OBSERVATIONS AND SUGGESTION

BY: JOE ROSS

The key link for community development for the City of Lubbock appears to exist in East Lubbock. The area with the most potential for development is the square mile directly east of downtown. This district is unique because of its natural landscape formations, waterways and canyons that offer a different experience than the rest of the city. The East Lubbock district is home to Lubbock's most scenic land but is rarely experienced by residents. The canyon lakes are a tremendous natural amenity to the city and the East Lubbock district, which is why community development should consider the value of this existing resource and make efforts to enhance its appeal.

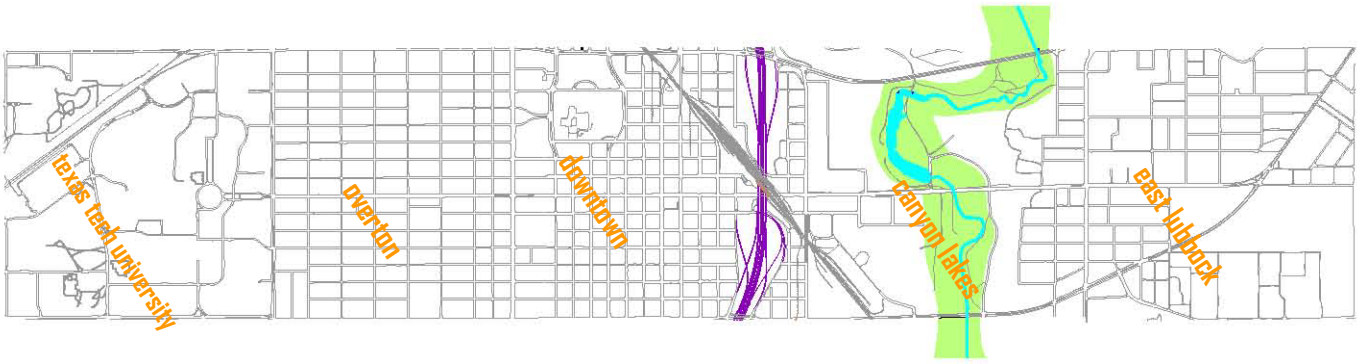

Figure 2.40 Diagram of Different Lubbock Districts

East Lubbock is a valuable resource for the community due its location. Recent trends in the development of Lubbock are to the south and east of the city. This type of suburban sprawl is seen across the United States and is detrimental to the core of the city. Research on suburban sprawl by Rolf Pendall, a professor at Cornell University, recognizes that population growth is only a minor contributing factor to sprawl. Pendall's findings support that growth should be directed towards areas within a city with existing infrastructure (www.sierraclub.org). This type of growth and development strategy is commonly referred to as smart growth since it provides long term housing solutions and is focused on redevelopment rather than new development. Decline within the urban core is reflective of a

disparity between population growth and the increase in land area. A study of major urban areas in the United States between 1960 and 1990 reports that population increased 47 percent and urbanized land use increased 107 percent (www.sierraclub.org). This reflects cities growing larger with growth targeted at the periphery rather than the center.

Recent initiatives by communities across the United States have focused upon a dedication to strengthening the urban core of the city. What the City of Lubbock needs is redevelopment that is directed more towards the historical center of the city, which is downtown. The East Lubbock district offers the greatest opportunities for redevelopment primarily due to its location near downtown. Houston, Texas offers the best example of downtown redevelopment and linkage. Over the past ten years, Lubbock has consistently made efforts to strengthen its urban core by promoting catalyst projects and recreation/sporting activities within the downtown. Minute Maid Park, and the Toyota Center in downtown Houston work to bring people into the downtown and create a vibrant urban core. Another key aspect of community development in a downtown urban area is providing a sophisticated transit system that encourages pedestrian traffic and minimizes the impact of automobiles. The Houston Light Rail is a great asset to the downtown area because it provides connection and transportation within the downtown but also provides a connection to various other districts through pedestrian transit. The approach used by the city of Houston was simple yet effective. The transit system connected key districts, University of Houston downtown campus, the downtown central business district, arts and cultural district, Rice University, Texas Medical Center, and Reliant Park. Overall, the light-rail system accounts for 7.5 miles of track and 16 stations. The most substantial outcome of the light-rail project is the development that has been created along the 7.5 mile path of the transit corridor. Therefore, a light-rail system in a downtown area is a major catalyst for development that can occur in a linear orientation.

