the City of Del Rio Parks and Recreation Department is for an indoor soccer facility. Indoor soccer is played on a much smaller court than a regular soccer match and is a much faster game. This facility is not required to be built and played indoors, but a fenced area must be designed for the specific rules of the game. There are many areas at existing City parks that have the ability to be updated into an indoor soccer field. Finally, City Staff felt that it was important to emphasize the need for designating and acquiring open space throughout Del Rio to preserve natural areas and allow for future development given the rapid growth predicted over the next ten years.

6.5 RECREATION FACILITIES AND OPEN SPACE PLAN

Based on the analysis of Del Rio's existing facilities and the projected growth in the community, the general goals for park and recreation are to:

- Create a convenient and coherent park and recreation system to serve citizens of all ages
- Plan for future park development and for preservation of open space resources
- Repair, preserve and maintain San Felipe Creek for the benefit of citizens and the local creek ecosystem

City Staff feels that the development of Del Rio's park system should focus on these specific goals:

- Update recreation facilities, including active, passive and informal play areas, as well as sports and athletic facilities
- Conserve natural resources through the preservation of areas along San Felipe Creek
- Promote joint planning development and maintenance with San Felipe Del Rio CISD, San Felipe Creek Commissioners and recreation groups
- Focus on providing recreation activities for seniors and youth
- Craft a long range plan based on public need, tourism and potential to attract quality business growth
- Use a phased parks plan development to improve the quality of life for Del Rio residents

- Make park facilities easily accessible from any part of the community including projected future growth areas
- Continue to improve the image of Del Rio as a quality growth community
- Promote sports and special events (tournaments, art and crafts festivals, concerts, etc.)
- Coordinate with Laughlin Air Force Base for recreational opportunities

San Felipe Creek must be improved and maintained to meet the vision plan of the San Felipe Creek Commission, the City of Del Rio and the residents. The existing retaining wall and Creekwalk system has become damaged and is posing a safety threat to the community as seen in Figure 6.5. This area must be temporarily repaired while a new system is engineered and constructed. Currently the San Felipe Creek Commission is in development of the San Felipe Creek Master Plan. This Master Plan is examining multiple options, including riparian restoration and some constructed improvements, to redesign the San Felipe Creekwalk area. Also, a system will need to be created and put into effect to eradicate the non-native invasive vegetation, and preserve the Devil's River Minnow endangered species. Once completed, the San Felipe Creek Master Plan will serve the purpose of guiding the reconstruction and development of the San Felipe Creek area.

Figure 6.5 – Damaged portion of San Felipe Creekwalk

Laughlin Air Force Base has been an important figure in the continued growth of the Del Rio area. Currently there is one ballfield and one swimming pool on base and Laughlin personnel have expressed interest in coordination with the City of Del Rio about the possibility of expanding recreational facilities to benefit both the residents of the base and Del Rio. The City should continue to coordinate with Laughlin Air Force Base regarding recreational facilities.

6.5.1 LONG-RANGE OBJECTIVES

A. Update the Existing Park System
(Including active, passive and informal play areas, as well as sports and athletic facilities)

- Focus initial efforts on updating the existing lighting at sports facilities, renovating the existing park equipment and repairing existing parking areas. (Target date: 2013)
- Provide sports related facilities such as indoor soccer fields, tennis courts and softball fields. (Target date: 2015)
- Assure that park development groups, especially the Park Board and any other coordinating committee, are representative of a broad range of recreational interests and age groups. (Ongoing)

B. Repair and Maintain San Felipe Creek

- Focus initial efforts on repairing the damaged portions of San Felipe Creek including the areas around the Creekwalk. (Target date: 2011)
- Coordinate with the San Felipe Creek Commission to develop and design a system that will provide erosion protection along the banks of the creek. (Target date: 2012)
- Develop a plan to eradicate the Carrizo Cane and preserve the Devil's River Minnow endangered species. (Target date: 2012)

C. Promote Joint Planning, Development and Maintenance with San Felipe Del Rio CISD, San Felipe Creek Commissioners and Recreation Groups

- Coordinate park planning and development with the school district, through City Council/School Board workshops or school representation on the Park Board. (Ongoing)
- Identify facilities suitable for joint funding and maintenance; outline joint use considerations before facilities are constructed. (Ongoing)
- If not included in the Park Board, establish a representative working group to coordinate park, recreation and open space activities, to include the City, School district and San Felipe Creek Commissioners. (Target date: 2012)

