The CITY PLAN *of*

LUBBOCK

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THE CITY PLANNING COMMISSION

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Book No. 178

LUBBOCK CITY PLAN

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Koch and Fowler

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CITY PLANNING

INTRODUCTION

The building of a city and the community is probably the most important activity that affects the health and welfare of the citizens of any community. It directly affects every inhabitant. The measure of its success depends entirely upon the cooperation of its many individuals and the intelligent coordination of their efforts.

Wherevere people exist there will be communities, since it is natural for people to collect into groups or communities. One reason is the natural instinct to seek association for company, and another is the obvious benefit of obtaining many of the amenities and advantages of civilization through cooperation with one another. The degree of success in obtaining these objectives covers a very wide range, depending, of course, upon the natural and physical conditions of the area, as well as the ability of the inhabitants to take advantage of the natural opportunities and to overcome existing difficulties.

The main objective of any community is to build a community which is healthful, desirable, and convenient, within which to live, work, and play. There are many agencies, facilities, and influences which will affect the degree of obtaining this goal. If these agencies, facilities, and influences can be properly coordinated, they can be made to serve advantageously to the benefit of the community; whereas, if they are not properly and intelligently coordinated and directed, they often develop adverse conditions and can develop serious liabilities.

Team Work

It is a well-known fact that all worthwhile civic enterprises are accomplished through the intelligent cooperation of the inhabitants. The only way in which this intelligent cooperation can be made available is by having a definite path or program leading toward a definite goal. By having a definite plan or program available for the information of all agencies involved, such agencies will be enabled to cooperate with one another intelligently, so that their several efforts will be constructive and cumulative toward the same goal; instead of each agency proceeding in its own independent manner, and oftentimes conflicting with or tearing down the efforts of its neighbors. This general path or program, after having been agreed upon by the community, based upon their best judgment and the information available, is "The City Plan".

The City Plan

A City Plan is, therefore, not really an objective within itself, but is actually a guide, showing a means of access to the real objective; namely, City Building. This guide, if carefully designed, laid out and legibly marked, will make it possible for all citizens, agencies and organizations to work together constructively and to ultimately arrive at the main goal.

No Final Plan

No City Plan should ever be considered to be completed or final. The City Plan represents the summation of the best judgment of the City Planning Commission, based upon a study of the existing conditions, and upon a prognostication of the most probable and most likely type and extent of development in the future.

The exact type and extent of development in the future depends somewhat upon the existing conditions, and also upon many influences and unexpected conditions which cannot be foreseen or accurately predicted. Therefore, in order to have the most value, a City Plan should be continually reviewed and revised, based upon the actual growth and development, and upon the unexpected developments and exigencies of the times. As an illustration of this point and the possibility of a sane and rational City Plan being upset, witness the complete change in conditions in many of our cities today as a result of the War Defense activities. These unusual conditions will certainly have a very marked effect on the future development of many of our cities. This report should, therefore, not be considered in any respect a final City Plan; but it should be considered as a starting point, and a basis for the development of the City Plan, to be kept current and up-to-date, based upon more detailed information, the natural growth and development of the city, and adjusted to the desirable trends and developments of city growth, which may not now be discernible.

Economic Scale

Above all things, it is desirable that the City Plan be kept in scale with the economic basis of the fundamental reasons for the city's existence, and with its financial limitations. Very often the City Planner is considered visionary, and over-ambitious, and is accused of permitting his enthusiasm to cause him to make recommendations which to some, may seem impracticable and visionary. On the other hand, however, it often happens that subsequent development does make the adoption of such feature a practical necessity instead of the visionary dream. The planning program should be sufficiently flexible so that such readjustment and revisions of the plan could readily be accomplished.

Orderly Spending

A city, by its adoption of a City Plan program, does not obligate itself for the expenditure of any more money for improvements than would otherwise be expended. It simply furnishes recommendations for more intelligent apportioning and orderly spending of such funds as would be spent anyway.

Plan Foundation

It is the purpose of this report to lay the foundation for City Planning for the City of Lubbock, which will be a guide for consistent progress toward the larger goal. It is intended to show in outline form the city's desirable future development by determining the best uses of private lands, and the general extent and location of necessary or desirable public facilities, all in appropriate relation to one another, and in scale with the expected growth of the city and its financial resources.

The City Plan is designed to insure that each new improvement undertaken makes its full contribution to the transforming of the present community into an increasingly better one, and that each improvement' when made, does supplement the other improvement already made, and will itself be supplemented by other improvements later to be made.

LUBBOCK

Lubbock is located in the Northwest portion of the State of Texas, in the center of a vast territory known as the "South Plains of Texas". It is the largest city within a radius of three hundred miles in all directions, with the exception of the City of Amarillo which lies about 120 miles to the North. It is located on top of the cap rock at an elevation of 3250 feet.

The mean temperature for the entire year is 53.8 degrees Fahrenheit varying from the mean in winter of 40 degrees to a mean in summer of 77.5 degrees. The average over a period of years shows an approximate 3550 hours of sunshine over the year, with the annual mean humidity of 58.6 degrees.

Lubbock is the county seat of Lubbock County, and is also the site of the Texas Technological College. While there are a few industries such as feed mills, meat and poultry packing plants, cotton oil mills, creameries, mattress factories, and other minor manufacturing plants, the principle trade characteristic of the city, other than the Texas Technological College which is the third largest educational institution within the state, would be primarily a retail, wholesale and jobbing trade territory center. Its immediate retail trade territory comprises about fifteen counties adjacent to and immediately surrounding the city of Lubbock and known as the "South Plains of Texas". Its wholesale trade territory is very much larger and this phase of its business is developing very fast. It is advantageously located and has the strategic transportation facilities to serve this immense trade territory better than any other city within the area. It is the natural and logical location for such a center. The activities and actual development have established it as the "Hub of the Plains Territory".

Although the South Plains area produces around one hundred million dollars worth of agricultural and livestock products annually, only 3,663,000 acres of the total 8,383,000 acres of tillable land in the fifteen counties are under cultivation. This leaves nearly five million acres of good, fine, fertile, tillable, agricultural land available for development. Records indicate that of the eight and one-third million acres of land within the South Plains area 95% is tillable, while the state of Texas average for tillable land is 70%. A recent report of the U. S. Government indicates the production per acre of cotton, feed crops and other row crops is greater in this area than the state average, while the cost of production is much less. Other conditions favorable to agriculture indicate assurance that this area will continue to grow, and as it develops, will assure a continued substantial growth for the City of Lubbock for some time to come. It is not expected, however, that the unusual and phenomenal rate of growth experienced during the past ten years will continue at the same rate, necessarily, but it is practically certain that the City of Lubbock must plan for a substantial continuing growth as a result of the development of its immediate trade territory.

While the City of Lubbock does not have any oil developments in its immediate vicinity, there are six oil fields in the counties to the West and South of Lubbock in which the drilling activity for oil during the past year has been increasing. At present, in the South Plains Counties the potential daily of oil is rated at 1,255,000 barrels from the 1412 producing wells in the five South Plains Counties. The effect of this volume of oil development industry within the immediate trade territory of the City of Lubbock, and the city's strategic location with its unusual convenient transportation facilities to serve all parts of the area, accounts for the beginning of a new oil capital for West Texas. Lubbock is being made the home office and headquarters of a large number of the oil operators and oil field equipment companies.

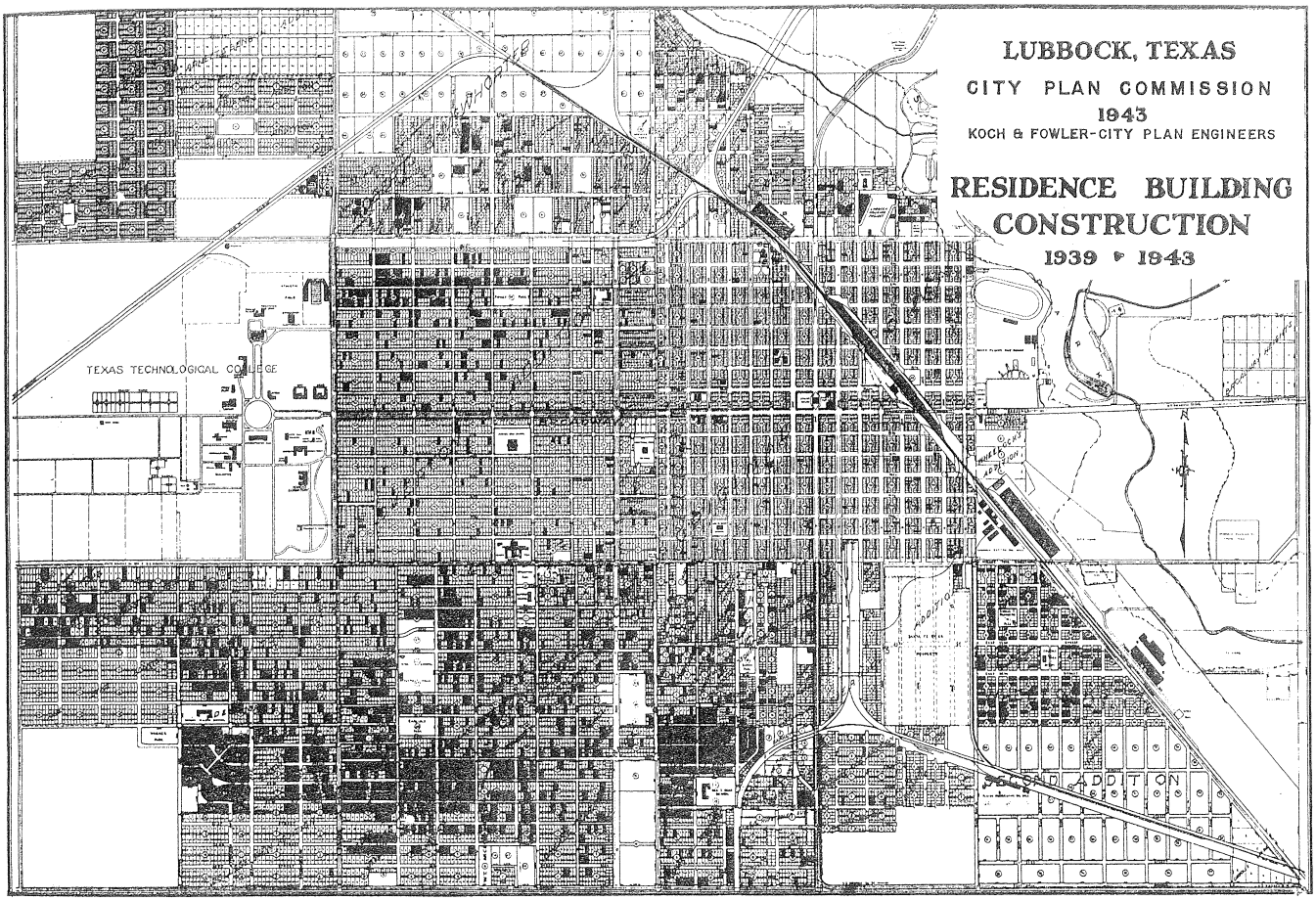
The agricultural activities in this area are highly up to date and progressive. Most of the farmers are young people and operate their farming as an industry on a scientific basis. For example, seventy-five per cent of the farmers use tractors. Sixty-five per cent of the farms in Lubbock County have been terraced, contoured under water conservation practices. Twenty thousand acres are under irrigation from wells.

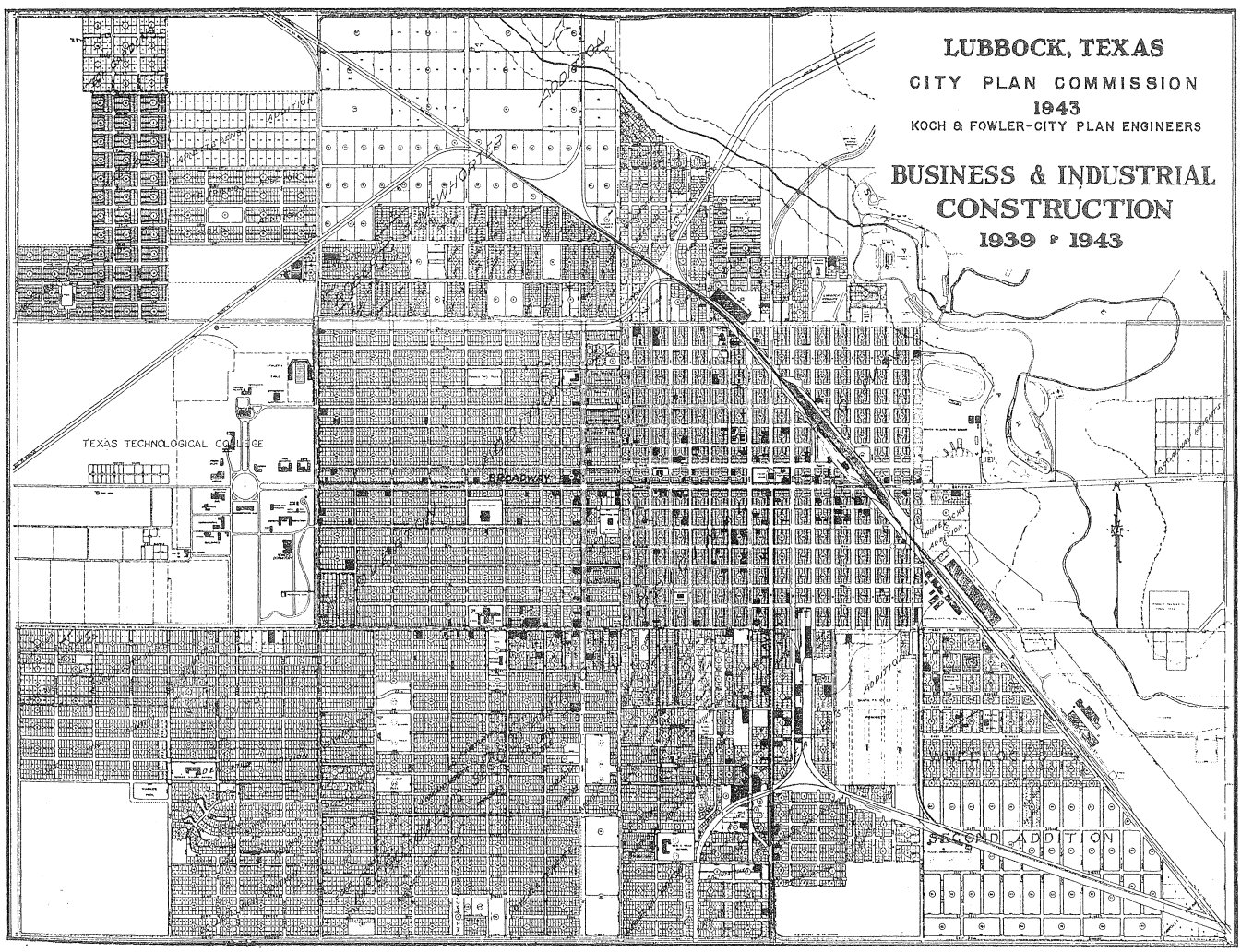
The City of Lubbock is practically a new, young town. The first official census in 1910 showed less than two thousand inhabitants within the City of Lubbock, and less than thirty thousand inhabitants within the entire South Plains area. The 1940 census indicates that the City of Lubbock has over thirty-one thousand inhabitants; whereas, the South Plains area has over one hundred ninety thousand inhabitants. It has had an unusually abnormal growth. This growth was partly due to the establishment of the Texas Technological College by the State of Texas, but it also has a very good economic base for the substantial city, over and above the educational plant. There is no doubt but that the favorable location, fertile and productive supporting agricultural areas, coupled with the pioneer spirit of the inhabitants has been in a great measure responsible for its unusual growth.

According to the latest U. S. official census, of the 32,000 inhabitants of the city, practically forty per cent are less than twenty years of age; whereas, about eighty-four per cent of the entire population are under forty-four years of age. Not only is it a young town but the population is young. Ninety and seven-tenths per cent of the population of the City of Lubbock are native white; whereas, on the South Plains ninety seven and one tenth per cent of the entire population are native white. Those outside of the native white population are either negroes or Mexicans, and very few other foreigners. According to statements from the Chamber of Commerce, there have never been any labor troubles in this territory.

Lubbock has forty-one church organizations, covering virtually every denomination of American religious worship. The majority of these are housed in large, substantial, beautiful church buildings. The public school system is recognized as of the highest standard by the State Department of Education and the Southern Association of Accredited Schools. The schools and public buildings are of substantial and modern types of architecture, and the citizenship is endowed with a high type of civic spirit. This is evidenced by the fact that for the past eleven consecutive years Lubbock has won first place as the "Cleanest Town in Texas" in the annual contest sponsored by the National Clean-up and Paint-up Campaign Bureau. For several years now Lubbock has enjoyed a twenty per cent fire record credit. A Commission-Manager form of Government has administered the affairs of the city in an up-to-date buisness-like way. This is evidenced by the general appearance of the city and is reflected by its enviable financial statement.

The following maps and charts have been prepared to show some of the physical data pertaining to the city of Lubbock. They show graphically the geopgraphic location, trade territory and other statistics as well as the present trend of growth and expansion.


LUBBOCK, TEXAS
CITY PLAN COMMISSION
1943
KOCH & FOWLER-CITY PLAN ENGINEERS
RESIDENCE BUILDING CONSTRUCTION
1939 ▸ 1943
TEXAS TECHNOLOGICAL COLLEGE
SECOND ADDITION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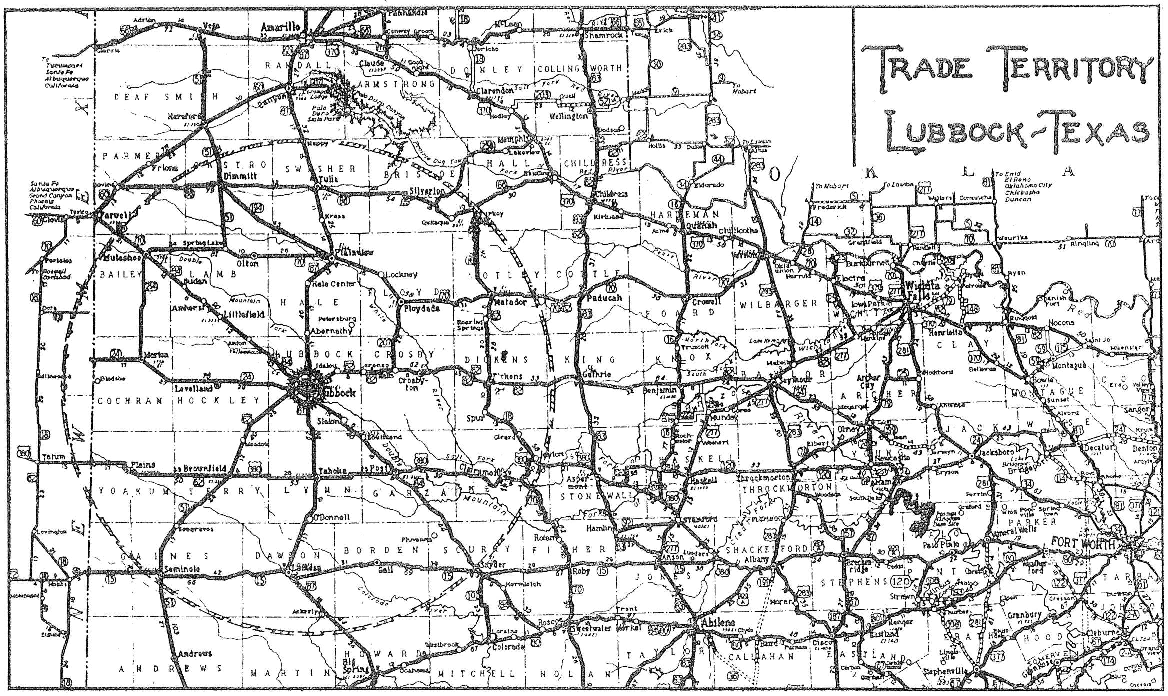
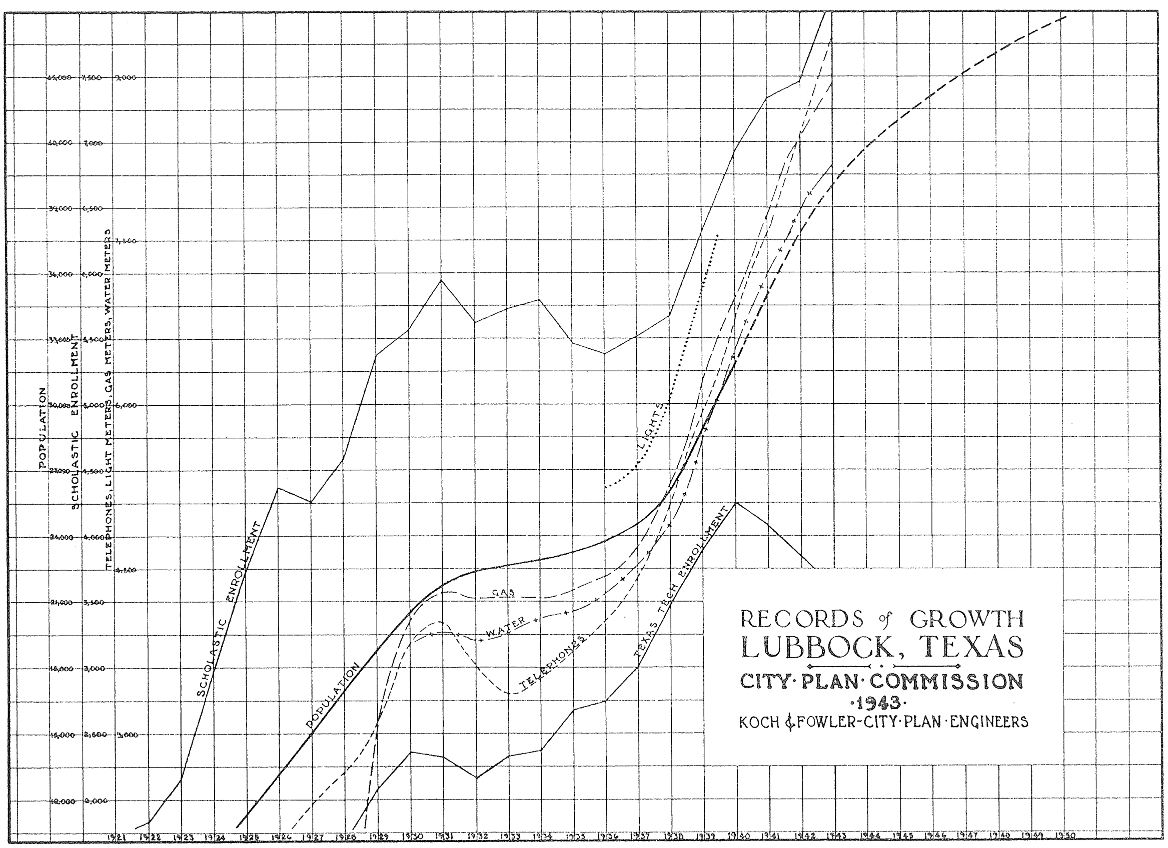
CITY PLAN COMMISSION
1943
KOCH & FOWLER-CITY PLAN ENGINEERS
BUSINESS & INDUSTRIAL CONSTRUCTION
1939 ▸ 1943
TEXAS TECHNOLOGICAL COLLEGE
BROADWAY
SECOND ADDITION


