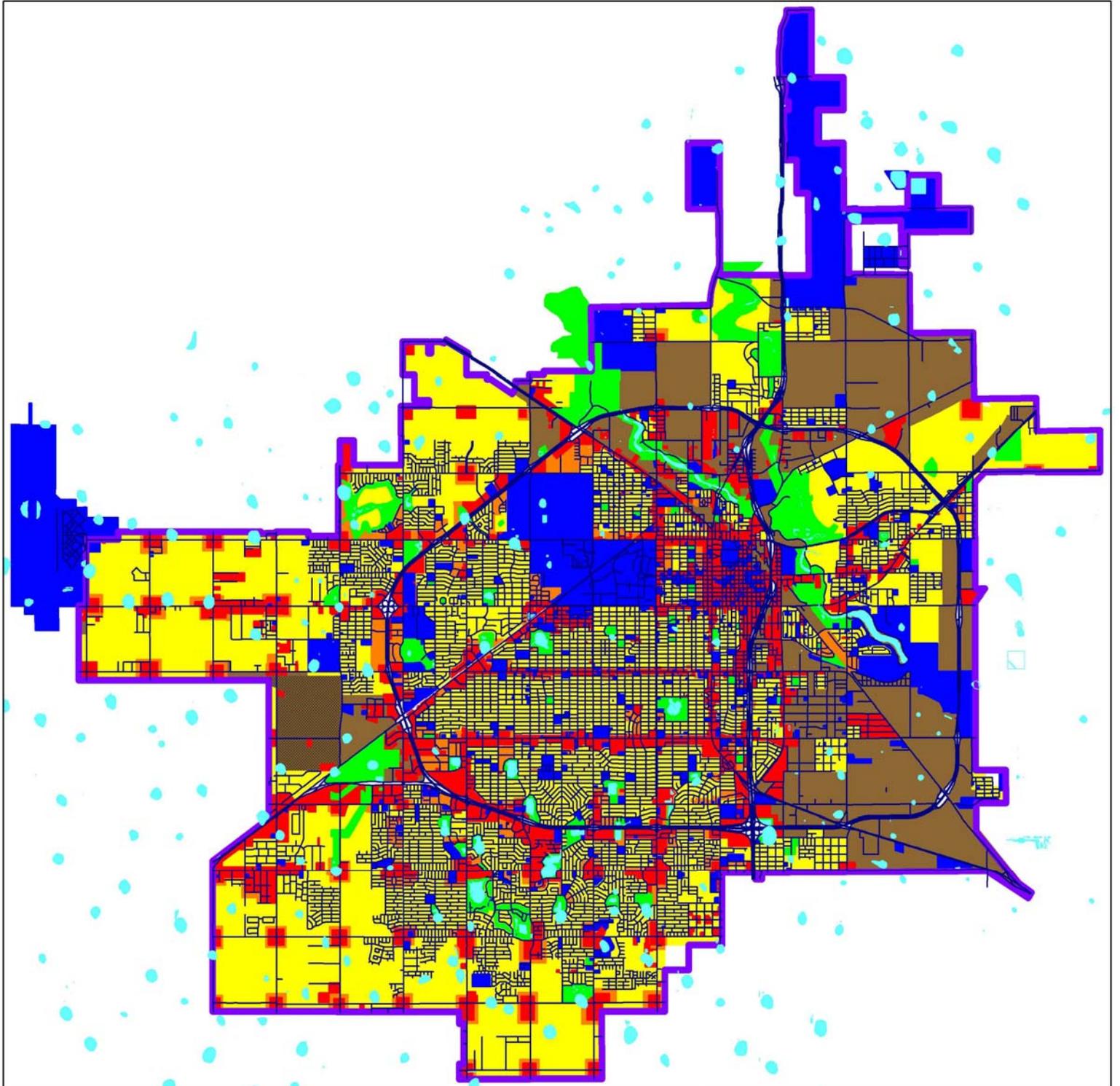


COMPREHENSIVE LAND USE PLAN POLICIES -- 1975



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INTRODUCTION

The 1986 Comprehensive Land Use Plan is a guide to help the Lubbock Planning and Zoning Commission and City Council determine the physical development of the community. The plan is endorsed by both the Planning and Zoning Commission and the City Council.

Because planning is a continuous process and change is inevitable, the Comprehensive Land Use Plan should never be regarded as inflexible. When considering proposed changes to the Land Use Plan, the Planning and Zoning Commission attempts to protect public and private commitments that have previously been based on the Plan.

The following are policies for use of the Lubbock Comprehensive Land Use Plan:

1. The Land Use Plan will be the official plan for future land use development or redevelopment.
2. The Land Use Plan will be the official plan to guide zoning decision.
3. All elements of the Land Use Plan shall be reviewed periodically. The Plan shall be updated and reapproved at least every five years.
4. No major deviation from the Land Use Plan or Land Use Policies for public or private uses should be approved unless the change can be shown to be in harmony with existing or proposed uses of adjacent land. Before recommending a major change, the Planning and Zoning Commission should consider if:
 - a. The change will benefit or complement existing and proposed land use patterns.
 - b. The change is generally acceptable to adjacent landowners who have made investments in their property.
 - c. Conditions have changed which make the use proposed in the Land Use Plan impractical or unlikely.

- d. The change will require major public expenditures which are not planned, compensated by the proponent of such change, or are not within the city's financial capabilities in terms of established priorities.

While no plan is ideal, a lack of planned development will create inefficient use of tax revenues for public services and can produce unsound private investment. The Comprehensive Land Use Plan is a major decision-making instrument for achieving coordination among the living, working, recreation, public, and open spaces of Lubbock. Such coordination is essential if the citizens of Lubbock are to receive maximum benefit from public and private investments in their community.

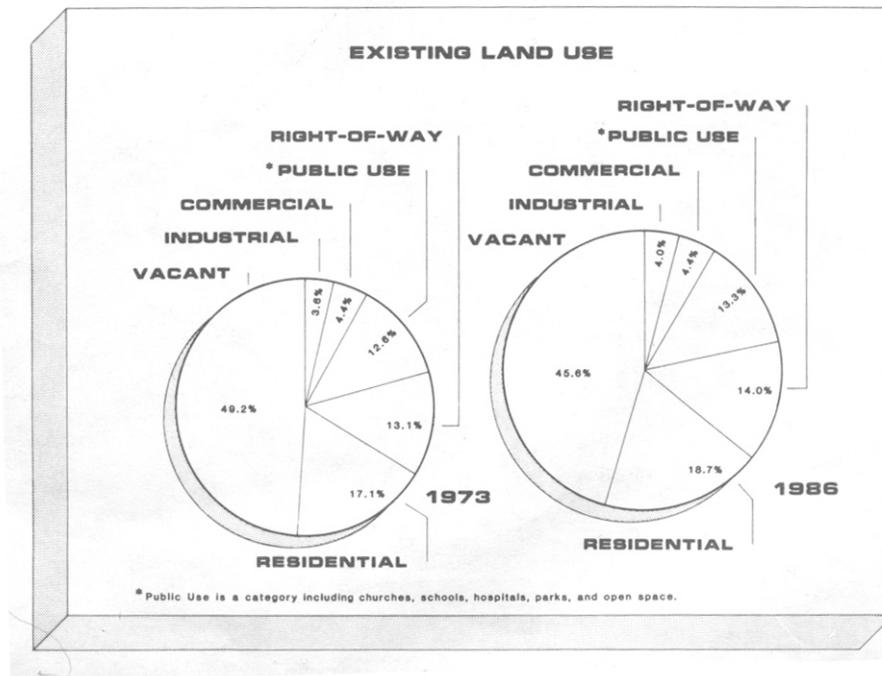
*Lubbock Comprehensive Land Use Plan, 1974, 1983.

