

Odessa

AMENDED FALL 2004



COMPREHENSIVE PLAN

City of Odessa
January, 1988

Prepared for

The City Council
&
Planning and Zoning Commission

By

J. T. Dunkin & Associates, Inc.
Urban Planning Consultants
Dallas, Texas

The Odessa City Council adopted the recommendation of the 1987 update of the Comprehensive Plan of the City of Odessa on November 24, 1987, under Resolution No. 87R-87.

ACKNOWLEDGEMENTS

CITY OF ODESSA

City Council

Don Carter, Mayor W. A. (Dub) Kennedy, Jr.
J. L. Barnett Jim Perkins
Craig Heap Jaime Rodriguez

Planning and Zoning Commission

Ronald Crain, Chairman
Jerry Gentry
Sam Gonzalez
Ken Polson
Adela Vasquez
Bob Barnes
Mannel (Nell) Geers

City Staff

William R. Brown, Jr.
City Manager

Judy Miller
Director of Planning and Inspection

Planning Consultant

J. T. Dunkin & Associates, Inc.
J. T. Dunkin, AICP, ASLA
Dan Sefko, AICP

Comprehensive Plan Advisory Committee

Bob Barnes
Miltrue Collins
Sherman Cox
Jerry Gentry
Melissa Hirsch
Betsy Triplett Hurt
Paul McCollum
Cindy Ogilvy
Eddy Spivey
Adela Vasquez
David White

TABLE OF CONTENTS

Executive Summary	I
Introduction to the Comprehensive Plan.....	1
Historical Background.....	3
The Region	7
The Area's People	15
The Site, Vicinity and Physical Factors Influencing Development.....	25
Existing Land Use	39
Thoroughfares.....	47
Parks and Open Space.....	73
Public Buildings	97
Downtown Odessa.....	115
Housing and Neighborhood Areas.....	153
Development Guidelines.....	239
Annexation Plan.....	267
Future Population Projections.....	281
Future Land Use Plan	283
Appendix.....	295

LIST OF PLATES

	<u>Plate No.</u>
Odessa's Relationship	1
Existing Physical Factors	2
Major Property Ownership	3
Wastewater Service Area Boundaries	4
Generalized Existing Land Use	5
Major Thoroughfare Plan	6
Downtown Circulation Plan	7
Existing Parks and Schools	8
Future Park and School Plan	9
Existing Public Buildings and Facilities	10
Proposed Public Buildings and Facilities	11
Existing Downtown Land Use	12
Parking Inventory	13
Proposed One-Way Street System	14
Downtown Core-Area One-Way Street System	15
Possible Block Consolidation and Points of Identification	16
Downtown Corridor Development Plan	17
Neighborhood Areas	18
Neighborhood Area #1	19
Neighborhood Area #2	20
Neighborhood Area #3	21

Neighborhood Area #4	22
Neighborhood Area #5	23
Neighborhood Area #6	24
Neighborhood Area #7	25
Neighborhood Area #8	26
Neighborhood Area #9	27
Neighborhood Area #9A	28
Neighborhood Area #10	29
Neighborhood Area #10A	30
Neighborhood Area #11	31
Neighborhood Area #12	32
Neighborhood Area #13	33
Neighborhood Area #14	34
Neighborhood Area #15	35
Neighborhood Area #16	36
Neighborhood Area #17 & #18	37
Neighborhood Area #19	38
Neighborhood Area #20	39
Neighborhood Area #21	40
Future Neighborhood Areas	41
Potential Areas for Annexation	42
Recommended Annexation Plan	43
Future Land Use Plan	44

EXECUTIVE SUMMARY OF THE 1987 COMPREHENSIVE PLAN ODESSA, TEXAS

BACKGROUND INFORMATION

Odessa and Ector County was settled in the late 1800s as a result of extension of the Texas and Pacific Railroad across Texas. Odessa was originally a center for ranching activities until petroleum was discovered in Ector County in the mid-1920s. Odessa was incorporated in 1927, at which time it had a population of approximately 2,000 people. By 1950, the population of Odessa increased to almost 30,000 and today the population is over 90,000. Odessa's present economy is petroleum based, but some recent technological changes have created some opportunity for diversification of the economy.

Odessa is located in the Permian Basin in the semi-arid climate of West Texas. The terrain is relatively flat or slightly undulating. Monahans and Muskingum Draws form the principal drainage features, in addition to numerous playa lakes. The Odessa area has an annual rainfall of approximately 13 inches a year, but varies widely from year to year.

The social composition of Odessa in 2000 was 51 percent white, 41 percent Spanish origin, 6 percent Black and 2 percent other races. The median income was \$36,869 and the median age was 39.3 in 2000. A significant amount of the population in Ector County is outside of Odessa's City Limits. In 2000, 25 percent of the County's population was outside Odessa's corporate City Limits.

Major thoroughfares serving the City are: Interstate Highway 20, U.S. Highways 80 and 285, and State Highways 302 and 191.

Odessa is predominately a residential community with over 37 percent of its developed area devoted to residential uses. Over 17 percent of the developed area is consumed by public uses, 12 percent retail, office and commercial uses, over 5 percent industrial uses, and over 27 percent in street and alley rights-of-way. Over 30 percent of the area in Odessa's City Limits is still undeveloped.

RECOMMENDATIONS

Thoroughfares - The 1979 Thoroughfare Plan was revised substantially to the south, east and northeast due to the expansion of the planning area and recent development. Major features and recommendations of the Major Thoroughfare Plan includes:

1. Right-of-way protection is of paramount importance even though the funds for road construction may not be available at the time. This is particularly important in semi-developing areas outside of Odessa's existing City Limits, but within its Extraterritorial Jurisdiction (including the Ector County Utility District).
2. Convert several streets in the downtown area to one-way to facilitate the objectives and recommendations set forth in the downtown Development Plan. One way "pairs" have been proposed for 2nd, 3rd, 7th, 8th and 10th Streets, and Grant, Texas, Tom Green and Sam Houston Avenues.
3. Northeast Odessa (the Mission development area) has experienced substantial development activity since 1979. The Thoroughfare Plan has been revised to reflect changes in development patterns in this area. One of the features of the plan is a proposed connection of 87th Street in Odessa to Greentree Boulevard in Midland. The facility would connect the prime future growth areas of both cities and support a growth corridor of two to three miles in width north of State Highway 191. Increased emphasis has been placed on Faudree Road due to its strategic location between Loop 338 and F.M. 1788.

It is recommended that each zoning request and subdivision plat that is processed through the City be reviewed in relation to the Thoroughfare Plan. As in the past, the City staff should continue to include comments regarding the Thoroughfare Plan with recommendations made to the Planning and Zoning Commission and City Council as part of the development review process.

PARKS AND OPEN SPACE

Since 1979, The City has added approximately 72 acres of park area to its park inventory, bringing the total to over 404 acres. When the 160 acres recently acquired along Monahans is added, the result is a 69 percent increase in park acreage since 1979. The City of Odessa has also received full responsibility for maintenance of parks previously maintained by the County. Four park categories have been recommended to provide a logical structure to the Odessa park system: 1) Neighborhood Parks; 2) Metropolitan Parks; 3) Community Sports Parks; and 4) Special Use Parks. The following recommendations are set forth in the Park and Open Space Plan:

1. The City should actively pursue the use of joint park and school sites at selected locations.
2. General locations have been shown on the Park and Open Space Plan for future park sites, as well as the type of park needed. The Plan shows 74 neighborhood parks, three metropolitan parks, and two community sports parks for the entire planning area. It is recommended that the land needed for the various parks be secured in advance of development and urbanization of the vicinity in which they are located, but not until the demand can be justified within one to three years.
3. Concepts for special parks are proposed through the use of linear parks using power line rights-of-way.

4. Certain enhancements to the existing park system are suggested to improve the image of the urban area. A xeriscape program should be initiated by the City to reduce maintenance costs. Major entryways, or urban gateways, into the City are identified for the possibility of improvement or special visual treatment.

As with the Thoroughfare Plan, it is recommended that the Park and Open Space Plan be utilized as part of the development review process.

PUBLIC BUILDINGS

As a basis of determining both the long and short-range governmental space needs, an evaluation was made of existing buildings and facilities. The public buildings evaluated in this element included:

- * City Hall
- * Police and Courts Building
- * Fire Station
- * Municipal Service Centers
- * Library
- * Ector County Courthouse
- * Regional Meeting Facilities.

The projected public building needs for Odessa were based upon a year 2000 population of approximately 140,000 people in Ector County, of which 114,000 would reside in the City of Odessa. The demand for public building space at all levels of government increases as the population and area of geographic responsibility increases. The following summarizes the recommended space or location requirements for future public buildings or facilities.

- * City Hall - Increase space to accommodate 85 additional employees or 15,000 square feet.
- * Fire Stations - Increase coverage to the east, northeast and south. Future needs for three additional sites north and two south.
- * Municipal Service Center - Two additional service centers to supplement present service center.
- * Library - Recommend standard of 0.5 to .75 square feet per capital. This can be accomplished by branch library, if necessary.
- * Meeting Facility - There is a need for a flexible multi-purpose meeting area for 2,000 seats, or people, in the downtown area.

DOWNTOWN ODESSA

The purpose of this elements is to examine existing conditions and to formulate alternatives for structuring a workable framework to guide continuing change and development in the City's downtown. The following recommendations are made for the downtown area:

1. Strengthen the link between medically oriented uses through physical and functional amenities (such as pedestrian oriented streetscape).
2. Designate additional one-way “pairs” as suggested by the Corridor Development Plan.
3. Encourage support retailing to relocate or remain in Downtown.
4. Create public and private reinvestment through tax increment financing district.
5. Create an “on-going” committee to assist in establishing and redefining objectives for the Downtown area.

HOUSING AND NEIGHBORHOOD AREAS

Since 1978, Odessa has added over 7100 dwelling units to its housing stock, or an increase of 17 percent. This section of the Comprehensive Plan provides an analysis by neighborhood area of housing in Odessa. The discussion for each neighborhood is designed to provide a general understanding of the existing conditions whereby housing strategies can be advanced where appropriate.

DEVELOPMENT GUIDELINES

As development occurs, it is recommended that various policies or guidelines be implemented to encourage well designed and high quality developments. The purposes of Development Guidelines are intended to represent the type of development the City encourages and the manner in which it occurs. The guidelines should be used in the planning stages of various developments and areas as they develop. Guidelines have been proposed for both residential and non-residential uses. These guidelines will assist the City in evaluating development beyond what can be reflected graphically on the Future Land Use Plan.

ANNEXATION PLAN

It is important that communities anticipating urban growth provide reasonable alternatives for expansion of their corporate boundaries. Odessa has increased its City Limits from 19.5 square miles in 1970 to over 35 square miles in 1986. The following are recommended policies or action for the future expansion of Odessa:

1. Pursue a gradual but sustained annexation program of annexing some land each year.
2. High visibility areas should be given priority consideration for annexation.
3. Areas that can be served by existing utilities should also be considered.
4. The City should have adequate vacant land for urban expansion held in reserve.

The Annexation Plan (Plate 42) identifies six geographic areas which should be considered for annexation. Areas along Loop 338 and the Interstate are among some of the important areas for consideration.

FUTURE POPULATION

Population projections and estimates are helpful in determining future public facilities and maintaining service levels. For planning purposes, it is recommended that Odessa utilize the following population projections depending upon certain factors:

1980 -	90,027*
1985 -	101,458**
1990 -	89,783*
1995 -	90,206**
2000 -	90,943*
2005 -	96,399**
2010 -	102,182**
2015 -	108,312**
2020 -	114,810**

* U.S. Census Bureau

** City of Odessa Estimates

Revised March, 2003

FUTURE LAND USE PLAN

Odessa will require a certain amount of land for the various land use categories, such as residential, retail and industrial. The Future Land Use Plan encompasses all the recommendations of this Study while attempting to provide a balanced arrangement of future land uses. The Plan identifies future land uses in the primarily undeveloped portions of Odessa's E.T.J. The Plan is designed to provide City officials and citizens with a conceptual picture of what currently exists in Odessa and what it might resemble in the future. If followed, the Plan will lead to a well-integrated pattern of land use. This will aid in the creation of a more diversified economy while maintaining a quality living environment for present and future Odessa residents.

BLANK PAGE

INTRODUCTION TO THE 1987 COMPREHENSIVE PLAN

This report contains the 1987 update of the 1979 Comprehensive Plan for the City of Odessa, Texas. The various planning elements of the 1979 Plan have been revised or updated to reflect current economic and development conditions. Portions of the 1979 Comprehensive Plan which are still considered valid have been retained. In the selected elements of the 1987 Plan, a summary is presented of the correlating element from the 1979 Plan. For detailed historical information beyond the summaries of this report, the 1979 Comprehensive Plan should be referenced.

The first two sections, "Historical Background" and "The Region", have been edited from the 1979 Plan with only minor revisions. The section regarding the "Areas' People" has been revised to include current demographic and employment data. The remaining sections have been substantially revised and include brief summaries of the 1979 Plan.

HISTORICAL BACKGROUND

The extension of the Texas and Pacific Railroad* across the South Plains in the late 1800s provided the initial transportation basis for Odessa's beginning as a settlement. A real estate promotion originating out of Pennsylvania led to the creation of the Odessa Land and Town Site Company and the original 300 acre town site. The platting of the original site occurred in 1886 and consisted of 78 blocks. The original founders of the town intended for Odessa to become a health resort and center of education.

A railroad construction campsite existed in the vicinity of Odessa prior to any promotion as a town site, and for hundreds of years before, the Comanche Indians lived and roamed the Region. Some of the great Comanche war trails leading north from Mexico traversed the Odessa vicinity. The horses which provided the mobility for the Comanches came from the early Spanish explorers who were known to have been in the New Mexico - Texas Panhandle area during the 17th century.

While the coming of the railroad shortly after 1880 established the location of Odessa as a town site, as late as 1920 there were still less than 1000 persons in the entire county. The real changes began to occur in 1925 and 1926. During that period, petroleum was discovered in Ector County, resulting in a population increase to nearly 4000 persons by 1930 and, by 1940, the population was near 15,000. Development in Odessa directly parallels that of Ector County. The City of Odessa was incorporated in 1926, and by modern standards, Odessa is a new city. Most of the city's major development occurred between 1950 and 1960. During the 1960s, the population of Odessa and Ector County remained fairly stable, but in the 1970s population growth and change were revived largely in response to changes in the nation's energy posture and the increasing complexity of petroleum production and processing technology. In the 1980s and 1990s, the City again finds itself responding to changes in the oil industry. Increased imports of foreign crude combined with decreased domestic production will have a definite impact on the City of Odessa, its economy and its residents.

*Now the Missouri and Pacific Railroad

Revised March, 2003

The development of Odessa and Ector County can be generally divided into three periods, namely: (1) The Early Settlement and Railroad Development Period, which extended to about 1920; (2) The Petroleum Boom Period, which included the opening of the Permian Basin and extended from about 1920 to 1960; and (3) The Energy Change and Diversification Period, which is continuing today.

The first impacts of the Energy Change Period were reflected in approximately 1963 when the City's population growth rate slowed dramatically. This slower growth period continued for another 10 years, but in 1973 the trend reversed itself, and increased immigration into Odessa and Ector County resulted in substantial population gains for both the City and the County. Odessa experienced an accelerated period of rapid growth through 1983 and part of 1984 until international crude petroleum prices dropped dramatically, making domestic oil production less feasible. Although this condition has moderated somewhat, today the Permian Basin continues to be affected by lower international petroleum prices.

As Odessa has increased its population, it has become increasingly difficult to expand the physical boundaries of the City. As a result, substantial urban development has taken place outside the Corporate Limits. Large land holdings (ranches) and dense petroleum production fields are complicating the City's expansion, and such conditions, when combined with service problems related to development beyond the City Limits, now create significant problems related to Odessa's future growth. The future development of Odessa will be influenced by these physical expansion problems, by changes occurring in the Odessa - Midland Region, and by continuing changes in the energy technology and petroleum production and processing within the Permian Basin. The present status of the world and local economy has slowed growth in the Odessa - Midland area, but as has happened in the past, this economic condition will continue to fluctuate. Illustration 1 shows Odessa's relationship to West Texas.

THE REGION

Ector County is the confluence of three of Texas' major land resource areas: (1) The High Plains, (2) Trans Pecos, and (3) Edwards Plateau. The High Plains Caprock terminates at its southern edge in northwestern Ector County and extends north and west into New Mexico and the Texas Panhandle. The Trans Pecos region extends south and southwest to El Paso and the Big Bend Country, while the Edwards Plateau extends south and southeast to the Texas Hill Country and San Antonio. Each of these land resource regions meets in Ector County and have a number of factors in common such as short grasses, sparse and usually scrubby tree growth, and limited annual rainfall. Each of the regions, as a whole, have significant forms of agriculture ranging from wheat, sorghum, and cotton farming to cattle, goat and sheep ranching. Except for a few large ranches, there is limited agriculture in Ector County.

The surface of the land around Odessa is a relatively flat plain, cut by several drainage systems, the most significant of which is Monahans Draw. Odessa is located in the eastern portion of Ector County, and the general slope of the land is to the southeast. The northwestern portion of the County has elevations which approach 3300 feet above sea level. Monahans Draw, at the point where it leaves Ector County at the southeast corner, has an elevation of about 2850 feet above sea level. Monahans Draw and its tributaries drain most of Ector County. The northeast portion of the County slopes eastward to Midland Draw, and the southwestern part of the County slopes southwest toward the Pecos River.

The slope of Ector County is generally to the southeast, and the location of Monahans Draw (the County's largest surface drainage interceptor) has in the past created major drainage problems for the City. Because of the gradual slope of the land, drainage will continue to be an important factor as Odessa develops in new areas.

In other portions of Ector County, well-defined drainageways have not developed, and the handling of surface runoff can be a problem. Rainfall is collected in sumps or playa lakes in some areas, and the playas must be recognized as important elements of the drainage system. A number of these playa lakes exist in the northern part of the County. Sharp topographic breaks occur in the northwestern part of the County where the Caprock outcrops

occur. The topography also becomes rougher in the southern parts of the County near the rim of the Edwards Plateau. Where a drainage system has developed, such as with Monahans Draw, periods of heavy precipitation create substantial runoff, often creating flash flood conditions.

The climate of Ector County can be described as semi-arid. The annual rainfall averages about 13 inches, but varies widely from year to year. For example, in 1986, the amount doubled. Most precipitation occurs between April and October with the winter months traditionally quite dry, averaging less than an inch of rain per month. The semi-arid climate is generally quite comfortable, particularly in the evening and at night. Irrigation allows trees, shrubbery, lawns and flowers to grow luxuriantly in the Odessa area. Where irrigation does not exist, such as outside the City, the land surface is usually covered with low growing mesquite, some grasses and other prairie and desert type herbaceous growth. The concentration of trees and other plant life where water is available tends to give the City an oasis-like atmosphere.

In recent years the subsurface geology, rather than surface physiography, has provided the great stimulus for Odessa's development and the creation of much of the area industry. The geologic history of Ector County and much of West Texas is quite complex. Deeply buried by a series of complex overburden strata are marine formations known as the Permian strata. The Ogallala aquifer furnishes practically the only usable quality ground water for over 36 counties in the high plains region from the northern Texas panhandle, and south to the Odessa/Midland area. The overall area has become known as the Permian Basin, and from this broad basin has come the petroleum and natural gas resources to feed the large petrochemical complex which is so significant to the economies of Odessa and the surrounding region.

The continued production of oil and gas from the Permian Basin is obviously of major concern to the economic life of Odessa. Decreases in overall production and rig counts of the Permian Basin fields have occurred in the last decade, while foreign imports of petroleum have increased. Although the top foreign oil producing countries possess the largest reserves of oil in the world, political and religious conflicts have created instability in those regions. It is anticipated that as these conditions change so will the economic conditions in the Permian Basin.

Regardless of world political situations, Odessa and the Permian Basin will remain one of the centers for technological innovations in the petroleum industry in the United States. Decreases in our own domestic supplies have stimulated new ideas for oil production. Secondary recovery techniques such as “water-flood” have been introduced to increase the recoverable oil. Tertiary recovery processes are also being researched and explored in a further effort to recover a greater percentage of the petroleum. It is apparent that tertiary recovery techniques will involve a wide range of technologies, and each method is likely to be tailored specifically for the field and geologic formation involved. The personnel needed in these alternative recovery methods are likely to be well-educated and highly-trained, and will command respectively higher incomes.

As the regional center of oil field technology and service for the Permian Basin, Odessa’s changing energy conditions offer the potential for population stabilization and enhancement of the community’s economic base. Ector County is the most populous county in the West Texas Region. It is reasonable to assume that any changes in the petroleum production field will be based heavily in Ector County and Odessa, but it should be recognized that all parts of the region, and in particular Midland County, will feel the effects of the oil industry and will be in competition to attract energy-related personnel, as well as those in other enterprises. The geographic relationship of other West Texas urban areas is shown by Plate 1, which covers eight counties generally surrounding Ector County. The population trends in counties these are compared by Table 1.

TABLE 1
POPULATION COMPARISON
ECTOR COUNTY AND SURROUNDING COUNTIES
1950 - 2000

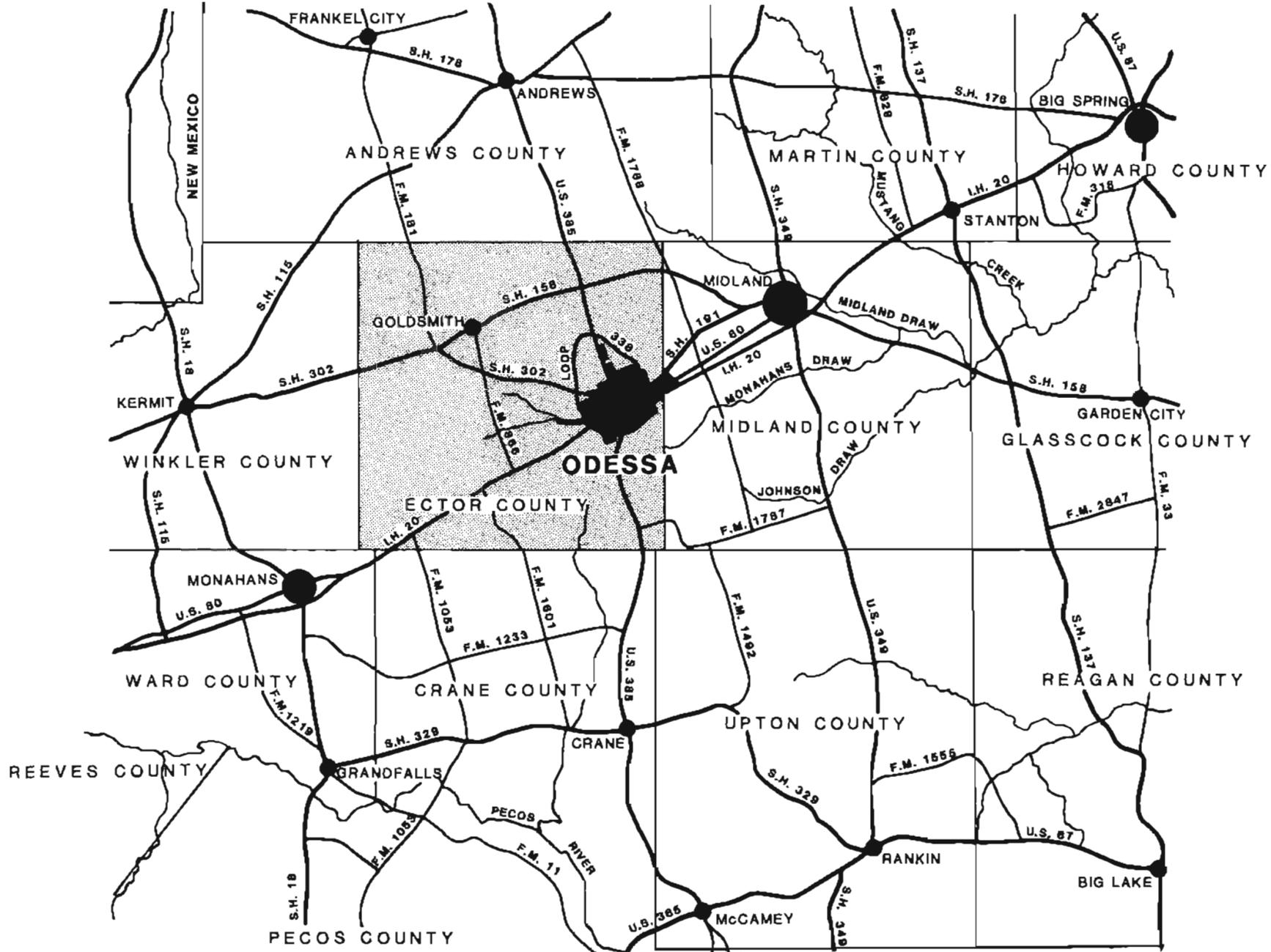
<u>COUNTY</u>	<u>1950</u>	<u>1960</u>	<u>1970</u>	<u>1980</u>	<u>1990</u>	<u>2000</u>
Ector	42,102	90,995	91,805	115,374	118,934	121,123
Midland	25,785	67,717	65,433	82,636	106,611	116,009
Andrews	5,002	13,450	10,372	13,323	14,338	13,004
Winkler	10,064	13,652	9,640	9,944	8,626	7,173
Ward	13,346	14,917	13,019	13,976	13,115	10,909
Crane	3,965	4,699	4,172	4,600	4,652	3,996
Upton	5,307	6,239	4,697	4,619	4,447	3,404
Martin	<u>5,541</u>	<u>5,068</u>	<u>4,774</u>	<u>4,684</u>	<u>4,956</u>	<u>4,746</u>
Total	111,112	216,737	203,912	249,156	275,679	280,364

Source: U.S. Census

The combined eight-county area shown by Table 1 close to doubling the population between 1950 and 1960, resulting in a gain of 105,625 persons by 1960. However, between 1960 and 1970, all of the counties in the area experienced a decrease in population except for Ector County. The trend in decreasing population experienced between 1960 and 1970 reversed itself during the next decade. From 1970 to 1980, an additional 45,244 persons located in the area. Between 1980 to 1990 a healthy increase of 26,523 persons took place. Plate 1 shows the relationship of Odessa to the surrounding counties.

Revised March, 2003

ODESSA'S RELATIONSHIP TO THE SURROUNDING COUNTIES



Although regional population growth between 1990 and 2000 was not as dramatic as that which occurred between 1950 and 1960, small gains were made, particularly in Ector and Midland Counties. Some competition has long existed between Odessa and Midland, and between Ector and Midland Counties, for development and an identity as the dominant urban center in the region.

Through the years, neither area has achieved dominance, although some physical differences have evolved. It is possible that neither Odessa nor Midland will achieve a position of the single dominant urban center in the region. It appears that one city may dominate in some areas and the other will dominate in different areas. It must be recognized, however, that in the period of significant change which lies ahead, there will be vigorous competition for economic development and Odessa should attempt to become dominant in as many areas as possible.

It is probable that Odessa's economic base and its ability to provide a full range of municipal services without an excessive burden to the resident taxpayers will ultimately be determined by how effectively the City can compete with other parts of the region for the development produced by changing energy conditions. The skill and educational level of the people attracted to Odessa will also greatly influence the future of the City.

THE AREA'S PEOPLE

By any standard, Odessa is a young city, as it experienced the preponderance of its growth and development since the late 1940's. In 1950, Odessa contained a population of 29,495 and the County had a total of 41,102 persons. By 1960, Odessa's population had reached 80,338, with Ector County having a total of 90,995 persons. Between 1960 and 1970, Odessa's population remained fairly stable, though a slight numerical decrease occurred. From 1970 to 1980, the City rebounded with a moderate population gain of 11,647, placing the 1980 population at 90,027, with Ector County at 115,374. From 1980 to 1990 a slight decrease occurred and from 1990 to 2000 the area reflects a slight increase placing the 2000 population at 90,943, with Ector County at 121,123.

TABLE 2

POPULATION COMPARISON CITY OF ODESSA AND ECTOR COUNTY

<u>Year</u>	<u>Population</u>		<u>Odessa Population as Percent of Ector County</u>
	<u>Odessa</u>	<u>Ector County</u>	
1950	29,495	42,102	70.0
1960	80,338	90,995	88.2
1970	78,380	91,805	85.3
1980	90,027	115,374	78.0
1990	89,783	118,934	75.5
2000	90,943	121,123	75.0

Source: U.S. Census

**TABLE 3
NATURAL POPULATION INCREASE*
CITY OF ODESSA AND ECTOR COUNTY**

<u>City of Odessa</u>			
<u>Year</u>	<u>Births</u>	<u>Deaths</u>	<u>Natural Increase</u>
1992	2,344	777	1,567
1993	2,132	751	1,381
1994	1,756	812	944
1995	1,644	754	890
1996	1,687	820	867
1997	1,809	784	1,025
1998	1,749	820	929
1999	1,784	805	979
2000	<u>1,723</u>	<u>861</u>	<u>862</u>
	16,628	7,184	9,444
<u>Ector County</u>			
1992	3,122	960	2,162
1993	3,129	995	2,134
1994	2,868	1,031	1,837
1995	2,719	955	1,724
1996	2,632	1,000	1,632
1997	2,911	1,015	1,896
1998	2,997	1,084	1,913
1999	3,013	1,004	2,009
2000	<u>2,932</u>	<u>1,066</u>	<u>1,866</u>
	26,323	9,150	17,173

*Source: Vital Statistics, Texas State Department of Health Resources

Revised March, 2003

Since 1960, the City of Odessa has tended to represent a decreasing percentage of the overall county population, even though population within the City has increased. This reflects a more rapid growth rate in the incorporated sections of the County outside of the City Limits.

The basis of population change in any area is found in the natural increase (births less deaths) and in the migration gain or loss. Between 1992 and 2000, Odessa had a total of 9,444 more births than deaths and Ector County experienced a total gain of 17,173 persons from the same source. Inasmuch as the City actually experienced a minor increase in population between 1992 and 2000, despite a substantial natural increase, it is indicated that there was a net migration loss of 8,477 persons from the City while the County's net migration loss was 15,349 between 1992 and 2000 (see Table 3).

Generalizations may be drawn from the examination of Table 3. The births, deaths and natural increases experienced during 1992-1996 are quite similar to those from 1997 to 2000. From this, it can be concluded that the elderly population of Odessa is increasing and that the natural population increase may correlate to more promising economic outlooks for the City and the region.

Births - Births in Ector County have fluctuated greatly from 1992 to 2000. In 1992-1993, a high of 2,162 and 2,134 births respectively was reached. The rate then decreased and maintained a level of between 1,837 and 1,866 births respectively from 1994 to 2000.

Deaths - As has been indicated, the annual number of deaths in Ector County and Odessa has been increasing. The death rate in 2000 represented an 11 percent increase from that of 1992. The death rate has continued to rise, and in 2000, a high of 1,066 deaths was reached. Although deaths have dramatically increased, the number of births and in-migration have caused increases in the overall population; the death rates reflect percentages which generally correlate to existing population.

Revised March, 2003

Changes in Age Composition - Table 4 shows the general changes in age composition for Odessa. The overall trend in age composition substantiates the change in births and deaths and reflects a gain each year in the percentage of Elderly and New Family, little change in the prime Labor Force and Older Labor Force groups, and a slight decrease in the percentages in the Young Age group.

**TABLE 4
CHANGES IN AGE COMPOSITION
CITY OF ODESSA, 1980, 1990, AND 2000**

Age Group	1980		1990		2000	
	Number	Percent	Number	Percent	Number	Percent
Young (0-14 years)	22,568	25.1%	23,761	26.5%	22,244	24.5%
High School, College, New Family (15-24)	18,138	20.1	12,620	14.1	14,533	18.0
Prime Labor Force (25-44)	25,793	28.7	28,311	31.5	25,265	27.8
Older Labor Force (45-64)	16,894	18.7	16,081	17.9	18,210	20.0
Elderly (65 and over)	<u>6,634</u>	<u>7.4</u>	<u>9,010</u>	<u>10.0</u>	<u>10,691</u>	<u>11.8</u>
	90,027	100.0%	89,783	100.0%	90,943	100.0%

Source: U.S. Census

Revised March, 2003

It is evident that the Prime Labor Force is still the dominant age group, and it is anticipated that although fluctuations will occur in this category. It is conceivable that, given future economic indicators, the Older Labor Force could comprise an increasingly higher percentage of the total labor force. The changing age composition in Odessa and Ector County is also reflected by recent school enrollment increases. In 1990, the average school enrollment in the Ector County Independent School District was 27,607. Little change in enrollment occurred between 1990 and 2000. In 2000, the enrollment was approximately the same, with 26,927 students. By July of 2002, school enrollment had decreased to 26,637. Since births exceeded deaths by at least twice the amount since 1992, the little change of decrease in school enrollment can be attributed to out and in migration and specifically families with less school age children.

Family Size and Housing Occupancy - Odessa's median family size has decreased over the last three consecutive decades. This reflects a nationwide trend in decreasing family size. Table 5 shows the trend in household size and housing occupancy.

**TABLE 5
HOUSEHOLD SIZE AND HOUSING OCCUPANCY**

	<u>1980</u>	<u>1990</u>	<u>2000</u>
Number of Units	33,450	37,796	37,966
Occupied Units	32,139	32,877	33,661
Owner Occupied	20,504	20,160	21,578
Renter Occupied	11,635	12,717	12,083
Persons Per Occupied Dwelling	2.8	2.73	2.70

Source: U.S. Census

Revised March, 2003

Generally, an increase in the number of families and a decrease in the family size results in a demand for substantial increases in the number of dwelling units required to house the population.

Educational Status - Trends relating the educational level of a population are generally indications of the skill and ability of the residents. The following tabulation compares the changing educational level of Odessa's adult population and indicates the significant gains that have taken place.

In the progression of years from 1970 to 2000, the educational level of the residents of Odessa has risen considerably. For example, in 1970, 9.1% of the population of age 25 or over had four or more years of college. In comparison, this figure increased to 13.8% in 1980 and 14.7 in 2000.

It is probably that future in-migrants will contain a very high percentage of college graduates. Odessa College and the University of Texas-Permian Basin could continue to have major influences on the educational levels of the resident population if State budget constraints do not force reductions in services provided. If educational levels do continue to rise, there should be a corresponding increase in the demand for cultural and recreational facilities, parks, special retail shops, library and museum facilities, and similar services and amenities. Table 6 shows the comparable educational status in Odessa since 1970.

Revised March, 2003

TABLE 6

**NUMBER OF SCHOOL YEARS COMPLETED
25 YEARS OF AGE AND OVER
CITY OF ODESSA - 1970, 1980, 1990 and 2000**

<u>Years of School Completed</u>	<u>1970</u>		<u>1980</u>		<u>1990</u>		<u>2000</u>	
	<u>Number</u>	<u>Percent of Total</u>						
Elementary: Less than 9 th Grade	9,821	23.6%	9,443	19.1%	7,649	14.3%	7,455	13.7%
High School: 1 to 3 years	9,585	23.0	9,019	18.3	8,645	16.3	8,435	15.6
4 years	12,845	30.8	15,051	30.5	14,492	27.1	14,066	25.9
College: 1 to 3 years	5,618	13.5	9,033	18.3	15,332	28.7	16,337	30.1
4 or more years	3,778	9.1	6,839	13.8	7,284	13.6	7,947	14.7
	<u>41,647</u>	<u>100.0%</u>	<u>49,385</u>	<u>100.0%</u>	<u>53,402</u>	<u>100.0%</u>	<u>54,240</u>	<u>100.0%</u>

Source: U.S. Census

Income - The changes in family income experienced in Odessa are shown by Table 7. Table 7 represents the historic data for 1980, 1990, and 2000. The rise in average household income in recent years has been substantially higher than previous projections, possibly due to inflationary factors, but also due in part to the increased number of households with two incomes. The rise in the number of spouses in the job market has greatly increased, and the "two worker" income has enabled many families to enter the housing market despite increasing housing costs.

Revised March, 2003

TABLE 7
TREND IN FAMILY INCOME
CITY OF ODESSA, 1980, 1990 AND 2000

<u>Income Range</u>	<u>1980</u>		<u>1990</u>		<u>2000</u>	
	<u>Number</u>	<u>Percent of Total</u>	<u>Number</u>	<u>Percent of Total</u>	<u>Number</u>	<u>Percent of Total</u>
Less than \$10,000	7,806	24.0	3,463	14.4	2,253	9.4
\$10,000 to 14,999	4,883	15.1	2,278	9.4	1,687	7.0
15,000 to 24,999	9,105	28.1	4,668	19.4	3,666	15.3
25,000 to 49,999	8,993	27.8	8,614	35.8	8,262	34.6
50,000 or more	1,603	4.9	4,987	21.0	8,005	33.7
Total	<u>32,390</u>	<u>100.0%</u>	<u>24,010</u>	<u>100.0%</u>	<u>23,873</u>	<u>100.0%</u>
Median Family Income	\$18,871		\$28,462		\$36,869	

Source: U.S. Census

Revised March, 2003

It is expected that the number of "two worker" families will continue to increase and that salaries will also rise at least at the rate of inflation prevailing in the future. However, any increase in overall family income resulting from the increase in working spouses, inflationary income gains, upgrading of required job skills or in-migration of highly trained technical people could be countered by salary cutbacks, wage freezes or layoffs within the petroleum industry. What were one "two-income" families may find themselves being supported by one worker.

The changes in family income levels and the range of income within the population will influence public policy decisions concerning maintenance and preservation of Odessa's existing housing inventory and the trends in the production of new housing. The implications of future income levels on both Odessa's housing inventory and market will be more fully understood as the petroleum industry stabilizes.

Employment - In 1981 the unemployment rate was below 3% for both the City and the County. In 1982, unemployment rose to 5.1% and 5.5% in the City and County respectively. This rise continued into 1983, reaching 9.1% for the City and 9.7% for the County. In 1984 and 1985, unemployment fell slightly, averaging near 6%. The largest rise in the unemployment rate occurred in the first quarter of 1986. As of May, 1986, unemployment for the City of Odessa was placed at 15%, and Ector County followed with 15% unemployment. This trend has since somewhat moderated, and Ector County, as of July, 1987, experienced unemployment of approximately 12.5 percent.

In 1990 and 1991, unemployment fell to an average of 5.8% for Odessa and Ector County. A high jump in the unemployment rate occurred in 1992 to an average of 9.65%. Between 1993 and 1996 the employment rate was up and down. In 1997 the unemployment rate rose to its highest level of 10.35%. In November of 2002, the unemployment rate stood at about 7% for the City and the County.

Significant adjustments in employment are occurring in Ector County and Odessa as a result of changes in petroleum production and processing in the Permian Basin. An important step to the future for Odessa will be the diversification of the local economy. Expanding the manufacturing employment base and attempting to remove the total dependence on the petroleum industry will help the City and the County, as well as their residents, to better cope with the uncertainties of the petroleum industry.

Revised March, 2003

Summary - The changing characteristics of Odessa's and Ector County's population which may influence future decisions and plans include the following:

1. An increasing percentage of the population will be represented by older adults with a continued decrease in the percentage of youth and children.
2. The average size of the family will generally continue to decrease over a long term, although school enrollment figures indicate the trend has stabilized somewhat.
3. The educational level of the residents will continue to rise.
4. Family incomes will reflect the economic climate of the Permian Basin region.
5. Unemployment rates will fluctuate with the changes in the petroleum industry, although expansion of the economic base to include non-petroleum related industries and more research and sophisticated extraction methods may help stabilize this trend. The unemployment rate is considered to have the single greatest impact upon the ability of Odessa to plan for the future.
6. The "two worker" family will continue to increase the purchasing ability of at least a portion of the population.
7. Rapid increases in population and employment opportunities are not expected to occur in the near future.

The changes which are occurring in the age, employment and income figures of the area's residents are expected to provide an opportunity for significant physical change in Odessa. This study is intended to provide a basic guide for the future change directed toward achieving a more efficient and desirable City in which to live.

Revised March, 2003

THE SITE, VICINITY AND PHYSICAL FACTORS INFLUENCING DEVELOPMENT

In addition to the number and characteristics of the residents of Odessa, it is also important to identify physical constraints which may affect urban expansion and future development. These constraints or factors may be natural or man-made. The ability of Odessa to plan for expansion is important in order to accommodate future growth. Likewise, the ability to assess and solve limiting factors will determine areas which future growth can occur.

Plate 2 shows the physical features in the Odessa vicinity and depicts the general physical characteristics of the land surface on which the City has developed. The area covered by Plate 2 extends east-west for 23 miles from State Highway 866 on the west to the Midland-Odessa Airport on the east. In a north-south direction, the area shown by Plate 2 extends from State Highway 158 and Gardendale on the north to about 6 miles south of Interstate Highway 20. The topography of the Study Area is shown with contour intervals of 5 feet derived from U.S. Geologic Survey Maps.

Urbanized and Semi-Urbanized Areas - Substantial urban and semi-urban development has taken place in the County outside the Corporate Limits of Odessa. A very large amount of the outlying development lacks adequate utilities, drainage and street surfacing. Most of the dwellings and other buildings are served by septic tanks and, except for the area covered by the Ector County Utility District, most of the development is served by local wells. Recently, many of the private wells have become contaminated and water quality has diminished substantially. The housing is often scattered, creating a low-density pattern that could be costly to serve. Overall, an area of approximately 20 square miles, mostly located to the northwest and west of Odessa, contains development below urban standards.

A substantial portion of the development below urban standards is located in and around the Ector County Utility District. Another substantial concentration is found along either side of U.S. Highway 385 north of 52nd Street and extending westward to Loop 338. The area north of 52nd Street and extending westward to Loop 338 has also developed below typical urban standards. This complicates the northward expansion of the City, despite the fact that some annexation of such areas may be necessary to establish logical boundaries and make northward development part of the City.