TRADE TERRITORY
LUBBOCK-TEXAS
Amarillo
Lubbock
Abilene
FORT WORTH
Wichita Falls
DEAF SMITH
RANDALL
ARMSTRONG
DONLEY
COLLINGSWORTH
PARMER
SWISHER
HALL
CHILDRESS
HARDEMAN
BAILEY
LAMB
HALE
FLOYD
MOTLEY
COTTLE
FOARD
WILBARGER
LUBBOCK
CROSBY
DICKENS
KING
KNOX
COCHRAN
HOCKLEY
YOAKUM
TERRY
LYNN
GARZA
KENT
STONEWALL
THROCKMORTON
GAINES
DAWSON
BORDEN
SCURRY
FISHER
SHACKELFORD
STEPHENS
ANDREWS
MARTIN
HOWARD
MITCHELL
NOLAN
CALLAHAN
EASTLAND
CLAY
MONTAGUE
JACK
PARKER


POPULATION
SCHOLASTIC ENROLLMENT
TELEPHONES, LIGHT METERS, GAS METERS, WATER METERS
SCHOLASTIC ENROLLMENT
POPULATION
GAS
WATER
TELEPHONES
LIGHTS
TEXAS TECH ENROLLMENT
RECORDS of GROWTH
LUBBOCK, TEXAS
CITY·PLAN·COMMISSION
·1943·
KOCH & FOWLER-CITY·PLAN·ENGINEERS

ELEMENTS OF THE CITY PLAN

The City Plan is concerned essentially with the physical development of the city and also with the use of the land, whether by the public or by private owners. The physical plant of the city includes such facilities and conveniences as are essential to the operation of the city insofar as the health, conveniences and welfare of the citizens are concerned. These various facilities are included in the following general headings and are the fundamental elements which go to make up the City Plan. Each of the fundamental elements is treated in detail in a subsequent chapter:

STREET SYSTEM
RECREATION AND PARK FACILITIES
SCHOOLS
FIRE STATIONS
ZONING
CIVIC ATTRACTIVENESS

Based upon a detailed study and inventory of present conditions and facilities and upon a careful analysis of the character and probable extent of the city's growth, it is possible to recognize present deficiencies and to predict the probable requirements which will be needed to attain the goals and objectives which will assure and provide the kind of a city which we hope to build.

By tabulation and correlation of the various apparent needs, it will be possible to prepare a sane and reasonable program which can be prosecuted in scale with the city's financial ability and immediate needs. It is then possible under proper and sympathetic agencies to obtain the gradual and economic development of the different features in an orderly and progressive manner.

In addition to the fundamental elements above mentioned, there are certain tools and aides which are useful in assisting to carry out the objectives and ultimate goals and to make the proposed improvements more effective. They are discussed herein under the following chapter titles:

SUBDIVISION CONTROL
OFF-STREET PARKING
PUBLIC UTILITY PLANS

The preparation of this City Plan required the collection, analysis and interpretation of a large volume of facts, as well as the making of a prognostication regarding the future trends, growth, type and expense of each type of development. The predictions as to probable future growth are based upon the past history of the city, present physical conditions, the type and state of development of surrounding country, the assumptions of probable actions of future City Officials and cooperative developers. Abnormal conditions due to wars, catastrophic floods, drouths, and other unpredictables are bound to make adjustments and changes necessary from time to time.

The recommendations cannot be specific as to detail, excepting those for the urgent and immediate requirements. The recommendations for future development must be more general and flexible. The actual details must be determined when such project is ready to be executed by considering the best information obtainable at that time as to the exact needs. Very often it is quite prudent to determine the location of, and to obtain definite assurances of the adequate right-of-way a considerable time in advance of the actual construction of the physical project.

THE STREET SYSTEM

Importance of Streets

Few citizens realize the extreme importance of a suitable street system to the development of a city. Streets have always been taken for granted and they are used and accepted by most of the citizens without much thought being given to their importance. Just as air and water are indispensable, most people do not recognize their adequacy of supply or importance until such supply of air and water becomes deficient or becomes contaminated. If the air is dusty or has an odor, or if the water has a bad taste, the average citizen then becomes suddenly conscious of their importance and their deficiencies. Similarly, the street system is taken for granted until the growth of the community brings on additional traffic demands; and, unless the original street facilities were unusually liberal, traffic congestion is inevitable and intolerable conditions develop. The correction of such intolerable conditions may be very costly or impracticable, especially if delayed too long. The importance of such street system to the city is then very forcibly realized.

Some measure of the importance of the efficiency of the street system to the city may be conceived when one considers that all of the activities of a citizen are affected by the ease and safety of circulating traffic. The movements of persons from their homes to their work, the movement of freight from place to place affects the comfort, safety and welfare of all citizens. Any deficiency in the facilities and safety of the circulatory traffic is immediately reflected in the growth of the city. An intolerable traffic condition interferes with the orderly development of the city and causes abnormal and unsatisfactory development. It also creates hazards to the life and limbs of the citizens, and discourages trade in those areas thereby reducing property values and upsetting the economic balance of the neighborhood. In certain areas it creates blighted districts and promotes other undesirable aspects.

A survey of the existing streets and street improvements in most American cities which do not have a City Plan for a guide readily indicates the lack of any definite coordinated street plan. Aside from the benefit accruing to the city by virtue of having a well designed, thoroughly coordinated, and efficient street transportation system, from the standpoint of convenience and safety, the city should definitely be concerned with the economic aspect of the cost of street improvements. The cost of street improvements is a very considerable item. The actual saving in the cost of construction of street improvements, made possible through the development of a sane and reasonable street transportation system, is well worth the serious consideration of any community.

Purpose of Streets

Since the principal use of the street transportation system is to furnish a traffic circulatory system, it should be designed as a service adjunct and, as such, they should be secondary to other prime uses in the city. The street pattern, however, does have a considerable influence in determining the general distribution of buildings, homes, stores, factories, schools, etc. Whereas, streets are generally considered to serve the various land use activities and industries, it is a fact that the actual street system does have considerable influence upon the deter-

mination of the best use of certain areas, as well as the determination of the most desirable location for certain activities.

In order to properly design a street system, a careful analysis should be made as to the purposes, uses, and relative importance of each street. There are three principal uses for streets: One—Avenues for the movement and transportation of people and goods. Two—As a location or right of way for various utilities. Three—As a facility for furnishing light, air, and access to the abutting property. Each of the above uses is relatively important, but the degree of importance varies with each street. The measure of such importance and the functional design of such streets to serve predetermined land uses are the factors which should affect the location, the right-of-way width, the directness, the grade, and the type of improvement on the various streets. Practically all streets carry some utilities and all streets provide access, light and air to the abutting property.

Thoroughfares

On a well designed street system, however, the bulk of the movement of people and goods is usually carried on comparatively few of the many streets. Most of the transportation and traffic will usually be carried on less than twenty per cent of the streets. These streets are herein called Thoroughfares. When an adequate, convenient system of thoroughfares is provided, the remaining seventy-five to eighty per cent of the streets can be considered purely local in character. On account of the practically universal use of the automobile, and the heavy loads and fast moving traffic, high grade, expensive, paving improvements are required on the main thoroughfares; whereas, on the secondary streets, less paving width and a lighter type of pavement can be provided for satisfactory use. Thus, with a proper functional design, a considerable economic saving can be made on from seventy-five to eighty per cent of the streets to be improved.

Grid-Layout System

The street system of Lubbock is based on the rigid rectangular or grid layout pattern. The original town site was laid out with this pattern. The topography gave no reason for any other pattern. For a small city, the rectangular, grid layout is very satisfactory, but as a city grows and the streets are extended about the periphery, the access from the property at the periphery to the central business district is not direct, excepting from each of the four cardinal points. Other property owners and citizens are required to travel along two sides of a rectangle in order to reach the central business district. The larger the growth of the city, the more serious and more inconvenient this feature becomes. In a smaller city, the inconvenience of traveling on two sides of a rectangle of two to six blocks is practically unimportant, but as a city expands, the traveling on two sides of a rectangle of forty or fifty blocks does add a considerable distance to the route leading to the central business district. This inconvenience also applies to other points within the city as well.

On the original layout and with the smaller city, the traffic was naturally diffused on all the streets instead of being concentrated on certain streets. With the short overall length of these streets, the traffic was not particularly objectionable to the residential areas because its volume was not great. As the streets were extended, however, and additional traffic was carried owing to their increased length, a higher type of more expensive paving was demanded by the owners of the abutting property. In addition, the abutting property was rendered less desirable for residential property on account of the increased volume and speed of the traffic. The extra distance naturally brought more speed. This developed additional hazards in the residential district and called for speed limits and stop signals.

Surplus Street Areas

In Lubbock there are a number of instances of inadequate widths on certain streets, and yet there are many streets within the city which have unnecessary widths of right-of-way and improvements. Lubbock has today a very considerable amount of land dedicated for street purposes; more than would have been necessary if it had been more intelligently proportioned as to its location. With a few major street routes made wider, many residential streets could have been made narrower and a considerably smaller percentage of area would have been required for street purposes. This adjustment cannot now be easily made in the built-up areas of the city, but the principle of applying the master street plan to future subdivision control will make this advantage available in the future development. The developer will not need to dedicate any more aggregate street area; but will be able to dedicate the same amount more intelligently, and he will usually save money on improvement costs. The city will gain by increased efficiency of the street layout system. A considerable economic saving will accrue in street costs by making the blocks in residential neighborhoods longer and constructing wide and heavy pavement on traffic arteries only.

There are some who insist that residential streets should be wide to provide ample space for light and air. This ample space for light and air access can better be provided by a proper improvement set-back line requirement, and by leaving the extra width of street in the lot depth.

Existing Streets

The existing streets and traffic facilities in Lubbock are typical of the streets of the usual city of its size where no Master Street Plan has been followed. The street pattern is an outgrowth of piecemeal extensions and street openings which have developed as a result of the aggressive activities of numerous real estate developers, each of whom was concerned primarily with platting the property in order to get as many lots for sale as possible. The widths and directions of the streets were not determined on account of any functional use, but, in most cases, they just happened or resulted as outgrowths of these enterprising developments.

Nearly every citizen of Lubbock has at times during recent months been faced with the facts that certain congested conditions and lack of adequate traffic facilities exist. The offsets, dead ends, narrow widths, lack of continuity, etc., indicate a sample of some of the causes for the increasingly unsatisfactory conditions; and, while the elimination of such objectionable features on the major streets is the primary expedient for relieving the present condition, there is infinitely more benefit to be obtained from an intelligently coordinated Master Plan by the prevention of the occurrences of such conditions in the future which would later need to be corrected. In other words, while the adoption of the Master Plan deals with immediate remedial matters, its greatest benefit lies in the preventive measures for future development.

Off-Sets and Jogs

Practically all the streets in the original townsite of Lubbock were laid out with a liberal right-of-way width. Neither these liberal widths nor the continuation of the alignment have been maintained on the extensions surrounding the original lay-out. This is especially true in the extensions to the South of 19th Street. Practically none of the streets existing North of 19th Street have been continued South of 19th Street without an offset or a jog. Most of the right-of-way widths have been very materially reduced. In the area South of 19th Street the East and West Streets also present a maze of jogs and off-sets. In fact, there is not one street from Nineteenth Street to 34th Street, which extends from College Avenue East to Avenue "H", which does not have one or more jogs or offsets within that distance.

The safety features, together with the existing jogs and offsets have naturally forced an unusual amount of traffic onto 19th Street. Nineteenth Street was neither planned nor built as a traffic artery and, therefore, with its insufficient width it has developed into a traffic problem of congestion which is evident to all citizens of Lubbock. Lubbock is not unlike other cities in this respect. It has certain bad spots in which the congestion and traffic difficulties are now obviously evident. It has other potentially imminent traffic difficulties which will develop as the city continues to grow.

Lack of Access Streets

In the area Northwest of the central business district, immediately North of Main Street, the record indicates that there has been a very small amount of development during the past ten years. The same reasons responsible for that condition could probably explain the similar lack of development of the property immediately North of the University campus. The extraordinary growth to the South of the campus and in a southwesterly direction from the central business district is in such contrast to the lack of development on the opposite side of the campus as to greatly emphasize the unsymmetrical growth of the City of Lubbock. The study made to investigate the probable reasons for such unsymmetrical growth revealed no outstanding causes for the lack of development of this area which can not be overcome by judicious and intelligent planning. The plans incorporated in this report provide for an adequate and desirable street development program for furnishing access to that territory North of the University campus by the opening up of access streets in order to make the property conveniently accessible. This plan also provides for zoning of certain areas North of Fourth Street for industry, and, if and when such industries are thus located, there is no reason why this district should not develop in a very satisfactory manner. The residential improvements constructed in the area just North of Main Street during the past few months indicate that the above conclusions are reasonable and sound.

Recommended Right-of-Way

The major streets or thoroughfares are designed and are intended to be used by vehicles for transportation over a large portion of the city, and for a longer distance, as contrasted with purely residential or local streets whose primary function is furnishing access to abutting property, and moving of transportation for short distances as feeder streets to the thoroughfares. This report recommends certain desirable minimum widths and ultimate right-of-way widths for the various thoroughfares. Such widths are designed for ultimate requirements based on expected functional use, but it is not intended to recommend that the ultimate improvements be provided for the ultimate widths immediately. In a growing city, of course, it is intended that some major streets will be improved and used as minor streets, temporarily, but will be converted and improved as major streets when additional thoroughfares are needed. It would certainly be poor economy to construct street improvements adequate for a large volume of heavy, fast-moving traffic before there is need for it, but it is good economy to provide the right-of-way while it is available without future excess cost. It is usually possible to secure the adequate right-of-way width on major thoroughfares of the future at no cost, but in any event, at much less cost if acquired before the abutting property has built up and the traffic demand is present.

Progressive Improvements

The amount, width, and quality of improvements at any time must be subject to the best judgment of the City Officials at

the time the improvements are made. If the ultimate right-of-way width is secured, then temporary improvements may be made, progressive improvements may be added from time to time, and the capacity of the streets may be increased without disturbing the nature and equilibrium of the immediate neighborhood. Thus, it will not be necessary to make expensive readjustments on the abutting property as would be necessary for the widening of improved frontage, or the opening of an auxiliary parallel street through the built up areas.

Outlying Territory

The problem of developing a street system in outlying territory is chiefly that of controlling future subdivision of the land. It is hoped that individuals, in subdividing properties, will see the advantage and will voluntarily follow the plans. For those unwilling to cooperate, its enforcement may be secured by (1) extending the city limits, (2) adoption of the state enabling act concerning the control of platting of property within five miles of the ctiy limits.

Local Streets

The purely local residential streets should be designed and developed for the functional purpose of serving as access facilities for the residences immediately abutting upon that street. They should not be built in such a manner as to encourage the use of such streets by through heavy traffic. The use of such streets by through heavy traffic or high speed traffic renders that particular street much less desirable for residential purposes. With adequate major traffic streets available, the residential streets can then be improved with narrow pavement of lighter and less expensive design; thereby reducing the first cost, maintenance and carrying charges. At the same time, the residential street will be kept desirable by being quiet, free from dust and the usual major traffic street hazards.

The need for other minor streets, such as access streets serving industrial areas, short business streets serving local business areas, and other miscellaneous types of uses, should also be recognized and properly designed and improved in keeping with the requirements of their functional use.

Major Streets

Each major street, whether it be called a thoroughfare, traffic artery, parkway, boulevard, or highway by-pass connection, has its special and peculiar function, which will determine its optimum location and width, as well as the type of improvement. Some of these thoroughfares lead directly to the downtown area. Some serve to connect other neighborhood centers, either business or recreational. Some are designed to provide belt lines or circumferential connections, and some serve as state highway by-pass routes to avoid the central business and congested areas.

Central Business District

The bulk of the traffic in the city has one common objective; namely, the central business district. In a well-balanced city, it is recognized that the central business district should not mean a particular intersection or a common point in the business area. The central business district covers a considerable area and, therefore, the several optional routes entering toward the business district should be designed to tap the perimeter of this district at different points. Such a plan will encourage the spreading out of the central business district over a larger area and will diffuse the traffic over that area, as well as along the approaches to same. This method will also assist in solving some of the intolerable congestion conditions caused when

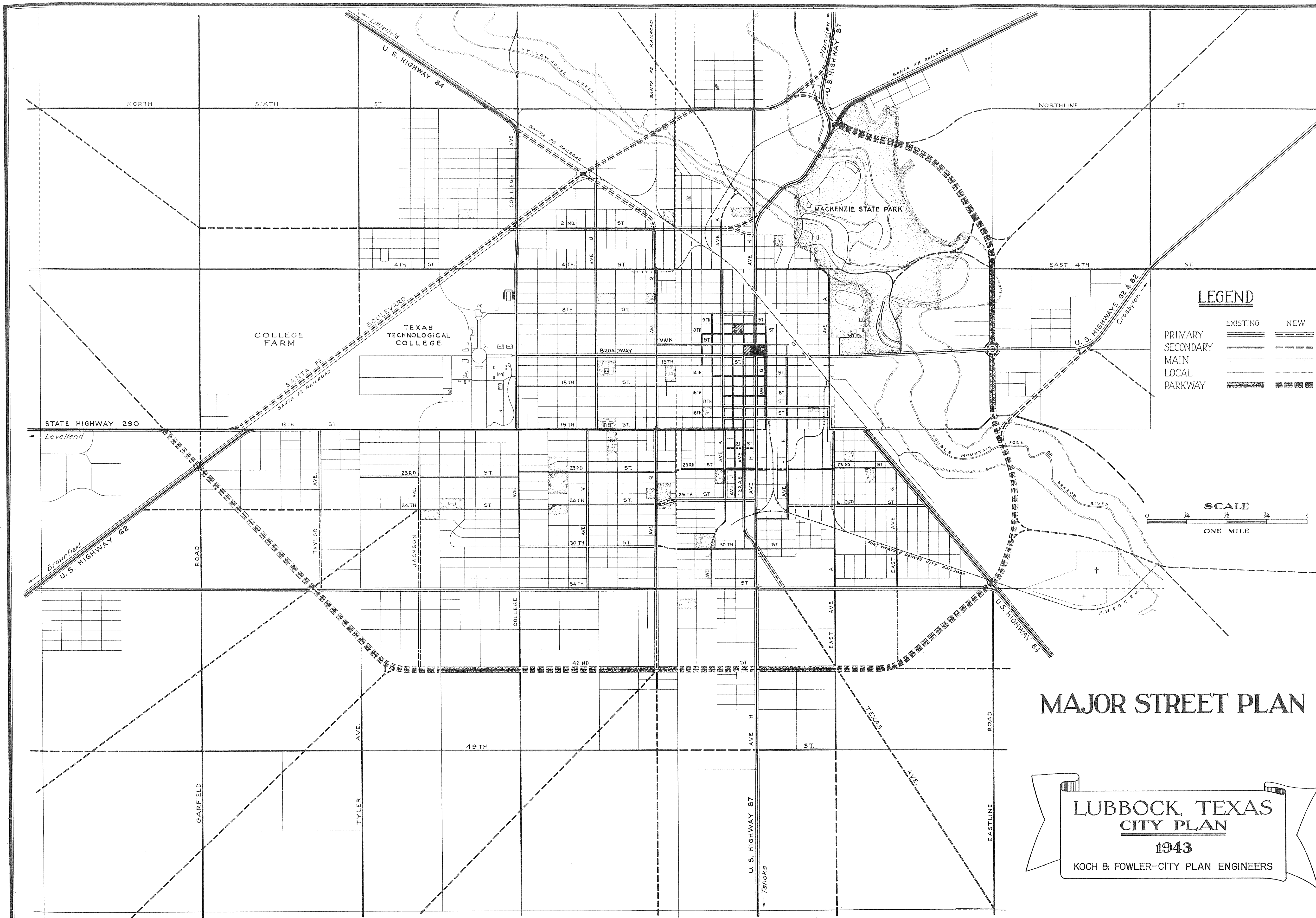
there are only a few central intersections; and will also tend to spread out and equalize property values over a larger area in the downtown district. As such, it will have a more stabilizing influence and provide a more uniform distribution of improvements and business houses in such an area. The development of such additional and optional routes from the perimeter toward the various separate contacts around the central business area will also provide the necessary convenient traffic route for the strictly trans-city traffic, so that it will not all need to traverse through a concentrated central business area.