LAND USE PLAN MAPS

The Existing Land Use Map illustrates where development has occurred within the city and the surrounding study area as of summer 1986. The map illustrates the current development of the city as completely as possible within the constraints of the small scale of the map.

The Proposed Land Use Plan provides guidelines for future development based on policies, land uses, and growth potential. Generally, only broad land use categories are indicated on the plan. The Proposed Land Use Plan also illustrates large scale existing land uses, which may or may not conform to current development policies, as well as a visual representation of written policies for vacant land and areas proposed for large scale redevelopment. Outside the city limits, existing development is deleted to allow shading screens to illustrate how development would occur if built within the city's current guidelines.

EXISTING LAND USE



COMPREHENSIVE LAND USE DEVELOPMENT POLICIES*

STREETS:

1. Thoroughfares should be placed on section lines.
2. Collector streets should be on half-section lines.
3. Street intersections shall be as near to right angles as possible, and four-way intersections of residential streets shall be avoided unless recommended by the City Engineer for drainage purposes.
4. On thoroughfares, multiple driveway openings should be avoided, and no driveway access to low or medium density residential development should be allowed.

*Land use statistics vary from the 1973 and 1983 Comprehensive Land Use Plans due to the addition of verified street right-of-way to the land use data files and other editing programs.

5. Cul-de-sacs should be used to minimize intersections of residential streets with thoroughfares.
6. The arrangement, character, extent, width, grade, and location of all streets shall be considered in their relation to existing and planned streets, to topographical conditions, to public convenience and safety, and in their appropriate relation to the proposed uses of the land to be served by such streets.

RESIDENTIAL DEVELOPMENTS:

1. Residential lots should not front on thoroughfares or expressways. Where a subdivision abuts or contains an existing or proposed lots to side on the street in question.
2. Medium density (duplex) residential development should be used as a buffer between single-family residential development and high-density residential or commercial development.
3. High-density residential development should be near a thoroughfare so that traffic flows directly onto the thoroughfare rather than through lower density residential neighborhood.
4. A population ratio of 8,000 – 10,000 people per square mile is desired for the optimum traffic handling capability of adjacent streets and the service capability of utilities.
5. Large concentrations of high-density residential development should be avoided so that traffic congestion is reduced.
6. Factors including topography, aesthetics, and traffic flow should be considered in the design of a residential street system. The grid pattern should be avoided where possible within neighborhoods.
7. Residential street arrangement should discourage use by non-local traffic.

COMMERCIAL AND INDUSTRIAL DEVELOPMENT:

1. Strip commercial development should be avoided. Commercial development which extends more than 660 feet from the intersection of major thoroughfares shall be considered to be strip development.
2. In newly developing areas, a maximum of 10 acres of commercial zoning should be allowed on each corner at the intersection of major thoroughfares, serving neighborhoods within ½ to 1-mile radius. Once low-density residential zoning occurs adjacent to a thoroughfare, commercial zoning should be avoided directly across the thoroughfare.
3. Commercial land uses which serve a citywide or regional market shall be located on regional thoroughfares or expressways.
4. A small neighborhood shopping area may be permitted at the center of a square mile of residential development with proper site planning.
5. Where the possibility exists for adverse effects on adjacent residential areas, commercial or industrial zoning may take place only in accordance with an approved site plan.
6. Industrial or commercial zoning adjacent to Loop 289 and major entry corridors to the city should be granted only in accordance with an approved site plan.

PUBLIC FACILITIES:

1. Generally, each square mile of residential development should include one elementary school site and one neighborhood park site. All school land acquisition is made by the appropriate school district.
2. Playas, or dry lakes, should be viewed as a source for aesthetic amenity, whether privately or publicly maintained. Prior to the recording of a plat for land containing a playa, the Parks Board shall determine if the lake area will be accepted for public maintenance.
3. Churches should be placed adjacent to major thoroughfares.

LAND USE

GOALS

1. Ensure the rational use of land in Lubbock and surrounding areas. (Goals for Texas, 1970)
2. Ensure that land use policies provide the most progressive and highest quality environment for living and working. (Goals for the Eighties; Lubbock 2005 Goals)
3. Ensure that zoning and land use development standards prevent deterioration and provide compatibility of all land uses. (Lubbock 2005 Goals)
4. Establish Lubbock as a model city in terms of quality of land use, appearance, livability, and positive urban image. (Lubbock 2005 Goals)

FACTS

Establishment of zoning in 1941, a city plan in 1943, and adoption of the first Comprehensive Land Use Plan in 1974, combined with the vigorous interest and efforts of citizens during the early years of growth, have resulted in the existing spacious and attractive land use relationships in Lubbock. The continuing use of Comprehensive Land Use Development Policies will ensure growth of the city in an orderly manner.

In July 1986, the City of Lubbock included 104 square miles of land area within its city limits. Various land uses included 20.0 square miles of single and multi-family residential uses, 4.6 square miles of commercial area, 4.3 square miles of industrial uses and warehousing, and 13.9 square miles of schools, churches, parks, and other public uses. There were 14.6 square miles of right-of-way, including streets and alleys. A large portion of the 46.6 square miles of vacant land is currently unsatisfactory for residential or commercial development because of adjacent industrial zoning or location in drainage areas. In comparison, land uses for the 1973 land base of 82.5 square miles included: 14.1 square miles of residential, 3.6 square miles of commercial, 10.8 square miles of right-of-way, and 10.4 square miles of schools, churches, parks, and other public uses. Three square miles were devoted to industrial and warehousing while 40.6 square miles were undeveloped. Again, a large portion of the undeveloped area was zoned industrial or located in drainage areas.*