D. Focus on Providing Facilities and Activities to Serve Senior Citizens and Youth

- Assure that the interests of seniors and youth are represented on the Park Board and any other park-related entity. Ideally, there would be at least one representative of these groups serving on the Park Board. (Ongoing)
- Assess the needs of Del Rio's residents on a regular basis (through a survey, town meeting, or other means) as part of the Park Board's responsibilities. (Ongoing)

E. Use a Phased Parks Plan Development to Improve the Quality of Life for Del Rio Residents

- Identify general growth areas of Del Rio, which require park facilities, and establish zones based on neighborhood unity and physical barriers to park facilities. (Ongoing)
- Adapt a capital budget for parks, recreation and open space acquisition and development. (Target date: 2012)

F. Make Park Facilities Easily Accessible From Any Part of the Community Including Projected Future Growth Areas

- Develop a system of connection pathways between parks, businesses, schools and residential areas. (Target date: 2020)
- Include connection to existing parks as a consideration during design phase of developed parks. (Ongoing)

G. Continue to Improve the Image of Del Rio as a Quality Growth Community

- Update and renovate existing recreation facilities where required. (Target date: 2013)
- Renovate and add rest rooms in all parks as needed. (Target date: 2015)
- Develop a continuous maintenance plan to keep existing parks updated and in good condition. (Ongoing)

H. Promote Sports and Special Events (Tournaments, Art and Crafts Festivals, Concerts, Etc.)

- Develop adequate sports fields with appropriate lighting and update lighting at existing fields. (Target date: 2015)
- Augment special event support facilities for such activities as tournaments, art and crafts festivals, concerts, etc. (Target date: 2014)
- Improve areas for passive recreation. (Ongoing)

6.5.2 FIVE-YEAR STRATEGY

Short-term objectives for addressing the goals are outlined in the following five-year strategy. These objectives focus primarily on establishing the framework for updating and renovating the existing park system in Del Rio, and conserving the San Felipe Creek area. The City of Del Rio has done a very good job of expanding the existing park system as the population has increased throughout the years, however many of these existing parks have become poor condition due to constant use. This five year plan will include defining the responsibilities of the Park board and any other park entities, funding, maintenance and renovation plans and coordination among the City, School, San Felipe Creek Commissioners and other recreation entities.

Year 1 – 2011-2012

- Prepare local citizenry, City officials, Chamber of Commerce and other interested parties for the maintenance of current and future recreational facilities.
- Install new lighting where necessary at existing sports and recreational facilities.
- Adopt and begin phase system to renovate and update all existing park facilities to a higher condition utilizing volunteers whenever possible.
- Repair Creekwalk and retaining wall along San Felipe Creek that has eroded and become damaged to a safer standard for citizens. The City should work with the San Felipe Creek Commission and the United States Department of Agriculture to explore multiple options to redesign the entire Creekwalk area to protect against future erosion. Develop a San Felipe Creek renovation project to submit to Texas Parks and Wildlife Department (TPWD) for possible grant funding. Submit a grant application to TPWD.
- Finish construction of Carranza Park.
- Seek and establish funding sources for park development and maintenance.

Year 2 – 2012-2013

- Continue to renovate and update all existing park facilities to a higher condition.

- Continue to work with the Fish and Wildlife Service and Sul Ross University in actions to eradicate the non-native vegetation and wildlife species along San Felipe Creek, most notably the Carrizo Cane (Arundo donax).
- Establish a conservation and preservation plan for the endangered species Devil's River Minnow.
- Design and construct park at Noriega and Rosita intersection that has been cleared by the City Council for development.
- Redevelop areas in existing park system for use as indoor soccer field facilities.

Figure 6.6 – Carrizo Cane along San Felipe Creek

Year 3 – 2013-2014

- Continue to coordinate with FEMA to determine the allowable use of the FEMA buyout properties along San Felipe Creek. Develop vision plan to utilize the FEMA buyout properties and Riverside Park along San Felipe Creek.
- Identify and develop existing City areas for a softball field and sporting and recreation practice facilities.
- Establish a continuous maintenance program for all existing park facilities in order to protect the investment made in renovating and updating facilities.

Year 4 – 2014-2015

- Develop a plan to install features to deter vandalism of parks and facilities, such as installing security lights.
- Initiate a citywide beautification program, especially in the downtown area and at the major highway entrances. Enlist the involvement of local historic groups, Main Street Advisory Board, Val Verde County and other interested entities in adding landscaping and small passive park areas (benches, arbors, fountains, etc.), clean-up campaigns and maintenance of existing landscape areas.
- Begin to look for sites for small neighborhood parks, such as City owned lots or tax delinquent lots in areas of development expansion. Continue to develop and install parks along with subdivision development and expansion.
- Develop plan and promote sports and special events such as tournaments, concerts, recreational sports leagues, etc.