Future Expansion

In making a study of the central business district of Lubbock, and the conditions surrounding same, it is apparent that the future business district of Lubbock will most probably develop in the shape of an "L" with one leg extending toward the College and the other extending South between Avenue "H" and Avenue "K" toward Thirty-first Street. The College, located on the West end of Broadway, about one and one-half miles West of the original main business district was the magnet which attracted residential development in that direction. The unbroken width of the campus, however, extending one-half mile North and one-half mile South of the West end of Broadway presents a formidable buffer against expansion in that direction and, therefore, has forced the residential development to the South of Nineteenth Street and along the South boundary of the campus toward the West.

The present trend of the bulk of the residential development is in that area about a mile South of Broadway; and the only available routes from that area to the central business district are inadequate and congested. The most natural and most direct route out of this area would be along the East and West streets toward the East and into the area immediately South of the central business district. Since this is true and since the area to the South of the present central business is also building up and has unlimited room for expansion; whereas, the area immediately West of the present business district is not building up and not available for expansion, it seems obvious that the future development of the business district of Lubbock will most probably expand both to the South and to the West. Since the expansion to the South will coincide more nearly with the center of gravity of the future residential development area, it appears that the expansion to the South will tend to have a preference over the expansion to the West.

The area to the East and to the North of the present business district has been preempted by the Santa Fe Railroad right-of-way tracks and yards. Immediately beyond this industrial area the attendant development is principally for Negro and Mexican families. This can not be considered as desirable potential property for white residential development excepting probably the area on the heights to the East of the Mackenzie State Park. The prospective developments to the East and North, then, under such circumstances could not be expected to encourage the extension of the central business district in those directions.



MAJOR STREET PLAN
LUBBOCK, TEXAS
CITY PLAN
1943
KOCH & FOWLER-CITY PLAN ENGINEERS
LEGEND
EXISTING
NEW
PRIMARY
SECONDARY
MAIN
LOCAL
PARKWAY
SCALE
ONE MILE
MACKENZIE STATE PARK
TEXAS TECHNOLOGICAL COLLEGE
COLLEGE FARM
U. S. HIGHWAY 84
U. S. HIGHWAY 87
U. S. HIGHWAYS 62 & 82
U. S. HIGHWAY 62
STATE HIGHWAY 290
SANTA FE RAILROAD
FORT WORTH & DENVER CITY RAILROAD
DOUBLE MOUNTAIN FORK OF BRAZOS RIVER
YELLOWHOUSE CREEK
NORTH SIXTH ST.
NORTHLINE ST.
EAST 4TH ST.
BROADWAY
COLLEGE AVE
TEXAS AVE.
49TH ST.
42 ND ST
GARFIELD ROAD
TYLER AVE.
EASTLINE ROAD
TAYLOR AVE.
JACKSON AVE
BOULEVARD
Littlefield
Plainview
Crosbyton
Levelland
Brownfield
Tahoka

BROADWAY

Broadway is the main East and West street of the city as well as the principal business street. It will always be of primary importance. Fortunately, it is of ample width through the entire portion of the city. Broadway comes to a dead-end at the East side of the College campus. Toward the East of the city, however, it is now used as Federal Highway Routes 62 and 82 and serves as an important entrance into the center of the downtown business district from the East.

NINETEENTH STREET

Nineteenth Street today is one of Lubbock's most prominent streets. It is burdened with an unusual amount of traffic and is inadequately improved to handle the same and thus presents one of the present problems. Under present conditions, this street provides a logical route to the downtown business district for all traffic originating on Highways Nos. 290 and Fed. 62, as well as the local traffic from the Southwest portion of the city of Lubbock. Its right-of-way width from College Avenue West is 100 feet and this width should be very satisfactory. From College Avenue East, however, it has varying widths but averages approximately sixty feet. It extends East to Texas Avenue where it comes to an abrupt end. Unless additional satisfactory relief streets are provided to the South of Nineteenth, it is doubtful if a fifty-six foot paving width would handle the traffic satisfactorily within the next few years. The nature of the improvements abutting Nineteenth Street would make the widening of the same beyond eighty feet in width an extremely expensive undertaking. There is no apparent reason why Nineteenth Street should be made a super-highway, or why an extensive amount of money should be spent to make it an exceptionally wide street. The logical plan for the development of this area recommends that Nineteenth Street be relieved of some of these ultimate burdens by the provision of several parallel additional thoroughfares to the South to serve all of that growing area South of Nineteenth Street as well as incoming traffic from Highway No. 62. This report definitely recommends that method and recommends that the right-of-way on Nineteenth Street from College Avenue to Texas Avenue be increased to a width of eighty feet minimum and that the street be opened eighty feet wide from Texas Avenue to "H" Avenue in order that an ultimate paving width of fifty-six feet be made possible throughout.

THIRTY-FOURTH STREET

Thirty-fourth Street now extends from the Southeast beyond the city limits all the way across the South Side of the present City of Lubbock. There are no physical reasons why it should not be continued West practically indefinitely. West of the Southwest corner of the City of Lubbock it would intersect Federal Highway No. 62. It would make an ideal route for intercepting inbound traffic from Highway 62, carrying such traffic due East along the South side of the city where it could be filtered into the city on the several North and South thoroughfares. The present right-of-way width of most of Thirty-fourth Street is sixty feet with no paving at present, except that section from Avenue "H" East upon which is located present Federal Highway No. 87. The right-of-way width for this section is one hundred feet. It is recommended that an ultimate paving width of Fifty-six feet on this street would probably suffice but since it is strategically well located for a through traffic thoroughfare, and since through its entire length it will probably be developed for residential property, it is recommended that the right-of-way width be established at a minimum of one hundred feet throughout its entire length. This will provide a more liberal parking area on each side of the pavement and provide some protection to the abutting residential property against the attendant traffic noise and dust.

TWENTY-THIRD STREET

Although it has a bad jog at College Avenue and at Avenue "P" and a small jog at Avenue "L", Twenty-third Street is the

first street South of Nineteenth Street that does go through from College Avenue to Avenue "H". Its right-of-way width is fifty feet and the paving from Avenue "Q" to Avenue "P" is thirty feet. This report recommends that Twenty-third Street be recognized as a desirable relief street from College Avenue to Avenue "H"; that the bad jogs be minimized by liberal rounding of the corners; that the right-of-way be increased to a minimum of seventy feet and the paving be increased to a minimum of thirty-six feet.

Twenty-third Street should be extended East from Avenue "H" to East Avenue "A" with a seventy-foot width. From East Avenue "A" to Railroad Avenue, along side of the Santa Fe Railroad, the right-of-way is at present one hundred feet wide, which would be ample.

TWENTY-FIFTH AND SIXTH STREETS

There is at present no adequate thoroughfare running East and West between Twenty-third Street and Thirty-fourth Street. This distance is too great for proper development and should be provided with a thoroughfare route. It appears that the most logical street which can be developed into a thoroughfare route is Twenty-fifth and Twenty-sixth Streets which lie about midway. The right-of-way width on Twenty-fifth and Twenty-sixth Streets at present is fifty feet and the only paving is thirty feet wide. This street should be recognized as a future thoroughfare for this area. Its right-of-way should be widened to seventy feet and the paving ultimately established at thirty-six feet. When the area West of Monroe Street is platted, provision should be made for the seventy-foot width to extend all the way West to the intersection with Highway No. 62. The street should be improved to the East by the minimizing of the offsets, and it should be opened and extended East from Avenue "E" to Railroad Avenue.

FORTY-NINTH STREET

This proposed street is not officially named Forty-ninth Street but is designated herein for convenience. The location is one mile South of Thirty-fourth Street along the section line. This designation as well as other similar designations shown on the proposed Master Street Plan Map are shown as recommended for the purpose of informing the proposed sub-divider of property as well as the City Plan Commission and City Council for their guidance in future deliberation, and approving of plats. The platting or opening of any streets within the immediate neighborhood of these locations should be made to conform with the street plan, so that the streets will be without offsets and so that they will have a minimum width of at least eighty feet of right-of-way.

EIGHTH STREET

Eighth Street is indicated on the map as one of the major streets. The right-of-way on this street is of ample width and requires no special comments.

FOURTH STREET

Fourth Street is a logical unit of the major street system, since it is the North boundary of the University campus property and the natural outlet to the North and West of the campus property. With proper access connections across the campus property and development of Fourth Street toward the East, the potential residential areas just North of the campus should develop into very desirable residential property. Fourth Street West of College Avenue should have a minimum right-of-way width of eighty feet. East of College Avenue, Fourth Street at present has a 75-foot width to Avenue "P" and a 100-foot right-of-way as far East as Avenue "J". Fourth Street from Avenue "H" to Avenue "A" also has a 100-foot right-of-way, which is adequate for this section.

SECOND STREET

In the area North of Fourth Street, due to the presence of several railway tracks and the topography of the area, the next logical location of an East and West thoroughfare would be on the section line one mile North of Fourth Street. On account of the distance of one mile from Fourth Street being excessive, it is recommended that another secondary intermediate thoroughfare be provided in between. It is recommended that Second Street be recognized as a unit in the major street system, and the same be extended West to a point where it would be practical to connect with a future diagonal thoroughfare extending Northwest to serve that area, if and when it is developed. The width of Second Street at present is 50 feet West of College Avenue and sixty feet East of College Avenue, and will provide for a paving width of 36 feet. This right-of-way width could probably very readily be increased to 80 feet at this time without undue expense. This report definitely recommends that the width be made a minimum of eighty feet.

AVENUE "H"

Avenue "H" is the main North and South Street; and, except for a short distance between Sanders Street and Fourth Street, Avenue "H" is one hundred feet wide from North city limits to Nineteenth Street. From Nineteenth Street to Thirty-fourth Street it is eighty feet wide with the exception of the gap between Twenty-sixth Street and Thirtieth Street, which is ninety feet wide. The paving on this street varies from fifty to seventy-two feet in width. It is the route through the city for Federal Highways Nos. 87 and 84. On that portion of this street between Ninteenth Street and Thirty-fourth Street, where the right-of-way is less than one hundred feet in width, there are no expensive permanent buildings. This report recommends that a building line be established to insure an ultimate right-of-way width of one hundred feet to conform with the remainder of the street, and to insure the right-of-way for the ultimate paving width of seventy-two feet on the same.

Extension of this street to the South beyond Thirty-fourth Street is now occupied by Federal Highway No. 87 and has a liberal right-of-way. This should be continued South at a minimum of one hundred feet in width.

AVENUE "K"

Avenue "K" now has a right-of-way width from Fourth Street to Nineteenth Street of seventy-five feet but from Nineteenth Street South the right-of-way width is only about fifty feet and a very bad jog exists South of Nineteenth Street. It is recommended that this jog at Nineteenth Street be materially minimized, and that Avenue "K" be assured a minimum width of eighty feet from Nineteenth Street south to its connection with the diagonal at about Twenty-eighth Street, where it should continue on Avenue "L" to Thirty-fourth Street.

TEXAS AVENUE

Texas Avenue is another important North and South business street. It is one block distant and parallel to Avenue "H". The present right-of-way is one hundred feet, which is ample, as far South as Nineteenth Street. The city has recently provided a diagonal connection from Texas Avenue over to the East, joining with Avenue "H" at Thirtieth. In this section of Texas Avenue from Nineteenth Street South to Thirtieth Street the right-of-way is only seventy feet wide with fifty feet of paving. This program recommends the widening of Texas Avenue from Nineteenth Street to Thirtieth Street to a minimum right-of-way width of one hundred feet.

AVENUE "Q"

The present right-of-way width on Avenue "Q" from Fourth Street to Twenty-first Street is one hundred feet, with the exception of two blocks between Nineteenth Street and Twenty-first Street where the width is ninety-four feet. It is paved to a width of sixty feet over this distance. Its location, as

shown on the map, makes it particularly desirable for a trans-city traffic route. North of Second Street, extending Avenue "Q" on a diagonal to the Northwest to a connection with State Highway No. 84 at College Avenue, provides a direct and very convenient and desirable connection for traffic from the Northwest into the interior portion of the city. The present width of Avenue "Q" from Fourth Street to Second Street is from thirty-eight to fifty feet. It is recommended that this be increased to one hundred feet and that the one hundred feet right-of-way width be carried on Northwest along the diagonal route recommended to its connection with Highway No. 84 at College Avenue. On the south end, from Twenty-first Street to Twenty-fourth Street, the width varies from fifty to one hundred feet, but from Twenty-fourth Street to Twenty-eighth Street the one hundred foot right-of-way is again available. From Twenty-eighth Street to Thirty-fourth Street the actual right-of-way is only twenty-five feet wide. It is recommended that the one hundred foot width of this street be maintained out at least as far as one-half mile South of Thirty-fourth Street, where it would intersect with the proposed boulevard loop. From this point on South, a minimum width of eighty feet is recommended.

COLLEGE AVENUE

College Avenue forms the East boundary of the College campus and is developed as business property, practically for the entire frontage alongside the campus. The right-of-way on this street is at present one hundred feet from the North city limits to Nineteenth Street, and is paved sixty feet wide. Its strategic location makes its inclusion in the master street plan obvious. South of Nineteenth Street, however, the right-of-way is only sixty feet wide and provides for only thirty-six feet of pavement. An eighty-foot right-of-way from Nineteenth Street South is much to be desired.

JACKSON AVENUE

The right-of-way on Jackson Avenue between Nineteenth Street and Twenty-sixth Street is now sixty feet wide. This is adequate for a thirty-six foot pavement. The right-of-way on Jackson Avenue from Twenty-sixth Street to Thirty-fourth Street is not now designated. It is recommended that this street be included on the master street plan to insure a minimum dedication width of sixty feet and that no jogs or offsets will be left when the same is platted.

TAYLOR AVENUE

The right-of-way on Taylor Avenue between Nineteenth Street and Twenty-sixth Street is now sixty feet wide. This is adequate for a thirty-six foot pavement. The right-of-way on Taylor Avenue from Twenty-sixth Street to Thirty-fourth Street is not now designated. It is recommended that this street be included on the master street plan to insure a minimum dedication width of sixty feet and that no jogs or offsets will be left when the same is platted.

GARFIELD AVENUE

This street is the first North and South Street West of College Avenue which can be extended North of Nineteenth Street without dividing College property. This is a distance of two miles from College Avenue. The importance of this connection then as a cross-town thoroughfare is obvious. This thoroughfare should have a minimum right-of-way width of eighty feet.

AVENUE "A"

This street has a right-of-way at present from Fourth Street to Nineteenth Street of seventy-five feet and from Nineteenth Street South to Thirty-fourth Street the right-of-way is seventy feet. South of Thirty-fourth Street the right-of-way is sixty feet wide. This right-of-way width will probably be sufficient but paving should be a minimum of thirty-six feet.

THIRTIETH STREET

Thirtieth Street is a logical location for an East and West local neighborhood thoroughfare. At the present time it is not open between Avenue "P" and Avenue "Q", and unless the platting of this vacant area between Avenue "P" and Avenue "Q" is guided and influenced by the City Plan, it is probable that there will be a definite jog in this street when the vacant property is opened. By recognizing the fact that Thirtieth Street is the logical street for an East and West thoroughfare, this property can be so platted that the new street, when opened, will connect up with a long reverse curve and thus eliminate the jog in this proposed thoroughfare. From College Avenue to Avenue "Q" a sixty or seventy-foot right-of-way should suffice; however, from Avenue "Q" to Avenue "A" the right-of-way should be at least eighty feet. This street will serve the business and commercial area between Avenue "L" and Avenue "H" both from the East and from the West. It is the first opportunity for a cross connection between Avenue "K" and Avenue "H" South of Twenty-fifth Street.

HIGHWAY BY-PASS BOULEVARD LOOP

Inspection of the Regional Street and Highway Map for Lubbock and vicinity reveals the fact that seven different State Highways approach the City of Lubbock from as many different directions. All of these Highways are directed toward the center of the City of Lubbock much as the spokes in a wheel, terminating at one central point in the hub. All Highways and traffic at present entering the City of Lubbock and wishing to proceed beyond must necessarily pass through the central portion of the business district and through the attendant traffic congestion. It has been evident for some time that some kind of by-pass relief connection should be provided in order that the traffic would be enabled to by-pass the congested business areas.

One of the greatest assets, and one of which the citizens can be justly proud is the beautiful Mackenzie State Park. Unfortunately this park is located in the Northeast section of the City of Lubbock North of the Santa Fe Railroad and yards; whereas the large majority of the population resides to the South, Southwest and West of the business district in the city. Thus the population actually resides on the opposite side of the city to that in which the park is located. This is a feature which was controlled by topography and could not be otherwise located. This park, under present conditions, is not as easily accessible to the citizens of Lubbock as it should be. This condition, however, can be very materially improved if adequate and desirable additional streets and approaches are provided. Such additional access streets should be in the nature of boulevard-drives and they should not pass through the congested business areas but should be located to take advantage of the unusual topography on the East side of the city and should be projected through areas not now built up so that liberal right-of-way widths could be obtained without excessive costs. This loop driveway should be developed as a Boulevard or Parkway project, with adequate right-of-way width to develop a type of thoroughfare that could be improved more in the nature of a scenic driveway than the ordinary, simple thoroughfare for traffic.

Fortunately, it is thoroughly possible and practical to combine the requirements for this loop-boulevard with the requirements for convenient Highway By-pass Routes around the city, and under the plan recommended herein it is believed that a considerable, substantial aid may be expected from the State Highway Department for the construction of this By-pass Loop. It is recommended that the right-of-way on this Parkway be not less than one-hundred-sixty feet in width; that the width of the paving be determined by the City Engineer according to the traffic demands; and that a divided roadway with a park center strip be used wherever practical. It is especially recommended

that on this particular Boulevard the number of intersections with cross streets be kept as few as possible. Since the proposed location of this route is mostly through undeveloped property, and un-platted property, it should be possible to so control the platting of the adjoining property as to make the number of actual new intersections with same a minimum. Thus, it will be possible to reduce the traffic hazards on this street very materially. With proper zoning regulations along side of this Boulevard, and with the proper high grade type of improvements and development of this Boulevard scheme, Lubbock will be able to develop within a very short time a feature which, taken together with the beautiful Mackenzie State Park, will be an invaluable civic asset.

SANTA FE BOULEVARD

As is shown on the Major Street Plan Map, a thoroughfare is recommended along the Northwest side of the Santa Fe Railroad extending from Nineteenth Street to the crossing of the Main Line of the Santa Fe Railroad about Avenue "U" and continuing in a Northeasterly direction to a junction with North Sixth Street. This proposed route will make a desirable and suitable by-pass route for traffic coming in on U. S. Highway No. 87 and other County Highways from the Northeast portion of the County to by-pass the traffic congested areas of the city proper and leading to State Highway No. 290 and U. S. Highway No. 62.

While the location is shown on the map to be on the Northwest side of the Santa Fe Railroad right-of-way, it is possible that there may be some local reasons why it should be put upon the Southeast side of the right-of-way. From the City Plan Major Street Lay-out point of view, it is not material on which side of the right-of-way the highway is placed. Practically all of the land through which this diagonal thoroughfare passes is state owned land and should be available for public purposes. It may be possible that the State authorities would prefer one side over the other.

This street could well be improved as a portion of the boulevard system and a slight extra right-of-way width would add a great deal to its value for such purpose. It is recommended that a minimum right-of-way width of one hundred feet be established for this section. Attention is directed to the fact that it would probably be more practical to eliminate the railway grade crossing on the main line of the Santa Fe Railroad at Avenue "U" by an over-pass, but with the crossing of the North Branch of the Santa Fe Railroad on the extension of Avenue "Q", the proposed location of the new highway coincides with the railway trestle now in place over Yellowhouse Creek, an underpass at this location should be practical.