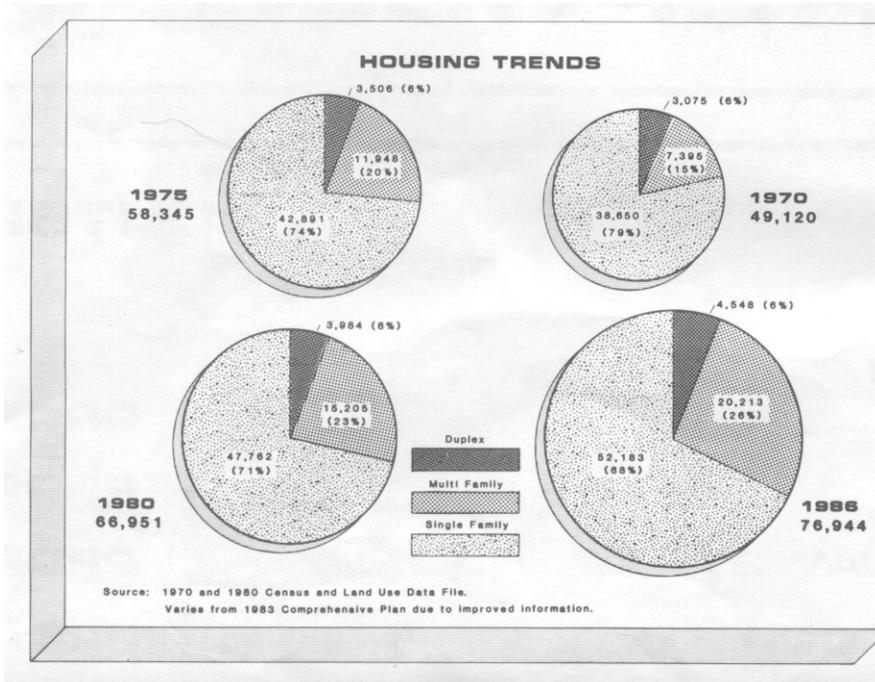
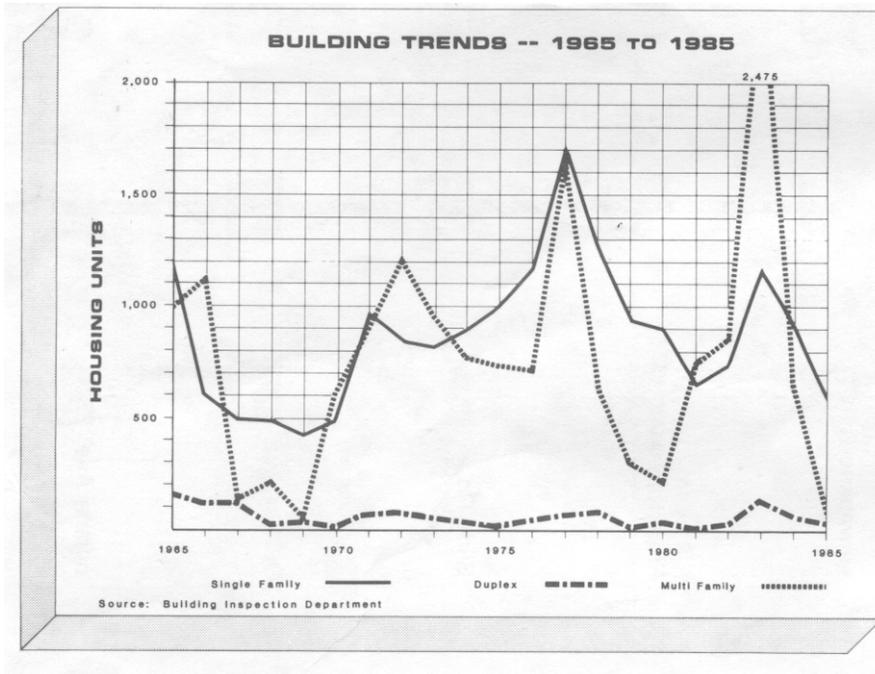
STRATEGIES

1. Continue to update and implement, and update land use policies and the Comprehensive Land Use Plan every 5 to 10 years. (Comprehensive Land Use Plan, 1974, 1983)
2. Provide continuous study of growth and annexation patterns to ensure the optimum growth rate with the maximum cost benefit relationship. (Goals for the Eighties)
3. Develop “guidelines” for the timing of annexations which specify what conditions should be present before annexation takes place. (Lubbock 2005 Goals)
4. Develop effective planning processes for encouraging more compatible use of land adjacent to the city which is likely to be annexed in the future. (Goals for the Eighties)
5. Ensure that all land use controls provide a mix of positive development climate and necessary regulation. (Lubbock 2005 Goals)
6. Continue to refine data storage and retrieval systems for land use in Lubbock and the five-mile extraterritorial jurisdiction. (Comprehensive Land Use Plan, 1974, 1983)
7. Initiate cooperative master planning between Texas Tech, the City of Lubbock, and Lubbock County. (Lubbock 2005 Goals)
8. Enforce subdivision regulations in Lubbock’s extraterritorial jurisdiction. (Lubbock 2005 Goals)
9. Pursue State legislation to extend land use, housing, and building regulations into the extraterritorial jurisdiction in order to reduce uncontrolled planning and zoning activities outside the city limits. (Lubbock 2005 Goals)
10. Complete the Central Business District Section of the Zoning Ordinance. (Goals for the Eighties)
11. Ensure high visual quality and compatible land uses along the Interstate 27 corridor through a comprehensive land use and zoning plan. (Goals for the Eighties; Lubbock 2005 Goals)

12. Improve highway and thoroughfare entryways into the city, including Loop 289, Interstate 27, the airport corridor, the entrance to Mackenzie State Park, and major intersections. (Lubbock 2005 Goals)
13. Encourage development of incentives to enhance infill of vacant areas with the city limits. (Comprehensive Land Use Plan, 1983; Lubbock2005 Goals)
14. Extend a beautified “Broadway Corridor” from Texas Tech to Quirt Avenue as a visual and physical link between east and west Lubbock. (Lubbock 2005 Goals)
15. Identify commercial areas and conduct systematic analyses of adjacent areas to suggest causes and remedies for deterioration. Lubbock 2005 Goals)
16. Develop land use plans around Lubbock International Airport and Reese Air Force Base for compatible land uses in terms of noise, hazards, and markets. (Lubbock 2005 Goals)
17. Designate sufficient industrial land to accommodate projected industrial needs. (Comprehensive Land Use Plan, 1974, 1983)

OUTLOOK

Land use and development in Lubbock is a dynamic process, and the public process for approving change should remain flexible while providing a sound and reasonable basis for growth. Future expansion and redevelopment in Lubbock should include consideration for water supply, expansion and extension of public facilities, and infill of vacant land within the city limits. Lubbock will continue as the major commercial, educational, transportation, and cultural center of the Southern High Plains.



