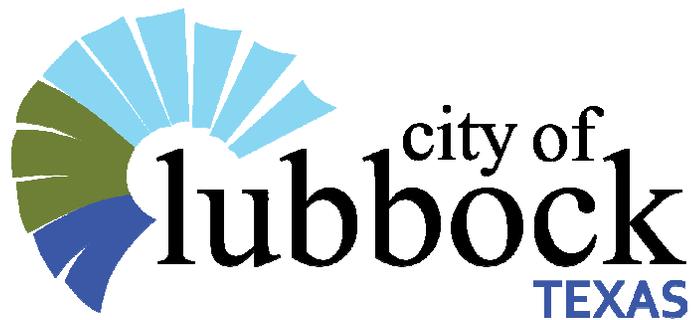




Downtown Public Improvements Design Standards

City of Lubbock, Texas

December 7, 2011



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CHAPTER 1: Introduction

Overview

In 2008 the City Council adopted the *City of Lubbock Downtown Revitalization Action Plan (CBD Action Plan)* to articulate the preferred vision for the revitalization process. The *CBD Action Plan* was shaped after extensive citizen input through a collaborative effort between the urban design consulting firm EDAW, Inc. from Denver, Colorado, the economic development firm Development Strategies of St. Louis, Missouri, local design firm Parkhill, Smith, and Cooper, Inc., and the City of Lubbock. The Planning Department adjusted the boundaries of the plan areas slightly to coordinate with existing and proposed zoning in downtown Lubbock. See Figure 2: Downtown Revitalization Action Plan (*CBD Action Plan*).

While the *CBD Action Plan* provides a vision for Downtown, more specific technical guidance is needed for a coherent, unified Downtown design. This publication is just one of several documents needed to guide that design.

The primary mechanism for private sector redevelopment is the Central Business (CB) Districts of the City of Lubbock Zoning Ordinance. The Lubbock City Council, on the recommendation of the Planning and Zoning Commission, adopted six zoning code districts into the Zoning Ordinance that provide for the specific needs of different areas of Downtown, including those identified in the *CBD Action Plan*.

Like other sections of the zoning code, each CB Zoning District includes standards for height and building orientation, building mass and scale, parking areas, and landscape areas. Each of the CB Zoning Districts fully adopts the *Design Standards for the Central*

Business District (CBD Design Standards) within the ordinance to provide more detailed design standards for new construction and rehabilitation projects. The standards provide a mechanism for review and approval of construction and remodeling plans within the CB Zoning Districts, including an appeals process.

This document, *Downtown Public Improvements Design Standards (Public Improvements Standards)*, serves as the second guide for development. While the CB Districts and the *Design Standards for the Central Business District* that are incorporated within them govern private property within the CBD, they also include requirements for parts of the public right-of-way. The *Public Improvements Standards* does not replicate the requirements of the CB Ordinances, but sets a minimum standard for all right-of-way improvements in the area.

The *Public Improvements Standards* provide a basic design concept for right-of-way improvements in downtown Lubbock that can be used by the City and by private developers of Downtown property. These public improvements will create a desirable environment for downtown life while providing a framework for private development. This document will apply within the boundaries shown on *Figure 1: Public Improvements Standards Boundary*.

Rebuilding the right-of-way improvements of downtown Lubbock generally will follow the pattern of private development. The Public Improvements Standards apply to all projects within this area, whether privately funded by developers of adjacent property, or publicly funded by the City of Lubbock or any other governmental entity. Some projects may require additional designs, which will be outlined in a developer's agreement negotiated between the City of Lubbock and the developer of the project.

Using the Downtown Public Improvements Design Standards

Developers proposing projects in Downtown Lubbock will have a pre-application conference with the City of Lubbock Director of Planning. Prior to the issuance of a building permit or completion of a developers agreement, the Director of Planning, in consultation with the Director of Parks and other City staff members, will determine if the proposed project meets the intent of the CBD Action Plan, the City of Lubbock Zoning Ordinance and its *CBD Design Standards* and the *Public Improvements Standards*. If the project meets the ordinance or standards criteria, the project can proceed through the City's normal building permit process.

If the Director of Planning determines that a proposal contains unique circumstances that cannot be accommodated by the *Public Improvements Standards*, the plans will be referred to the Urban Design and Historic Preservation Committee (UDHPC) for review. Upon recommendation of the UDHPC, the Director of Planning may vary the requirements of the *Public Improvements Standards* so long as the basic requirements of the Zoning Ordinance or any other applicable codes are not altered. Any variations from City codes will follow the review and appeal process outlined in that code.

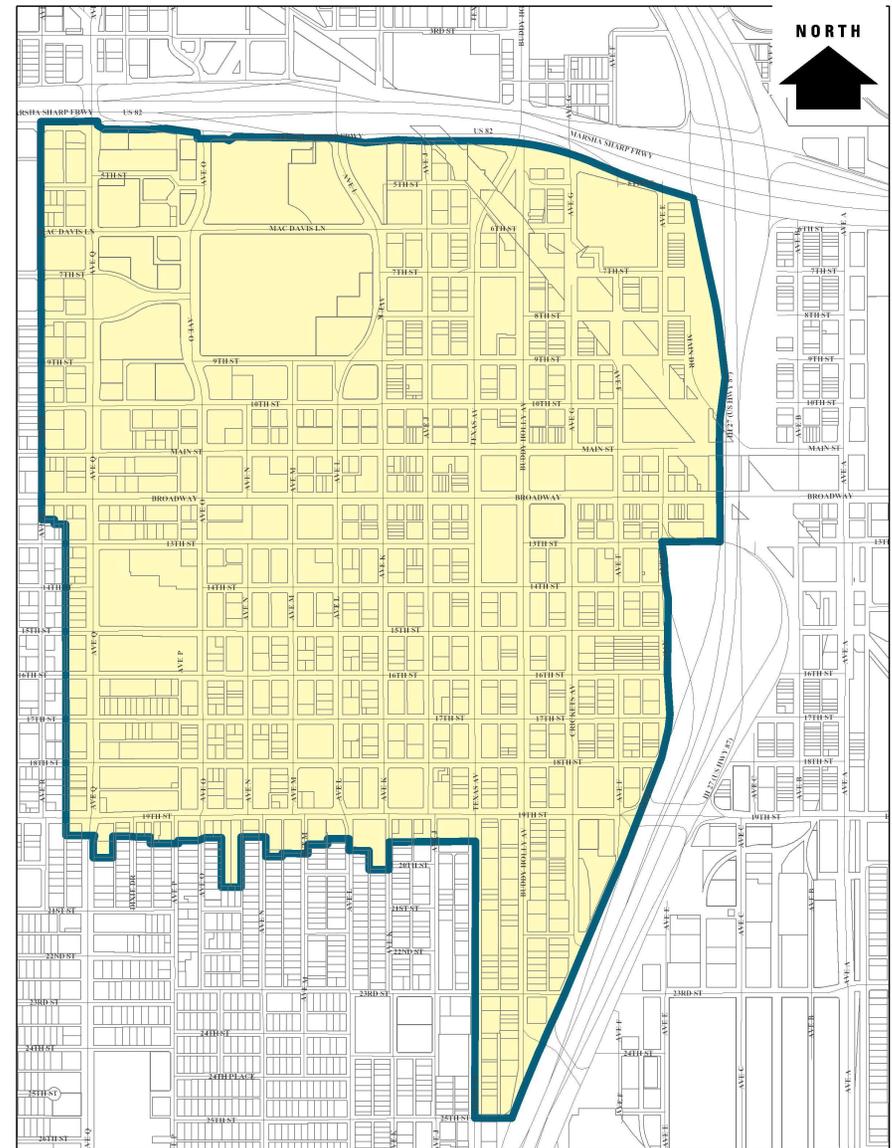
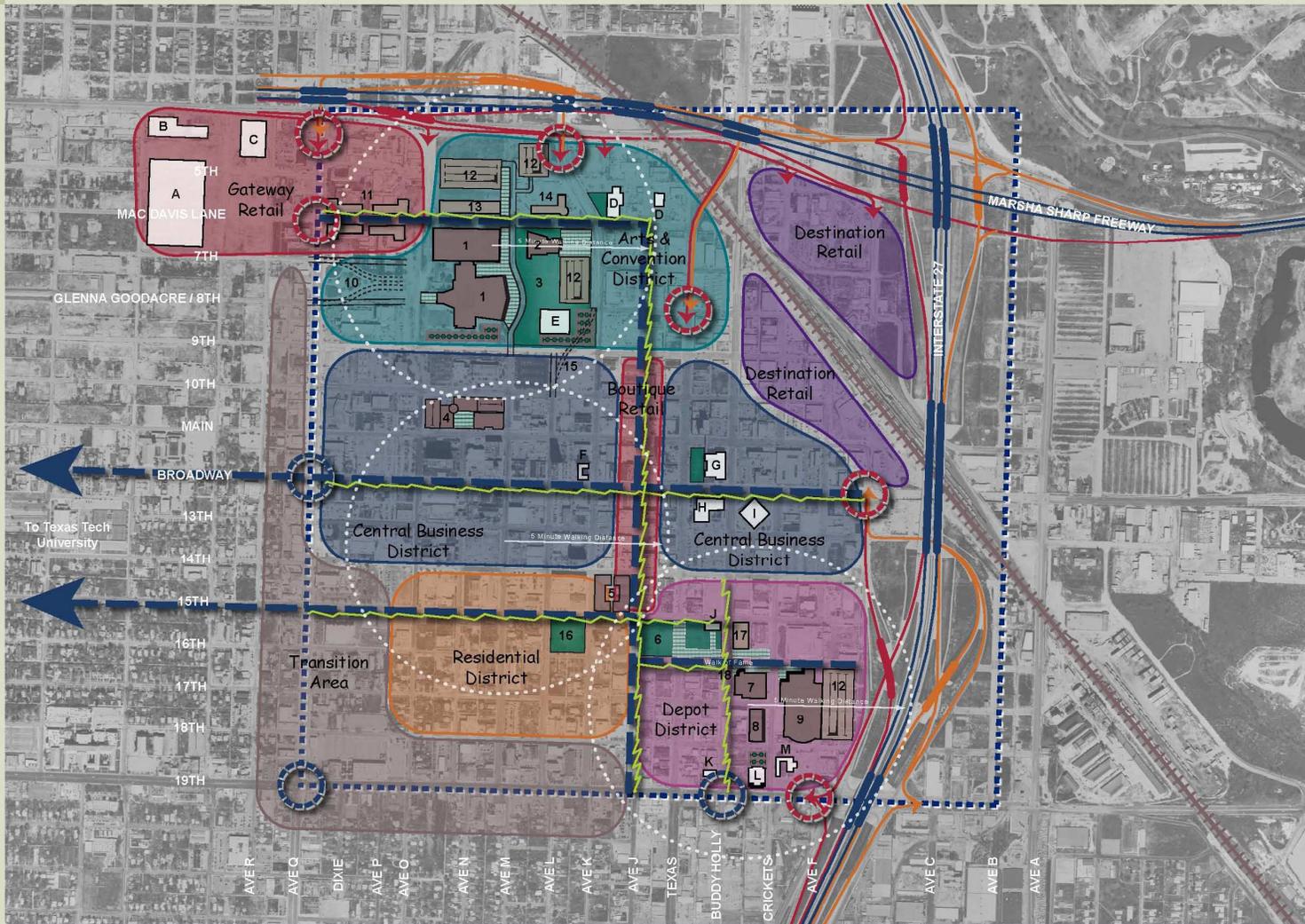