From an evaluation of the existing resources, districts, transportation systems, and develop-

ment within the downtown area of Lubbock, it becomes apparent that the East Lubbock district suffers primarily from a lack of connection to the districts and economic opportunities to its west. East Lubbock is located only three miles from Texas Tech University, an economic engine that generates an annual economic impact of over 350 million dollars to the community (www.redraiders.com). Located even closer to East Lubbock is the central business district and governmental center for the federal government and County of Lubbock. One mile separates downtown Lubbock from East Lubbock yet the two districts have no interconnectedness other than Broadway. Interstate 27 which runs north and south is a major barrier to the Downtown district and East Lubbock and could explain the lack of connection. Also, the canyon lakes is a natural barrier that also runs north and south and is approximately 2,500 feet across the canyon. The key to uniting East Lubbock to the Urban Core and Texas Tech University is to create a seamless connection of pedestrian centered development and systems of transit that is consistent throughout the districts. Houston's solution of connecting districts through light rail could be used in the same way for the urban core of Lubbock.

The urban core of Lubbock lacks two primary forms of development that are key to urban growth and sustainable communities which are medium-high density residential and retail. However, the urban core of Lubbock has numerous resources already in place such as institutional, office, governmental, arts/cultural, and entertainment.

In terms of East Lubbock, it has suffered economically from its lack of connections. However, the community development initiatives by the City of Lubbock reflect an ongoing commitment towards its revitalization. Five of the nine areas of CDGB funding for the City of Lubbock are in East Lubbock. The grants and funding mainly involve individual repair or new construction projects for the area, in addition to current projects, another more comprehensive goal should be to unite East Lubbock to the rest of the city. Eastern portions of Lubbock primarily represent ethnic neighborhoods which are important to the

diversity and culture of Lubbock. Ethnic neighborhoods offer unique dining, retail, and cultural opportunities and can become economic engines on their own.

In general, East Lubbock has substantial potential to become a vibrant, sustainable district but it does not appear to have the ability to revitalize itself from within. East Lubbock needs to be provided an opportunity to prosper in terms of economics and community. Community Development has a responsibility to provide the opportunities for redevelopment and in the case of East Lubbock, their greatest opportunity lies in their connection to powerful economic engines to the west, and the strong urban core of the downtown. Through the enhanced connection of East Lubbock and the urban core, the revitalized downtown will have an existing local residential base for hiring employees and staff. The local economy of East Lubbock can be described as stagnant and in potential decline. Community Development is often the only hope for districts in decline because they need an outside force to "prime the pump" in order to provide the opportunity to develop a sustainable community.

population density
city of lubbock

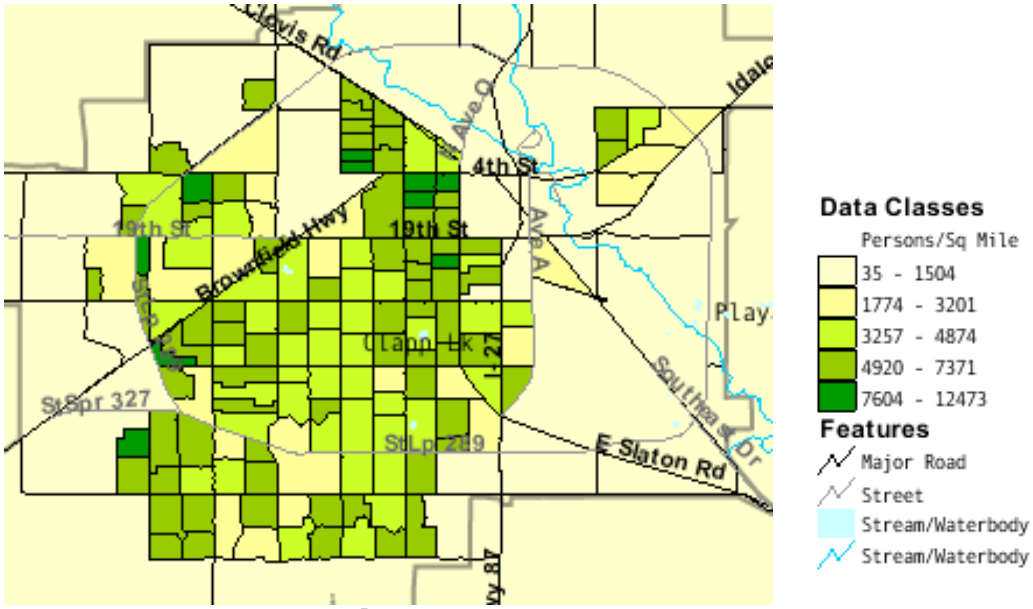

Fig. 2.41 Map, Population Density 2005 [7]

The population density map of Lubbock tells the story of the current development trend away from the center and towards the southwest. The most interesting relationship between population densities in the City of Lubbock exist between the square mile defined as Overton Park and the downtown district. Approx. 7,000 residents live in Overton Park and represents the highest level of density for the city while the adjacent downtown district is one of the least inhabited areas within the city. This population disparity can be explained through restrictive zoning in the downtown district but also represents a community-less square mile. The East Lubbock residential district is isolated from the rest of the City of Lubbock. This separation and lack of connection could explain its decline over the years. A look at population density gives the best view of communities and the areas that clearly lack community. The downtown and canyon lakes district lack communal elements related to population density but offer tremendous potential due to their location and established communities to the east and west.