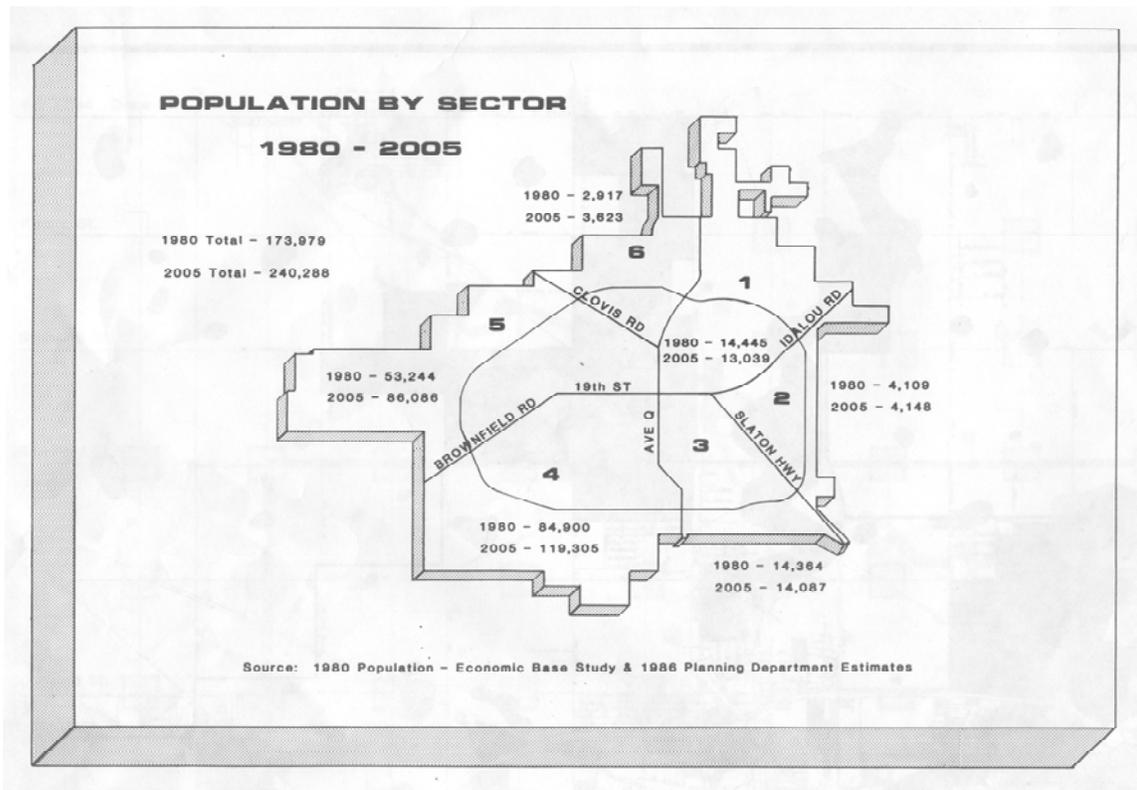
POPULATIONS AND ECONOMICS

GOALS

1. Plan for orderly growth of the local economy which will not exceed the ability of the city to provide necessary services. (Goals for the Eighties)
2. Develop a strategic plan for Lubbock's economic development and growth, including increasing its manufacturing base, and encouraging its expansion as a high-tech and medical center. (Lubbock 2005 Goals)
3. Coordinate and intensify the resources to expand Lubbock's economic base, and maximize existing conditions in order to facilitate economic development. (Lubbock 2005 Goals)
4. Promote and expand existing industry in Lubbock. (Lubbock 2005 Goals)

FACTS

The Planning Department estimate of total population for the City of Lubbock as of January 1, 1986 was 188,283. Estimated racial composition of the population was Black 16,193 (8.6%), Hispanic 38,974 (20.7%), and Anglo and other races 133,116 (70.7%). The average number of persons per household was estimated to be 2.55.



The 1980 Census reported a population for the City of Lubbock of 173,979, making Lubbock the 8th largest city in the State of Texas for that year. The increase of 24, 878 people over the 1970 population of 149,101 reflected an annual city growth rate of 1.6% during the 1970s, compared to a 1.1% annual rate for the United States, and a 2.3% annual rate for Texas.

The 1980 census reported that 8.2% of the Lubbock population was Black, compared with 7.3% in 1970; 18.8% of the population was Hispanic, compared with 16.0% in 1970; and 73% of the population was Anglo and other races compared with 76.7% in 1970. The 1980 census showed a decline in population per household to 2.70 persons from 3.14 in 1970, which reflects a declining in national birth rate and other demographic factors.

Lubbock is the regional trade and financial center for the agricultural South Plains area of West Texas and Eastern New Mexico. Diversity of the Lubbock economy has been its strength, with an unemployment rate that is typically 3% below the state level.

Agricultural production and service are the foundation of Lubbock's economy. Lubbock is in the center of the South Plains of Texas, one of the most productive agricultural areas in the nation. Cotton and grain sorghum are the primary crops of the region. Cash receipts for South Plains leader, Lubbock is one of the two largest inland cotton markets in the world, serving a region that produces 20% of the nation's cotton crop.

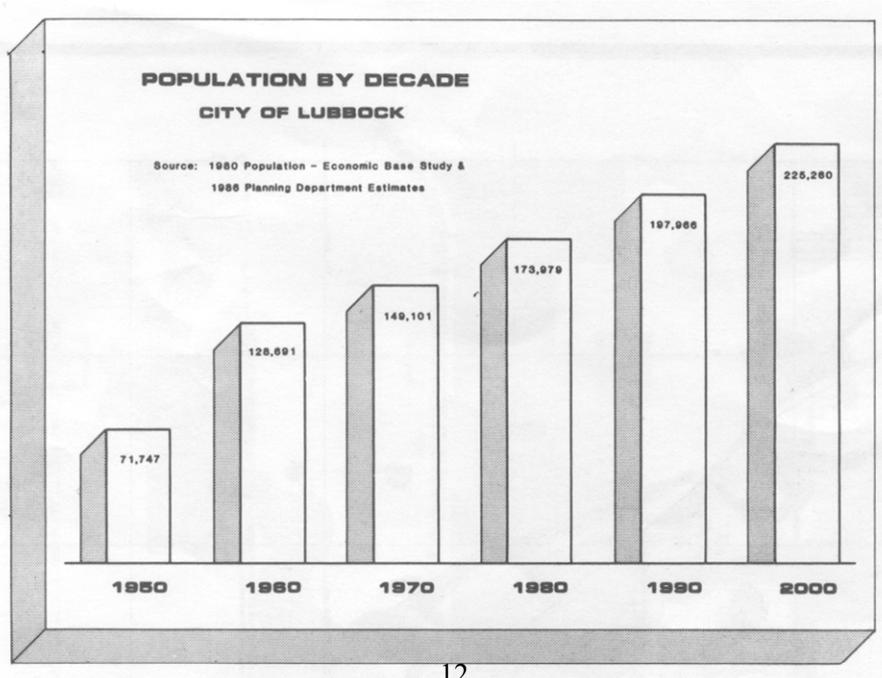
The combined assets of Texas Tech University, Lubbock Christian College, and branches of South Plains College and Wayland Baptist University make Lubbock the higher education center of West Texas. Educational opportunities are diverse, ranging from continuing education to two-year vocational or associate degrees to masters and doctoral degrees. Currently Tech enrolls about 24,000 students in the university complex, which includes seven colleges and medical, nursing, and law schools. The Tech student population, 4,500 full time employees, and university operations generate \$250 million annually in direct spending.

The city has excellent public and private educational systems at all levels. The majority of public school students within Lubbock attend schools in the Lubbock Independent School District. In 1986, L.I.S.D. served the western and southern portions of the city attend Friendship and Lubbock-Cooper schools. Public school facilities are generally built in developing areas where the potential exists for immediate full enrollment. Private schools are generally religiously affiliated.

Lubbock is the regional medical center for West Texas and Eastern New Mexico. Eight hospitals with 2,400 beds provide a full range of specialized and general health care facilities. The hospitals employ over 4,000 persons with a payroll in excess of \$100 million.

Reese Air Force Base is a branch of the Air Training Command of the United States Air Force. 2,155 military and 1,000 civilian personnel manned the base in 1985, while 430 student pilots were trained. The Air Force estimates the impact on the Lubbock area of the 1985 Reese payroll and base construction and purchasing to be \$71 million. Employment and the training mission at the base have been stable for the last twenty years.