Figure 1: Public Improvements Standards Boundary

DOWNTOWN REVITALIZATION ACTION PLAN

Preferred Primary Districts & Catalytic Projects



- Legend**
- Downtown Core
 - Land Use Districts
 - Key Buildings / Projects: Existing or On-the-Board
 - A Wal-Mart
 - B Pad Retail
 - C Pad Retail
 - D LHUCA
 - E Library
 - F Pioneer Hotel Condos
 - G County Courthouse
 - H Federal Building
 - I Citibus Transfer Plaza
 - J Needles Building
 - K Cactus Theater
 - L Visitor Center
 - M Buddy Holly Center
 - Proposed Catalytic Projects & Primary Building Entries
 - 1 Civic Center Renovation & Expansion
 - 2 Performing Arts Center
 - 3 Heritage Park
 - 4 Office Flex Project
 - 5 Mixed-use Residential
 - 6 Festival Park
 - 7 Movie Theater
 - 8 Collegiate Hall of Fame
 - 9 Arena
 - Supporting Elements
 - 10 Glenna Goodacre / 7th Avenue Extension
 - 11 Gateway Retail
 - 12 Parking Garages
 - 13 Arts-related Offices
 - 14 Convention Hotel
 - 15 Avenue L Street Improvements
 - 16 Residential Park
 - 17 Boutique Hotel
 - 18 Walk of Fame
 - Parking - Surface
 - Open Space / Plaza
 - Transportation Highway Throughways
 - NB / WB Ramps
 - SB / EB Ramps
 - Highway Bridges
 - BNSF Railroad
 - Key Connectors
 - Proposed Street Closures
 - Proposed Street Alignments
 - Streets for People
 - Wayfinding Gateways
 - Identity Gateways

City of Lubbock, Texas

February 5, 2008



EDAW / DEVELOPMENT STRATEGIES / PARKHILL, SMITH & COOPER

Figure 2: Downtown Revitalization Action Plan (CBD Action Plan)

CHAPTER 2: Design Concepts

Downtown Lubbock is distinguished by the presence of historic buildings and materials as well as the large scale of buildings at the street level. As the area returns to serving as a center for living, working, and recreation, this urban character will be maintained through the use of historical elements and appropriate building scale.

Although each of the CB Zoning Districts has unique needs and opportunities for redevelopment, the following right-of-way elements will be coordinated throughout Downtown Lubbock. Street furnishings are a fundamental component to the success of the street and neighborhood. Furnishings allow places to sit, deposit trash, and secure bicycles. Beyond the functional benefits, the right furnishings can attract and engage the public by creating a safe, comfortable, and welcoming environment.

Historic Brick Pavers

Many of the streets in Downtown Lubbock are paved with fired clay brick pavers. These streets were built during the 1920's and 1930's primarily by the City of Lubbock but some by New Deal public works programs. Many of the historic brick removed in reconstruction projects have been stored for future repair, reconstruction, and use in special projects. Consideration should be given to using these bricks in projects if possible. Property owners and developers should coordinate their requests with the City of Lubbock to verify current quantities and sizes available in advance of designing or constructing their projects.

In 2006, the City Council adopted City code revisions that protect existing brick streets in most cases. Ordinances were amended to:



- Provide continued protection of brick streets and alleys by requiring appropriate repairs as outlined in the 1982 resolution and the repair details prepared by Streets Engineering.
- Specify that all bricks salvaged from any removal or repair of streets will remain the property of the City of Lubbock.
- Specify a review process for removal that allows Urban Design and Historic Preservation Commission (UDHPC) determination with appeal to the City Council, using the same concept of review and appeal that currently governs Lubbock Historic Landmark Certificates of Appropriateness.

Requirements for the repair and maintenance of brick streets are addressed in the City of Lubbock Code of Ordinances in Sec. 36.07.011 Brick Streets, Section 36.08.006 Brick Alleys, and Section 40.03.3224. The UDHPC has made recommendations for continued preservation and improvement of brick streets. See *Figure 3: UDHPC Recommendations for Historic Brick Streets*.