NORTH LINE STREET

The area immediately Northeast of the MacKenzie State Park, extending from the Santa Fe Railroad branch line Southeasterly to the U. S. Highway No. 62, is at present undeveloped as city property but is being used for farm purposes. This is also very sightly property and does have some unusual and desirable qualifications for residential property development. It is closer in to the central business district than any other available residential property. It adjoins the beautiful MacKenzie State Park property and is traversed by a portion of the recommended Belt Line Boulevard and Parkway.

At the present time, the lack of direct and convenient access route to the central business district and other portions of the city is conspicuous; also, the fact that utilities and other conveniences have not been projected in that direction probably accounts for its lack of development. There is a strong probability, however, that, with the further development of the MacKenzie State Park improvements and with the projection of the Belt Line Loop Parkway, residential development may, within a short time, be started in this area. This Plan recommends several proposed major thoroughfare routes which will act as a guide to assist the City Plan Commission and the developers toward insuring desirable and adequate principal thoroughfares for the development of this area.

NORTHWEST DIAGONAL

There is a considerable area of sightly property North of the Yellowhouse Creek Arroyo which has had comparatively little development, but which is desirable for development and which probably would develop if convenient travel routes to the city were provided. At the present time, about the only way this traffic can reach the city proper would be to detour to the West via College Avenue or detour to the East to Avenue "H" connection. The character of the Yellowhouse Creek topography and the numerous railway tracks and switches seem to isolate this area. This report recommends that a diagonal highway thoroughfare route be established in a Northwesterly direction beginning at Avenue "H" about First Street and extending in a Northwesterly direction along the bank of Yellowhouse Creek Arroyo, underpassing the Santa Fe Railroad branch line at the trestle crossing and then proceeding in a Northwesterly direction into the heart of this aforementioned potential area. This right-of-way should be assured an eighty-foot right-of-way at the time that this property is platted for subdivision.

NORTH SIXTH STREET

North Sixth Street is at present open as a County Road. There are very few improvements abutting same but its strategic location and surrounding topographic conditions combine to point it out as an important future East-West thoroughfare. In an Easterly and Northeasterly direction, it connects directly to the Municipal Airport. To the West it strikes out into the heart of future potential residence property. The ultimate eighty-foot width on this street could most probably be secured without any appreciable cost. A portion of the East end of this street would serve as a section of the recommended Highway Loop, and, for that section, a width in keeping with the general character of the Loop Boulevard should be acquired.

RAILROAD AVENUE

Railroad Avenue extends from the Southeast at Thirty-fourth Street South of the city limits along side the Santa Fe Railroad main line tracks in a Northwest direction to Nineteenth Street. The right-of-way width at present is sixty feet, which is ample to provide for a thirty-six foot paving, since it will be developed on only one side. This connection will furnish a very desirable additional entrance into the central business district from the area to the Southeast of the city and the inhabitants served by State Highway No. 84 and a decidedly advantageous access route to the industrial and stockyards areas.

Grade Separations

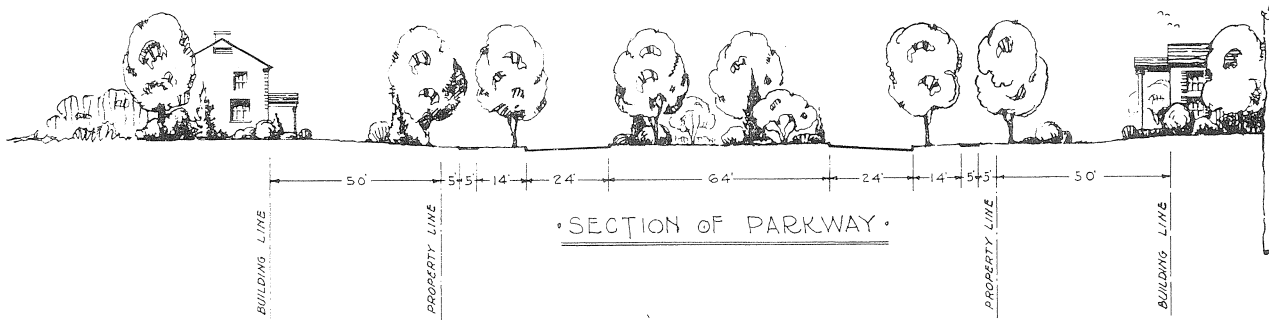
Pedestrian underpasses under Nineteenth Street at the Senior High School site are recommended herein under the chapter entitled "Schools".

Additional grade separations for vehicular traffic will also be required at several of the crossings of the major traffic-way routes over main line railroad tracks. These grade separations, of course, will be constructed from time to time as the local traffic conditions justify.

The construction of some of these grade separations may be postponed for a while; but the design of the Major Street System was predicated upon the fact that they would ultimately be constructed. The locations were selected accordingly.

An overpass was contemplated where the 42nd Street Parkway crosses both the Frisco Railway tracks and the Santa Fe Railway tracks at their intersection. It was contemplated that this overpass would span both railway tracks, as well as the traffic-way on Railroad Avenue.

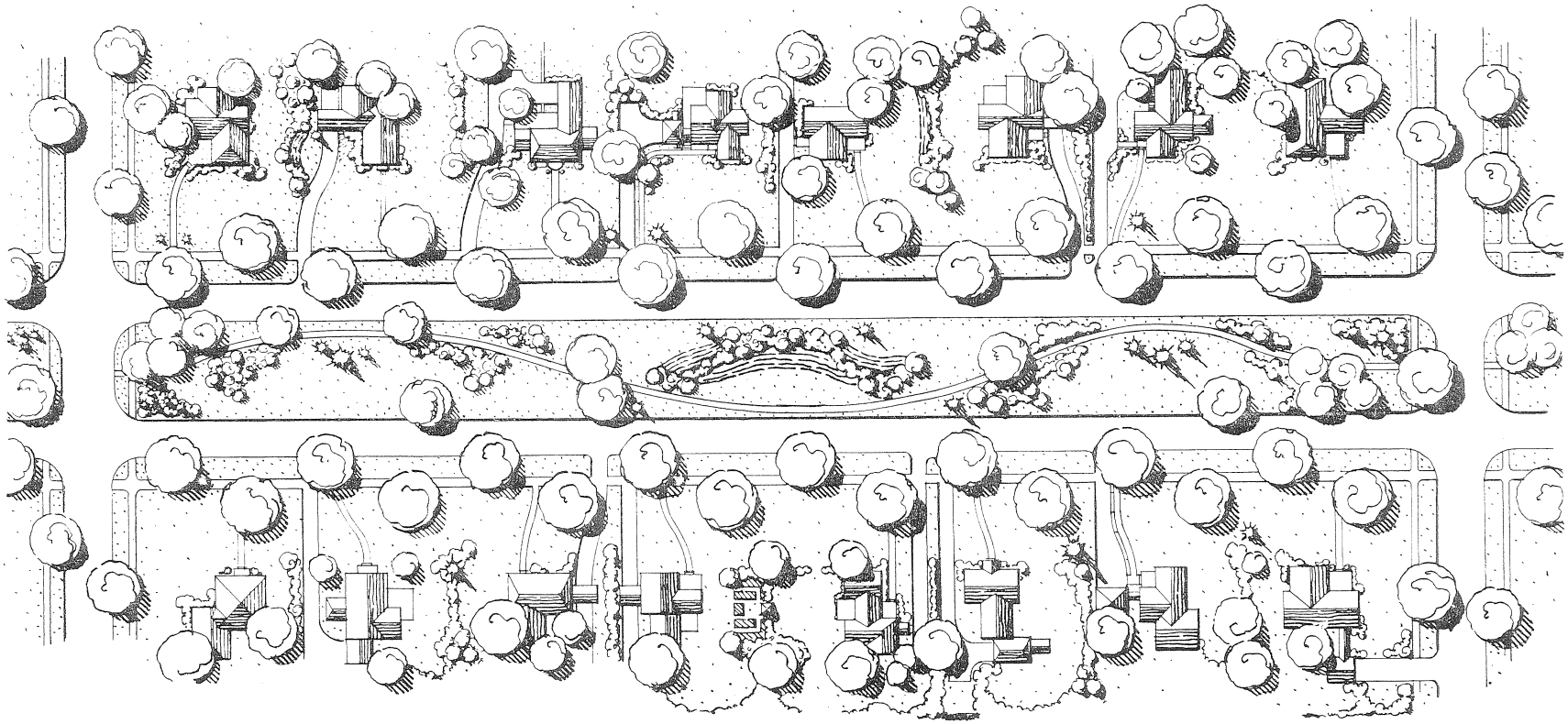
Other locations for underpasses are obvious where the location shown on the Master Street Map indicates natural conditions favoring underpass construction.



SECTION OF PARKWAY

PROPOSED PARKWAY

SHOWING TYPICAL LANDSCAPE TREATMENT ALONG 42ND. STREET.



RECREATION

Proper and adequate recreation facilities in a community are recognized by all City Builders as one of the most important necessities in a modern city building program. As a component part of the City Plan, Recreation is not considered primarily from the standpoint of furnishing entertainment or amusement. The concept of recreation herein is the furnishing of opportunities for re-creating or renewing the health, energy, and morale of the citizens. It is intended to furnish education for the children as well as the grown-ups, in order to teach them how to make the best use of their leisure time for the re-creating and building-up of their energy, health, and state of mind. No person is well educated who has not learned how to play in a constructive and beneficial manner.

The boys and girls of any city can be its most valuable asset or they can be the most expensive liability. They are full of energy and must have something to do and somewhere to go. If they are not provided with a place in which to play, they will find one. If their play is not properly directed by a supervised and constructive program, their education gathered on the playgrounds might not be beneficial. Supervised recreation is a moral and educational necessity for a modern city. It brings people together, encouraging team work and cooperation, which always means healthy growth and development; it promotes physical health, which is an asset to mental well-being and greater efficiency in work.

More Leisure

During the past forty years, average working hours in industry have decreased from approximately sixty hours per week to forty hours or less per week; thus, adding twenty or more hours a week for leisure. The forty-hour, five-day, work week is an established practice in many industries. The use to which such expanding leisure time is to be put is of great importance, not only to the individual but to the Public Welfare. Adequate provision for recreational opportunities for all-age groups is of supreme importance for the Community and the National Welfare.

Juvenile Delinquency

The experience and statistics gathered from the many cities during the past few years indicate very clearly that juvenile delinquency is definitely and substantially affected by supervised play programs. We have the authority of the National Probation Association for the statement that no less than 85 per cent of all criminals began their crime career as children or youngsters. There are numerous instances showing that cities having equipped and supervised playgrounds have effectively reduced delinquency among boys from ten to fifteen years old; and that the degree of reduction decreases as the distance from the playground increases. It has been found that in areas within one-eighth mile of good playgrounds, the delinquency rates are less than one-half of the rates in the areas which are one-half mile or more from playgrounds. Experience and statistics also reveal a remarkable reduction in the suicidal rate of accidents caused by the children playing in the streets, where reasonable off-street playground space is provided. Adequate playground and recreation facilities are definite economic necessities of a city.

Our American cities might well take a lesson from England on the subject of juvenile delinquency. Mr. J. Edgar Hoover, Director of the F.B.I., in his recommendations for combating juvenile delinquency, points out that Britain, in the war's first excitement,

forgot about the youngsters, neglected community centers, closed recreational centers, drafted experts in youth training for the army; but, at the end of the first year, arrests of girls and boys under 14 years of age were up 41 per cent and those 14 to 17 years of age were up 22 per cent—so England was forced to make some changes. Recreational centers were reopened, trained youth leaders recalled, truancy rules enforced, schools kept open after noon and at night for play and war work—and the delinquency rate dropped.

American Plan

The concept of a community-wide recreational plan into a unified, balanced system of parks, playgrounds, and playfields, considered as a unit for the entire city, is recognized as one of the United States' contributions to the art of modern community planning. In the earlier development, provision was made for play areas primarily in the congested sections of the city; and many times sites were used, not because of suitable location or facility, but rather because they were of no material use for any other purpose. During the past few years, however, city builders began to take a broader view of the recreational function, to recognize the need and value of playground facilities in all parts of the community, and to plan for these on a city-wide basis. It has been found that the proper location and site for these recreational facilities is of sufficient importance to its effectiveness that the small extra first cost required to get a suitable site, located in its proper place is superseded many times the extra cost by the increased efficiency of the facility.

Universal Acceptance

As an indication of the universal acceptance of the principle that recreational facilities are a desirable and an economic necessity for the modern American City, we find in a report of the National Park Service of the United States Department of the Interior that of 161 cities and towns in the United States having a population of twenty-five to fifty thousand inhabitants, only four cities are without parks. One hundred fifty-seven of those cities report a total of 2,071 parks, comprising an acreage of 54,293. This equals an acreage average of 346 acres per city of this size.

Effect on Property Values

The following findings of the New York Regional Survey of New York and its environs, on the subject of playgrounds, are pertinent:

A. "There have been no decreases in land values on the blocks bordering playgrounds after the acquisition of the playground."
B. "Small plots used as playgrounds seem to have little effect one way or another on surrounding values."
C. "Large plots when in wholly residential districts increase the value of the bordering property in somewhat the same manner as do parks."
D. "When business or industry extends into blocks bordering on or adjacent to a playground, the benefits of the playground to the neighborhood, as reflected in land values, are very much decreased."
E. "Where the neighborhood is wholly residential in character, the average increase in land values around the playground has been far greater than in other districts where business or industry is present."
F. "Increases in land values around playgrounds take place more uniformly when all sides of the playground are zoned for residential purposes only."
G. "The playgrounds which are well landscaped, planted and equipped and supervised are the ones around which land values are most likely to show a substantial increase."

Present Park System

The citizens of Lubbock have ample reason to be particularly proud of its present park system. Lubbock has been unusually fortunate in having had the benefit of an enthusiastic, capable and loyal park board, several members of which have been continuously active on the work since the board was created. In the short period since its beginning in 1928, this Park Board has developed a system of parks of which any city should be proud and which are now paying dividends to the City of Lubbock. Even without considering the beautiful Mackenzie State Park, the other smaller city parks in the city show intelligent planning, and interested maintenance. The actual use of the facilities by the many citizens attest to their desirability and appreciation by the citizens. The comments and suggestions contained in this report are not intended as any criticism of the work of the Park Board, but they are intended to be constructive assistance to the splendid work now being done by the Park Board with the limited funds at their disposal, and to urge that the Park Board be furnished with additional means and funds with which to develop a well rounded and balanced recreational program in the City of Lubbock.

School Grounds

Each and every city has large investments in school buildings, sites and playgrounds. In most instances these facilities are not used to their fullest extent. Many hours during the year these buildings are locked and the playgrounds and facilities are empty and unused. This waste could be turned into one of the greatest contributions towards the city's greatest need. The concerted effort of the parents, the Board of Education, City Park and Recreation Departments can make the use of these facilities much more efficient. This fact has been demonstrated in a small way during the past few months in many of our cities. Our high schools, most used of the public buildings, have proven their worth for Community Service Centers in the War Effort. They have been the scene of ration book mailing, canning, air raid warden meetings, home defense guard drills, Red Cross classes, bond sales, vocational training schools for workers in air plants and many such activities. These activities should be proof of the practicability of locating community-center effort in the city's school buildings and plant.

Intelligent cooperation and co-ordination of the school buildings, plant and grounds can provide the much needed year-round educational and recreational requirements, at the most reasonable cost.

Utility versus Beauty

The recommended locations for parks and playgrounds contained in this report were determined definitely on the basis of utility value for providing recreational function, and not simply for the purpose of creating additional increased value of property in the community or for beautification purposes. The fact remains that these two benefits are really by-products of well located and well designed and improved playgrounds and playfields. The degree of beautification for the area, of course, depends upon having an adequate area for the site, together with competent and intelligent design.

The General Plan

In the development of the recreational facilities program for the city, in order to secure the most efficient operation from the functional standpoint, the various sites and improvements should be designed and planned to provide suitable equipment for

the various age-groups of citizens. The different age-groups will require different types of equipment and usually different type locations. Those facilities that are provided for older age-groups can be spaced farther apart than those intended for the younger children. It is not intended to recommend that these playgrounds and playfields be standardized or stereotyped as to size and equipment, but the following recommendations are for the purpose of suggesting a basis for the development of a coordinated program:

The various age-groups have different interests, abilities and needs; and require different types of facilities. While large areas such as picnic grounds, large parks, etc., may be enjoyed by entire families, segregation by age-groups is particularly desirable for some facilities. It is not recommended that independent playgrounds be established for the age-group of children of pre-school age and kindergarten age. In the average city, this group represents about 10 per cent of the total population. The space required for such activities is comparatively small, and can usually be incorporated as an integral part of the playgrounds later described herein and recommended for age-group of children from six to fourteen years of age. It is not usually practicable to combine the kindergarten type of playgrounds with the playfields, herein described, but many opportunities and suitable locations may be found in the playgrounds and the hereinafter described neighborhood parks.

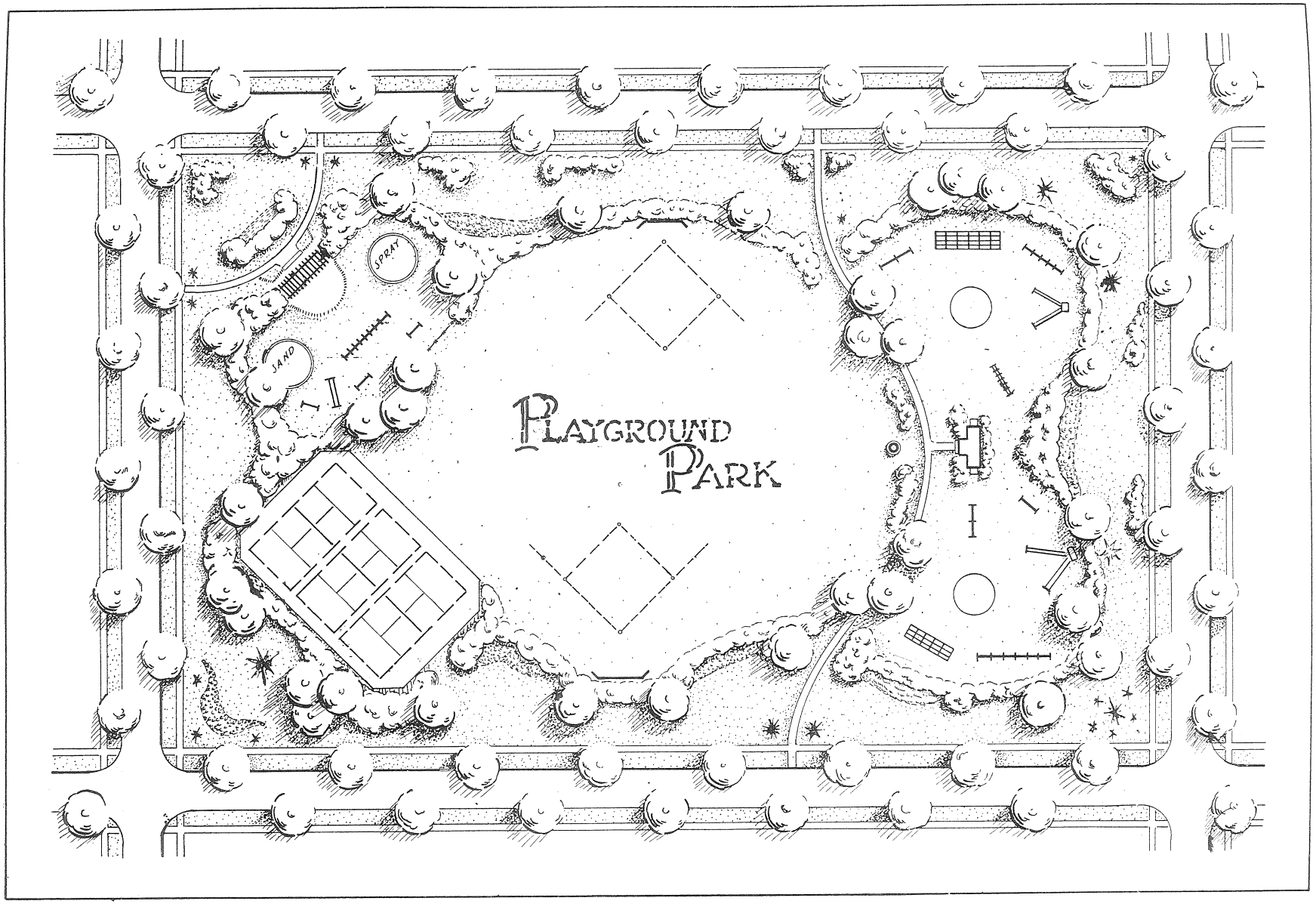
PLAYGROUND—PARK

The first definite independent type of recreation facility recommended herein will be called "Playground", for convenience. These Playgrounds should be developed primarily for the smaller children from six to fourteen years of age. This group usually represents about 15 per cent of the population of the city. In making provision, at the same time, in these playground sites for the pre-school and kindergarten group, above mentioned, which represent about 10 per cent of the population, the services of these playgrounds will serve approximately 25 per cent of the population of the city. These playgrounds should contain an area of from four to six acres each and should be spaced throughout the city at such intervals that no child should have to walk more than one-fourth to one-half of a mile to reach one. They should be chosen with special regard to their location so that, for instance, children would not have to cross highways, railroad tracks, and other dangerous hazards in reaching them. They should be designed primarily for intensive and supervised play for children. They should, of course, be properly beautified, but not to such an extent that their utility as playgrounds will be affected. The site should have ample area of space so that it will not be necessary to have the intensive play immediately adjoining the street traffic. A slight excess area, which would make possible a strip of landscaping with trees and shrubbery between the street curb and playground proper, would add to the safety of the children as well as the esthetic features of the neighborhood.