7) www.census.gov

Proposed Solution

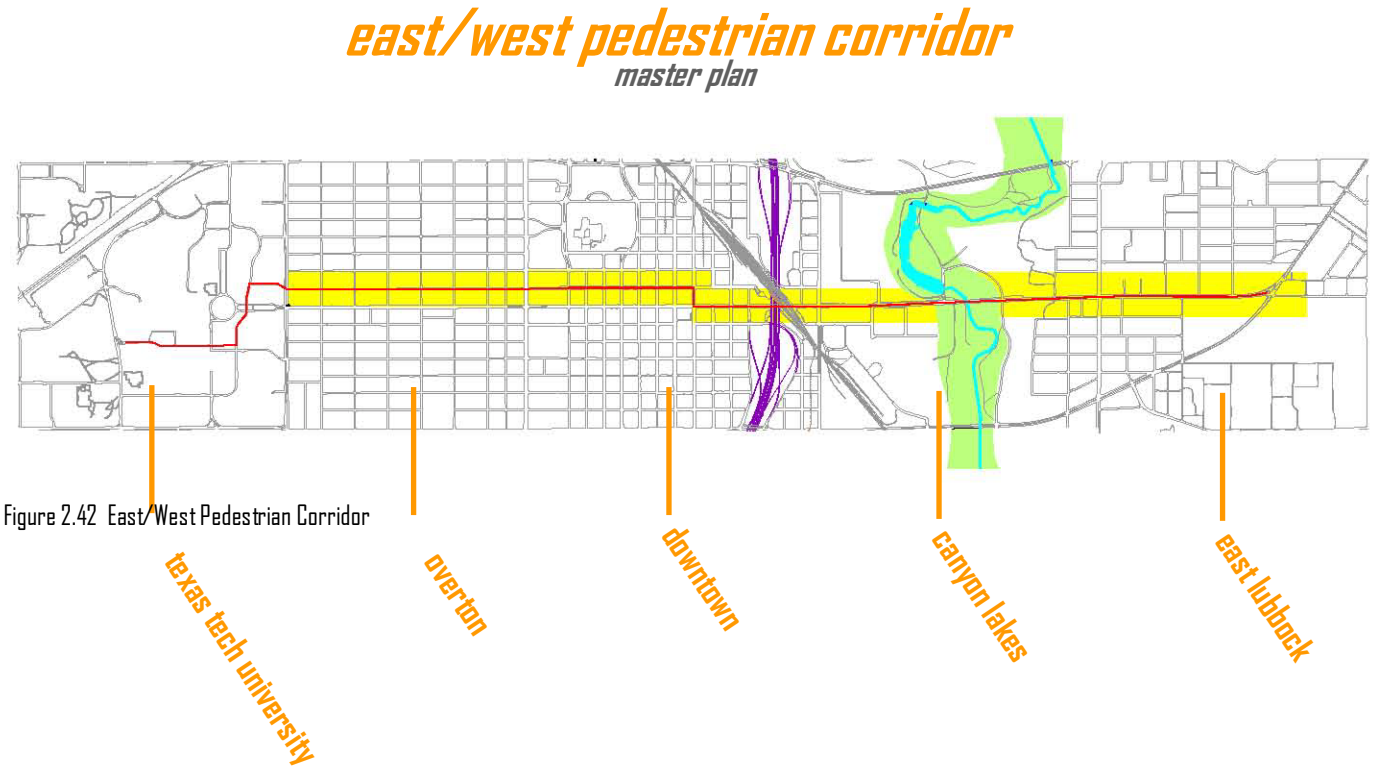

Figure 2.42 East/West Pedestrian Corridor

project goals:

Connect fragmented districts

Define an urban core

Provide pedestrian oriented transportation

Link existing transit resources

Create consistent development to the east and west of downtown

Reduce the barriers between downtown and east Lubbock

Increase property value in East Lubbock district

Provide connection to the Canyon Lakes

Proposed Solution _existing resources

east/west pedestrian corridor
district locations

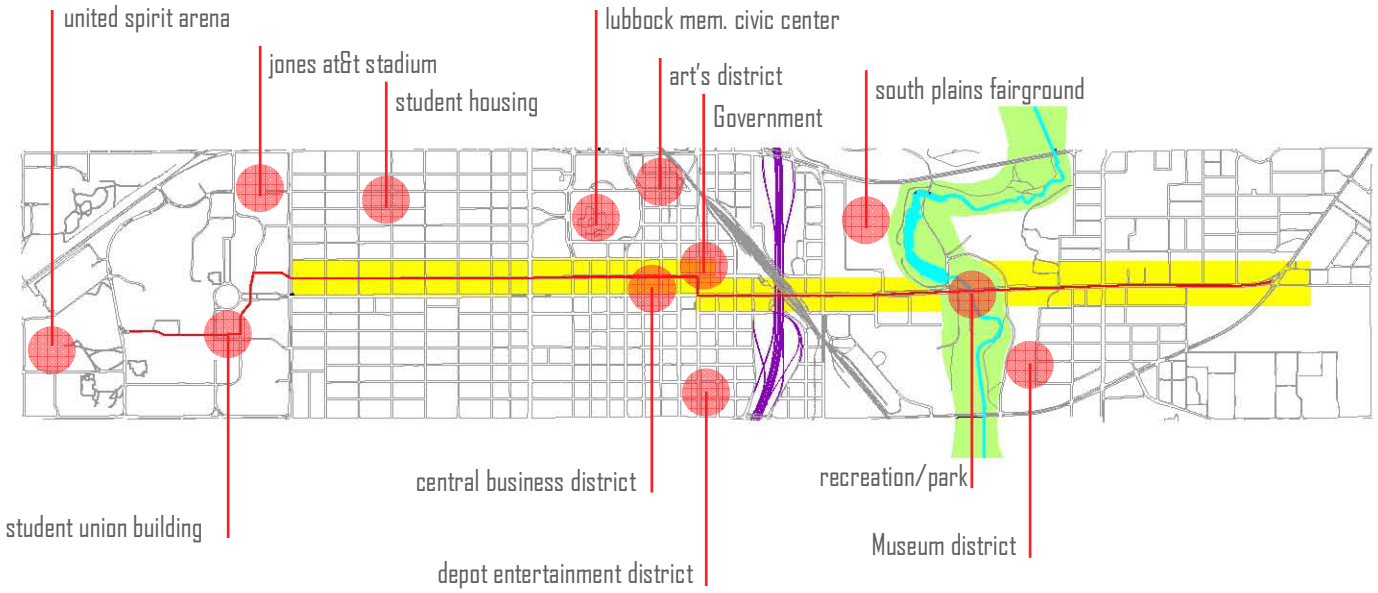

Figure 2.43 East West Pedestrian Corridor with Attractions

project goals:

Emphasize the existing districts within the urban core of Lubbock

Provide transportation alternatives to attractions and entertainment districts

Develop attractions and create identifiable districts in East Lubbock

Provide better housing opportunities in East Lubbock

Continue to grow housing opportunities in Overton Park

Provide destinations and transportation for residents within Texas Tech University

Provide park and ride opportunities for sporting events at Texas Tech

Proposed Solution_implementation

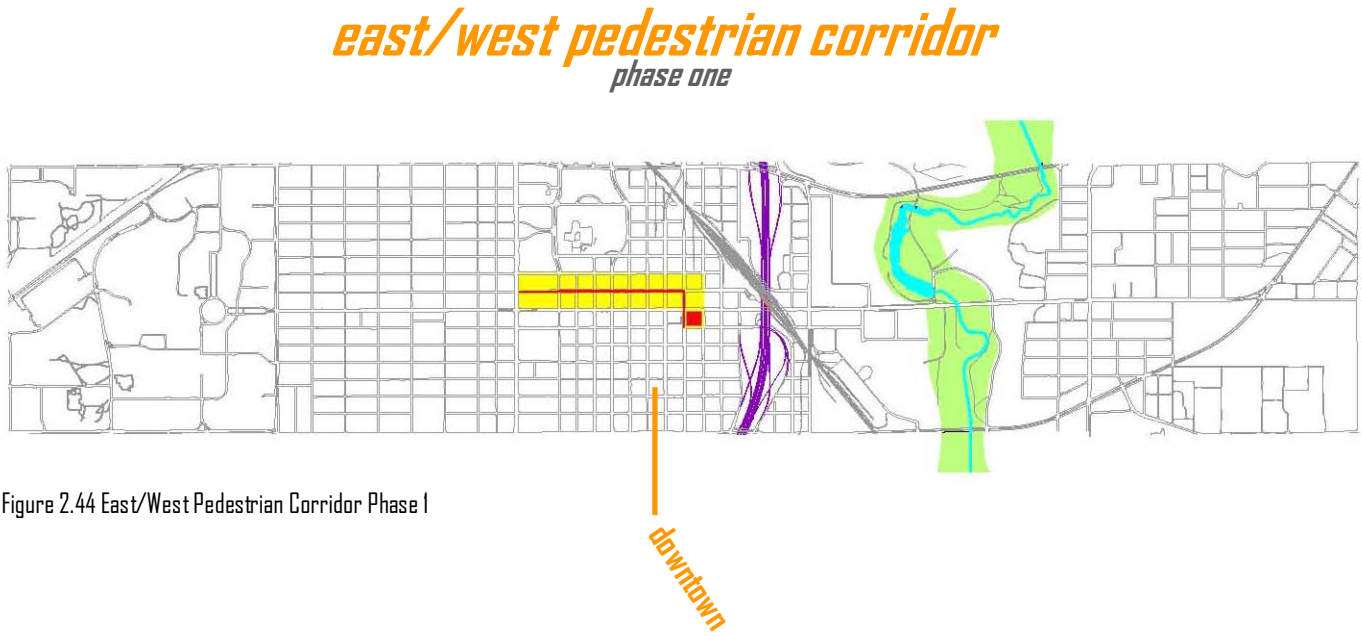

Figure 2.44 East/West Pedestrian Corridor Phase I

goal:

Provide a pedestrian retail corridor to spur development in downtown

Link to Downtown Transit Station

Increase transportation and amenities near Lubbock Memorial Civic Center and Arts District

Strengthen Central Business District and Government District with retail component

criteria:

Commitment from downtown redevelopment commission.

Linkage to Downtown Transit Station

Downtown population reaches 1,500 residents

Establishment of transit authority to provide administration, oversight and secure funding

Proposed Solution_implementation

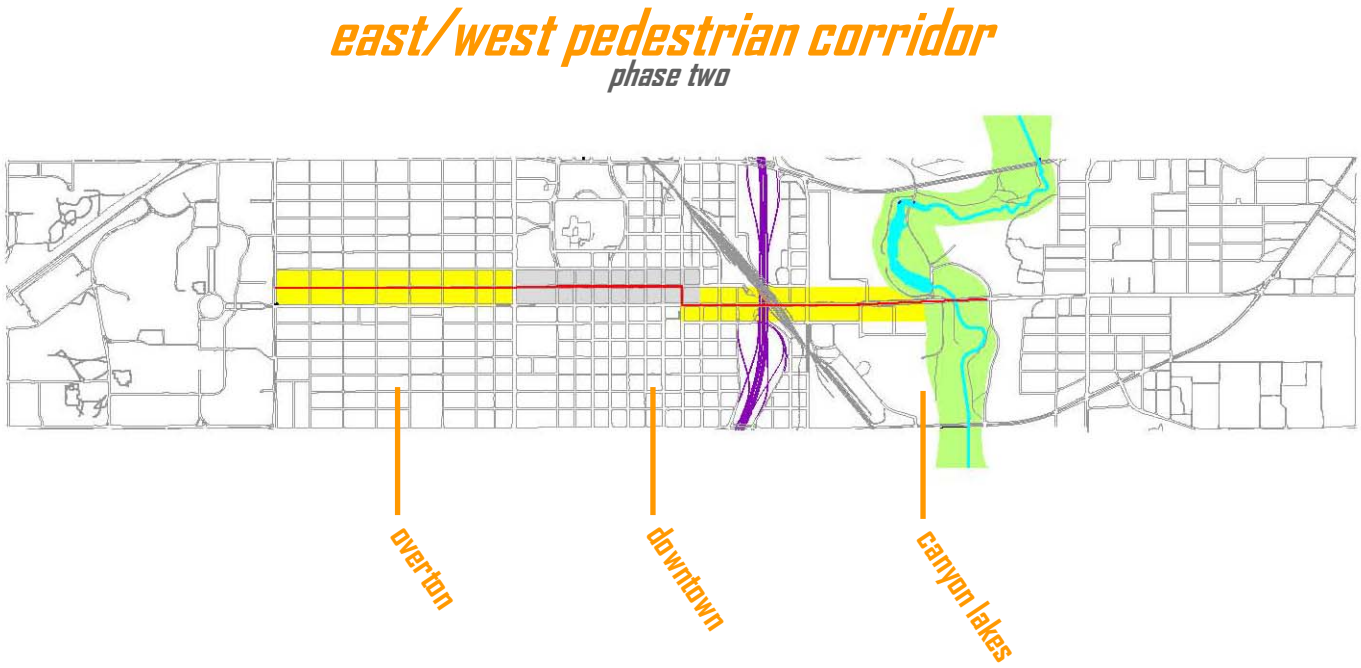

Figure 2.45 East/West Pedestrian Corridor Phase 2

goal:

Establish an eastern corridor through Broadway that encourages development across Interstate 27

Increase connection to the Canyon Lakes

Encourage responsible development within the Canyon Lakes to increase activity in this district

Extend corridor west along Main St. to Overton residential district to connect residents to retail, central business district, and recreational districts.

criteria:

Recognized success with downtown redevelopment

Development of retail corridor and key tenants devoted to long-term leases

Overton Park population sustains 10,000 residents

Re-zoning of land east of Interstate 27 to allow retail/residential

Proposed Solution_implementation

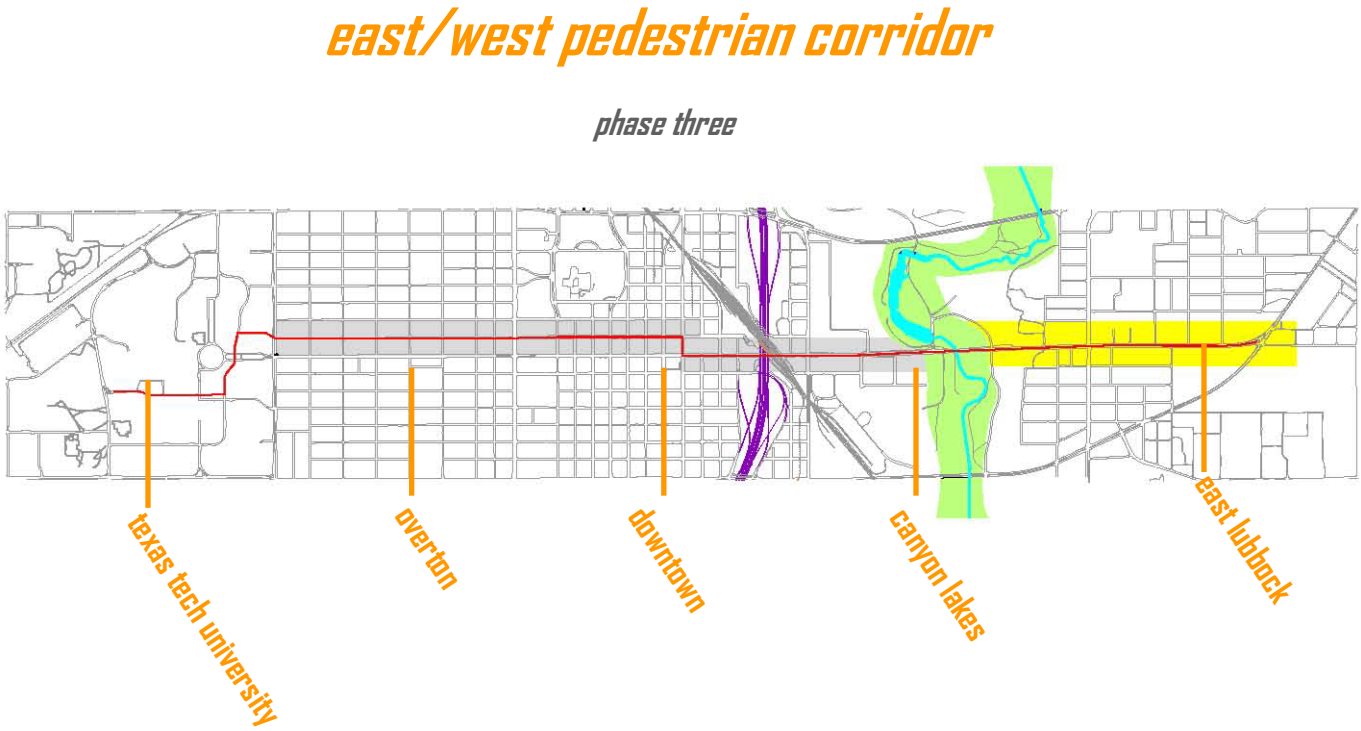

Figure 2.46 East/West Pedestrian Corridor Phase 3

goal:

Link East Lubbock to urban core of Lubbock

Encourage economic catalyst/destination at Broadway and 19th street in East Lubbock

Increase property values along Broadway in East Lubbock district

Extend west corridor through Texas Tech University

Provide transportation route through central corridor of Texas Tech Campus

Provide park and ride opportunities from downtown to activities at Texas Tech University

Create link to Texas Tech Student Union Building and existing transportation resources

criteria:

Development along retail/residential corridor east of Interstate 27

Downtown population sustains 3,000 residents

Texas Tech University Student enrollment reaches 30,000

Proposed Solution_background information

Light-rail transit
fact sheet

Figure 2.47 Light Train Transit Map

definition:

An electric railway with a "light volume" traffic capacity compared to heavy rail. Light rail may use shared or exclusive rights-of-way, high or low platform loading and multi-car trains or single cars. Also known as streetcar, trolley car or tramway. (http:www.lightrail.com)

specifications:

Maximum speed: 60 mph

Passenger capacity: 250 including standing room

Number of cars: Determined by platform length and traffic logistics

Figure 2.48 Light Rail, source [8]