Year 5 – 2015-2016

- Continue planning/acquisition of park and open space areas in Del Rio.
- Begin development of plan to connect existing parks by use of sidewalks and passive park areas.
- Continue preventative maintenance program of existing park facilities and citywide beautification program.

- Conduct a community assessment to determine how the improvements are addressing resident's needs and to update the plan.

6.5.3 PROPOSED FACILITY IMPROVEMENTS AND COSTS

Suggested facility improvements for parks in Del Rio, based on the priorities identified in the park analysis, are outlined below and shown on Map 8 – Existing and Proposed Park Facilities. The improvements identified in this plan will likely take longer than the five-year planning period to complete.

Costs are included for the recreation facilities, along with a factor for contingencies and design/engineering costs. Utilities and parking are not included since they are difficult to determine without more specific site analysis, and since they can be provided as in-kind improvements. Land acquisition costs are also difficult to estimate and are not included.

A. Update Existing City Parks (2011-2013)

Table 6.6 shows the existing park equipment in Fair and Poor conditions, as determined during the park survey, that are in need of repair or replacement.

Table 6.6 Proposed Park Improvements

Equipment	Cost
Replace Outdated Light posts (28 new)	$112,000
Improve Baseball Field	$2,000
Replace Basketball Goals (14 new)	$5,600
Replace BBQ Pits (20 new)	$6,000
Replace Bleachers (9 Metal)	$36,000
Replace Bleacher Siding (4 Wood)	$400
Improve Concession Stand	$400
Improve Hike & Bike Trail	$2,000
Replace Monkey Bars (2 New)	$2,000
Replace Park Bench (51 New)	$30,600
Improve Pavilions (2)	$1,000
Replace Picnic Units (33 New)	$66,000
Replace Playscape (2 New)	$60,000
Improve Rest Rooms (3)	$6,000
Install Slides (5 New)	$17,500
Improve Soccer Field & Posts (2)	$2,000
Improve Stone Gazebo	$2,000
Replace Swing Sets (10 new)	$15,000
Improve Tennis Courts (2)	$40,000
Replace Trash Cans (49)	$4,900
Replace Volleyball Courts (3)	$18,000
Replace Walking Trail (2)	$6,000
Replace Water Fountains (7 new)	$17,500
Total	**$452,900**

An above average park system is currently in place in the City of Del Rio. These existing parks continue to serve the community and receive a large amount of use throughout the year. The facilities and equipment need to be upgraded and replaced to continue to serve the residents of the City. These improvements can be phased over a two to three year period in order to acquire the amount of funds necessary.

B. Repair and Maintain San Felipe Creek (2012-2015)

San Felipe Creek runs through the heart of Del Rio and attracts both tourists and citizens to its banks. This creek attracted the first settlers to develop this unique region. San Felipe Creek continues to be a popular place where people gather together to swim, relax and hold special events. During the recent flooding of the past few years, the retaining wall and Creekwalk have become damaged and are causing erosion problems. Temporary actions have been taken to repair these damaged areas and to control the erosion, however this portion of the creek will

continue to erode during each large event. This constant erosion calls for the City to design a new Creekwalk system. The San Felipe Creek Commission is currently examining multiple options, including riparian restoration and some other construction improvements, to repair and redesign the San Felipe Creekwalk area. In order to design a long lasting system to benefit the community and attract tourists to Del Rio, proper coordination should continue be taken with the San Felipe Creek Commission, an engineering company and with any necessary governmental agency regarding conservation and preservation of San Felipe Creek.

Due to the size of this proposed project, all available grants and funds through state and federal agencies should be sought.

The goals and actions for improving San Felipe Creek are:

- Temporarily repair San Felipe Creekwalk and retaining wall to make safe for public
- Restrict public from damaged sections of Creekwalk if necessary
- Begin communication and plans with engineer to redesign San Felipe Creekwalk
- Apply to various agencies, including Texas Parks and Wildlife, for funding for this project
- Construct new Creekwalk system
- Begin actions to eradicate Carrizo Cane from San Felipe Creek

C. Expand New and Existing Neighborhood Parks (2012-2013)

Table 6.7 Noriega and Rosita Neighborhood Park

Equipment	Cost
Picnic Units (6)	$12,000
Basketball Court	$32,000
Playscape	$30,000
Walking Trail	$6,000
Signs, Benches, Landscaping	$30,000
Total Construction	$110,000
30% Contingencies and Design	$33,000
Total Estimated Cost	$143,000

Table 6.8 Install Indoor Soccer and Softball Facilities

Equipment	Cost
Indoor Soccer Field	$30,000
Softball Field	$40,000
Total Construction	$70,000
30% Contingencies and Design	$21,000
Total Estimated Cost	$91,000

The City has the ability to locate indoor soccer fields at unused areas of existing neighborhood parks. These fields take a much smaller amount of room than a full sized soccer field, and are

only in need of appropriate fencing. Areas at Rotary Park, American G.I. Forum and Moore Park were noticed to have the ability to house one of these indoor soccer facilities. A proposed softball field will allow more practice area for sporting leagues, as well as an opportunity to create recreational sporting leagues for citizens of all ages.

