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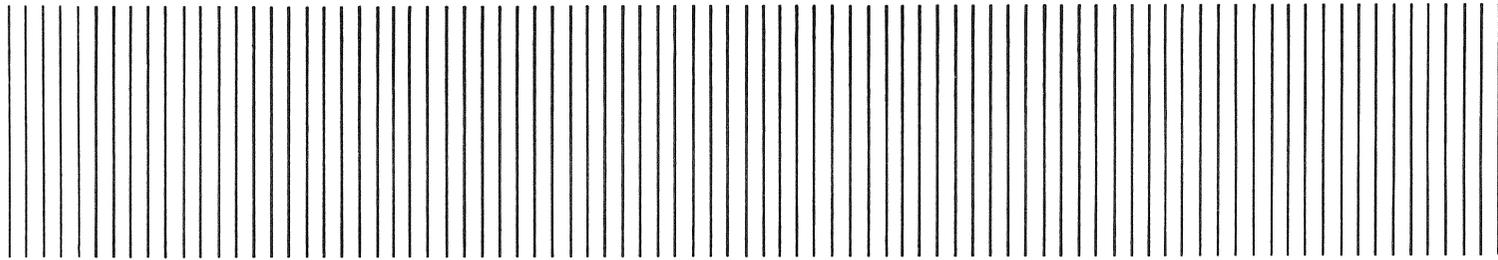
LUBBOCK

COMPREHENSIVE PLAN  
LAND USE REPORT

LUBBOCK    COMPREHENSIVE    PLAN  
LAND    USE    REPORT



the  
department of planning  
city of lubbock  
may 1959



**summary**

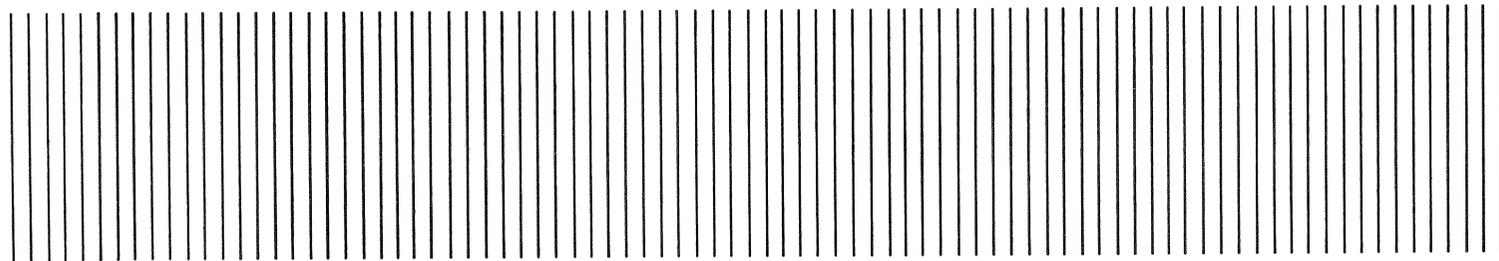


SUMMARY  
OF FACTS

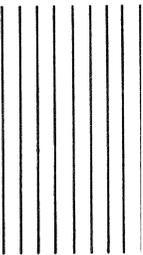
1. Lubbock now contains an area of 48,453.31 acres or 75.71 square miles. Over half of this total is vacant unsubdivided land.
2. Physical factors which have greatly influenced the growth of Lubbock are the Yellowhouse Canyon, the Santa Fe Railroad, and Texas Technological College.
3. One-fourth of the developed area is used for residential purposes; single-family residences being the dominant land use in Lubbock.
4. Of the developed area, 3.8 per cent is utilized for commercial purposes, and 7 per cent for industrial purposes.
5. Extensive public and semi-public uses account for 20.6 per cent of the total developed area, while 25.8 per cent is occupied by streets and rights-of-way.
6. Land values have been adversely affected and the resale values of single-family residences have been depreciated by the mixing of commercial, industrial, and other incompatible uses in residential areas.

7. Many physical factors affect the future land use pattern, the most important of which are large public areas, existing and proposed industrial districts, areas subject to flooding, the limits of the sanitary sewer system, and the proposed location of Freeway Loop 289.
8. In the land use plan, all uses are consolidated generally into harmonious groupings, eliminating small isolated areas of inappropriate land uses.
9. Future shopping center areas are spaced at least one mile apart, since the minimum service area is generally considered to be a one-half mile radius.
10. The land use plan will serve as a guide for the Planning Commission in administering zoning in order that shopping center sites will be properly located in relation to the neighborhoods which they are intended to serve.
11. Adequate provision has been made for the expansion of the central business district which is the heart of the city and must expand and prosper in order for the city to remain healthy.

12. Expansion of future industrial development should occur mainly in the southeast part of Lubbock where it will not adversely affect existing or proposed residential areas.
13. The area assigned to each land use category in the land use plan is designed to accommodate an estimated population of 294,500 persons in the year 1980.
14. The estimated 1980 population could be accommodated adequately within the present corporate limits of the City of Lubbock, an area of 48,453 acres, at a ratio of 16.45 acres for each 100 people.



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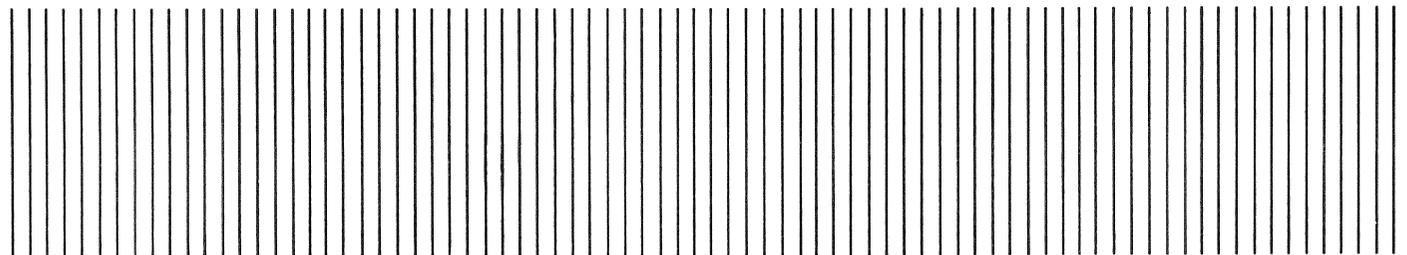
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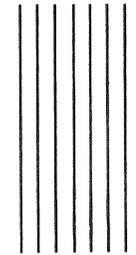
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introduction



The problems of land use in a modern city are many and complex. Although all of the various land uses are necessary, any use may become a detriment to any of the other uses if improperly located or developed. To function properly, each of the uses should be situated so as to best serve its individual function with the least possible chance of injury to other component uses. A healthy and satisfactory city is one in which the needs of individuals and families are fully satisfied, and within which business and industry can flourish and prosper. This can happen only where the various land uses are located in orderly and sensible groupings, providing each with its proper environment and protecting each from the other, thus forming an efficient land use pattern. A lack of guidance in developing this pattern will result in a chaotic intermingling of incompatible uses causing poor living conditions, inconveniently located schools and parks, severe traffic problems, inadequate municipal facilities and utilities, adversely affected business and industry, and finally, insurmountable costs for correcting these many defects.