Typical Plan

Attached hereto is a sketch showing a suggested typical plan for development of a Playground. This suggested typical plan includes the ordinary playground facilities and illustrates the above recommended plan of beautification and landscaping between the curb line and the play areas. The informal shrubbery border located back about twenty to one hundred feet from the curb serves as a background for the park effect, and at the same time serves as a natural barricade to prevent the children from running out into the street during their play.

The area between the playground area and the street curb could be improved and developed as an informal, natural park, in which convenient seats could be located for the benefit of citizens desiring to rest or enjoy the park areas. This arrangement, in addition to providing safety for the playground, would minimize the amount of noise eminating from the playground which might otherwise annoy the residents across the street.


SPRAY
SAND
PLAYGROUND
PARK

In this typical plan showing the general plan for recommended improvements, provision is also made for a small area designed for the pre-school or kindergarten group. This area is a part of the whole but is set apart as a separate area by a natural planting, etc. A convenient shaded area and pergola shelter is included in which the nurses or mothers may sit and rest while they may yet keep close watch and supervision in that area.

A comfort station is provided in a convenient location within the park and a suggestion is also made for the inclusion of a flag pole. This sketch is not intended for the design of any particular park within Lubbock but is presented simply as a typical, possible lay-out. Detailed design plans, of course, should be prepared for each separate park and so apportioned and designed that they will fit the individual site to be developed in proper proportions.

A very desirable and practical method of providing this type of playground is to extend the school ground, wherever possible, sufficiently to provide the playground area required. One of the particular advantages of this plan is that the supervised play could be directed by the school authorities. It is obvious that many other advantages to such joint operation and cooperation between the Park Board and School Board are available. It should not be necessary, in any city which is progressive enough to have active and efficient School Boards and Park Boards, to duplicate playground facilities of this kind when the principles governing the spacing of the school buildings and their purposes are so closely bound together in trying to serve the same group of citizens.

PLAYFIELD—PARK

The next general type of recreation facility recommended will be called "Playfields". This type of playground is intended to serve the age-group of from fifteen to twenty-five years, and represents about 20 per cent of the population. They should contain from eight to ten acres each in area and should be spaced considerably farther apart than the above mentioned Playgrounds. The sites should be chosen with regard to their natural development and topography, and should be designed for recreation and sports for the older or high-school type of children, for such major activities as baseball, tennis, football, etc. It would be desirable to landscape and beautify these Playfields also, but such landscaping and beautification should be secondary and done in such a manner that it will not interfere with the playfield activities.

The spacing and conditions which recommend locations for this type of recreation facilities are very similar to the general requirements for the spacing and location of Junior High Schools. This report recommends that very serious consideration be given to the combining of this type of playfield with the sites for future Junior High Schools. If these sites could be secured while the land value is cheap, before intensive urban development, it would enable the acquisition of same at reasonable financial outlay, and, at the same time, would be of inestimable benefit to the developers of property in that area. The definite location and establishment of sites for utilities of this kind in advance of development provides the owners of property in that area with information which enables them to build their communities more conveniently to be served by such utilities, and will stabilize property values throughout that area, because the nature and type of development will thereby be determined and established. Those people who like to be adjoining a public playfield, or park, or school can make their purchases and acquisitions intelligently, and, similarly, those people who do not wish to be adjacent to such improvements will also be informed sufficiently so they can make their improvements in locations away from such sites.

It is recommended that the large exhibition athletic field or stadium for football, baseball and other games which attract large crowds of spectators be not included in this type of playfield. That type of development should either be included as a portion of a large neighborhood park or as an independent unit. In the City of Lubbock there would probably be not more than one of such type of facilities developed, and therefore no matter where its location would be, it would not be conveniently accessible to all of that group which it is intended to serve under this heading. There should be several playfields in order that they be located within convenient walking distance of each neighborhood. Under such conditions, it would then not be necessary to have any extra space for the parking of automobiles. Such playfields should, of course, provide space for football, baseball, etc., but should not be equipped with grandstands or a large number of bleacher seats to encourage exhibitions and large bodies of spectators.

NEIGHBORHOOD PARKS

The third classification of recreational facilities is known as Neighborhood Parks. They should be designed primarily to serve the adult group, which would include about 50 per cent of the population. They should also include such other facilities as would have universal appeal to citizens of all age groups, as, for example, picnic areas, outdoor theatres, etc. A neighborhood park should contain from ten to fifteen acres, and if possible it should be more of a naturalistic type of development, uneven topography with natural wooded areas are to be preferred, but the convenience of access should not be sacrificed for such qualities. The number of such neighborhood parks will be limited, the distance from some portions of the city would naturally require automobile travel and some provision should be made for a limited amount of automobile parking space.

It is practical and desirable to include within the neighborhood park, the playground and playfield requirements for that immediate area. It is also possible sometimes to include within the park site, or adjacent thereto, other community buildings or services to the end that it would represent a real community center in that neighborhood.

Unfortunately Lubbock does not have available any property with natural wooded areas which would make natural, neighborhood parks. At best, this need will have to be supplied on property upon which the trees will need to be planted. The greater portion of the citizenship do have automobiles available and they would probably use the facilities in the MacKenzie State Park. However, a great many citizens will not have transportation available, and these citizens should be provided with some type of neighborhood park facilities within walking distance of their homes. This requirement would be partially met by the recommended landscaped parked periphery proposed for the playground parks. Under such conditions, the arguments for providing liberal space around the edges of the playground for such purposes would receive added support.

Supplementing the neighborhood park facilities above mentioned, three other neighborhood park sites are recommended. Although each tract is not as large as would be desirable for this type of park facility, the fact remains that the property at reasonable cost would serve a very useful purpose as supplementary breathing spaces. Under the city's plan for storm water disposal, the city will own three tracts of land which will be used for temporary retention bases for the disposition of storm water. These areas are shown on the map in this report titled: "Present Use of Property". Each tract contains several acres of land and will be covered with water one or more times each year. The temporary flooding of these areas will not injure the grass and trees and it is recommended that these areas be developed as neighborhood parks as described above.

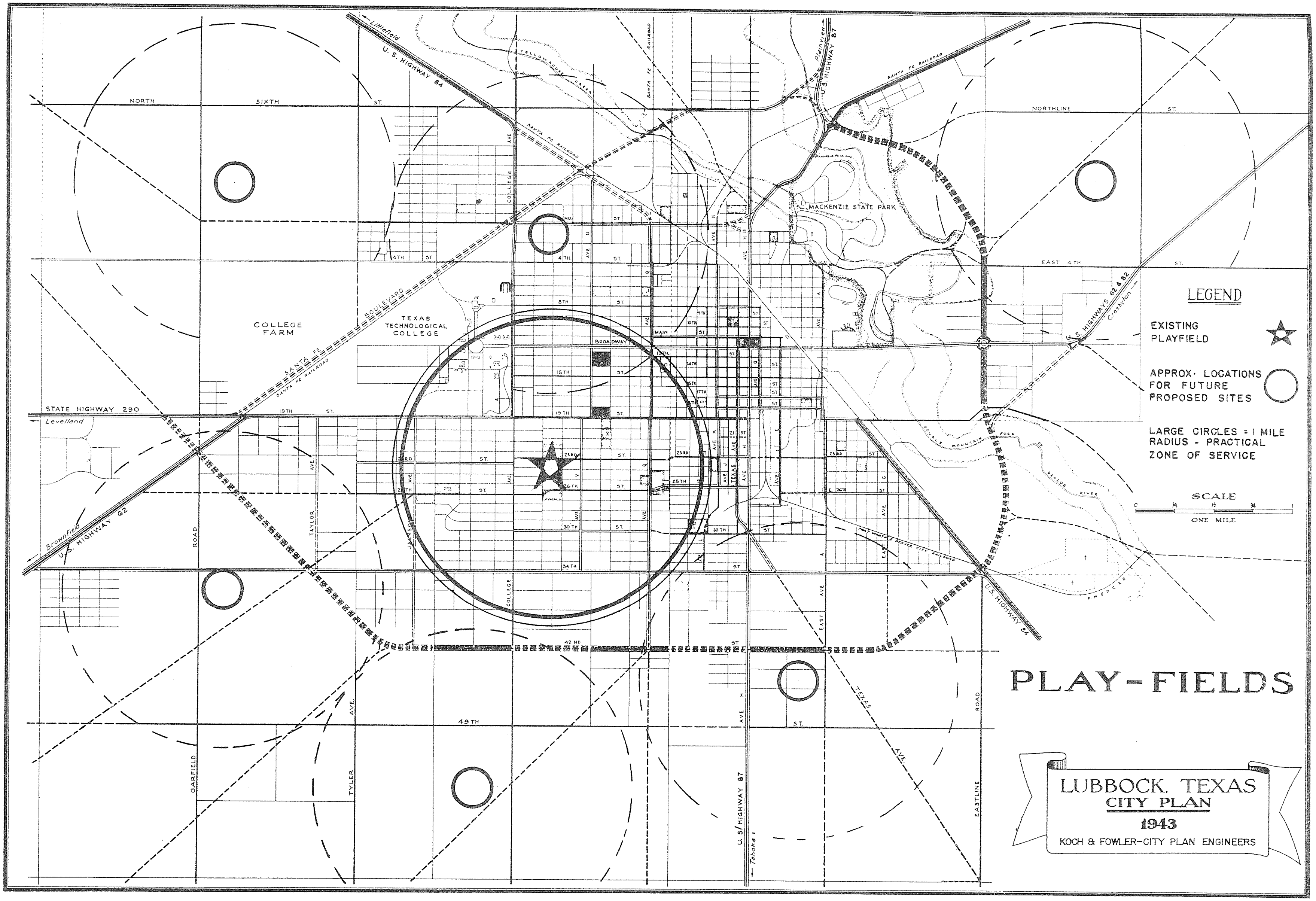
It is definitely recommended that a neighborhood park be provided for the negroes in the area East of Avenue "A" and South of Nineteenth Street. There is no particular piece of property in this area that is topographically advantageous; and, therefore, any property in this area which is conveniently located would be suitable.

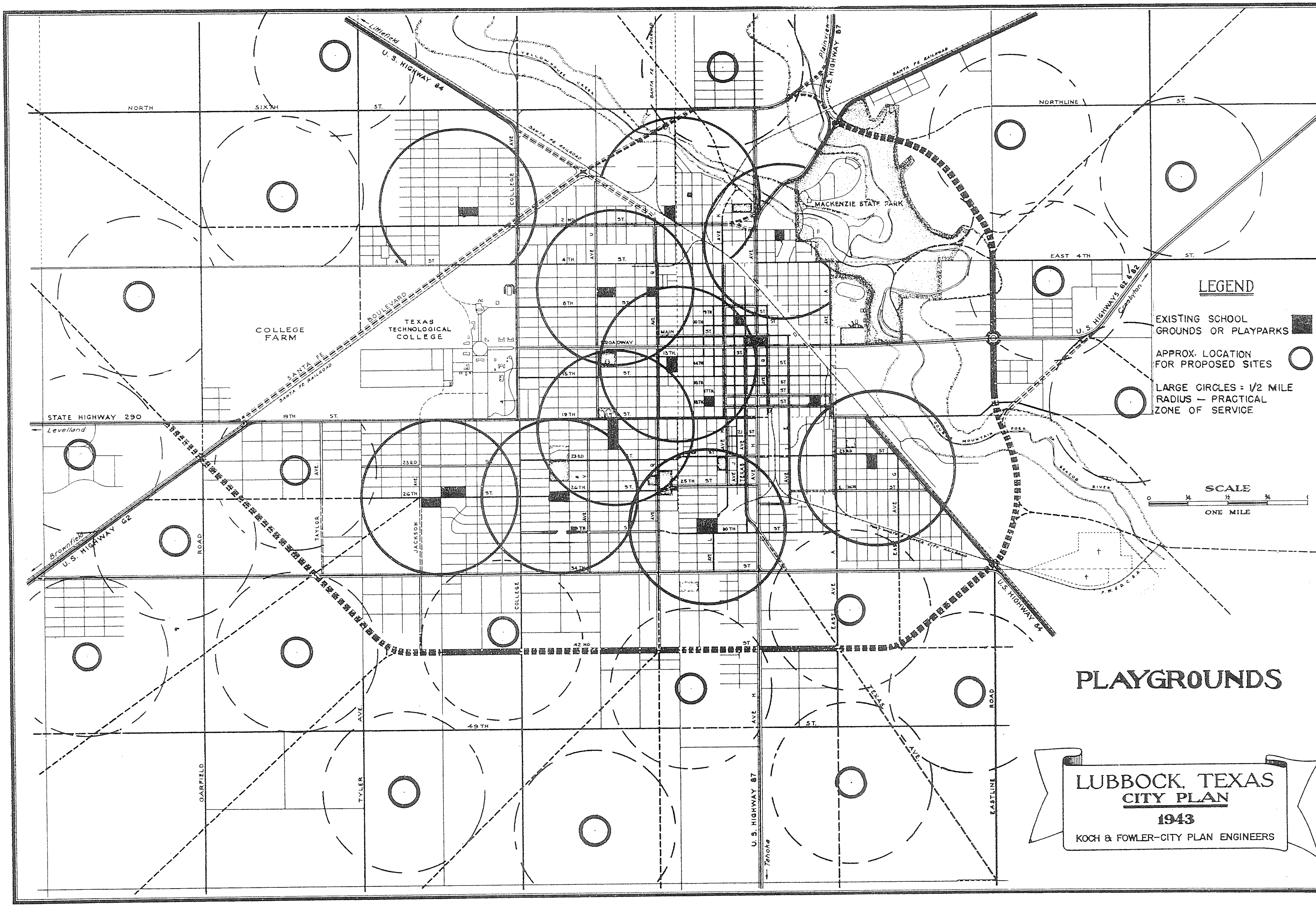
The city owns a piece of park property at Avenue "J" and First Street and also at Avenue "P" and First Street. These two pieces of property will very adequately serve that particular area North of the Santa Fe Railroad tracks. A neighborhood park should be provided, however, in that general area about Third Street and Avenue "V".

A neighborhood park has been dedicated in the platting of a real estate property Northwest of the College, outside the city limits, at the intersection of Clover Lane Street and Van Buren Avenue. This property would be too small to serve as a neighborhood park but it is recommended that a larger tract of adequate size be provided about five blocks due North of this tract.

The fourth type of recreational facilities, known as the large outlying park is another unit whose development should be somewhat similar to the neighborhood parks above mentioned except that it would be much larger in scale, more naturalistic in its general development and should be improved with provisions for automobile transportation throughout the park and adequate parking spaces throughout the same. Lubbock, of course, is unusually fortunate in that this has been provided, with a most excellent location, interesting topography, and in the custody of and being developed by a competent and enthusiastic Park Board. Typical of the entire country surrounding Lubbock and vicinity, the park site was deficient in natural tree growth. The Park Board in the development of this park has made a substantial start toward the establishment of a large area of trees and shrubbery, as well as equipment of various kinds for the use of the several age-groups. The fact that this park is located immediately adjacent to the Northeast section of the city makes it practical to also provide those facilities necessary for the immediate neighborhood of that portion of the city, and therefore it will not be necessary to duplicate such facilities in this section of the city.

In the older portions of the city, where the existing schools might soon become obsolete or where the district is small and might sooner or later be consolidated into a larger district the playground site is usually inadequate in size, it is recommended that before enlargement of such grounds or the establishment of a new playground is initiated, serious consideration be given to cooperation with the School Board to determine the probable location of the future school site, and the playground should be placed at such future school site. The tract selected should, of course, be large enough to accommodate the school buildings in an appropriate setting in addition to the playground.


PLAY-FIELDS
LUBBOCK, TEXAS
CITY PLAN
1943
KOCH & FOWLER-CITY PLAN ENGINEERS
LEGEND
EXISTING PLAYFIELD
APPROX. LOCATIONS FOR FUTURE PROPOSED SITES
LARGE CIRCLES = 1 MILE RADIUS - PRACTICAL ZONE OF SERVICE
SCALE
ONE MILE
MACKENZIE STATE PARK
TEXAS TECHNOLOGICAL COLLEGE
COLLEGE FARM
STATE HIGHWAY 290
U.S. HIGHWAY 84
U.S. HIGHWAY 87
U.S. HIGHWAY 62
U.S. HIGHWAYS 62 & 82
NORTH SIXTH ST.
NORTHLINE ST.
EAST 4TH ST.
49TH ST.
GARFIELD ROAD
TYLER AVE.
EASTLINE ROAD
TEXAS AVE.
BROADWAY
SANTA FE RAILROAD
Levelland
Brownfield
Littlefield
Plainview
Crosbyton
Tahoka


PLAYGROUNDS
LUBBOCK, TEXAS
CITY PLAN
1943
KOCH & FOWLER-CITY PLAN ENGINEERS
LEGEND
EXISTING SCHOOL GROUNDS OR PLAYPARKS
APPROX. LOCATION FOR PROPOSED SITES
LARGE CIRCLES = 1/2 MILE RADIUS – PRACTICAL ZONE OF SERVICE
SCALE
ONE MILE
MACKENZIE STATE PARK
TEXAS TECHNOLOGICAL COLLEGE
COLLEGE FARM
SANTA FE BOULEVARD
STATE HIGHWAY 290
U. S. HIGHWAY 84
U. S. HIGHWAY 87
U. S. HIGHWAY 62
U.S. HIGHWAYS 62 & 82
NORTH SIXTH ST.
NORTHLINE ST.
EAST 4TH ST.
19TH ST.
42 ND ST.
49TH ST.
COLLEGE AVE.
TAYLOR AVE.
TYLER AVE.
GARFIELD ROAD
EASTLINE ROAD
TEXAS AVE.
JACKSON
BROADWAY
MAIN
Levelland
Littlefield
Brownfield
Plainview
Crosbyton
Tahoka

SCHOOLS

In presenting the following comments and recommendations in regard to the relation of the school system and plant to the City Plan, it is not intended that the City Plan Commission assume the duties of the School Board, or to in any way interfere with the action of the School Board in the selection of future school sites or the improvement of existing sites. It is recognized that the School Board of the City of Lubbock has done exceptionally efficient work and has brought the school plant and facilities up to a standard of which every citizen of Lubbock is justly proud. No criticism of the action and policy of the School Board is intended to be inferred, but the subject of the proper location and development of the school site is such a vital portion of the total City Plan Program, and is so intimately interrelated as to definitely and substantially influence other major features of the plan: Thus, this chapter is presented in the interest of urging the utmost cooperation between the Lubbock School Board and the City Planning Commission. Frank discussions and constructive cooperation between the members of both boards in regard to the future policies and plans will, no doubt, redound to the benefit of the Lubbock citizens through the development of an efficient school system and plant.