The proposed neighborhood parks shown on Map 8 provide a small park within ¼ mile of all existing and proposed residential development. There will be a need to increase neighborhood parks as the City continues to grow to the north and west. These neighborhood parks should be designed along with the current and future growth, rather than as an afterthought to development. Proposed parks are to be installed with features much like the proposed park at Noriega and Rosita. The Park and Recreation Department should work with neighborhood residents to determine which facilities they consider the most important and those that are most suited to the available site.

Construction of neighborhood parks is best completed as small short-term projects, using combined resources and volunteer efforts. Although these parks may be developed in a less formal manner than larger projects, it is very important to incorporate all safety features, such as age appropriate play equipment, fall zones and security lighting.

D. Community Beautification (2014-Ongoing)

Table 6.9 Highway Entrance and Downtown Improvements

Equipment	Cost
Entrance Signs	$4,500
Landscaping	$1,500
Downtown Enhancement	N/A
Total Construction	$6,000
30% Contingencies and Design	$1,800
Total Estimated Cost	$7,800

Although citywide beautification was not listed as a major priority, members of the planning committee were concerned about Del Rio's appearance to outside visitors as well as the effect of the town's attractiveness on their own quality of life. The proposed improvements address only highway entrance improvements. Downtown enhancement is often best accomplished by the property owners themselves.

6.5.4 IMPLEMENTATION, MAINTENANCE AND SECURITY

A critical consideration, particularly for towns with limited staff, is the maintenance of facilities once they have been constructed. Another major concern is the vandalism that occurs at many of the existing parks and the need to increase security at all parks. Within the next five years the City may find it necessary to employ additional staff to handle the operations and upkeep of an expanding park system. It is recommended that this Parks and Recreation Plan be updated every two years and a new plan developed every five years.

Texas Parks and Wildlife Department has suggested strategies that are useful for addressing the implementation, maintenance and security of park facilities. The actions that are relevant to Del Rio are:

E. Implementation

- Implement County/City cooperative agreements, especially where region-wide park departments would be more effective and equitable.
- Establish cooperative agreements with other entities, such as school districts, navigation districts, drainage districts and river authorities to expand the supply of facilities available to the public.
- Emphasize low maintenance facilities and landscaping, and multi-use facilities for greater efficiency of operation.
- Continue to address local public needs for basic urban outdoor recreation opportunities.
- Involve citizen input in planning parks; conduct periodic public needs assessments.
- Utilize volunteers and nonprofit organizations, where practical, to help provide public recreation opportunities.
- Acquire parkland, greenbelts, natural areas and open spaces.
- Avoid unnecessary competition with the private sector; where practical, consider integrating commercial enterprises in public parks.
- Support the planning and coordination activities of councils of governments.

(Source: 2010 Land and Water Resources – Conservation and Recreation Plan)

F. Maintenance and Security

- Address maintenance at the planning stage by employing design solutions for new construction and renovations that are heavy duty, vandal proof, durable, low maintenance facilities using state-of-the-art building materials such as recycled plastics.
- Work for passage of new laws and enforcement of existing laws which have enough teeth to deter vandalism/antiquities destruction, and use citizen patrols to help with security.
- In parks where possible, encourage public-public and public-private partnerships to address maintenance needs, such as using prison/correctional/community service labor, including adult probation and youth-at-risk,
- Develop mutually beneficial programs/liaisons between Parks and Recreation Departments/city/council and local court/state judicial system, encouraging public/private sector partnerships.
- Maintenance and renovation should be equal to new acquisition, giving priority to projects that provide ways to mitigate costly upkeep and are environmentally sound.
- Establish a park maintenance trust fund which requires funds to be set aside each year for park maintenance (endowment up front, interest for maintenance and operations).
- Establish and meet maintenance standards for existing facilities before spending on additional facilities.