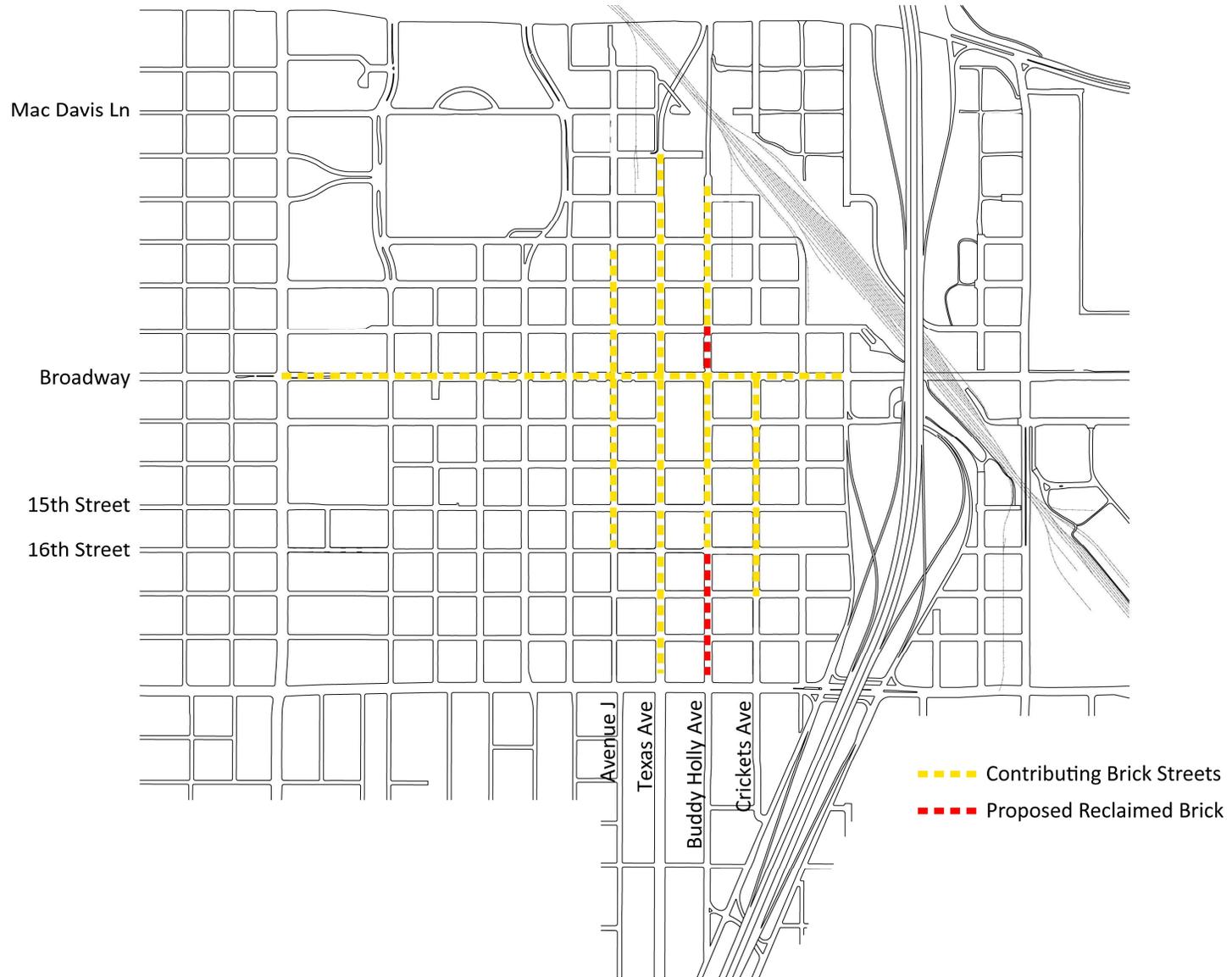


Figure 3:UDHPC Recommendations for Historic Brick Streets

Specialty Paving

Sidewalks and related pavement elements such as crosswalks direct movement, define space, and provide for pedestrian safety. Enhanced pedestrian crossings at intersections will facilitate pedestrian movement and help slow traffic. Specialty paving adds visual interest and articulates special landscape features.

In Downtown Lubbock, differing patterns and materials will identify and separate the different spaces of the sidewalk environment. However, sidewalk surfaces should present a consistent and unifying element in the district. Sidewalks will be built to existing City of Lubbock construction standards, though the Lubbock Building Board of Appeals can consider alternate styles.

- The approved concrete pavers for sidewalk and crosswalk enhancement are the Pavestone Holland Stone Parkway series (non-chamfered edges) in the Antique Buff color or equivalent.
- Subject to landscape plan review, this series may be used in sidewalk projects encompassing one full block face or more. Selected concrete pavers should comprise at least 10 percent of the sidewalk surface area.
- The clear pedestrian path of the sidewalks should be at least 5' wide when the total parkway width is less than 10' wide, with the remaining width serving as the amenity zone. If the total parkway width is 10' wide or greater, the sidewalk should be 50 percent of the width of the total parkway, with the remaining width serving as the amenity zone.
- Paver patterns should be consistent within sidewalk spaces by block, for example, one pattern for the primary walkway and one pattern for the hardscape apron between tree grates. Sidewalk

design and materials will be approved as part of the permit or contract review process.

- Specialty paving may be used to extend the sidewalk visually across the street at selected gateway and corridor intersections. All crosswalks shall be approved concrete pavers with concrete banding. No historic brick surfaces will be disturbed to create intersection paving features.
- Exposed aggregate concrete should never be used as a paving surface in the Central Business District.



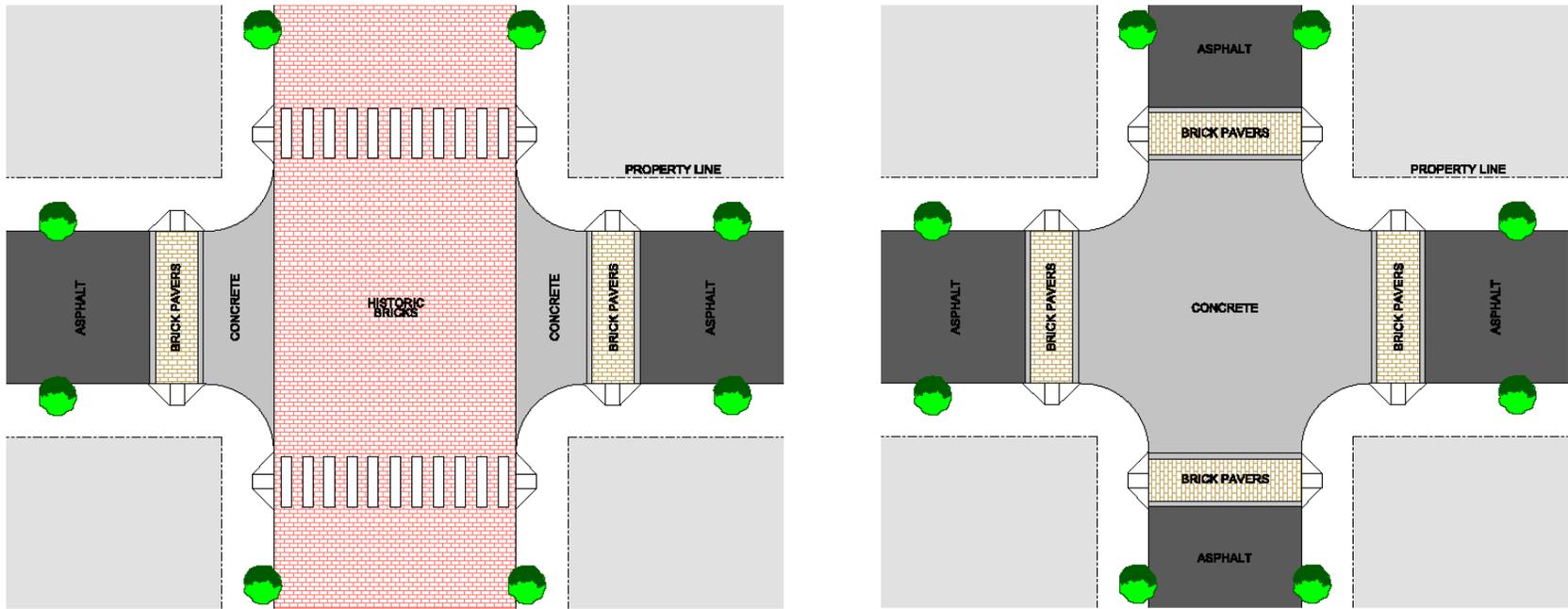


Figure 4: Intersection Paving Concepts

Specialty Vehicular and Pedestrian Lighting

Lighting is important both for safety and for the ambiance of the neighborhood. Pedestrian level lighting further reinforces the human scale of downtown Lubbock and encourages outdoor activity.

In the Downtown area, specialty lighting fixtures have been selected to provide a unique identity for the area. Two levels of lighting poles have been selected to provide flexibility in the public right-of-way: a medium pedestrian light standard and a tall vehicular or roadway lighting standard.

- Specialty vehicular lighting will be restricted to gateway and corridor streets as identified in Chapter 3. See Figure 5: Gateways and Corridors.
- Street and pedestrian lighting shall be spun concrete poles with a polished, exposed aggregate finish as specified in *Appendix A: Vehicular and Pedestrian Lighting Specifications*.
- Specialty pedestrian lighting is required on all gateway and corridor streets and for any projects encompassing a full block face or more and may be installed for smaller projects if approved in the landscape plan review.
- A lighting plan will be submitted to and approved by the City of Lubbock on all projects where lighting is required or proposed in the right-of-way.

The following general conditions will apply in every area where specialty lighting is used. More detailed information is included in *Appendix A: Vehicular and Pedestrian Lighting Specifications*.

- Lighting will include full cutoff and cutoff lighting fixtures as defined by the Illuminating Engineering Society of North America (IES).
- All new vehicular and pedestrian lighting shall be LED to provide a white-colored light that is excellent for color clarity.
- All Ground-Fault Circuit Interrupter (GFCI) outlets will be placed on separately controlled and switched circuits with both photocell and programmable timing devices for each circuit.
- Pedestrian lighting will be spaced evenly along the block in relationship to each other and to the street centerline. Across the street relationships should also be considered, as well as spacing to provide illumination at alley intersections.
- Vehicular lighting will be placed at every intersection, with at least one additional light at mid block.

Public Parks, Plazas, and Features

Several parks and open spaces have been proposed in the CBD Action Plan to serve the public by providing green spaces. These spaces will serve as anchors for the proposed districts. Designs for these public spaces shall conform to these standards and specific plans will be reviewed under the process outlined in this document.

Public Art and Banners

Public art is a major component in enhancing a community's visual image. In Downtown Lubbock, sculpture, architectural trellises, pavilions, and similar symbolic structures will add interest to public parks, plazas, and squares. Many of these elements have already been implemented in various parts of Downtown and new works should complement existing art. In addition, banners from vehicular light standards on gateway and corridor streets will add to the urban ambiance of Downtown.

Any proposed art work or banners in the public right-of-way will be submitted to the City of Lubbock for consideration and approval before the work is installed. Artwork and banners will meet all Zoning Ordinance requirements, be approved by the Planning Department, and may not conflict with the sign code. Such artwork and banners may not have a business name included, nor be an artistic expression of the particular type of business on the parcel.