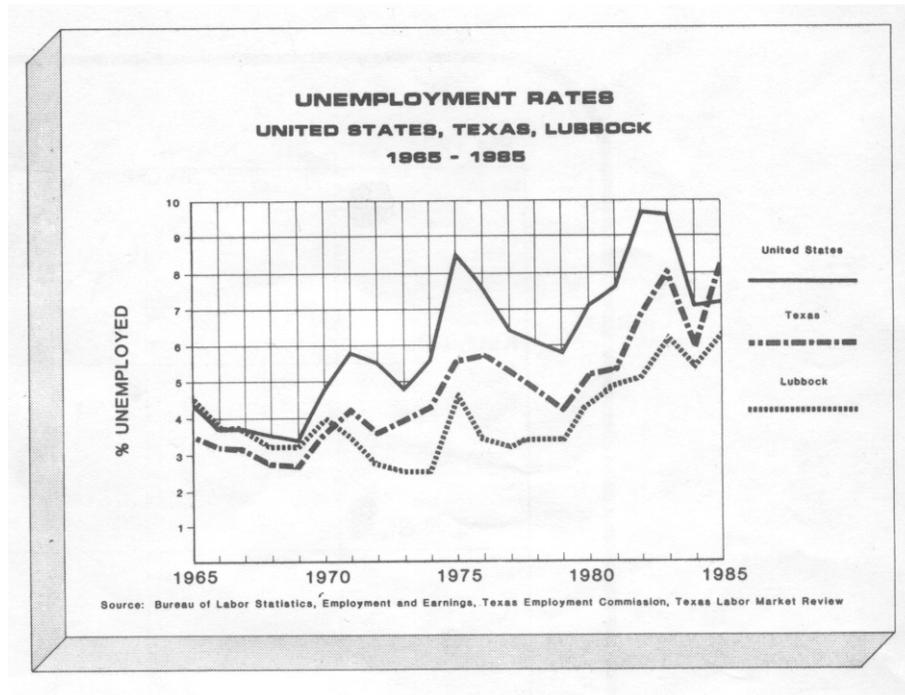
Lubbock has grown consistently as a retail center over the last 15 years. Sales tax revenues rose from \$2.6 million in 1970 to \$13.4 million in 1985, a 4% annual growth rate in constant dollars. The number of shopping centers in the city has increased from 62 in 1975 to 102 in 1986. Major additions in 1986 to South Plains Mall, a regional shopping center, will increase its floor space to approximately 1.5 million square feet.



STRATEGIES

1. Maintain an economic climate which will permit all areas within the city and each segment of the economy to grow in proportion to their competitive merits. (Goals for the Eighties)
2. Continue programs, activities, and projects that maintain the diversified economic foundation that is Lubbock's economic strength. (Goals for the Eighties)
3. Encourage the development of additional health care facilities to enhance Lubbock's position as a regional medical center. (Goals for the Eighties; Comprehensive Land Use Plan, 1983; Lubbock 2005 Goals)
4. Maintain a favorable tax rate, excellent city services, and educational and medical services that enhance the quality of life in the community. (Goals for the Eighties)
5. Provide leadership and support for water conservation and development of future water supplies in the Lubbock trade territory. (Goals for the Eighties)
6. Provide excellent educational capabilities and first-class facilities at all levels of education that enhance equal employment opportunities for everyone. (Goals for the Eighties)
7. Expand, diversify, and strengthen the financial services available in Lubbock. (Goals for the Eighties)
8. Develop Lubbock as an international center for marketing and exporting agricultural products. (Goals for the Eighties)
9. Promote minority business enterprises. (Lubbock 2005 Goals)
10. Work with the railroads to encourage development of their industrial land holdings. (Lubbock 2005 Goals)
11. Pursue the task of economic development on a unified front by combining the public resources available . . . and by encouraging private resources. (Lubbock 2005 Goals)
12. Recognize the resources of Texas Tech and utilize them to assist in economic development. (Lubbock 2005 Goals)

13. Improve the exposure of Lubbock to industrial prospects. (Lubbock 2005 Goals)
14. Evaluate the feasibility of enterprise zones for central or east Lubbock areas. (Lubbock 2005 Goals)



OUTLOOK

CONTINUED SUN BELT GROWTH

Texas and Southwest United States population grew at more than twice the United States rate until the mid-1980's, and will continue to grow through 1990. Current sources reflect a belief that the Sunbelt migration will level off between 1990 and 2000. Lubbock is projected to share in this growth, sustaining a strong growth rate over the next 25 years. The city's population for the year 2005 is projected to be over 240,000.

AGRICULTURE

Agriculture will continue to be the foundation of Lubbock's economy, because demand for agricultural products will remain strong as the world's population grows. Diversification, through the addition of crops such as grapes, sunflowers, and beans, will reduce the impact of crop price fluctuations. Development of new and improved irrigation techniques should offset the decreasing acreage of irrigated farmland.

TEXAS TECH UNIVERSITY AND EDUCATION

The student population at Texas Tech is projected to remain stable between 23,000 and 24,000 from 1980 to 1990. While the "baby boom" generation has passed through its college years, the student population is projected to remain stable because of continued population growth, additional or growing academic programs, and continued enrollment of persons over the age of 25. Texas Tech University contributes to the community and promotes economic development through continuing education programs, business seminars, legal education, agricultural research, and specialized programs, including the Textile Research Center and the International Center for Arid and Semi-Arid Land Studies.

Continued growth is also expected for Lubbock Christian College and Lubbock public schools. Lubbock Independent School District enrollment is projected to increase 6%, to 32,000 students by 1990.

REESE AIR FORCE BASE

Reese Air Force Base has a significant impact on the Lubbock economy, supplying consumers and employment opportunities. The Air Force base has been a stable influence with little fluctuation of personnel since 1970. The training mission and manning levels are expected to remain unchanged for the immediate future. Persons leaving the Air Force often choose to make Lubbock their permanent home, joining the local labor pool and community activities.

INDUSTRIAL, COMMERCIAL, AND FINANCIAL

Lubbock's industrial base is projected to expand and diversify over the next 25 years. Although Lubbock, like most major U.S. cities, has experienced a downturn in industrial development, employment in manufacturing is projected to grow by 70%, from 8,700 employees in mid-1985 to 15,000 employees in 2005. Several institutions of higher learning and technical education provide a source of trained labor which makes Lubbock particularly attractive to high technology industries.

Retail sales growth is projected to continue to exceed the population growth rate. Increase household income from two income families and a higher number of people in their peak earning years are favorable for retail sales.

WHOLESALE AND WAREHOUSING

Lubbock's centralized location and excellent transportation facilities have established it as a strong and growing warehousing and wholesale distribution Center. The city's approximately 63,500 square mile wholesale trade area provides distributors with a market of over 1,000,000 persons.

HOSPITALS AND MEDICINE

Lubbock will continue to be the medical center of West Texas and Eastern New Mexico due to the presence of several major hospitals, the Texas Tech University Health Sciences Center, and a large number of physicians. It is anticipated that the health services segment of the area economy will continue to be centralized in Lubbock because of expensive technological advances and increasing physician specialization. Major expansions at several local hospitals will provide for the health care of the community for the next decade.

COMMUNITY SERVICES

GOALS

1. Create community and public service activities that foster civic pride in local citizens and create interest and respect of visitors. (Comprehensive Land Use Plan, 1983)

2. Create and maintain quality, reliable, and cost effective municipal facilities and services to serve the needs of the City of Lubbock. (Goals for the eighties; comprehensive Land Use Plan, 1983)
3. Develop a comprehensive system for delivery of public health and human services to assure that no person is without such basic services as food, clothing, housing, utilities, and health, dental, and mental health care. (Lubbock 2005 Goals)
4. Expand the community's effort to deliver minimum life support, family support, legal, and societal support services. (Lubbock 2005 Goals)
5. Provide improved library services to enhance the quality of life for the citizens of Lubbock. (Lubbock 2005 Goals)
6. Encourage community growth regardless of the cost of providing utility services. (Lubbock 2005 Goals)
7. Provide adequate public safety services for the citizens of Lubbock. (Lubbock 2005 Goals)
8. Develop a comprehensive system for planning, managing, funding, publicizing, and delivering recreational and cultural services. (Lubbock 2005 Goals)
9. Develop a comprehensive system for planning, acquiring, managing, funding, and publicizing recreational and cultural properties which enhance the aesthetic quality of life in Lubbock. (Lubbock 2005 Goals)

FACTS

Community services include properties that are owned by the public and operations that benefit the community. The City of Lubbock owns a variety of properties, including parks, libraries, the Civic Center, the Auditorium-Coliseum complex, and other facilities. In addition to operation of community facilities, the city provides police and fire protection, streets, and sanitation, water, and sewer services.