(Source: 2010 Land and Water Resources – Conservation and Recreation Plan)

6.5.5 FUNDING SOURCES

The sources listed below are potential resources in the acquisition and development of recreation facilities:

A. Park Facilities and Development

- Local contributors (major employers, utilities, individual donations)
- Contributions from other user groups, such as youth leagues and service organizations
- Related programs (crime, education, youth programs), usually funded at the regional or state levels
- Texas Parks and Wildlife Department Texas Recreation & Parks Account (Outdoor and indoor programs)
- Private foundations and trusts, primarily those within the region
- RC & D, Natural Resources Conservation Service
- City General Fund or Capital Improvements Program
- General Obligation Bonds or Certificates of Obligation
- School district contributions
- Sul Ross State University research grants

B. Landscaping and Other Beautification

- Texas Department of Transportation (along state maintained roadways)
- Texas Forest Service
- Local Garden Clubs

C. Donated Labor and Materials

See Table 6.10 for suggested resources that might provide support for materials and/or labor for park development.

D. Other Resources

Other contacts for information and technical assistance on park and recreation planning, development and programming include various state and federal agencies as well as local universities and those universities with park/recreation programs. Technical assistance and referral may also be available at the Middle Rio Grande Development Council.

- Federal Agencies
  Natural Resources Conservation Service – Department of Agriculture (formerly Soil Conservation Service)

- State Agencies
  Texas Parks & Wildlife Department
  Local Planning Assistance Program
  4200 Smith School Road
  Austin, Texas 78744

- Texas Department of Water Resources
  P.O. Box 13087, Capitol Station
  Austin, Texas 78711

- Universities
  Sul Ross State University
  Natural Resource Management
  RAS Center Box C-16
  Alpine, Texas 79832

  Texas Tech University
  Department of Park Administration
  Lubbock, Texas 79406

  University of North Texas
  Division on Recreation & Leisure Studies
  Denton, Texas 76203

  Texas A&M University
  Department of Recreation, Park
  and Tourism Sciences
  College Station, Texas 77843

  Southwest Texas State University
  Physical Education Department
  Jowers Center
  San Marcos, Texas 78666

- Park and Recreation Organizations

  Additional guidance and resources are provided in the Park, Recreation, Open Space and Greenway Guidelines, published by the National Recreation and Park Association (NRPA). The head office is located at:

  National Recreation and Park Association
  22377 Belmont Ridge Road
  Ashburn, Virginia 20148
  Phone: (800) 626-6772

Table 6.10 Sources of Donated Materials and Labor

Needs	Labor Union	Lumber Yard	Builder	Major Retailer	Real Est. Firm	Lands. Firm	Land Dev.	Avert. Firm	Printer	University	High School	Fast Food Rest.	Local Retailer	Military Unit	Bank	Church	Chamb. Of Comm.
Wood (Lumber)		X	X			X	X										
Fencing		X	X	X		X	X						X				
Land			X	X	X		X								X	X	
Plumbing Supplies		X	X	X													
Landscaping		X	X			X	X							X			
Major Earthmoving	X		X			X	X							X			
Cement		X	X	X		X	X										
Asphalt			X				X										
Road & Cement Work	X	X				X	X							X			
Trees & Shrubs		X			X	X	X										
Carpentry	X	X	X			X					X			X			
Sports Equipment				X				X		X	X	X					
Advertising				X				X	X			X	X		X		X
Printing	X							X	X		X				X	X	
Surveying			X		X	X	X			X				X			
Money												X	X		X		
Program Sponsorship	X			X				X				X	X	X	X	X	
Manpower	X									X	X			X		X	

Source: 2010 TORP – Assessment and Policy Plan, Texas Parks and Wildlife Department

CHAPTER 7 CAPITAL IMPROVEMENTS PROGRAM

7.1 INTRODUCTION

In order to maintain quality of services as Del Rio experiences continued growth, yearly improvements to City infrastructure are required. An evaluation of the City's ability to finance current and future capital improvements will aid in developing and classifying a prioritized capital needs list. This chapter will summarize the proposed program over a specific time base by activity, year, cost and possible funding sources. Information utilized to complete this analysis included annual budget data, the Comprehensive Annual Financial Report and discussions with City officials.

7.2 FINANCIAL ANALYSIS

In the preparation of this financial analysis portion of this study, information was provided by the City's current budget which details the past, present and projected budget revenue and expenditures. Documentation regarding the status of bonded indebtedness was acquired from the Comprehensive Annual Financial Report. Rather than restating details of the budget and financial report, copies of these documentations can be found on the Del Rio website. This information allows the evaluation of the City's ability to finance present and future capital improvements.