A healthy urban environment is the result of certain basic attributes. The proper environment for the home is a neighborhood free from con-

gestion and providing sufficient light, air, and privacy by requiring lots and yards of adequate size. It is a neighborhood free from the noxious odors, sounds and sights of industry; protected from the encroachment of incompatible uses such as business; discouraging through vehicular traffic from using the residential streets; providing adequate school facilities properly located so that children will not have to cross major thoroughfares. Also it is a neighborhood that is conveniently served by adequate community facilities such as a shopping center, parks and playgrounds, and it must be free from any threat of blight which would inevitably cause the depreciation of the neighborhood into a slum area.

Apartments should be located in an area near sources of employment with public transit routes and with shopping and recreational facilities within easy access. It, also, is an area that should be free of the affects of industry and any other causes of congestion, noise, and unsightliness.

Business and other commercial uses require specific types of environment depending on the type of enterprise. A shopping center primarily serves a residential area within a trade area which can usually be

defined and is sometimes limited by physical barriers, such as major thoroughfares, travel-time relationships, competition and the quality of market. The proper environment for a shopping center is at the intersection of two major thoroughfares on a site of sufficient size to permit ample off-street parking facilities, and surrounded by well-developed neighborhoods. These shopping facilities should adequately serve the day-to-day needs of the surrounding residents, and should be composed of compatible types of retail establishments. Other types of businesses such as offices, service facilities and automobile sales require proximity to certain types of traffic and should be free of scattered residential uses among their groupings. They also require proximity to certain trade areas and need sufficient area adequate to accomodate off-street parking.

The central business district has very specific requirements for its environment. As the name implies, it should be centrally located in respect to the population, and be served by an adequate street system and public transporation facilities for ease of movement into and out of the district by vehicles and pedestrians. There also should be provision for adequate off-street parking, limitations on the height and area of buildings

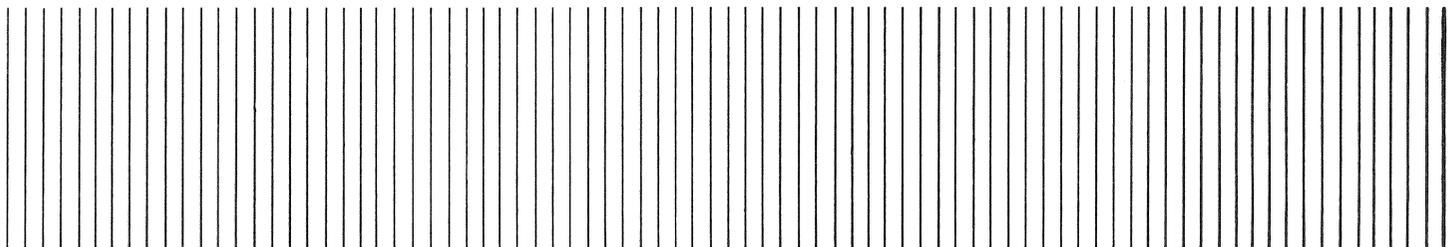
in order to provide adequate light and air, protection from substandard housing, and provision for the proper expansion of the district.

Industrial areas require the proximity of highways and/or railroads to transport their goods and materials and of major thoroughfares to efficiently move the employees to and from their work. Other location and environmental needs are sufficient room for expansion and freedom from encroachment by other uses. Particular precaution must be taken to prevent the usurpation of desirable industrial land by residential development.

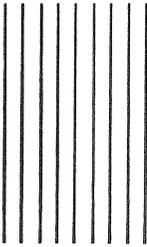
An analysis of the future development of Lubbock over the next 30 years has been made, based on the Population Report which was completed in January 1959. The Population Report indicated the present and probable future distribution and density of population in Lubbock. Included, also, is a thorough analysis of the economic base and the potential growth of the area.

This report on Land Use analyzes the existing land use pattern of

Lubbock, and proposes the adoption of a land use plan in scale with the economic and population potential of Lubbock in 1980.



land use  
survey



# THE LAND USE SURVEY

Within the City of Lubbock, the use of individual tracts of land varies from single-family residences to heavy industrial plants. The intensity, arrangement, and association of the various types of land use will determine, to a large degree, the future stability of the community and its desirability as a place in which to live and to work.

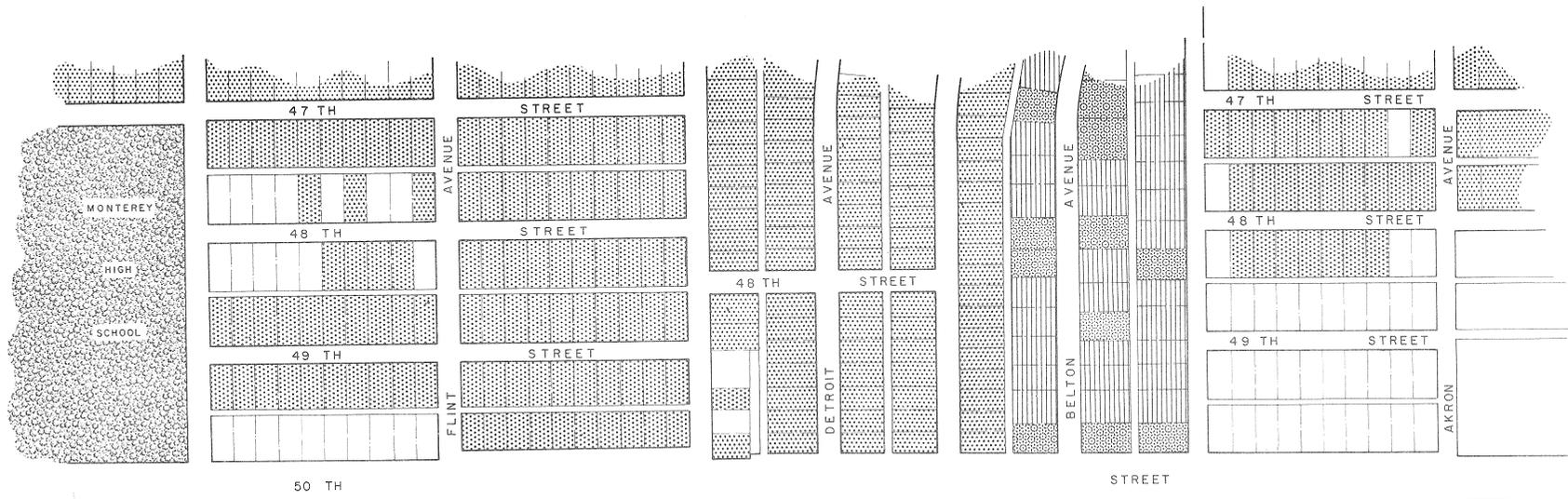
LAND USE

The land use survey is an inventory of the exact use of every single parcel of land within this city. This inventory requires a field investigation and involves a lot-by-lot inspection to determine the specific land utilization. This information is recorded in detail on "sectional maps" of the City for study and analysis of individual areas. From these maps, a "general land use map" of the entire planning area is prepared. A typical sectional map is shown on Plate 1 and the General Land Use Map on Plate 2.