Street Signage

Street signs, stop signs, parking signs, directional signs, and informational signs will be coordinated to establish a unified appearance within the Downtown area.

- Signage should be placed to ensure a clear pedestrian pathway without restricting visibility at intersections
- A decorative logo will be included on street sign toppers. A graphic design package will be developed for the area.
- Signs will be installed in a visually pleasing manner that coordinates with the rest of the street amenities. However, all devices will be installed in accordance with the latest edition of the Texas Manual on Uniform Traffic Control Devices (TMUTCD).

Utilities

City of Lubbock Resolution 2011-R0287 adopted on July 14, 2011, noted that “among the goals and objectives of the Downtown Revitalization Plan were the goals of reducing the fragmentation of blocks caused by bidirectional alleys, [and] working with utilities to consolidate and co-locate physical infrastructure located in these alleys.” In adopting this Resolution, “City Council has determined that it is reasonably necessary for all utilities located overhead in the streets and alleys of the Downtown area to be relocated into an underground duct system as this public improvement is installed by the City of Lubbock” and provided a mechanism for notification of utility relocation.

The City's intent is to keep the alleys and pedestrian area of the right-of-way clear of utility obstructions, including poles and control boxes. The pre-application interview with the Director of Planning will include discussion on the requirements for underground utility placement and positioning and relocation of above ground obstructions into the City-installed underground duct system.

Public and private utility services should be placed to avoid trees and not to disrupt their alignment or spacing. Special attention must be

paid to preserving visual access at corners for pedestrians and motorists. Utilities should be placed before any right-of-way improvements are made.

Traffic signal boxes, transformers, telephone switching boxes, or other utilities that cannot be located underground or accommodated by easements on adjacent private property should be located away from building entrances and main views within the right-of-way.

Any utility boxes that are visible in the right-of-way shall be painted Sherwin Williams SW2140 Sealskin High Gloss Enamel or equivalent.

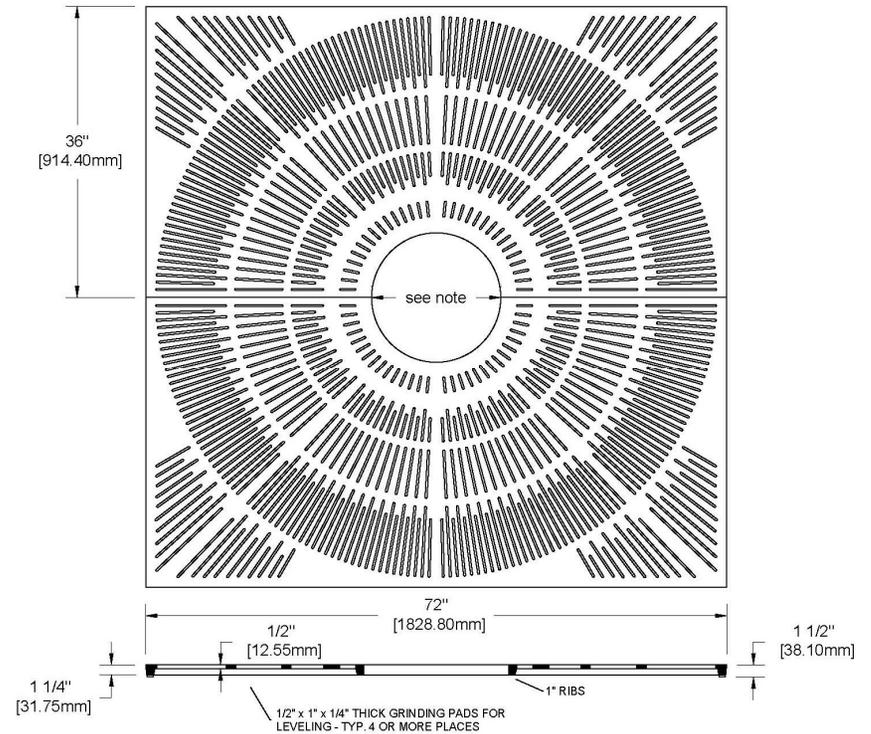
Benches

- Witt Stadium Series 72 inch slatted metal bench with arm rest. The benches must be powder-coated and black.



Tree Grates

The selected tree grates for the Downtown public improvements are the Ironsmith Starburst series 1, cast iron tree grate, grey as cast, 72 inches square in halves, with ¼ inch maximum slot openings. The same grate, 60 inches square or the East Jordan Ironworks 8694 4 ft. by 8 ft. rectangular tree grate in natural unfinished gray iron may be used if right-of-way width will not allow the larger grate and if approved in the review of the landscape plan.



Trash Receptacles

Trash Receptacles will be Highland Products Group 32-Gallon Steel Strap Receptacle. Receptacles must be powder-coated and black.



Bus Stops

Bus shelters are only allowed on designated bus routes in the Downtown area. Bus shelters will include seating and provide for protection from the wind and sun. Bus shelters placed as part of a private redevelopment effort must be reviewed by the City and Citibus.

Basic specifications for bus shelters will be “Simple Bronze on Bronze barrel tops with three sides, ADA compliant, interior bench and a front half panel.” Existing similar shelters are Handi-Hut Model 4-1B.

Bollards

Although bollards are not encouraged, they may be needed in some areas for pedestrian safety, and will be approved on a case by case basis in the landscape plan review. Lighted bollards are not allowed.

Bicycle Racks

Bicycle racks will be Krauss Craft, Inc. Bollard Bike Rack 2-Loops 7220. The racks must be powder-coated and black.



CHAPTER 3: Gateway and Corridor Streets

Introduction

During the initial studies of downtown Lubbock, a framework for improvements was established by first identifying the main gateway and corridor streets that define the area. Gateway features, specialty paving, landscaping, street furnishings, and banners on light poles will serve as unifying elements and contribute to the ambiance of gateway and corridor streets. See *Figure 5: Gateways and Corridors*.

The gateway streets include the portions of Avenue Q, 19th Street, Broadway, Buddy Holly Avenue, Mac Davis Lane, Glenna Goodacre Boulevard, and Avenue L shown on *Figure 5: Gateways and Corridors*. Avenue J, 15th Street, and 16th Street are corridor streets connecting different areas of Downtown. Since 19th Street and Avenue Q are under the jurisdiction of the Texas Department of Transportation, any improvements on those streets must be approved by and coordinated with the Lubbock District office.

Certain amenities will be limited to gateway and corridor streets. Street furnishings will be spaced along each block, including three benches, a trash receptacle, and two bicycle racks per block face. Specialty vehicular lighting where banners can be displayed will help define the special nature of these streets. Banner locations will be limited to these streets. Unique pedestrian crossings, including specialty paving, will add to the character of the street by further defining intersections and promoting pedestrian safety.



Markers and monuments create a sense of arrival into downtown Lubbock as well as transition between districts. Such features give the first impression of a place. Downtown Lubbock has several identified gateway points that will require a special treatment. Recommended locations of gateway features are indicated on *Figure 5: Gateways and Corridors*.

Traffic Impact

Any development that expects to generate high Average Daily Traffic (ADT) or high traffic due to regularly scheduled events shall be required to conduct and provide the City of Lubbock with results from traffic studies. The traffic studies should show analysis with current street layouts or proposed street modifications. Current and future impacts to downtown Lubbock's pedestrian, vehicular, and transit circulation should be considered in the traffic analysis.