The most recent overlapping debt statement was made available in the Comprehensive Annual Financial Report for the year ending September 30, 2010 prepared by the City of Del Rio Finance Department. Other taxing entities included the overlapping debt statement are Val Verde County, Val Verde County Hospital and San Felipe Del Rio C.I.S.D. Table 7.1 – Estimated Overlapping Debt Statement summarizes this information.

Table 7.1 Estimated Overlapping Debt Statement

Taxing Body	Debt Outstanding		Estimated Percentage Applicable	Estimated Share of Direct and Overlapping Debt
	Amount	As Of		
Val Verde County	$ 185,000	9/30/2010	62.26%	$ 115,181
Val Verde County Hospital	$ 209,000	9/30/2010	62.26%	$ 130,123
San Felipe Del Rio C.I.S.D.	$ 52,230,000	9/30/2010	85.95%	$ 44,891,685
Total Net Overlapping Debt				$ 45,136,989
City of Del Rio	$ 26,551,000	9/30/2010	100.00%	$ 26,551,000
Total Direct and Overlapping Debt				$ 71,687,989

Concerning recommended standards for debt limitations, the following comments are noted:

1. The City of Del Rio calculates the taxed supported municipal debt as ten percent (10%) of the total assessed evaluation. Using the total assessed evaluation of $1,123,180,000 for the City, the tax supported debt could be $112,318,000.

2. As a general rule, revenue supported indebtedness should not exceed that level at which the net income available for debt service falls below 1.50 times the amount owed for a given year. The attached excerpt of the City's current audit lists the combination tax and revenue bonds along with the revenue bonds and their respective premium requirements for this budget year.

7.3 RESOURCES FOR PLAN DEVELOPMENT

Possible funding sources for the specific capital improvements were outlined in each chapter of this plan. The following list combines all of the possible funding sources previously noted.

1. Available City funds.
2. Conventional City financing.
3. Impact Fees (Water, Sewer, Streets).
4. Texas Community Development Program (TDRA).
5. Volunteer effort.
6. Texas Water Development Board (TWDB).
7. U.S. Department of Agricultural Rural Development.
8. Texas Parks and Wildlife Department (TPWD).
9. Other resources (i.e., school district, Middle Rio Grande Development Council, corporate/foundation funding).
10. Natural Resources Conservation Service (NRCS).
11. Federal Emergency Management Agency (FEMA).

It is important that the City realize that the proposed capital improvements program cannot be accomplished through grant programs alone. While the proposed program relies on the receiving a large portion of the required capital costs from grant funds, the City should not rely fully on these funds to provide essential services. If one of the grand funding sources is unavailable at a designated time, the capital improvements will suffer from delay. In order to successfully implement this plan the commitment of the City is required along with the resources combined together. The overall goal of the capital improvements plan is to provide high quality City services. To achieve this goal the City will have to accept the burden of financing many of the noted improvements.

According to the calculated taxed supported municipal debt of $112,318,000, the City has the ability to take on additional tax supported debt. Any changes to the City's debt condition will require restructuring under the advice of the City's financial consultant.

Additional revenue debt would have to be supported by increases in rates or usage. In general where the street system is concerned, the City should anticipate the necessity of generating additional income to finance the noted improvements. Specific questions to municipal debt should be addressed to the City's financial consultant.

7.4 CAPITAL NEEDS LIST

In consideration of the previously developed chapters and the needs outlined therein, a list has been compiled classifying the types of improvement by relative importance or severity. Guidelines used in the classification system are as follows:

Mandatory: Those which protect life or health.

- After analysis of the existing City features within this study, there are no mandatory projects for the City which protect life or health.

Necessary: Those which are important public services.

- Implementation of Street Improvements Program.
- Reconstruction of deteriorated City streets.
- Construction of New City Park at Noriega and Rosita intersection.

Desirable: Those which replace obsolete facilities.

- Improvement of existing City Park equipment.
- Installation of indoor soccer and softball facilities.
- Community Beautification projects.

Acceptable: Those which reduce operating costs.

- After analysis of the existing City features within this study, there are no acceptable projects for the City which reduces operating costs.

7.5 CAPITAL IMPROVEMENTS PROGRAM

Provided in Table 7.2 is a six-year planning process that has a direct link to the City's annual budget and appropriation cycles. The location and year of construction can be seen on Map 9 Capital Improvements Program. The Capital Improvements Program should be updated annually.