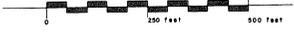
LAND USE  
SURVEY

Land within the City of Lubbock can be divided into two major classi-

CLASSIFICATION  
OF LAND USE

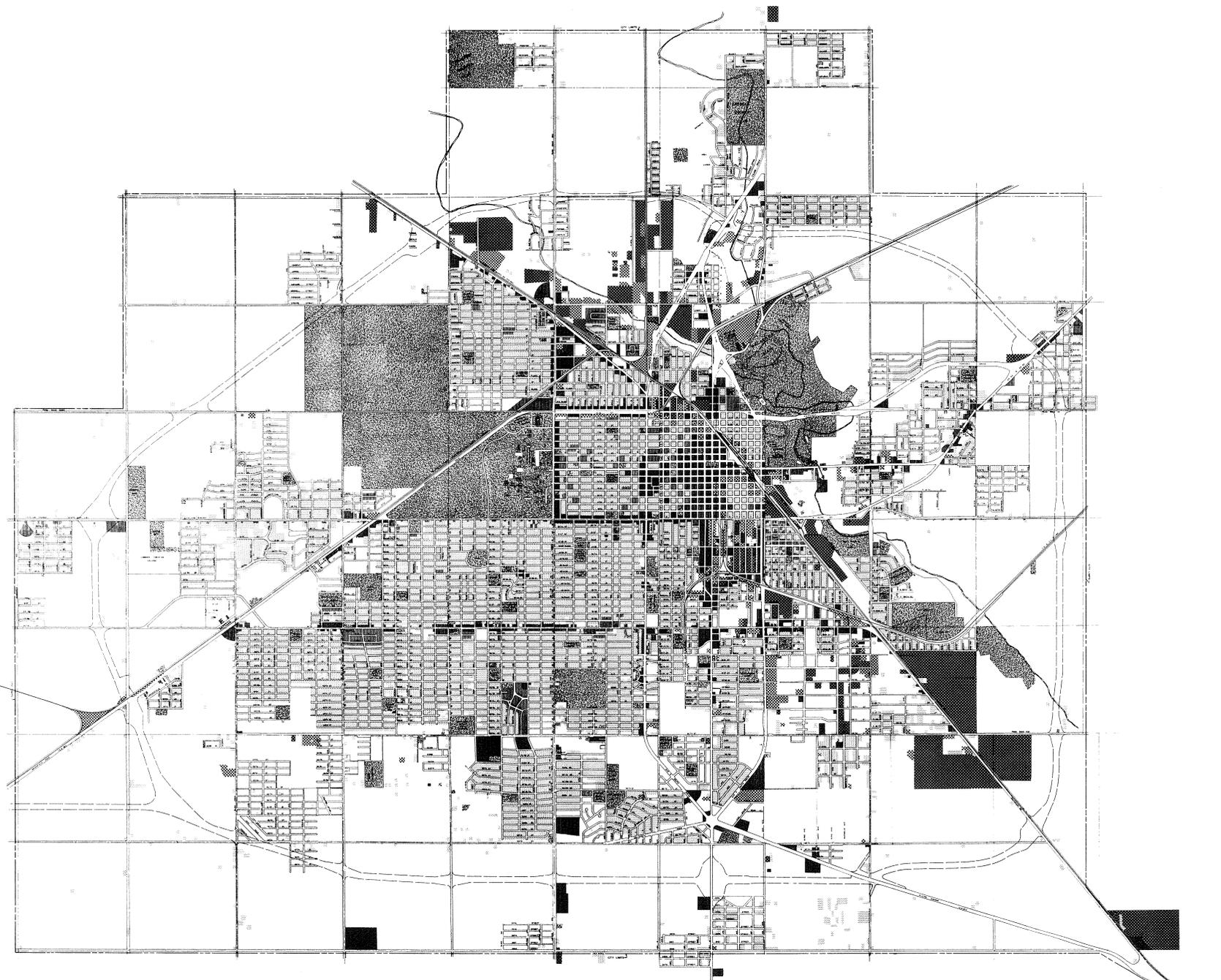


- Legend**
-  single-family residence
  -  two-family residence
  -  multi-family residence
  -  commercial
  -  public use



Department of Planning

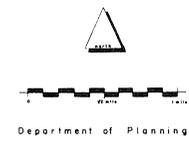
# TYPICAL SECTIONAL



**GENERAL LAND USE**  
**Lubbock, Texas 1959**

**Legend**

- single-family residence
- ▨ multi-family residence
- commercial
- ▤ public use
- ▥ light industry
- ▧ heavy industry



fications, developed and undeveloped or vacant property. The term "developed area" includes streets, parks, dwellings of various types, and all commercial and industrial uses. "Vacant property" is that portion of the land within the area which, at the time of the study, is not being used for any urban purposes. Generally speaking, however, this "vacant property" is being used for farming purposes, and such uses are rural in character, as distinguished from urban.

The developed area, in turn, may be divided into two distinct classifications, the area privately developed and that area used for public and semi-public purposes.

#### Privately Developed Areas

Areas privately developed comprise all land which has been developed by private capital for strictly private use, and constitute over 50% of the total developed area of the City of Lubbock. These areas may be subdivided into the following classifications:

- (1) Single-Family Dwellings
- (2) Two-Family Dwellings
- (3) Multi-Family Dwellings
- (4) Commercial Areas
- (5) Industrial Areas

The names of these classifications are almost self-explanatory. A single-family dwelling is a detached structure used for a residence by one family or household. It should be pointed out that this category necessarily includes the incidence of two single-family residences on a single lot. Also, this general classification cannot be expanded to differentiate those residences which house incidentally one or two roomers.

A two-family dwelling is essentially any structure designed for or occupied by two families or households, whether the structural form be duplex, semi-detached unit, or some other type. Multi-family dwellings are those housing three or more families or households, including such residential structures as apartment houses, flats, and/or lodging and rooming establishments.

Commercial uses include all land and buildings wherein trade or business is conducted; for example, merchandising, business offices, amusement, and personal service uses. The very purpose of a city is lost if there is not one center for its business, public, and cultural life. This center is generally referred to as the "Central Business District", as

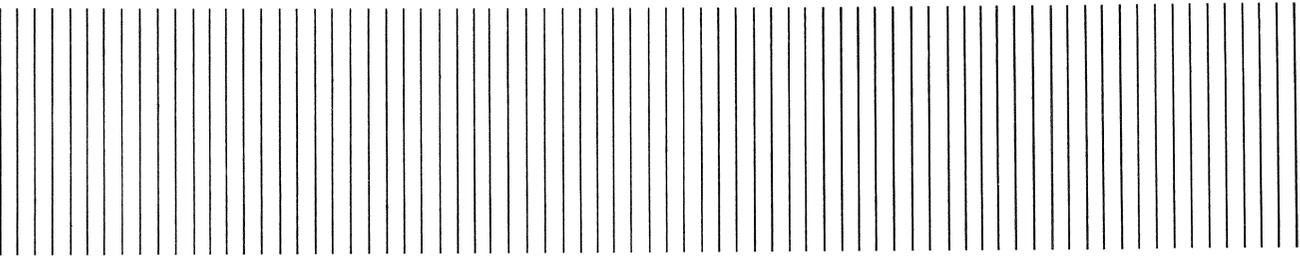
distinguished from the "General Retail Area" which encompasses all other outlying commercial areas.