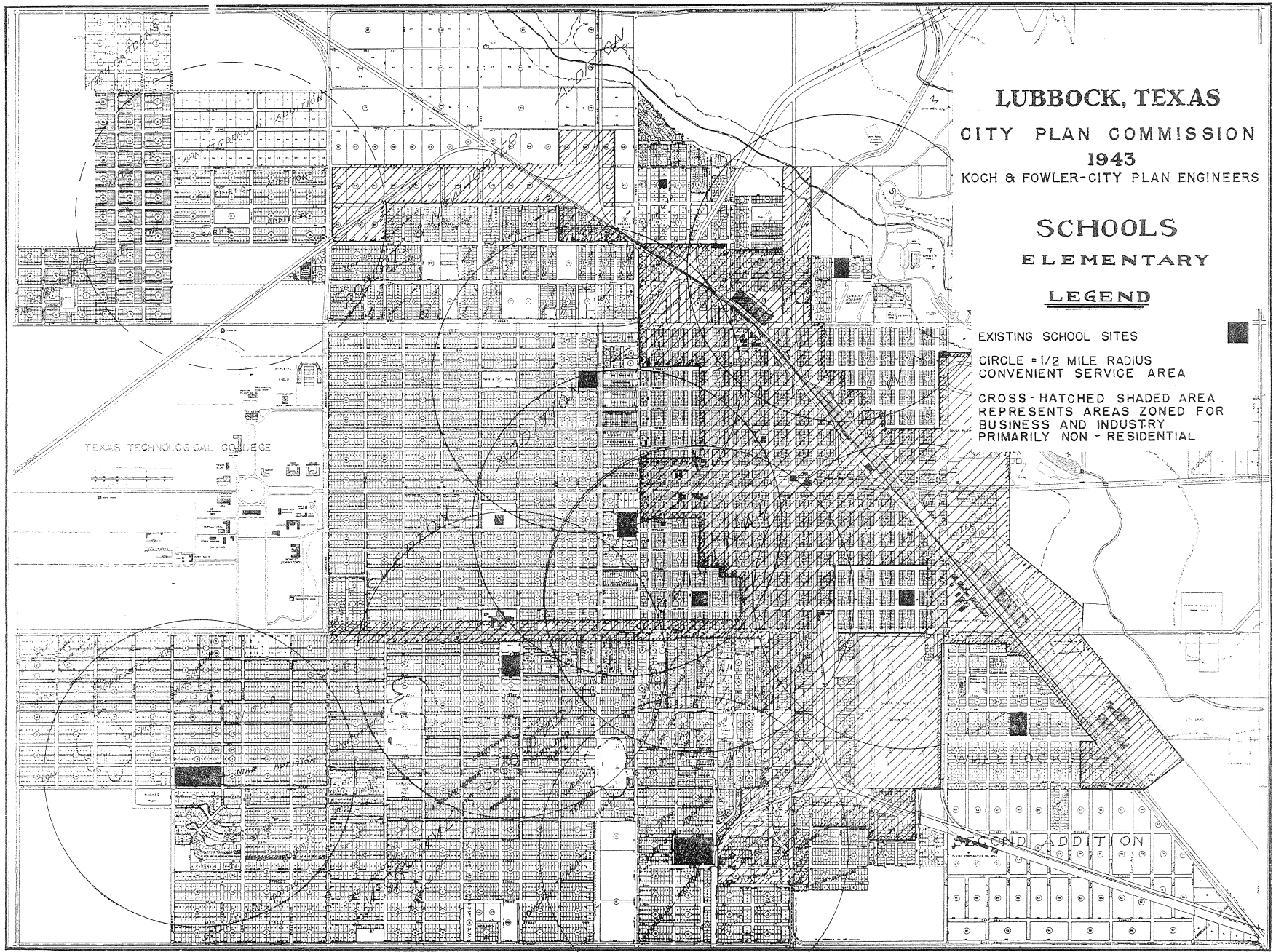
New School Sites

In a growing community, the Board of Education is continually confronted with the problem of where and how additional school facilities should be provided, or whether or not to renew or replace the existing obsolete facilities. It must decide whether it will be desirable to add additional rooms to the existing building or to build a new school at a new location; whether an obsolete school should be rebuilt on its present site or on a new site.

From the standpoint of educational and administrative requirements, the school authorities are unquestionably best qualified to select school sites, delineate school districts and decide where new school facilities should be provided. However, even with the care and thought that these authorities usually give to the purchase of a new site and the provision of new facilities, mistakes are sometimes made because of their limited information about the broader question of the probable future growth and trend of development of the city and surrounding territory. The Planning Board is in an advantageous position to assist the School Board in its future plans for the development of the school system by its study of this problem from a City Planning point of view. In this report no provisions for definite locations for school sites have been attempted; but only general locations for additional school sites are recommended, and it is intended to specify only the approximate neighborhood. Such general locations have been selected as the most probable desirable location for a school site to serve a specific area and are based upon related features of the Master Plan.

Coordination of Facilities

This report, under the chapter "Recreation", has pointed out that the general recreational needs of children of school age can best be met by adequate play facilities located and operated in connection with the schools. The close relationship between the requirements for the location of the school building site and the various recreational facilities required; and the many other requirements for both, which are similar in nature, presents the most eloquent argument in favor of studying those requirements simultaneously. Under the chapter of "Recreation" it has already been pointed out that


LUBBOCK, TEXAS
CITY PLAN COMMISSION
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KOCH & FOWLER-CITY PLAN ENGINEERS
SCHOOLS
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CONVENIENT SERVICE AREA
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REPRESENTS AREAS ZONED FOR
BUSINESS AND INDUSTRY
PRIMARILY NON - RESIDENTIAL
TEXAS TECHNOLOGICAL COLLEGE
WHEELOCK'S
SECOND ADDITION

the age-group intended to be served by the Playgrounds is practically the same age-group as that to be served by the Elementary Schools.

The spacing and distances from the citizens' homes to the sites, the necessity for providing for safe approaches by the elimination of the necessity for crossing hazardous streets, highways and railroad tracks, the desirability of the elimination of noise, dust, odor and vibration are of primary concern in the selection of school sites. The stability of the neighborhood, in order to maintain the citizen clientele for that area, the effect of the zoning ordinance, and the possible adverse effects of commercial and industrial activities in the vicinity of the schools and playgrounds, are all factors in the future development and should be carefully considered before the final definite selection of a site has been determined. This information is usually available from the City Planning studies.

In a study of the school situation in Lubbock and its relation to the city plan, two outstanding characteristics are apparent. One is the inefficient spacing of the elementary schools; and the other is the inadequate size of the playgrounds. These characteristics, of course, apply more specifically to the older school buildings. These deficiences have long since been recognized by the Lubbock School Board and are evidenced by the sites most recently added to the school system. Both the Roscoe Wilson and the George R. Bean School sites have much more adequate site area.

Present Districts

The accompanying map shows one-half mile circles around the present elementary schools. The map also shows the present delineation of each school area. From this map it is easy to see that the areas within the one-half mile influence of each school, which is the convenient area to be served, has considerable overlapping, whereas, there are large areas outside the one-half mile circle.

Attention is directed to the shape and dimensions of the area served by the Central Ward School. While the total present area of the city actually served by this school is probably one-half square mile, a considerable portion of the children must walk more than one mile to reach the school, although there are three other elementary schools within one-half mile of Central Ward School.

Future Districts

A second similar map shows a more ideal arrangement with less overlap and better provision for future growth. In order to approach this ideal condition as near as possible, it might involve the ultimate relocation of one or more schools within the central area. Since these buildings are the older ones and the playgrounds and sites for the schools are quite inadequate and the cost of expanding the playgrounds might be prohibitive, it is not unreasonable to assume that plans can be developed within a few years which would correct the present deficiencies. According to the proposed general plan presented, practically all the newer present owned site locations can be adapted to the plan without much difficulty.

Attention is directed to the fact that the circles covering the convenient areas of service for the K. Carter, Central Ward and the Geo. M. Hunt Schools, in addition to overlapping each other, all embrace large areas of non-residential property. Some of the area lies within convenient distance of four schools, while a large area from Avenue V to College Avenue is entirely without all circles.

If the K. Carter School were located on the West end of Pioneer Park, it would be much more convenient for a larger area of residential property. The present school grounds are quite small and the building now serves 25% more pupils than it was designed for. It would be impractical to enlarge the present grounds; and the building, built in 1925, is neither new nor modern.

The grounds of the Geo. M. Hunt School are also quite small; whereas, the grounds of the Central Ward School are much more adequate for expansion and modernization. It might be considered more efficient to plan the ultimate abandonment of the Geo. M. Hunt School site for elementary school purposes if and when the other conditions require a decision. The present area served by the Hunt school, built in 1917, can be very conveniently served by the remaining schools in that area.

Suggestions for additional future elementary school sites are suggested on the chart showing Playground Sites in the chapter on "Recreation".

By the use and aid of such a program the reservation of adequate sites in advance of growth will insure a well-balanced plant at reasonable expense.

Junior High Schools

The number of junior and senior high school buildings to be built within the city will depend entirely upon the method and policies adopted by the School Board for the entire school system. When more of such units are to be built, the principles outlined above for the location of elementary schools will naturaly be considered. With the expansion of the Junior High School System, the actual grades served in the elementary schools will represent more of the younger children. This condition would then emphasize more and more the importance of having the elementary schools within easy walking distance, and in locations requiring a minimum amount of exposure to traffic hazards.

Senior High School

The City of Lubbock now has but one Senior High School Building. It is a real High School plant and one which may well be taken as a pattern for the High Schools of the state, insofar as the building itself and the architecture are concerned. It is unfortunate, of course, that the building was not located upon a more adequate and suitable site. In the first place, the building should not be abutting upon a busy thoroughfare such as Nineteenth Street has developed into. The space between the facade of the building and the property line on Nineteenth Street is so small that the street noises are bound to affect the efficiency of the school rooms on that side. Its nearness to the street makes it very impractical to release sufficient area to properly widen Nineteenth Street without increasing the objections more and more. This lack of space is, of course, evident on all sides of the building, and further emphasizes the inadequacy of size of the original site. While the fronting of this High School building directly on the important busy thoroughfare does introduce hazards to the high school children and is not as serious as it would be if this were an elementary school, the fact remains that there is a substantial and potential hazard to the children, as well as an impediment and inconvenience to the traffic. The Dupree Elementary School is located just one block South of Nineteenth Street and draws some thirty-five or forty percent of its pupils from the area North of Nineteenth Street. Most of these students will naturally cross Nineteenth Street at either Avenue "T" or Avenue "U", thus the hazards of the children crossing Nineteenth Street in this particular sector applies to the children of both schools and does present a very formidable situation.

Pedestrian Underpass

This report definitely recommends that pedestrian underpasses, under Nineteenth Street, be provided on each side of the High School campus; namely, at Avenue "T" and Avenue "U".

These facilities are not very expensive and in this case they would do double duty in that they could be used very conveniently by the pupils of both schools. Who will deny that the total construction cost of both underpasses is much less than the value of just one child's life? It should not be necessary to have a serious accident at this location in order to convince the authorities that such facilities are really worth while.

FIRE STATIONS

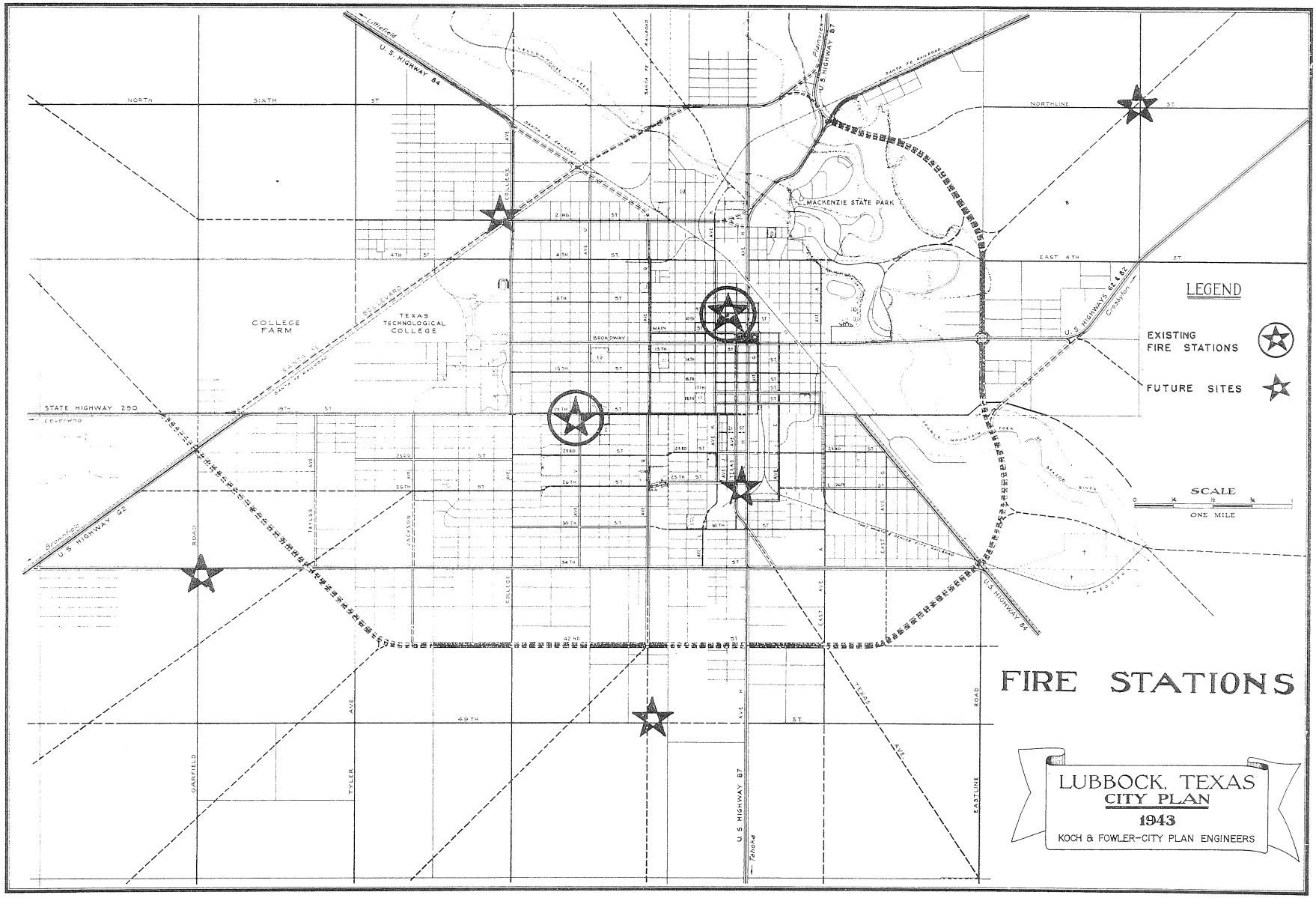
The complete motorization of fire fighting equipment has made it possible to reduce the total number of fire stations required within a city. The increased mobility and higher speeds made it practical to place the fire stations further apart than was required with horse-drawn equipment. By the same token, however, in order to benefit by such conditions, obviously it is necessary that proper unobstructed and adequate routes and right-of-ways be provided from such fire stations to the various sections of the city to be served. Therefore, in determining the best locations for future fire stations the plan for the major street system is of vital importance.

Central Business Area

By far the greatest concentration of values within the city, which are subject to loss by fire, are located within the central business district. This area is also the neighborhood in which traffic congestion is most apt to delay fire apparatus and equipment in getting to a fire. It is also the area in which, under certain conditions, it might be urgent to have equipment from several stations. At least, there should be several stations conveniently available to this central business district. Excepting in a large business district, it is not considered best to locate a fire station in the central portion of such district; but is much preferable to have several stations placed around the perimeter of the business area close in to the same. A fire station located within the center of the business district is faced with potential traffic congestion delays in all directions; whereas, if three sub-stations were located on the perimeter and accessible to main thoroughfares leading directly into the center, as well as to other important thoroughfares leading around the area in a belt line fashion, a more efficient system could be developed. Equipment from any one of the three stations could then reach the center of the district if necessary in a very short time; and, in most cases, the equipment from one or more of the stations could reach other fires in the business district without the necessity of having to pass through or near the center of the business district. They would thus be able to avoid a large amount of the most intense traffic-congested areas. Such stations on the perimeter of the business district would also be available for a limited area of residential district service and yet be conveniently available for prompt service in the high-value downtown district.

Central Station

The City of Lubbock has completed the construction of a fine Central Fire Station located on the corner of Tenth Street and Avenue "J". This is an excellent location and will serve the greater part of the business district satisfactorily. It is located near the Northern edge of the probable high-value development district. It is well located to serve the business property development extending East and West along Broadway and Main Street areas. As the district expands to the South, however, along Texas, Avenue "H" and Avenue "K", it will be necessary for the equipment from this station to go through the central business district in order to reach property to the South in the neighborhood toward Nineteenth Street. The present Central Fire Station is also well located to serve the large industrial area to the East and North of same. It is convenient to the underpasses under the Santa Fe Rail-


LEGEND
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COLLEGE FARM
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U.S. HIGHWAY 87
STATE HIGHWAY 289
U.S. HIGHWAY 62
NORTH SIXTH ST
NORTHLINE ST
EAST 4TH ST
42ND ST
49TH ST
BROADWAY
COLLEGE AVE
GARFIELD AVE
TYLER AVE
TEXAS AVE
EASTLINE ROAD

road, so that its equipment can reach the North and the East areas beyond the Santa Fe tracks and yards without the necessity of being delayed by the Santa Fe Railway trains. This station also conveniently serves a large residential area to the Northwest. With the three important areas mentioned to be protected by this station, it is obvious that there should be stand-by facilities to take care of emergency calls from the business district which might come in during the time when the portion of the equipment from the Central Station is occupied in one or more of the other areas.

Supplemental Protection

Business Area

This supplemental service sometimes is furnished by the other city fire station located on Nineteenth Street at Avenue "V". This station, of course, originally was estabilshed to serve the residential area and is very conveniently located to serve that particular area. With the widening of Nineteent Street, and its development as a major thoroughfare, this station can serve very well as one stand-by unit for the protection of the South side of the business district. Probably a more ideal location would have been at the corner of Nineteenth Street and Avenue "Q", which is about one-half mile nearer to the business district, but since this station has been established and is a good location to serve the residential area in that neighborhood, it is not recommended that this station be moved; but that it be considered as a No. 2 stand-by and that some time in the future, when conditions justify, another station be established at some location in the neighborhood of Texas Avenue and Twenty-eighth Street. A study of the major street system map indicates the strategic location for this station. It would be on the South side of the probable business development and would have direct access to the business area by three main streets. It would also be accessible to serve the developing property in the residential area to the Southeast, to the South and also to the Southwest. The proposed diagonal thoroughfare leading from the area shown on the map would make this entire surrounding area immediately accessible for service.

Residential Area

As pointed out above, the fire station at the corner of Nineteenth Street and Avenue "V" serves a large residential area. At the present time, however, a very large amount of the residential building activity is taking place toward the South and the Southwest for a considerable distance. The need for fire protection for this fast growing residential area is becoming more evident every day. It is recommended that steps be taken to secure locations for at least three additional fire stations in the residential areas, so that convenient and efficient locations for such stations may be secured before the best sites are pre-empted for residential construction and while the price is yet reasonable.

Another location for a future fire station is recommended in the neighborhood of the intersection of Thirty-fourth Street and Garfield Road. The present volume of the actual residential building activity approaching this point at the present time indicates that the time is not far distant when a station in this neighborhood will be exceedingly valuable.

A location recommended is at the intersection of College Avenue and Second Street. There is a large area of potential residential development to the West of this location. A large group of residences now existing just North of the campus do not have adequate fire protection; and, as that area does develop, a fire station should be provided in that neighborhood.

This particular area has been slow to develop but there is no good reason why the area should not develop from a residential standpoint as soon as adequate traffic facilities, fire protection, convenient school facilities, etc., are provided. This particular area has been cut off from the activities of the University proper because there is no means of access into the University Building area from the North side. The distance of travel around the North side and down the East side of the campus in order to get to the Administration Buildings is too great to be overcome. This report in its Major Street Plan recommends that some convenient access be made possible by opening passageways from the buildings of the University in a North or Northwesterly direction, so that the area North of the University campus may be given convenient access to the University activities.

The third recommended location for a future fire station is in the neighborhood of the South extension of Avenue "Q" about one mile South of Thirty-fourth Street. The probable time when this station will actually be needed is, of course, much more distant than the location above mentioned. This statement will also apply to the proposed general location for fire station in the extreme Northeast section of the area shown on the attached map.

Site Locations and Design

While the designations shown on the map are exact points, it should be remembered that they are intended to represent only the general location. The exact location finally determined will depend upon the local conditions and the detailed designs.

It is especially recommended that when the sites for these outlying fire stations are provided, serious consideration should be given to the acquiring of adequate and liberal areas, so that the Fire Station Building could be developed more in the nature of residential type of construction. If the Fire Stations and Buildings could be designed and built as residence-type buildings, set back from the street on the residence building line of the neighborhood, and with sufficient ground surrounding same to properly landscape the grounds in keeping with the community, it would add very materially to the attractiveness of the neighborhood. With adequate sized ground space in these particular areas, it would be possible and will probably be desirable to, in some instances, establish police sub-stations or possibly sub-stations for the collection of city water bills and for other such municipal or community uses.

ZONING

Zoning is not a goal to be accomplished by the City Builders, but it is only a means to the end of furthering, bringing about, and maintaining the desirable development of a community in accordance with a previously determined desirable comprehensive plan. It is in reality a tool of the community builder, and establishes "character" in a city.

Best Use

It was pointed out in the introduction to this report that the best interests of the greatest number of the inhabitants of a community can be served to the best advantage if each tract of land within the community is used for that service for which it is best suited, depending upon its location, its topographic conditions and the needs of the community. Just as the land set aside for public use, in order to be of the most use to the greatest number of people, is subject to certain regulations and restrictions of such uses, so also must the land set aside for private uses be subject to certain limitations and reasonable regulations in order that the use of such private property by the owner will not be to the detriment of the community. Each owner of property within the community is entitled to reasonable protection of his property, his health, and his welfare from damages due to certain uses which his neighbor may wish to carry out on his own property, providing such proposed objectionable and adverse uses are detrimental to the health and welfare of the inhabitants of the community.