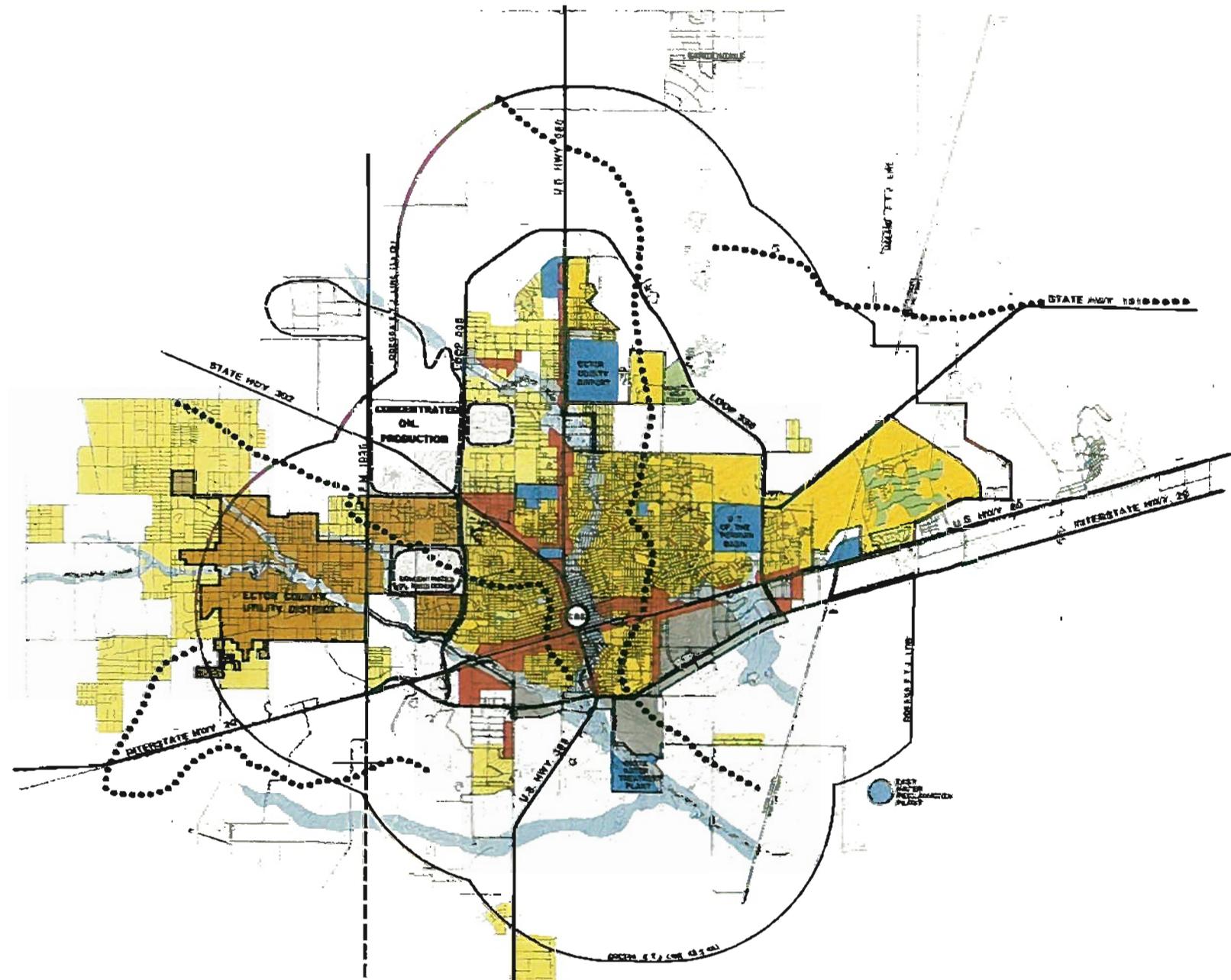
Several areas of scattered development which lack urban facilities are located south of Interstate Highway 20. Generally, these areas to the south are not sufficiently extensive at this time to preclude expansion of the City in that direction. If development with inadequate urban facilities continues to the south of Odessa, a condition could arise where it would become uneconomical to expand the City southward.

One development located several miles north of Odessa (Gardendale) is a rural-type subdivision containing small farms and pecan groves, and is generally an acceptable standard for a semi-rural development. There appears to be no basis to consider expansion of Odessa's City Limits to include Gardendale at this time.

The combination of natural and man-made features shown by Plate 2 raises some question as to the directions which Odessa should look for future residential development. The problem of future expansion is made critical by the fact that much land that has favorable expansion characteristics is held in large tracts (ranches) by owners who are not anticipating the sell or development of their property within the near future.

Terrain Features - While the Odessa Area is considered to be a fairly flat prairie, there does exist significant topographic features which are emphasized on Plate 2. The general ridge lines dividing defined drainage areas are delineated on the Plate. Between the ridge lines, the basins and areas of water concentration are shown. Water concentration areas are of two kinds, namely: (1) Drainageways, and (2) Playa Lakes or Sumps.

EXISTING PHYSICAL FACTORS



- URBANIZED AREAS WITHIN CITY LIMITS
- URBANIZED AREAS OUTSIDE OF CITY LIMITS
- RETAIL/COMMERCIAL
- PUBLIC & SEMI-PUBLIC
- INDUSTRIAL
- MAJOR PARKS
- FLOOD PLAN
- CONCENTRATED OIL PRODUCTION
- ECTOR COUNTY UTILITY DISTRICT
- DRAINAGE DIVIDE LINE



The principal drainageways consist of Monahans Draw and Muskingum Draw which is a tributary of Monahans Draw. West of Odessa, a number of tributary swales branch from Monahans Draw. The confluence of Monahans Draw and Muskingum Draw occurs near Interstate Highway 20 and the U.S. Highway 385 intersection on the southern edge of the City. Two lesser defined drainageways are also shown on Plate 2. One swale-like area extends along Loop 338 north from U.S. Highway 80 where a drainage ditch has been constructed. The second drainage swale extends northward from the Odessa Country Club along U.S. Highway 80. Numerous playa lakes are interposed between the ridge lines and drainageways. These act as retention basins for runoff in their immediate vicinity. The playa lakes are generally scattered throughout the Odessa area, but are particularly concentrated to the north and northeast of the City. Many of the playa lake areas north of the City are well defined with a distinct basin-like relief, while others to the west, south and east of the City have gentle and less pronounced features. All of the playa areas and drainageways pose development problems.

To some degree, the nature of the drainageways and some playas were not fully recognized in Odessa's past development, and flooding problems have resulted. In most cases, only part of each drainageway is located within the City Limits. Such conditions are particularly significant in the case of Monahans Draw and Muskingum Draw. Continued urban development on the upper portions of either draw will result in an increase in the potential flood hazard conditions within the City. Odessa's ability to control future development within the major drainageways will be hindered because the large majority of the drainage area is beyond the City's logical pattern of expansion. The drainage problems created by the nature of the drainageways and playa lakes is also a complicating factor to development in Odessa.

All of the surface drainage from Odessa, except that which accumulates in the several playa lakes indicated on Plate 2, is directed toward Monahans Draw, the only pronounced drainage feature in the area. The surplus drainage which falls on the Odessa area must either collect in the playa lake areas

where it either seeps into the subsurface or evaporates, or it runs off, eventually finding its way into Monahans Draw and to the southeast. Recognition of the necessity to provide either adequate sump storage in the playa lakes or routes for runoff to Monahans Draw are essential considerations of any urban development in the Odessa area. Drainage has always been a problem in Odessa's development and will continue to be so due to the general lack of a well-defined surface drainage system. The lack of surface drainage definition is especially important in the central and eastern portions of the Community. An opportunity exists in the area north of the City to adapt the large well defined playa lakes to a drainage system, and possibly also utilize some of such areas as parks.

The drainage problems created by the nature of the playa lakes and drainageways are not confined to the area within the City Limits. Reference to Plate 2 will indicate that outside the Odessa City Limits, west of State Highway 302, development has taken place in playa areas and, in some cases, in the drainageway of Monahans Draw and some of its tributaries. Similar encroachments into the Muskingum drainageway and nearby playas occur north and northwest of the City. In some cases there have been efforts to fill in the drainageway and playa areas.

At the present time, Odessa's development exists within the drainage shed of all major drainageways delineated on Plate 2, except the one east of Loop 338 and extending northward from the Odessa Country Club, and the tributary of Monahans Draw which extends east-west from Monahans Draw, about 3 miles south of Interstate Highway 20. Recently, there has been a tendency for urbanization to spread north and east from Loop 338 into the drainage shed which extends north from the Country Club. The ridge line north and east of the drainageway delineates a separation between the Monahans Draw drainage system and the Midland Draw drainage system, and it would appear appropriate to retain Odessa's expansion in the Monahans system and west and south of the ridge line. The opening of State Highway between Odessa and Midland has stimulate development interest eastward into the area beyond Loop 338.

Concentrated Oil Production Area - Another major barrier to the westward expansion of Odessa is created by the large areas of concentrated Oil Production shown on Plate 2. A complicated arrangement of petroleum collection and transmission lines also exists west of the City. The combination of closely spaced oil wells and the complex pipeline network creates a condition which would make urban development very costly. The space allocated to petroleum production would greatly reduce the net yield of usable urban land. The area of concentrated Oil Production is contiguous to an area of expansion created by the Ector County Utility District, and tends to block any westward expansion of Odessa for about 9 miles.

A pipeline system of lesser extent than the one on the west of the City exists directly east of Odessa, in the vicinity of the University of Texas Campus. Both areas affected by the pipeline complexes are considered to have some adverse influence for future housing development, although the area to the east is less seriously affected than the western area.

Ector County Utility District (ECUD) - The boundaries of the Ector County Utility District, created in 1976, are shown as they exist west of Odessa. The Utility District, which is supplied water and is serviced by the City of Odessa, extends about 5 miles west of State Highway 302 and contains approximately 12 square miles.

The ECUD is a type of specialized governmental entity providing water service and has incurred a debt for its public facilities. The debt would pose a problem to any annexation effort by Odessa unless the debt was assumed by the City and the entire area annexed at one time. The existence of the Ector County Utility District creates a barrier to expansion of the City for a distance of about 3 miles along the western boundary.

Industrial Contract Areas - Several areas south of U.S. Highway 80 and outside the Corporate Limits have entered into municipal service contracts with the City of Odessa which precludes the areas being annexed during the period of the contracts. The Industrial Contract Areas south of U.S. Highway 80 and around the Ector County Airport are shown on Plate 2.

Odessa-Midland Jurisdiction Agreement Line - In the 1960s, Odessa and Midland entered into an agreement establishing a jurisdictional division line between the areas of interest of the two cities. The original line generally ran north-south along section lines, just east of the Ector County Line, but has since been adjusted. Today, the accepted line criss-crosses the Ector-Midland County line, as illustrated by Plate 2. This Jurisdiction Agreement Line represents a barrier to the eastward expansion of Odessa beyond the line's location, unless other agreements are negotiated with Midland.

The information illustrated by Plate 2 suggests that Odessa could reasonably expand north and east to the agreement line. Expansion to the south, however, will be greatly influenced by the existing petrochemical complex, as well as the sewage treatment plant and its related lagoons. These types of uses will tend to discourage any forms of residential development.

Property Ownership - The vast expanses of West Texas were originally surveyed and laid out in sections equalling approximately 660 acres. Today, the City of Odessa retains this original layout, as is evident from the location of major streets and thoroughfares.

In the outlying areas surrounding the existing City, there are numerous property owners who have acquired large tracts of land, some consisting of many sections. For example, the following presently hold large, consolidated tracts surrounding Odessa: Ratliff; Barrow; Parks; H.B.F., Inc.; Pool; Waters; Averett; Moss; Houston Endowment, Inc.; and the Johnson Ranch.

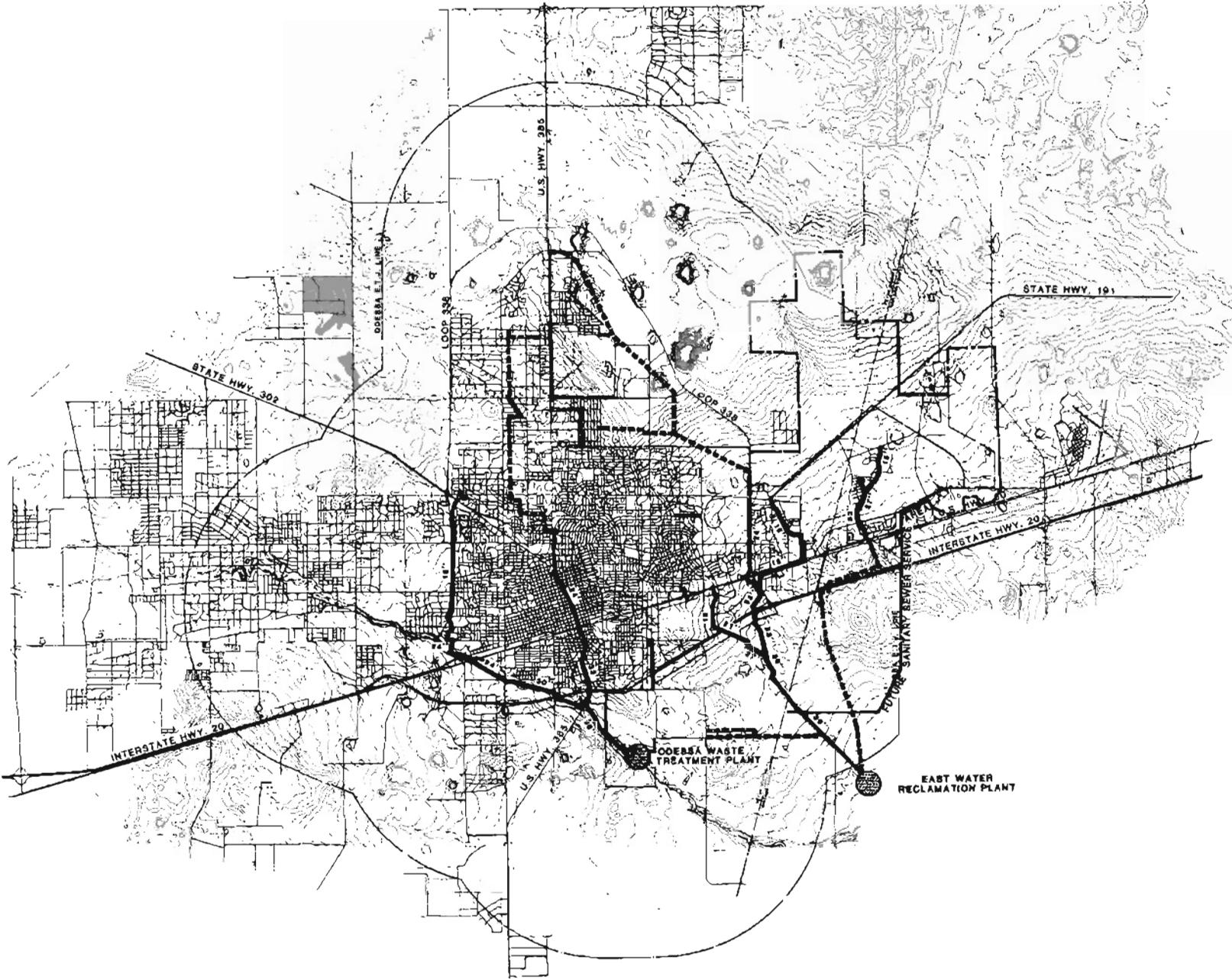
It is generally agreed that the development of large tracts of land is generally more advantageous to the owner and to the City than the development of smaller tracts under separate ownerships. It is easier to coordinate the alignment of thoroughfares and location of proposed land uses on large, single owner tracts.

The ownership patterns surrounding Odessa are viewed as an asset. Plate 3 shows the generalized property ownership in areas surrounding Odessa's existing City Limits. The large tracts will allow for long range and full scale planning activities within these areas, and will also lead to an overall coordination of planning activities.

Wastewater Service Area Boundary - The ability to provide public services to vacant areas within the existing City Limits and areas anticipated for future growth will, in part, determine the rate and location of new development. Conversely, the absence of these facilities will limit future expansion. One of the primary public services which has a substantial impact on growth is the provision of wastewater treatment. Unlike water service, sewer service is predicated upon the ability of the system to provide services to various drainage basins and capacity of the wastewater treatment plant.

Odessa's wastewater treatment plants are located south of Interstate 20 on Monahans Draw. Major interceptor lines are located along Adams Avenue (generally following Muskingum Draw) and along Monahans Draw, which are served by the South Dixie Treatment Plant. Most of west and central Odessa is also served by the South Dixie facility. Most of east and northeast Odessa is served by the new East Water Reclamation facility. Plate 4 shows the general location of major sewer lines and the wastewater collection service area boundary. All of the area within the existing City limits is now being serviced by sanitary sewer. As shown by Plate 4, a substantial area outside of the City limits to the northeast can also be served by extension of existing sewer lines. It is reasonable to assume that the City can provide service to these areas with the least amount of capital expenditures, and therefore could be an area of expansion. Areas where efficient extension of sewer lines may occur are northeast along East Loop 338 and northwest along West Loop 338.

WASTEWATER SERVICE AREA BOUNDARIES



- EXISTING SANITARY SEWER
- - - PROPOSED SANITARY SEWER



EXISTING LAND USE

The pattern of land uses that exists today in the City of Odessa has evolved to satisfy the requirements of a growing community. The daily activities of the residents of Odessa create a need for residential, retail, commercial, office and industrial areas, as well as an efficient thoroughfare system. Growth and development occurring in the future will require conversion of vacant and agricultural lands to more intensified urban uses. This process, and how the conversion of land occurs, will be very important to the City. It will not only have an impact on how Odessa develops economically, but the relationship of existing and future land uses will shape the character of the community for many years to come.

These developing land uses relationships will have an important effect upon the character, efficiency and quality of life within the City. Likewise, these relationships will be reflected in the provision of services and facilities throughout the Community. An orderly and compact land use arrangement can be served more easily and efficiently than a random and scattered association of unrelated uses. Providing for an orderly and efficient use of land should be a major planning consideration in Odessa.

In the process of updating the comprehensive Plan for the City of Odessa, a detailed land use survey was conducted in mid-1986. The data obtained from that survey was coded and is shown graphically by Plate 5, Generalized Existing Land Use. The City Limits line identifies areas of urban development inside the City, as opposed to those uses found to be outside of the City. The limits of the Ector County Utility District west of Loop 338 are also shown.

It is apparent from Plate 5 that urban development has spread beyond the Corporate Limits of Odessa. This trend was identified in the 1979 Plan and has continued. The development patterns of retail, commercial and industrial land uses have continued, and residential areas have developed in widely-scattered, unrelated pockets outside of the City Limits. However, some in-fill development has occurred in vacant areas within Odessa's boundaries. In-fill development is defined as the use of vacant land or lots which have been surrounded by development. The area around the College and some areas west of County Road West have experienced in-fill development since 1979.

General land use arrangements inside and outside of the City Limits are described as follows:

Inside Corporate Limits

1. The majority of residential uses are located north of the Missouri and Pacific Railroad and principally north and east of downtown.
2. Major Public and Semi-Public uses are located in northern and eastern Odessa, including colleges, public schools, and public facilities such as the wastewater treatment plant. Public parks were generally found to be evenly distributed throughout Odessa, except in the areas east of Grandview Avenue.
3. Significant concentrations of retail, office, financial institutions and other shops and stores are situated along Grandview Avenue and 42nd Street, as well as adjacent to other major streets and highway. Concentrated retail and service uses exist downtown although many buildings are vacant as a result of recent economic conditions.
4. Commercial and industrial uses are found to be intermixed throughout all areas of Odessa, although most are concentrated along U.S. Highway 80, State Highway 385 and State Highway 302.
5. Numerous vacant drill site reservations are found in all areas of the City.
6. Major new residential areas are developing in northeast Odessa north of Interstate 20.

Outside City Limits

1. The Ector County Utility District (ECUD) covers approximately 12 square miles west of Loop 338 and north of U.S. Highway 80. The primary function of the ECUD is to provide water service to customers within its service boundary. The City of Odessa sells water to the ECUD on a

contract basis. The availability of water and low taxing structures has allowed substantial development to occur within the ECUD. Other public services are provided by the County or the City on a contract basis. Much development has opted to locate in the ECUD for tax advantages and to escape municipal development regulations. The estimated population of the ECUD in 1975 was approximately 10,000 and in 1982 was 23,000. The estimated population of the ECUD in 1987 is between 12,000 to 13,000, with expansion area available to accommodate approximately 25,000 to 30,000 people. Considerable increase in non-residential uses and a modest increase in residential uses has occurred since 1979.

2. The largest areas of urban use outside the city limits have developed as residential, particularly in the Ector County Utility District (ECUD). Most of these areas are scattered, with vacant lots and undeveloped land separating many of the structures. The character of these areas is in contrast to the compact and uniform residential areas inside the City. Also, mobile homes make up a considerable number of the total dwelling units. The substantial scattered residential nature of much of the area outside Odessa's City Limits is a significant existing land use characteristic and condition.
3. There are several large public and semi-public areas which exist outside of the present City Limits; the largest of these being the Ector County Airport and the Sunset and Odessa Country Clubs. Due to the scattered and random nature of development which has occurred to date, schools and churches are noticeably absent.
4. There are large areas of land uses categorized as Retail, Office and Commercial which occur outside of Odessa's corporate limits and most Industrial tracts are found in outlying areas to the northwest and in the E.C.U.D. The Odessa Petrochemical Complex is located south of Interstate Highway 20 and outside of the City Limits. Other areas of intensive non-residential uses outside of the City Limits occurs east of Loop 338 between U.S. Highway 80 and Interstate 20, towards the Midland Air Terminal, west of F.M. 1938, along F.M. 2020, and north of State Highway 302.

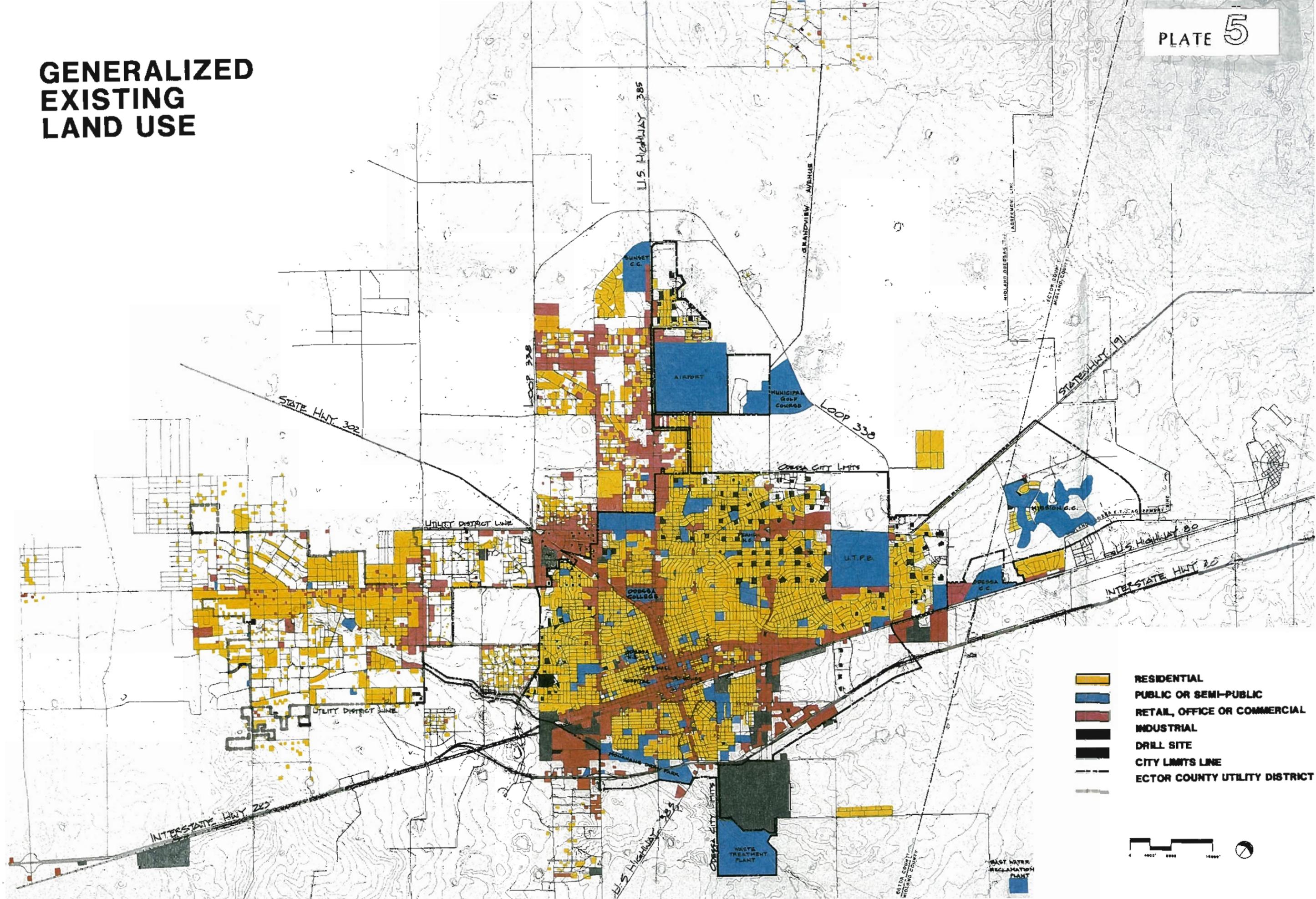
The land use patterns existing today in the areas outside of Odessa's corporate boundary are randomly scattered and indicate a lack of guidance or regulation. While areas inside the City are governed by the rules and regulations of the Zoning Ordinance, the areas outside of the City have developed in such a way as to have variable impacts on sanitation, public safety, road maintenance, and similar municipal services. If these areas were to be annexed into the City in the near future, the development pattern will influence the delivery of public services.

Existing Land Use Analysis - Historical data exists which provides a comparison of the development status of Odessa and its surrounding environs in 1972, 1978 and in 1986, and has provided an insight to the many changes which have occurred during the period. For example, in 1972, the area within Odessa's Corporate Limits was 12,397.3 acres. In 1978, this area had increased to 18,819.4 acres. In 1986, the total area within Odessa's City Limits again increased to over 22,000 acres. In 1972, 13.7 percent of the City's total area was calculated as vacant while in 1978, vacant areas represented 27.4 percent of the total area. This percentage increased again slightly in 1986 to 30.4 percent of the total area.

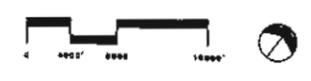
Table 8 shows the area tabulation for the various land uses, identified by the field study as being within the city limits, for 1972, 1978 and 1986.

A comparison of land use categories by the percent of developed area for the years 1972, 1978 and 1986 will indicate the changing land use relationships in the City. The changes in the various categories of land use from 1972 to 1986 generally result from two factors. The annexation and development of land in the City added acreage to most categories, particularly to the multiple-family, mobile home, retail, office, and street and alley rights-of-way categories. New construction account for the increases in single-family, two-family, and multiple-family residences, while the increases in mobile homes and apartments represent significant changes in the types of residential housing stock within the City.

GENERALIZED EXISTING LAND USE



-  RESIDENTIAL
-  PUBLIC OR SEMI-PUBLIC
-  RETAIL, OFFICE OR COMMERCIAL
-  INDUSTRIAL
-  DRILL SITE
-  CITY LIMITS LINE
-  ECTOR COUNTY UTILITY DISTRICT



**TABLE 8
EXISTING LAND USE - INSIDE CITY LIMITS
CITY OF ODESSA - 1972, 1978, 1986**

Land Use Category	1972			1978			1986		
	Acres In Use	Percent of Developed Area	Percent of Total Area	Acres in Use	Percent of Developed Area	Percent of Total Area	Acres In Use	Percent of Developed Area	Percent of Total Area
Single-Family Residence	4,096.2	38.3	33.0	4,726.0	34.6	25.1	5,032.7	32.2	22.5
Two-Family Residence	72.7	0.7	0.6	98.4	0.7	0.5	140.8	0.9	0.6
Multiple-Family Residence	105.5	1.0	0.9	234.4	1.7	1.3	422.9	2.7	1.9
Mobile Home Residence	17.2	0.2	0.1	77.2	0.6	0.4	129.3	0.8	0.6
Mobile Home Park	31.5	0.3	0.2	85.8	0.6	0.5	189.1	1.2	0.8
Public and Semi-Public Park Area	1,890.6	17.6	15.3	2,072.0	15.2	11.0	2,245.0	14.4	10.0
Retail and Office	399.6	3.7	3.2	510.1	3.7	2.7	711.3	4.6	3.2
Commercial	330.0	3.1	2.7	1,066.6	7.8	5.7	(123.9 Office) 1,152.6	7.4	5.1
Light Industry	246.6	2.3	2.0	140.3	1.0	0.7	182.4	1.2	0.8
Heavy Industry	82.5	0.8	0.6	33.6	0.2	0.2	23.3	0.2	0.1
Drill Site Reservations	278.5	2.6	2.3	295.2	2.2	1.6	366.4	2.2	1.6
Well Sites	-	-	-	118.8	0.9	0.6	156.8	1.0	0.7
Railroad Right-of-Way	36.9	0.3	0.3	80.0	0.6	0.4	93.7	0.6	0.4
Street & Alley Right-of-Way	2,839.5	26.6	22.9	3,809.8	27.9	20.2	4,269.1	27.4	19.1
Utility Line Right-of-Way	69.6	0.6	0.6	81.7	0.6	0.4	-	-	-
Total Developed	10,703.9	100.0	100.0	13,667.3	100.0	100.0	15,609.5	100.0	69.6
Vacant Land	1,693.4		13.7	5,152.1		27.4	6,814.1		30.4
Total Area	12,397.3	100.0	100.0	18,819.4	100.0	100.0	22,423.6	100.0	100.0

Conclusions - The following general conclusions are evident from evaluation of the existing use trends since 1972:

1. Although little change has occurred in the percentage of various uses relative to the developed area, actual acreages have increased in all categories except the industrial category.
2. The percentage of land devoted to each land use category is similar to other communities in Texas.
3. It is anticipated that, based upon past trends, significant changes in the percentages of land allocated to each land use type will not occur. If unusually low density residential areas or other atypical development areas were annexed, a more dramatic change in the percentage of land allocated for land use would occur.

The comparison of land use change shown by Table 8 provides some insight to changes likely to occur in the future by examination of past trends. Some of these identified trends are likely to continue in the future and will provide part of the basis for future land use needs.

The sprawling nature of the urban land use pattern which exists outside the City of Odessa, within Ector County, makes precise evaluation of the future land use demand for the City difficult. It is anticipated that the percentages allocated for each land use type will remain generally the same. Fluctuations will occur from time to time due to changes in the economy and housing densities. The existing land use data described herein will be used as a basis to arrive at a balanced Future Land Use composition for the entire City.

THOROUGHFARES

Goals and Objectives

The Thoroughfare Plan is one of the most important elements of the Comprehensive Plan. This element will form the skeletal framework around which development may occur by identifying the basic design and layout of future thoroughfares within the City and its planning area. To be effective and efficient, the Thoroughfare Plan must be based upon projections of future traffic volumes, population and land use. Existing roadway alignments must also be examined to fit into the proposed overall Thoroughfare Plan. The following basic objectives are cited to assist in the understanding and purpose of the Thoroughfare Plan.

1. Create a thoroughfare system which facilitates economic development and future expansion, yet protects existing and future residential areas.
2. Develop a balance between the type (standard) of thoroughfare and the adjacent land use it is intended to serve. Insure the functional compatibility of the transportation system and adjacent land uses.
3. Reevaluate the downtown circulation plan to facilitate proposed redevelopment strategies anticipated for the downtown area.
4. Develop a Thoroughfare Plan which can be used in the development review process.
5. Create a detailed system, yet one which correlated to the SDHPT-MORTS Plan and the City of Midland's Thoroughfare Plan.
6. Establish thoroughfare standards which protect ultimate right-of-way requirements, although construction and paving of "full-width" facilities are not currently economically feasible.

7. Consider implementation of traffic assessment methods to assist in determining future improvements to existing or proposed thoroughfares by the private sector.

SUMMARY OF THE 1979 THOROUGHFARE PLAN COMPONENTS

The 1979 Thoroughfare Plan encompassed six areas of discussion in the Comprehensive Plan:

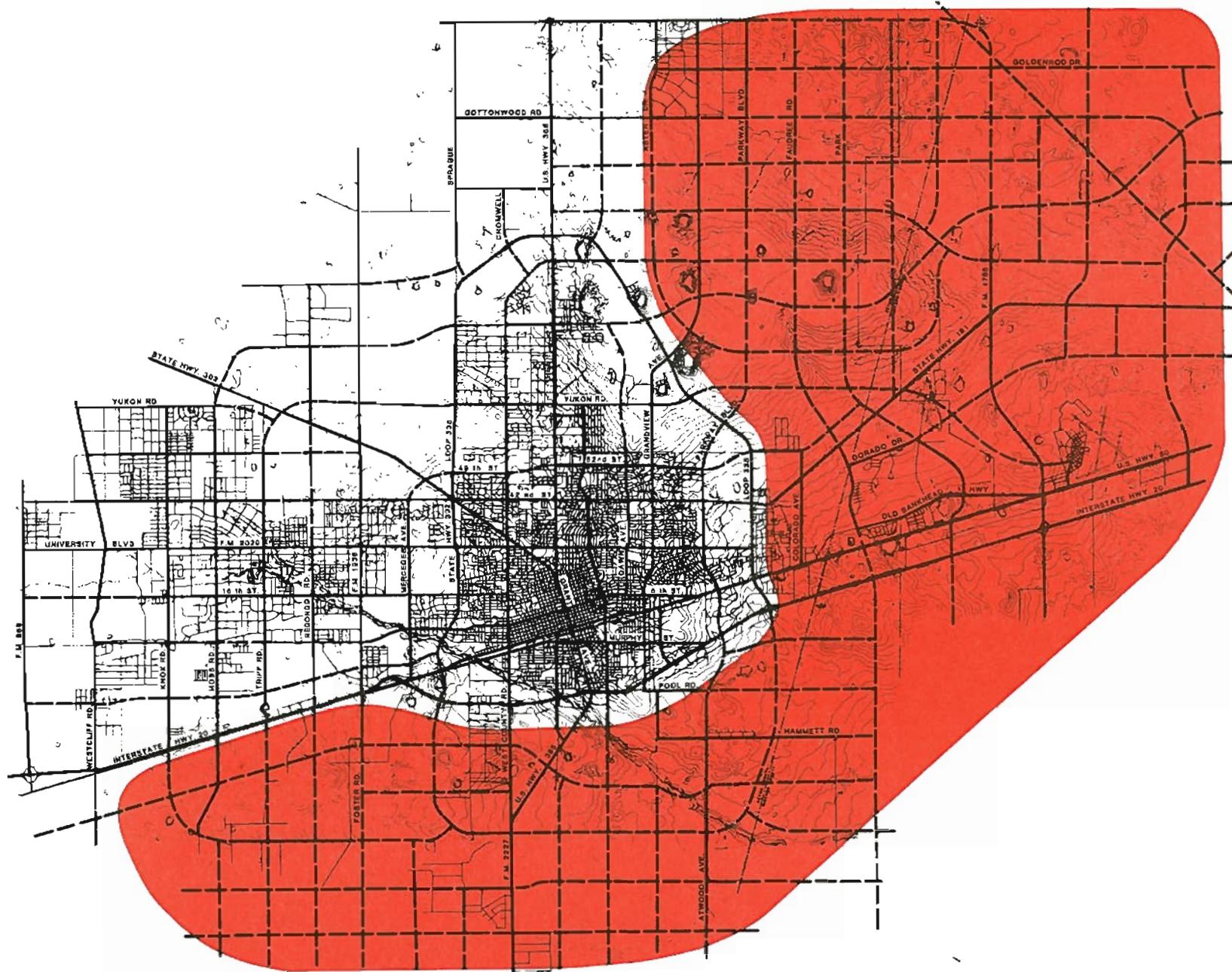
1. Relationship of Odessa's Thoroughfare Plan to the Region;
2. Vehicle Registration;
3. Analysis of Existing Streets and Thoroughfares;
4. Analysis of sources of Traffic Generation;
5. Identification and Classification of Thoroughfare Standards;
6. The Thoroughfare Plan.

The emphasis and detail of each section of the study was different, but the data and information for the existing system was extensive. Major emphasis was given to the classification and type of thoroughfares of the existing and proposed system. Much of the information is historical data which would not have changed and, therefore, has not been discussed in this update.

EXISTING STATUS OF ODESSA'S TRANSPORTATION SYSTEM - 1987

It is anticipated that the primary sources of existing and short term traffic generation will be the uses along Interstate 20, U.S. Highway 80, U.S. Highway 385, State Highway 191 and the Downtown Area. Many of the thoroughfare standards identified by the 1979 Thoroughfare Plan within Loop 338 are still valid (although the terminology will change). The primary areas where thoroughfares have changed are shown by Illustration 2. Due to the fact that much of the major thoroughfare pattern is established on section survey lines at one mile intervals, many of the thoroughfares in the City and West Odessa will not change in terms of location or alignment. Major changes will occur in eastern Odessa. Factors such as new development plans by private land owners and changes in the S.H. 191 Corridor Plan between Odessa and Midland have contributed in part to the changes in East Odessa.

EXISTING THOROUGHFARE SYSTEM & AREAS OF CHANGE SINCE 1979



AREA OF MAJOR REVISION SINCE 1980



J. T. DUNKIN & ASSOCIATES, INC.
URBAN PLANNING LANDSCAPE ARCHITECTURE

Several major thoroughfare linkages have been constructed since 1980. State Highway 191 connecting 42nd Street to Loop 250 in Midland was constructed (frontage roads only) in 1983. Faudree and Yukon Roads have recently been built as a result of development north of U.S. Highway 80 east of Loop 338. As shown on Illustration 2, the existing major thoroughfare framework includes:

- * Interstate 20
- * U.S. Highway 80
- * U.S. Highway 385
- * Loop 338
- * State Highway 191
- * State Highway 302
- * F.M. 1936 (West Odessa)

The availability of existing street right-of-way can affect the ability of the City to widen existing pavement widths and increase thoroughfare capacity. An evaluation of the existing street system (primarily within Loop 338) revealed that most of the local (or residential) streets ranged from 50 to 60 feet of right-of-way. The streets in the downtown area generally have 80 or 100 feet of right-of-way widths and are spaced to form blocks which are 300 feet by 300 feet. For the most part, Odessa's rights-of-way are in excess of many cities throughout Texas. One reason for wide rights-of-way in West Texas, in general, is that storm water is usually accommodated on the street surface as opposed to subsurface. The wider rights-of-way is a condition considered to be an asset to Odessa, and will allow for expansion of pavement widths as necessary.

Most areas of Odessa have wide pavement sections which correlate to the wider rights-of-way. The preponderance of residential areas have pavement widths in excess of 40 feet. Most roadways have painted medians rather than a raised median, due primarily to drainage considerations. There are some pavement sections which have not been improved or developed within existing rights-of-way as a result of recent annexation or other factors.

By comparison with many Texas cities, Odessa's existing circulation system can be generally viewed as being above average in terms of rights-of-way, pavement, continuity and hierarchy.

RAILROAD CROSSINGS

There is only one major railroad line (M.P.R.R.) in Odessa, and all of the grade- and separated-crossings occur along the south side of U.S. Highway 80. A total of 15 thoroughfare crossings occur at the railroad, eight of which are grade separated. New grade separations are presently recommended for Parkway and Dixie Boulevards. Future grade separated crossings should be considered at Faudree Road, Texas Avenue, and Moss Road. Grade separated crossings at these locations would provide an approximate three mile spacing beyond Loop 338. The proposed rail grade separated crossings are shown on Plate 6.

THOROUGHFARE STANDARDS

It is important that adequate standards for the various thoroughfares in Odessa be incorporated into the Thoroughfare Plan. As there are many different types of thoroughfare which perform different functions, each thoroughfare in the Plan should be correlated with the standard (or cross-section) which best supports its intended function. A functional thoroughfare plan provides for a series of different types of streets designed to achieve an economical and efficient vehicular transportation system.

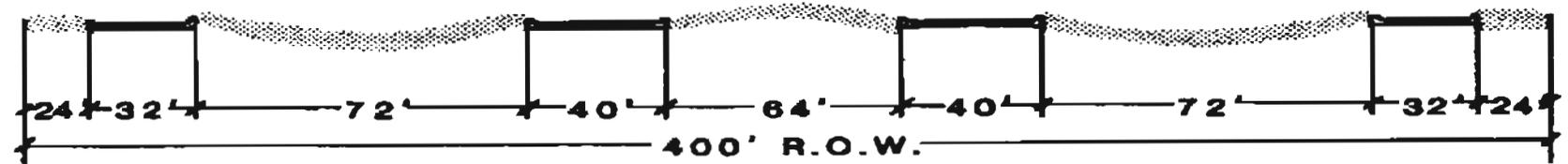
Because there is substantial investment in streets and thoroughfares by both the private and public sectors, identification of the desired thoroughfare standards on the Plan will allow their entities to better plan and anticipate the associated costs. As new development occurs adjacent to thoroughfares, the construction of the thoroughfare should conform to the standards identified on the Plan.

The various thoroughfare standards or cross sections and a description of each are as follows:

Freeway - The highest capacity thoroughfare in an urban system is the freeway, which usually requires 400 feet or more of right-of-way and has limited access from adjacent land and streets. Access is restricted to widely spaced interchange points, and any access service to adjacent land is usually by parallel frontage roads separated from the main freeway lanes. Although existing freeways in Odessa have frontage roads, the State Department of Highways and Public Transportation (SDHPT) has revised their standards to exclude frontage roads from all new freeway construction. All thoroughfare and railroad crossings are grade separated. Interstate Highway 20 through Odessa is the area's only freeway and no additional freeways are anticipated.