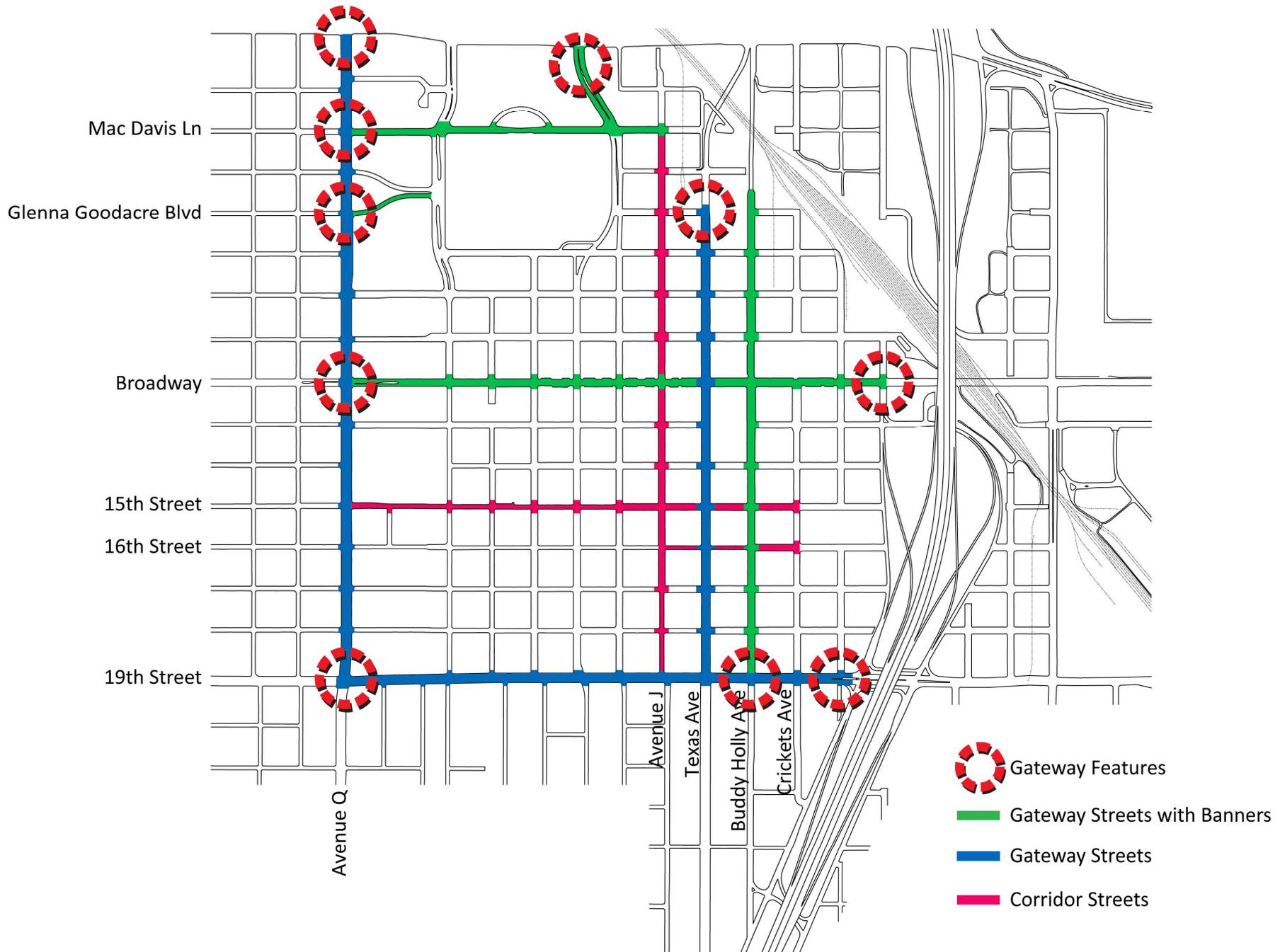


Figure 5: Gateways and Corridors

Gateway Streets

Gateway streets are the major streets into downtown Lubbock and the introduction to Downtown for most travelers. See Figure 5: Gateways and Corridors. These streets typically have a higher volume of vehicular traffic. Because of their higher traffic carrying capacity, gateway streets should have less frequent vehicular access points or curb cuts. The size and number of vehicular access points or curb cuts per site development on the Gateway and Corridor streets will be coordinated with City of Lubbock staff for approval.

Broadway

Broadway has historically been the spine of the Central Business District, linking the entrance to Texas Tech University and downtown Lubbock. In 1995, improvements on Broadway between University Avenue and Martin Luther King Boulevard were completed with a major Texas Department of Transportation grant. Pedestrian and vehicular lighting, street trees, and specialty paving were early efforts to establish an urban design theme for downtown Lubbock.

Some changes will be needed to unify Broadway's existing enhancements with those proposed for the rest of the CB-2 Zoning District. Any redevelopment of property along the Broadway corridor will be required to match the style and design of the existing corridor as best possible with additional requirements of required site furnishings as per this document.

Buddy Holly Avenue

Buddy Holly Avenue is already established as the gateway to the Depot District. It also serves as a corridor through the Central Business District, terminating at IH 27 on both the north and south.

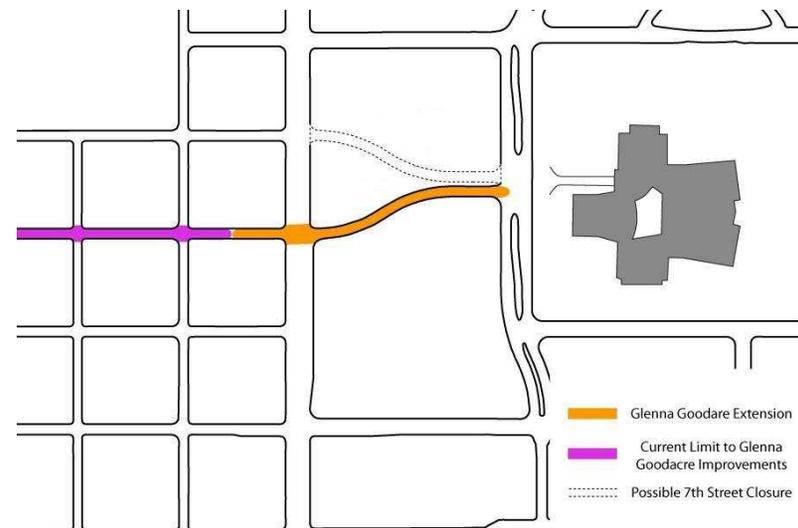
The Buddy Holly Avenue right-of-way measures 100 feet between property lines. This expansive width allows for multiple lanes of vehicular traffic, tree-lined streets, and on-street parking.

Mac Davis Lane

Mac Davis Lane is a gateway into the Memorial Civic Center and Arts District from Avenue Q. A special treatment is necessary to distinguish arrival into these special zones. Additional trees located on properties adjacent to the right-of-way will create a park-like setting within the Civic Center district.

Glenna Goodacre Boulevard

During the redevelopment of North Overton, Glenna Goodacre Boulevard was designated as the central spine through that neighborhood. Extending the Glenna Goodacre improvements across Avenue Q to Avenue O will enhance the entry to the Civic Center.



Corridor Streets

Corridor streets serve as the crucial links between districts within downtown Lubbock. The most important of these is Avenue J, which has been identified as the best link between the Depot District and the Arts District. Similarly, portions of 15th Street and 16th Street will serve as corridors within the Depot District. Special street conditions are necessary for such corridors in order to accommodate pedestrian activity. The identified gateway streets mentioned previously will also serve as corridor streets.

Avenue J

Serving as the link between the Depot District and the Arts District, Avenue J was proposed in the CBD Action Plan to become a ground-floor, retail corridor. It is important that Ave J be developed as a pedestrian-friendly retail corridor and that development along Avenue J set the standard for other projects.

The Avenue J right-of-way measures 75 feet between property lines. This presents a complex design challenge as the corridor must allow for pedestrian and cyclist activities, street amenities and plantings, outdoor dining spaces, and lanes for medium-level vehicular traffic.

Because Avenue J is proposed as the main retail spine of the Central Business District, it is important that the right-of-way improvements within this corridor promote a pedestrian-friendly environment.

An increased level of pedestrian seating will accommodate outdoor activity. Additional trash receptacles will ensure the cleanliness of the corridor and extra bike racks will promote transportation by bicycle.

15th Street & 16th Streets

15th Street and 16th Street between Avenue J and Crickets Avenue are also corridor streets with the Depot District and will receive a similar treatment to Avenue J.

CHAPTER 4: Landscaping

General Landscaping

The following general landscaping standards apply to all public right-of-way in the Downtown area and are to be used as a supplement to the existing requirements for right-of-way maintenance in the City of Lubbock Zoning Ordinance. Lubbock has a semi-arid climate with a limited selection of native plant material that can thrive on the small amount of annual rainfall received. Therefore, it is in the best interest of the City to pursue landscaping enhancements which promote water conservation.

When a private developer initiates a project in Downtown, a landscape plan will be submitted as part of a building permit request. During zoning review, the Director of Planning will coordinate review of the landscape and irrigation plan with the Director of Parks.

- All plant material planted in the public right-of-way, including trees, will be irrigated. Permanent, automatic irrigation systems will be installed and tested prior to the installation of any plant material. Irrigation systems will utilize drip irrigation, subsurface irrigation, or other water-conserving methods or technologies where possible.
- Except on residential projects, irrigation control will be centralized with the Parks Department according to the approved landscape plan.
- The use of a hose bib for irrigation in the public right-of-way, as allowed elsewhere in the Zoning Ordinance, shall not be allowed within the area included in the Public Improvement

Standards. However, at least one quick coupler connection to a water source is required per block.

- A balance of trees, shrubs, ornamental grasses, and groundcover is encouraged. Climatically-adapted plant species should predominate for hardiness in urban conditions and to minimize maintenance. See *Appendix B: Plant Materials* for a list of selected plant materials for the Downtown area.
- Trees, shrubs, ornamental grasses, and groundcovers of the same species should be massed in groupings. Individual plants should only be planted when the intent is to highlight the species due to its unique color or form. Plantings with similar watering patterns will be grouped within the proper irrigation zones.
- The use of flowering or brightly colored foliage creates color and interest. Seasonal color is encouraged as an accent to permanent bed plantings.
- The use of raised planters is highly encouraged to make plantings visible and easier to maintain where foot traffic is dense or parkway width is limited.
- Planting beds will be dressed with a minimum of 1.5 inches of “Jog Blend” limestone screenings mulch from R.E. Janes Gravel Company, Slaton, Texas, or equivalent or 3 inches of shredded cedar bark mulch to retain soil moisture, establish healthy root systems, and reduce weeds.
- The use of shade trees is encouraged in and around surface parking lots, streets, and other large areas of paving. Deciduous trees on the south and west sides of buildings and

public use areas add shade in the summer and allow filtered light in the winter.