8) http: metrosolutions.org

Proposed Solution_implementation

east/west pedestrian corridor

funding resources

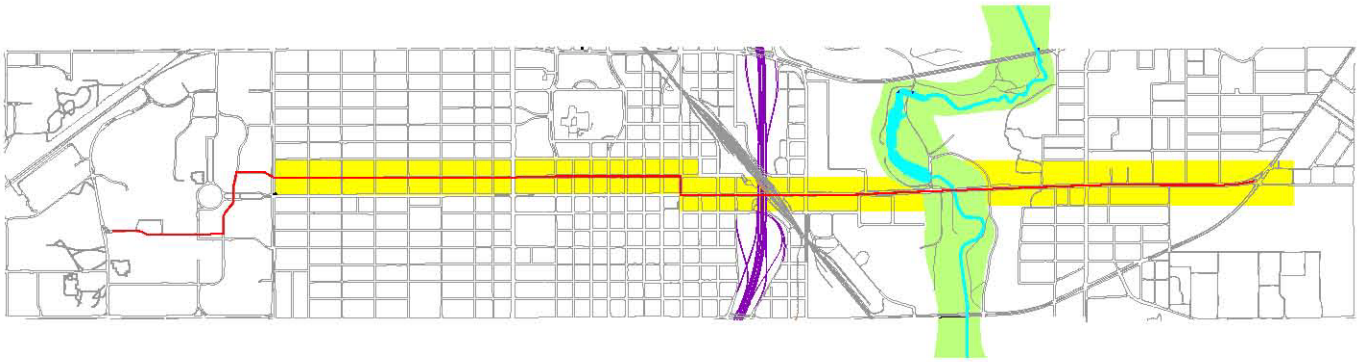

Figure 2.49 East/West Pedestrian Corridor Funding

Resource 01:

United States Department of Transportation

Federal Transit Administration

Program:	Transit Capital Investment Program (49 U.S.C. 5309)
	New Starts program
Description:	The New Starts program provides funds for construction of new fixed guideway systems or extensions to existing fixed guideway systems
Eligibility:	Light rail, rapid rail (heavy rail), commuter rail, monorail, automated fixed guideway system, or a busway/high occupancy vehicle (HOV) facility, or an extension to any of these. Projects become candidates for funding under this program by success fully completing the appropriate steps in the major capital investment planning and project development process.
Recipients:	Public Bodies and agencies (transit authorities and other state and local public bod ies and agencies thereof) including states, municipalities, other political subdivi sions of states; public agencies and instrumentalities of one or more states; and certain public corporations, boards, and commissions established under state law.
Allocation:	Allocated at the discretion of the secretary although Congress fully earmarks all available funding.
Match:	The statutory march for New Starts funding is 80 percent Federal, 20 percent local.
Contact:	FTA Office of Planning, (202)366-2360

Proposed Solution_implementation

Resource 02:

United States Department of Transportation

Federal Transit Administration

Program: Transit Capital Investment Program (49 U.S.C. 5309)

Small Starts program

Description: The Small Starts program places a cap of 250 million dollars in total project cost, and allows no more than 75 million dollars in requested Section 5309 Capital Investment Grant funding.

Eligibility: Projects must be a fixed guidway for at least 50% of the project length in the peak period and/or a corridor-based bus project.

Recipients: Public Bodies and agencies (transit authorities and other state and local public bod ies and agencies thereof) including states, municipalities, other political subdivi sions of states; public agencies and instrumentalities of one or more states; and certain public corporations, boards, and commissions established under state law.

Allocation: Allocated at the discretion of the secretary although Congress fully earmarks all available funding.

Contact: FTA Office of Planning,

Mr. Sean Libberton, (202)366-5112

sean.libberton@dot.gov

http://www.fta.dot.gov/planning/newstarts/planning_environment_222.html

Resource 03:

United States Department of Transportation

Federal Transit Administration

Program: Large Urban Cities (5307)

Description: Grants to urbanized areas and states for transit-related purposes

Eligibility: Planning, engineering design and evaluation of transit projects and other technical transportation related studies; capital investments in new and existing fixed guide way systems including rolling stock, overhaul and rebuilding of vehicles, track, sig nals, communications, and computer hardware and software.

Recipients: Public Bodies and agencies (transit authorities and other state and local public bod ies and agencies thereof) including states, municipalities, other political subdivi sions of states; public agencies and instrumentalities of one or more states; and certain public corporations, boards, and commissions established under state law.

Allocation: For areas with populations of 200,000 and more, the formula is based on a combi nation of bus revenue vehicle miles, bus passenger miles , fixed guideway revenue vehicle miles, and fixed guideway route miles as well as population and population density.

Match: The Federal share is not to exceed 80 percent of the net project cost. The Federal share may not exceed 50 percent of the net project cost of operating assistance.

Contact: FTA Office of Resource Management and State Programs, (202)366-2053

Case Study

METRORail

Houston, Texas

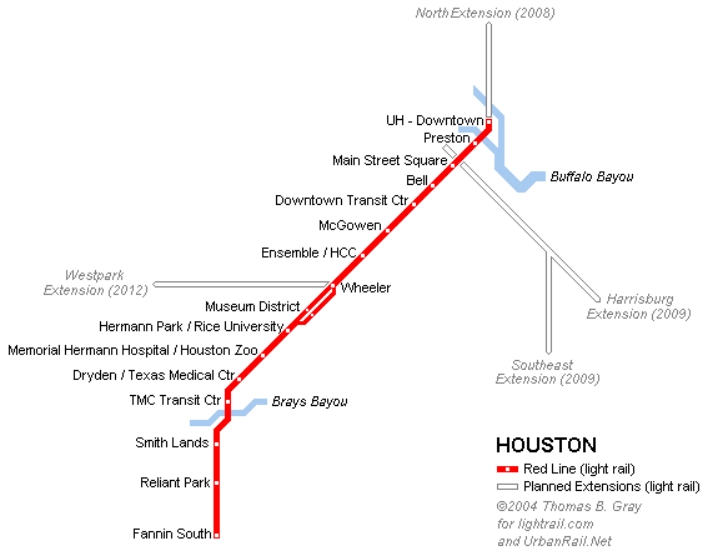

Figure. 2.50 Map, Houston Light Rail [9]

Why Houston?