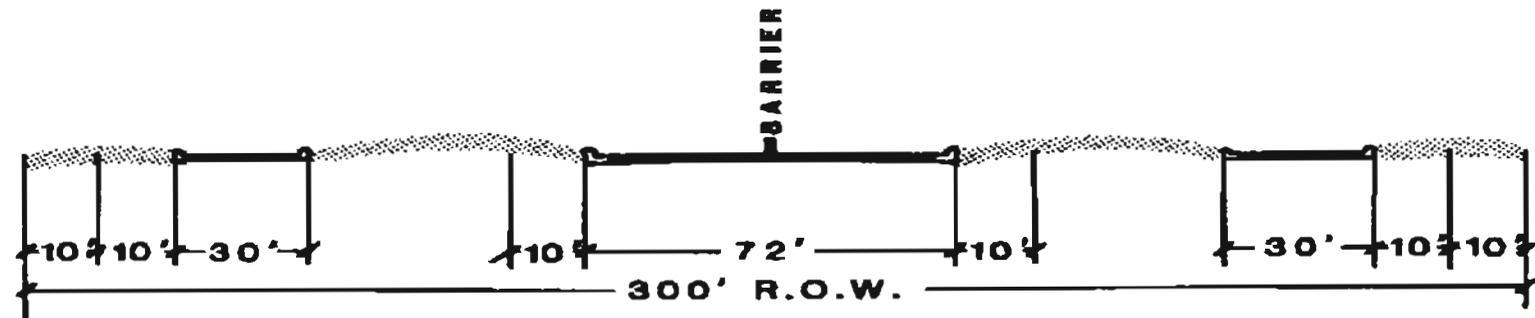
Expressway (Type A) - An expressway is a high capacity thoroughfare which usually has some restriction of access, but not necessarily totally limited access as in the case of a freeway. The intersecting streets are usually well-spaced and, where high volume intersections occur, grade separations may be used. Expressways require from 150 feet to 300 feet or more of right-of-way depending upon the pavement section design and whether frontage roads are provided. A portion of Loop 338 and the northern section of U.S. Highway 285 are existing examples of expressway-type thoroughfares in Odessa. Existing expressways in some cities in Texas carry volumes ranging from 30,000 to 60,000 vehicles per day and more.

EXPRESSWAYS



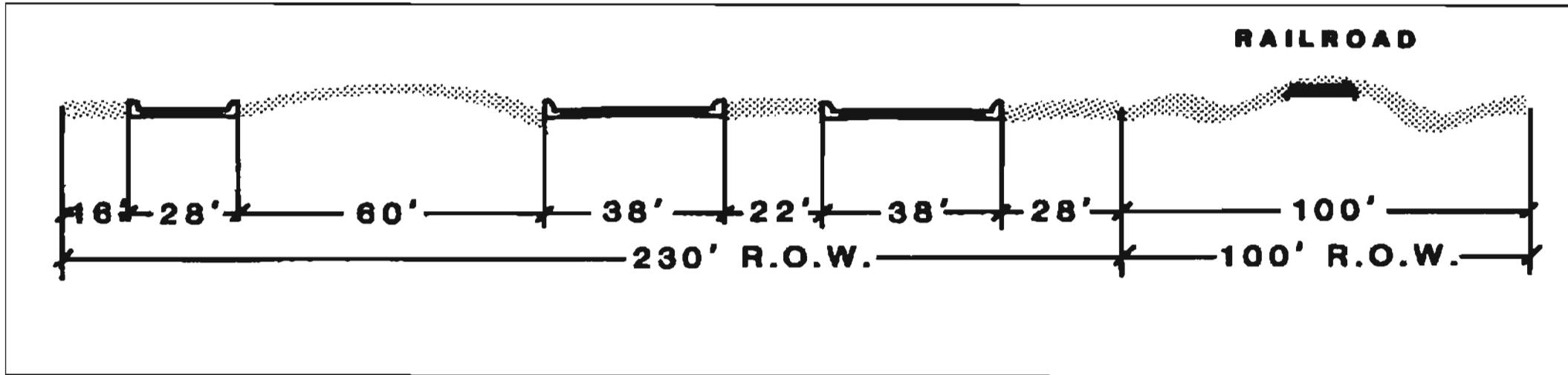
TYPE A-1

State Highway 191 is an example of a type A-1 Expressway.



TYPE A-2

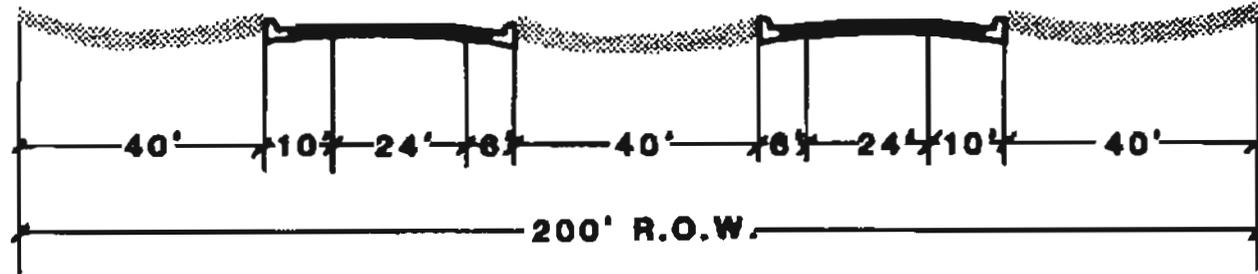
U.S. Highway 385 north is partially developed at an A-2 standard.



Type A-3

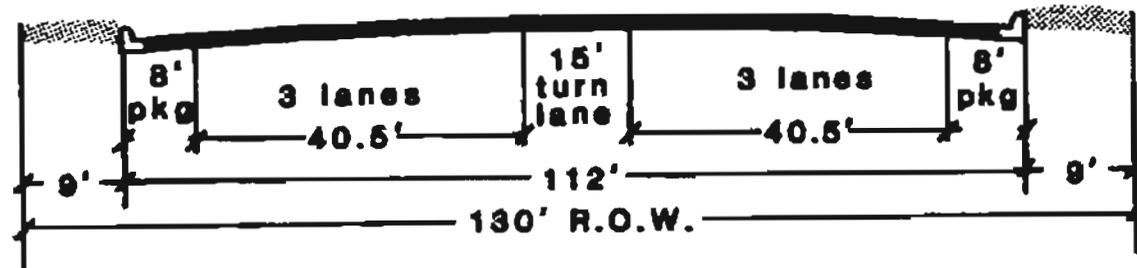
Major Thoroughfares - The basic urban traffic carrying system in Odessa is made up of major thoroughfares which are spaced approximately at one mile intervals, unless terrain or barriers create a major deviation. Major thoroughfares are designed to accommodate relatively high traffic volumes up to 40,000 vehicles per day. The minimum major thoroughfare section usually contains four moving traffic lanes and may range upward to eight lanes. The most frequently used major thoroughfare standard is a six lane divided type. Right-of-way requirements for major thoroughfares range from a minimum of 80 feet to 150 feet or more, with a 130-foot wide right-of-way tending to predominate. It is essential that major thoroughfares have continuous and direct alignment and interconnect with the freeways and expressways and serve the major traffic generators. Grandview and 42nd Streets are typical major thoroughfares in Odessa.

MAJOR THOROUGHFARE



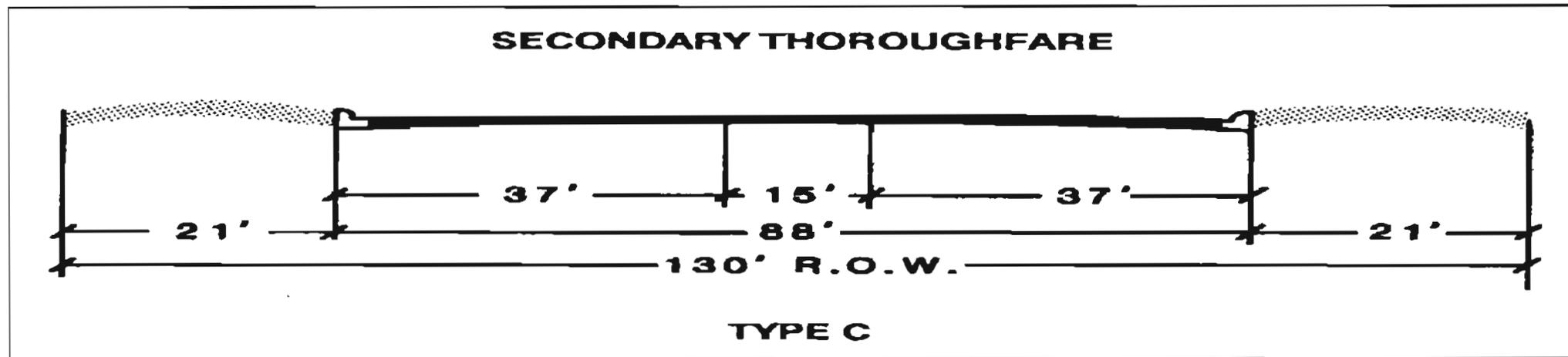
TYPE B-1

Part of Loop 338 is an example of the Type B-1 standard.



TYPE B-2

Secondary Thoroughfares - In Odessa, because of existing conditions or right-of-way constraints, a higher volume thoroughfare may still be needed. The secondary thoroughfare functions similarly to a major thoroughfare, although the pavement width is not as great; consequently, it is less expensive to construct. The pavement section would allow two moving lanes of traffic on either side of the turn lane with parking along the curb. If parking was prohibited, a total of seven moving lanes would be provided. Secondary thoroughfares are considered appropriate when the pavement width of a major thoroughfare cannot be built.

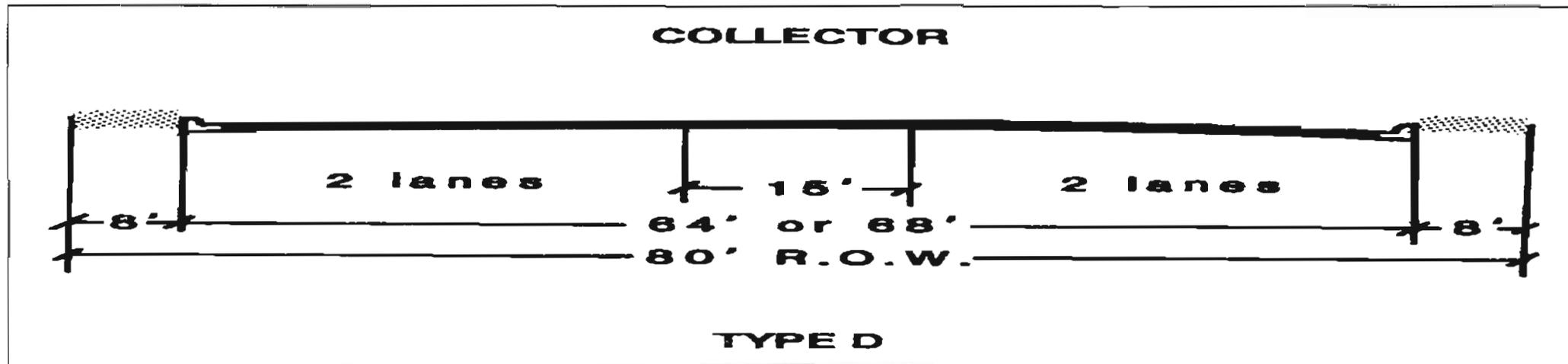


University Boulevard south of the UTPB College is an example of a Type C thoroughfare.

Collector Streets - In Odessa, because of existing conditions, it is appropriate in some locations that collector streets be interposed between the major thoroughfare network to assist local traffic movements which, because of location or the capacity or spacing of a major thoroughfare, causes traffic to seek intermediate routes. Collector streets serving this function should have continuity for two or more miles. Because of their location and continuity, they attract significantly more traffic volumes than neighborhood collector streets. Dawn, Maple and Tanglewood are examples of collector streets in Odessa. Such streets should have four moving traffic lanes and, if parking is permitted, space for parking should be in addition to the four traffic lanes. A

collector street may contain a center median separating the opposing lanes of traffic, and the median, when used, should be wide enough to allow the addition of a protected or separated left turn lane. A right-of-way of 80 feet or more in width is desirable for a collector street, although under restricted conditions, 60 to 70 feet of right-of-way may be utilized, usually with on-street parking restrictions.

A collector street may function as a neighborhood collector street where location makes such function possible and desirable. The purpose of a neighborhood collector is to disperse local residential traffic within neighborhoods or to the major thoroughfares. In new neighborhood areas, it will be desirable to restrict collector streets with extended continuity inasmuch as the continuity tends to attract traffic volumes which are disrupting to the neighborhood environment and could be better accommodated on adjacent major thoroughfares. The City of Odessa has adopted a policy requiring at least one north-south and one east-west neighborhood collector between the one mile intervals of major thoroughfares. Illustration 3 shows the neighborhood collector street concept which should be implemented, where possible, in each neighborhood residential unit. Neighborhood collector streets are also appropriate adjacent to dense housing areas and multi-family uses.



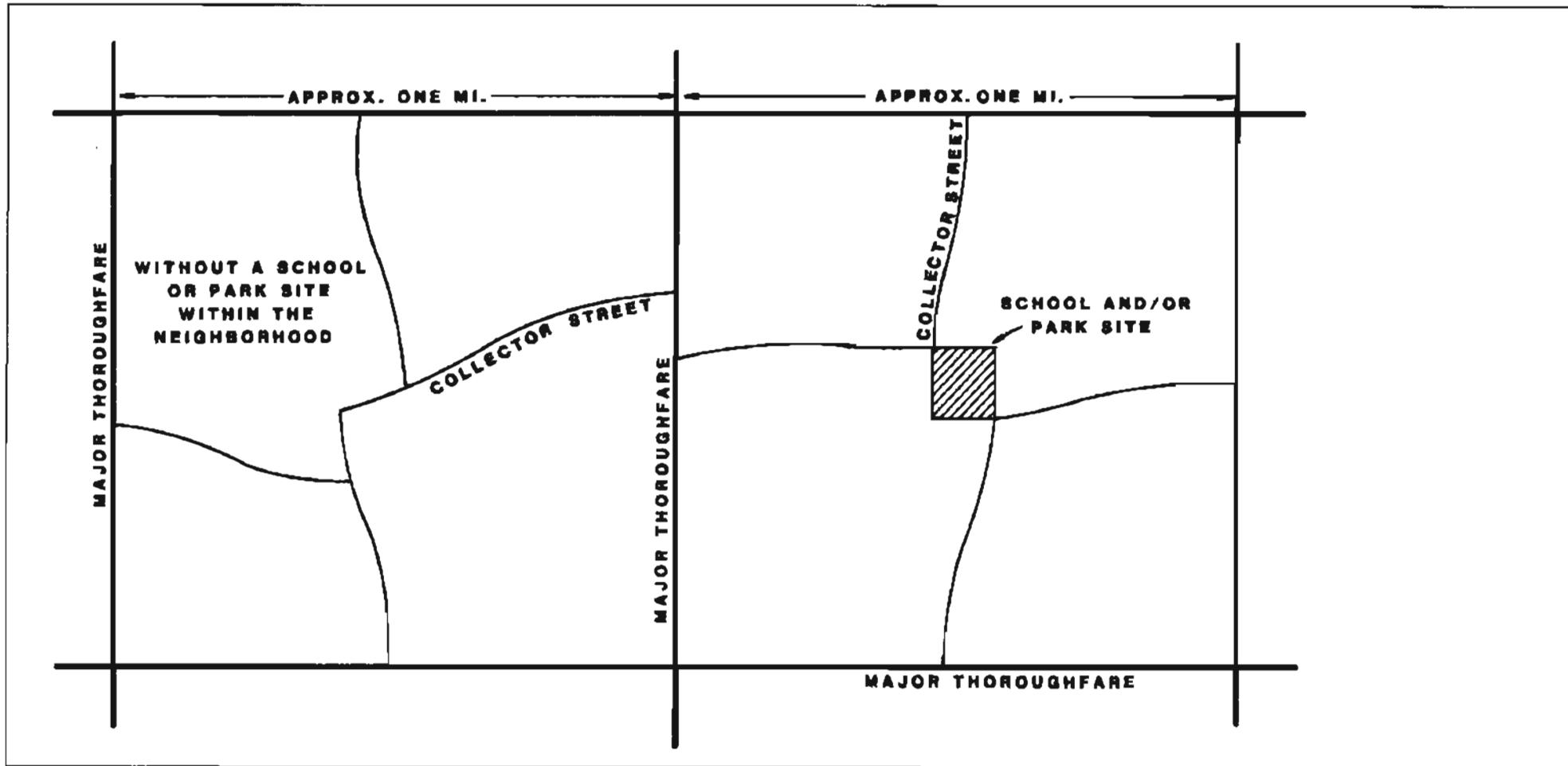
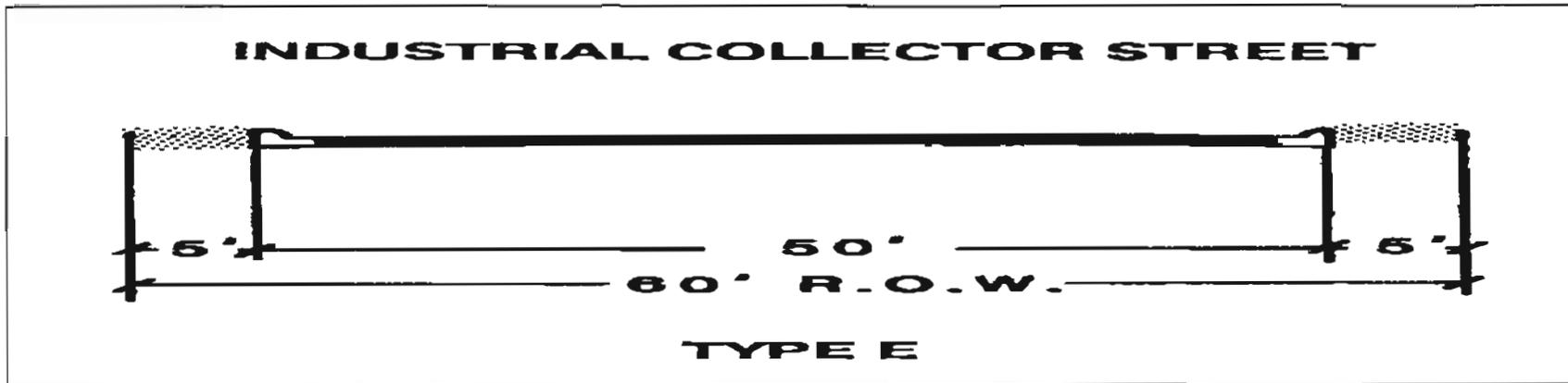
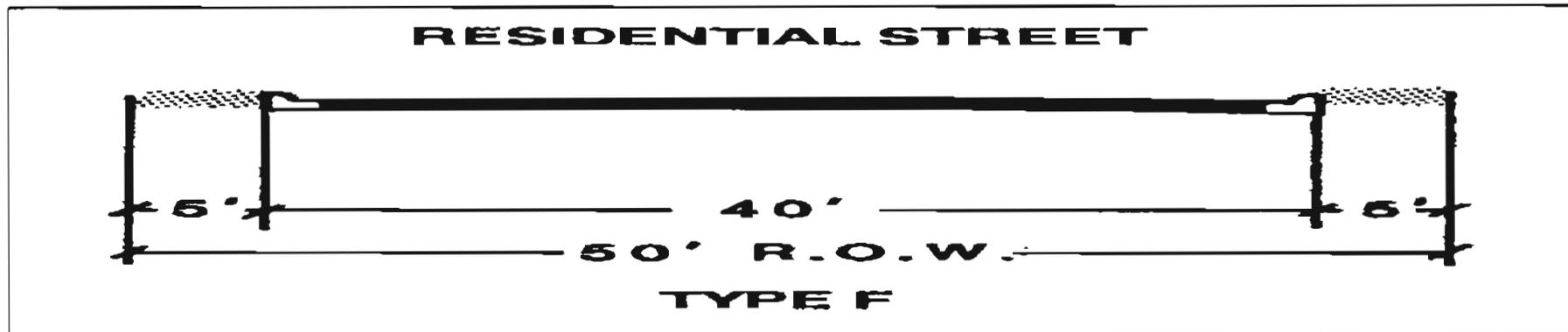


ILLUSTRATION 3
RECOMMENDED NEIGHBORHOOD COLLECTOR STREET CONCEPT

Industrial Collector Street - Industrial collector streets are intended to serve most major areas of non-residential development in Odessa. Sidewalks are generally not required. Industrial parks and warehousing areas should utilize this type of street due to the higher truck volumes.



Local Residential Street - The street which provides access from the neighborhood collector street to groups of housing units within a subdivision is designated as a local residential street. Only vehicles having an origin or destination on the local street should be attracted to one of the same. In many situations, the local residential street serves a cul-de-sac or court or is a loop street where the total number of housing units served is restricted by the design. The opportunity exists to achieve a substantial economy in street space and street pavement by proper design of the local streets and the collector street into a system. Normally, local residential streets require 50 feet of right-of-way and are developed with curbs and a storm water collection system. In a semi-rural estate development, a local street might be designed without curbs using parallel swales (additional right-of-way is required) to collect the surface water. Odessa has acquired, through annexation, a number of rural or estate street conditions, such as those in Country Club Estates.



The above standards are designated on the Thoroughfare Plan. Generally, the number of traffic lanes provided in a thoroughfare design is a major factor influencing the vehicular capacity of the facility. It is not only desirable to develop adequate thoroughfares throughout the Community, but it is also important that the capacity and function of the thoroughfares be preserved by avoiding conflicts which will reduce their efficiency and undermine the substantial amount of investment made in them. The standards discussed herein and the recommendations pertaining to the Thoroughfare Plan will accommodate the anticipated traffic volumes and movements while allowing for the most efficient construction and maintenance of these public facilities.

THE MIDLAND-ODESSA REGIONAL TRANSPORTATION STUDY

Odessa participated in the Midland-Odessa Regional Transportation Study (MORTS), Level II, major review process in 1981 and 1983. The MORTS process is a cooperative effort between Midland, Odessa, Ector County and Midland County in conjunction with the State Department of Highways and Public Transportation (SDHPT). This process has proven to be effective in the planning of local and regional thoroughfare alignments. Both the Cities of Odessa and Midland have used the update process of their respective comprehensive plans to assist in the formulation and update of the MORTS program. It is expected that a future version of the MORTS program will be initiated as a result of the recent planning efforts of both Odessa and Midland.

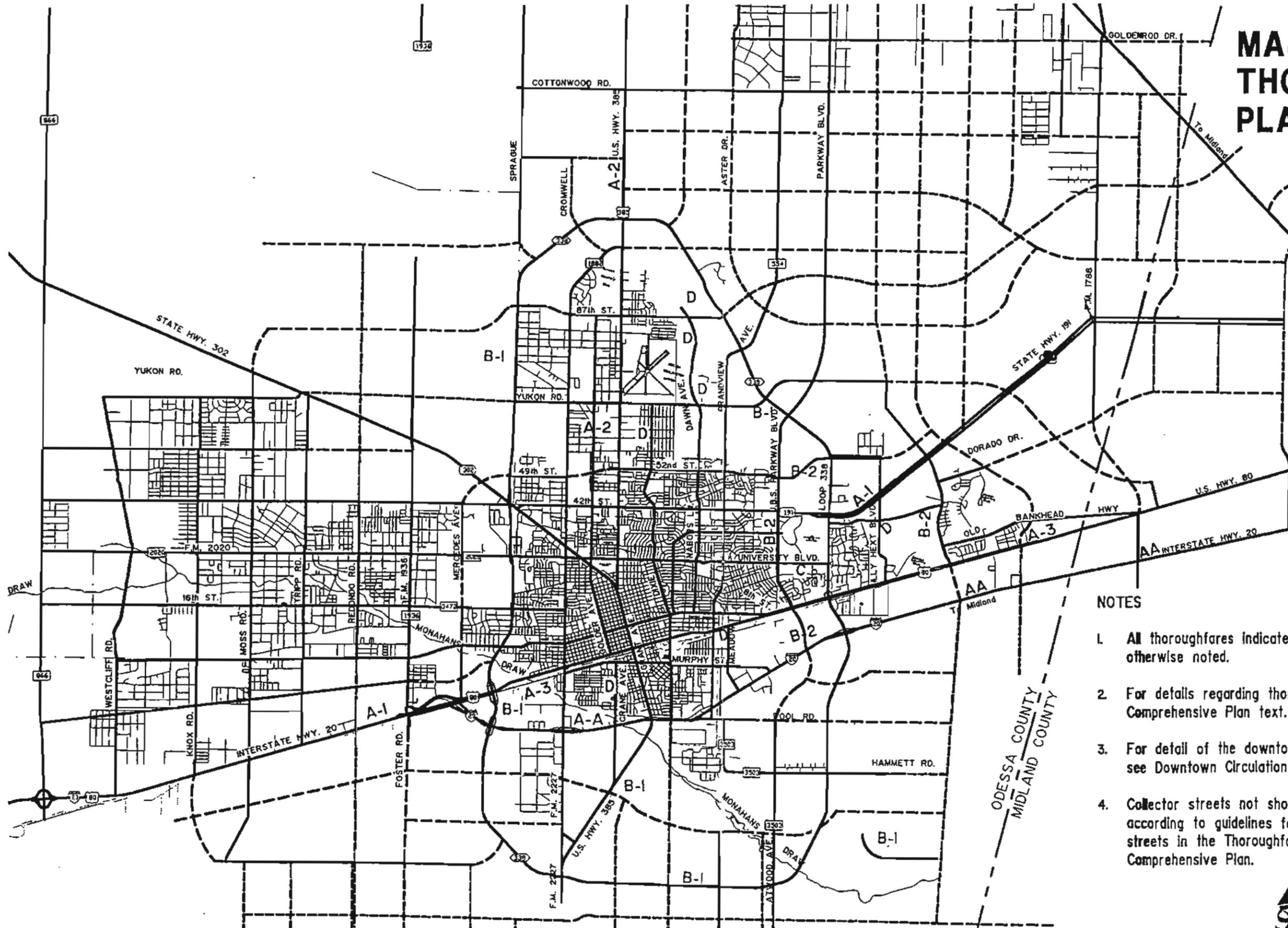
THE 1987 ODESSA THOROUGHFARE PLAN

The 1987 Thoroughfare Plan represented by Plate 6 is a combination of revisions to the 1979 Plan and new thoroughfares resulting from the expansion of the planning area to the south and northeast. For the purpose of consistency, many of the thoroughfare standards suggested in the 1979 Plan have been consolidated.

The 1987 Thoroughfare Plan has been balanced with the allocation of expected future land uses. The proposed thoroughfare system has been extended approximately six miles south of Interstate 20. The 1987 Plan will support much more than the projected 140,000 population (2005), but it is important to show the Plan in this manner to assure that future development which occurring on Odessa's fringes provides proper thoroughfare access and rights-of-way. Major revisions have occurred east of Loop 338, particularly as Odessa's Plan interfaces with Midland's Thoroughfare Plan at the ETJ agreement line. Major features of the Thoroughfare Plan include:

1. A more extensive thoroughfare arrangement has been developed south of Interstate 20. With the potential of future annexations, it is desirable to protect thoroughfare rights-of-way at this time (as subdivision plats are reviewed by the City). Also, the City is developing plans for park and open space uses along Monahans Draw, which will require public access. When this area experiences greater use by the public and more development occurs, the expanded thoroughfare plan will be beneficial. south Odessa is developing at lower than average urban densities and it is expected that new development will be of similar densities. When the south Odessa area fully develops, it is anticipated that four moving lanes with a center continuous left turn lane within each major thoroughfare will be adequate to absorb expected traffic volumes. The City should secure right-of-way for seven lanes if densities increase beyond those projected at this time. Type C thoroughfares have been indicated on the majority of major thoroughfares in this area. Type D thoroughfares should only be considered if right-of-way constraints prevail.

MAJOR THOROUGHFARE PLAN



NOTES

1. All thoroughfares indicated are Type B-2 unless otherwise noted.
2. For details regarding thoroughfare types, see Comprehensive Plan text.
3. For detail of the downtown area (shaded area), see Downtown Circulation Plan.
4. Collector streets not shown shall be required according to guidelines for Type D collector streets in the Thoroughfare Plan section of the Comprehensive Plan.

0 10,000'

SCALE : 1" = 10,000'

Landgraf, Crutcher and Associates, Inc.
 TRANSPORTATION • ENVIRONMENTAL • CIVIL ENGINEERING • COMMUNITY PLANNING

2. Much of the future thoroughfare plan within Loop 338 was established in the 1979 Plan. Some changes have occurred where thoroughfare alignments outside the Loop have been adjusted. Grandview Avenue has been improved and extended to Gardendale. Yukon Road has also been extended east to Loop 338 and widened between West Loop 338 and East Loop 338.

The Downtown area circulation system has been adjusted to assist in the implementation of the Downtown Development Plan (see other discussion, "Downtown Circulation Plan", in this section).

It may be necessary in the future, as the area within the Loop becomes more compacted, to make localized capital improvements to increase the capacity of existing thoroughfares. These improvements could be in the form of additional turning lanes or traffic signalization or "flared" intersections, which would relieve specific points of traffic congestion. Several methods exist to aid the City in making a determination for such improvements. Many cities in Texas (principally above 50,000 in population) are developing traffic impact assessment methods to determine specific improvements which may be needed as a result of a particular development. It is suggested, as redevelopment and infill occurs within Loop 338, that a formalized process of traffic impact analysis be considered. Such a process could also be used in large developments elsewhere in Odessa, especially in newly annexed areas. A process such as this would reduce the possibilities of undue burdens on the City for excessive capital improvements benefiting one developer.

3. The basic major thoroughfare system is established in West Odessa and in the Ector County Utility District (ECUD). In view of the questionable economic advantages of annexation of this area (see "Annexation Plan"), it is still desirable to at least protect the recommended rights-of-way in the West Odessa area. Rights-of-way of at least 100 to 130 feet should be protected. It is possible that some of the area around ECUD will be annexed before the ECUD itself is ever annexed. It will be particularly important for Odessa to protect rights-of-way between the ECUD and Interstate 20 and State Highway 302. F.M. 1936 will continue to be the major north-south artery west of the Loop, and emphasis should be placed on protecting its capacity. Although many of the pavement sections in the West Odessa area may not be improved (or even paved) for some time,

the right-of-way should still be protected. Due to variable and fluctuating residential densities, it will be difficult to totally assess the capacity of the various thoroughfares which consequently will impair the determination of the appropriate number of vehicle lanes. It is recommended at this time that emphasis be placed on protecting rights-of-way in West Odessa through subdivision review, as opposed to construction of major thoroughfares until such time as annexation issues are resolved.

4. Loop 338 is identified as a B-1 type (200 feet of right-of-way) which is representative of its present construction. As non-residential development occurs along the Loop, it will be important to reassess the present standard. If the new non-residential uses are higher in density than normally anticipated, an increase in the paving standards on the Loop may be appropriate.

5. Significant additions and modifications to the 1980 Plan have been made east and north of Loop 338. Private development plans in Odessa's eastern ETJ and planning efforts by the Scharbauer family in west Midland have been factors in the revisions and changes in the 1986 Plan., resulting in changes in both Midland's and Odessa's thoroughfare plans. Since 1980, a major portion of State Highway 191 has been constructed between Odessa and Midland. Although the main freeway lanes have not been built, this facility is still considered a major asset to the regional circulation system.

Yukon Road is proposed to be extended east to connect with F.M. 1788 at the Airport. The extension of 52nd Street is proposed adjacent to State Highway 191 to Park Road. Park and Faudree Roads have been constructed in the Mission Country Club area north of the Bankhead Highway.

The area north of S.H. 191 is considered to be one of Odessa's next growth areas. As this area is primarily undeveloped and in large land ownerships, the City has an excellent opportunity to coordinate future thoroughfare placement. The Thoroughfare Plan reflects the alignments

proposed for this area. An ancillary or companion thoroughfare to S.H. 191 has been identified extending from 87th Street at Andrews Highway to Greentree Blvd. in Midland. This facility would be at least two miles north of S.H. 191 and classified as a Type B-2 standards. It is anticipated that as eastern Odessa and west and north Midland urbanize, a second direct thoroughfare connection will be valuable. The 87th Street-Greentree connection will link the prime growth areas of both cities.

The southern "Loop" or extension of Loop 338, identified in the 1980 Plan, has been altered to connect to Faudree Road. Faudree Road, because of its location between Loop 338 and F.M. 1788, should receive preference in the East Odessa circulation system.

DOWNTOWN CIRCULATION PLAN

As previously stated, the downtown area will be one of the primary traffic generators in Odessa. Governmental and institutional entities will likely continue to be located in the downtown area which will assist in maintaining the area as an activity center. Due to the present economy, some retailing businesses have moved out of the downtown area, but many of the established companies have remained, although, on a smaller scale. It is expected that as the economy improves new businesses will relocate in the downtown. When such expansion occurs, it is considered desirable to pace any improvements in the downtown area with the development plan (see discussion on the "Downtown Development Plan"). The following is a summary of the circulation system which supports the Downtown Development Plan.

Existing Street System - Presently, there is a limited one way street system in downtown Odessa. As shown on Plate 7, 13th and 14th Streets are east-west one way streets between Golder and Dixie Avenues. Additionally 3rd and 5th are proposed to be east-way one way streets between Dixie and Golder Ave. Hancock and Tom Green Avenues are north-south one way streets between 8th Street and University Avenue.

Revised March, 2003

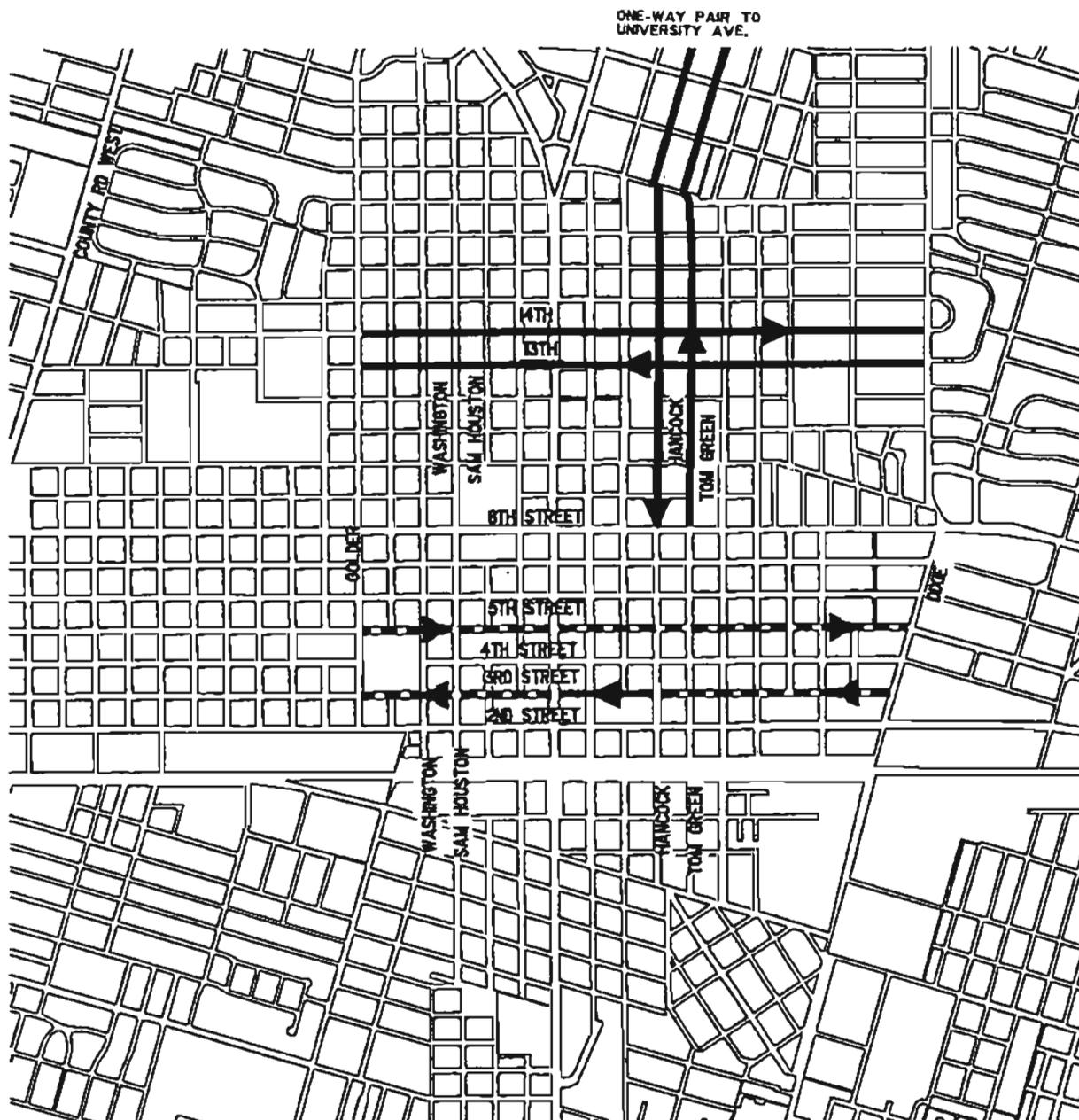
Except for those which have been consolidated, most blocks in the downtown area are 300 feet by 300 feet with street right-of-way widths varying from 80 feet to 100 feet. In most cases, each block is divided by a north-south alley 20 feet in width. The dominate north-south access artery to the Downtown Area is Grant Avenue. Eighth and 2nd Streets are two of the most important east-west streets since their terminal points are beyond the area of intensive non-residential land use. Golder and Dixie Avenues have also taken major roles in the circulation system due to the continuity beyond the downtown area. Most of the other streets have disruptions as they radiate beyond the downtown area.

Proposed Downtown Circulation Plan – There has been a revitalization of the downtown area due to the efforts of Main Street Odessa. New retail businesses have located in the area and service businesses with large employment bases have occupied the existing bank towers. The expansions of Medical Center, Odessa Regional Hospitals and addition of a new hospital (Alliance) have demanded a reassessment of downtown traffic circulation and street capacities. A Traffic Operations Master Plan completed in 1996 recommend major changes in One-way operations on streets in the downtown area. This study recognized that a major reduction of one way pairs would increase mobility in the downtown area without creating a deficiency in vehicular capacity.

Plate 7 shows the current circulation plan for the downtown area. It can be noted that there are no east-west one-way pairs south of 8th Street recommended. Due to the unique traffic patterns around the U.S. Post Office, a portion of 3rd Street remains one-way west bound. A future one-way pairing of 3rd and 5th Streets is recommended, as traffic volumes warrant, with 3rd Street west bound and 5th Street east bound. The future elimination of the north-south one-way pairs of Sam Houston and Washington and Tom Green and Hancock is probable with future warrant studies. This downtown circulation plan will provide mobility and capacity for many ears of growth in the downtown area.

Revised March, 2003

DOWNTOWN CIRCULATION



■ ■ ■ ■ PROPOSED
———— EXISTING

Because of the continuity of Grant Avenue (U.S. Highway 385) beyond the downtown area, the conversion of Grant and Texas Avenues to a one-way pair could significantly increase the capacity for north-south downtown traffic movement. Grant Avenue would become one-way to the south while Texas Avenue would become one-way to the north, merging north of 17th Street and south of the railroad at Muskingum Avenue and Clements Street. The only other north-south streets which have substantial continuity beyond the downtown area, and which may warrant conversion to a one-way system, would be Tom Green and Sam Houston Avenues.

It is anticipated that, if the recommended circulation system for the downtown area is implemented, it will adequately support the improvements as proposed in the downtown Development Plan (see "Downtown Odessa" section). It will also be important for the City to attempt to pace the improvements in the thoroughfare system with the improvements outlined in the Downtown Development Plan.

USE OF THE THOROUGHFARE PLAN

The Thoroughfare Plan depicted by Plate 6 identifies the various thoroughfare alignments, and the standards for each. As development occurs in the vicinity of any of the existing or proposed thoroughfares shown on the Plan, development should be evaluated in relation to the intent and objectives of the Plan. By doing so, a more functional ultimate thoroughfare system will evolve. Although, as new large developments occur, the effect of the Plan will appear greater since major construction is often the result. It should be recognized that differences in the existing framework can only be resolved through careful evaluation of the Plan on small scale projects. Each zoning request and subdivision plat that is processed through the City should be reviewed in relation to the Thoroughfare Plan. As in the past, the City staff should continue to include comments regarding the Thoroughfare Plan with the recommendations made to the Planning and Zoning Commission and City Council as part of the development review process.

I. Parks and Open Space

I.1 Introduction to the Master Plan

Attractive parks and natural areas are often the first place that visitors view in our communities. Parks are one of the most visible elements of a city government at work, and can instill a strong sense of pride in the residents of a community. A good park system lets both citizens and visitors know that the leadership of the city is interested in providing the best for the citizens of the city.

The purpose of this Parks and Recreation Master Plan is to update the previous parks section prepared in the 1980's. This master plan reviews the goals and priorities established by the previous plan, and provides an assessment of Odessa's park, recreation, open space and urban landscapes system in the year 2004.

This plan is intended to cover all of the city of Odessa as well as the areas included in the city's current extra territorial jurisdiction (ETJ). The area within the city limits currently covers approximately 35 square miles. The area within the ETJ of the city covers an additional 20 square miles, resulting in an overall jurisdiction of over 56 square miles.

- **Planning Sectors** - The planning area has been divided into five general planning sectors that correspond to the five City Council districts in Odessa.
- **Timeframe for the Plan** – This section is formulated to address the time frame from the year 2004 until the year 2014.



I.2 Odessa Today

As part of the Citywide Parks, Trails, Open Spaces and Urban Landscapes Master Plan, the overall context of Odessa was evaluated and considered throughout the planning process. This includes the rich history of Odessa, the local economy, the demographic and population aspects of the citizens of the community, and the physical characteristics of the community.

Population – Understanding the size and the characteristics of the population to be served is a key part of the master planning process. Odessa's growth over the past 10 years can be characterized as being steady but slow as the area



has gradually recovered from the oil and gas industry downturn of the 1980's. Table I.1 below illustrates the current and projected growth of Odessa and Ector County over the next 40 years. The City is projected to add about 17,000 residents over the next four decades, continuing the trend of slow but steady growth.