- Turf will only be used in low-density residential parkways, single-family yards, public parks, and open spaces exceeding 400 square feet in the CB-3 Zoning District.
- Trees in or adjacent to the right-of-way will be trimmed so that foliage is less than 80 inches above the top of curb of the adjacent street. Plant materials other than trees in the right-of-way may not exceed 2 to 3 feet in height as required by the Lubbock Code or Ordinances, Section 40.03.212. See Figure 11: View Obstruction.

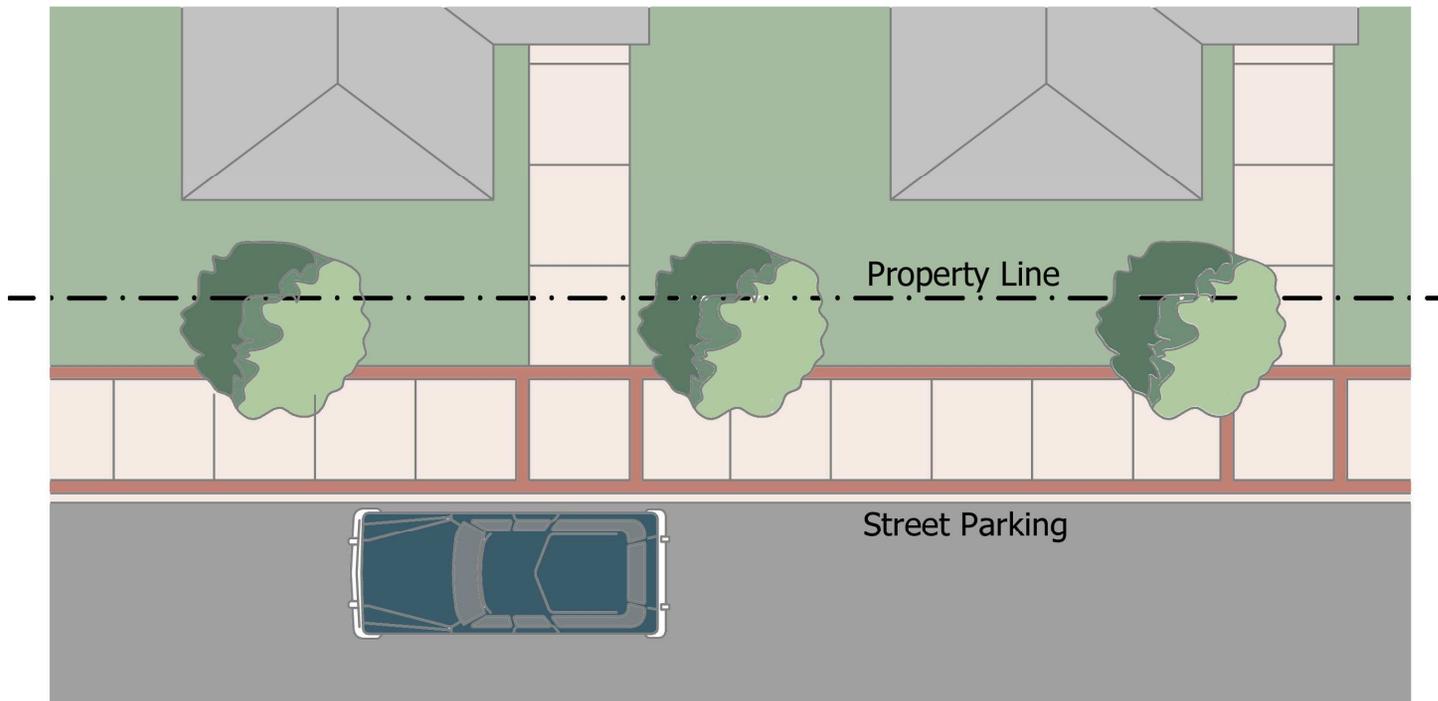


Figure 6: Residential Parkway Detail

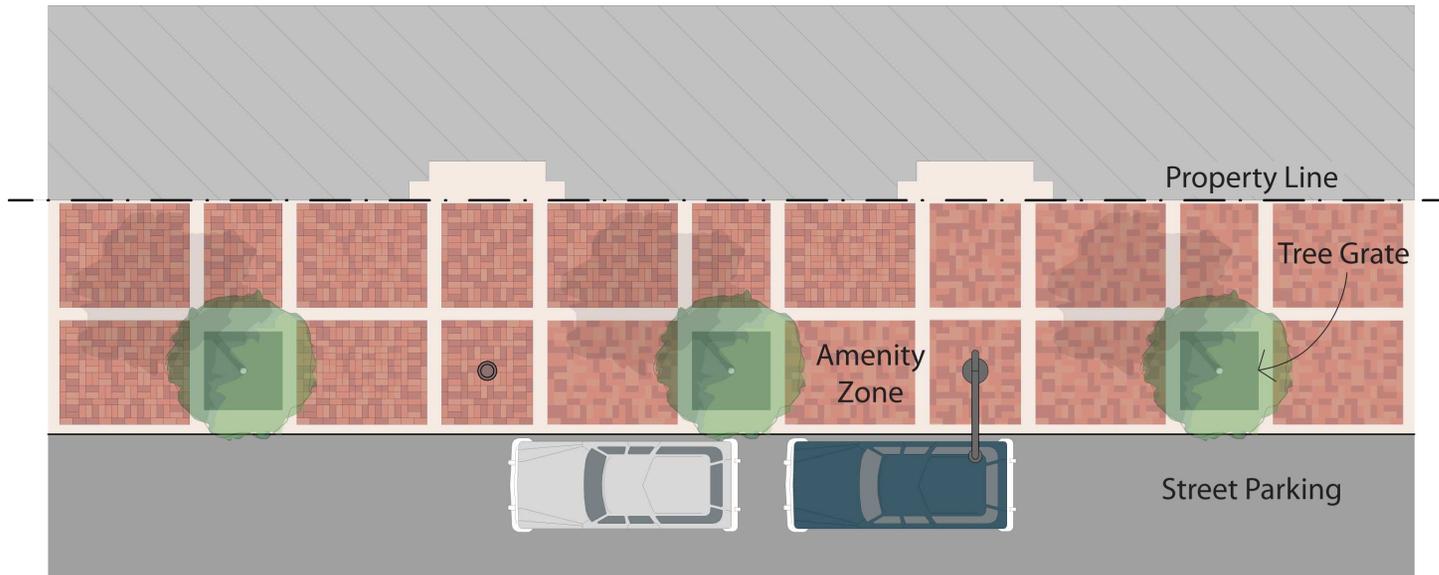


Figure 7: Urban Amenity Zone Detail



Figure 8: Planter Pocket Detail

Street Tree Framework

Street trees are inviting and help define major gateways and corridors in the Downtown area. They soften the edges where buildings meet the street, offer shade to pedestrians, and help cool the pedestrian environment.

In order to establish a consistent design concept for public spaces in the Downtown area, Figure 9: Street Tree Framework Plan, specifies the specific tree species for each street and at each intersection. Trees will have a minimum 4 inch caliper as measured by ANSI standard nursery practices.

The following general street tree standards apply to all streets or adjacent properties undergoing improvements and should be used with Figure 9: Street Tree Framework Plan in developing landscape plans.

- Street trees are required on all streets or adjacent properties undergoing improvements. Space trees a maximum of 47 feet on center along a street block with allowance for variations in spacing for curb cuts, alleys, and drives.
- The 47 foot spacing is derived from the historic block dimension of most Downtown blocks being approximately 250 feet square with 20 foot alleys in the center. One tree per every 47 feet should allow for an approximately 40 foot clear zone from the property line corners of each block and five subsequent trees in the midblock zone per historic 270 feet of block face. Spacing of trees should start from the centerline of each block and work towards the edges.
- Trees will be aligned and in straight rows, parallel to the curb. Ideally, trees will be centered in the space in which they are planted but need to line up down the continuous length of the street when possible. Align trees across the street and space them evenly along the block in relationship to each other and to the street centerline where possible.
- Adjustments can be made for blocks not having the traditional dimensions, but tree spacing should be kept proportional. Where blocks have been consolidated, this spacing should be maintained as closely as possible to coordinate with spacing throughout the remaining Downtown area. See Figure 10: Typical Block Spacing Diagram.
- Existing trees and their root systems should be protected during construction through the use of barricades and fencing.
- Tree grates are required for trees in the right-of-way in all zoning districts except CB-3. Tree grates provide for the required exchange of water and oxygen for tree roots while still providing a navigable surface for pedestrian walking. See Detail
- The preferred condition for placement of street trees in the high and low density areas of the CB-3 Zoning District is in the right-of-way behind a 6 foot sidewalk placed along the back of curb. These trees will appear to be in the yard or landscaping of the adjacent development but will be planted in the right-of-way between the back of sidewalk and property line. See Figure 6: Residential Parkway Detail.