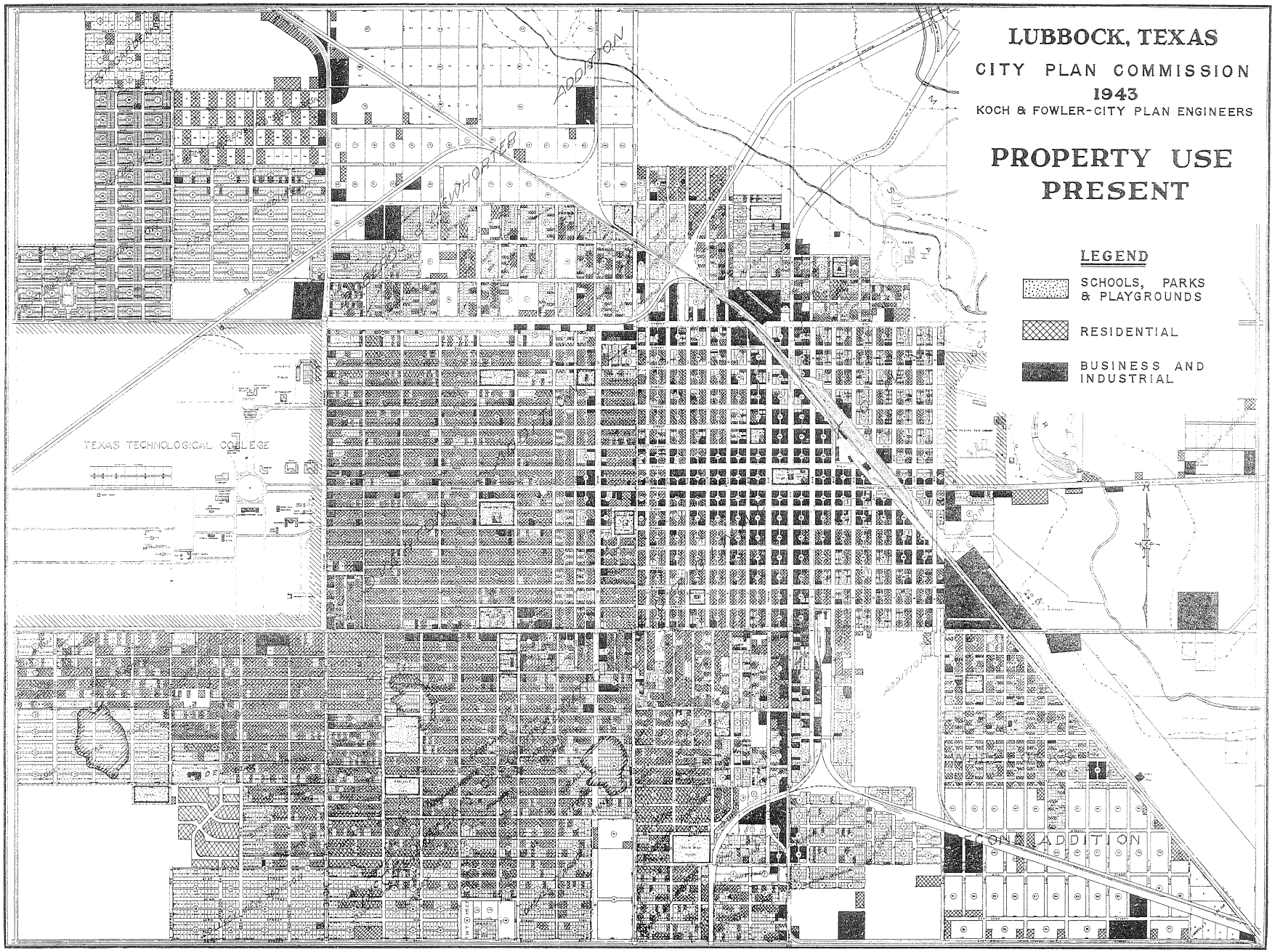
The use of zoning has become very popular within the last few years. At present more than three-fourths of all urban population live in some fifteen hundred zoned municipalities. Experience has shown that in every city where zoning is first proposed there are a few property owners who object very strenuously, but after a short time the number of people actually opposed to zoning is a very small minority.

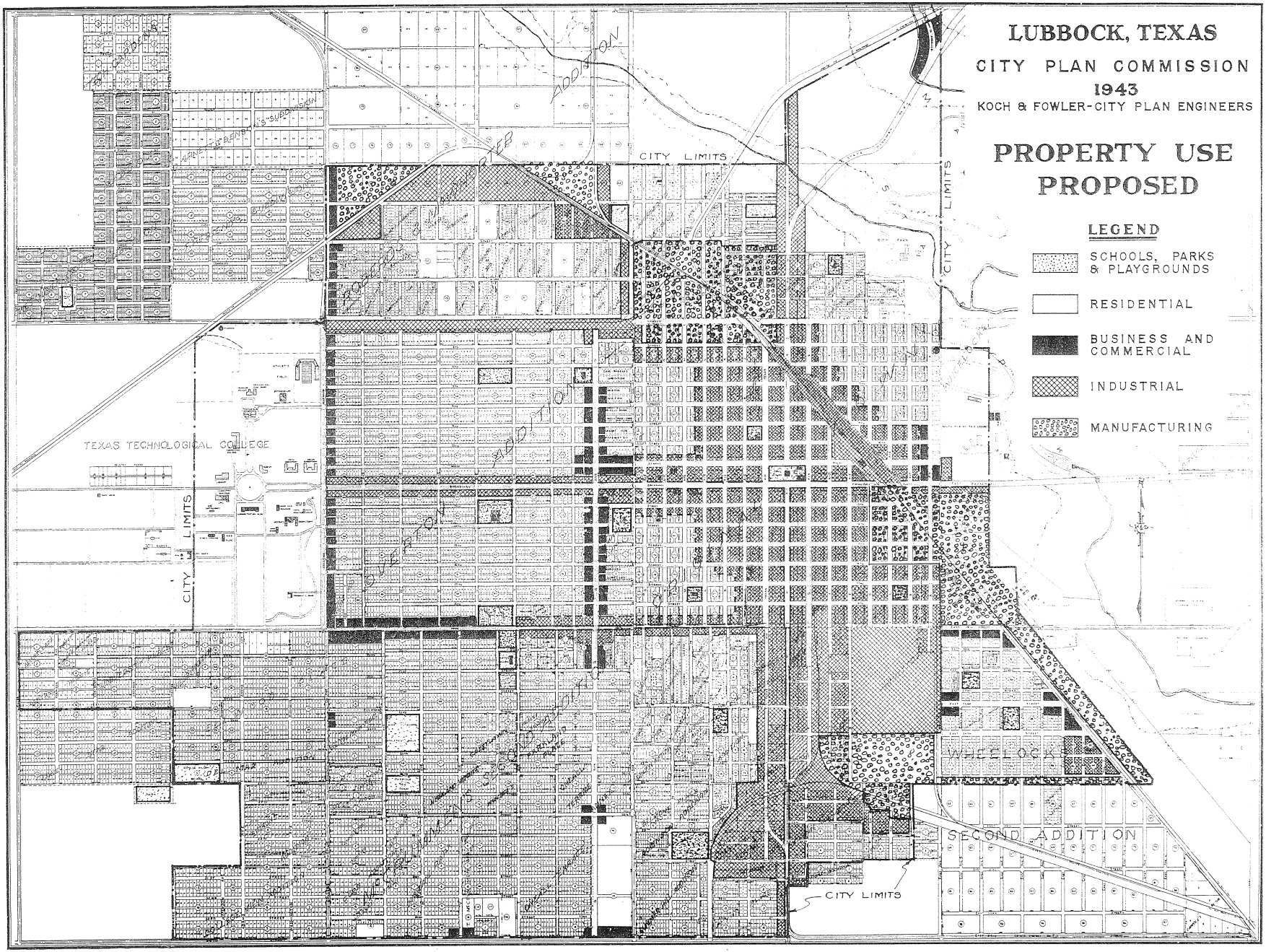
Insures Stabilization

Since zoning affects the use and the value of every piece of property within the city, every owner of real estate is concerned and has a right to be concerned about how the zoning will affect his property. It should be remembered that zoning is designed to preserve values and not primarily to increase the value of any particular piece of property. It is designed primarily to protect property from depreciation in values due to other adverse uses; to stabilize property values and to stabilize or increase the desirability of the neighborhood for residential or business purposes; to prevent, as far as possible, decadence and the attendant blighted areas; and to encourage adequate and definite maintenance by assuring that the area will not become less desirable for its designed use, or be abandoned.

The Zoning Ordinance

The zoning ordinance for the city of Lubbock was recommended to the City Commission some months ago. It has been duly adopted and has been in operation for several months. It was expected that it would be found desirable to make certain adjustments and amendments to the original ordinance, and such changes and conditions will continue to be made as the experience and development of the city show the need therefor. The original recommended ordinance was based upon the study of the distribution and characteristics of the population over the past twenty years, and an estimate of the probable required land area needed for major uses in the future. The percentage of land area and approximate front footage required for residences, business, industry, etc., were determined from surveys showing the actual use for such types of property in a number of other similar typical American cities. The entire urban


LUBBOCK, TEXAS
CITY PLAN COMMISSION
1943
KOCH & FOWLER-CITY PLAN ENGINEERS
PROPERTY USE
PRESENT
LEGEND
SCHOOLS, PARKS & PLAYGROUNDS
RESIDENTIAL
BUSINESS AND INDUSTRIAL
TEXAS TECHNOLOGICAL COLLEGE
ADDITION
ADDITION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INDUSTRIAL
MANUFACTURING
CITY LIMITS
TEXAS TECHNOLOGICAL COLLEGE
WHEELOCK
SECOND ADDITION

unit was considered in making these estimates and each piece of property was classified and placed in those zones in which it could best be used to develop the economic functions.

Over-Intensive Development

The recommendations made were intended to allow reasonable intensity of development, commensurate with the actual value of the land, taking into consideration the health and welfare of the community. The regulations recommended were considered to be reasonable and are contemplated to assure more uniform development, to spread the values and to insure the stabilization of such values, and not for the purpose of trying to create extraordinary values within certain areas. It is known that, where there is no regulation such as zoning, it is only natural that a vicious circle very often develops through the over-intensive use of the property at a certain favorable intersection, which is followed by higher values and such higher values forcing still more intensive use of the property, which again creates higher values, and so on without limit until it reaches suicidal proportions. The added intensity of use brings more traffic and more congestion until the traffic congestion becomes so intolerable that, ultimately, the actual value of the property really begins to decrease, and usually winds up with a very serious economic loss to the community as well as to the individual property owners involved.

The economic effect of the community is crudely described as follows: The use of the skyscraper creates abnormal values over a small area, but the other owners of property a short distance removed must pay the penalty in reduced values of their property. They will experience all of the cost of expensive street improvements, widening, etc., to accommodate the traffic, the traffic congestion, etc., without realizing a proportionate increase in value to compensate for same. High buildings have a depressing effect on nearby property. Too intensive use of one plot of land necessarily reduces the utility of others. We have many examples of high buildings adjoining or near-by vacant lots in business areas for which no lucrative use can be found other than auto parking. The undue congested traffic conditions due to the excessive concentration usually ultimately forces decentralization; and then, naturally, decadence.

Non-Coforming Uses

One of the phases of zoning which has not yet been satisfactorily accomplished is that of nonconforming use elimination. Most zoning ordinances recognize the fact that such ordinances can not be retroactive. Therefore, usually the ordinance provides that a nonconforming use in existence at the time the ordinance was passed shall have the right to continue such use, but that no extension or expansion of such facilities is permitted; and that such use once abandoned forfeits the right to continue as a nonconforming use thereafter. The general subject of nonconforming uses is in a very unsatisfactory condition and many cities are experimenting with methods and plans with which it is hoped that this condition can be improved. In some cities the ordinance provides that nonconforming use of land shall be discontinued at the end of one year, and that other nonconforming uses, where improvements are involved, shall be discontinued within twenty-five years, or some other reasonable period. This, of course, opens up the question as to an arbitrary ruling determining what would be deemed a reasonable time for amortization of the use in each class. It is expected that progress will be made, from time to time, which will provide methods for the solving of this unsatisfactory item.

The fact remains, however, that whatever method is ultimately worked out for the elimination of nonconforming uses, in all probability, if an official record of the present nonconforming uses could be made in an authoritative manner and kept for record, it would probably be of invaluable aid in the future toward a determination of a reasonable amortization period. It is recommended that the Planning Commission of the City of Lubbock promptly take definite steps toward the preparation of such official record. This should take the form of a definite official inspection by legal authority, probably the Building Inspector, and the filing of a written record of such inspection, together with photographs of the improvements under consideration. This record should be prepared and kept as an official record, so that it will be authoritative and have proper legal status if needed later for any court procedure.

Surplus Business Areas

In the preparation of the final recommendations for the Lubbock zoning ordinance, the proportionate areas of the probable amount of the various use classifications was carefully estimated. These were based upon the best estimate available of the probable growth and development of the community. The areas which were determined to be the probable requirements were then increased a slight amount in order to provide a sufficient surplus to insure that it would not be possible to create a monopoly for any one type of classification. With the surplus provided, a healthful, competitive condition can be maintained, and, at the same time, the economic losses due to an overzoning of certain types of classification can be avoided.

The experience of cities in the past, when adopting zoning regulations — and Lubbock was no exception—revealed that many people owned property which they considered to be very valuable potential business property. Such property owners, honest in their convictions, demanded of the City Council that their property be included within the business zone. As a consequence, most of the cities which were zoned ten or fifteen years ago did often actually zone for business purposes from five to ten times as much area as the city could ever absorb. Many of such cities have long since recognized this error and found that they had large areas of property within the city limits zoned for business purposes which the city could not absorb. Since the residence builder cannot afford to take a chance of building a residence in the area which also permits business buildings and in areas where a few business buildings are spotted, a condition of stagnation is created and values decline. The city receives a very small income from taxes off of that vacant property; and, thus, it develops into a very unsatisfactory condition. In many of such cities the property owners themselves have realized the uneconomic conditions and have actually petitioned the city authorities to re-zone such areas for apartments and residences.

Review and Readjust

It is recommended that the Lubbock City Planning Commission be exceedingly cautious in expanding its areas zoned for business classification; and review, from time to time, the larger areas now set out for business with a view of studying the trend and probable needs of business in those directions; and, where it is apparent that areas are now zoned far in excess of future business requirements, suitable zoning readjustments should be made in due time.

LUBBOCK, TEXAS

CITY PLAN COMMISSION

1943

KOCH & FOWLER-CITY PLAN ENGINEERS

ZONING DISTRICTS

SUMMARY ZONING REGULATIONS

NOTE: FOR VARIATIONS AND EXCEPTIONS SEE TEXT OF ZONING ORDINANCE

	LOT AREA (SQ. FT.) 1-FAMILY	2-FAMILY	ADD. FAM.	DIST-RICT	USE	HEIGHT STY.	FT.	YARD (FT.) FRONT	REAR	SIDE
RESIDENTIAL	5000	-	-	A	ONE FAMILY	2½	35	35	20%	5-12
	5000	6000	-	B	1 & 2 FAMILY	2½	35	25	20%	5-12
	5000	6000	600	C	APARTMENT	2½	35	25	20%	5-12
	5000	6000	600	D	APARTMENT	8	100	25	20%	5-12
	3000	4000	600	E	MULTI-FAMILY	2½	35	15	20%	5-12
BUSINESS	5000	6000	600	F	LOCAL RETAIL	2½	35	25	20%-25 Ft.	0
	5000	6000	600	G	COMMERCIAL	3	45	25	20%-25 Ft.	0
	5000	6000	600	H	CENTRAL BUSINESS	*	150	0	0	0
INDUSTRIAL	3000	4000	600	J	INDUSTRIAL	-	125	15	0	0
	3000	4000	600	K	INDUSTRIAL	-	125	0	0	0
	3000	4000	600	L	MANUFACTURING	-	125	0	0	0
	3000	4000	600	M	MANUFACTURING	-	125	0	0	0

CITY LIMITS

TEXAS TECHNOLOGICAL COLLEGE

BROADWAY

WHITELOCKS ADDITION

SECOND ADDITION

PUBLIC UTILITY PLAN

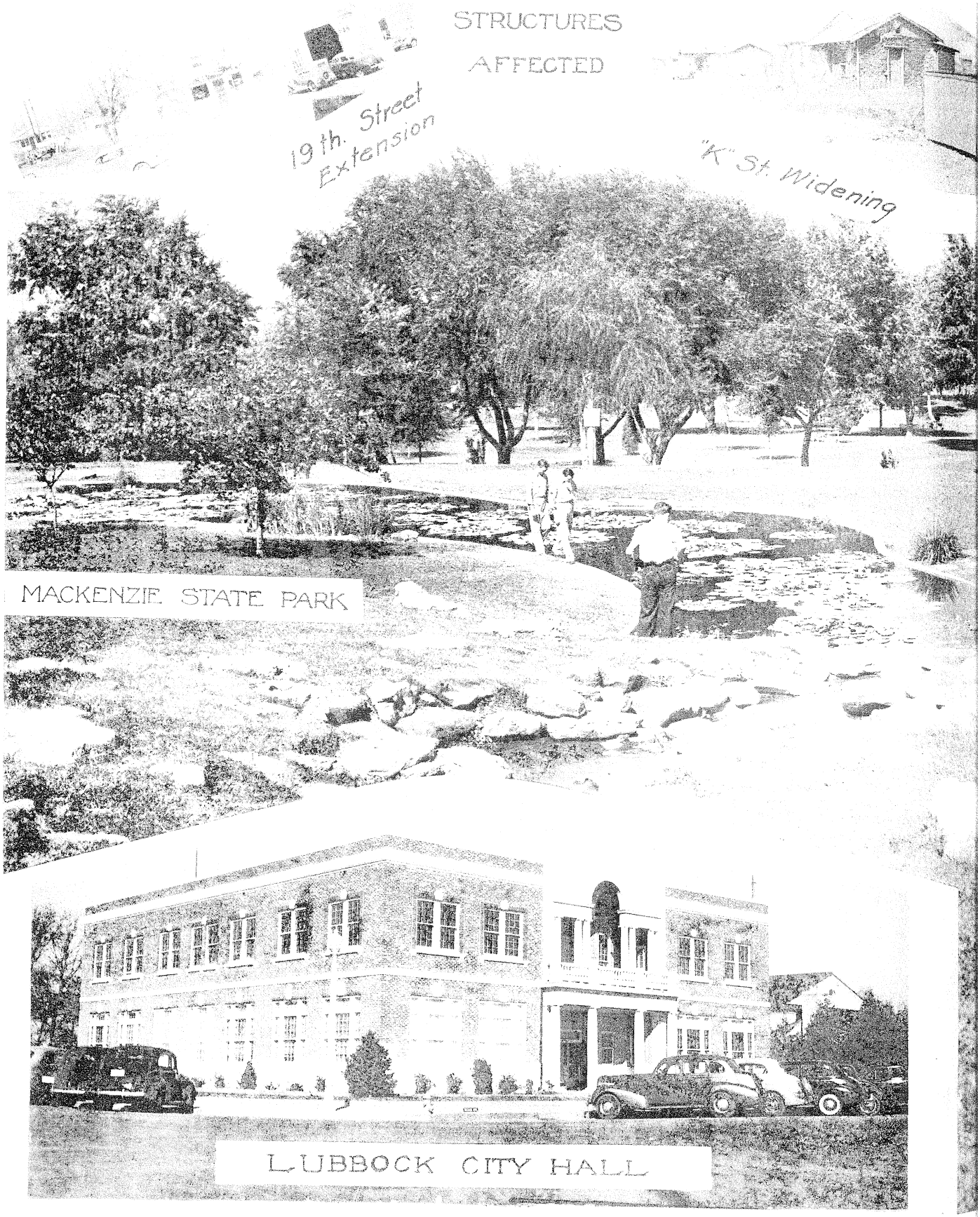
While comprehensive Master City Plans do not include detail schemes for water supply, land drainage, and sewerage systems, a progressive city will have such master plans in its Engineering Department. Such Engineering Departments have available the material and information accumulated by the City Plan Commission; and, further, have the benefit of the various studies prepared by the Planning Commission as well as its current Master Plan for the city's future physical development and zoning. The Engineering Departments are better able to more intelligenty prepare the detailed Master Plans for such utilities.

The Planning Commission, through its authority of controlling land subdivision procedures, should cooperate with the Engineering Department of the city to insure that any plans or plats approved for future subdivisions will also provide for reasonable and rational facilities for the installation of such utilities. For example, a development with an excessive volume of cul-de-sacs and dead-end streets might make the installation of a circulating water supply system adequate for fire protection a much more expensive installation. In some instances, the ignoring of topographical conditions in the laying out of a subdivision might make it necessary for the city to pump sanitary sewage, which might otherwise have flowed by gravity. Very often the subsequent property owners and the city are put to a great deal of unnecessary expense for the relief of conditions caused by inadequate storm sewer facilities. In the platting of the property, through ignoring topographical conditions, the development very often interferes with or eliminates entirely the original natural facilities for the disposal of storm water.

The paving of streets and building of homes creates a great deal of impervious area which actually aggravates the storm-water situation, and unless provision is made for the same during the platting, it usually develops into an unnecessarily large expense on the part of the subsequent property owners, and the city, in order to relieve a condition which could have been taken care of with a more reasonable expenditure through the natural channels, if said natural channels had been preserved and the right-of-way for their future enlargement had been dedicated for that purpose.

It is recommended that the Planning Commission adopt the policy of submitting preliminary plats of subdivisions to the department charged with the administration of water supply and sewerage services, as well as storm sewer facilities, for their recommendations as to the suitability of the submitted scheme in relation to the general Master Plan for these utilties.

In order to benefit from this type of cooperatioin, it, of course, will be necessary for the Engineering Department of the various utilities mentioned to have their Utilities Master Plans prepared well in advance of the construction; and to keep them current with the development of the city, in order to be able to make prompt and constructive criticism and suggestions to the Planning Commission when such plans are submitted to them for approval.