Table I.1
POPULATION TRENDS IN ODESSA AND ECTOR COUNTY

Year	Population	Percent Change
1990 Population (1)	89,699	-
2000 Population (1)	90,943	1.0 % from 1990
2003 Population (estimated Jan 2003) (2)	92,544	2.0 % from 2000
2010 Population (projected) (3)	95,320	3.0 % from 2003
2020 Population (projected) (3)	99,133	4.0 % from 2010
2030 Population (projected) (3)	104,090	5.0 % from 2020
2040 Population (projected) (3)	109,295	5.0 % from 2030
Sources		
(1) US Census		
(2) Texas State Data Center		
(3) Texas Water Development Board		



Key aspects of Odessa's demographic picture are as follows:

- **Annual population growth in Odessa and Ector County over the next decade is estimated to be fairly low**, averaging less than 1% growth annually. With this slow rate of growth, Odessa can focus on addressing past deficiencies, rather than having to constantly remain behind.
- **Hispanic and Latino residents make up the fastest growing portion of the city's population**, and could well make up more than half of the population of the city within a decade or two. Recreation facilities should be able to meet the cultural and unique social desires of this fast growing segment of the city.
- **Odessa has a larger elderly population than the statewide average.** Recreation facilities should address the needs of the elderly throughout the city.
- **Odessa has a higher than average percentage of citizens living below the poverty line.** Because of that, low or no cost recreation facilities play an important role in the community, and attempts to reduce subsidies for recreation facilities or to raise the cost of services provided may be difficult to achieve.

1.3
The Market for
Recreation in
Odessa

The Target Market for recreation Facilities in Odessa – the master plan has identified the city itself as the primary and most important market, all of Ector County as the city’s secondary “market”, and finally the surrounding counties, including portions of Midland County, as the tertiary market. The populations of the market areas are as follows.

Table 1.2
Target Area Population Summary

Target Area	Population
Odessa	92,500+/- in 2003
Ector County	125,000 +/- in 2003
Broader five county area	40,000 +/- in 2003
Total population of potential market area, excluding Midland County	165,000+/-
Total population of potential market area, including Midland County	285,000+/-
Midland County	120,000+/- in 2003

**I.4
Existing Parks
in Odessa**

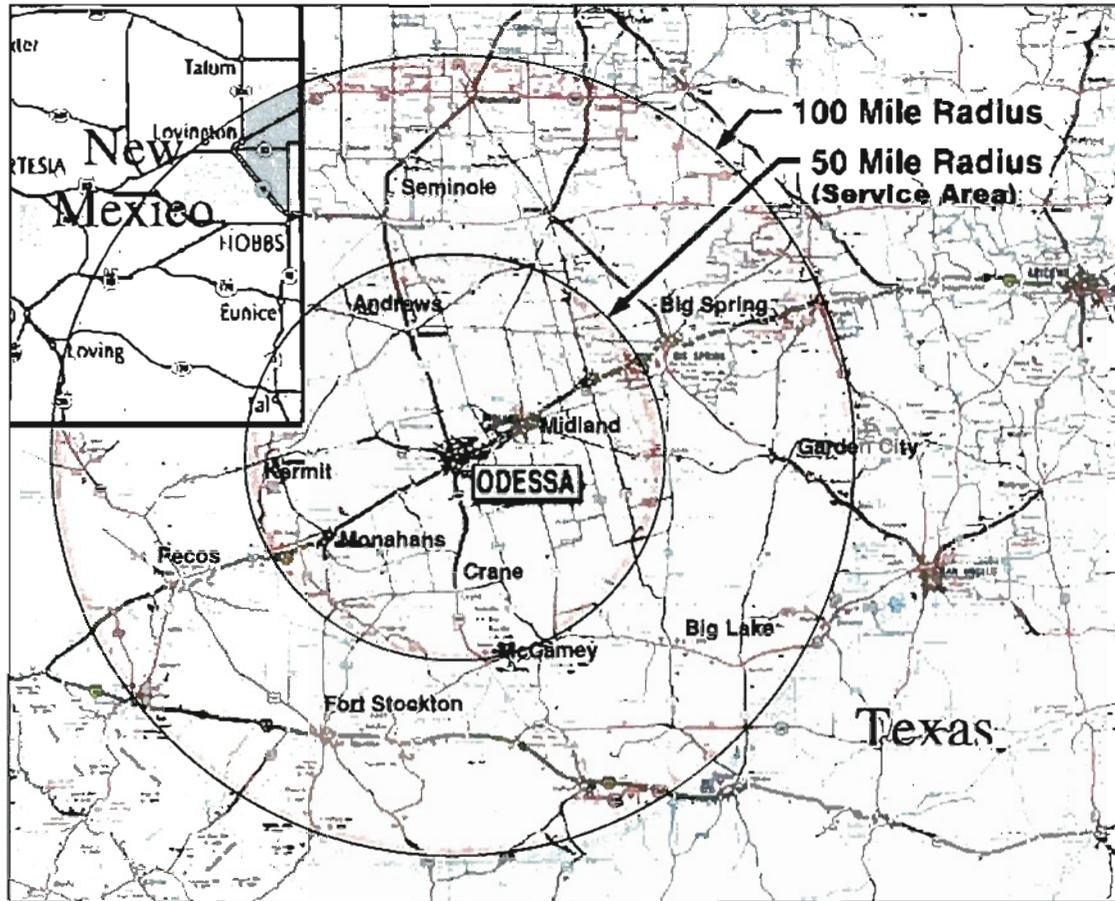


Figure I.1 – General Market Influence Area with approximately 630+/- acres of park land, including 514 acres of developed park lands.

The goal of recreation facilities is to serve first and foremost the residents of Odessa. However, recreation facilities typically serve a much broader market segment. This has been identified as an area within an approximate 50 or 60 mile radius of the center of Odessa. Figure I.1 above illustrates the general target area for recreation facilities and programs in Odessa.

It should be noted that a 30 to 45 minute drive time (or 35 to 50 mile travel distance) service area is not uncommon for facilities in the wide open west Texas country, where significant driving times are expected.

The City of Odessa has an existing system of 34 parks spread throughout the city that currently provide outdoor recreation facilities. These parks range in size from small pocket green spaces that are less than an acre in size to large active recreation parks totaling almost 100 acres in size. The local parks system in Odessa includes 34 city-owned parks

Purpose of the Existing Parks and Open Space Inventory - A key part of the park planning process is to understand what park and open space facilities are currently available, and to assess the current condition of those facilities and whether or not they are addressing the current park and open space needs of the city.

Park Classification - park and recreation professionals and planners have for years developed broad categories of park classifications or nomenclatures for our communities. These national and state guidelines identify three broad categories of parks, which are as follows:

Local Close to Home Space, usually located within the community served by the facility, which includes mini parks, neighborhood parks and community parks, as well as athletic facilities;

Regional Space, usually located within an hour or two driving distance. Parks in this category serve a number of communities, and include regional metropolitan parks and regional park reserves; and

Unique Space, which may be either local or regional in nature. These parks can be defined as areas that are unique in some way, whether because of physical features or because of the types of facilities provided. Parks in this category may include linear parks, special use parks, or open space land preserves.

Close to home parks are the most important category and are of the greatest immediate concern to the City of Odessa. Close to home parks address day to day facilities for all ages and activities, and are usually within walking or driving distance from where we live. A description of the general types of park included in the Odessa parks system follows.

Neighborhood parks provide the foundation for recreation in the **Local Close to Home** park system. Ideally, they provide facilities and recreation space for the entire family, but are within easy walking or bicycling distance of the people they serve. The neighborhood park typically serves one large or several smaller neighborhoods. The ideal neighborhood park in Odessa, generally 5 to 10 acres in size, should serve no more than 3,000 to 4,000 residents per park. The typical service radius of a neighborhood park ranges from a quarter mile to a half mile. In Odessa, Murray Fly, Juan Alvarez Ramirez, San Jacinto and Lawndale Parks are good examples of neighborhood parks.

Community parks - community parks are larger parks that serve a group of neighborhoods or a portion of a city. Community parks are usually reached by automobile, although residents adjacent to the park and trail users may walk or bicycle to it. A variety of recreational facilities are provided, including lighted playing fields for organized sports, hike/bike trails and sufficient parking to accommodate participants, spectators, and other park users. A community park typically serves an area with a radius that is one and one-half miles to three miles in size. Floyd Gwin Park is an example of an ideal community park. At close to 40

acres it is large enough to provide a variety of facilities for active and passive recreation, and has an almost ideal location for serving most of the residents of the western part of the city.



Athletic Parks - the 1995 Plan identified Athletic Parks as a specific classification category. Athletic parks in Odessa today include the soccer complex at Floyd Gwin Park and much of the facilities at UTPB Park. Because of the deficiency of existing parks in Odessa, and the difficulty and cost of acquiring new land for only one purpose, the city will probably not have the luxury of acquiring land only for athletic facilities. More typically, larger parks in the future should be a blend of community and athletic parks, providing both popular athletic fields as well as a basic palette of community park facilities. To accomplish this, tracts of land ranging in size up to 100 acres should be purchased for combined community and athletic parks.

Metropolitan parks were also identified as a park classification in the 1995 Master Plan. Metropolitan parks are typically viewed as very large parks that serve an entire city, and very often become the premier park in that community. For example, Mackenzie Park in Lubbock is one of the largest and most beloved parks in Lubbock, and encompasses everything from passive trails and open space to high use athletic facilities. Zilker Park in Austin, encompassing more than 400 acres, is also a spectacular example of a metropolitan park. Odessa does not currently have any existing parks that fit the metropolitan park category. A 90 acre tract of land has been acquired by the city on the eastern limits of the city, and could serve as a metropolitan park once fully developed. On the south side of Odessa, city and county owned lands could be combined with the existing Comanche Trails park corridor to create a large metropolitan park. Muskingham Draw, in central Odessa between University Boulevard and 9th Street, could also become a metropolitan park if acquired to prevent future flooding.

Special purpose parks are designed to accommodate specialized recreational activities. Because the facility needs for each activity type are different, each special purpose park usually provides for one or a few activities. Examples of special purpose parks include golf courses, athletic fields or complexes, nature centers or large natural preserves, swimming pool centers, and tennis complexes. Noel Plaza, in the heart of the medical district in downtown Odessa, is an example of a special purpose park.

Figure I-1 on the following page illustrates existing park facilities in Odessa in 2004.

1.5
**Goal for the
Parks System**

The goals for the 2004-2014 Parks Master Plan are shown in the table below.

1.3
Goals of the Master Plan

- **Work towards transforming** Odessa's parks, recreation, open space and urban landscapes into one of the best systems in the State of Texas.
- **Provide an even and adequate distribution** of park facilities citywide.
- **Continue to provide a good range and diversity** of facilities and recreation activities for all segments of the population of Odessa.
- **Use park sites** to create an "urban oasis" to promote the beautification of Odessa.
- **Preserve and protect** unique natural open spaces, floodplain corridors, and drainage corridors within the city and its extra-territorial jurisdictional (ETJ) lands.
- **Promote partnerships** with other public and semi-public entities to most efficiently use public funding to provide parks, recreation, open space and urban landscape facilities in Odessa.
- Continue to maintain **all City of Odessa parks and recreation facilities in a superior condition.**

1.6
**Summary of
Citizen Input**

This master plan incorporates an extensive amount of public input, utilizing several alternative methods. By using multiple methods of public input, feedback from many varying parts of the community was received, leading to a broader consensus on the direction that the master plan should take. Public input methods included:

- **A citywide telephone survey**, to determine broad based public opinions and perceptions from across the city;
- **Public presentations to the Park Board**;
- **Multiple interviews** conducted with key recreation providers, citizens and representatives of governmental entities in Odessa;
- **A 10 day long citizen forum** conducted at the Music City Mall in November 2003;
- **Neighborhood meetings** in each city council district;
- **Citywide public meetings** and hearings; and
- **A Student Survey** through the Ector County ISD.

Citizen feedback from all methods used is summarized in **Table I.4** below as a quick comparison. However, specific comments from all methods are important and are used to develop the priorities of the master plan.

Table I.4 Summary of Citizen Input – Citizen Satisfaction	
Citywide Survey Very satisfied – 9% Satisfied – 69% Dissatisfied – 14% Very dissatisfied – 2% 78% Positive	Public Forum Very satisfied – 7% Satisfied – 49% Dissatisfied – 34% Very dissatisfied – 10% 56% Positive
Neighborhood and Community Meetings Levels of satisfaction were not quantified at citizen meetings.	Student Survey Very satisfied – 14% Satisfied – 55% Dissatisfied – 22% Very dissatisfied – 10% 69% Positive

Summary of Citizen Input Most important items to build	
Citywide Survey 1. Playgrounds 2. Additional fishing facilities 3. Skateboard park 4. More jogging/biking trails 5. Indoor aquatic facility 6. Baseball fields 6. Amphitheater 7. Develop arboretum/nature center 8. Add natural habitat 9. Municipal golf course 10. Build more rental pavilions Renovate existing parks was highest supported initiative.	Public Forum 1. Create large or “super” playgrounds 2. Add park in Northeast Odessa 3. Redevelop Sherwood Park 4. Expand the Comanche Trail 5. Redevelop Floyd Gwin Park 6. Redevelop McKinney Park 7. Build a new “metropolitan” park 8. Develop school parks 9. Redevelop neighborhood parks Citywide 10. Add lighted soccer fields at Floyd Gwin Park 11. Build a skate park
Neighborhood and Community Meetings 1. Add variety to parks 2. Add playgrounds 3. Add parks in needed areas 4. Need baseball facilities 5. Pool or replacement option at McKinney Park 6. Add restrooms in parks 7. Build skate park 8. Amphitheater 9. Playing fields 10. Water features and ponds	Student Survey 1. Indoor pool 2. Teen Activity Center 3. Basketball courts (tie) 3. Outdoor water spray ground (tie) 4. Add playgrounds 5. Indoor gym 6. Jogging trails 7. Football fields 8. Picnic tables 9. Volleyball courts 10. Dog park

1.7 An Assessment of Park Needs in Odessa

The Needs Assessment is the most critical component of the parks master planning effort. An assessment of what deficiencies exist in the parks system is vital so that actions can be developed that address those deficiencies. It is also important to determine what future needs might be so as to plan to meet those future needs.

Three techniques were used in evaluating the City of Odessa's current and future park needs. These include:

- Standards Based Approach
- Demand based approach
- Resource based approach

A combination of all three of these methods is used to derive an estimate of need, and to establish priorities.

Park service tends to be better in older parts of the city, where park development has occurred for decades, versus newer and fringe areas of the city such as districts 2, 4 and 5, where park development has not kept up with new growth.

Neighborhood Parks - Several districts have critical neighborhood park deficiencies, as expressed both by the park distribution analysis and by citizen input. These include:

- District 1 – the area south of Business 20 and north of Murphy lacks a park, but the area is not heavily residential. Emphasis in this district is on renovation, not new parks.
- District 2 – has a severe neighborhood park deficiency, and is growing faster than the remainder of the city. Neighborhood park deficiencies are most evident at the northern and southern portions of the district, as well as east of Loop 338.
- District 3 – exceeds the target level of service for the area, but could use a new park or a school park near the intersection of University and the Andrews Highway (385) in the future.
- District 4 – has a good supply of neighborhood parks south of 42nd Street, but lacks a neighborhood park site between Sherwood Park and the Lion's Club Park site.
- District 5 – lacks two park sites south of 8th Street, as well as one site north of 16th street and east of Loop 338. This district has a very poor level of service for neighborhood parks.

Community Parks - The existing community parks in the city are well distributed, and as a result all of the major community parks are highly utilized and in fact over used. Areas with critical community park needs are as follows:

- The lack of adequate community park space is perhaps the single most significant deficiency in the city today. All of the existing community parks, with the exception of UTPB Park, show continued signs of overuse.
- The core central area of the city, centered on University and Dixie, has the farthest to travel to a community park. A new community park is recommended in this area if land becomes available. That land might come from long range acquisition of flood prone properties in the area.

- UTPB Park can and should be the community park of choice for the entire eastern portion of the city, but will require additional amenities to make it more than just an athletic complex.
- McKinney Park and the Comanche Trail Corridor create the basis for a major future community park in the southern portion of the city.
- At least two new major community or metropolitan parks should be created over the next ten years to address the lack of community park space in the city. These would add up to more than 100 acres of new community park space, and cut the current community park deficit of 226 acres in half.

Open Space - Currently the city has approximately 190 acres of open space, consisting of 100 acres along Monahans Draw (out of a larger 160 acre linear park) and 90 acre of undeveloped and highly scenic land east of Odessa along Highway 190. This results in approximately 2 acres of open space for every 1000 residents of Odessa. This level of service is relatively low, but is reflective of the lack of defined and undevelopable drainage ways found in other cities in wetter climates.

This master plan recommends that the city acquire over time a minimum of 5 acres of open space to a preferable goal of ten acres of open space for every 1000 residents of Odessa. This standard would set a target of between 460 and 920 acres of undeveloped open space in the city.

Athletic Facilities - Levels of service for specific recreation facilities define the number of facilities recommended to serve each particular type of recreation. They are expressed as the number of facilities per population size.

A specific review of each major type of outdoor facilities, the locally adopted standard for each facility and key issues associated with each type of facility is included in Section 7 of the master plan. Key athletic facility needs include:

Baseball - Short term, baseball would continue to occur within smaller complexes, much as it is played today. Leagues would continue to be organized based on sectors of the city, encouraging play by area kids. Long term plan and construct new complexes over next 10 years. Ultimately, this plan creates a complex on the Southside at McKinney Park, and renovates Floyd Gwin and Sherwood into attractive 4 field complexes. The plan creates a total of 17 fields in 5 locations.

Softball – enhancements to the current fields at UTPB for softball are recommended in the plan. These include additional parking, shade and landscaping. Long term, consideration will be given to creating additional fields if demand grows.

Soccer – for soccer, the plan recommends maintaining the soccer focus at UTPB, lighting the main field at Floyd Gwin Complex, improving the complex at Sherwood Park, adding 1 to 2 fields at McKinney Park for area soccer play and practice, and considering acquiring land for expansion of existing fields at Comanche Trails Park to create a Southside soccer complex with four to six fields.

Based on the facility assessment shown above and in Section 7, the following summarizes key athletic facility needs.

Short Term Improvements for Athletics (within 5 years)

1. Construct new baseball complex at McKinney Park. (\$1,250,000).
2. Renovate baseball complex at Sherwood Park (\$1,500,000)
3. Complete improvements to UTPB softball complexes to improve and add parking, add fencing around soccer complex, add back play area and add landscaping. (\$500,000).
4. Add lighting to soccer fields at Floyd Gwin Soccer complex (\$80,000).
5. Acquire 50 to 100 acres of land for long range sports complex in northern part of the city (\$250,000 to \$750,000).

Subtotal estimated cost of**\$3,580,000 to \$4,080,000****Potential Short Term Improvements****Longer Term Improvements for Athletics (within 10 years)**

1. Review need for baseball complex, and build new 4 to 8 field complex in northern central part of the city (\$2,500,000).
2. Remove baseball fields from Jim Parker and Optimist Parks and reconvert into true neighborhood parks. (\$500,000)

Subtotal estimated cost of**\$3,000,000****Potential Longer Term Improvements**

1.8 Trail Concepts for Odessa

Focus on developing
"the "Spine" system
of trails throughout
Odessa over the next
5 years.

Throughout the United States, trails continue to be one of the most popular recreation features provided by communities. In Texas, with favorable outdoor weather much of the year, trails are becoming exceedingly popular, and this remains true in Odessa with its dry, non-humid weather.

The following trail recommendations are made to begin to implement a city-wide trail system in Odessa, using the prioritization criteria included in Section 8 of the master plan. Costs shown are preliminary, will vary as more detailed design occurs, and are intended only to establish a general allowance per corridor.



Table 1.5
Trail Construction Prioritization

Focus on the "spine" segments of the citywide trail system. Each may be divided into smaller, affordable segments. These include:

- **Comanche Trail/Monahan's Draw Corridor**, ultimately leading west to Loop 338, and east along the IH20 corridor; Estimated length and cost – 1.6 miles to the west, 1.5 to 2 miles to the southeast (\$800,000 to \$1,500,000)
- **The IH 20 Corridor** – traveling along the edge of the freeway right of way to John Ben Shepherd Parkway; Estimated length and cost – 3 miles (\$1,500,000 to \$1,750,000)
- **The Business 20 corridor** – traveling along the Bus. 20 corridor, ultimately from Loop 338 west to Loop 338 east. Estimated length and cost – 6.5 to 7 miles (\$3,000,000 to \$4,000,000)
- **The John Ben Shepherd corridor** – portions of the existing roadway are wide enough to permit a trail linking the Business 20 corridor with the UTPB/Memorial Park trail system. Estimated length and cost – 2 miles on street (\$200,000 to \$400,000)
- **The North Odessa trail corridor** – A corridor linking the Ratliff Stadium, neighborhoods, the Music City Mall and the UTPB/Memorial Park trails could be built along existing utility corridor easements. Estimated length and cost – 3.5 to 4 miles (\$1,500,000 to \$2,200,000)
- **The East Odessa corridor** – a trail using pipeline and overhead transmission line rights of way, connecting the 95 acre Metropolitan Park site to neighborhoods east of Loop 338. Estimated length and cost – 1.5 miles (\$500,000 to \$750,000)

Set a target construction goal - Construct a minimum of 3 to 4 miles of linear trail corridors over the next 5 years. At \$500,000 to 650,000 per mile for a major concrete trail, the estimated cost of 3 to 6 miles of new trails ranges from \$1.5 million to \$2.5 million. Note that allowances for trails are included in many of the action plan items shown in Section 11 of the master plan. Trails should continue to be one of the highest facility priorities throughout the city.

1.9
Urban
Landscapes
and Public Art

In today's competitive world, Odessa must compete with neighboring cities, other communities throughout Texas and New Mexico, and nationally and internationally for significant business enterprises. Quality of life and the appearance of the city become important impressions that can mean the difference between landing a major employer or losing it to a more attractive competing community.

The purpose of this section is to lay out a series of steps to be taken to address improvements to the urban landscape of Odessa, and to create an implementation framework to make that happen.

Most importantly of all, the residents of Odessa appear to support a move to beautify the city. Throughout this planning process, countless citizens noted that they would like to improve the look of the city.

Focusing on urban beautification in Odessa can have multiple benefits.

- **Citizen pride** - Beautification increases the pride that residents feel for their city;
- **Increasing the competitiveness of Odessa** - Beautification makes the city more competitive when pursuing major employers and/or individuals in desired fields such as the medical profession.
- **Beautification increases the value of properties**, thereby leading to increased revenue for the city.
- **Addressing beautification now rather than later** - Addressing urban beautification today is easier than delaying it into the future, where it will be more expensive and more difficult to remedy.

Beautification efforts should be focused in six key areas.

<p>Table 1.6</p> <p>Key Beautification Areas of Emphasis</p> <ul style="list-style-type: none"> ▪ The Creation of a unique and distinctive “medical district” and downtown appearance: ▪ Vertical street tree placement along all major roadways in Odessa: ▪ The Screening of all parking areas in the city: ▪ Special treatments at gateways into and around the city and at key intersections: ▪ The transformation of all parks and public spaces into “urban oases”: and ▪ The placement of public art at key locations to create a unique and distinctive look for Odessa.
--

The transformation of the city should be adopted by City Management and Elected City Leaders as one of the principle goals of the city for the foreseeable future. Improvements to the appearance of Odessa must be looked at as a long term effort consisting of many individual actions. The effort must be consistent and ongoing, and not done in start and stop manner. Demonstrable progress must be visible on a yearly basis.



The transformation of the appearance of Odessa should be adopted by city management and elected city leaders as one of the principle goals for the foreseeable future.

Significantly increase funding to Keep Odessa Beautiful – the City of Odessa currently provides funding equivalent to around 50% of the annual budget of Keep Odessa Beautiful, or around \$100,000 per year. This amount should be significantly increased, but should be targeted specifically to urban beautification programs and the pursuit of matching grants.

Significantly increase the Beautification efforts of the City's Tree Farm – the Parks Department Tree Farm produces excellent tree stock that is used in public spaces and parks throughout the city.

Develop cost sharing or adoption programs that assist landowners with the beautification of drill sites in non-industrial areas throughout the city. The portions of any drill site that are in a non-industrial area of the city that are directly adjacent to principle thoroughfares should be landscaped.

Create and adopt a landscape ordinance – the City of Midland is in the final stages of adopting a landscape ordinance that will begin to require beautification efforts as new development occurs. In recognizing the benefits of an attractive appearance of the city, Odessa should consider the adoption of a similar or more comprehensive landscape ordinance.



A Public Art Program for Odessa - the use of public art can also significantly alter the appearance of Odessa. As noted earlier, the residents of Odessa uniformly recognize that the city's appearance is below par, and should be improved. A very strong and aggressive public art program can be part of the strategy to beautify the city.

A percentage for art should be considered as part of every public project, including roads and infrastructure. In cities across Texas where such a percentage is in place, the amount varies from 1% to 2.5% of the overall construction cost of the project. In essence, such a program forces every project to consider its appearance impact and to address it with art. Odessa and the Permian Basin have many home grown artists that can be showcased at key public locations throughout the city.



I.10
Key
Recommendations
of the Plan

The Park Master Plan summarizes the findings of the Needs Assessment and recommends a series of actions to improve and expand Odessa's park system. These recommendations address the development of land already acquired and dedicated for neighborhood parks, additional land for new parks, opportunities for trails, and general improvements to existing parks. **The predominant focus of this plan is the renovation of existing parks throughout the city.** The recommendations should be implemented or initiated over the general life of this master plan, which covers the next 5 years. However, the master plan also includes other longer range recommendations. The major recommendations are listed below, with many other recommendations shown in Section 10. **The major recommendations are shown in Figure I-2 on the following page.**

Existing Community Parks – Renovate all existing community parks throughout the city.

Need and Plan of Action for the Renovation of Community Parks

- Of the city's four major community parks, none have had an overall upgrade over the past 20 years. The only major additions have been the construction of the two aquatic centers.
- All of the community parks receive extensive use, and are showing signs of overuse.
- Most have inadequate playground equipment and irrigation systems, and lack walking trails and additional picnic pavilions.
- Parking areas within all community parks are deficient.
- Lighting is a significant need at Sherwood Park.
- McKinney Park has a very limited amount of facilities for a park of its size and service area.

Recommendation – begin a program of renovation of the existing community parks, in the following order;

- McKinney Park (*as illustrated on the following page*)
- Sherwood Park
- Floyd Gwin and Woodson Parks

Neighborhood Parks – Improvements have been made to neighborhood parks throughout the city, and many are in relatively good condition. However, at least two thirds of the existing 22 neighborhood parks in the city are still in poor condition, and require extensive updating.

Need and Plan of Action for the Renovation of Neighborhood Parks

- Of the city's 20 plus neighborhood parks, only one has been recently renovated (Juan Alvarez Ramirez). Only one new neighborhood park has been built (Lawndale Park).
- In many parts of the city, the neighborhood parks are the single most important park.
- Most have inadequate playground equipment and irrigation systems, and lack walking trails and sufficient picnic pavilions.

Recommendation – begin a program of renovation of the existing neighborhood parks, working with a sequence of one park per year for the next five years, or a package of five parks within five years. Include the parks shown in Section 10.

Special Purpose Park: a Downtown “Celebration” Park or Square – the medical district’s ambitious redevelopment plan for the downtown should include a new central city plaza or “square” which can become the center of outdoor civic functions in Odessa. A tract ranging in size from 1.5 to 3 acres should be assembled and developed as the square. City owned land behind the Ector Theater is already available, and when combined with the right of way of adjacent streets could be transformed into a unique park for Odessa.

Metropolitan Park – over the next five years, begin planning as a step towards developing the 95 acres owned by the city on the east side of the city east of Billy Hext Road. This site has been identified as a large metropolitan park for the entire city, and will primarily have nature park facilities associated with it.



Acquire land for long range athletic complex and/or community park – begin process of acquisition to target land while still relatively inexpensive.

Begin to develop a true citywide trails network – Trails were among the highest desired elements in the citizen survey. Odessa should begin the process of developing a cross-town trail that begins to link parks, schools and other facilities.

Develop a skate park – interest in a skate park is high among citizens of Odessa, and consideration should be given to developing a skate park in the near future. Such a facility should be located in one of the major community parks, such as Sherwood Park. Consideration should be given to building either a permanent concrete bowl type facility, such as found in Midland or Abilene, or a modular facility such as found in many communities across the state.

Begin to plan for a City of Odessa indoor recreation facility – In most cities a recreation center is the true center of recreation and park department programs. After the renovation of many of the existing parks is concluded in this next five year cycle, Odessa should be ready to actively pursue the development of an indoor recreation center, or the expansion of the Odessa College Recreation Center into a major citywide recreation facility.

I.11
Implementation
Recommendations

The Implementation Plan prioritizes the recommendations outlined in previous Sections 8, 9 and 10, and discusses potential sources of funding for the implementation of these recommendations.

Table I.7
Highest Priority Facility Needs (in order of priority ranking)

1. **Playgrounds** – current supply is only 18% of need. Most play areas are older and need replacement. For younger segment of population play areas are the key recreation facility. Interest is very high for large sophisticated play areas, of which the city has none.
2. **Trails** - City has only 53% of the minimum desired. A minimum of 12.5 miles is needed to meet minimum goals, leaving a current deficit of almost 6 miles of trails. Unique opportunity exists for a trail linking Comanche Trail corridor with the UTPB trail system, and extending that system north to Ratliff Stadium. Internal park trails are also needed.
3. **Gathering Facilities - Large Pavillions & Picnic facilities** - citizens continue to express a desire for additional picnic facilities in all new parks and green space areas. The City has a 75% lack of large pavillions, which corresponds with the need to construct additional neighborhood and community parks containing playgrounds and picnic facilities.
4. **Basketball Courts** – The city supply of courts is extremely low, resulting in a supply that only meets 25% of current need. Covered courts for year round play are also a critical need.
5. **Nature viewing facilities** – the city has no facilities for nature viewing anywhere in the city. Overlooks and nature viewing stops were highly rated by citizens.
6. **Open Space** - The telephone survey revealed a large need for natural habitat and natural areas. This corresponds with the lack of significant trail and greenway corridors. The city only has around 30% of the open space reserves needed.
7. **Water features in parks** – because of the very high value of water in the arid Permian Basin, parks with water are extremely popular. Small bodies of water or interactive water play features should be added where feasible. Fishing facilities were also highly requested by residents.
8. **Skating facilities** – Odessa currently has no in-line or skateboard park facility. Significant user demand has been noted, and users currently have to travel to Midland for skating.
9. **Baseball fields** – even though the city has a large supply of fields, it lacks a modern tournament quality baseball complex.
10. **Amphitheater or outdoor “in the park” performance space** – the city does not have locations for outdoor performance, especially for larger events. The mobile stage can be used in most parks, but sloped seating areas and stage areas are lacking throughout the city.

Action Plan - Based on the implementation strategy, the short-term implementation actions are shown as the Action Plan on the following page.

The Action Plan recommends the basic actions and tasks required in order for the City of Odessa to reach the most critical of the target goals for the parks and recreation system as set in Chapter 7. It maps out the immediate tasks at hand together with a dollar amount attached. A large amount of funding is required to accomplish this goal, but with vision, commitment and a concerted effort to secure funding from available sources, many of the recommendations can be accomplished.

**Table I.9
Potential Funding Sources (initial 5 Years)**

Source	Pot. Amount	Primary Use
• Capital Improvement Funds from sale of bonds	• \$12,000,000 (may vary)	• Major community park renovations
• General Fund (includes dedication funding)	• \$500,000	• Minor park renovations
• Odessa Parks Foundation	• \$500,000 to \$1,000,000	• Targeted facilities
• Other organizations (Heritage Holidays, Keep Odessa Beautiful, Jr. League, Downtown Interests)	• \$500,000	• McKinney Park, Downtown Plaza, Prairie Pete Play area
• Odessa Athletic Leagues	• \$500,000	• Athletic facilities
• Potential TPWD Grants	• \$500,000	• McKinney Park
• Potential Federal Enhancement Grants (if funded)	• \$500,000	• Comanche Trail
• Other Grants/CDBG funds	• <u>\$500,000</u>	• Neighborhood Parks
	\$15,500,000	

Funding Recommendations - each park and trails will require different funding strategies. While improvements to existing parks and most sidewalks can be built with local funds, other park, open space and trail projects may be able to contend for federal and state funds. Potential funding sources are shown in Table I.9 as shown below.

Staffing Recommendations - based on the adoption of the recommendations of the Master Plan, the following additional staffing needs should be implemented:

Provide a special events coordinator/park planner position within the department - the position would be responsible for coordination with athletic associations, special events and initial recreational programming. The position would significantly improve coordination with leagues and many

special events, and in effect could greatly expand recreational programming possibilities within the city. The position could also support design and construction management efforts as park improvements throughout the system are added. The position would also allow the Director and Assistant Director to better manage the department. A total of \$45,000 to \$55,000 is recommended as a budget for this position (including salary and indirect costs).

Provide an additional greenhouse horticultural position – with the addition of a third greenhouse, one additional position is required to be able to take advantage of the capacity offered by the greenhouse. In addition, the position would assist with the expansion of the tree farm. A total of \$28,000 to \$35,000 is recommended as a budget for this position (including salary and indirect costs).

Maintenance Labor

2004 through 2005 -One to two additional laborers are recommended within the next budget year to improve maintenance of existing parks.

2006 through 2009 – an additional two to four laborers are recommended to maintain new and renovated parks. A minimum of one entire new crew will be needed to maintain new improvements at McKinney, Floyd Gwin and Sherwood Parks, as well as 4 new neighborhood park sites and three school park sites.

Beyond 2009 – re-assess needs based on preceding five years.

The collective impact of the recommended labor costs will range from \$85,000 to \$140,000 annually for three new positions. This represents a 4% increase from the 2003-2004 budget. By the end of the five year planning cycle, an additional three laborer positions should be added, resulting in an additional \$85,000, or an additional 3% increase.

The staffing positions recommended above will add approximately \$200,000 in labor costs by the year 2008-2009. 75% of these budget increases are attributable to improvements to parks and parks programming. The remaining 25% is attributable to increased beautification efforts.

The current ratio of staff to park acres maintained should be increased to 14 acres per staff member as irrigation improvements result in higher levels of efficiency.

1.10 Operations Recommendations

Annual expenditures per maintained acre of park today are on the order of \$5,665 per acre. Maintaining that current ratio, the addition of four new neighborhood parks (18 acres), three school parks (12 acres+/-), and an additional 10 acres of undeveloped lands at McKinney Park will require a budget increase in the range of \$220,000 to \$230,000.

Overall, it is recommended that the system target an increase to an annual expenditure of approximately \$6,000 per acre of maintained park land. With the addition of 40+ acres of new park development, this will be approximately equivalent to a budget level 10 to 15% above current levels.

The staffing and budget recommendations shown above are approximate, and will require adjustments to meet current fiscal conditions and the specific design needs of parks as they are improved. **However, citizen support for a high level of quality in the parks system, as well as the taking of dramatic steps to beautify the city, is unquestioned, and can be read as support for higher park department budget levels.**

Parks Plan Updating - The 2004 Odessa Parks, Recreation and Open Space Master Plan is a guide to be used by the Parks and Recreation Staff to develop the existing system for future needs over the next 10 years. There will be changes that occur during the time frame of this plan:

- The population may increase more rapidly than projected; or may decrease slightly over the plan timeframe;
- The community may indicate a special need for a facility not listed in the recommendations; and
- Development of some recommendations will occur, requiring a new process of prioritization.

A review and update of this master plan by city staff should be conducted every two years or when a significant change does occur.



City of Odessa Park, Trails and Urban Landscapes Master Plan Action Plan 2004 - 2014



Priority	Action	District	Estimated Cost	Use of Funding	Potential Funding Sources	Recommended CIP Fund Expenditures	Preferred Time Frame
			Preferred Improvement Level				
High Priority - Parks and Trails							
1	McKinney Park and Comanche Trail Improvements - Spray/Splash play area, major community park facilities, facilities for area residents, enhancements for Starbright Village, landscape, relocation of one existing ball field	1, citywide benefit	\$2,500,000	acquisition of land and development	Capital Improvement Funds, potential TPWD Outdoor Rec. Grant, CDBG funds, Parks Foundation, Heritage Holidays, Private Donations, explore Ector County and ECISD assistance, Bond Funds	2004 Sale \$1,975,000	2004-2008
2	Sherwood Park Improvements - Trails, lighting, irrigation system, parking, athletic field upgrades, picnic and playground facilities, renovation of Prairie Pete Play area, landscape improvements	4	\$3,250,000	development	Capital Improvement Funds, TPWD Outdoor Grant, CDBG funds, Parks Foundation, Private Donations, explore Ector County ISD assistance, Bond Funds	2005 Sale \$3,000,000	2005-2007
3	Skate Park - Develop skate park in the city in one of the community park with central location	citywide	\$500,000	development	25% to 40% Private Donations, Capital Improvement Funds, Private Donations, explore Ector County ISD assistance, Bond Funds	2007 Sale \$250,000	2005-2006
4	Development/Redevelopment of Six Neighborhood Parks - trail, playground, picnic facilities, landscape	citywide		development	Capital Improvement Funds, Donations, General Fund	2007 Sale \$2,000,000	2006-2008
4a	Redevelopment of Slaton Park - trail, playground, picnic facilities, landscape	3	\$400,000	development	Capital Improvement Funds, Donations, General Fund		2006-2008
4b	Redevelopment of Murray Fly Park - trail, playground, picnic facilities, multi-purpose court, irrigation, landscape	2	\$400,000	development	Capital Improvement Funds, Donations, General Fund		2006-2008
4c	Re-development of Lion's Club Park - trail, playground, pavilion, picnic facilities, landscape, irrigation	4	\$400,000	development	Capital Improvement Funds, Donations, General Fund		2006-2008
4d	Redevelopment of Western Manor Park - trail, playground, picnic facilities, landscape	5	\$400,000	development	Capital Improvement Funds, Donations, General Fund		2006-2008
4e	Redevelopment of Central Park - trail, playground, picnic facilities, multi-purpose court, irrigation, landscape	1	\$400,000	development	CDBG Funds, Capital Improvement Funds, Donations, General Fund		2006-2008
4f	Preston Oaks Neighborhood Park - Develop a small neighborhood park on City owned land	2	\$250,000	development	Capital Improvement Funds		2005-2007
5	Floyd Gwin Park Enhancements - Trails, playground areas, basketball facilities, picnic facilities, landscape and irrigation improvements, parking areas, park lighting, signage	5	\$1,500,000	development	Capital Improvement Funds, TPWD Outdoor Grant, CDBG funds, Parks Foundation, Private Donations, explore Ector County ISD assistance, Bond Funds	2008 Sale \$1,000,000	2008-2009
6	52nd Street Neighborhood Park - Develop a new neighborhood park north of 52nd Street and west of John Ben Shepherd Parkway (3 acres)	2	\$400,000	development	Capital Improvement Funds, Donations, General Fund, Parks Foundation	2008 Sale \$400,000	2008-2009
7	Soccer Field Lighting at Floyd Gwin Soccer Fields - add shielded lighting for nighttime use	5	\$80,000	development	CDBG Funds, Capital Improvement Funds, Donations, General Fund	2008 Sale \$80,000	2008-2009
8	Development of School Park sites on west side of Odessa - develop two school parks in conjunction with ECISD	5	\$500,000	development	CDBG Funds, Capital Improvement Funds, Donations, General Fund	2008 Sale \$400,000	2008-2009



City of Odessa Park, Trails and Urban Landscapes Master Plan Action Plan 2004 - 2014



Priority	Action	District	Estimated Cost	Use of Funding	Potential Funding Sources	Recommended CIP Fund Expenditures	Preferred Time Frame
			Preferred Improvement Level				
9	Development/Redevelopment of three Neighborhood Parks	citywide			Capital Improvement Funds, Donations, General Fund	2008 Sale \$1,200,000	2008-2009
9a	Redevelopment of O'Connor Park - trail, multi-purpose court, playground, picnic facilities, landscape, lighting	1	\$300,000	development	Capital Improvement Funds, Donations, General Fund, CDBG funds	2008 Sale	2008-2009
9b	Expansion of Frederick Douglass Park - acquire land to expand park, trail, playground, picnic facilities, covered basketball court, parking lot, lighting, irrigation, landscape	1	\$300,000	development	Capital Improvement Funds, Donations, General Fund, CDBG funds	2008 Sale	2008-2009
9c	Re-development of Belaire Park - trail, multi-purpose court, remove existing restroom, playground, pavilion, picnic facilities, add parking lot, landscape, irrigation, lighting	3	\$300,000	development	Capital Improvement Funds, Donations, General Fund, CDBG funds	2008 Sale	2008-2009
9d	Re-development of Dorothy Murphy Park - trail, playground, pavilion, renovate existing tennis court, picnic facilities, landscape, irrigation, parking lot and curbing, lighting	4	\$300,000	development	Capital Improvement Funds, Donations, General Fund, CDBG funds	2008 Sale	2008-2009
10	UTPB Park Completion - add trail, parking lot for girls softball, bleachers and bleacher shade structure, additional park landscaping, completion of rear playground	2, citywide benefits	\$750,000	development	Association contributions, Capital Improvement Funds,	2008 Sale \$500,000	2008-2009
11	Stonemate Neighborhood Park Development - add play features, trail, landscaping and access improvements	2	\$350,000	development	Capital Improvement Funds, Donations, General Fund	2008 Sale \$250,000	2008-2009
12	Develop Downtown Celebration Plaza - central park for downtown and Medical District	citywide	\$2,000,000	acquisition and development	Capital Improvement Funds, potential TPWD Outdoor Rec. Grant, Parks Foundation, Heritage Holidays (if used for Holiday celebrations), Private Donations, explore Ector County and ECISO assistance, Bond Funds, Hospital District contributions, Mainstreet Odessa, Keep Odessa Beautiful, CDBG funds, TIFF district	2008 Sale \$1,000,000	2008-2009
13	Comanche Trail Expansion - Expand trail, add restrooms, picnic facilities, enhancements at trailheads, signage.	5, 1	\$1,000,000	acquisition and development	Capital Improvement Funds, Transportation Enhancement Grants, TPWD Outdoor Grant, Private Donations, explore Ector County ISD assistance, Bond Funds	unfunded	2010-2011
14	Acquire land for future community park - acquire land in northern sector of the city. Pursue large 100+ acre site for long range park development.	citywide	\$500,000	acquisition	Private Donations, Capital Improvement Funds, Private Donations, explore Ector County ISD assistance, Bond Funds	unfunded	2010-2011
15	Develop 90 acre Metropolitan Park - develop with trails, nature facilities, picnic and pavilion facilities, possible small bodies of water. Acquire adjacent lands as feasible to complement park.	citywide	\$3,500,000	acquisition and development	Capital Improvement Funds, potential TPWD Outdoor Rec. Grant, Parks Foundation, Private Donations, explore Ector County and ECISO assistance, Bond Funds	unfunded	beyond 2008

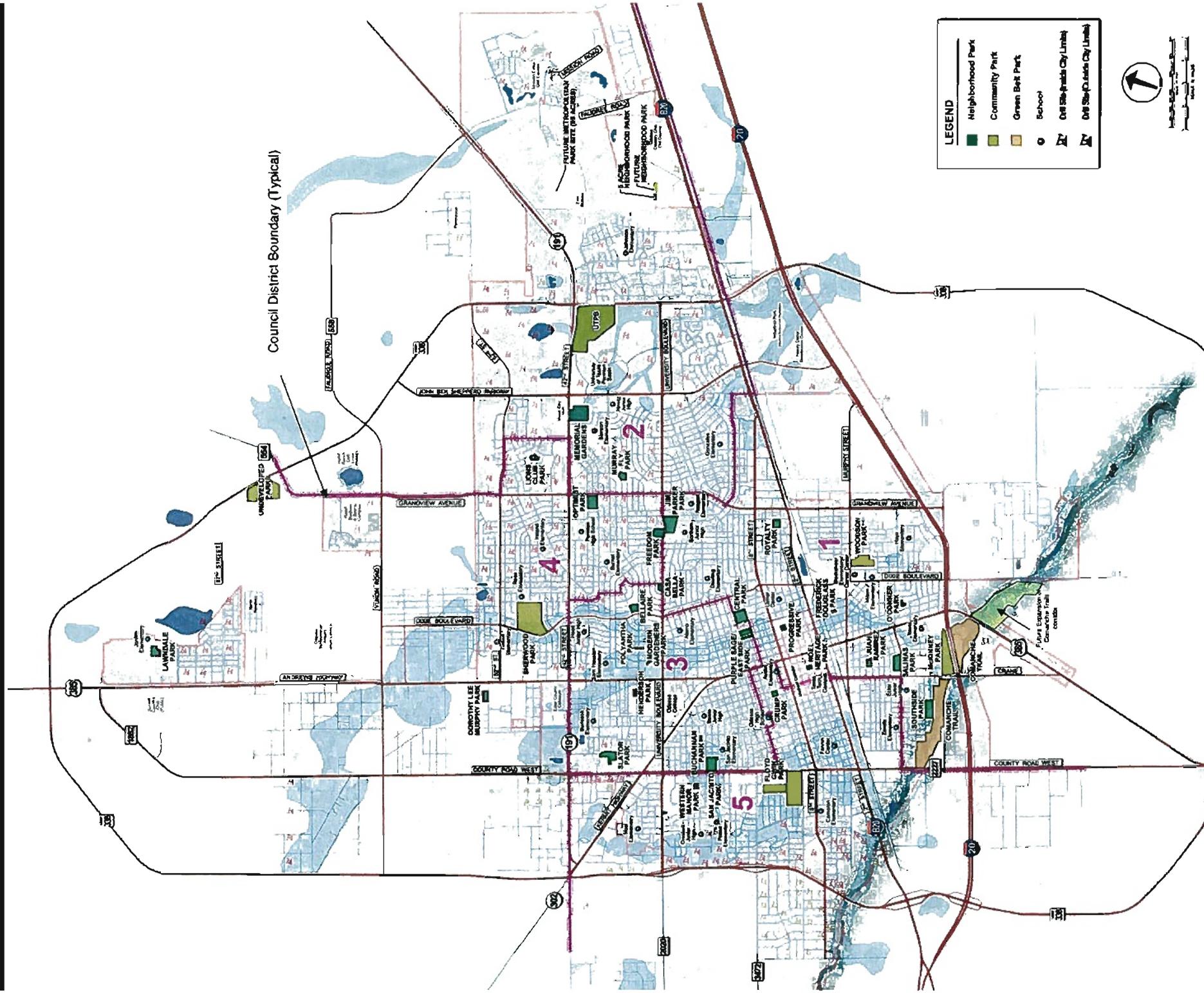
Total Potential Expenditure Range
For 2004 to 2014 Planning Timeframe

\$20,260,000

\$12,055,000

Note: Costs shown are at a pre-design level, and will vary as more detailed design occurs. List is for guidance in planning, and not all items may be implemented. Land costs shown are general estimates intended to establish allowances and will vary. Grants and donations may reduce the cost of each item significantly.