Table 7.2 Estimated Capital Improvements Program

Transportation Projects			Total Project Cost Per Year						
Segment	**From**	**To**	**2011**	**2012**	**2013[1]**	**2014[1]**	**2015[1]**	**2016[1]**	**Funding Source[2]**
Street Maintenance Program			$250,000	$250,000	$250,000	$250,000	$250,000	$250,000	GF
Spring Street	Pecan Street	Zaratecos	$522,990						STF
Railway Avenue	Mario Salas Ave.	Virginia Ave.	$1,005,368						GOB
Plaza Avenue	De La Rosa Street	Bowie Street		$799,019					GF
De La Rosa Street	Contreras Street	Railway Avenue			$192,852				
	Taini Street	Gillis Street			$196,469				STF
2nd Street	Saint Peter	Avenue T			$470,540				GF
Parkway Street	Nicholson Road	City Limits				$323,212			GF
Losoya Street	Garfield Street	Washington Street				$257,400			STF
Bedell Avenue	De La Rosa Street	Ogden Street				$151,195			GF
Dignowity Street	Griner Street	Ogden Street							
	Ware Street	Pierce Street					$635,778		GOB
U.C.O. Drive	Cordelia Street	Wernett Street					$185,177		GF
Lions Avenue	De La Rosa Street	Hogan Drive					$74,308		GF
Martin Street	Foster Street	Pierce Street						$332,650	STF
Cortinas Street	McLymont Street	Barton Street						$276,201	GOB
Strickland Street	Main Street	Dead End						$88,432	GF
Aguirre Street	Virginia Avenue	Bowie Street						$54,080	GF
Academy Street	Pecan Street	Griner Street						$106,067	GF
Inflation Factor (2%)					2%	2%	2%	2%	
SUBTOTALS			**$1,778,358**	**$1,049,019**	**$1,132,058**	**$1,001,443**	**$1,168,168**	**$1,129,579**	
Park Projects			**Total Project Cost Per Year**						
Park Name	**Description**		**2011**	**2012**	**2013**	**2014**	**2015**	**2016**	**Funding Source[2]**
City of Del Rio Park System	Improve Existing Park Equipment		$151,000	$151,000	$151,000				Grants, STF
Noriega and Rosita	Construct New Park at Noriega and Rosita			$143,000					Grants, GF
Soccer and Softball Facilities	Install Indoor Soccer and Softball Facilities				$91,000				Grants, GOB
Community Beautification	Highway Entrance and Downtown Improvements					$7,800			GF
SUBTOTALS			**$151,000**	**$294,000**	**$242,000**	**$7,800**			

[1]Inflation rate of 2% was added to overall cost.

[2]GF – General Fund, STF – Sales Tax Fund, GOB – G.O. Bonds

CHAPTER 8 ZONING

8.1 INTRODUCTION

Proper Planning and Zoning is the most effective way to guide the development and growth of a city. The construction of contrasting establishments, such as an Industrial business within a residential development, can greatly change the overall look and long-term development of a neighborhood or subdivision. The City attempts to control development of land use by implementing zoning laws and regulations that create a cohesive movement of future development.

Del Rio currently implements a Zoning Ordinance and Planning and Zoning Map. The Existing Zoning Map has been updated and imported into the GIS basemap portion of this report as described in Chapter 1. Although the Future Land Use Plan was based on the existing Planning and Zoning Map and Zoning Ordinance, there are areas within the City with discrepancies of land use. This chapter will identify areas of Del Rio that should be considered for zoning changes.

8.2 ORDINANCE DEVELOPMENT

The Zoning Ordinance, in conjunction with the Future Land Use Plan, is designed to guide development in a logical and sequential direction. The Future Land Use Plan is designed as a conceptual plan to guide the physical development of the City, while the Zoning Ordinance is the City's way to implement the Future Land Use Plan by regulating each parcel of land. For this reason, the Future Land Use Plan is not as detailed as the Zoning Map.

The existing Zoning Ordinance was created in the development of the 1962 Code, and has been updated most recently in 2005. This Ordinance should be continually updated as the City continues to experience population and land growth. The updated Zoning District Maps can be seen in Appendix B.

8.3 ORDINANCE REVIEW

Since Del Rio has an adequate Zoning Ordinance in place, this report does not plan to develop a new Ordinance. In order to fully comply with the Future Land Use Plan created in Chapter 4, zoning districts and areas must be updated.

8.3.1 AGRICULTURE-OPEN DISTRICTS

A small portion of agriculture-open area is developed within the City limits. Agriculture areas lie to the south of the City limits near the Rio Grande River along State Loop 239. These areas can be seen on the Future Land Use Map and it is recommended to zone these areas as agriculture-open if they are to be included within the City limits.

8.3.2 RESIDENTIAL DISTRICTS

In the existing Zoning Ordinance residential districts are divided into the following six districts: R-S Single-family, R-220 Estate Residential Single-family, R-90 Rural Single-family, R-10 Low Density Single-family, R-S-O Single-family and Occupations and R-M Multiple Family.