Industry is subdivided into two specific classifications, light and heavy. Although these are not precise terms, they are in common usage to distinguish unobjectionable industrial processes from those that are, or may become, objectionable in close proximity to other types of uses where people live or work. Thus all industries that are known to emit smoke, dust, odor, or noise, or are hazardous by nature are classed as heavy industry. Conversely, other forms of manufacturing, storage, processing, or the like without these objectionable characteristics, are classified as light industry.

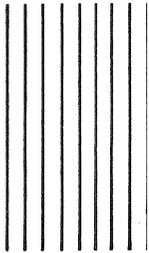
#### Publically Developed Areas

Publically developed areas comprise all of the city owned property with such uses as the airport, parks and playgrounds, disposal plant, streets and right-of-way, plus institutional property such as public and private schools, churches, and cemeteries. For the purposes of this report, "streets and right-of-way" have been classified separately. This category necessarily includes railroad rights-of-way and property, some

of which is not specifically used for public purposes. The "public and semi-public" classification, therefore, includes all public uses, with the important characteristic being that the facility serve a large number of people and the use be essentially public in nature.



**general  
arrangement**



LOCATION OF GENERAL AREAS  
BY CLASSIFICATION

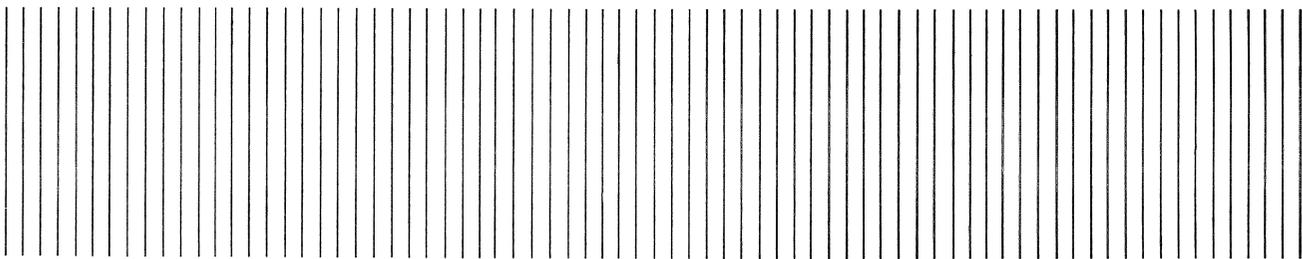
The Yellowhouse Canyon, the Santa Fe Railroad, and Texas Tech are the factors which have had the greatest influence on the growth of Lubbock. The Original Town was comprised of that area between 4th Street and 19th Street and between Avenue A and Avenue P. The Santa Fe Railroad came to Lubbock in 1909 and built its tracks generally paralleling the west side of the Yellowhouse Canyon and bisecting the northeast quadrant of the Original Town.

The major industrial development has occurred adjacent to the railroad, and this, combined with limited access across the Canyon, has caused the major residential growth to occur to the southwest of the downtown business district. Also, Texas Technological College, with its campus occupying 2,000 acres between Erskine and 19th Street has acted as a barrier to the west and has further encouraged residential development to the southwest.

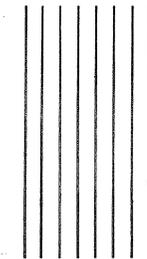
GENERAL AREA  
LOCATIONS

This lopsided growth of Lubbock has encouraged the development of outlying business areas, to the detriment of the downtown business district. Almost all of the major highways are strip zoned for business or commercial uses. Most of these are lined with scattered, unrelated commercial uses which interfere with the traffic carrying ability of the streets and adversely affect the adjacent property. The pronounced trend to the development of planned shopping centers should discourage any further strip commercial development.

Mackenzie State Park, a 550 acre park located in Yellowhouse Canyon between Municipal Drive and East Broadway, and Texas Technological College are the two largest public use areas. The Lubbock Country Club and Hillcrest Country Club in the north central and northwest parts of Lubbock are other large public areas.



**evaluation of  
individual  
land use  
categories**



EVALUATION OF INDIVIDUAL  
LAND USE CATEGORIES

The City of Lubbock now contains an area of 48,453.31 acres, which is equal to 75.71 square miles. Of this area, 44.9 square miles was recently annexed to the city, with most of the annexed land being used for agricultural purposes. Over one-half of the total area of the city is vacant unsubdivided land, as is shown in Table 1. This is significantly higher than average, but can be attributed to the inclusion of the large amount of undeveloped land in the recent annexation.

For the purposes of this study, land use areas will be expressed in three ways: (1) the number of acres devoted to each type of use; (2) the per cent of the area of each type of use of all the developed land in the city; and (3) the number of acres of each type of use per 100 people in the city. Table 1 lists the total areas, percentages, and ratios which are discussed in the following paragraphs.

TABLE 1  
EXISTING LAND USES  
A COMPARISON WITH OTHER AREAS

| Use Classification    | Area in Acres | Acres Per 100 People |                    | Percent of Total Developed Area |                    | Percent Total Area |
|-----------------------|---------------|----------------------|--------------------|---------------------------------|--------------------|--------------------|
|                       |               | Lubbock              | Average Urban Area | Lubbock                         | Average Urban Area |                    |
| Residential Area      |               |                      |                    |                                 |                    |                    |
| Single-Family         | 5,178.61      | 4.33                 | 3.72               | 25.35                           | 25.05              | .....              |
| Two-Family            | 199.34        | 0.17                 | .24                | 0.98                            | 1.63               | .....              |
| Multi-Family          | 127.94        | 0.11                 | .20                | 0.63                            | 1.31               | .....              |
| Total                 | 5,505.89      | 4.60                 | 4.16               | 26.96                           | 27.99              | 11.35              |
| Commercial            | 777.87        | 0.65                 | .39                | 3.81                            | 2.65               | 1.61               |
| Light Industry        | 578.68        | 0.48                 | .28                | 2.82                            | 1.87               | 1.19               |
| Heavy Industry        | 850.47        | 0.71                 | .56                | 4.16                            | 3.77               | 1.76               |
| Streets & R.O.W.      | 5,279.86      | 4.41                 | 5.02               | 25.85                           | 33.83              | 10.90              |
| Public & Semi-Public  | 4,209.85      | 3.52                 | 4.43               | 20.61                           | 29.89              | 8.69               |
| Vacant Subdivided     | 3,225.70      | 2.71                 | .....              | 15.79                           | .....              | 6.66               |
| Total Urban Land Used | 20,428.32     | 17.08                | 10.84              | 100.00                          | .....              | 42.16              |
| Vacant Unsubdivided   | 28,024.99     | .....                | .....              | .....                           | .....              | 57.84              |
| Total                 | 48,453.31     | .....                | .....              | .....                           | .....              | 100.00             |
| Privately Developed   | 10,938.61     | 9.15                 | 5.39               | 53.55                           | 49.72              | .....              |
| Publically Developed  | 9,489.71      | 7.93                 | 5.45               | 46.45                           | 50.28              | .....              |

Approximately one-fourth of the developed area of Lubbock is used for residential purposes, which is a ratio of 4.6 acres for each 100 residents. In addition, it may be assumed that over three-fourths of the vacant subdivided land will be used for residential purposes, increasing significantly the area devoted to each of the three types of residential uses.