Figure I-1



EXISTING PARKS, SCHOOLS AND DRILL SITES
MASTER PLAN
 ODESSA, TEXAS

PUBLIC BUILDINGS

The 1979 Public Building Plan has been modified to recognize the improvements set forth below. Other than updating the Plan for these improvements, no major changes have been made to the following pages discussing the 1979 Plan. Several goals and objectives have been identified to provide a better direction and guidelines for action:

GOALS AND OBJECTIVES

1. Provide efficient government services to all citizens of the Community.
2. Continue to provide a high level of fire and police protection to all sectors of the City.
3. Continue to provide municipal and county facilities for cultural and civic events.
4. Support the County library system through assistance in planning for additional space or seeking a location of a branch library when necessary.
5. Locate municipal service yards to provide maximum, yet efficient, service to designated sectors of the City.
6. If expansion of the City Hall is necessary, seek an addition to the existing facility or one in close proximity.

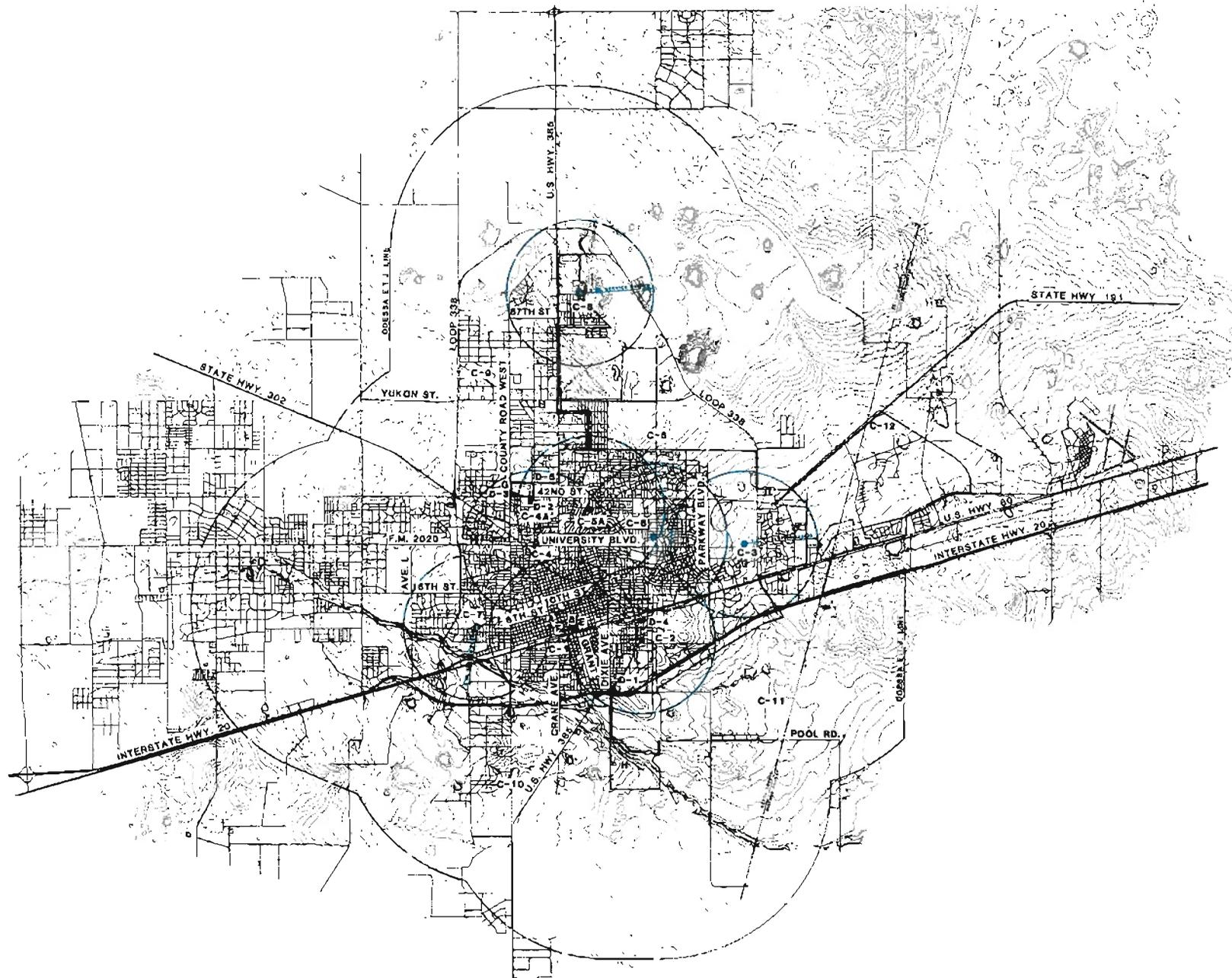
The 1979 Public Buildings and Related Facilities plan evaluated municipal and some county facilities which were providing services of various types to the urban and semi-urban areas of Odessa and Ector County. Based upon this physical evaluation of facilities and the need for expansion of facilities which could be anticipated to handle growth, several recommendations were set forth in the Plan, some of which have been completed.

1. **Fire Protection** - Two new stations have been added to handle the expanding service area, one being in the eastern section, and the other in the far northern section of the City.
2. **Service Facilities** - A building for use by Utility Administration and Parks and Recreation Department has been built on the Golder and 42nd Street site. In addition to the Administration Building, a maintenance building for parks has also been built on this site.
3. **Police and courts building** - This facility is on a site of approximately 3 acres which includes the previous building area. This new building has made a significant contribution to the downtown area.

The operation of local governments, in performing the many functions of service for which they are responsible, utilize a variety of public buildings and facilities. The public buildings required in a municipality are usually of two types: (1) those generally requiring a central location and serving the entire municipal area, and (2) those serving specific segments of the community on a service area basis. The City Hall is an example of a governmental building generally requiring a central location, while a fire station represents a public building with a distinct service area. In Odessa, as in most urban areas, the County has a number of urban service responsibilities and some Ector County facilities which relate to urban-type services are included in the public buildings and facilities evaluation.

The demand for public building space at all levels of government increases as the population and area of responsibility increases and as the demand for governmental services expands. The total number of governmental employees in Ector County has been increasing during previous years. Some of the increase can be attributed to the need to serve expanded City services while other elements of the gain can be attributed to Ector County, the Odessa School System, and U.T.P.B. Continued increase in governmental type employment will be dependent upon growth of the City and County. The primary concern herein is the adequacy of existing municipal buildings and facilities to house the governmental functions and employees and updating of needs for any additional functions or space projected for the City in the 1979 Plan.

EXISTING PUBLIC BUILDINGS & FACILITIES



- A CITY HALL
- B POLICE AND COURTS BUILDING
- C-1 CENTRAL FIRE STATION
- C-2 FIRE STATION #2
- C-3 FIRE STATION #3
- C-4 FIRE STATION #4
- C-5 FIRE STATION #5
- C-6 FIRE STATION #6
- C-7 FIRE STATION #7
- C-8 FIRE STATION #8
- C-9 PROPOSED FIRE STATION #9
- C-10 PROPOSED FIRE STATION #10
- C-11 PROPOSED FIRE STATION #11
- C-12 PROPOSED FIRE STATION #12
- D-1 VEHICLE, EQUIPMENT AND MATERIAL CENTER
- D-2 WATER AND SEWER UTILITY SERVICE CENTER
- D-3 UTILITY, PARK AND RECREATION ADMIN. BUILDING
- D-4 MATERIAL YARD
- D-5 SUPPLEMENTAL VEHICLE AND EQUIPMENT YARD
- E COURT HOUSE
- F LIBRARY
- G SOLID WASTE FACILITY
- H FIRE TRAINING FACILITY



As a basis of determining both the long- and short-range governmental space needs, an evaluation was made of existing buildings and facilities in 1979. The Plan addressed Odessa as being a fairly young City with many of its public buildings of recent construction and of good quality. As stated in the 1979 report, the cost of many types of governmental service justifies a periodic examination of their housing and space facilities, though most of them may occupy comparatively new buildings. The purpose of this report is to reevaluate these needs and update the public buildings plan. Plate 10 shows the location of the various public buildings and facilities and the following is a summary and evaluation of the public buildings and facilities related to local governmental services.

- a. **City Hall** - The City Hall, a fairly modern structure, contains 37,500 square feet on its five floors and basement. All of the space is classified as excellent. The building is located on a full block site located between 8th and 7th Streets and Washington and Sam Houston Avenues just west of the downtown area. The location, while somewhat south of the center of population, is conveniently accessible from all parts of the City and its location adjacent to downtown is considered to be a desirable condition. The governmental functions housed in the City Hall include the City Council Chamber and supporting meeting and office space, City manager's offices and administrative staff, City Attorney's offices, City Engineering and Public Works offices, Planning and Inspection offices, including building permits section, Traffic Engineering, City Secretary, Personnel Office, Fiscal Services, Data Processing, Purchasing, and Billing and Collection. The Community Development offices are located at 4th Street and Lee Avenue. In all, 105 employees, exclusive of the Mayor and City Council, are currently housed in the City Hall. The City employees located at the City Hall account for about 13 percent of the City's total employees, and the normal relationship is that approximately 25 percent of the employees of a city the size of Odessa are housed at the City Hall. Odessa's municipal employment is slightly on the conservative side in comparison with most other cities.

The City Council Chamber is considered to be adequate and provides excellent facilities for the public meeting functions it serves. The entire building is of excellent quality, and the general adequacy of the City Hall facilities is considered to dictate that the central City Hall functions remain

at the present location for at least the next 20 years. The City Hall space needs correlate to the growing service requirements as related to the expanding population. The present City Hall facilities are fully utilized at this time. It is considered appropriate to seek to meet future space needs on or adjacent to the present site.

- B. **Police and Courts Building** - A new Police and Courts Building has been built since the 1979 Plan and is located on Grant Avenue between 2nd and 3rd Streets in the downtown area. This new facility shares a common site with the Central Fire Station. The site was created by closing Lee Avenue between the two east/west streets, and the new building was located on the easterly portion of the site.

The two-story structure has 100,257 square feet, with approximately one-fourth allocated for Court use. Parking has been significantly improved by the addition of off-street parking spaces at street grade and by the adjoining parking garage. The site is well-landscaped, and rehabilitation of the facility in this section of the central area makes a major contribution to the physical appearance and use of space in comparison to the previous use of this two block area.

- C. **Fire Stations** - Odessa presently operates eight Fire Stations at locations shown by Plate 10. Each station is indicated as the center of an area with a 1 ½ mile radius which circumscribes the normal service area of a fire station. A number of factors including accessibility, high risk or high property value can influence the actual service radius of a fire station, but the service areas shown by Plate 10 are considered to be a reasonable basis for evaluation. It is apparent from the service arrangement that some duplication of service exists, and that eventually a wider spacing of some stations would be desirable. Stations 5 and 6 overlap some in the northeast part of the City, and Station 4 creates some overlap into the service area of Station 1, as does Station 7. Some overlap is not considered undesirable for purposes of backup, particularly to the Central Station. The actual response time and the nature of the street system are two factors which influence the closer spacing between stations, as well as for good backup to stations serving high value areas.

It is apparent that the fire protection coverage is somewhat concentrated in the central part of Odessa and more sparse in the fringe areas. The arrangement of the past municipal boundary lines that undoubtedly contributed to the present placement of fire stations. As Odessa expands, its fire protection coverage responsibilities will also expand. The cost of public safety, including fire protection, is one of the fastest growing costs of most municipal governments, and the demand for new fire stations should be a subject of careful consideration. The cost of a new fire station building is usually more than offset by one or two years operating costs. Relocating a fire station to more adequately service a growing area can be readily justified, though the building vacated may be in excellent condition. Some relocation of fire stations has occurred in recent years. The moving of Station Number 2 southeast to expand its coverage is an example. The present fire stations are located as follows:

1. Central Fire Station (Number 1) is located on Lincoln Avenue between 2nd and 3rd Street in the downtown area on a site shared with the Police and Courts Building. This site permits good accessibility to a large area including the south side area as far as the frontage on Interstate Highway 20. The Central Station appears to be fairly well located to serve the downtown and adjacent areas. Additional site space would be desirable, and eventually a new and relocated station may be desirable in the downtown area.
2. Fire Station Number 2 was located on South Grant at May Street but has been moved to a new building on Murphy near Grandview, where it covers the southeastern part of the City, including the growing expanse of new industrial development in the area.
3. Fire Station Number 3 did not exist for some time, but the designation has been reassigned to the new station which has been constructed on University near Loop 338. The coverage provided by the new Number 3 Station is required by recent growth and annexation around the U.T.P.B. Campus.

4. Fire Station Number 4 is located on Golder Avenue north of University Boulevard where it tends to overlap the service areas of several other stations. The building is fairly new, but the site is extremely small and crowded. The possibility of growing fire protection responsibilities to the north of the present City Limits could provide a basis for the future relocation of Station Number 4.
 5. Fire Station Number 5 is located on Dixie Avenue at 38th Street and is well situated in relation to the Central Station for efficient service coverage, but has some overlap with both Stations 4 and 6. The building is in good condition and the site is adequate. The relationship of Station 5 to the Central Station indicates that it probably should be retained on the present site in any relocation plan unless it is determined to move Station Number 4.
 6. Fire Station number 6 is a larger outlying station. Its location on Brentwood Drive near Grandview Boulevard substantially overlaps the service area of Station 5, but relates well to Station Number 3.
 7. Fire Station Number 7 is located at West 8th Street and Santa Rosa and is a relatively new building. There is a service overlap into the Central Station area, but access to downtown along 8th Street makes Station 7 a logical backup for Central. It appears that Station 7 could remain at its present location in the long-range fire protection plan.
 8. Fire Station Number 8 is the newest station located in far north Odessa at 91st Street and Rainbow, on a site shared with other City facilities. The new station serves areas north of the Airport, both inside and outside the corporate limits.
- D. **Municipal Service Centers** - The present automotive equipment and material center for field operations is located on the north service road of Interstate Highway 20 just east of Dixie Boulevard and occupies about 10 acres. The water and sewer utility service facilities and yard are located

at Golder and 42nd Street. The present equipment service facilities on Interstate Highway 20 are considered adequate to handle future automotive and equipment maintenance and service. For light service, overnight vehicle and equipment storage and fueling, the Interstate Highway site is some distance from the more heavily developed and populated portions of northern Odessa. The present site also lacks rail service, which would be an advantage in the delivery and handling of many bulk maintenance and construction materials. Future expansions of Service Center facilities should recognize the desirability of a vehicle park and light service center in the north or northeastern part of the City, and of the need for a supply material storage yard with a rail siding.

1. The Utility and Park Administration Building, located at the northeast corner of 42nd Street and West County Road has been recently completed and presently houses Utility Administration, which is the area for which the building was constructed in 1984. In addition, the Park and Recreation Department Administrative offices are housed in this building. Each activity occupies approximately one-half of the building space. The animal shelter and the shredder are also located at this site.

Also located on the site is the Park and Recreation maintenance building. This structure contains approximately 9,000 square feet and is used for material storage, equipment maintenance, and other related uses associated with park maintenance activities.

- E. **Library** - The Library in Odessa is a responsibility of Ector County but is herein considered because of its major importance. The Ector County Library is a three story structure containing 57,317 square feet located at the southeast corner of 4th Street and Sam Houston in the downtown area. The area library facilities are important to achieve regional dominance as the urban center of West Texas. The U.T.P.B. and Odessa Junior College Libraries should be recognized as part of the overall library service. Cooperative arrangements between the

educational institutions and the County Library, to avoid undesirable duplication and expand the field of library coverage, could provide Odessa with a superior library service. The library is appropriately related to the downtown area. One or more branch libraries could also become a need in the future.

- F. **Ector County Courthouse** - The Ector County Courthouse is one of the more modern county courthouses in Texas and is well related to the downtown area. The present Courthouse substantially covers its one block site and the most apparent deficiency is the lack of adequate vehicle parking.

Some County operations do not require a central location and are not located in the Courthouse. Some expansion of the County space needs may be expected in the future and any additional space needs related to the Courthouse could be located in the immediate vicinity of the present site. As improvement of downtown Odessa is undertaken, the land and any future building space needs of the courthouse should be incorporated in the downtown changes including the provision of additional off-street parking.

- G. **Regional Meeting Facilities** - One of the essential features of a Regional Urban Center is the capacity to hold a wide variety of meetings, events, conventions, shows, plays, exhibits and social events. Despite the fact that a number of auditoria and other places of meeting and exhibit exist in Odessa, a need is also apparent for a facility to serve a variety of functions which are not now accommodated or which presently function under unsatisfactory conditions. Among the existing meeting facilities in Odessa are the following:

	<u>Facility</u>	<u>Seating Capacity</u>
1.	Ector County Coliseum	5,000 permanent - 2000 floor - 7,000 total
2.	Floyd Gwin Center	800 bleachers and floor seats (athletic type)
3.	Permian Playhouse	474 seats (fine small theater)
4.	Globe Theater	414 seats (excellent small theater)
5.	Odessa College	800 to 900 seat auditorium
6.	Bonham Junior High School	1,500 seat auditorium
7.	Ector High School	1,500 seat auditorium
8.	Odessa High School	990 seat auditorium
9.	Permian High School	1,400 seat auditorium
10.	University of Texas Permian Basin	Variety of meeting space
11.	Holiday Inn Center	Multi-purpose meeting space (approximately 2500 seats)
12.	Odessa College Sports Complex	Multi-purpose recreational area (supplements the college auditorium)

Two significant meeting and entertainment facilities are available in Odessa, namely: (1) the small theater, and (2) the large assembly hall. The Permian Playhouse and Globe Theater are unique and excellent small theater facilities. Ector County Coliseum provides a place for very large meetings, large exhibits and special events. Some meeting facilities are also provided at U.T.P.B., but such facilities are, of necessity, oriented to their primary educational role. It must also be recognized that the various high school meeting facilities and those of Odessa College are primarily of the educational type and, as such, can have only a secondary role in providing space for regional business type meetings and related activities.

Despite the numerous meeting facilities in Odessa, there appears to be a need for a moderate sized meeting place with central meeting facilities for approximately 2,000 people and with related small meeting rooms. The capacity to cater meals and convert to substantial exhibit space would be desirable. It is probably that the number of regional meetings and events occurring in Odessa would increase substantially if the appropriate

facilities were available in an area which was convenient and easily accessible. The area-wide nature of the meeting facilities' needs in Odessa suggest that Ector County might be the appropriate agency to undertake the development of the new meeting facility. A downtown site related to other regional services would be the appropriate location for a new meeting facility.

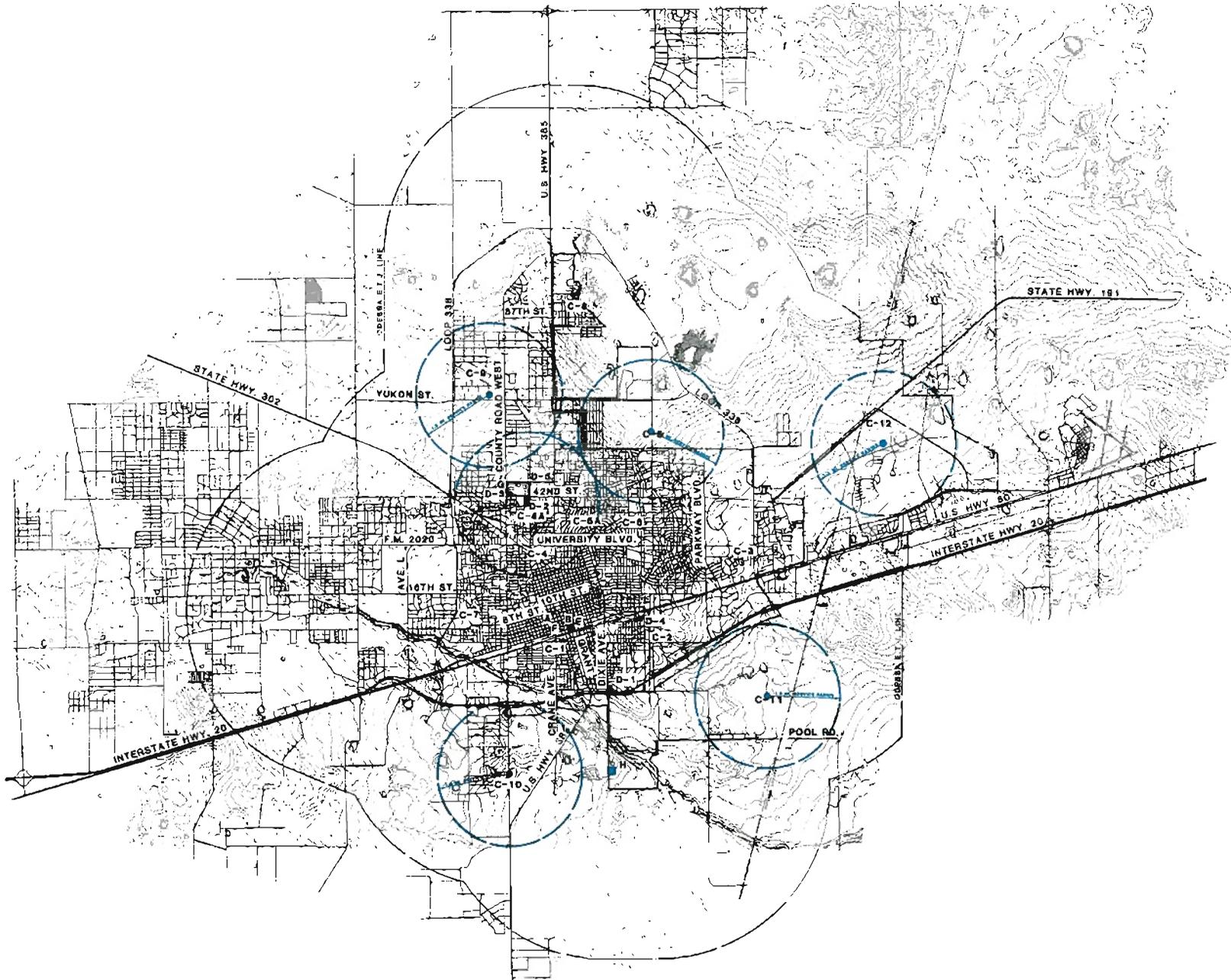
RECOMMENDED FUTURE PUBLIC BUILDINGS

Odessa's projected needs for public buildings are based upon a year 2000 population of 140,000 people in Ector County, of which 114,000 would reside in the City of Odessa. The following outlines the recommendations concerning public building space and area service facilities.

- A. **City Hall** - The present number of employees housed in the City Hall is 105. By the year 2000, if Odessa grows as projected, there will be a need for space for approximately 190 employees at the City Hall. The projection is based upon a total of one municipal employee for each 150 persons, one-fourth of which would require space at the City Hall. The 85 additional City Hall employees anticipated over the next two decades would require approximately 15,000 square feet of building space, or the equivalent of about three floors of the present City Hall building, making the total floor area of the building about 52,500 square feet. It is suggested that the needed space be provided by a single addition. The existing building appears to be readily adaptable to economical expansion. Additional off-street parking space could be provided by the provision of a parking area in the vicinity of the present site.

- B. **Fire Stations** - Presently, Odessa is served by eight fire stations. The most recently completed station on 91st Street provides coverage for the extreme northern part of the City north of the Ector County Airport and some areas adjacent and outside of the City Limits. An agreement exists with Ector County for fire protection outside of the City, but no City stations exist outside the Corporate Limits. A volunteer fire department has been created in the urbanized area west of Odessa. The City also provides backup coverage to the volunteer department. It is considered

PROPOSED PUBLIC BUILDINGS & FACILITIES



- A CITY HALL
- B POLICE AND COURTS BUILDING
- C-1 CENTRAL FIRE STATION
- C-2 FIRE STATION #2
- C-3 FIRE STATION #3
- C-4 FIRE STATION #4
- C-5 FIRE STATION #5
- C-6 FIRE STATION #6
- C-7 FIRE STATION #7
- C-8 FIRE STATION #8
- C-4A PROPOSED FIRE STATION #4
- C-5A PROPOSED FIRE STATION #5
- C-6 PROPOSED FIRE STATION #6
- C-10 PROPOSED FIRE STATION #10
- C-11 PROPOSED FIRE STATION #11
- C-12 PROPOSED FIRE STATION #12
- D-1 VEHICLE, EQUIPMENT AND MATERIAL CENTER
- D-2 WATER AND SEWER UTILITY SERVICE CENTER
- D-3 UTILITY, PARK AND RECREATION ADMIN. BUILDING
- D-4 MATERIAL YARD
- D-5 SUPPLEMENTAL VEHICLE AND EQUIPMENT YARD
- E COURT HOUSE
- F LIBRARY
- G SOLID WASTE FACILITY
- H FIRE TRAINING FACILITY



appropriate herein to evaluate the potential fire protection needs of the specific area delineated as Odessa's Expansion Area. Future incorporation, or the creation of other volunteer fire departments outside Odessa's area in the future, will alter the conditions outside the City, but Odessa cannot reasonably accept the obligation for permanent fire protection in the low density urbanized areas beyond the City Limits.

As indicated in the Annexation Plan section of the report, there will be a need for future fire protection coverage to the east, northeast and south of the present Corporate Limits. The possible future need for three additional fire stations to the north and two additional stations to the south is shown by plate 11. Two additional fire stations indicated in the northern area are provided by moving two present stations, 4 and 5. Station 4 is moved to the area of Golder and 42nd Street, and Station 5 is moved to the area of 63rd Street and Grandview. A new station is shown as Station 9 in the vicinity of West County Road and Stoner. The proposed location of Station 9 would provide coverage to the Ector County Airport and the residential developments to the south and east, and to the mixed commercial and industrial area along the west side of U.S. Highway 385. Station Five's proposed location in the northern area near Loop 338 allows for additional coverage when the City expands northeastward. When expansion occurs east of Loop 338, other stations may be needed. The identification of the potential need for two relocated stations to the north and northeast is considered adequate for the planning period covered by this study.

The two new fire stations shown south of Interstate Highway 20 are numbered 10 and 11. The expansion of the City and land use projections for the area indicate the growth of a residential development south of Interstate Highway 20 generally centered on the southward extension of West County Road. The fire protection for the future residential development and adjacent area is proposed to be provided by Station Number 10. East of South Grandview and south of Interstate Highway 20, a major industrial expansion area is proposed and station Number 11 is intended to provide the fire protection which will be essential to the proper development of the proposed industrial area. No future station is proposed

between Number 10 and Number 11, as a major portion of the intervening area represents the current “petro-chemical complex”, which has its own fire protection.

The expanded fire coverage plan shown by Plate 11 is intended to identify the possible need for additional fire stations. The priority for locating and building the projected new stations should be determined by the creation of development exposure in the various general service areas shown. If Odessa does not expand its municipal boundaries to include the general service area of projected new stations, then the provision of fire protection for the area will not be an immediate City concern.

- C. **Municipal Service Centers** - Two additional Service Center Areas are recommended to supplement the present Service Centers on Interstate Highway 20 near Dixie and the Water and Sewer Yard facilities on Golder Avenue. One new yard is recommended to be located along the Missouri and Pacific Tracks for material storage. An area of approximately 10 acres is suggested for the material's yard (D-3). A vehicle and equipment park with light maintenance and fuel is recommended to be located on the City-owned site of the new solid waste facility at Golder Avenue and 42nd Street. At least 10 acres should be allocated and developed for storage of operating equipment to serve North Odessa and avoid frequent cross-town movements of equipment to the South Service Center on Interstate Highway 20. There could be coordination between the Water and Sewer Yard and the proposed vehicle park.
- D. **Ector County Courthouse** - The location of the Courthouse is considered fixed and any change should involve the improvement of parking and meeting any space expansion demand which may develop in the future.
- E. **Ector County Library** - The Ector County Library has located in an existing office building at the corner of 4th Street and Sam Houston Avenue. The present building appears adequate for current needs; however, growth of the City and County will create additional library space needs which

could be met by a branch library or by expansion of the present facility. The relationship of the new library location to downtown Odessa is considered to be good. An average of 0.5 to 0.75 square feet per capita is recommended to meet community library needs.

- F. **Regional and Local Meeting Facilities** - There is interest in and an indicated need for a flexible meeting facility in Odessa. It is suggested that the facility contain a room capable of seating 2,000 people for meetings or serving 1,500 people for lunch or dinner. The building should also contain six or more additional meeting rooms ranging in capacity from 20 to 100 people. Facilities for catering should be included in the building. The Holiday Inn Center is an example of a multi-purpose flexible meeting area. A location in the downtown area is recommended. Proximity to the banking, retail, office and hotel facilities of downtown is considered to be important for a regional meeting facility.

- G. **Additional Downtown Meeting Facility (Civic Center)** - It is suggested that the City consider and evaluate the merits of a downtown performing arts theater and multi-use meeting area. This facility would supplement existing facilities by offering an area where activities, such as plays, concerts or special events, could be viewed on a multi-purpose stage.

DOWNTOWN ODESSA

The purpose of this element is to examine existing conditions and to formulate alternatives for structuring a workable framework to guide the continuing change and development in the City's Downtown. The following goals and objectives have been identified for Odessa's Downtown Area:

1. Capitalize on the existing medical service uses in the Downtown Area and create a stronger physical link between the various institutions.
2. Create an efficient circulation system to support downtown activities.
3. Develop "link" concepts which promote pedestrian activity and assist in giving the Downtown Area more recognizable features and definition. Also, an attempt should be made to link and associate the fringe uses to the Downtown Area.
4. Encourage "support" retailing in the Downtown Area to compliment major uses such as governmental and medical.
5. Create opportunities for public and private reinvestment through available programs such as tax increment financing or tax abatement.
6. Create an ongoing committee to assist in refining and implementing specific objectives for the Downtown Area.
7. Reevaluate and restructure all zoning districts to ease redevelopment. Currently, there are too many districts.
8. Analyze parking requirements to provide more on- and off-street parking.

Why should a community have concern for its Downtown Area? Many positive factors can be offered in response to this question with most answers having either a direct or underlying influence on the Area's vitality as one of the City's more important centers for servicing the needs of the population. The introduction of the downtown section in the 1979 Plan discussed many of these factors which are still valid and salient features to be addressed in this update. The introduction in the 1979 Plan is as follows:

"Downtown Odessa, like most original downtown areas, has been experiencing a significant change in recent years. The impact of part of the change is reflected in the increased number of vacant buildings and the diminishing role of retailing in the area. Other aspects of the change are indicated by the expanding medical services which have occurred in the area.

The fact that Downtown Odessa has been subject to change can be considered as normal. All parts of an urban area are in a constant state of change. Buildings age and are removed. New buildings are constructed to replace them, remodeling takes place, or, as is sometimes the case, ageing and deterioration of the facilities in an area prevail and the area becomes an obsolete section which no longer serves its intended purpose. Nearly every city of significant size has developed problems relating to their downtown business districts. Some cities have succeeded in adapting their downtown areas to change, resulting in important revitalization.

The question may be raised as to why a community needs a downtown or central business area and why there should be public interest in the maintenance and improvement of such an area. Central or downtown business areas have developed as major centers of employment and centers for the conduct of business, and usually include a wide range of service functions. Normally, the most important banking facilities in a community are concentrated in the downtown area and, as in the case of Odessa, the seats of both the County and City Governments are related to the Downtown Area. The expanding medical facilities which serve Odessa and much of West Texas area also related to Downtown.

A substantial part of the office, technical and managerial facilities of a community tend to be concentrated in the downtown area. Retailing, which traditionally established itself in the downtown area, now finds itself in an increasingly difficult environment because of space and the demands of the automobile. The downtown area also represents a significant portion of the community's tax base and should be a center for social activity, entertainment and recreation.

Odessa's major development occurred during a period when the automobile was creating great changes in urban areas. It is likely that the automobile has had a greater impact on urban environment than possibly any other device in history. The automobile has made large urban concentrations possible and at the same time has been a major contributor to the destruction and disruption of much urban activity and urban living. The flexibility of use and the parking space demands of the automobile have tended to disperse retail and commercial activities into strip developments along major arteries. Strip-type retail and commercial development occurred extensively in Odessa during the late 1950's and 1960's. Odessa has now experienced additional changes in retail and commercial development involving the concentration of a wide variety of retail functions into a new "regional" mall type shopping center with substantial convenient peripheral automobile parking. The new regional retail centers tend to locate at points convenient to the higher income portion of the community and they also tend to seriously erode the retail services available in the downtown Area.

Despite the changes wrought by the automobile on downtown areas, such districts in most cities have resisted the impact better than has many strip businesses. The downtown area, in most cases, has proven to be a stronger and more vigorous element of the City and, therefore, tended to resist adverse influences for a longer period. The compact arrangement and concentration of businesses and services in a downtown area is usually a primary factor which has prevented the total disruption of such areas by the automobile and the relocation of their traditional activities.

The greater investment in major buildings and services in the downtown area has slowed the rate of change and prevented rapid shifts elsewhere. About 1950, regional shopping centers and organized retailing complexes, having concentration of retail outlets of such size and variety as to challenge downtown areas, began to appear along with a variety of other types of shopping center development. Odessa has recently obtained a second new major regional type shopping center and others can be expected to add to the competition in the future.

A shift of commercial and retail activities is occurring and such changes are accelerating the displacement of retail services from the Downtown Area, including major department stores. The movement of major stores from a downtown area is usually followed by departure of other retail outlets, resulting in a depreciation of values and an increase in the vacancy rate in buildings. Any new uses attracted to a downtown area are usually of secondary commercial types which often have a further depreciating influence on the downtown environment.

As retailing functions diminish in the Downtown Area, the emphasis will shift from attempting to serve a broad market to the service of nearby residents and to the employees of the financial, medical, office and service facilities which remain. Under the present status of development in Downtown Odessa, retailing should be considered as a service function to the other regionally oriented facilities which are expected to remain in the area. An effort should be made to retain as much retailing in Downtown (particularly along Grant Avenue) as possible. The future retailers in the Downtown Area may be smaller but the variety could be appealing.

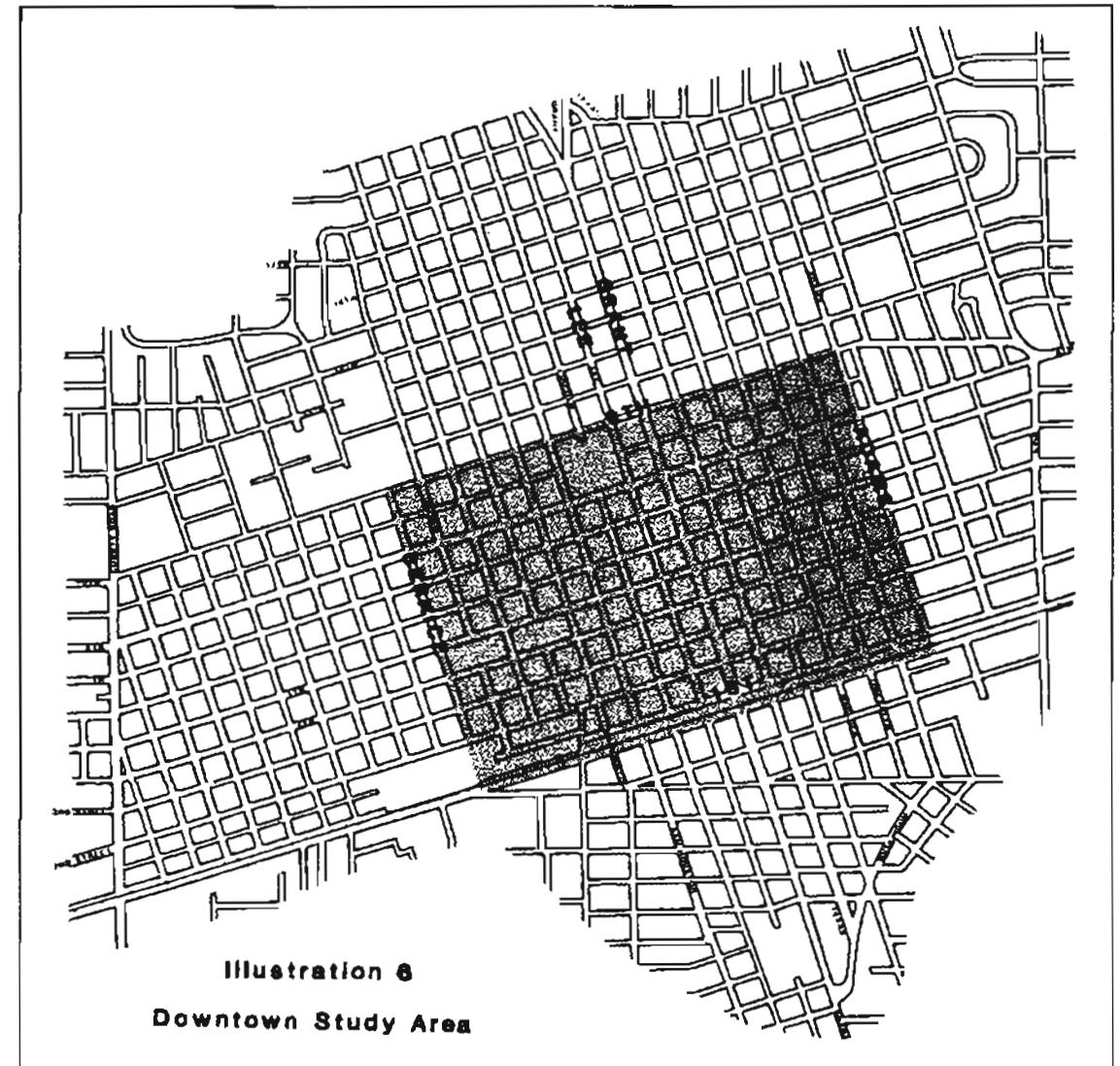
The problems of Downtown which are presently being experienced are elements of change which, if left to run their course without guidance, can result in serious disruption in the area. Both the City, the County, the Downtown property owners and the tenants have a direct interest in the area and all residents of Odessa have at least a secondary interest in the welfare of Downtown. If the present evident drift of Downtown is to be reversed, all of the parties at interest must agree upon the direction which they desire future change to take and cooperate to achieve the change. This study is intended to outline areas where the City might cooperate with other interested parties in altering the direction of change in the Downtown Area. It must be recognized, however, that the municipal government alone cannot alter the trends in Downtown and that substantial private effort must be necessary also."