Houston shares many similarities with Lubbock the only difference being that Houston works at a much larger scale. Houston is a vehicle oriented urban area that is very spread out, much like Lubbock. In the late 1990's Houston began to look at the redevelopment of its downtown district and has successfully created a pedestrian oriented downtown. The light rail began operation its operation in 2004 and has been a successful form of public transportation to the community. Houston started small and began connecting districts in a line from downtown towards the south connecting to Relent Park. Phase two of the Houston Light-Rail project is in development that will link the inner-city Main Street system to a larger network of light rail lines.

9) http://www.lightrail.com/maps/houston/houston.htm

Case Study

METRORail

Houston, Texas

The significance of Houston for Lubbock's purposes and redevelopment of its urban core is that it worked backwards to traditional public transportation systems. Typically large cities such as Chicago, and New York utilize rail and subway systems as primary transportation systems. Houston has been dependent upon highways and automobiles for transportation and have introduced sophisticated public transit as a solution to their lack of pedestrian oriented transportation. Light-rail transportation is a catalyst that is appealing for residential, retail, and entertainment forms of development. Lubbock's existing resources is filed by substantial amounts of institutional (Texas Tech University), office (Central Business District) and Government resources. Therefore, residential, retail and entertainment development is necessary for the success of Lubbock and the major catalyst for all are light rail transit.

Figure 2.51 Light-rail Station, Houston Light Rail [10]

Figure 2.52 Light-rail Station, Houston Light Rail [11]

10)http://www.lightrail.com/photos/houston/houston53.jpg

11)http://www.lightrail.com/photos/houston/hmta92.jpg

Case Study

METRORail

Houston, Texas

Statistics:

Planning Study:	1998
Construction:	2001-2003
Miles of light-rail	7.5 miles
Number of stations	16
Number of cars/daily	18
Funding	50/50 match relationship with FTA
Projected ridership 2020	39,000 (average daily weekday)
Actual ridership 2005	40,000 (average daily weekday)

Property Value Impacts

Property located within a quarter mile radius of a light rail station tends to have a 20-25% greater appreciation than adjacent property. (Urban Land Institute)

Property values in the four blocks surrounding Main and McKinney increased more than 10 million dollars from 2000 to 2004 (Houston Downtown Management District).

Lessons Learned from Metro Rail Construction;

Perform construction in sequential segments, rather than all at once

Minimize utility replacement. [12]

12) http: metrosolutions.org

Conclusion

The overall objective of the proposal is to develop sustainable communities for long-term growth within the City of Lubbock. Light rail transit corridor represents only one of many avenues to attain strong community growth at the core of the city. The existing resources within the urban core provide Lubbock with the means to accomplish redevelopment efforts. The nature of this proposal primarily deals with providing infrastructure to existing districts. Infrastructure is often the best

Figure 2.53 Diagram of Lubbock

catalyst to development since it is unassuming and leaves the development of the community to the local district and market.

The intention of this proposal was to look in depth at disparities that exist between communities and begin to formulate possible solutions that address the problem. The basic premise of this proposal uses highly successful districts and economic engines to drive the redevelopment of declining districts within the urban core of Lubbock.

City of Lubbock Website "Demographics" available from http://busdev.ci.lubbock.tx.us/BusDevEco.htm; Internet; accessed 3 April 2007.

http://metrosolutions.org/go/doc/1068/112217/

http://www.fta.dot.gov/

http://www.lightrail.com/

http://www.redraiders.com/techs75th/impact.htm

http://www.sierraclub.org/sprawl/whitepaper.asp

Pearson, Jason. University-Community Design Partnerships (New York: Princeton Architectural Press, 2002) 82.

Project for Public Spaces available from: http://www.pps.org/info/newsletter/june2005/transportation_as_place; Internet; accessed on 17 April 2007.

Project for Public Spaces available from: http://www.pps.org/campuses/info/campuses_projects/arlington_district; Internet; accessed on 17 April 2007.

Project for Public Places. Available from: http://www.pps.org/great_public_spaces/one?public_place_id=185&type_id=9#; Internet; accessed on 17 April 2007.

Rockville City Website. Available from http://www.rockvillemd.gov/towncenter/; Internet; accessed 17 April 2007.