An important part of community facility planning is the development of parks, open space, and recreational centers. For efficient and functional development, recreational facilities are designed to meet the specific needs of the user group, the demographics of the area, and adjacent land uses.

Lubbock parks range from two-acre playground parks to large neighborhood and regional parks with picnic facilities, tennis courts, and athletic fields. The largest parks may also include specialized athletic areas and other amenities such as swimming pools. Many parks take advantage of natural topographic features, playas or dry lakes, which collect storm water drainage and are generally unsuitable for residential or commercial development. Often park facilities are located adjacent to school grounds.

The city maintains approximately 3,000 acres of park land across the city. The Yellow House Canyon Lakes is a linear park consisting of five interconnected manmade lakes within a natural canyon. In addition to owning more than 1,200 park acres in Yellowhouse Canyon, the city maintains 543 acres in Mackenzie State Park under the contract with the State of Texas. The area north of Loop 289 contains the Lubbock Lake Site, which is a National Historic Landmark, and the Burl Huffman Athletic Complex, with 30 soccer and 4 softball fields.

Recreation in Lubbock is not limited to parks and playgrounds, since the Parks and Recreation Department provide activities and instructional programs for all age levels and interest groups. The department operates 6 community centers, 3 senior citizen centers, 2 part-time senior nutrition centers, 2 cultural centers, and 5 party houses. In addition, Parks and Recreation operates the whole 36-hole Meadowbrook golf course and the City of Lubbock Cemetery.

The Lubbock City-County Library consists of the central Mahon Library and the Godeke Branch Library. The system has 311,546 books, with circulation of 529,212 volumes and total patron services of 1,189,602 in 1984-1985.

The \$22.7 million, 300,000-square-foot Memorial Civic Center is a center for the community events and conventions, with meeting rooms, theater, and exhibit hall to host up to 6,500. The Municipal Auditorium-Coliseum complex will accommodate up to 10,000.

The city Police and Fire Departments strive to provide efficient protection for all residents. Response time continues to improve with the use of computerized information retrieval and storage. The Police force will add 18 officers to the present 261-officer force in 1986-1987. Fire protection in the city is provided by a force of 255 persons stationed at 13 fire stations.

Streets, water and sewer lines, and sanitation services are extended by the City of Lubbock to meet the demands of new development. A major on going need is assuring a plentiful water supply for the community. Lubbock currently receives water from Lake Meredith through the Canadian River Municipal Water Authority and from well fields in the Ogallala formation in Lamb and Bailey Counties. Construction of a major dam and reservoir near Justiceburg will provide the city's third major water source, completing a supply adequate to meet the needs of 315,000-350,000 citizens.

STRATEGIES

1. Complete the Canyon Lakes linear park and explore connections between it and central Lubbock. (Goals for the Seventies; Goals for the Eighties; Comprehensive Land Use Plan, 1983)
2. Pursue the acquisition of land, buildings, and endowments to enhance the quality of existing and proposed park and recreation facilities. (Comprehensive Land Use Plan, 1983)
3. Continue the policy of utilizing natural drainage areas as park sites. (Comprehensive Land Use Plan, 1983; Subdivision Regulations; Lubbock 2005 Goals)
4. Promote and develop unique properties including the Lubbock Lake Site, Mackenzie State Park, and the Yellowhouse Canyon Lakes. (Lubbock 2005 Goals)
5. Expand the Municipal Garden and Arts Center. (Lubbock 2005 Goals)
6. Develop a comprehensive facility to house the visual and performing arts. (Lubbock 2005 Goals)

7. Develop programs that deal with anticipated growth among various population groups, including older persons, working women, and ethnic groups.
8. Provide greater accessibility to library materials through a branch library system. (Goals for the Eighties)
9. Develop a third major water source for the city. (Goals for the eighties; Lubbock 2005 Goals)
10. Upgrade wastewater treatment plant effluent in an effort to attract more industries to Lubbock and to augment drinking water supplies. (Goals for the eighties; Lubbock 2005 Goals)
11. Investigate alternative methods of solid waste disposal. (Goals for the eighties; Lubbock 2005 Goals)
12. Arrange for the cost of utility capital improvements to be paid by system wide users. (Lubbock 2005 Goals)
13. Construct fire stations at locations throughout the city to achieve maximum efficiency. (Goals for the eighties; Lubbock 2005 Goals)

OUTLOOK

Community services and public facilities will be maintained at a constant level of service to the community expanded by demand as growth and new development occurs in Lubbock. Continuous planning and active attention to citizen needs will ensure that facilities and programs will be added as needed and desired by the community.

URBAN DESIGN

GOALS

1. Create a positive urban image, while preserving resources which reflect Lubbock's history, heritage, and progressive pride. (Comprehensive Land Use Plan, 1974, 1983)
2. Consider urban design as an important factor in planning for future development and growth within the city, "inasmuch as the quality of life of an entire citizenry can be affected by the quality of its surroundings." (Goals for the Seventies)
3. Ensure that land uses and visual image of the corridors into and within the city reflect quality land use development and positive urban image. (Lubbock 2005 Goals)
4. Achieve urban design quality in major areas of special public value. (Comprehensive Land Use Plan, 1974, 1983)
5. Foster an environment which creates and maintains identifiable, viable, and quality residential neighborhoods and promotes community spirit. (Lubbock 2005 Goals)
6. Maximize efforts to promote revitalization and recognize, preserve, and protect Lubbock's heritage and historic resources. (Lubbock 2005 Goals)
7. Identify, promote, and publicize unique, positive "identity" for Lubbock. (Lubbock 2005 Goals)

FACTS

Formal recognition of the value of quality urban design for the City of Lubbock began as early as 1969. In Goals for the Seventies, the improvement of urban design and the elimination of "unsightly exterior appearance and inappropriate uses of property within the city" were recommended as ways to improve Lubbock's urban image as well as stabilize and improve property values. As a specific goal, the committee recommended the establishment of a "commission on architecture and urban design."

In 1972, the City Council adopted the Canyon Lakes and Civic Center Policy Zone Ordinances, and in 1986, added the Interstate Zone Districts to the Lubbock Zoning Ordinance. A chapter on Urban Design was included in the 1974 Lubbock Comprehensive Land Use Plan, and a series of supplementary reports addressed specific aspects, including historic preservation, historic architecture, and urban image analysis.

In January 1977, the City Council appointed an Urban Design Advisory Committee to make recommendations for the creation of an urban design commission and historic districts. As a result, the Council enacted the Historic Preservation and Urban Design District Section of the Zoning Ordinance in 1978. The ordinance created the Urban Design and Historic Preservation Commission and authorized Design-Historic zoning. As of December 1986, thirty-one Historic Landmarks have been designated.

In February 1983, the Council passed a resolution recognizing the historical and useful value of the city's brick streets and providing for their continued maintenance. Since that time, the brick surface on five blocks of Broadway has been expanded and many repairs made. Many property owners have improved their buildings and landscaping. A major renovation of the county courthouse grounds includes new street lighting and a replica of the bandstand which stood on the courthouse lawn until 1925. As a result of the public and private focus on Broadway, building permit amounts for adaptive use, renovation, and new construction have increased substantially.