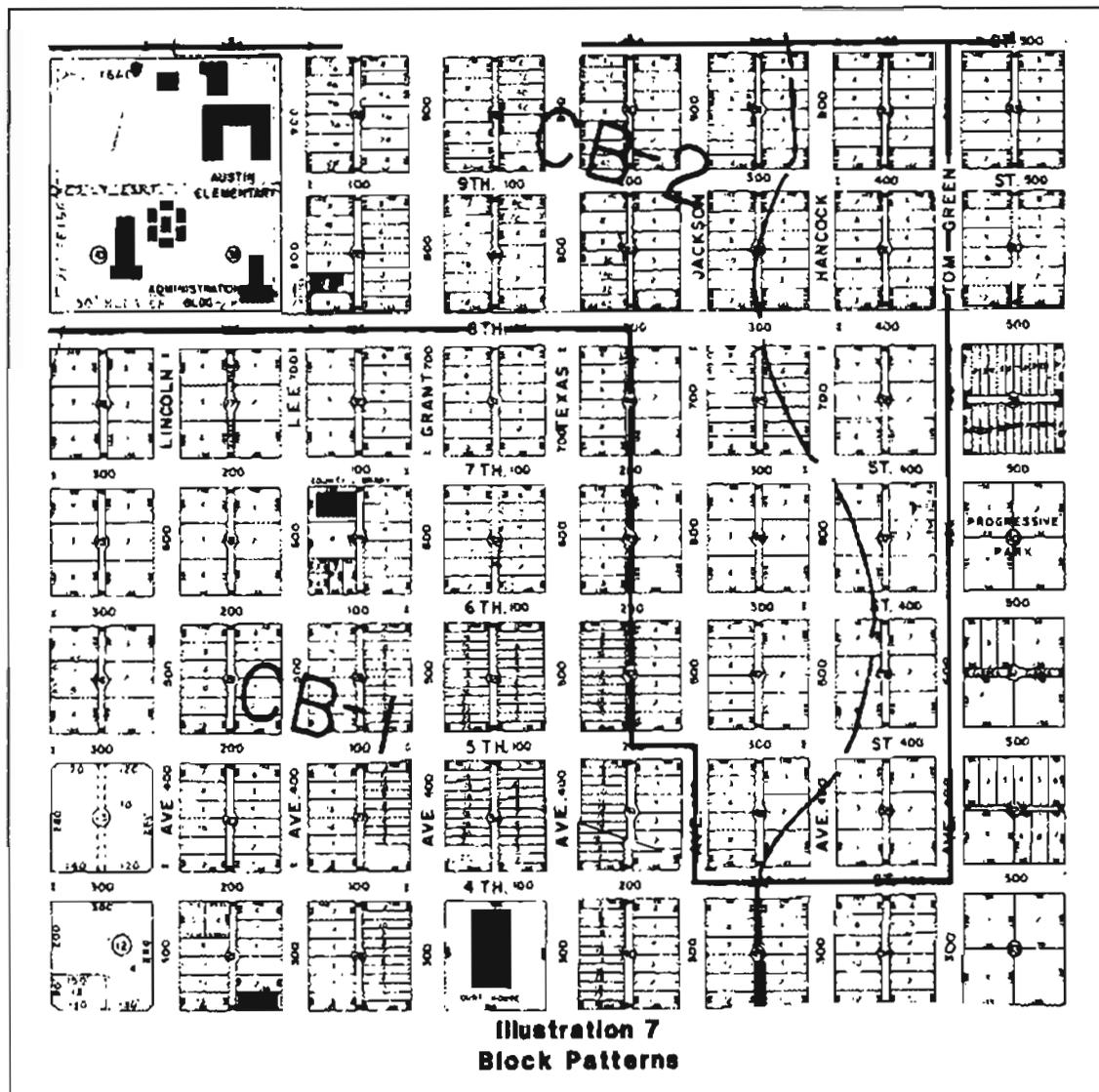
Odessa's Downtown Area is still in a period of transition. An overview of the Area indicates a declining importance in retail and commercial activities, with new strength coming from the introduction of medical facilities and housing, as well as a commitment from the government, utilities and other major uses to remain in the central area of the City. This is displayed by new or refurbished facilities for several major activities.

STUDY AREA

The Downtown study area shown in Illustration 6 has been enlarged from previous studies. Boundaries for the area are the Missouri Pacific Railroad and 1st Street, Bernice, 9th Street and Adams Avenue. Expanding the area east and west permits consideration for recent development activities occurring near these new boundaries.

The defined area, containing approximately 417 acres, is within the old original town and is laid out in blocks 300 feet by 300 feet with street widths varying from 80 to 100 feet. In most cases, the block is divided by a north-south alley 20 feet in width. The subdivision arrangement results in relatively small blocks of less than two acres. This pattern is shown in Illustration 6. The relatively smaller block





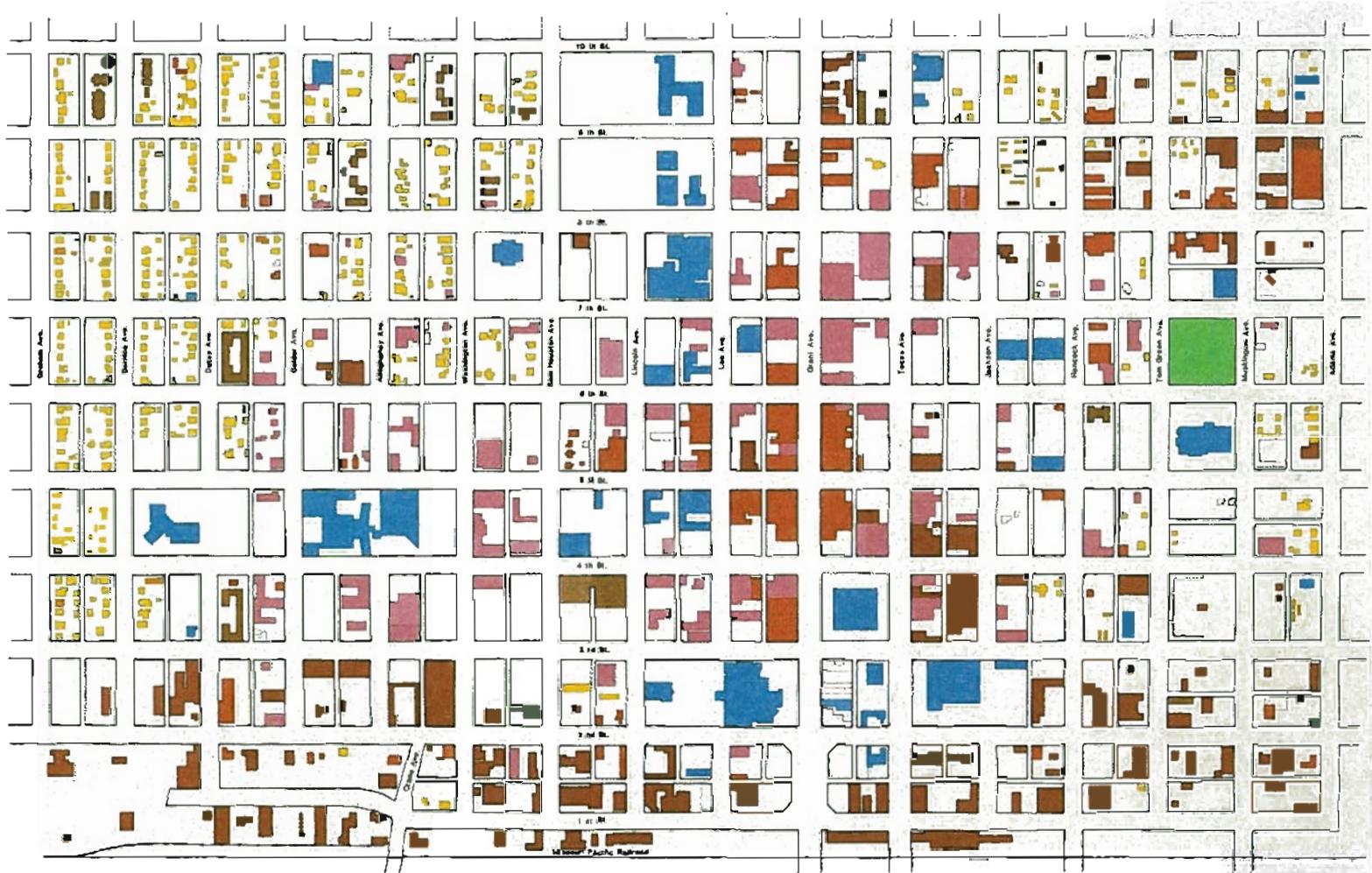
areas and the interruption of block faces every 300 feet tend to place limitations on large developments. Illustration 7 shows the typical block pattern in Downtown Odessa. To circumvent this feature, some blocks have been consolidated by closing the common street to provide larger building sites. Whenever possible, and feasible within the traffic flow pattern, consolidation should be encouraged. This procedure will begin to decrease the large amount of land in downtown allocated for street and alley use and place the land in a more productive use. Within the current study area, street and alley use account for 42 percent of the total area, which is approximately the same as in the study in 1979.

LAND USE

Mapping the use of land for Downtown, as shown on Plate 12, assists in presenting an overview of the area's physical composition. Examination and evaluation of the land use pattern and the types of uses provides a basis for formulating improvement plans and strategies to strengthen the area's vitality and function.

Significant features of the Downtown land use pattern set forth in 1979 are listed below with the obvious changes which have occurred since that time.

EXISTING DOWNTOWN LAND USE



-  SINGLE-FAMILY
-  DUPLEX
-  MULTI-FAMILY
-  MOBILE HOME
-  PUBLIC & SEMI-PUBLIC
-  RETAIL
-  OFFICE
-  COMMERCIAL
-  PARKING
-  PARK



1. The concentration of compact retail use along Grant Avenue from approximately 3rd Street north to 7th Street is one of the important land use features of the Downtown Area. The compact arrangement of the retail uses is still conducive to pedestrian shopping despite the interference created with pedestrian movements as a result of the large volumes of motor vehicles which use Grant Avenue daily and the scattered vacant stores along the street.
2. Another significant relationship involving the retail uses along Grant Avenue is the arrangement of substantial off-street parking facilities one-half block in either direction from the Grant Avenue frontage. The preponderance of the off-street parking related to the Downtown Area appears to be arranged on Lee and Texas Avenues immediately adjacent to the retail development on Grant Avenue. Very little of the off-street parking is actually available for use by retail shoppers.
3. Since 1979, the construction of the Police and Courts Building has made a significant change in the south central section of Downtown. Consolidation of the two blocks and elimination of marginal uses fronting Grant have contributed to a stronger land use pattern, as well as, the removal of similar older buildings on the east side of Grant between 2nd and 3rd Streets.
4. Several tall office structures largely related to banking facilities are located along Grant Avenue and at other locations near Grant.
5. A number of large public and semi-public facilities which reinforce the Downtown Area are located in close proximity to Grant Avenue. Among the important public and semi-public facilities are the Ector County Courthouse on Grant Avenue between 3rd Street and 4th Street, the Post Office on Texas Avenue between 2nd Street and 3rd Street, the City Hall located between Sam Houston and Washington Avenues from 7th Street to 8th Street, the Police and Court Building between 2nd and 3rd Streets from Grant to Lincoln Avenues. There are several hospitals in the

downtown area which contribute substantially to the character of the area. The Medical Center Hospital, Odessa Regional Hospital, and the Texas Tech University Regional Academic Health Center are located in the Downtown Area and attract a large amount of activity. Several large churches and the School District facilities are also found to the west and northwest of the central part of the business district.

6. The concentration of reinforcing uses to the Downtown Area is particularly strong on the west side of Grant Avenue extending for three to four blocks. Included among these users are the electric utility and telephone buildings. Conversion of uses, as well as creation of new uses, is also occurring in this section of Downtown. Many of the retail spaces in close proximity to the Courthouse have converted to offices for attorneys and related businesses.
7. A larger number of vacant tracts and automobile parking lots exist in the area east of the central part of Downtown. Commercial uses such as automobile garages are found along 1st and 2nd Streets in the southern part of the Downtown Area. The commercial uses are generally not considered to be as directly related to the function of the central Downtown Area as are the retail, office, public and semi-public facilities.
8. The northwest quadrant of Downtown is primarily residential and is the only area where this use is found except in scattered locations in the northeast quadrant. The surface area land use in Downtown Odessa as of 1986 is summarized by Table 13.

TABLE 13
LAND USE - DOWNTOWN ODESSA
1986

<u>Land Use Category</u>	<u>Acres</u>	<u>Percent of Developed Area</u>
Residential Use	29.38	7.6
Retail and Office Use	51.46	13.4
Commercial Use	54.39	14.1
Off-Street Parking	30.61	7.9
Public and Semi-Public Use	44.28	11.5
Street and Alley Right-of-Way	174.99	45.5
Total Developed Area	<u>385.01</u>	<u>100.0</u>
Vacant Land	30.96	
Total Area	<u>415.97</u>	

Comparison between data compelled for this study and data developed in 1979 is impossible since the overall areas are dissimilar. However, the method of computing the current data indicated slight increases in the retail-office category and in public/semi-public uses likely influenced by the medical center and police-courts building. A decrease did occur in residential and off-street parking.

Approximately 416 acres are within the study area, with 30.96 acres vacant, or 7.5 percent of the total area. Even by increasing the study area, it remains predominately developed with the major land uses, other than right-of-way, being retail-office and commercial. The right-of-way categories contain about 175 acres, or 45.5 percent of the total developed land, and 42 percent of the total area. It is not likely this value will decrease significantly in the future;



however, when opportunities are presented to close street space for development, it should be done if no major circulation problem results.

The retail-office category remains somewhat unchanged, but the public/semi-public use category reflects a gain. The land use data continues to indicate, as it did in 1979, the Downtown Area's role is continuing to change. This change is positive with the current uses being fortified by the medical center, the refurbishing of office facilities, the creation of housing for the elderly and other smaller uses coming into the area. Existing features, coupled with recognition of changing conditions, are the principal elements to be handled in plans for strengthening Downtown.

EXISTING ZONING

Zoning criteria often have varying influences on the development of land, particularly for large areas of non-residential use. Criteria and standards need to be reviewed periodically to ascertain a sound framework is available for new development or redevelopment and to assure the criteria and zoning district boundaries are in keeping with

aiding the implementation of plans and strategies. There appears to be too many zoning districts in the downtown area that do not meet the objectives for the Tax Increment Financing. An attempt should be made toward fewer, more constant standards.

Zoning districts and their boundaries which influence the Downtown Area are shown by Illustration 8. Districts include SF-3, MF-1, LC, CB-1, CB-2, MC and LI. The residential districts SF-3 and MF-1 are located in the northwest corner of the study area. The zoning district patterns will tend to influence the nature and relationships between uses of land in Downtown as they continue to change. Therefore, plans and strategies should recognize districts and standards or capabilities to make changes beneficial to proposals.

TAX INCREMENT FINANCING

Shown on the Zoning Map (Illustration 8) is the boundary for the Tax Increment Financing District (T.I.F.) The District was established in 1984 for the purpose of developing funds to use for improvements within the District. Dollars in the fund are generated annually from the ad valorem tax revenues of each taxing authority in an amount equal to the increase in taxed value brought about by property appreciation since the District's establishment.

The recent economic down-turn and decrease in property valuation leaves the District without revenue at this time. However, restructuring the District, or a positive change occurring in the appraised value of property in the District, will again generate revenues.

The T.I.F. is a sound method for funneling dollars generated from property appreciation in a specific area back into that area by financing selected improvement projects.

PARKING

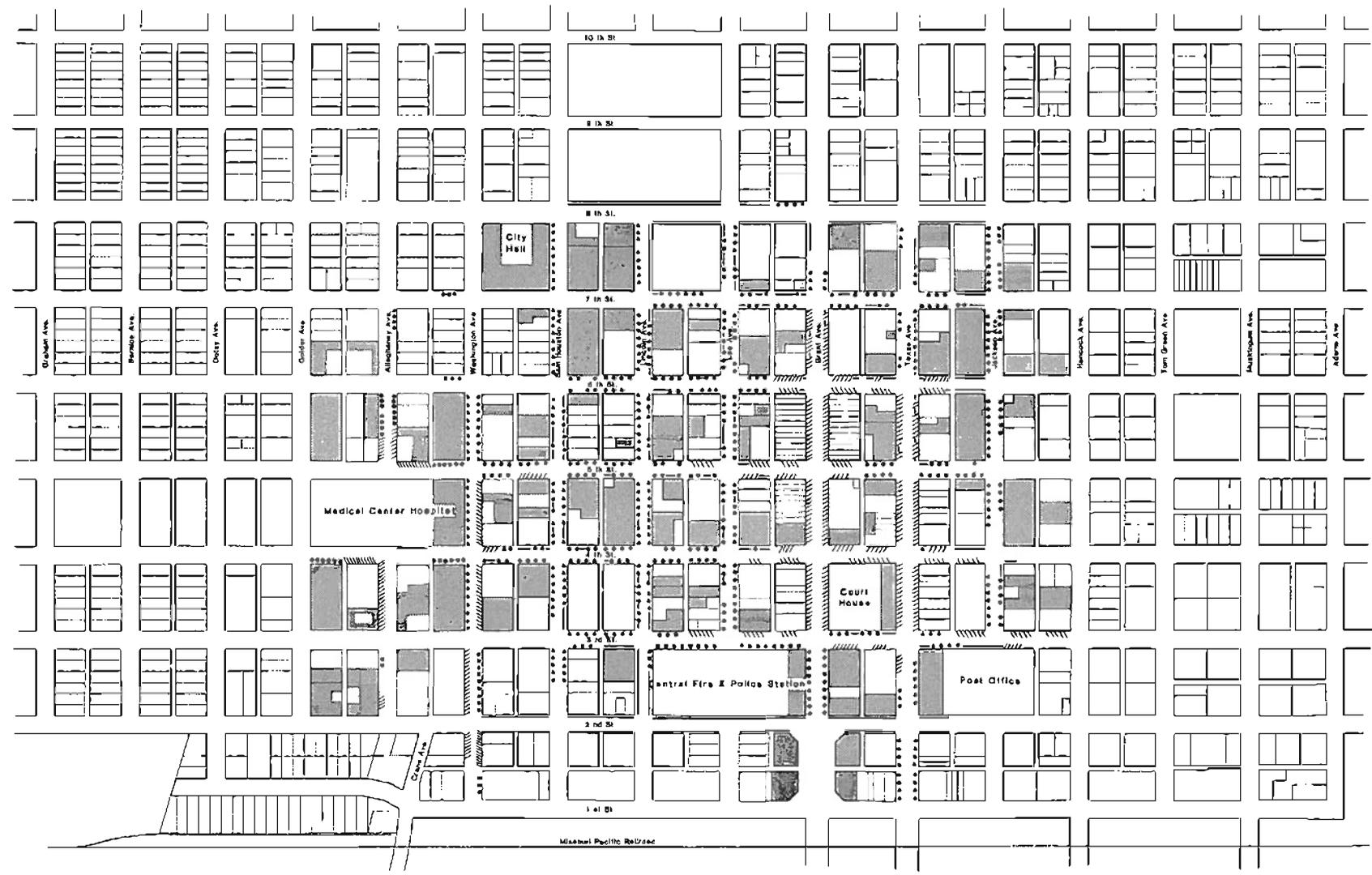
An inventory of on and off-street parking spaces was made in the summer of 1986 to determine change in parking in Downtown since the 1979 survey. The parking survey area is smaller than the Downtown study area; however, the inventory covers those spaces convenient to the retail and office uses and governmental buildings. No significant changes were found to have occurred during the period. The current parking inventory is shown by Plate 13.

On-street parking in 1979 was tabulated to have a total of 1275 curb spaces for parallel and angle parking. There has been a slight decrease in spaces throughout the area. The most significant loss of on-street parking occurred near the Police and Courts Building. Eighteen spaces were lost by closing the one block section of Lee. Another nineteen spaces were lost by the change from angle to parallel parking on Grant between 2nd and 3rd Streets.

City records indicate 1725 on-street spaces for an area extending from Hancock to Golder and from 2nd to 9th Streets. This area is slightly larger than the Study Area inventory and contains 1088 metered spaces.

For the same area, the off-street inventory of 5067 is greater than the 4175 off-street spaces recorded in the Study Area. Change within the Study Area has occurred due to the addition of several lots between Jackson and Hancock from 3rd to 7th Street. A loss of 54 off-street spaces for construction of the Police and Courts Building and 149 on the site of the former Inn of the Golden West contributed significantly to losses in number of off-street spaces. New off-street areas in the western section of the Study Area were between Washington and Sam Houston from 2nd to 6th Street.

PARKING INVENTORY



- PARALLEL CURB SPACE
- ////// ANGLE CURB SPACE
- NO PARKING OR RESTRICTED PARKING
- OFF-STREET PARKING LOT



No major change has been made in the provision of off-street customer parking for the retail uses along Grant Avenue. Angle curb parking appears to be the primary space for persons coming into the area.

The following paragraphs from the 1979 Report still appear to be valid:

“The preponderance of the off-street parking space in Downtown Odessa is privately owned space provided and used by the employees and customers of specific businesses and institutions. Off-street parking related to churches represents a substantial portion of the inventory. Recently, off-street parking related to the Downtown medical facilities has experienced a significant expansion. The obvious major deficiency is that related to the retail uses, but these uses are in a process of change. Parking is also deficient for the Ector County Courthouse.

Observation indicates that the off-street parking needs in Downtown Odessa can be largely provided by private effort, except for the retailing and public building functions. The assisted parking needed Downtown will depend upon the changes in use which are now underway and the ultimate intensity of use which evolved in the area. Whatever the form of the future use composition of Downtown, it will be desirable to try to retain enough retail activity in the area to serve the employees and visitors who will be in the area.”

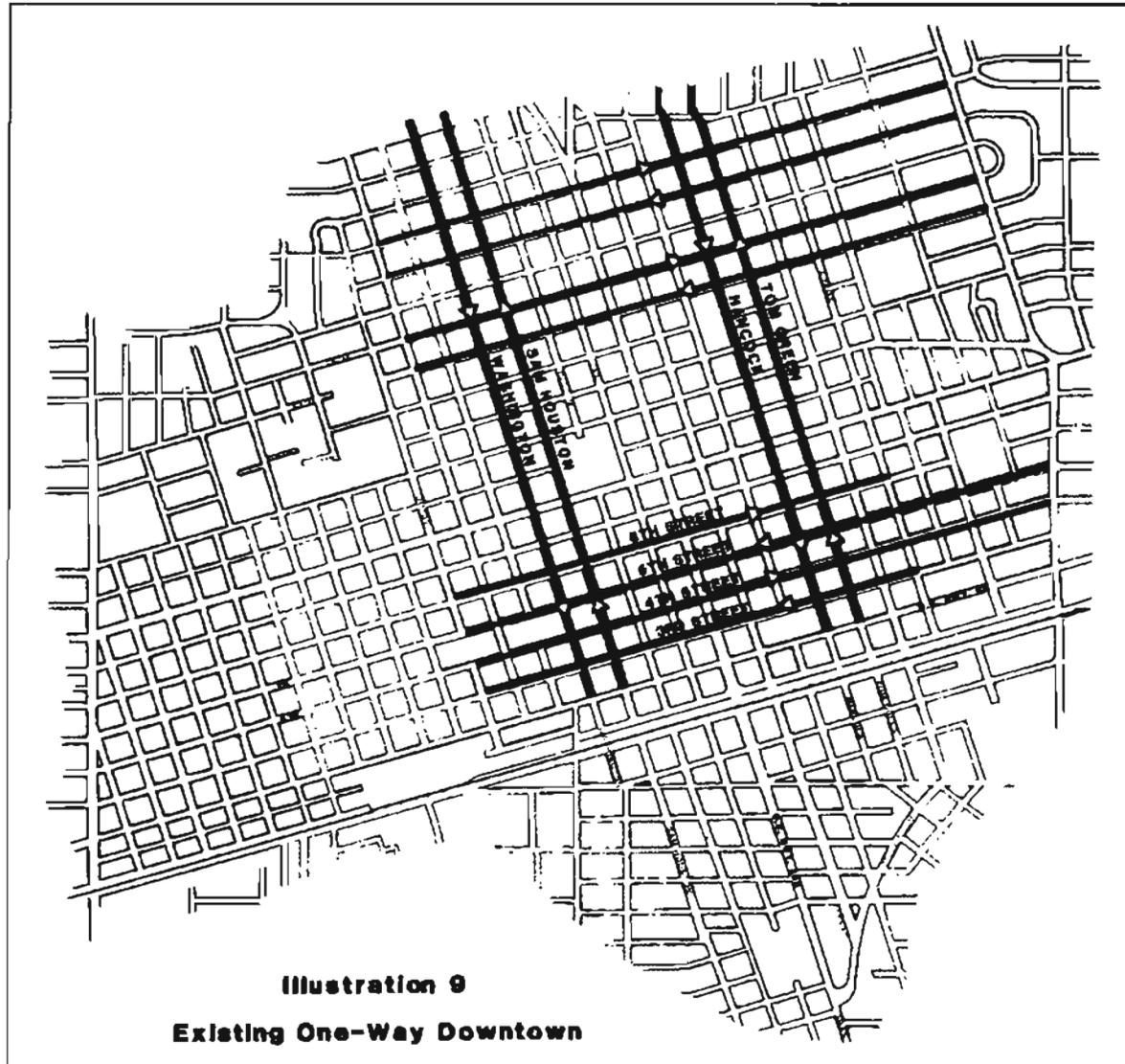
As Odessa’s Downtown evolves, much of its future vitality will be based upon accessibility by the automobile and parking of the vehicle while in the area. When practical, consolidation of blocks to provide larger building sites and other methods likely to be introduced into Downtown to make the space more desirable for business and the employee, shopper and pedestrian, will likely infringe upon on-street parking. Progressive action will be needed to sustain adequate and convenient parking in the future.

DOWNTOWN CONDITIONS

Observations were made and listed in the 1979 Plan for the Downtown Area for the purpose of identifying specific points which should be considered in a plan or effort to make improvements. These observations are still valid and are listed as follows:

1. The principal retail concentration in Downtown is along Grant Avenue from 4th Street to 7th Street.
2. A substantial inventory of off-street parking spaces exist but several areas lack adequate parking to serve their particular functions and more efficient use should be made of existing parking facilities.
3. The physical arrangement of the Downtown Area creates small block units which could be deterrents to the expansion and improvement of the Downtown Area.
4. Nearly one-half (42 percent) of all the land in the Downtown Area is in street and alley space and the arrangement is not conducive to efficient traffic movement or efficient land use.
5. The major north-south vehicular movement through central Odessa is along Grant Avenue, the main business street.
6. The downtown Area is generally not conducive to pedestrian movements and to shopping activity, as the preference heretofore has been directed to serving the automobile rather than the shopper.
7. The vacancy trend in Downtown buildings is most pronounced in the retail use-type structures and is especially apparent along Grant Avenue.
8. The condition of buildings in the Downtown Area is such as to preclude any consideration of a major clearance and reconstruction of any large section though a basis for change exists and would be appropriate in that portion of Grant Avenue between 2nd and 3rd Streets.

9. Trees and plantings have been used at several locations in the Downtown Area which suggest how the environment could be made more inviting.
10. It is essential to the welfare of the financial, office, medical, governmental and professional service facilities in Downtown that a support retail area be retained to service the employees and customers of such uses.
11. It is not likely that the retail uses can survive on Grant Avenue if total preference is given to movement of traffic through the area by removing parking on the Avenue. On-street parking should remain to assist business.
12. In 1979, Downtown Odessa lacked any public plaza or public open space which would be conducive to the promotion of art shows, open air meetings, concerts, displays or similar people-oriented activities which could add life and interest to the area. Since 1979, Noel Heritage Park on Lincoln Avenue between 4th and 5th Streets has been added. Plans are currently proposed for a new design for this park.
13. Downtown is no longer centrally located to the population as growth to the north and northeast has shifted the center of the Community away from the Downtown Area.
14. Despite its location away from the center of local population, Downtown Odessa is still one of the most accessible areas in the Community.
15. The Downtown fringe uses such as the hotel, hospital, medical offices and general offices and the governmental buildings including the Post Office strongly reinforce the Downtown and should be recognized in any overall improvement effort.
16. The physical street structure in the Downtown Area is conducive to adaptation of a new and more efficient traffic arrangement and to changing the functions of some street space.
17. It is suggested that uses which support the primary uses in Downtown be encouraged to locate Downtown. For example, support retail (as approved neighborhood or regional) uses are appropriate. Although there are numerous hotels and motels located throughout the City, there is not one in Downtown which can conveniently serve the hospitals within walking distance.



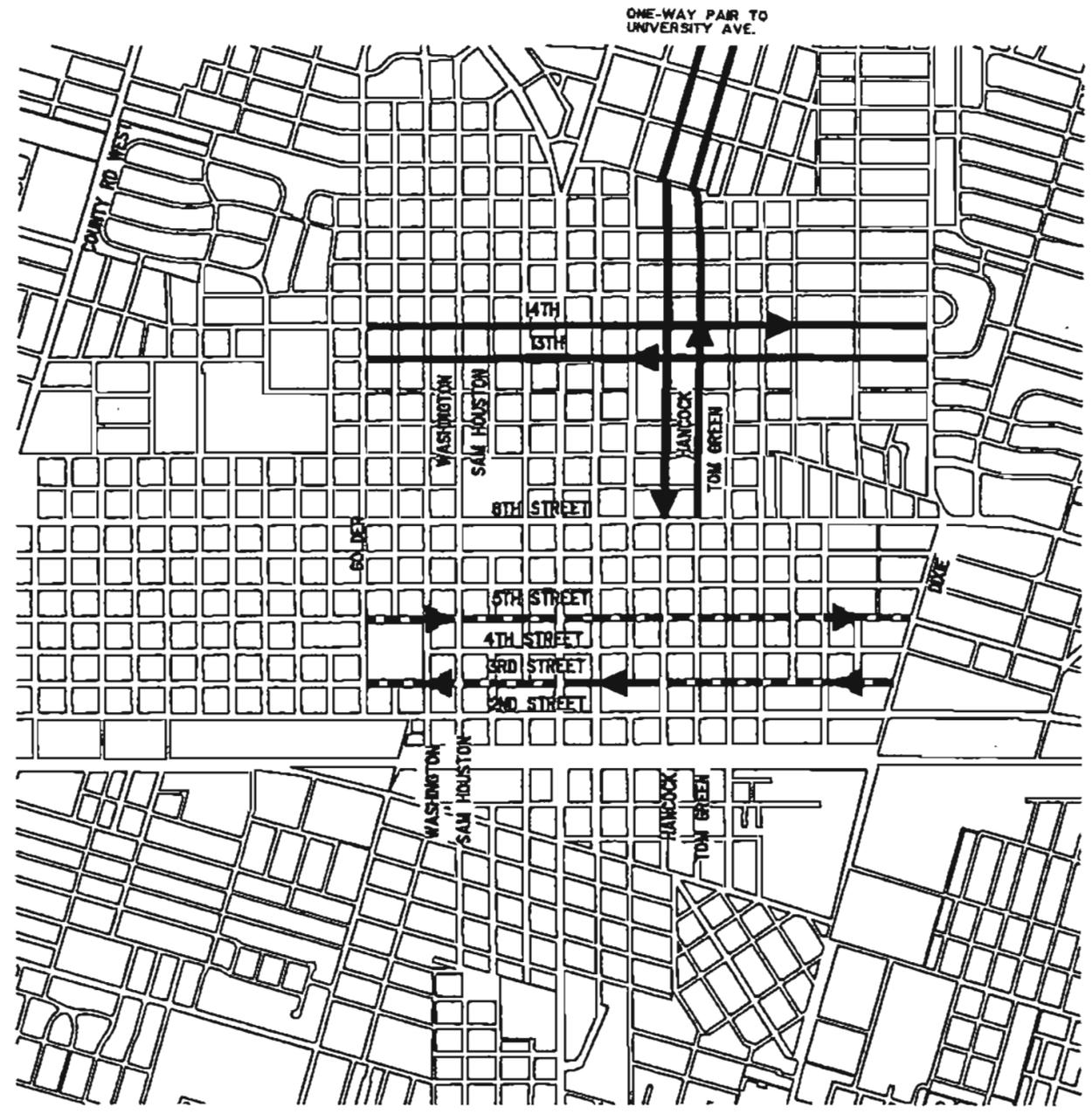
CENTRAL CITY ACCESS AND CIRCULATION

Existing Access - Illustration 9 illustrates the Downtown Study Area in relationship to the existing thoroughfares serving the general area of the central City.

Thoroughfares on the perimeter having importance in providing access from other sections of the City into and from the central area are Second, West County Road, and Dixie. North-south internal thoroughfares which penetrate the Study Area are Grant, Texas, Hancock, Tom Green, Washington, and, Sam Houston. ***Eighth Street is the east-west thoroughfare through the downtown area.*** Grant Avenue is the dominant access route from the north and south. Texas Avenue's continuity and its location east and parallel to Grant provides an alternative for traffic entering the area from the north. These streets presently are considered the principal routes for traffic entering or leaving Downtown.

Future Access and Circulation - Existing thoroughfares serving the Downtown Area provide the basis for building the overall system of streets with their designated importance and use. This hierarchy,

ONE-WAY SYSTEM AREA



when adopted, becomes the framework on which Downtown can continue to grow and expand. This hierarchy formulated for the Downtown street system will: (1) indicate those streets having future potential for closing; (2) allow public investments to be made on improvements within designated rights-of-way which will enhance the Downtown streetscape and environment; (3) allow private investments to be made for assemblage of land within blocks which can be consolidated for larger building sites; and (4) provide a system of functional streets for the Area to grow into as needed to serve expanded traffic volumes.

The one-way street system for several of the Central Area streets has been discussed for some time and approval of this Plan has been given by those concerned or affected by the proposals. By having an approved street plan establishing the framework, other plans for the Area can be developed based upon this framework. The ultimate one-way street system as it related to other major thoroughfares in the central section of Odessa is shown by Plate 14.

It is proposed to add to the existing system, as needed, the east-west one-way pairing of 3rd and 5th Streets connecting Dixie Boulevard and Golder Avenue.

DOWNTOWN ACCESS AND CIRCULATION

The ultimate access into Downtown and the internal flow of traffic is controlled by what occurs on the thoroughfare system on the perimeter of Downtown. As shown on Plate 14, most thoroughfare proposals in the central section of the City pass through Downtown. Therefore, to benefit Downtown, it will be important to adhere to the proposed system.

Revised, March, 2003

Plate 15 indicates the circulation plan for Downtown. The system of one-way pairs east-west and north-south begin to define those streets not designated for primary use which have the potential to be closed for consolidation with adjoining blocks, if it is found to be desirable and beneficial to the overall area. Conversion of traffic flow to a one-way system in Downtown would be in consonance with any change in flow on its perimeter, since this area is the traffic-generator producing traffic on the north-south or east-west streets feeding the area. As Downtown expands its base as a center for office, financial, medical and retailing services, likewise traffic volumes, will increase and bring about need for change in the street system to provide greater capacity.

POINTS OF IDENTIFICATION AND POSSIBLE BLOCK CONSOLIDATION

Several blocks in Downtown have been consolidated by closing an intervening street, as shown on Plate 16. The most recent of these was the closing of a one block section of Lee for the Texas Tech Health Facility. A similar block closing of one block each on Alleghaney and Dotsy Avenues created two side-by-side larger blocks for the Medical Center. School District facilities located north of 8th Street occupy similar larger sites as a result of the closing of Lincoln.

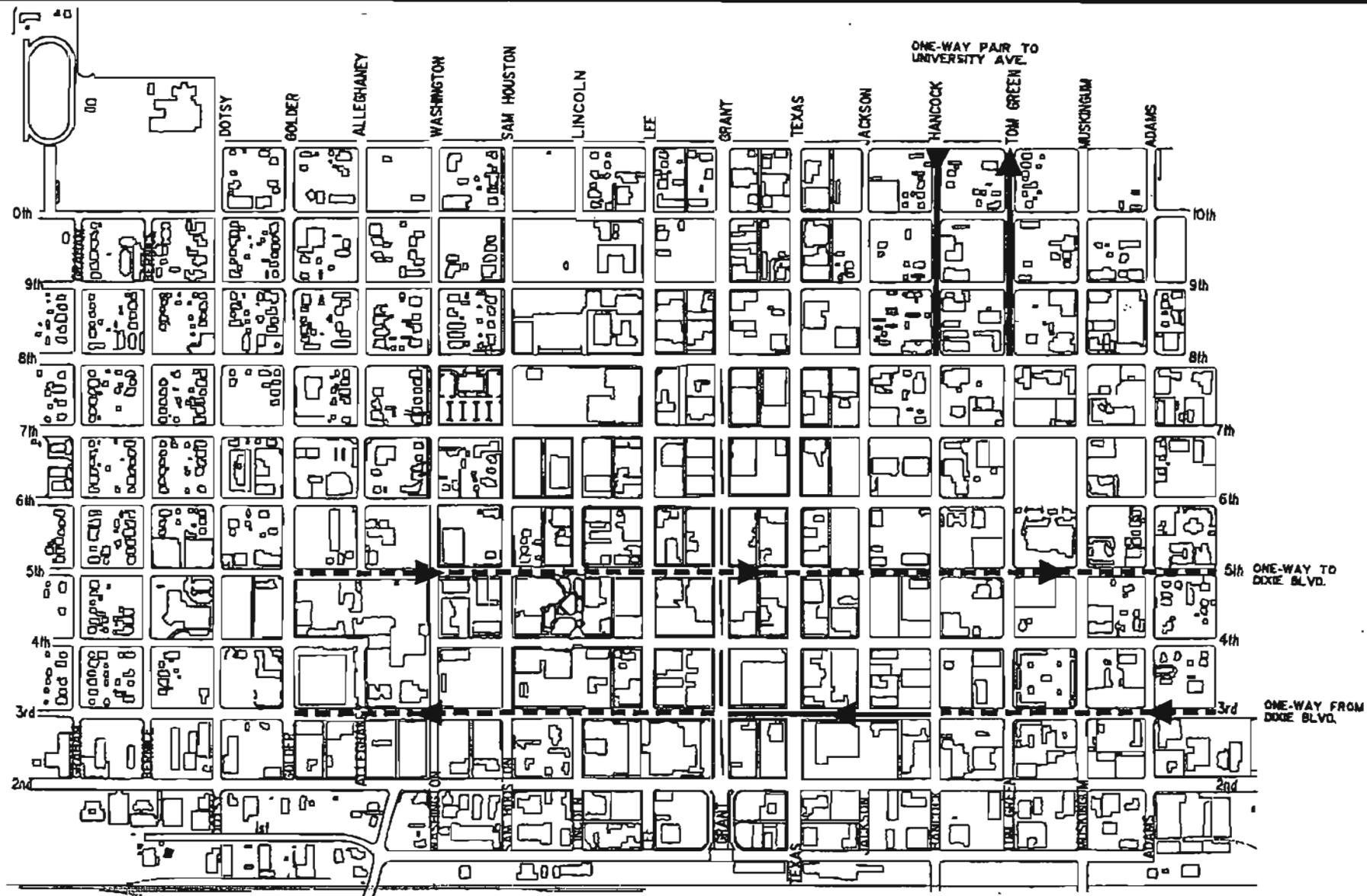
As these blocks become consolidated and a larger building site is created, the resulting use and structure become a stronger element in the Downtown Area, as well as becoming a more significant focal point. This concept is illustrated on Plate 16, particularly for the area west of Jackson Avenue.

East of Jackson Avenue, the addition of a major hospital (Alliance) and the existing Odessa Regional Hospital and Progressive Park lend stability to the area. In this area of Downtown, the variety of land uses and the amount of vacant land tend to fragment any cohesiveness the area might have at this time. Further development of vacant land would be expected to improve this position for the eastern section of Downtown.

Revised March, 2003

ONE-WAY DOWNTOWN

--- PROPOSED
 ——— EXISTING



POSSIBLE BLOCK CONSOLIDATION AND POINTS OF IDENTIFICATION



-  EXISTING BLOCK CONSOLIDATION
-  POINTS OF IDENTIFICATION
-  POSSIBLE BLOCK CONSOLIDATION



West of Jackson Avenue, a development pattern can be identified, and where coupled with the proposed street system, opportunities appear to be present for formulating alternatives for future developments. The position of the County Court House, Post Office, and Police and Courts Building all provide strong anchors for the southern section, particularly as they influence retailing along Grant Avenue. Similarly, existing financial and office uses on the east side of Grant between 6th and 8th Streets provide positive identification to the northern segment of the Grant Avenue retailing. West of these features are the sites of School District facilities and the City Hall, both of which are considered to have permanency in the Downtown. Anchoring the western edge of this interior area is the developing Medical Center. All of these uses tend to be on the perimeter of an internal area subject to change, some of which is now being experienced.

Internal to these uses are smaller sites important to the overall area. Included are the Ector County Library block, utility and telephone offices, and churches, all of which are considered to have similar permanency.