Figure 9: Street Tree Framework Plan

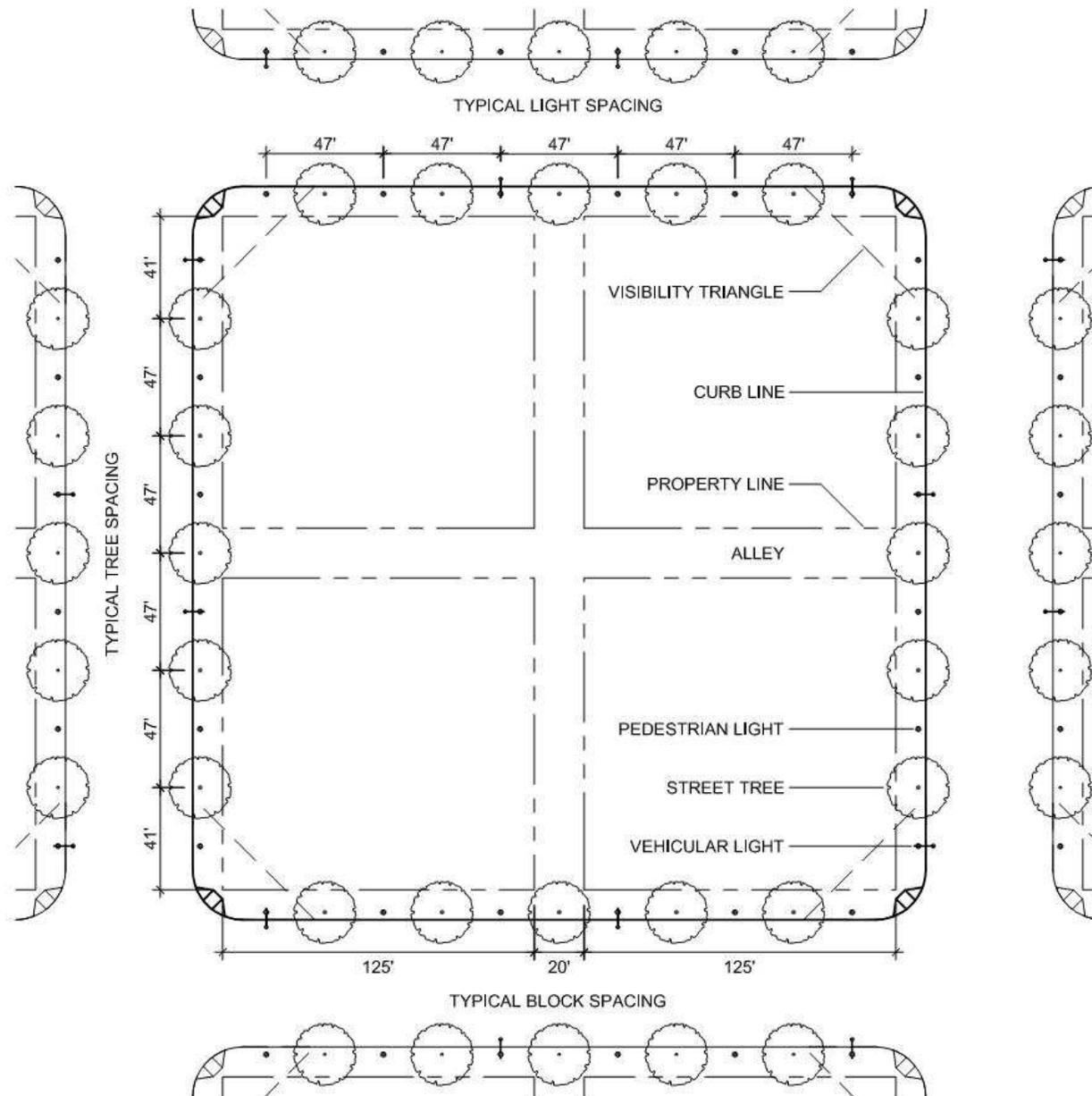
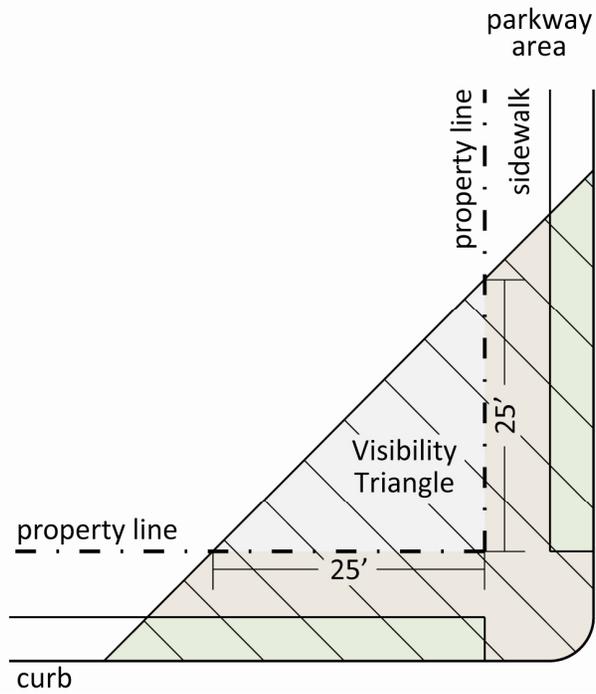


Figure 10: Typical Block Spacing Diagram for Trees and Lights

Corner



Mid-Block

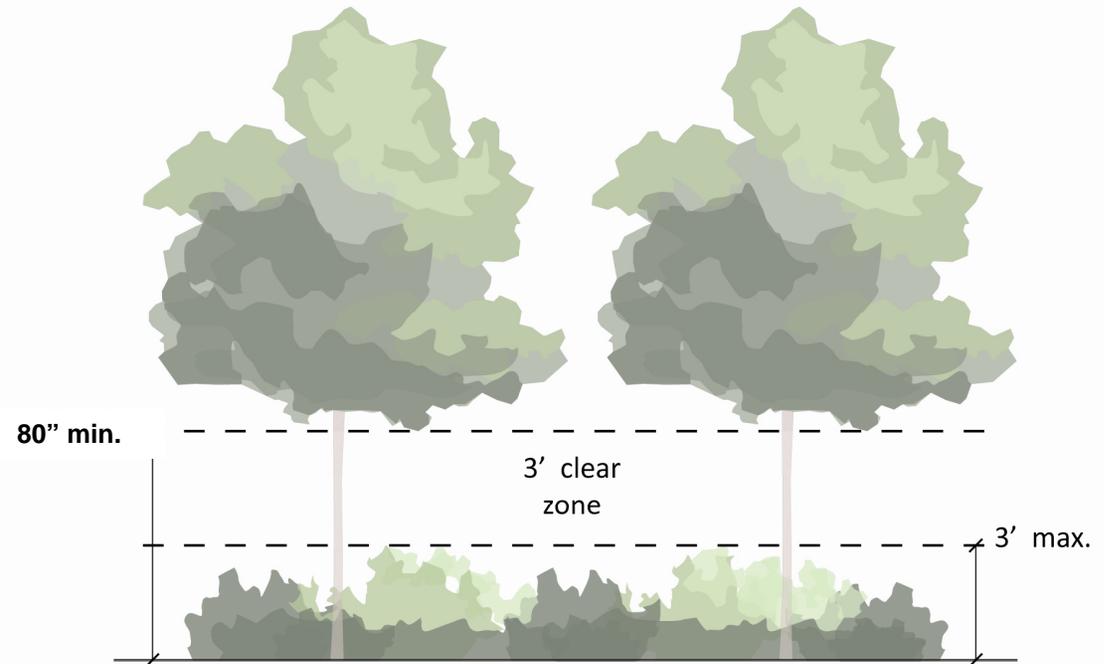


Figure 11: View Obstruction Illustration,
Zoning Ordinance Section 40.03.212

Appendix A: Street and Pedestrian Lighting Specification

Lighting is important both for safety and for the ambiance of the neighborhood. Pedestrian level lighting further reinforces the human scale of the neighborhood and encourages outdoor activity. Two levels of light standards have been selected to provide flexibility in the public right-of-way: a medium pedestrian light pole and a tall vehicular or roadway lighting pole. In addition, a coordinating wall-mounted fixture is provided for use on private properties adjacent to the right-of-way. All lighting shall include full cutoff and cutoff lighting fixtures as defined by the Illuminating Engineering Society of North America (IES), and all vehicular and pedestrian lighting in the Overton Park TIF District shall be metal halide to provide a white-colored light that is excellent for color clarity.