STRATEGIES

1. Encourage Central Business District revitalization, with emphasis on adaptive use of existing buildings, mixed use developments, and landscaping and open space for a pleasant pedestrian environment. (Goals for the Eighties)
2. Prepare downtown urban design guidelines to ensure that new construction and renovation are compatible in scale, mass, and design with other structures in the area. (Comprehensive Land Use Plan, 1983)
3. Extended a beautified "Broadway Corridor" from Texas Tech to Quirt Avenue as a visual and physical link between east and west Lubbock. (Comprehensive Land Use Plan, 1983; Lubbock 2005 Goals)

4. Prepare a corridor analysis study in conjunction with the Interstate 27 construction to evaluate the impact of future development and growth, and identify methods for protection and enhancement of existing important visual corridors. (Comprehensive Land Use Plan, 1983)
5. Ensure high quality and compatible land uses along the Interstate 27 corridor. (Lubbock 2005 Goals)
6. Encourage the creation of improved entrances to the city which will lend a positive first impression to visitors. (Goals for the Eighties)
7. Promote compliance with provisions of the Canyon Lake Policy Zone and Civic Center Policy Zone ordinances. (Ordinance # 6323 and #6424, 1972; Comprehensive Land Use Plan, 1983)
8. Continue inventory, evaluation, and preservation of those historic elements with the community which represent or reflect distinctive and important elements of the city's heritage. (Section 29-25, Lubbock Zoning Ordinance; Lubbock 2005 Goals)
9. Assure the continued protection of Lubbock 's existing brick streets as mandated b the City Council. (Resolution #1024 February 1982)
10. Encourage Design excellence, quality construction, and appropriate uses of property within the city for increased and stable property values as well as aesthetic considerations (Goals for the Seventies)
11. Initiate public awareness programs to educate the public on urban design and its role in the quality of life. (Lubbock 2005 Goals)
12. Investigate an appearance code for Lubbock which encourage architectural compatibility and continuity at major intersections and in major commercial areas.
13. Improve the streetscape of Lubbock, including seasonal landscape and parkway tree planting programs, improved landscape code compliance, and prohibition of parking in unpaved yards.(Lubbock 2005 Goals)
14. Beautify and develop Lubbock 's open space resources to help create a unique image. (Lubbock 2005 Goals)

15. Encourage private and public economic commitments for improving the aesthetic quality of life. (Lubbock 2005 Goals)

OUTLOOK

Construction of Interstate 27 through the heart of Lubbock in the 1980's will cause a focus on redevelopment possibilities for the central city. Enforcement of the Interstate Zone District standards will ensure that land use changes along the Interstate have a positive effect in the adjacent areas. At the same time, redevelopment in the Central Business District should be encouraged, stressing renovation and adaptive use of existing structures. A Central Business District zoning ordinance should address the special problems and opportunities of the area. Retail shopping, restaurants, and pedestrian open spaces are needed to serve the downtown working population. Any must be accompanied by improved parking facilities.

A Broadway corridor Plan will create a link across Interstate 27 between Quirt Avenue and Texas Tech University through the Central Business District. Such a plan should include provisions for preservation of existing buildings and height and setback standards which maintain the scale of the street. Landscaping and lighting improvements and the addition of street furnishings will continue to upgrade the street. Continued restoration and preservation of the brick pavement on Broadway will provide a catalyst for implementation of the plan.

A continuing effort to develop a partnership between the public and private sectors is imperative for improving the quality of urban design in Lubbock. Design excellence, sound construction, and appropriate uses of property within Lubbock are necessary for increased and stable property values as well as aesthetic considerations. As stated in the Goals for the Seventies, "the city must be our finest work of art."

TRANSPORTATION

GOALS

1. Make Lubbock the transportation center of West Texas and Eastern New Mexico. (Goals for the Eighties; Lubbock 2005 Goals)
2. Continue aggressive planning and implementation actions to provide transportation systems that will lead, rather than merely avoid restraining, economic growth in Lubbock. (Goals for the Eighties)
3. Provide an appropriate, attractive highway and street network for the safe and convenient movement of goods and people. (Comprehensive Land and convenient movement of goods Use Plan; 1983 Lubbock 2005 Goals)
4. Ensure efficient transportation modes which are coordinated with land development and which will encourage/promote industry. (Lubbock 2005 Goals)
5. Create a public transportation system which offers an efficient and cost effective alternative to automotive use for the maximum number of people.(Lubbock 2005 Goals)
6. Encourage highway projects which will provide major transportation connections to Lubbock. (Lubbock 2005 Goals)

FACTS

To provide balance between related land use activities, Lubbock's transportation capacity must be designed to anticipate future traffic demand, eliminate unnecessary traffic movements, and establish a transportation system which adds to, rather than detracts from, the quality of urban life. The relationship of land use to transportation is complex. Different land uses generate varied intensities of traffic, and traffic movement systems influence the development of land use activities. Therefore, it is important that land use planning and transportation planning be coordinated.

The Lubbock Thoroughfare Plan, in conjunction with the Comprehensive Land Use Plan, Serves as a guide for development of efficient traffic systems. Annual review of the Thoroughfare Plan Maintains Lubbock's hierarchy of street design and protects the future of the city's transportation network.

STRATEGIES

1. Actively pursue completion of Interstate 27 through the city. (Goals for the eighties)
2. Pursue a design study for the location of freeways to handle cross-town traffic. (Comprehensive Land Use Plan, 1983; Goals for the Eighties)
3. Designate future freeway and outer loop corridors. (Lubbock 2005 Goals)
4. Encourage phased construction of an economically feasible freeway system. (Lubbock 2005 Goals)
5. Continue implementation of computer synchronization of traffic lights, including systematic installation and removal of traffic signals based on current traffic. (Goals for the Eighties; Lubbock 2005 Goals)
6. Continue to upgrade the thoroughfare system by widening streets, removing existing bottlenecks, and constructing grade separations where feasible. (Goals for the Eighties)
7. Through planning and zoning, develop land uses which reduce conflicts between modes of transportation and avoid strip commercial land use patterns with ingress and egress along major thoroughfares. (Comprehensive Land Use Plan, 1983)
8. Encourage public/private parking facilities in the Central Business District. (Lubbock 2005 Goals)
9. Coordinate school attendance boundaries and major thoroughfares to reduce the number of school crossings at major thoroughfares. (Lubbock 2005 Goals)
10. Coordinate with educational institutions in regulating street parking practices around schools and other high-pedestrian areas where pedestrian hazards exist. (Lubbock 2005 Goals)
11. Maintain an updated Master Thoroughfare Plan as a guide for development of safe and efficient traffic movement. (Comprehensive Land Use Plan, 1983; Lubbock 2005 Goals)
12. Work with other transportation agencies concerning use of right-of-way for future expansion of transportation systems. (Lubbock 2005 Goals)

13. Ensure that economic development is an ongoing and major consideration in all transportation planning. (Lubbock 2005 Goals)
14. Improve the traffic education program, including information about car pooling, mass transit, park and ride, and other alternatives to individual care use. (Goals for the Eighties)
15. Develop a system of streets and highways which is compatible in accommodating the needs of all users: pedestrians, the handicapped, public transportation, bicyclists, and motorized vehicles. (Lubbock 2005 Goals)
16. Strengthen Lubbock's position as a regional international airport. (Lubbock 2005 Goals)
17. Encourage additional motor freight routes to enhance Lubbock's role as a major reception/distribution center. (Goals for the Eighties)
18. Protect Lubbock's existing rail services and pursue opportunities for future passenger and freight services. (Goals for the Eighties; Lubbock 2005 Goals)
19. Encourage bus lines serving this area to improve package and passenger service. (Goals for the Eighties)
20. Increase Citibus rideship by improving services and marketing. (Goals for the Eighties; Lubbock 2005 Goals)

OUTLOOK

A major priority for Lubbock is to maintain a high quality transportation system within the city, from the city, and throughout the state and region. Continued anticipation of future growth and planning for demands on the transportation system will be required to meet this priority. Land use planning policy, in conjunction with the Master Thoroughfare Plan, will create an improved thoroughfare system to meet increasing demands. Lubbock's population, travel distances, and transportation costs are all steadily increasing, making future transportation planning of even greater importance.