Blocks between Lee and Sam Houston are shown for possible consolidation, or for possible closing of Lincoln Avenue for primary use as a pedestrian space. The existing types and location of the more significant land uses, when coupled with the proposed street system offer various opportunities for the central area of Downtown.

CORRIDOR DEVELOPMENT PLAN

The conceptual Corridor Development Plan shown by Plate 17 provides a framework for the public and private sectors to follow in undertaking improvements in Downtown. As indicated, an area which extends from Grant Avenue west to Sam Houston between 3rd and 8th Streets is designated primarily for retail and office use. This area, as discussed previously, is situated nearby several key land uses in Downtown. These uses are identified on Plate 17 as County Court House, Police and Courts Building, the medical complex, City Hall, School District facilities and two major financial-office uses located on Grant Avenue, either side of 7th Street. Within this section appears to exist opportunities for consolidation of blocks.

Importance of the streetscape and improvements within public rights-of-way is emphasized by the Corridors: (1) 7th Street extending easterly from the medical complex east through the Grant Avenue and County Court House area; (2) Grant Avenue along the primary retail strip extending from 2nd to 10th Streets; and (3) Sam Houston, also extending between 2nd and 10th Streets. Secondary streetscape emphasis is shown for 3rd Street and 8th Street between Grant and Sam Houston.

Primary pedestrian use is suggested for Lincoln between 3rd and 8th. This approach can be effected by the complete closing of the street space for pedestrian area, or reduction of vehicular use by redesign of the street space with pedestrian emphasis through provisions of wider walks, restricted parking, limiting and reducing through traffic and other similar approaches.

The types of enhancements suggested for the Downtown Area are shown by the sketches, Illustrations 10, 11 and 12. The emphasis recommended for Grant, 7th and Sam Houston is shown by Illustration 10, Primary Streetscape Development. This is a sketch of Grant Avenue from 5th Street through the intersection of 4th Street. The 4th Street intersection is shown to be partially flared, which creates open space for surface treatment and space for the pedestrian at the intersection. This treatment also shortens the walking distance between curb lines, an advantage to the pedestrian, as well as for signalization. Tree planting within the present walk area is shown with space provided for pedestrian use at mid-block. It is also suggested that an awning or canopy be designed along store fronts for the entire block facade. A perspective view of the street space between 4th and 5th is shown by Illustration 11, which assists to indicate the character and environment recommended to be accomplished within the existing right-of-way.

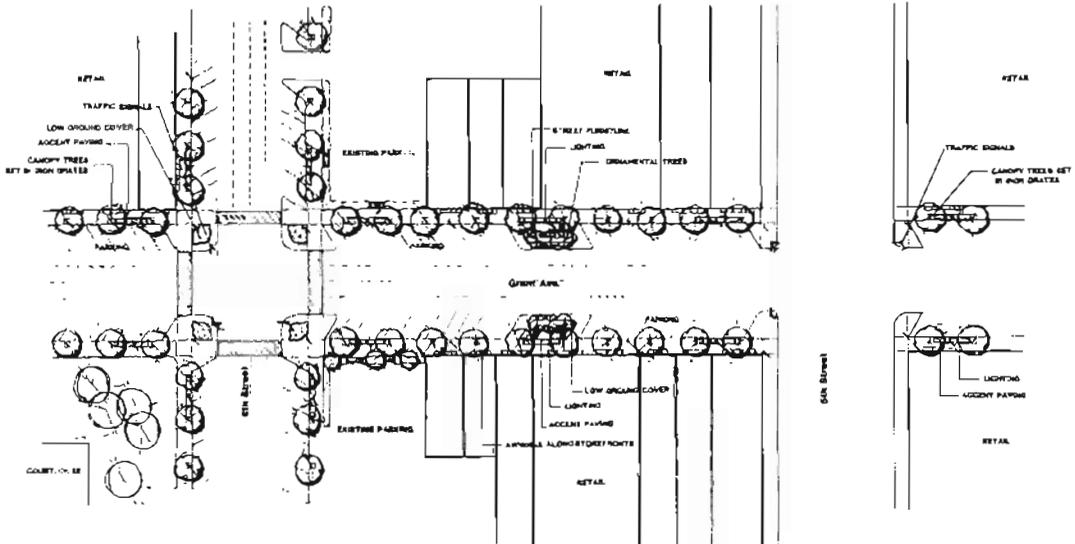
Illustration 12 shows the type of space which can result by the closing of a street section of Lincoln between 5th and 6th Streets. The area becomes space for primary use by the pedestrian-shopper. Shade provided by tree cover, surface planting, and paving are the principal design elements. As shown, continuous paving allows a route for emergency equipment, as well as service vehicles, when necessary to service adjacent uses not otherwise accessible by alleyways. Noel Park has a potential for a pedestrian-oriented park.

CORRIDOR DEVELOPMENT PLAN



-  NOEL PARK
-  PEDESTRIAN MALL
-  MAJOR PUBLIC & SEMI-PUBLIC USES
-  DOWNTOWN CORE AREA
-  PEDESTRIAN STREETScape TREATMENT
-  FOCAL POINTS





10

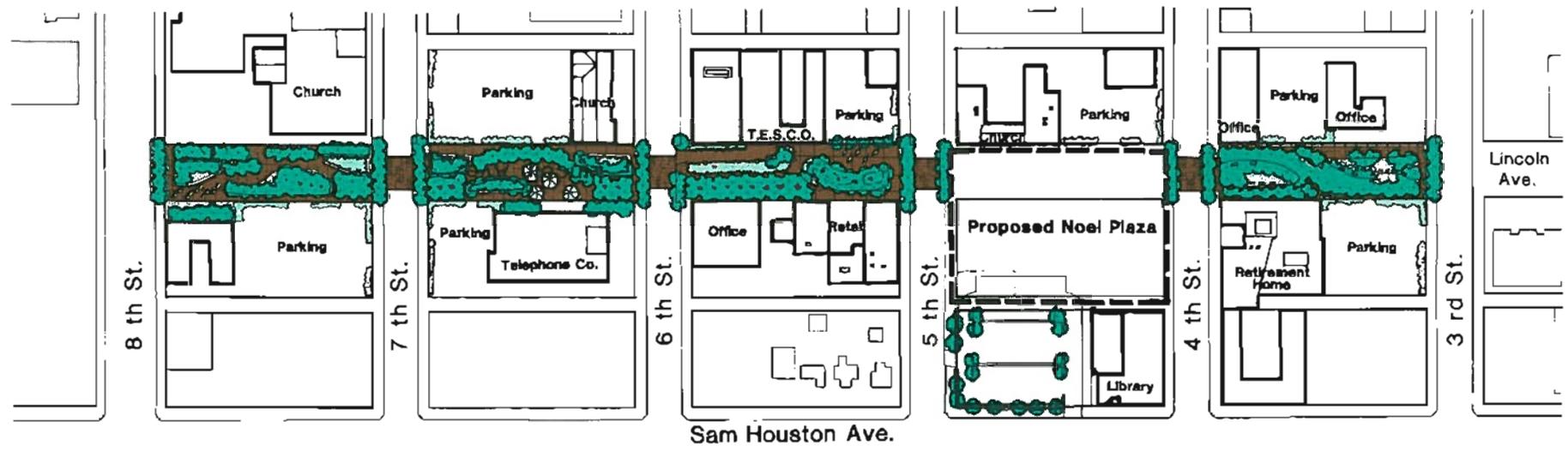
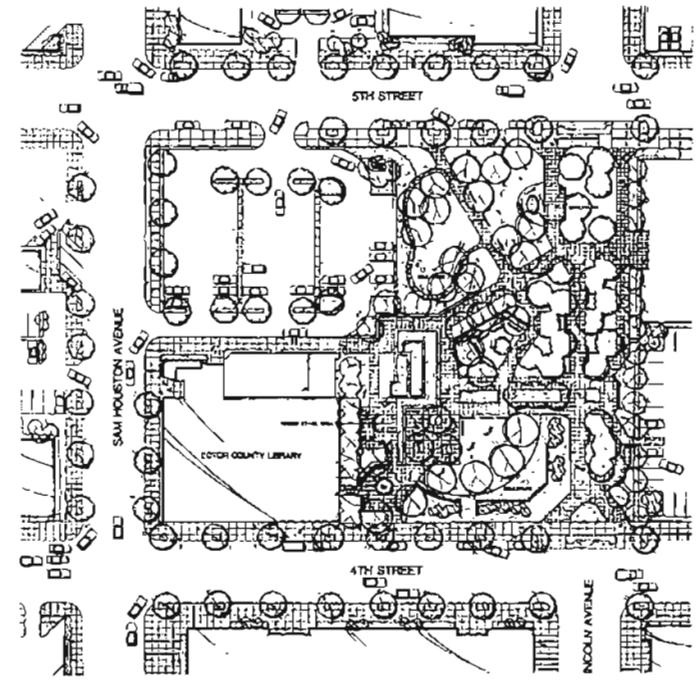
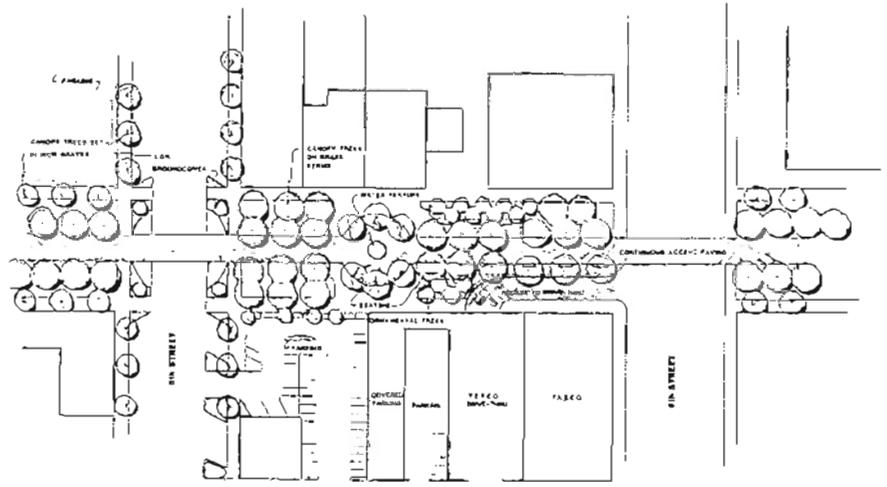
PRIMARY STREETSCAPE



11

**STREETSCAPE BETWEEN
4TH & 5TH STREETS**

LINCOLN AVENUE STREETSCAPE CONCEPT PLAN



Conclusion - It is recommended that Odessa capitalize on its major uses in Downtown to create a more unified and pleasing area. The hospitals are utilized not only by Odessa residents, but people throughout the region. The hospitals can act as an activity generator in addition to the governmental functions. The basic ingredients already exist to implement the suggestions outlined herein. The thoroughfare system and major "anchor" uses are in place, and with certain modifications, can be the nucleus of the Corridor Development Plan. The major obstacle to revitalizing Downtown will likely be the lack of unified support for its concepts by the public, and particularly, the downtown merchants. Without their support, the ideas suggested will be difficult to support by public sector involvement alone. A committee has already been formed in recognition of this need and to assist in guidance of downtown projects. Part of the objective of the committee should be to further refine the recommendations for downtown and solicit support throughout the Downtown Community. By doing so, through a gradual but sustaining effort, Downtown can evolve into a better, more inviting urban area.

HOUSING AND NEIGHBORHOOD AREAS

The following goals and objectives should be considered in the formulation of new neighborhoods and evaluating established neighborhoods:

1. Provide a variety of housing meeting a range of income and age needs.
2. Protect existing neighborhoods from encroachment of high intensity/non-compatible land uses.
3. Continue the control over existing housing such as code and housing enforcement to gradually upgrade housing conditions.
4. Assure that all new development maintains a high level of housing or neighborhood quality.
5. Create a balance of appropriate compatible land uses within each neighborhood (as recommended in the Development Guidelines).
6. Develop strategies for action in addressing conditions in existing neighborhoods.
7. Encourage good design of new subdivisions according to the Development Guidelines Sections.

Since 1979, Odessa has experienced a rapid growth rate. This trend quickly increased the number of total dwelling units. As demographic characteristics began to change, the declining population resulted in numerous vacant and removed (mobile homes) units located throughout the City. The following discussion is an excerpt, in part, from the 1979 Comprehensive Plan and has been updated to reflect the growth trends since 1979 and current conditions.

The provision of adequate housing for all income groups in a city has become a major problem and has, in fact, been a continuing problem throughout the nation for decades. Recent population changes in Odessa have focused attention on housing through a wide range of problems and issues including:

1. The increasing number of elderly in the population who are on fixed incomes find it increasingly difficult to own and maintain housing in an inflationary period.
2. The cost of housing has risen even more rapidly than inflation, thereby tending to reduce the percentage of persons who can afford housing on the going market. Only the recent reduction in interest rates has provided relief for some individuals.
3. Much of Odessa's moderately priced housing inventory was constructed at F.H.A. standards during the 1950s and cannot be considered energy efficient today, resulting in escalation of utility costs under today's energy conditions.
4. The present inventory of moderately priced housing represents the preponderance of such housing that is likely to exist in Odessa and its conservation is economically important to the Community. The current economic conditions in Odessa have resulted in a reduction of housing costs primarily as a reduction in demand.
5. The inventory of affordable housing necessary to serve the demand has been in the form of mobile homes and apartments.

The characteristics of a city's housing inventory generally reflects the quality of the living environment in the community. The characteristics of a community's housing inventory are influenced by many factors including the physical condition, age, size of structure, type of construction, location in the community and the characteristics and attitudes of the occupants of the dwellings. Over a period of time housing structures tend to change and their desirability as places of residence often is altered either because of location, environment, structural features or the interest or ability of the occupants to maintain the structures. A decline in the physical condition of dwellings, change in urban transportation routes, changes in building technology and changes in the economic base of the community can all be factors contributing to the decline or obsolescence of a residential area.

Age alone is not necessarily a criteria judging housing quality. The interest in the neighborhood and the economic demand for housing is often a major factor determining housing quality and state of maintenance. Many examples exist where housing of recent construction which was created to meet a large demand for a certain economic level has declined in a short period of time because the group for which the housing was created is no longer viable due to economic changes in the community.

Any effort to improve the overall quality of housing in a community involves both the effort of individual property owners and housing occupants and the effort of the municipality and related organizations. Basically, the improvement of housing quality is a local problem and one which will not be resolved by outside agencies, even though occasionally, help may be provided from outside sources. The owner or occupant's interest in housing is usually related to the quality of the area in which he lives and the adequacy of the housing as a safe, pleasant and sanitary place in which to reside. The owner of a dwelling also has a major economic interest as the investment in a dwelling usually represents one of the major lifetime investments of any family. The value of the investment is a matter of major concern. Inflation of housing values in the late 1970s stimulated an increased interest in housing as an investment. The community's interest in housing quality involves primarily two areas, namely: (1) the existence of good housing and good neighborhood areas are major factors contributing to the attraction of new industry, new jobs and new residents to the community, and (2) housing conditions bear a direct relationship to health, crime, poverty and similar social problems which can involve costly corrective programs and which have an adverse influence on the entire urban environment. Areas of the City containing substantial numbers of deteriorated and dilapidated dwellings are usually the locale of numerous social and health problems. It should, however, be recognized that housing in itself cannot be said to be the primary contributing factor to social and health problems, but rather the economic status or attitude of people living in undesirable housing tends to generate a higher incident of social problems than is normally found in sections of the community having better housing.

As important as a dwelling is to an individual in an urban area, the individual's effort to maintain and improve his housing condition must be related to an overall effort on the part of the community. The close association of dwelling units in an urban area makes the conditions within an area a matter of community concern. In areas where housing is below acceptable standards, some individual and community action is usually required to bring the housing up to reasonable standards. Cities are in constant economic competition as places in which to live and work, and the condition of the overall housing inventory is an increasingly important factor related to the city's economic future.

In addition to the maintenance of housing and neighborhoods, Odessa, because it is expected to eventually grow, must concern itself with adding new housing. The combination of land availability and construction costs has, in many communities, forced a consideration of different types of housing usually involving an increase in density. The demands for changes in housing types were anticipated in the revision of Odessa's Zoning Ordinance in 1978, and it anticipated that the future will see efforts to provide new and innovative housing types to partially ameliorate the housing cost problem. Projections are made herein for a balanced housing supply program for Odessa which acknowledges the need for new housing types.

Since 1979, housing units were added to meet the needs created by increased activity in the petroleum industry. Because of the relatively rapid increase in the economy, housing demand had difficulty in keeping pace. As a result, many units were added outside of Odessa's corporate city limits in the form of mobile homes. After 1985, the rapid pace of the petroleum industry began to decline as a result of world market impacts, and consequently, a reduction in population and housing demand. Currently, higher than average vacancy rates and lower interest rates have created substantial housing opportunities for middle income buyers.

The following reflects the changes in housing since 1960:

**HOUSING CHANGE, 1960-1986
ODESSA, TEXAS**

<u>Year</u>	<u>Total Dwelling Units</u>
1960	26,034
1970	28,148
1978	30,444*
1980	33,447
1986	37,602**

Source: 1960-1980 U.S. Census

* Survey by Marvin Springer and Associates

**Survey by City of Odessa, Planning and Inspection Department

The change in the number of dwelling units in Odessa from 1970 to 1978 was an increase of over 16 percent as compared to no significant change between 1960 and 1970. Between 1978 and 1986, there has been an increase of over 17 percent. Actually, housing construction continued during the 1960s but the number of dwelling units removed nearly equaled the new additions. The substantial gain in housing during the 1970s and 1980s reflects the changes which have occurred in the Odessa economy during the recent decade.

The increase in dwelling units in Ector County (outside of Odessa) in the 1970 - 1978 period was about 64 percent as compared with an increase of 16 percent in the City. A high percentage of the dwelling units gained in the County between 1970 and 1986, outside the City, is represented by mobile homes.

**DWELLING UNITS BY TYPE
ODESSA, TEXAS 1970-1986**

<u>Year</u>	<u>Single-Family Dwelling</u>	<u>Two-Family and Multi-Family Dwellings</u>	<u>Mobile Homes</u>	<u>Total Units</u>
1970	11,546	3,192	410	28,148
1978	23,378	5,665	1,401	30,444
1986	25,815	10,979	1,808	37,602

In the nine years from 1970 to 1978, the number of single-family dwelling units increased by about 4 percent, two-family and multi-family dwelling units increased by 77 percent, and mobile homes increased by 241 percent. In 1970, 86.2 percent of the dwelling units in Odessa were single-family detached dwellings. By 1978, single-family detached dwellings represented 76.8 percent of the housing inventory. Two-family and multiple-family units changed from 12.2 percent of the inventory in 1970 to 15.4 percent in 1978. The greatest change occurred in mobile home dwellings, which increased from 1.6 percent to 4.6 percent of the total dwelling units in the nine year period. The greatest increase since 1978 has been in the category of multifamily. The increases in single-family and mobile homes are similar to previous trends, but there has been almost a 50 percent increase in multi-family and duplex dwellings between 1978 and 1986. A significant contributing factor to the increased percentage of multiple-family and mobile home dwellings has been the escalating cost of housing and the increased housing demand through 1985.

As of 1978 in Ector County, outside the City Limits, about 50 percent of all the dwelling units were found to be mobile homes, and the preponderance of the remaining dwelling units were single-family detached dwellings. Only about 0.05 percent of the Ector County dwelling units were found to be of

the two-family and multiple-family types. As expected, mobile home dwellings continued to increase as a percentage of the housing in Ector County outside the City Limits, and it likely that the dwelling units will continue to be widely scattered, particularly in the areas west of the City.

AGE OF HOUSING

The period of Odessa's major population growth, 1950 to 1960, is clearly reflected by the number of dwelling units in the housing inventory built during that decade. Of the 1978 housing inventory, a total of 47 percent were constructed during the 1950 to 1960 period. By any standard, Odessa's housing inventory is of recent construction, which would suggest that it should be predominantly of good quality. Unfortunately, not all of the housing construction during the 1950s can be assumed to meet today's housing requirements.

Practically all of Odessa's present housing inventory has been built since World War II. About 78 percent of the dwelling units are less than 30 years old, and 31 percent are less than 20 years old. By age and date of construction, Odessa should not have a significant problem of housing obsolescence or deterioration. The type of construction during and prior to the 1950s, in the period of critical housing shortage following World War II is, however, one of the inherent problems of a portion of Odessa's current housing inventory.

HOUSEHOLD SIZE

The change in family size which has been evident during the past decade will have an impact on Odessa's overall future housing needs. The number of persons per occupied dwelling unit declined from 3.5 in 1960 to 3.3 in 1970, and was 2.8 in 1980. The trend toward smaller families is expected to continue and reach about 2.6 by the year 2000. It is likely that the changing family size will alter the type and size of housing desired in Odessa in the future. The area and number of rooms in the average dwelling can be expected to decrease some. It is also probable that the combination of housing costs and family size will increase the demand for multiple-family units either as owner occupied condominiums or as rental units. Some of the more

innovative forms of housing such as townhouses, patio homes and clusters of single-family attached dwellings may become more prominent in the new housing provided in the future.

HOUSING OCCUPANCY

The substantial increase in the number of multiple-family dwelling units built in the 1970s suggests a reversal of the decline in renter occupied units which occurred during the 1960s. The following tabulation indicates the changes in housing occupancy since 1960.

	<u>1960</u>	<u>1970</u>	<u>1980</u>
Total Dwelling Units	26,034	26,148	33,447
Owner Occupied Units	15,675	16,999	20,504
Renter Occupied Units	7,260	6,708	11,635
Vacant Units	3,099	2,434	1,308
Owner Occupied Units	15,675	16,999	20,504
White Occupants	15,122	16,074	18,145
Black Occupants	553	833	901
Renter Occupied Units	7,260	6,708	11,635
White Occupants	6,335	6,250	9,619
Black Occupants	925	419	831

Source: U.S. Census

CONDITION OF HOUSING

A survey was conducted in 1979 to determine the general physical condition of housing units which could be concluded from exterior inspection. The housing units were graded into four categories as follows:

Grade A - Housing of recent construction, well maintained and of average or above average floor area.

Grade B - Housing units of older construction, but well-maintained and lacking apparent problems, usually of medium floor area range.

Grade C - Housing showing signs of deterioration, lacking maintenance but considered suitable for rehabilitation.

Grade D - Housing units showing significant deterioration, often vacant and not considered adapted to rehabilitation.

In the housing survey, the condition of individual dwellings was noted, as well as general conditions in the neighborhood which were considered to have a possible influence on the quality of the neighborhood. One of the apparent problems which was observed in a number of areas was the lack of off-street parking space for vehicles. Many of the homes in Odessa were constructed with one-car garages or carports. A substantial number of the one-car attached garages have been converted to living space, resulting in only a short driveway section for parking of motor vehicles off the street. The garage conversion condition is especially evident among the dwellings with small floor areas constructed during the 1950s.

The excessive on-street parking of vehicles, generated by the lack of off-street space, tends to adversely affect the desirability of the neighborhood as a place of residence. While it is not illegal to convert garage space to living space, the lost off-street parking should be replaced with conveniently accessible space for parking on the lot. In many cases it appears improbable that off-street space can be provided to replace the garage space loss, and in some cases, replacement appears impossible.

NEIGHBORHOOD AREAS

The area unit of urban residential development is usually considered to be the neighborhood. Varied definitions of a neighborhood exist and there have been questions raised as to whether the neighborhood concept has validity in our current highly mobile society. There are strong reasons for dividing an urban area into units for evaluation and for functional and re-organizational purposes. An individual's and a family's attachment to their place of residence is universal. Likewise, the long-term welfare and quality of the place of residence is related to the relationship of a wide variety of factors which are not necessarily directly a part of the individual dwelling unit. The delineation of neighborhood areas also provides a basis for evaluating housing quality and the need for housing action.

Over 56 percent of the dwelling units expected to be needed in Odessa in the year 2000 already exist. The maintenance of the existing housing should be a matter of major concern. Most of the housing maintenance, conservation and rehabilitation will be accomplished by individuals, but the individual cannot succeed unless his efforts relate to and reinforce an overall neighborhood interest and improvement effort.

The increasing cost of value of housing has, in recent years, tended to encourage an improvement in maintenance. Observations of change between the condition of housing in Odessa in 1972-73 and in 1978-79 indicate a major gain in maintenance and improvement efforts by individual homeowners. There has also been important neighborhood improvement efforts by the City such as surfacing unpaved streets and removal of dilapidated dwellings.

For the purposes of evaluating the condition of housing in different parts of Odessa and identifying neighborhood problems and needs, the City was divided into neighborhood areas in 1979 and have been retained for comparative purposes. The delineation of the neighborhood areas is shown by Plate 18. In addition, future neighborhoods have also been designated to assist in evaluation of areas anticipated for growth.

For planning purposes, a neighborhood area is an area of about 300 to 900 acres or more of predominantly residential development bounded by major thoroughfares, or by some other natural or man-made feature such as a railroad. While the area encompassed by a neighborhood will vary, a typical neighborhood area would be a square mile (640 acres) bounded on all sides by major thoroughfares. A neighborhood area should contain some park and playground area, and often an elementary school. Convenience shopping and churches are also appropriately part of a normal neighborhood.

In Odessa, the major thoroughfare system and other features lend to create some neighborhood units larger and smaller than desirable due to existing conditions. The 21 existing neighborhood area and 12 future neighborhood areas delineated on Plate 18 were established for evaluation purposes and are generally considered adequate and appropriate units for housing action. The following discussion by neighborhood area is intended to assist in the development of future strategies. For description of the zoning district abbreviations, refer to Appendix A.

NEIGHBORHOOD ANALYSIS BY AREA

The following summarizes the dwelling types existing in each neighborhood area in 1986:

<u>Neighborhood Area</u>	<u>One Family Residence</u>	<u>Two Family Residence (Duplex)</u>	<u>Multi-Family Residence</u>	<u>Mobile Home Residence</u>	<u>Mobile Home Parks</u>	<u>Total Dwelling Units Per Neighborhood Area</u>
1	421	10	31	357	420	1239*
2	3201	-	681	3	87	3942
3	285	40	1532	-	-	1857
4	400	-	-	30	14	444*
5	892	20	518	358	136	1924
6	3414	770	129	-	-	4313
7	1251	152	478	-	-	1881
8	1145	4	548	-	-	1697
9	2591	178	742	15	-	3526
9A	571	28	32	-	-	631
10	1159	132	259	111	109	1770
10A	272	28	273	36	-	609
11	1027	38	170	-	-	1235
12	1594	60	661	-	-	2315
13	580	64	1258	-	-	1902
14	715	32	1238	-	-	1985
15	1445	66	526	-	-	2037
16	885	14	185	-	91	1175
17	917	30	105	183	48	1283
18	685	104	172	91	-	1052
19	1021	26	241	-	-	1288
20	641	-	48	-	-	
21	<u>76</u>	<u>-</u>	<u>46</u>	<u>2</u>	<u>62</u>	<u>186</u>
Total Dwelling Units	25188	1796	9873	1186	937	38980*

*Includes dwellings outside the 1986 City limits.

NEIGHBORHOOD AREA 1: Neighborhood Area 1 is bounded by U.S. Highway 385 on the west, 52nd Street on the South, Dawn and its northern projection on the east, and Yukon Road and the Ector County Airport to the north. The Odessa City Limits line runs east-west, approximately 1300 feet north of 52nd Street, along a 30 foot-wide City of Odessa easement. The right-of-way of Dixie Avenue north of this easement, as well as a small retail area at the northwest corner of Dixie and the easement, to East 67th Street, are also included within the City Limits. The 67th Street right-of-way west of Dixie to U.S. Highway 385, and a portion of U.S. 385 to Yukon Road, are also within the City of Odessa. Plate 19 shows Neighborhood Area 1.

The residential makeup of the older portions of the neighborhood have remained basically the same. In 1986, a total of 1234 dwelling units was recorded in this Community Area. Two hundred fifty-seven new single family residential units have been constructed to the southeast, near the intersection of 52nd Street and Dawn Avenue since 1979. Today, the residential makeup of the entire neighborhood is approximately 34 percent single-family residential and 63 percent mobile homes, although there are no mobile homes presently within the City Limits south of the City of Odessa easement. All mobile homes, and many single-family residences, are found in the unincorporated sections of the neighborhood south of Yukon Road.

The western boundary of Area 1 along U.S. Highway 385 is heavily developed in commercial and industrial-type uses. The interior of the area also contains a variety of commercial-type uses and home business intermixed with single-family and mobile home residences. Besides this wide intermixture of land uses found in a large part of Neighborhood 1, the Muskingum drainage course transverses south and south-easterly across the southwest part of the area. This area is predominately single-family, but serious drainage problems exist as a result of the platting and land use arrangements which have generally ignored the drainage condition. Storm water detention basins have been constructed in the southeast, but offer little relief to the majority of Neighborhood 1.

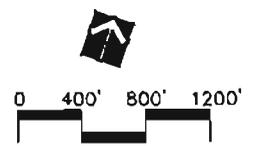
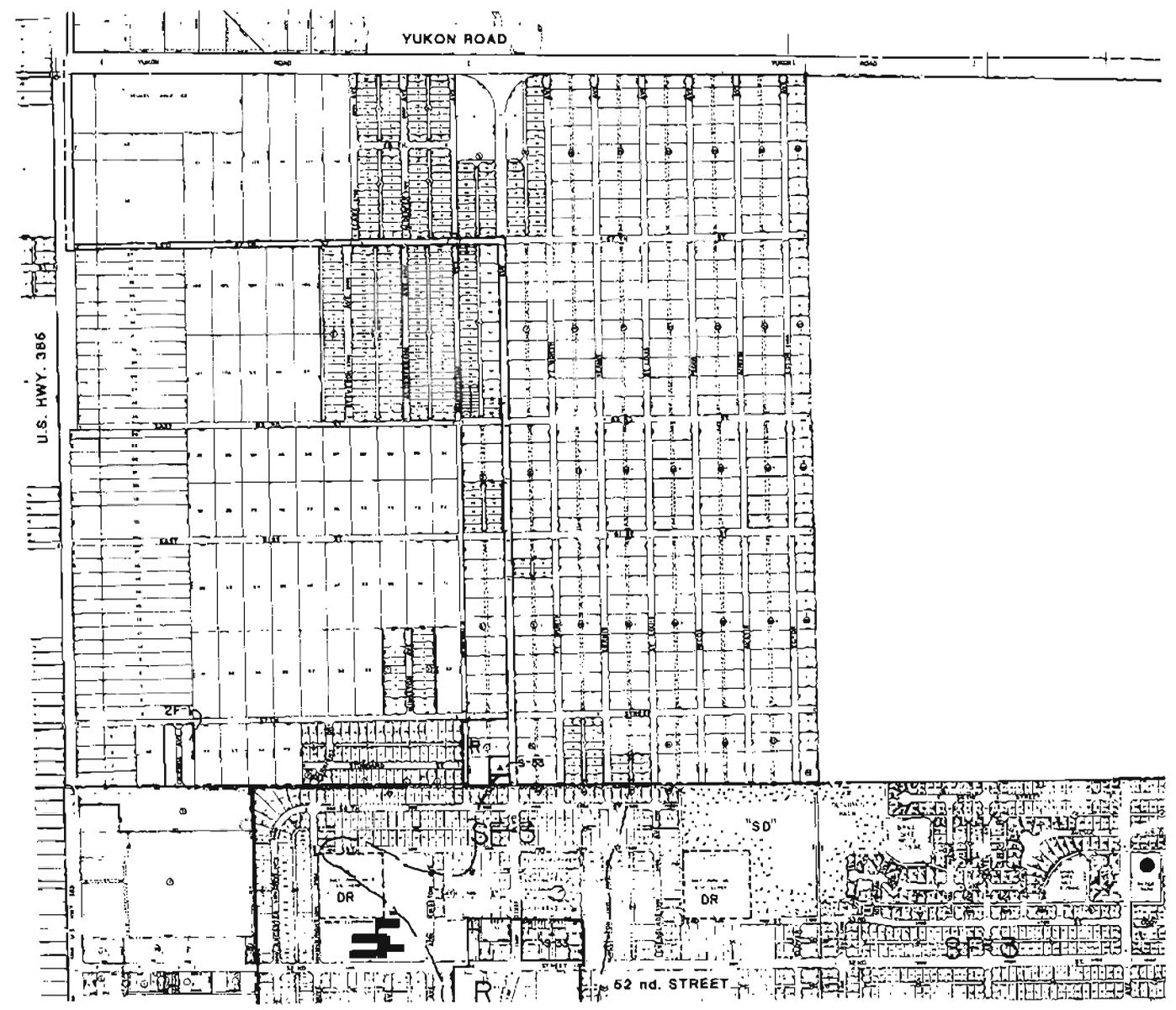
Goliad Elementary School is located along 52nd Street (a major thoroughfare) and serves the entire neighborhood. There are no other park or playground facilities, aside from those provided by the school, within the area. There are opportunities for new parks, possibly by utilizing a drill site or other undeveloped tract. The park and open space section of this report identifies the park needs and proposed parks for this area.

It would appear reasonable that the vacant and unincorporated areas of the neighborhood will develop as site for mobile home units or parks, and possibly single-family residences in the unplatted areas east of Ector Avenue. Future annexation of the unincorporated sections of this area may be difficult due to current conditions, although the application of reasonable mobile home and building standards could prove to be an essential step toward protecting, or even enhancing, the area's living quality. The annexation section identifies the objectives and issues for potential annexation of the unincorporated areas of Neighborhood Area 1.

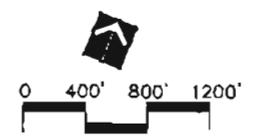
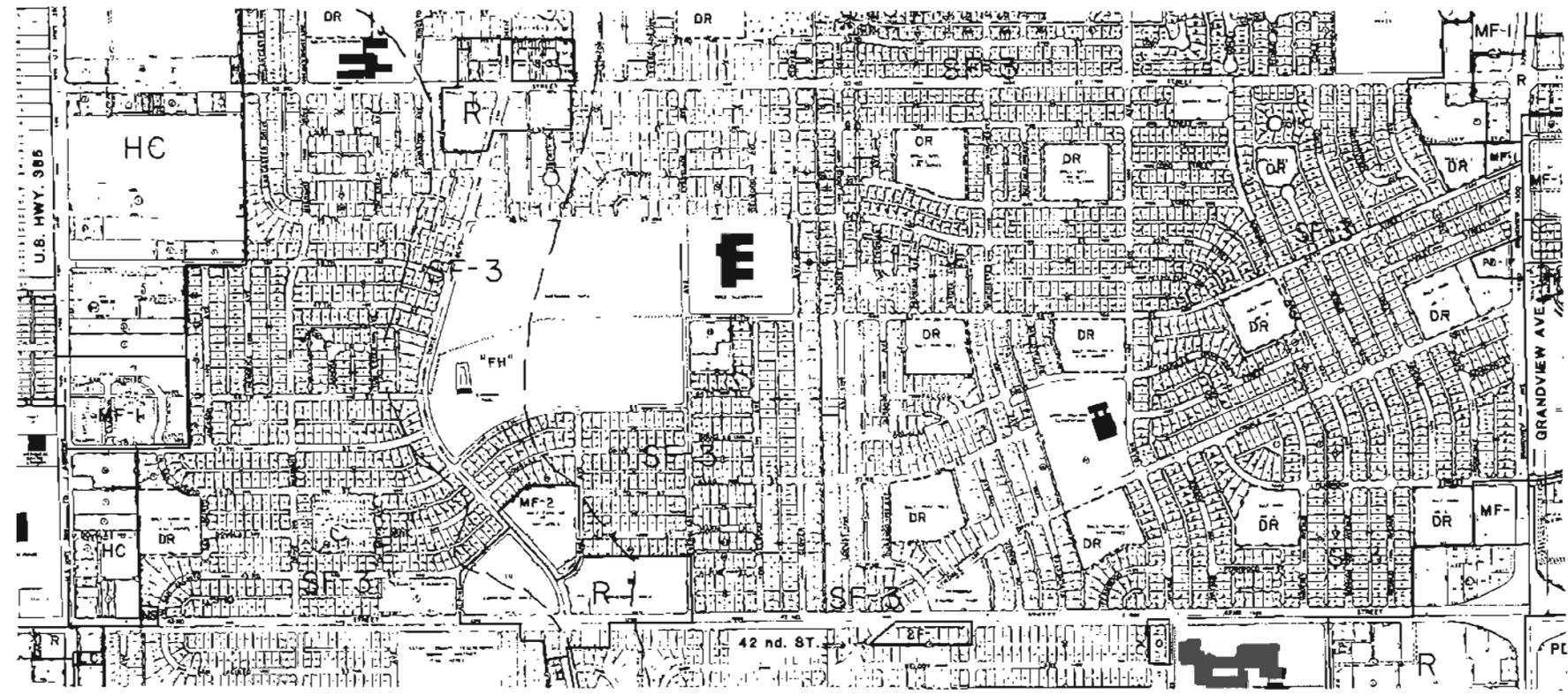
NEIGHBORHOOD AREA 2 The portion of the City designated as Neighborhood Area 2 is located north of 42nd Street extending to 52nd Street, and is bounded on the west by U.S. Highway 385 and on the east by Grandview Avenue. The area (316.2 acres) in Neighborhood 2 is larger than most areas and contains 3,942 dwelling units, of which 3201 are single family dwellings, 681 are multiple-family units, and 57 are mobile home units in mobile home parks.

The existing zoning and status of development of Neighborhood 2 is shown by Plate 20. A relatively small amount of vacant land remains for use in the neighborhood. At least 16 drill reservation sites exist in the area and some of them may be utilized for future residential use. The 1980 Comprehensive Plan proposed that at least one drill site located adjacent to the John Ireland Elementary School be converted for future playground use. One of Odessa's larger parks (Sherwood Park) is located in the western part of the neighborhood. Ross Elementary School, as well as John Ireland Elementary School, serve the area.

NEIGHBORHOOD AREA # 1



NEIGHBORHOOD AREA #2



The Thoroughfare Plan identified Dixie Boulevard and Nabors Avenue, both running north-south through the Neighborhood as Type B-2 thoroughfares. Lyndale has a similar east-west significance. The cutting of the neighborhood by relatively heavy traffic-ways introduces a substantial traffic problem into the area; a condition not considered desirable, but one which is dictated by the existing physical arrangement. The traffic concentrated in the vicinity of Sherwood Park and John Ireland Elementary School is of special concern and should be regulated to the benefit of the residents of the neighborhood. Dixie Boulevard is identified by the Corps of Engineers as the major drainage route for surface runoff and studies indicate that flooding may occur along Dixie under heavy runoff conditions.

The zoning in Neighborhood 2 generally coincides with the existing land use except at several points along U.S. Highway 385, where non-commercial uses occur in commercially zoned areas. An increase in apartment units may be expected in the northeast corner where vacant land zoned MF-1 exists. The retail areas are approximately located along the boundary of Neighborhood 2. No internal zoning changes would appear desirable in the area, and any urban use of the numerous internal drill sites should be for single-family detached or single-family attached dwellings only. Maintenance of the drill sites, such as mowing and removal of debris, is important to the overall stability of the area.

NEIGHBORHOOD AREA 3 - The area shown as Neighborhood 3 is bounded by Grandview Avenue, Parkway Boulevard, 42nd Street (Spur 492) and 52nd Street, and is indicated by Plate 21. This neighborhood of approximately 685 acres is today over 50% developed, and contains over 100 acres of retail land use. In 1979, only the retail and multi-family areas at the corner of Grandview and 42nd Street were developed, in the past; a large portion of the area was zoned for retail, light commercial and multiple-family, and substantial residential uses were not anticipated. The principal zoning pattern has changed, and currently, Neighborhood Area 3 contains approximately 285 new single-family detached residences. Most of the retail and multiple-family areas (1532 units) have developed, and two major retail shopping areas exist along 42nd Street. Twelve drill site reservations also exist within Neighborhood Area 3.

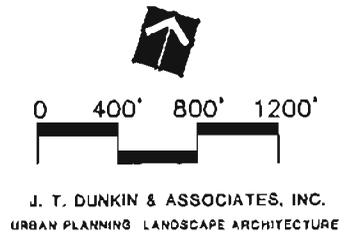
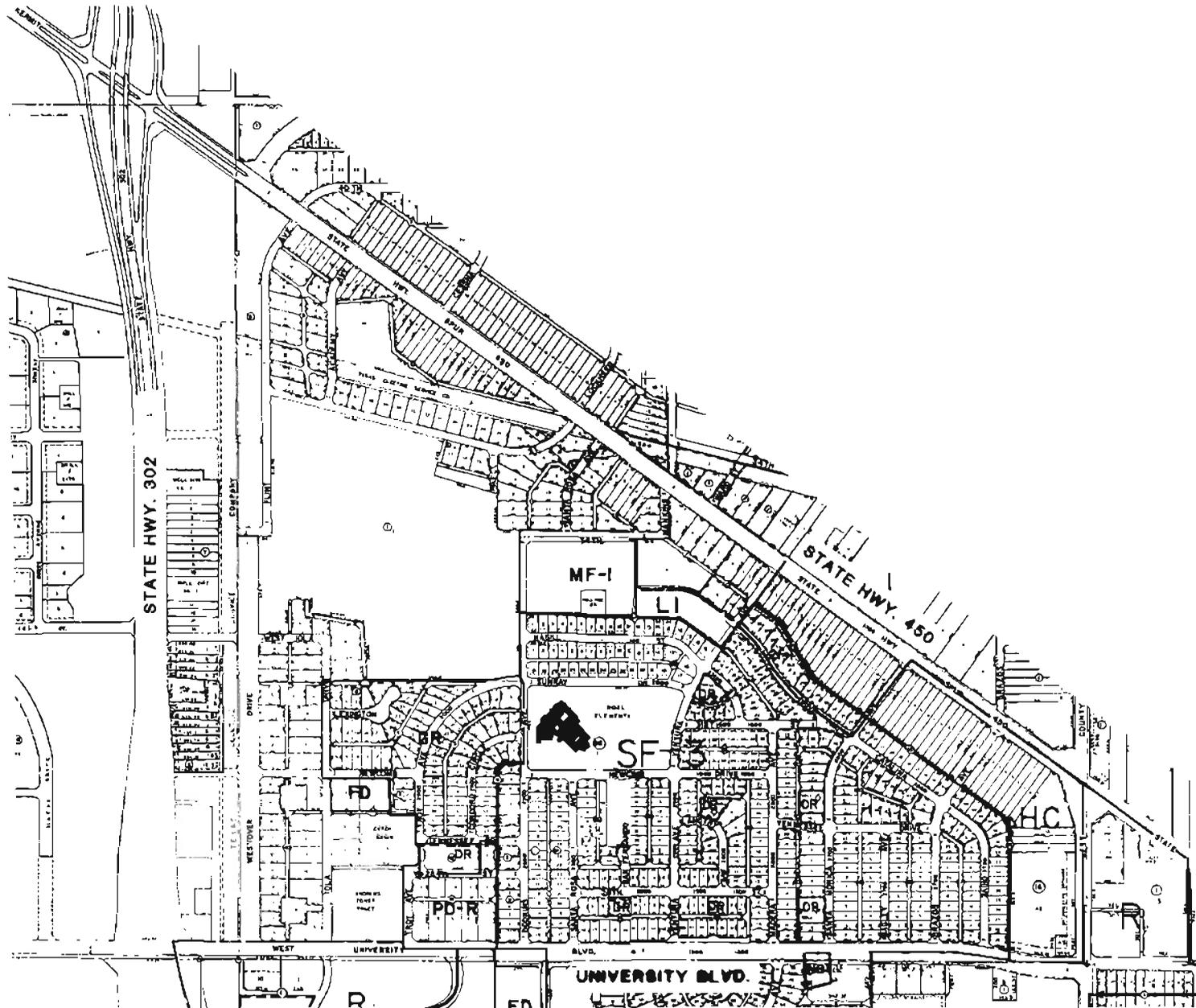
As Neighborhood Area 3 continues to develop, some type of guidance will be increasingly important to assure a reasonably compatible relationship between the extensive non-residential and multiple family uses along 42nd Street, and the developing single family detached areas to the north. The concentration of the regional type retail shopping areas and apartments will also cause the area to become one of the largest traffic-generators in the City. As identified on the Future Land Use Plan, the majority of the area should eventually become residential.