STRUCTURES
AFFECTED
19th. Street
Extension
"K" St. Widening
MACKENZIE STATE PARK
LUBBOCK CITY HALL

CIVIC ATTRACTIVENESS

The foregoing chapters have discussed and dealt with various and fundamental utilitarian facilities which are essential to the development of the city. Most of the discussions and recommendations emphasize the importance of designing and locating such facilities with reference to their utilitarian and primary uses, particularly in the discussion under the chapter entitled "Recreation". It was definitely recommended that recreation parks should be designed primarily for their utilitarian and recreational objectives rather than for beautification. It was especially emphasized that embellishment and adornment should be considered secondary to the utilitarian purpose and that such beautification should be developed more as a by-product than as a principal purpose. In such recommendations and discussions, it was not intended to minimize the importance of civic beautification and civic attractiveness. The development of civic attractiveness of the city is one of the important and fundamental features to be kept constantly in mind and to be applied to every project. The very idea of having a city plan is the foundation for providing civic attractiveness and beautification. The progressive and orderly development of a balanced type of growth, together with the greater uniformity of development made possible through a well balanced city plan is a basic essential of beauty and attractiveness. It is definitely recommended that every opportunity be grasped to properly beautify every portion of the city however and whenever it can be done without over-emphasizing and without interfering with the primary utilitarian purpose of the facility.

Every person is interested in the attractiveness of his city, either consciously or unconsciously. The resident native is benefitted by attractive surroundings. Pleasant surroundings make him a more efficient workman and a more satisfied citizen. He takes pride in having his neighbors admire his home-town accomplishments. His enthusiasm and pride are aroused in proportion as his home town rises above the commonplace in civic attractiveness.

The visitor is immediately and definitely impressed by the appearance and the attractiveness of the city, either favorably or unfavorably. The interest and respect of a visitor is indelibly sealed by the dignity and distinction of a community as revealed by the appearance.

The children—the future citizens of the community—will be influenced by the impressions they receive unconsciously while being reared in the community. If the public buildings, the residences and the school buildings are of the commonplace type; if the civic attractiveness is at a low level; and if conditions are such that the active citizens do not have and do not exhibit pride in the community and surroundings, that same indifference and lack of enthusiasm is certain to be reflected in the gradual development of the community. On the other hand, if the community has a neat appearance; if the public schools and other public facilities are attractively designed and are properly maintained; if the park areas are properly developed and neatly maintained; and the city carries with it a prosperous, aggressive and successful atmosphere, it will be reflected in the attitude of the future citizens.

American citizens spend a great deal of money to furnish school plants, equipment and teachers to educate the youth. In order to provide such youth with a well rounded education, he should also be permitted to learn to appreciate art, orderliness and attractiveness. The examples set before the

pupils in the type of school buidlings, school grounds and playgrounds, which are made available to him will go a long way toward the development of his desire for the higher things in life.

It is not only the children in the community that are affected and influenced by the civic attractiveness, but the attiude of the adult is unconsciously affected with reference to his or her relationship and interest in the community. For instance, every citizen in the city has an undivided interest in the City Hall, the city parks and other city buildings. If these features are just ordinary, commonplace features and not especially well maintained or carefully kept, the citizens will look upon them as a necessary evil and is not particularly or enthusiastically concerned in regard to the same. If, however, the City Hall is a beautiful building; if the parks are inviting and well kept; and the schools and other public buildings are such that the citizens will be proud of the fact that he is a part owner; and if they are such that he will like to show them to his friends with pride—that citizen will be actually deeply interested in his Government, will take a more active interest in civic affairs, and will contribute very materially to the development and welfare of the community.

Local Beauty Spots

The Park Board of the City of Lubbock has been unusually successful in the creation of several beauty spots through the development of the several small parks. The same type of beautification should be extended to other areas. This report recommends that this type of beautification should be combined with the development of the Play Parks which are described under the chapter "Recreation". The sketch showing the recommended development of typical type of playground contemplates that the type of park beautification referred to above will be extended around the perimeter of each of the Playground Parks, and the Playfield Parks.

Another type of city beautification recommended is that illustrated on the attached sketch showing the proposed typical development of the Parkway along Forty-second Street. The utilitarian necessity for the construction of a traffic artery along Forty-second Street has been set out under the chapter headed "Major Street Plan". Its importance and primary purpose is set out in that chapter. The width of right-of-way recommended is approximately 160 feet. From the purely utilitarian standpoint a slightly narrower width of right-of-way would probably serve the purpose. This is a good example of another opportunity to provide civic attractiveness in connection with a necessary and useful facility in a manner which will not add materially to the first cost or maintenance of the utilitarian and necessary facility.

The location of this proposed elongated park development is such that it will be available to a great many citizens. Being a part of the Boulevard Parkway Loop System, it is anticipated that it will be a popular drive and, therefore, a beautification and park development which will extend its benefits over several miles; and, if properly developed and maintained will give distinctive character and dignity to the entire South portion of the city. It can be made a feature of which every citizen of Lubbock would be proud.

One outstanding characteristic of many of our American cities is the fact that there are usually outstanding neglected opportunities for making attractiveness without impairing the utilitiy of the facility. Sometimes this is possible without any additional cost, and usually without any unusual cost. On the other hand, there are other cities in which the attempt to adorn and embellish has been carried to unreasonable extremes by providing some sort of an adornment feature which has no utilitarian value and which ornateness is conspicuously out of place among its surroundings. In addition to the outlay of the first cost of same, the community is put to the expense of operating and maintaining the same. In every city there are many opportunities to make the community more attractive by the proper design and treatment of the ordinary and usual facilities.

BLIGHTED DISTRICTS

One of the most serious problems confronting hundreds of American cities today is the matter of blighted areas. Lubbock, being a comparatively young and growing city, does not yet have any appreciable area which could be classed as a blighted district. There is no reason why Lubbock should escape these conditions for all time, unless suitable provision is made to prevent it. There are plenty of outstanding examples of the inevitable trend in the older American cities.

Actual Experience

At a recent meeting of the American Institute of Planners, it was stated from reliable sources that 30 per cent of the land area of Cleveland, Ohio; 20 per cent in Detroit; and in St. Louis between 25 and 30 per cent of the area of the city was now a blighted district. It was also pointed out that the total assessed value in the blighted areas in the city of Detroit had decreased two billion dollars during the last few years. In Chicago over two hundred thousand people have vacated blighted areas, and the assessed values in Chicago have dropped nearly one billion five hundred million dollars. A committee of citizens of St. Louis reports, "Land values have declined markedly in the central areas of our old city. To state the condition in its simplest terms, if adequate measures are not taken, the city is faced with gradual economic and social collapse. The older central areas of the city are being abandoned and this insidious trend will continue until the entire city is engulfed."

Blighted Areas Are Expensive

A principal reason for the development and increase of such blighted areas is because the older residential districts have not been kept desirable. The encroachment of business, industry, or other undesirable adverse influences deprived the owners of the incentive to keep the property in good repair. The blighted areas have been able to develop where there has been no definite organized program of safeguarding those features and requirements of urban conditions which make for desirability. When things and conditions become undesirable in any neighborhood, the citizens, in order to escape the things they dislike, will begin to migrate farther and farther out into the country. As they migrate, they expect to be served by city sewers, schools, fire stations, parks, playgrounds, pavements, police and other municipal conveniences. The city, having already paid for the conveniences in the areas which these citizens are leaving, is then confronted with the buying and paying for a second set of improvements, in addition to paying for the maintenance on the original set. This extra expense calls for higher taxes. This higher tax, together with undesirable conditions in those areas, gradually converts them into either abandoned areas or slum inhabited areas, neither of which can be considered an asset to any community.

Maintaining Desirability Encourages Stability

There is no single item which is responsible for starting districts on the downward path toward decreased desirability and eventual blight. The lack of comprehensive planning and foresight may account for deficient traffic facilities. Poor locations of schools and play-parks may present unusual traffic hazards. The lack of any means for the protection of the area against value-destroying use-encroachments contributes to blighting.

The time to correct such conditions is before it has become serious and widespread. Zoning has been accepted and recognized as a very potent and powerful influence for the preserving of the stability of the amenities which make the community desirable. Happily for Lubbock the problem of the Blighted District is one of prevention rather than cure.

OFF-STREET PARKING

The subject of "Off-Street Parking" has been under discussion and study by the authorities in a number of cities during recent months. It has been recognized for some time that the practice of curb parking for automobiles was entirely unsound and uneconomic. The custom was inherited from the days of the horse-drawn vehicles, but, with the multiplied number of vehicles and demand for higher speed transportation, it is rapidly being acknowledged as one of the major problems in the development of the modern city.

Any suggestion that curb parking be eliminated is immediately declared unpopular and in bad order because it interferes with an old established habit and custom. The fact remains, however, that only a few of the potential parkers can be accommodated along the curb. The growing and insistent demand for increased facilities for moving traffic will sooner or later make it necessary to disregard this natural objection to discontinuing an old custom.

Use of Sidewalk Space for Business

In former days, in the smaller towns, many merchants were accustomed to using a large portion of the sidewalk area in front of their stores to display merchandise, and also to using the sidewalk space as a loading dock for loading and unloading freight. In many instances they would practically usurp the greatest portion of the sidewalk space. As the city grew, city ordinances were passed denying such merchants the use of the sidewalk for business purposes. After a time the apparent encroachment upon the liberties of the merchants by the regulations was accepted and, at this date, the use of the sidewalk by the abutting merchant is very rarely seen.

Street Areas for Parking Garages

Many cities have recognized this principle; namely, that the merchant should confine his business and operations incidental thereto to the private property and not use the city public property for such commercial purposes, excepting for ingress and egress. Those cities have recognized the principle that businesses such as theatres, skating-rinks, bowling-alleys, and such like, which attract large numbers of people, usually with conveyances and vehicles, should be required to provide the off-street parking spaces for such large numbers of vehicles. A theatre or business of that type does attract such a large number of vehicles which require parking, which, if parked along the curb will pre-empt many linear feet of curb frontage. Such conditions are detrimental to the neighborhood and the other merchants adjoining, as well as impairing the traffic value of the street itself. Such cities, in their zoning ordinances, require that all institutions of the type mentioned above, which will naturally require additional or extraordinary parking area, provide such parking areas in a location other than the street parking.

Factories employing a considerable number of people have long since recognized the futility of depending upon curb parking, and no modern factory site is considered adequate without provision being made for off-street parking of employees' vehicles. The smaller factories, however, whose workers could accommodate their cars on curb parking, but to the dissatisfaction and inconvenience of the neighbors, should be required by the zoning ordinance to furnish such off-street parking in connection with their establishment.

Vacant Lots—Cheaper than Paved Streets

This subject is discussed in this report but no definite recommendations are made because it might still be considered to be in the controversial stage. It does have a definite bearing, however, upon several phases of the City Plan of Lubbock and will in all probability be considered seriously sooner or later. One practical example referred to herein is the suggestion that the traffic congestion now present on the ordinary thoroughfare can be very materially relieved and the moving traffic capacity of the street can be doubled without any expenditure of funds, simply by the prohibition of curb parking on the same. If the cost of widening such street, in order to add additional lanes of traffic for moving vehicles, is considered, it will be readily evident that it would be much more economical for the city to purchase vacant property, conveniently located, within the adjoining blocks and to provide parking spaces on such private property than to provide additional traffic lanes by street widening. The additional safety from traffic hazards would be a by-product, the value of which it would be difficult to estimate.

The principal purpose of a main thoroughfare street is to provide right-of-way for moving traffic. It can be seen that the convenience served to the few parked cars is a meager compensation for the sacrifice of more than 50 per cent of the capacity of the street for its primary purpose. It is not recommended that the city acquire one large parking lot, which would be at such a distance that it would be inconvenient to the shoppers; but rather that the city acquire a series of smaller interior lots not more than one block apart, so that they would be convenient for the parkers.

Saving Costs of Paving and Maintenance

This practice will eliminate the necessity for extra wide thoroughfare paving on such streets. In addition to the first cost saving on the improvements on such streets, the city will save the maintenance cost of the paving on such portions of the street as would ordinarily be used for the parking of automobiles.

Require Developer to Provide Parking Areas

When such a policy has been adopted officially by the city along its main thoroughfares, the City Plan Commission could then also require, in the subdivision of property in the future, that the developer set apart suitable parking areas near the center of each block, alongside such future main thoroughfares and, thereby, eliminate the later cost of the acquisition of same by the city.

SUBDIVISION CONTROL

There are several angles from which the subject "Subdivision Control" and its effect upon the development of the city could be discussed. The most important angle from the standpoint of city planning activities is the value of subdivision control regulations when used as a tool and an aid in the actual construction and the development of the municipal improvements, and the insurance that such improvements, when later constructed, will conform with and contribute toward the realization of the objectives of the general plan.

Preventive Planning

City Planning activities in the community are of two kinds; namely, corrective and preventive. The corrective phase of city planning deals with the correcting and relieving of conditions in which certain facilities have proven insufficient and inadequate. It is often a very expensive and complicated operation. On account of physical conditions and the attendant high cost, most of such corrections are, at best, compromises. The most valuable contribution of city planning toward city building is in the preventive phase. If planned far enough in advance, this phase of city planning is not at all expensive; but, on the contrary, is very economical. With a proper and clear-cut delineation of the future physical requirements for the various future facilities of the city, and with proper subdivision regulations and control, practically all of the required sites for the physical improvements necessary can be acquired by the community at no extra expense.

Standard Regulations

Subdivision control regulations consist of a prepared statement, usually available in pamphlet form, of the standard requirements adopted by the Planning Commission as regards the platting and subdividing of property for urban use. These various items, which should have a bearing on the approval or disapproval of a plat by the City Plan Commission, should set out the minimum standards and should include the technique of preparing the maps for presentation to the approving authorities.

These regulations should include certain requirements reflecting the policies adopted from time to time by the official authority of the City of Lubbock, as well as the usual subdivision regulations and rules adopted by the local Plan Commission as a guide for the local engineers and developers. The City Plan Section of the American Society of Civil Engineers in December, 1936, issued a set of recommended minimum model subdivision regulations. Most of these regulations are standard and can be applied to the general requirements for the City of Lubbock. They are routine regulations and need not be discussed herein, but should be adapted to suit local conditions. A few other items, however, relating to matters of policy, which should be determined by the Lubbock City Planning authorities are presented hereinafter.

Community Interests

The subdivision or platting of land for urban use affects, primarily, the interests of two separate groups. First, it affects the owner who is interested in the development

of the property for the purpose of making as much profit out of the transaction as possible. Once the property has been sold, his chief interest and concern is removed. The second group includes the citizens of the city or community whom the property will serve as a utility, either efficiently or poorly.

While the interest of the original subdivider is of a temporary nature and affects primarily his pocketbook, the interests of the community are continuing and affect the health, safety, convenience and well-being of the citizens of the entire community. It is well known that defective or even excessive subdividing may adversely affect the interest of such citizens very materially.

Since the subdividing of the property does have a far-reaching and continuing effect upon the welfare of the citizens, does create a pattern, and does affect the economic basis of the physical city building, it is a subject and a phase in City Planning in which the City Planning Commission is especially interested.

State Enabling Act

The Legislature of the State of Texas, recognizing the importance to the welfare of the citizens of the community in having proper, adequate and intelligent subdivision of property, passed an Enabling Act several years ago authorizing the cities of Texas to control the platting of property, not only within the city limits, but within a radius of five miles outside the city limits. This law requires every prospective subdivider of property, before he can officially file a plat of same, to submit the proposed plat to the city authorities for their approval. The Recorder of the County records is prohibited from filing any plat without the prior approval of the city authorities unless the plat has been submitted to the city authorities and such city authorities have failed to act, either approving or disapproving, within a thirty day period. Under this law the city authorities may adopt reasonable regulations and standards of requirements, and if the proposed subdivider fails or refuses to comply with the same, the city authorities, by disapproving the plat proposed, can prevent him from having the same filed for record.

In case the subdivider then proceeds to divide his property and sell it in different parcels by metes and bounds description, the city authorities are authorized to withhold from such subdivided property the municipal public utility services. It has been the experience over the state that the instances where the subdivider absolutely refuses to conform with the reasonable regulations and requirements are exceptionally rare. In practically all instances the subdivider is willing and anxious to cooperate with the city authorities, and the Enabling Act has proven to be very beneficial to all parties concerned.

Responsibility of Plan Commission

The first principle and requirement on the part of the City Plan Commission or city authorities is that there must be available a comprehensive plan for the desirable future development of the city and the environs, by making available for the public information such comprehensive future development plans, supplemented by the standard rules and regulations setting out the minimum requirements for, and sound principles of design as to the size and width of lots, streets, open spaces, etc.; that the street system be designed to fit the character or type of subdivision contemplated; and that it be adequate to provide for the needed traffic circulation; and that the proposed subdivision will fit into the general pattern of the adjoining subdivisions; and also be susceptible of being joined by additional further subdivisions beyond. The practice of requiring the subdivider to dedicate and furnish sites for schools, recreational purposes and to install certain minimum utilities, such as water mains, sanitary sewers, street paving, etc., is one that varies in every locality.

Utility Requirements

In some communities the property owner subdivider is required to grade streets and the municipality and other utility companies install the utility lines; in other communities the subdivider is required to install the utilities and the paving. The trend in most cities at the present time is toward the adoption of the latter, in which the subdivider is required to install a great many of the improvements. This plan has a great many advantages, but in some cases it is considered too radical a departure from the old-time requirements.

Platting Property

In Advance of Needs

From the economic and social point of view, the primary purpose of land subdividing should be to provide lots laid out on the best feasible plan, serviced with adequate public utilities at the lowest cost. These areas should be supplied in sufficient amount to meet the needs of normal expansion. A large amount of subdivided property, in excess of the reasonable requirements for expansion, is bound to prove an economic loss for somebody. Such excess property and improvements, unused, cannot meet its just and prorata share of the tax expenses of operating the city affairs.

While it is true that some of the defective and excessive platting, in the past, has been due to selfishness, greed and unscrupulousness of subdividers, in general, subdividers recognize the fact that intelligent subdividing of land to best serve the community as a whole, pays individual dividends over a long period of years.

Reasonable Regulations

In order that the rules and decisions of the City Plan Commission be legal and enforceable, they must not be arbitrary or discriminatory, but should be based upon reasonable principles affecting the health, welfare, and convenience of the citizens and should be in conformity with and based upon comprehensive city plans for the community.

The requirements of the subdivider should include the furnishing of proper information in the way of facts and data, showing the present conditions as to topography, existing utilities and facilities, together with general dimensions of street lots, building lines, etc., which will enable the planning department to check over the plan and point out to the owner those features.

A proper, sane and intelligent application of the subdivision control authority, now authorized by the state statute, provides the authorities with an effective tool for the carrying out of the designed city plan to the material benefit of the entire community.

This report recommends that the local Planning Commission give this matter considerable study and set up a reasonable policy commensurate with local conditions. Such a policy will be changed from time to time as the conditions change, and it should be kept up-to-date so that the conditions will not become onerous and act as a deterrent in the development of property, and at the same time be not too lax so that people encourage the subdivision of too much property in advance of the normal requirements of the expansion. A large amount of subdivided property, far beyond the reasonable requirements for expansion, is always an economic burden on any city or community.

EXECUTION OF THE CITY PLAN

The final accomplishment of some of the features included in the City Plan will require a great many years. Some of the recommendations will not be achieved in their originally recommended form but the successful completion of the major projects will depend upon further detailed and intensive plans and studies developed by interested officials. The actual ultimate value of the Plan to the city and the general plan of accomplishment, however, will depend upon the enthusiastic administration by the City Officials, and the ability and interest of a continuing well qualified sponsor to keep the plan current and up-to-date to maintain public interest and to guard against political manipulation by selfish interests.

In order to insure the aggressive and continuous success of the execution of the general city plan program, it is absolutely essential that the entire plan and program should be widely understood by the citizens. The Plan should be widely distributed and public discussion should be encouraged to the fullest extent so that the citizens in all sections of the city will be enlightened regarding the purpose and will be familiar with the various details and objectives. This policy of providing a widespread dissemination of the proposed Plan will develop popularity with the citizenship and the appreciation and support furnished by the citizens will be in direct proportion to the popularity of the Plan.

This Plan proposes a program of physical improvements and such a program will cover a period of many years. The recommendations are general in nature and naturally the detail plans will need to be fit in to suit the actual conditions at the time they are executed. The manner in which the improvements are made, and when is not so important as that each shall be so done as to fit into its place in the general plan. One of the first duties of the City Plan Commission, together with the City Officials, is to prepare a tentative long range program based upon the city's financial condition. The program can be set up for several years and should be revised each year, so that the proposed program is kept current and that the intentions and proposed schedule will be information available to the public and citizens for their guidance and information.

The City Commision and City Officials should keep the City Plan constantly in mind and should recognize a definite obligation to see that the various actions and programs of the city's activities are in full accord with the City Plan. The City Plan Commission should work in close harmony with the City Commision and the Mayor and should at all times coordinate their activities to the end that the general program will be advanced by every action of either party.

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