The R-S Single-family district comprises the largest zoning district of Del Rio. Although this district is originally intended to be developed by single-family dwellings, many other buildings including public parks, public schools, churches and other public buildings are allowed within the existing Zoning Ordinance. Currently various single parcels within large R-S districts are zoned as Commercial, which is common in the process of infill development and retro-fitting of buildings. As the City continues to expand and more parcels are retro-fitted into commercial properties, the City should encourage small commercial node areas within these large R-S districts as shown in Figure 8.1.

Figure 8.1 – Example of Commercial Node within Single Family Residential District

As seen in the Future Land Use Map the majority of undeveloped land outside the City limits is designated as Estate Residential. It is recommended that no development be allowed for any areas that fall within the 100-year floodplain. Large lot estate residential development allows for flexibility of land use and the ability for large lots that may fall partially within the 100-year floodplain to be developed.

Currently Multiple-family districts are located beside commercial developments. These districts help to create a buffer between the commercial districts and single-family districts. Recent construction of multiple-family buildings along Alyssa Drive currently fall under commercial and single-family zones. It is recommended that a multiple family district be developed in this area as seen in the Future Land Use Map.

8.3.3 BUSINESS AND COMMERCIAL DISTRICTS

The existing Zoning Ordinance and Land Use Plans have created large strip commercial areas along the major thoroughfares throughout Del Rio, most notably along U.S. Highway 90 Veterans Boulevard. While strip commercial areas work to concentrate commercial development along major corridors, they can cause areas of incompatibility as residential areas abut commercial frontages. An alternative to the more common strip commercial development is creating commercial nodes at major intersections. These nodes create more efficient land use as the infrastructure can be designed to accommodate increased traffic and buffering to separate

adjoining properties. Hopefully as the Del Rio community continues to grow, such as towards U.S. Loop 79, commercial node areas can be created to contain new businesses.

While it is not feasible to re-zone the existing strip commercial areas into commercial nodes, new development areas should be zoned for the creation of commercial nodes. The Future Land Use Plan proposes these node areas for undeveloped portions of the City, such as the intersection of Loop 79 and U.S. 277 South, and the intersection of FM 2523 and Loop 79. As Del Rio expands towards U.S. Loop 79, developed areas within town will be available for infill development and retro-fitting of buildings. Commercial nodes can be developed in these infill development areas of town. Areas of these nodes can be seen in Map 5 Future Land Use.

The majority of U.S. Highway 90 towards Laughlin AFB is zoned C-2-A Commercial First Height District. The location and layout of this zoning district will lead towards strip commercial development along the highway. While some of this area has developed into commercial establishments, many residential properties have developed to the north and south of this zone. Portions of this C-2-A district along U.S. Highway 90 remain vacant land, and it would be advantageous for the City to consider commercial node development in this area, as seen in the Future Land Use Plan.

Del Rio still has a vital downtown, and zoning policies should continue to reinforce this function. The downtown area is currently zoned as C-2-B Commercial Second Height District allowing no height restrictions and no front yard requirements. Any updating of this zone should be coordinated with the Del Rio Main Street Advisory Board in order to re-establish downtown as the primary commercial center. Other positive steps in downtown revitalization include making improvements to the appearance of the central business district, keeping city services in the downtown, and encouraging active involvement by the businesses located there.

8.3.4 MANUFACTURED HOME DISTRICTS

A manufactured/mobile home zone is not included in the existing Zoning Ordinance, and mobile home uses are prohibited in all residential zones other than R-220 Estate Residential Single-Family Districts, R-90 Rural Single-Family Residential Districts, and R-10 Low Density Dingle-Family Residential Districts.

Mobile homes can be an economical option for many homebuyers, and a zone should be created in order to define the regulations for future mobile home subdivisions. Because of the lack of an existing mobile home zone and the current development of Del Rio, mobile home areas in the Future Land Use Plan were not included within the City limits. Areas such as north of Highway 90 towards Laughlin Air Force Base and south along Highway 277 near the Tesoro Hills TIRZ are prime areas for mobile home developments. The proposed manufactured home areas can be seen in Map 5 Future Land Use.

8.3.5 INDUSTRIAL DISTRICTS

The existing industrial district is located along Gibbs Street and the railroad throughout the City. Other areas available to the expansion of the industrial district include the area around Industrial Boulevard west of the City and along Frontera Road near the Rio Grande River. It is

recommended from City staff that no industrial be allowed in the San Felipe Springs Protection Area.