Lubbock serves as a reception/distribution center on the High Plains and Eastern New Mexico for agriculture and durable goods. As the region grows, expansion of common and specialized carrier will be necessary to meet the long range needs of the community. The completion of Interstate 27 from Lubbock south to Interstate 20 is a major objective. Construction of a four-lane highway connection of Lubbock with Dallas-Fort Worth along U.S. 62/82/380 and S.H. 114/199 is also important for completion of a highway network between Lubbock and other major cities in Texas.

**CITY ORDINANCES AND POLICIES
AFFECTING LAND USE
YELLOW HOUSE CANYON LAKES POLICY ZONE**

Policies for development adjacent to the Yellow House Canyon Lakes are outlined in Ordinance 6323 of the City of Lubbock. The Ordinance established a Canyon Lakes Policy Zone to encourage orderly development adjacent to the Canyon Lakes project. Requests for building permits within the Policy Zone are reviewed according to the development considerations outlined within the ordinance. A portion of the ordinances follows:

“Whereas, the City Council has determined that orderly development should be encouraged adjacent to the Canyon Lakes Project and that exterior design and layout of buildings within such areas should be compatible with the Canyon Lakes Project and harmonious with the Goal, Program, and Policies Plan as adopted by the City Council on May 13, 1971 and further, that in order for all the citizens of the City of Lubbock to be able to enjoy the Canyon Lakes requires encouragement, support and possible restraint on certain development which could be injurious or offensive to the Project by reason of emission of dust, smoke, odor, glare, excessive noise, surface runoff, pollution, or other environmental deficiencies, [the Canyon Lakes Policy Zone is established].”

STORM WATER DRAINAGE AND IMPOUNDMENT AREAS

Dedication and development requirements for playas, or dry lakes, are outlined in Ordinance 6353 of the City of Lubbock. The ordinance was formulated because:

“The City Council has determined that it would be in the best interest of the citizens of the City of Lubbock to require that residences or other facilities not be constructed below the high water level of Playa Lakes within the City of Lubbock; and...the City Council has determined that it would be in the best interest of the citizens of the City of Lubbock to require that the natural storm water drainage areas be maintained in order to prevent the flooding of homes and businesses of the citizens of the City of Lubbock.”

INTERSTATE ZONE DISTRICTS

To complement the massive investment of public funds in the extension of Interstate 27 through Lubbock, the City Council added three additional zone districts, Interstate Office, Interstate Commercial, and Interstate Industrial, to the Lubbock Comprehensive Zoning Ordinance in 1986. The standards outlined in the districts are intended to provide guidance and direction for redevelopment of the area adjacent to the highway while assuring property owners the productive use of their land. Planned, quality development will give travelers a good first impression of Lubbock and help to stabilize and enhance property values in the area.

MUNICIPAL ANNEXATION POLICIES

1. Lubbock shall exercise protective annexation measures to preclude strips and pockets of urban blight adjacent to the city. Such annexation will avoid enclosure of unincorporated pockets.
2. Extension of municipal facilities outside the city shall be prohibited except in emergencies or when annexation can be completed within 90 days.
3. Developers and/or landowners requesting annexation must bear the major costs of public service facilities when existing land within the corporate limits can support anticipated growth for a 10-15 year period.
4. Location and amounts of land to be annexed must provide maximum efficiencies of municipal services such as police, fire protection, water, sewer, street maintenance, and solid waste collections. Disproportionate costs to tax revenues shall be discouraged.
5. Prior to public hearings on annexation, the Planning and Zoning Commission shall forward an opinion to the City Council, stating the impact of the annexation on long-range growth patterns and rate of growth.

HISTORIC PRESERVATION AND URBAN DESIGN

In adopting the Historic Preservation and Urban Design Ordinances, Section 29-25 of the City of Lubbock Zoning Ordinance, the City Council declared “that the protection, enhancement, preservation, and use of historic landmarks and historic landmark districts to be a public necessity and required in the interest of the culture, prosperity, education, and general welfare of the people.” The purposes outlined in the ordinance are:

1. To protect, enhance, and perpetuate historic landmarks which represent or reflect distinctive and important elements of the city’s and state’s architectural, landscape architectural, archeological, cultural, social, economic, ethnic, and political history and to develop appropriate settings for such places.

2. To safeguard the city's historic and cultural heritage as embodied and reflected in such historic landmarks by appropriate regulations.
3. To stabilize and improve property values in such locations.
4. To foster civic pride in the beauty and accomplishments of the past.
5. To provide and enhance the city's attractions to tourists and visitors and provide incidental support and stimulus to business and industry.
6. To strengthen the economy of the city.
7. To promote the use of historic landmarks and historic landmark districts for the culture, prosperity, education, and general welfare of the people of the city and visitors to the city.

LUBBOCK REHABILITATION AND REDEVELOPMENT STRATEGY

A policy for a methodical approach toward developing and maintaining a desirable living environment for all residents of the city was adopted by the Lubbock City Council on September 13, 1977. The strategy was updated July 27, 1978, August 23, 1979, July 9, 1981, and November 1, 1984.

GOALS:

1. To promote the availability of suitable housing for families of all income levels.
2. To stabilize, preserve, and improve established neighborhoods.
3. To promote citizen (or resident) involvement in the development of neighborhoods, in order to foster neighborhood pride, identity, and image.
4. To ensure community and neighborhood development or redevelopment which conforms with the Lubbock Comprehensive Land Use Plan.

OBJECTIVES:

1. To upgrade the housing stock through use of available loans and grants, both private and public.
2. To remove substandard, non-repairable structures.
3. To encourage redevelopment of new housing within established neighborhoods.
4. To provide equitable distribution of urban amenities including paved streets, adequate water and sewer services, parks, and other community facilities.
5. To eliminate factors which degrade the neighborhood environment, such as incompatible land uses, code violations, pollution sources, and undesirable traffic patterns.
6. To encourage local (neighborhood residents) responsibility and initiative in solving neighborhood problems.
7. To instill a sense of neighborhood identity and encourage home ownership through development of community organizations and enhancement of the neighborhood image including identifying the unique characteristics of each neighborhood.
8. To encourage involvement of private, financial, real estate, and construction industries in neighborhood redevelopment.
9. To develop mechanisms to review and evaluate the progress of neighborhood development efforts and provide for annual updating of neighborhood data.
10. To provide an ongoing basis for an efficient utilization and allocation of public funds available for neighborhood rehabilitation and redevelopment efforts.