Single-family homes, then, are the dominant land use in Lubbock. They comprise 25.4 per cent of the total developed area which is a ratio of 4.3 acres per 100 people. This is 94.1 per cent of the total residential area which is significantly above the average for cities of comparable size. The single-family residences are found in every part of the city, often in such inappropriate locations as industrial areas. Residential expansion has generally been in the southwest quadrant. However, there are some significant developments at the present time in other sections of the city. Two areas of extensive residential development in the northeast quadrant are: (1) north of Parkway Drive, east of Mackenzie State Park; and (2) the area between Parkway Drive and East 4th Street, west of Guava Avenue.

Two-family residences account for 0.98 per cent of the total developed area for a ratio of 0.17 acres per 100 people. They are found in almost every part of the city, although there is a concentration in the area between 4th Street and 19th Street, and Avenue Q and College Avenue. The demand for low rental housing created by Texas Technological College and the character of the neighborhood are the primary causes of this land use pattern. This area represents the principal residential development of the city during the period of the 1920's.

Multi-family dwellings occupy 0.63 per cent of the total developed area, with a ratio of 0.11 acres per 100 people. They are found in small unrelated areas throughout the entire residential area. Two of the larger multi-family developments are: (1) south of 42nd Street between Boston Avenue and Elgin Avenue; and (2) south of 34th Street between Nashville Avenue and Raleigh Avenue. There have been very few luxury type duplex or apartment house developments in this city, however there are several under construction at the present time.

#### COMMERCIAL USES

Commercial uses occupy only 3.8 per cent of the developed land in

the city, for a ratio of 0.65 acres per 100 people. Major commercial development, excluding the central business district, has been in the form of strips along the highways and major thoroughfares, namely 4th Street, Broadway, 19th Street, 34th Street, Avenue A, Avenue H, Avenue Q, and College Avenue. The strips have also extended along Clovis Road and along the Amarillo, Brownfield, and Idalou Highways, although these are not nearly as extensive. Lubbock has several commercial subcenters, such as the one at College Avenue and 4th Street, and the large development between Boston and Gary on the south side of 50th Street. There are also several smaller type centers, such as the one located at 50th Street and Avenue U, and another at 26th Street and Boston Avenue.

The central business district lies approximately between 8th Street and 14th Street and Avenue H and Avenue Q. South of 14th Street extending to 19th Street, and between Avenue F and Texas Avenue, the commercial development has not been of the most desirable type, being devoted mainly to wholesale distributors, and used car and furniture establishments.

## INDUSTRIAL USES

The combined industrial areas occupy 7 per cent of the developed area of Lubbock, for a ratio of 1.19 acres per 100 people. The principal industrial areas have developed in conjunction with the railroad. However, there are two areas in which there has been a notable amount of expansion of industrial uses. They are: (1) in the southeast quadrant of the city, generally south of 34th Street and east of Avenue A; and (2) in the northern section, generally to the north of 1st Street, between Clovis Road and Municipal Drive. These two areas are desirable for the future expansion of industrial uses in that the prevailing breeze is out of the southwest, which carries any offensive odors away from the higher use areas, and they are areas not generally suitable for higher type uses.

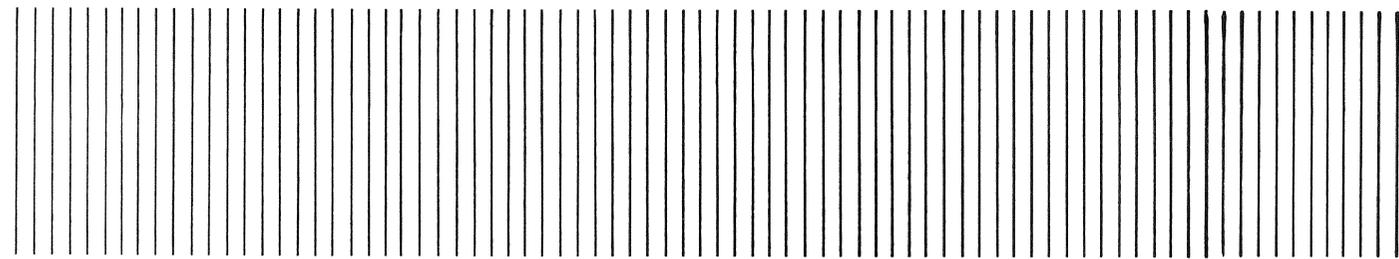
## PUBLIC AND SEMI-PUBLIC USES

Lubbock is notable for its extensive public and semi-public facilities. They occupy a total of 20.6 per cent of the developed area, which is a ratio of 3.52 acres per 100 people. The most noteworthy of these facilities is Mackenzie State Park which affords such activities as golfing, swimming, picnicing, and contains the only Prairie Dog Town in the

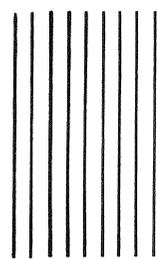
United States. A few of the other areas are: the South Plains Fairgrounds and Coliseum, the Municipal Auditorium Coliseum, Texas Technological College, the airport, several golf courses, and the numerous neighborhood parks and schools. These public and semi-public areas are located throughout the entire urban area.

Over 25 per cent of the developed area is occupied by streets and rights-of-way, which is a ratio of 4.41 acres per 100 people. This percentage is quite low when compared with the average of 33.8 per cent taken from the Bartholomew study (see Table 1). However, over seven square miles of the developed area of Lubbock, including large industrial tracts, parks, and other public and semi-public areas, contain no public streets or rights-of-way. By excluding this area from the total developed area, streets and rights-of-way usage is increased to 33.31 per cent for the city.

#### STREETS AND RIGHTS-OF-WAY



major  
land use  
problems



## MAJOR LAND USE PROBLEMS

The study of land use in Lubbock has revealed six major problems, which are:

1. Many of the neighborhoods that were developed prior to the establishment of zoning regulations contain an undesirable mixture of incompatible land uses. The mixing of such uses has a detrimental effect on the proper development of land within the area and adjoining it, generally causing a decrease in land values. (See Plate 2).
2. An imbalance exists in the land use pattern due to an exceptionally large number of people living in the southwest area, and the relatively small number living east of the canyon. (See Plate 2). This expansion to the southwest has caused the downtown business district to be a mile and a half northeast of the center of population. However, extensive residential development occurring now to the east of the canyon should help to