Vehicular lighting poles on Gateway and Corridor Streets identified in Chapter 4 will include both inserts spun into the standards for banner arms and an outdoor-rated GFCI outlet mounted at the base of the lower banner arm for holiday lighting. All GFCI outlets should be placed on separately controlled and switched circuits with both photocell and programmable timing devices for each circuit.

Approved Pedestrian Lights

- Poles -Stresscrete Inc. 13 foot (above grade) ‘Washington’, Spun-Concrete Light Pole; Model KWC13-G-T-E90. Saluki Bronze color. Direct-embed type installation.
- Luminaires – King Luminaire Inc. “Washington” Luminaire; Model K118-LAR-II-100(MH)120-K-16. Light shall have internal louver mechanism to provide full cut-off to comply with “dark sky initiatives.”

Approved Wall-Mounted Area Lights

Some circumstances may call for flush-mount pedestrian or area lighting on building facades. If private property owners wish to coordinate with the streetscape lighting, the following is recommended:

- Fixtures: King Luminaire Inc. “San Carlos” Wall Bracket; Model KA52-W. Bronze color to best match Landscape Forms “Stormcloud” color.
- Luminaires – King Luminaire Inc. “Washington” Luminaire; Model K118-LAR-II-100(MH)120-K-16.

Approved Vehicular Lights

- Poles -Stresscrete Inc. 30 foot above grade ‘Washington’, Spun-Concrete Light Pole; Model KWH30-G-T-E90-GFI-BA; Saluki Bronze color. Direct-embed type installation. Light arms - KPL10-PR “Pipe” arms in a single configuration. Bronze color to match Landscape Forms “Stormcloud” color.
- Luminaires – King Luminaire Inc. “New York” Pendant Luminaire; Model K88-HGD-III-100(MH)-MOG-120. Bronze color to best match Landscape Forms “Stormcloud.” Ornamental pedestrian street lighting on concrete pole.

Pedestrian and Vehicular Lighting Spacing

- Vehicular lighting should be placed at every intersection with additional lights the greater of at least one per mid block or one per every 125 feet of continuous block length along each block face. Vehicular lighting at intersections should include two lights per intersection on diagonally opposing corners. Preferably, all intersection lights will be on the southwest and northeast corners of intersections. Each block face should include a minimum of two vehicular lights; one light at an intersection and one light near mid block. Where obstructions at these locations exist, a plan review should be coordinated with the City of Lubbock.
- Pedestrian lighting should be spaced every 47 feet on center along each side of a block, centered between street trees. The dimension of 47 feet is derived from the historic block dimension of most Downtown blocks being 250 foot square. One pedestrian light per every 47 feet should allow for 6 pedestrian or vehicular lights per historic 250 feet of each block face. Where vehicular lights are required, they may be substituted for a pedestrian light. Where blocks have been consolidated, this spacing should be maintained as best possible to tie to the spacing throughout the remaining Downtown area.

Pedestrian and Vehicular Lighting Exception for Residential

The following conditions will apply for residential redevelopment projects encompassing one block face or more with traditional single-family, townhouse, duplex, or similar medium density residential housing.

- Pedestrian light poles serving blocks with residential structures should generally be spaced evenly in relationship to the street trees. They should be spaced every 125' on center along each side of a block. The dimension of 125' is derived from the historic block dimension of most Downtown blocks being 250' by 250'. One pedestrian light per every 125' should allow for one pedestrian light per historic 250' of each block face. Where vehicular lights are required, they may be substituted for a pedestrian light. Where blocks have been consolidated, this spacing should be maintained where feasible to tie to the spacing throughout the remaining area.
- Light poles will not obstruct a walkway into a residential yard.
- Vehicular lighting should be spaced at every intersection with additional lights per every 250' of continuous block length along each side of a block. Vehicular lighting at intersections should include two lights per intersection on diagonally opposing corners. Preferably, all intersection lights will be on the southwest and northeast corners of intersections.

Appendix B: Plant Materials

Street Trees within the Right-of-Way

All street trees, whether in planter pockets or parkways, shall be single-trunked and have a minimum 4 inch caliper as measured by ANSI standard nursery practices. Coniferous pines or upright evergreens such as junipers and cedars are not allowed as street trees.

Bur Oak	<i>Taxodium distichum</i>
Cedar Elm	<i>Ulmus crassifolia</i>
Chinese Pistache	<i>Pistacia chinensis</i>
Live Oak	<i>Quercus virginiana</i>
Red Oak	<i>Quercus shumardii</i>
Texas Red Oak	<i>Quercus buckleyii</i> 'Texana'
Japanese Zelkova	<i>Zelkova serrate</i> 'Green Vase'

Accent Trees

Accent trees may only be used in the right-of-way at gateways and special intersections and will have a minimum 4 inch caliper as measured by ANSI standard nursery practices. They may not be used to fulfill the street tree requirement.

Allee Lacebark Elm	<i>Ulmus parvifolia</i> 'Allee'
Bald Cypress	<i>Taxodium distichum</i>

Street Shrubs and Low-Height Perennials

The following species may be used in the right-of-way planting pockets.

Autumn Joy Sedum	<i>Sedum x 'Autumn Joy'</i>
Autumn Sage	<i>Salvia greggii</i>
Brown-Eyed Susan	<i>Rudbeckia hirta</i>
Compact Nandina	<i>Nandina compacta</i>
Coreopsis	<i>Coreopsis spp.</i>
Dianthus	<i>Dianthus spp.</i>
Dwarf Yaupon	<i>Ilex vomitoria</i>
Indian Hawthorn	<i>Raphiolepis indica</i>
Lantana	<i>Lantana spp.</i>
Siberica Iris	<i>Iris sibirica</i>
Stella de Oro Dwarf Daylily	<i>Hemerocallis x 'Stella de Oro'</i>
Texas Sage	<i>Leucophyllum frutescens</i>
Yarrow	<i>Achillea spp.</i>

Other Plant Materials

Shrubs and Perennials

Abelia	<i>Abelia grandiflora</i>
Artemisia	<i>Artemisia spp.</i>
Aster	<i>Aster spp.</i>
Barberry	<i>Barberry spp.</i>
Burford Holly	<i>Ilex burfordii</i>
Butterfly Bush	<i>Buddleia davidii</i>
Columbine	<i>Aquilegia spp.</i>
Dense Yew	<i>Taxus media 'Desiformis'</i>
Forsythia	<i>Forsythia intermedia</i>
Red Yucca	<i>Hesperaloe parviflora</i>
Rose (Multiple Varieties)	<i>Rosa spp.</i>
Russian Sage	<i>Perovskia atriplicifolia</i>
Sedum	<i>Sedum spp.</i>
Silverberry	<i>Eleagnus ebbingei</i>
Spirea	<i>Spirea vanhouttei</i>
Yellow Yucca	<i>Hesperaloe parviflora</i>

Ornamental Grasses

Big Blue Lily Turf	<i>Liriope muscari</i>
Blue Grama Grass	<i>Buchloe gracilis</i>
Blue Lyme Grass	<i>Elymus arenarius</i>
Buffalo Grass	<i>Buchloe dactyloides</i>
Fountain Grass	<i>Pennisetum alopecuroides</i>
Giant Liriope	<i>Liriope muscari 'Gigantea'</i>
Hameln Grass	<i>Pennisetum alopecuroides 'Hamlen'</i>

Japanese Ribbon Grass	<i>Phalaris arundinacea</i>
Japanese Silvergrass	<i>Miscanthus sinensis 'Variegata'</i>
Karl Forester Feather Reed Grass	<i>Calamagrostis acutiflora 'Karl Forester'</i>
Lindheimer's Muhly	<i>Muhlenbergia linheimeri</i>
Northern Seat Oats	<i>Chasmanthium latifolium</i>
Purple Fountain Grass	<i>Pennisetum staceum 'Rubrum'</i>
Side Oats Grama	<i>Bouteloua curtipendula</i>

Vines

Clematis	<i>Clematis spp.</i>
Coral Honeysuckle	<i>Lonicera sempervirens</i>
Five Leaf Akebia	<i>Akebia quinata</i>
Purple Honeysuckle	<i>Lonicera japonica 'Purpurea'</i>
Texas Wisteria	<i>Wisteria frutescens</i>

Groundcovers

Blue Rug Juniper	<i>Juniperus horizontalis 'Wiltonii'</i>
Dusty Miller	<i>Senecio cineraria</i>
English Ivy	<i>Hedera helix</i>
Green or Gray Santolina	<i>Santolina virens</i>
Huntington Carpet Rosemary	<i>Rosmarinus officinalis 'Huntington Carpet'</i>
Ice Plant	<i>Carpobrotus edulis</i>
Lambs Ear	<i>Stachys spp.</i>
Purple leaf Euonymous	<i>Euonymous fortune 'Colorado'</i>
Verbena	<i>Verbena canadensis</i>
Vinca	<i>Vinca major</i>
Winter creeper	<i>Euonymous fortune</i>