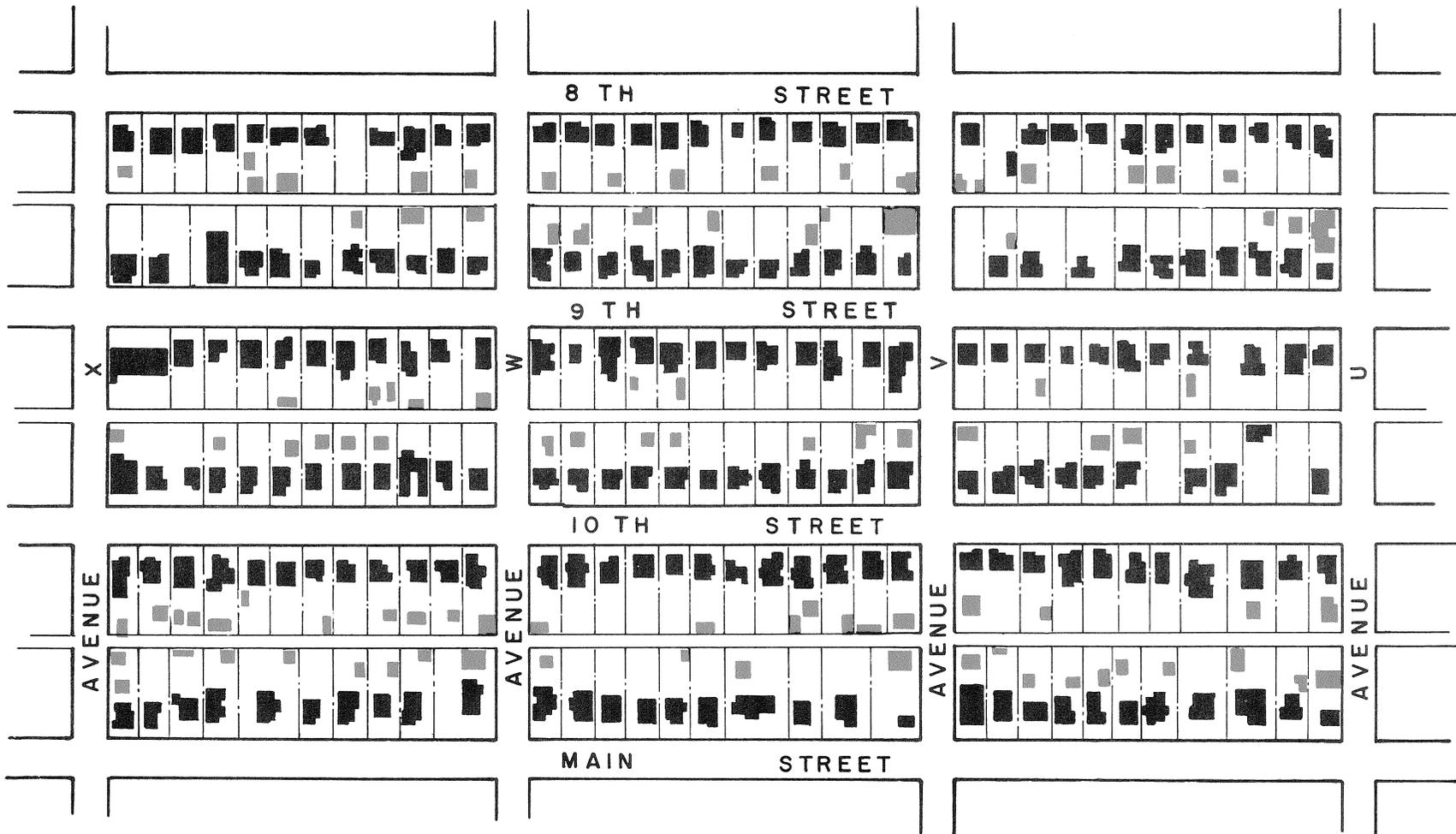
alleviate this situation.

3. In the northwest quadrant, a large area which is occupied by Texas Technological College has had considerable effect in restricting residential development to the northwest. (See Plate 2).
4. There has existed in this city a sympathy toward strips of commercial uses along the major thoroughfares and highways, which has developed into a chaotic pattern of commercial uses. Two of the more extensive of these strips are along 34th Street, and along Avenue Q. (See Plate 2). These commercial strips tend to impede traffic flow on the thoroughfares and are a detriment to safety. Several adequate, well planned neighborhood shopping centers either have been built recently, or are in the process of being constructed at the present time. This trend can be expected to continue, and should tend to decrease the demand for strip commercial development.
5. In Lubbock, there are a number of areas, mostly residential,

which have been subdivided prior to annexation without the installation of utilities, street paving, or other urban facilities. This practice is extremely detrimental since it is difficult and expensive to acquire street rights-of-way and utility easements without interfering with physical developments. As a result, the cost, which must be borne by the property owners, becomes excessive.

The area to the east of Teak Avenue and north of East 19th Street is a good example of the problems that arise from such practices. (See Plate 2). In some instances, as in the area mentioned, it is almost impossible for the city to resolve the problems. It is highly probable that such an area will require urban renewal, which may mean the complete clearance and redevelopment of the area. Subdivision control will prevent the development of similar areas within the city limits.

6. Rear yard dwellings are prevalent in most of the residential areas of the city. However, the majority of rear yard dwellings



L e g e n d

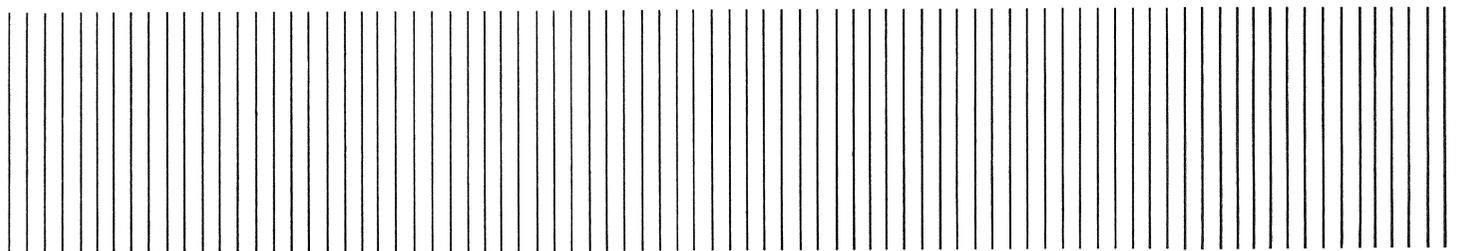
■ rear yard dwelling



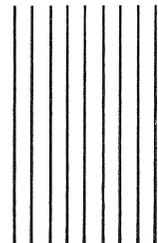
# INCIDENCE OF REAR YARD DWELLINGS

Department of Planning

are located in the area between 4th Street and 19th Street, and Avenue K and College Avenue. (See Plate 3). Originally, these dwellings were designed and permitted for use as servant's quarters, but in recent years they have become low rental units. As such, they have an adverse effect on property values in the entire neighborhood, generally decreasing the desirability of the area for residential purposes.



land use  
plan for  
lubbock



## LAND USE PLAN FOR LUBBOCK

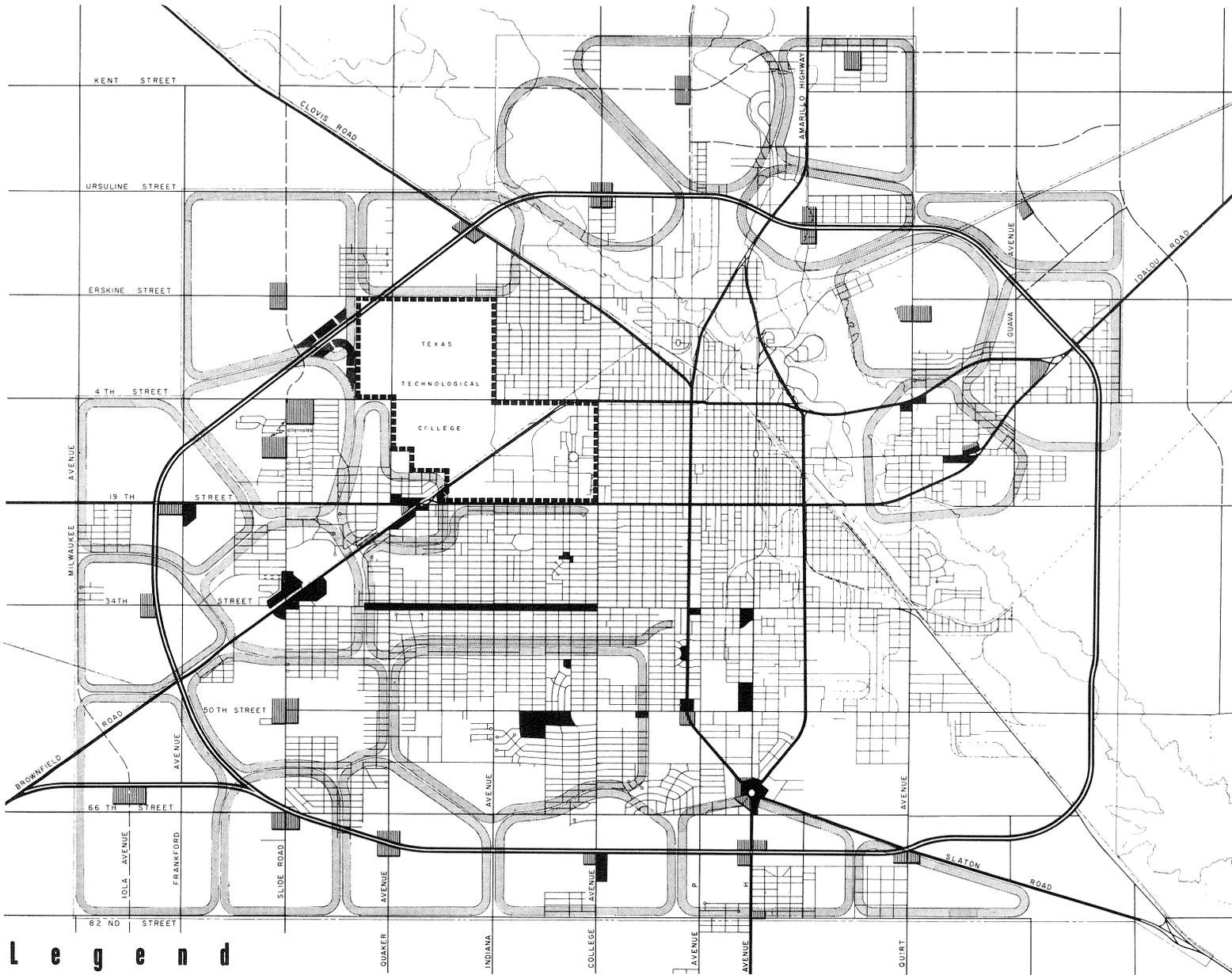
The proposed land use plan for Lubbock is shown on Plate 5. This plan indicates the recommended location and extent of the various land uses. Although the existing major public and semi-public use areas have been shown on the plan, additional public use areas, i. e., future schools and parks, will be the subject of subsequent reports.

In general, all uses are consolidated in harmonious groupings, eliminating small isolated areas of inappropriate land uses.

Future shopping center areas are indicated on land that is undeveloped at present and are located generally at the intersections of existing and proposed major thoroughfares. These sites are spaced approximately one mile apart, since the normal service area of a shopping center is approximately 1/2 mile in all directions. This standard has been adopted by the Planning Commission - thus the Land Use Plan will serve as a guide for the Planning Commission in administering zoning

PRINCIPAL  
FEATURES  
OF THE PLAN

Shopping Areas



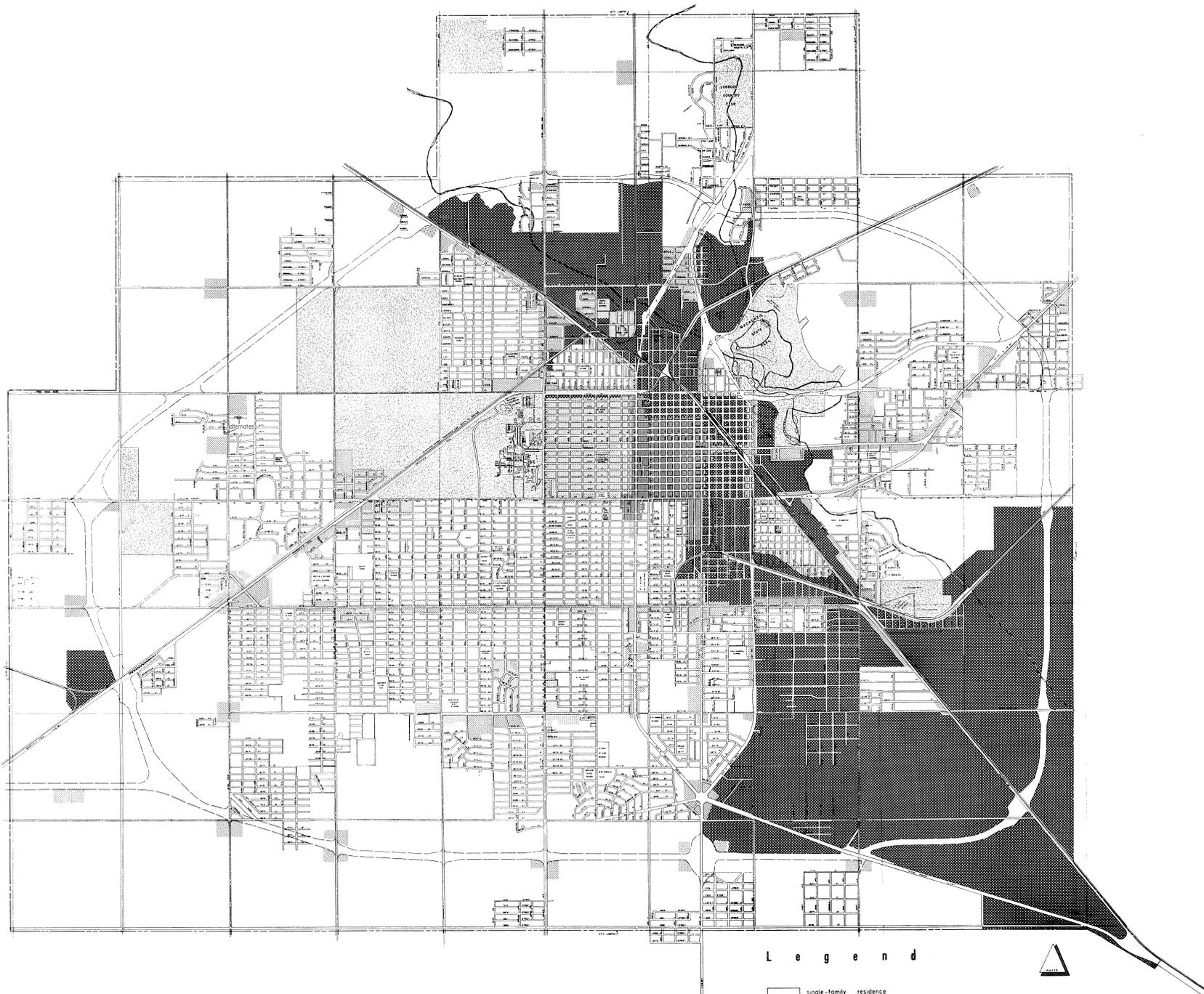
**Legend**

- existing zoned shopping areas
- ▨ proposed shopping areas



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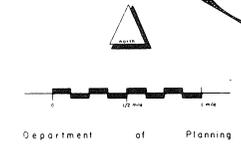
**SHOPPING CENTERS · PROPOSED LOCATIONS  
AND SERVICE AREAS  
Lubbock, Texas**



**PROPOSED LAND USE**  
**Lubbock, Texas**

**Legend**

- single-family residence
- ▒ multi-family residence
- ▓ central business district
- ▒ general retail
- ▒ public use
- industry



in order to obtain sites that are properly located in relation to the neighborhoods which they are intended to serve. Strip-type commercial areas indicated on the plan are so extensively developed as to preclude the possibility of their being used in any other manner. Plate 4 indicates the logical service areas of the designated shopping centers and commercial areas excluding the Central Business District.

The Central Business District has been enlarged to include most of the area from Avenue G to Avenue Q, and from 9th Street to 19th Street. This area which borders the present Central Business District is experiencing some transition to commercial uses. It is most important that there be adequate provision for the growth of the Central Business District since it is the heart of the city.

#### Multiple-Family Dwelling Areas

The multiple-family dwelling areas are located generally between the Central Business District and Texas Technological College where such uses now predominate, in the vicinity of Methodist Hospital, and in the vicinity of 50th Street and College Avenue.

The preponderance of the industrial use areas are east of Avenue A and south of 34th Street, and are bordered on the east by Yellowhouse Canyon, and on the south by Freeway Loop 289 and Slaton Road, (U. S. 87). There is a fairly wide belt of industrial area paralleling Yellowhouse Canyon and the Clovis-Slaton line of the Santa Fe Railroad. The existing industrial development in this area occurred largely before the era of planned industrial districts. Expansion of future industrial developments within well planned industrial districts should occur mainly in the southeast part of Lubbock where they will not adversely affect existing or proposed residential areas.

## AREA OF THE LAND USE DISTRICTS

The land use plan for Lubbock is based on the anticipated future growth of Lubbock as projected in the Comprehensive Plan Population Report. The area assigned to each land use category is designed to accommodate an estimated population of 294,500 persons in the year 1980.

A summary of the various areas in the land use plan is compared (Table 2) with the areas in use at present.

At present approximately 4.60 acres of land for each 100 people is utilized for residential purposes. Although this is higher than the 4.16 acres per 100 people in the average urban area, the variance occurs in the single-family classification, there being comparatively few multi-family areas in Lubbock.

A projected ratio of 4.75 acres per 100 people in 1980 seems reasonable and is based on more spacious lot areas. This would require

## SUMMARY OF AREAS

### Residential Uses

TABLE 2

ESTIMATED FUTURE LAND USE AREAS

| USE                     | ACRES PER 100 PERSONS |              |              | AREA REQUIRED | AREA LAND USE PLAN |
|-------------------------|-----------------------|--------------|--------------|---------------|--------------------|
|                         | Average Urban Area    | Lubbock 1959 | Lubbock 1980 |               |                    |
| Single-Family           | 3.72                  | 4.32         | 4.40         | 12,958        | 14,896             |
| Multi-Family            | 0.44                  | 0.28         | 0.35         | 1,031         | 605                |
| TOTAL                   | 4.16                  | 4.60         | 4.75         | 13,989        | 15,501             |
| Public & Semi-Public    | 4.43                  | 3.52         | 3.75         | 11,044        | 11,044             |
| Streets & Rights-of-Way | 5.02                  | 4.41         | 4.60         | 13,547        | 13,547             |
| TOTAL                   |                       |              |              | 38,580        | 40,092             |
| Commerce                | 0.39                  | 0.65         | 0.44         | 1,311         | 1,311              |
| Industry                | 0.84                  | 1.19         | 2.39         | 7,050         | 7,050              |
| TOTAL DEVELOPED AREA    | 14.84                 | 17.08        | 15.93        | 46,941        | 48,453             |

13,989 acres of land which is more than twice the 5,506 acres now being used for residential purposes.

There are 39,488 acres of land allocated for residential purposes in the land use plan. While this amount is much greater than the projected need, it will allow for the many public and semi-public uses that occur in residential areas and for population growth beyond 1980. The location of public uses will be the subject of a later report on school, park and recreation requirements. A large amount of land is involved, also, in the wet weather lake areas.

Commercial land is being used at the ratio of 0.65 acres per 100 people, which is significantly higher than the 0.39 acres for the average urban area. Commercial areas in Lubbock have developed largely in the suburban areas during the past decade and the provision of off-street parking in these areas is the principal reason for the greater amount of commercial land use.

Commercial Uses

Approximately 12,500 acres for commercial use is provided in the land use plan which is almost twice the 778 acres being used at present.

Development of multi-story buildings and parking garages in the central business district will reduce the present high ratio, thus allowing an element of flexibility necessary to forestall inflationary land values.

#### Industrial Uses

Industry now occupies 1.19 acres of land for each 100 persons, which is a larger ratio than the 0.84 acres per 100 people in the average urban area.

The land use plan indicates over 7,000 acres of land for industrial uses, as contrasted to 1,430 acres at present, a very substantial increase. A portion of this differential will be devoted to railroad rights-of-way in order to serve the future industrial districts and the trend to more spacious park-like treatment of industrial developments will increase the area required for industrial uses.

#### SUMMARY

The urban development of Lubbock now occupies a total of 20,428 acres at a ratio of 17.08 acres per 100 persons. The estimated 1980 population of 294,500 persons could be accommodated adequately within the present corporate limits of the City of Lubbock, an area of 48,453

acres, at a ratio of 16.45 acres for each 100 people.

The land use plan makes ample provision for future growth of each land use. It may be used with confidence as the basis for the administration of zoning with the assurance that it will not be a restriction or a limitation on community growth and that it will not induce false hopes of land uses and values not likely to materialize.

|  |  |
|--|--|
| mayor                                  | Lennis W. Baker  |
| city commissioners                     | David Casey<br>Otis O. Maner<br>Homer G. Maxey<br>Vernon Thompson  |
| city manager                           | H. P. Clifton  |
| assistant city manager                 | Fritz Lanham   |
| city planning and zoning commissioners | Roy Bass<br>W. L. Bradshaw<br>Tom Cobb<br>Harold Griffith<br>D. R. McWilliams<br>L. G. Pierce<br>H. N. Roberts<br>George Wilson<br>Rogstad Zachary |

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