NEIGHBORHOOD AREA 4 - The small triangular area shown by Plate 22, bounded by State Highway Spur 450, West County Road, University Boulevard and State Highway 302, is designated as Neighborhood 4. The residential character of the Neighborhood consists of approximately 90 percent single family residences and 10 percent mobile homes (both individual units and those in Mobile Home Parks). The present single-family zoning is SF-3, Single Family Residence 3. Mobile homes are generally confined to an area presently zoned GR-General Residential. The eastern portions of the area have been annexed and zoned, while the western sections, generally fronting State Highway 302 and State Highway Spur 450, are outside of the present City Limits.

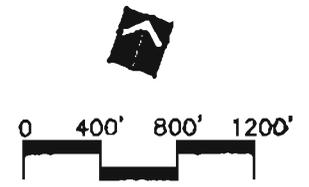
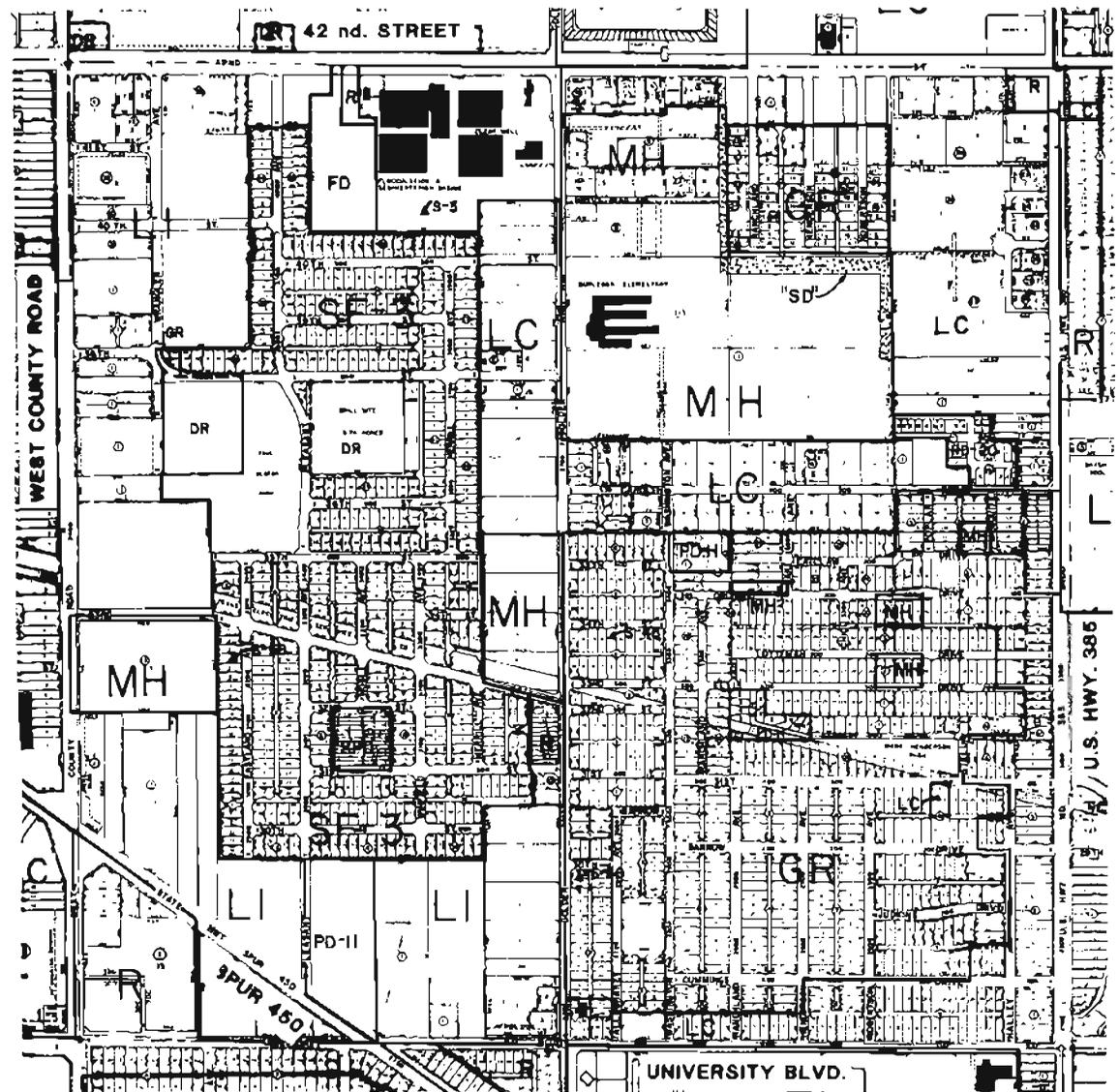
The Neighborhood is served by Noel Elementary School near the center of the Area. This school is built on a large site and offers recreational opportunities for nearby residential units.

The frontage along the two major roadways, State Highway 302 and State Highway Spur 450, is developed predominantly with commercial and light industrial type uses. A number of active oil wells and numerous drill sites exist in the Neighborhood without substantial impact upon the residential areas to the southeast. Future annexation of the unincorporated western sections of the Neighborhood could occur, and HC-Heavy Commercial or LI-Light Industrial Zoning could be anticipated as specified on the Future Land Use Plan. It will be important in the future to insulate the existing residential area from existing and new non-residential areas, where possible. Because the residential area is small, it will be difficult to preserve residential character.

NEIGHBORHOOD AREA #4



NEIGHBORHOOD AREA #5



NEIGHBORHOOD AREA 5 - The area bounded by 42nd Street, U.S. Highway 385, University Boulevard and West County Road is designated as Neighborhood Area 5. The area contains 647.8 acres (approximately one square mile) and is over ninety percent developed, with only scattered vacant tracts remaining (See Plate 23). A total of 1924 dwelling units were recorded in the area, of which 46 percent were single-family, 26 percent were mobile homes and 28 percent apartment or duplexes. In 1979, approximately 64 percent of the units were single-family detached. The area is divided north-south by Golder Avenue, a secondary thoroughfare. The central portion of the neighborhood, east and west of Golder Avenue, contains a mixture of single family dwellings, mobile homes, duplexes and apartments. There are several substantial mobile home parks and mobile home residence developments existing in the area and scattered vacant lots are being utilized for mobile homes. The residential areas west of the frontage on Golder is uniformly single family residential development with no intrusion of mobile homes, except for one mobile home park along West County Road.

The periphery of the Neighborhood, along U.S. Highway 385, 42nd Street, University Boulevard and West County Road, is stripped with commercial and retail uses, with the frontages along these thoroughfares being zoned either LC-Light Commercial, LI-Light Industrial or R-Retail. Some non-conforming commercial uses exist in the residential portion east of Golder. The basic zoning arrangement appears to conform with the land use, and little basis for change appears to exist. Utilization of the scattered vacant tracts for infill purposes represents the most likely land use change in the area, and in the area east of Golder, an increase in mobile home uses may occur. Some question may also arise concerning the future use of several drill sites existing in the area.

Neighborhood Area 5 is served by the Burleson Elementary School and Paul Slator Park with the school having adequate open play areas. Additional park facilities in the form of a linear greenbelt may be created along the TESCO electrical transmission line. This easement passes through Mark-Henderson Park and could easily be incorporated into the park system for the Neighborhood.

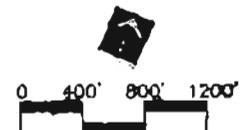
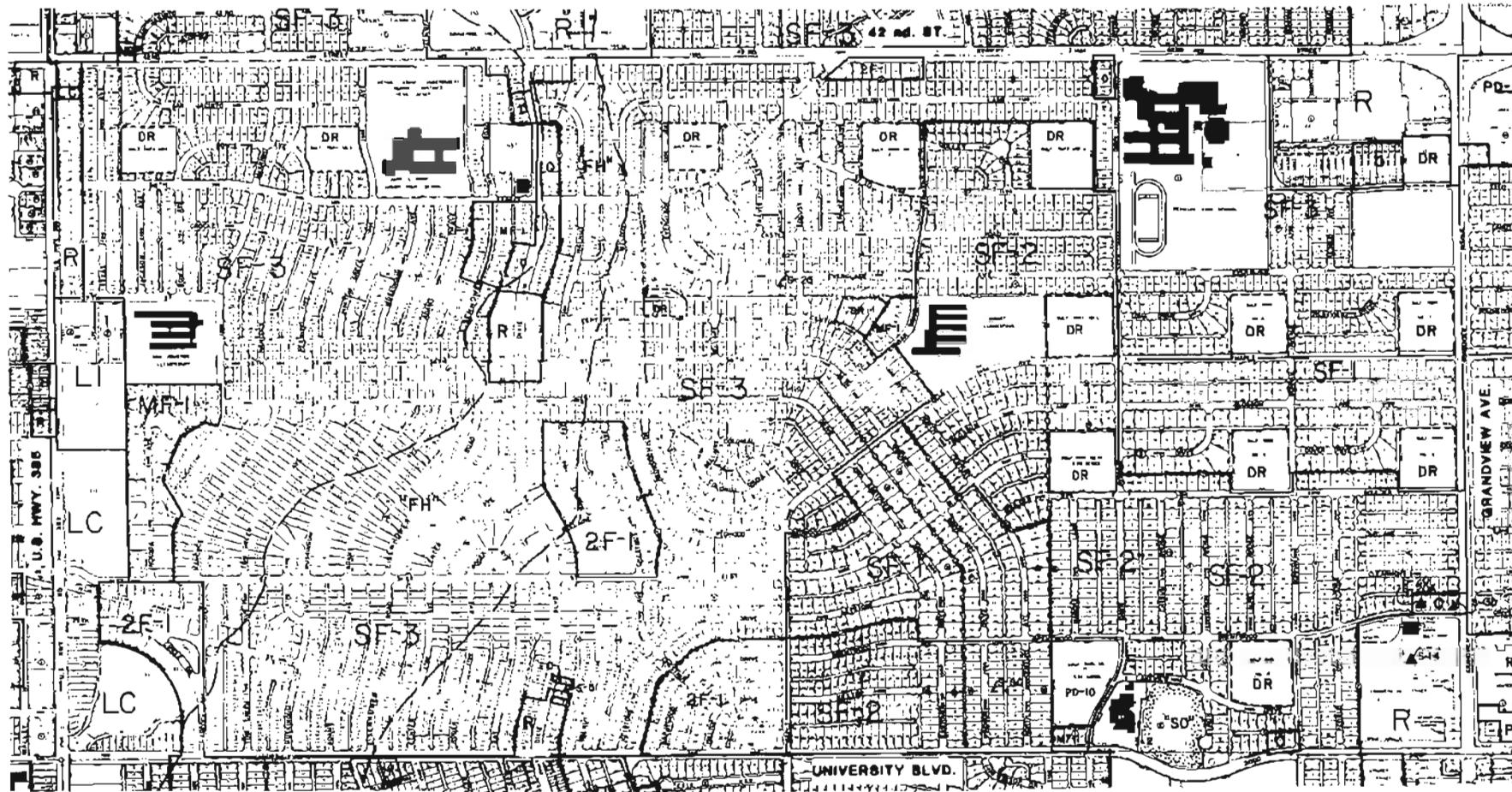
NEIGHBORHOOD AREA 6 - One of the largest neighborhood units is Neighborhood Area 6. The general platting and zoning of the area is shown by Plate 24. The overall area of Neighborhood 6 is 1366.7 acres and the boundaries are Grandview Avenue to the east, University Boulevard on the south, U.S. Highway 385 on the west and 42nd Street on the north. Dixie Boulevard, designated as a Type B-2 thoroughfare, and Dawn Avenue, a Type D thoroughfare, cross the area in a north-south manner creating three sub-neighborhoods. Lyndale and 38th Streets and Maple Avenue are also secondary type thoroughfares which introduce significant traffic movement into the area.

A total of 4313 dwelling units exist in Neighborhood Unit 6, of which 80 percent are single-family detached dwellings, 17 percent are two-family units (duplex), and 3.0 percent are multi-family units. Neighborhood 6 can be considered completely developed with only a few small vacant tracts remaining. The largest amount of underdeveloped land in the area is represented by 15 drill sites. Retail shopping areas exist at Grandview Avenue and 42nd Street, Grandview Avenue and University Boulevard, Dixie Boulevard and 42nd Street, and along the frontage of U.S. Highway 385. The "built-out" state of development in Unit 6 suggests that very little change in land use can be expected. Any major zoning change request would likely be related to one or more of the several drill sites. It would generally be desirable to confine the use of these drill sites to single-family detached or single-family attached development, except for sites which could be utilized as park facilities.

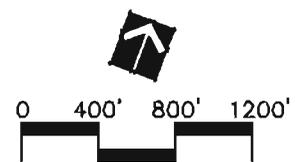
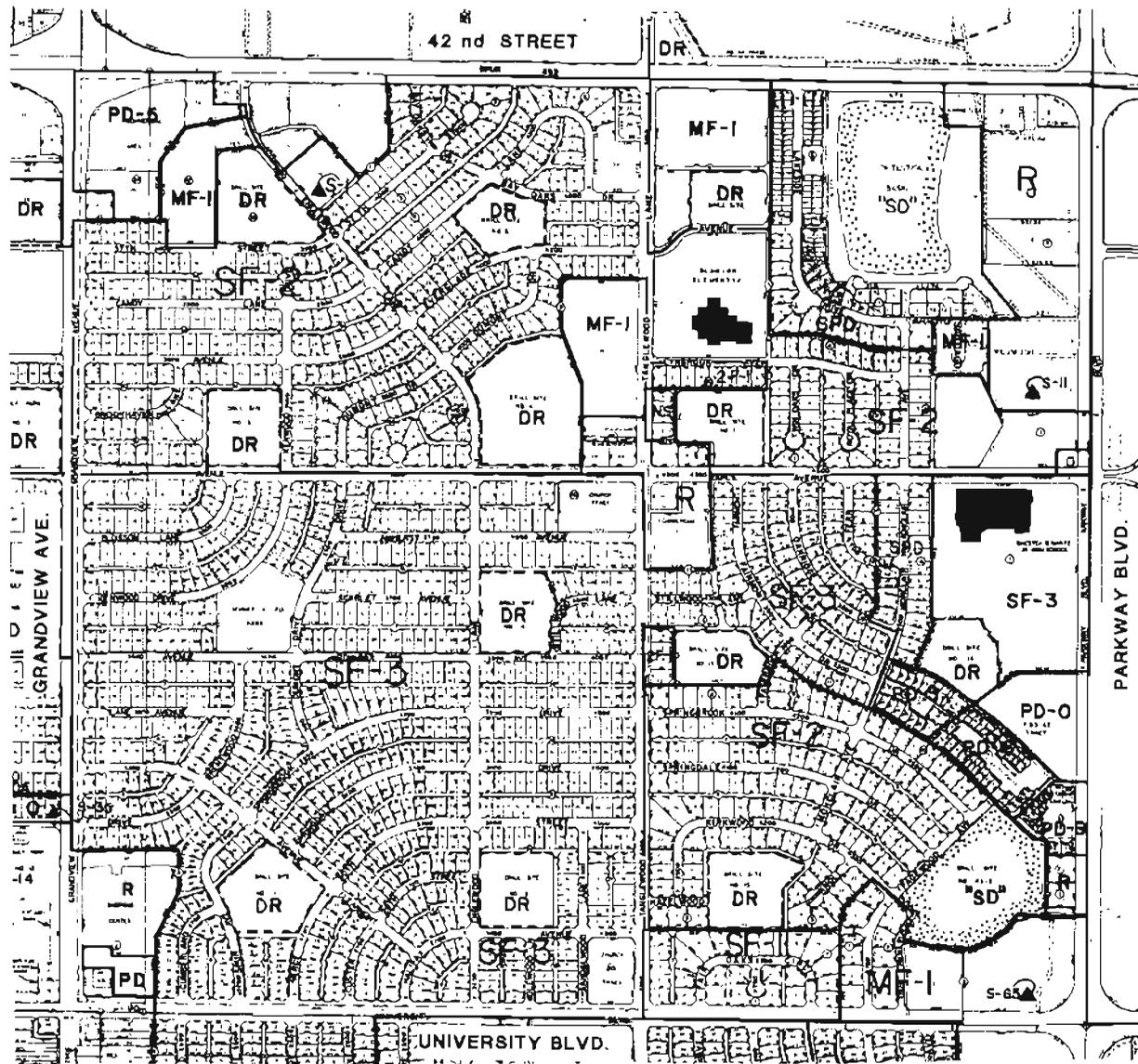
One problem related to the terrain in Unit 6 is the Muskingum drainageway, which traverses the western portions of the area and which, according to studies by the Corps of Engineers, constitutes a flood threat under heavy runoff conditions.

Neighborhood Unit 6 contains two elementary schools (Sam Houston and Burnet), a high school (Permian), and a junior high school (John B. Hood). Several small park areas, including Bellaire Park, Casa Bella Park, Freedom Park and Optimist Park are also found in the Neighborhood. Jim Parker Park is also located immediately across University Boulevard from the Neighborhood and can be related to the area by the development of the proposed linear parkway along the TESCO transmission line right-of-way which traverses part of Neighborhood 6.

NEIGHBORHOOD AREA #6



NEIGHBORHOOD AREA #7



NEIGHBORHOOD AREA 7 - In size and distribution of land use, Neighborhood Use 7 might be considered a model unit. The area is approximately one square mile in size and is bounded by Parkway Boulevard, University Boulevard, Grandview Avenue and 42nd Street. Plate 25 shows the general platting and zoning arrangement of Neighborhood 7. While the area is predominantly developed in single-family detached dwellings (66.5 percent of dwelling units), substantial development of apartments and townhouses (25.4 percent), and some duplexes (8.1 percent), exist along with retail shopping and related service which are concentrated at the corners. The Neighborhood is fully developed except for a northeast corner retail area and few vacant tracts on the fringes. The largest undeveloped area is found in the 14 drill sites. One of the drill sites in the southeast corner is designated with an SD, Surface Drainage Prefix. A large playa lake with an SD Prefix also exists in the northeast corner of the neighborhood, and surface water tends to concentrate along the eastern edge of the area.

Two internal streets, Tanglewood and Maple, are likely to have traffic importance in Neighborhood 7, and their intersection is the location of a small service-retail area. Inasmuch as Tanglewood is terminated at the north boundary of the Neighborhood and Maple terminates at the east boundary, the volume of traffic attracted to the streets is not likely to create an adverse internal condition.

The overall neighborhood facilities could be improved by the addition of playgrounds on existing drill sites. At present, Murry Fly Park, containing about 5 acres, is the only park facility in the area. Additional recreational opportunities may become available through the joint use of school and park lands. The balance of land uses in this neighborhood is considered desirable and should be used as a guide for future neighborhood areas.

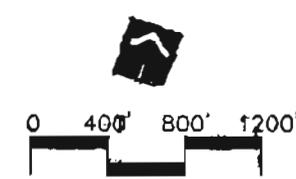
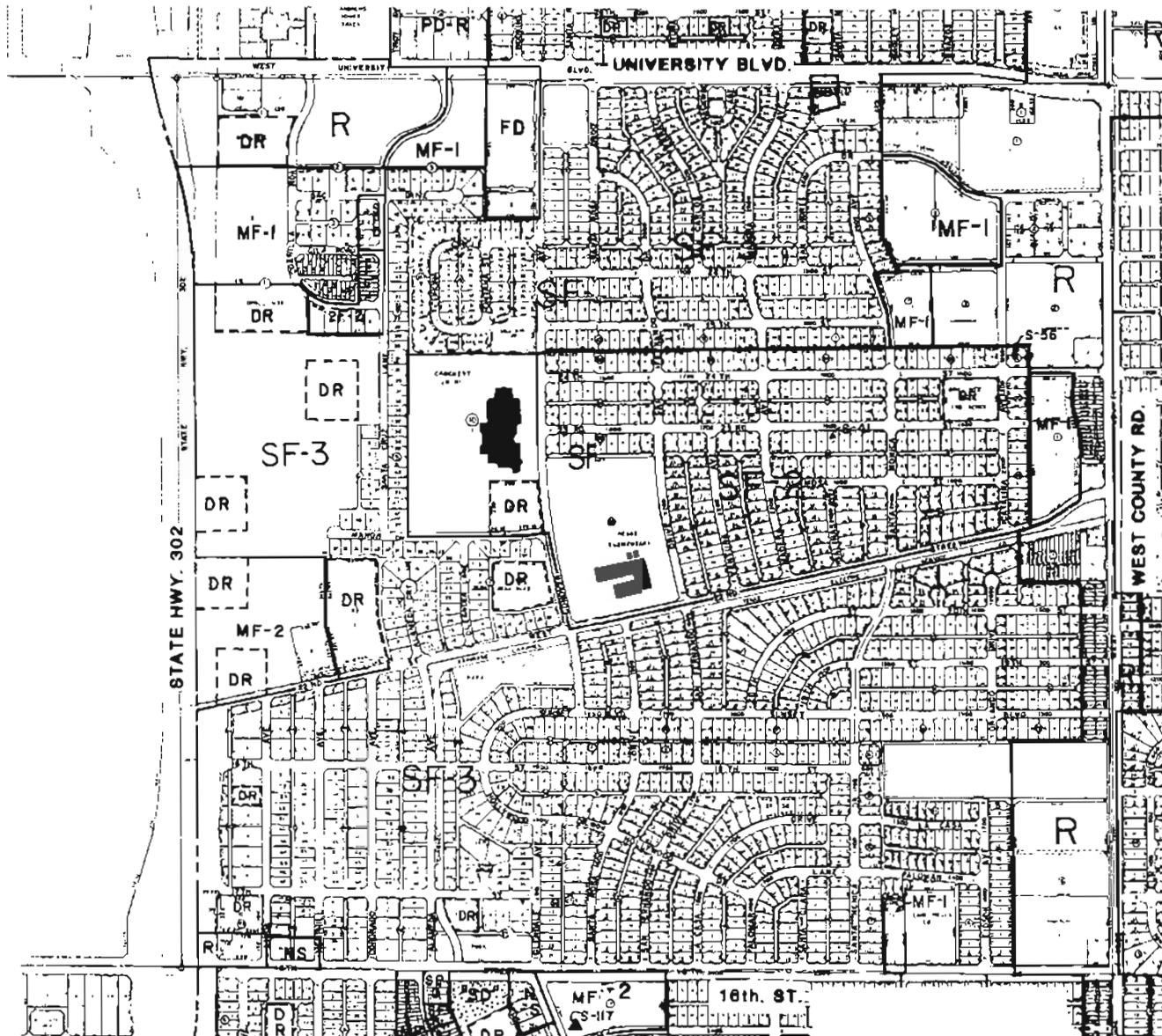
NEIGHBORHOOD AREA 8 - The area designated as Neighborhood 8 is bounded by West County Road, 16th Street, State Highway 302 and University Boulevard. The area covers approximately one square mile and the status of platting and zoning is shown by Plate 26. The eastern two-thirds of the Neighborhood is fairly compactly built with single family detached dwellings and four apartment complexes. The frontage along West County Road is solidly developed with retail and commercial uses. A total of 1697 dwelling units were recorded in the area, representing a 30 percent increase since 1979, of which 32.4 percent were apartment or duplex units; all other units were single-family detached.

The western one-third of the Neighborhood has experienced most of the development activity since 1979, aside from the eight oil drill sites. Two large apartment complexes have been built in the northwest section of the Neighborhood. Other significant development opportunities exist in this area, but efforts must be undertaken to lessen the effects of oil or gas well sites on residential uses.

A tributary to Monahans Draw existed through the area and the drainageway has been converted to a channel in the existing subdivision. Existing information would indicate that no important drainage problems exist in the Neighborhood. The drainage channel is also occupied by an electrical transmission line which is erected astride the channel. It is envisioned that the transmission line-channel be part of a linear parkway system. In the area of the channel-transmission line, the use of the common right-of-way as a parkway will need to be limited to a pedestrian-way or jogging trail.

The Pease Elementary School, which has a well developed playground, is centrally located to the Neighborhood. Crockett Junior High is located just to the northwest of the elementary. Traffic along 22nd Street may become congested at some point in the future. Twenty-second Street cuts diagonally across the Neighborhood and tends to take on the characteristics of a secondary thoroughfare.

NEIGHBORHOOD AREA #8



NEIGHBORHOOD AREA 9 - The area bounded by Grant Avenue, 8th Street, West County Road and University Boulevard is designated as Neighborhood 9, and is shown by Plate 27. This area is one of the oldest established neighborhoods in Odessa and contains a variety of housing types and a wide range of housing quality. The area covers approximately 1000 acres and contains 3526 dwelling units, of which 26.1 percent are apartment and duplex units, and the remainder (73.5 percent) are single family detached units except for 15 mobile homes. There has been an increase of approximately 12 percent of the total units since 1979, mainly due to the addition of apartments.

The area of Neighborhood 9 is bounded by important major thoroughfares and is also cut by several secondary thoroughfares and collector streets. Golder (north-south) and 10th Street are important and high volume secondaries. Part of the one-way street system related to downtown Odessa introduces heavy traffic movements into the eastern part of the Neighborhood. Sam Houston and Washington Avenues are a one-way pair north which 12th, 14th, 16th and 17th Streets operate as one-way streets from Golder to the east. Twenty-second Street projects across the northern part of the area and has important east-west traffic significance.

The southern portion of Neighborhood 9 is adjacent to downtown Odessa, and there is a mixed land use arrangement in the 8th Street and 10th Street vicinity and extending north along Grant, Lee and Lincoln. The northeast corner of the Neighborhood is occupied by Odessa College and a substantial area of retail-commercial use adjacent to the College has existed for many years.

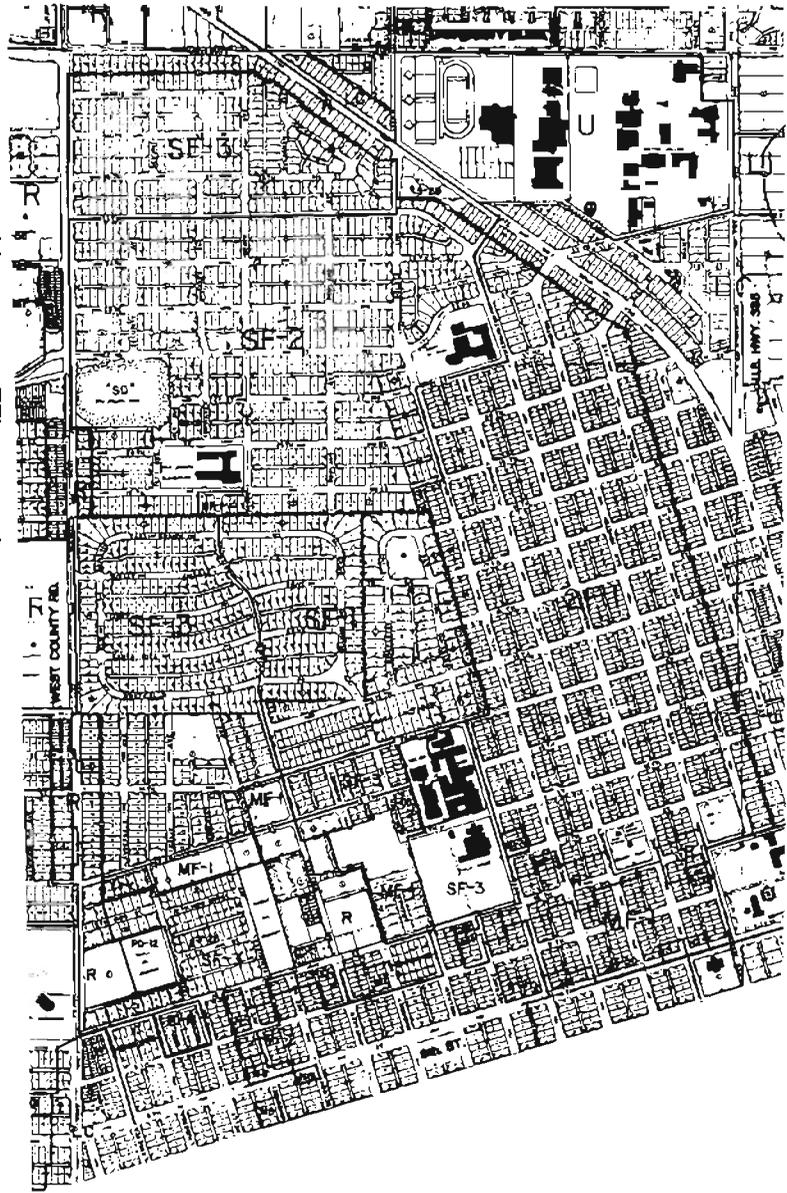
A significant complex of school facilities exist in the Neighborhood including Odessa High, Crockett Junior High, Bowie Junior High and San Jacinto Elementary. The Bowie Junior High site is small. Odessa High School has a large site involving an extensive athletic complex. The San Jacinto Elementary School has a good playground and is diagonally across the street from San Jacinto Park (a good relationship). Crump Park, a small one block park, also exists in the area. There is a need for more park area in Neighborhood 9, but almost complete development of the area does not offer opportunity to add new park space. Cooperation with the school district could make the school playgrounds also function as neighborhood park grounds. A linear park has also been proposed along the TESCO easement, which extends east from San Jacinto Park.

The existing zoning, as shown on Plate 27, is generally in accord with the developed land use. The mature development status of the area suggests that only minor land use changes are likely to occur. The area to the southeast, near downtown, and the areas along 8th and 10th Streets will probably be subject to the greatest change pressures. Maintaining the present zoning arrangement in the predominately single-family portions of the Neighborhood will be important to the protection of the quality and character of such areas.

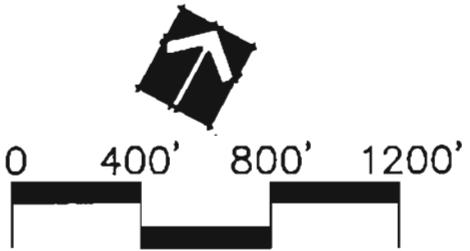
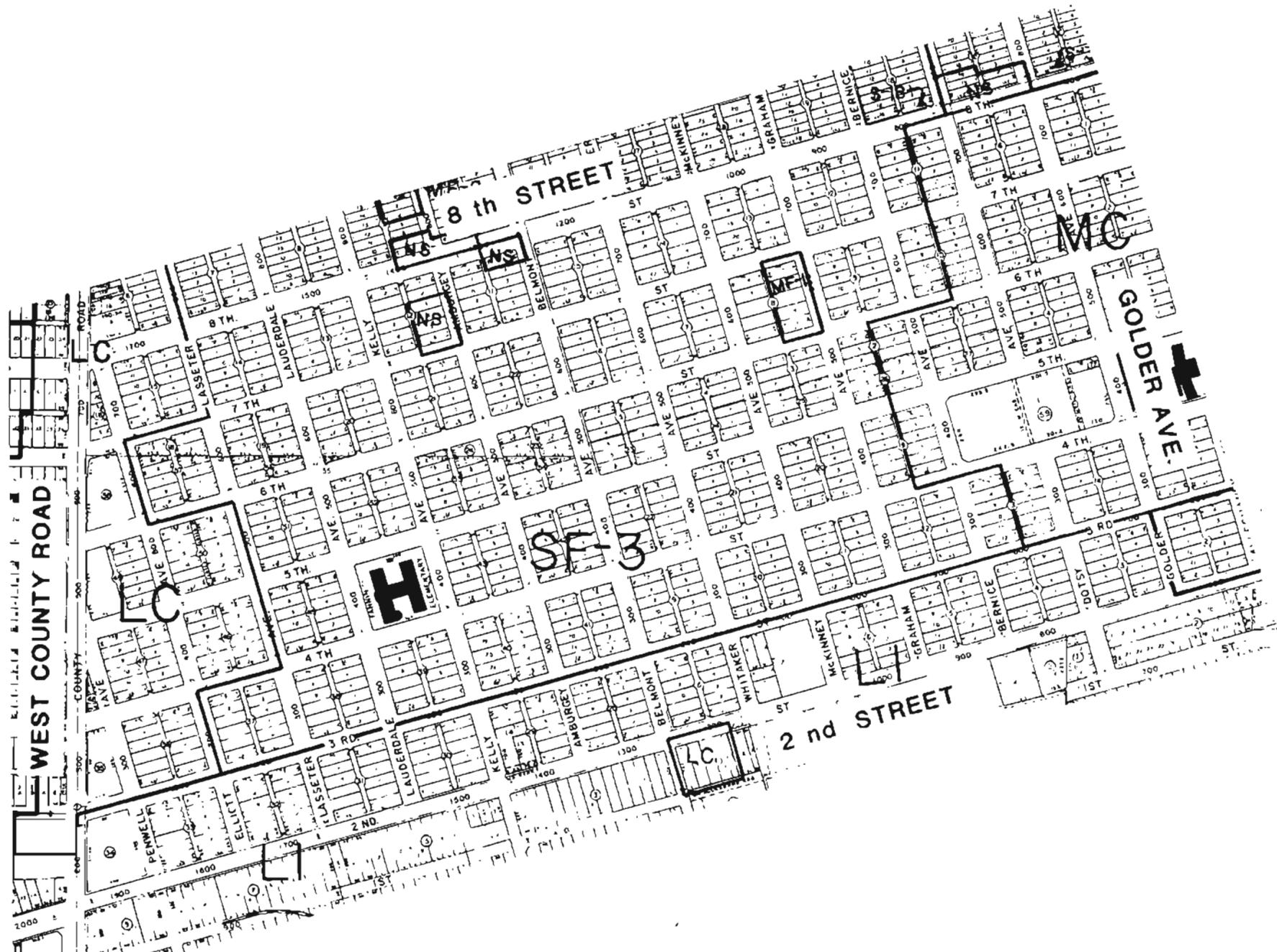
NEIGHBORHOOD AREA 9A - A partial neighborhood area exists south of 8th Street which might be considered an extension of Neighborhood 9. The special area shown by Plate 28 extends from 8th Street to 2nd Street and from West County Road to Golder Avenue. The number and percentage of dwelling units have changed, but not substantially, since 1980, with the area containing approximately 90 percent single-family residences and 10 percent apartment or duplex units. No mobile homes were recorded in the most recent land use inventory in 1986.

The Neighborhood is located immediately west of the Downtown Area and there is some tendency for expansion of the Downtown Area into the Neighborhood. The strongest expansion stimulus appears to be from the Hospital and Medical Center. Commercial development extends along the southern border of the area and along West County Road, while downtown commercial uses extend along the eastern boundary. The zoning recognizes the substantial number of single family residences in the area with an SF-3 classification. These residences are located throughout the central portion of the Neighborhood Area. This central area also contains small areas of Neighborhood Service zoning and an MF-1 tract. The eastern border, generally between West County Road and Lasseter Avenue, is zoned LC-Light Commercial. Along the eastern sections of the area, from Golder Avenue to approximately Bernice Avenue, the present zoning is MC-Medical Center District, to correspond with the developing hospital area. However, a more detailed discussion of the appropriateness of this zoning classification may be found in the Downtown section of the Comprehensive Plan. The frontage along 2nd Street, the southern border of the area, is presently zoned LI-Light industry.

NEIGHBORHOOD
AREA #9



NEIGHBORHOOD AREA #9A



The blocks in this Neighborhood Area are small (which results from the original town survey), creating a fairly inefficient land utilization arrangement. In any major rehabilitation effort in the area, consideration should be given to consolidating some blocks by eliminating some side streets. The excess street space could be used for linear park area or for additional housing sites.

Fannin Special School serves the area. The school lacks a playground area, with the nearest area at Floyd Gwin Park, located about two blocks from the northwest corner of the neighborhood area. An area one block west of Fannin School appears to be used as a playground, and one way to solve the lack of playground facilities could be to acquire this site.

The existing development and zoning of Neighborhood Area 9A indicates that there have been efforts to preserve the single family dwelling units and rehabilitate the neighborhood. Some infill development in the form of duplex residences has also occurred. This area is anticipated to remain single-family residential in nature as specified on the Future Land Use Plan.

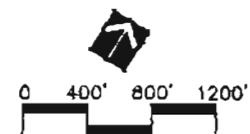
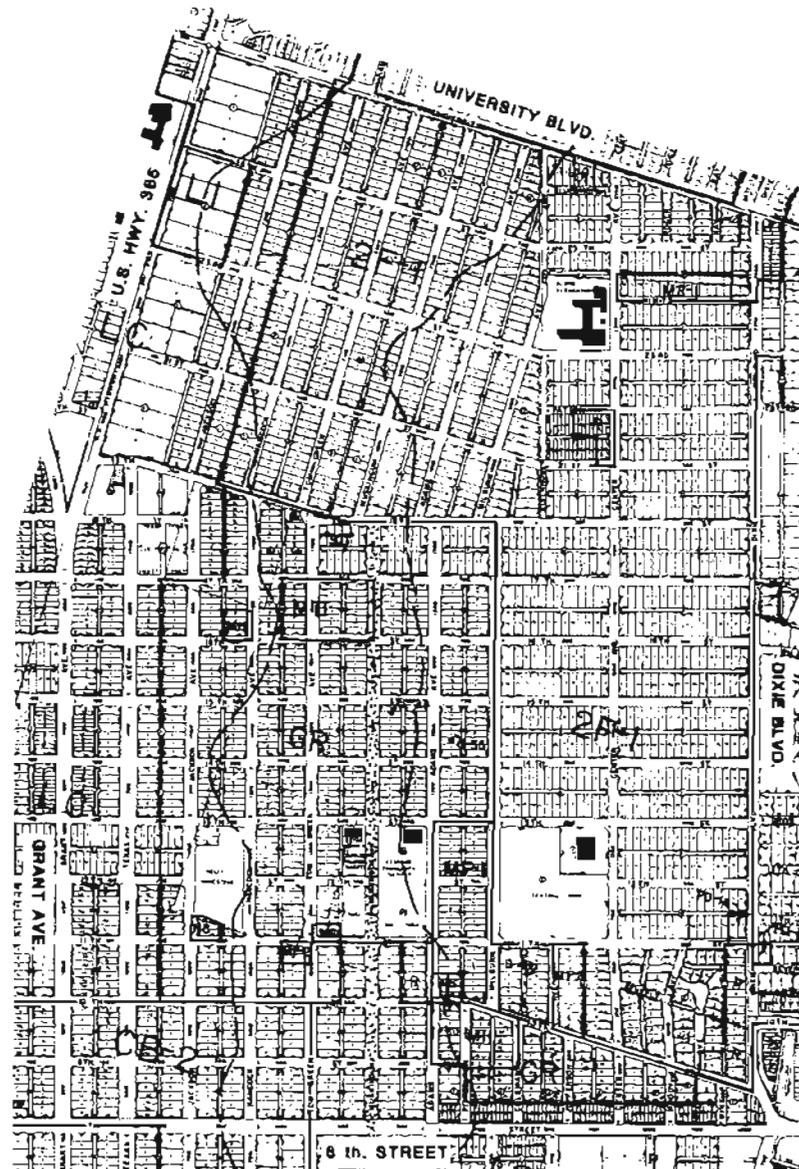
NEIGHBORHOOD AREA 10 - Neighborhood Area 10 is one of the older sections of the City and is bounded by Grant Avenue, University Boulevard, Dixie and 8th Streets, as shown on Plate 29. The general pattern of land use is quite similar to that observed in 1979. The majority of the area, approximately 65 percent, is developed as single family residential. Apartment complexes and duplex units have experienced an increase to approximately 22.1 percent, while mobile home parks and individual units have decreased slightly, to approximately 6.2 percent, while many converted to standard single-family residential. Today, the mobile homes are generally concentrated between Milburn and Texas Avenues and south of 17th Street.

The western and southern perimeter of the neighborhood, along Grant and Texas Avenues and 8th Street, is solidly stripped with commercial and retail uses while the Dixie and University Boulevards exposures are largely residential. One of the streets through the Neighborhood is Muskingum Avenue, which is the focal point of substantial surface drainage, and areas on both sides of the street are in a flood hazard area. The floor elevation of structures in the flood hazard area should be gradually adjusted to place them above the flood elevation where possible.

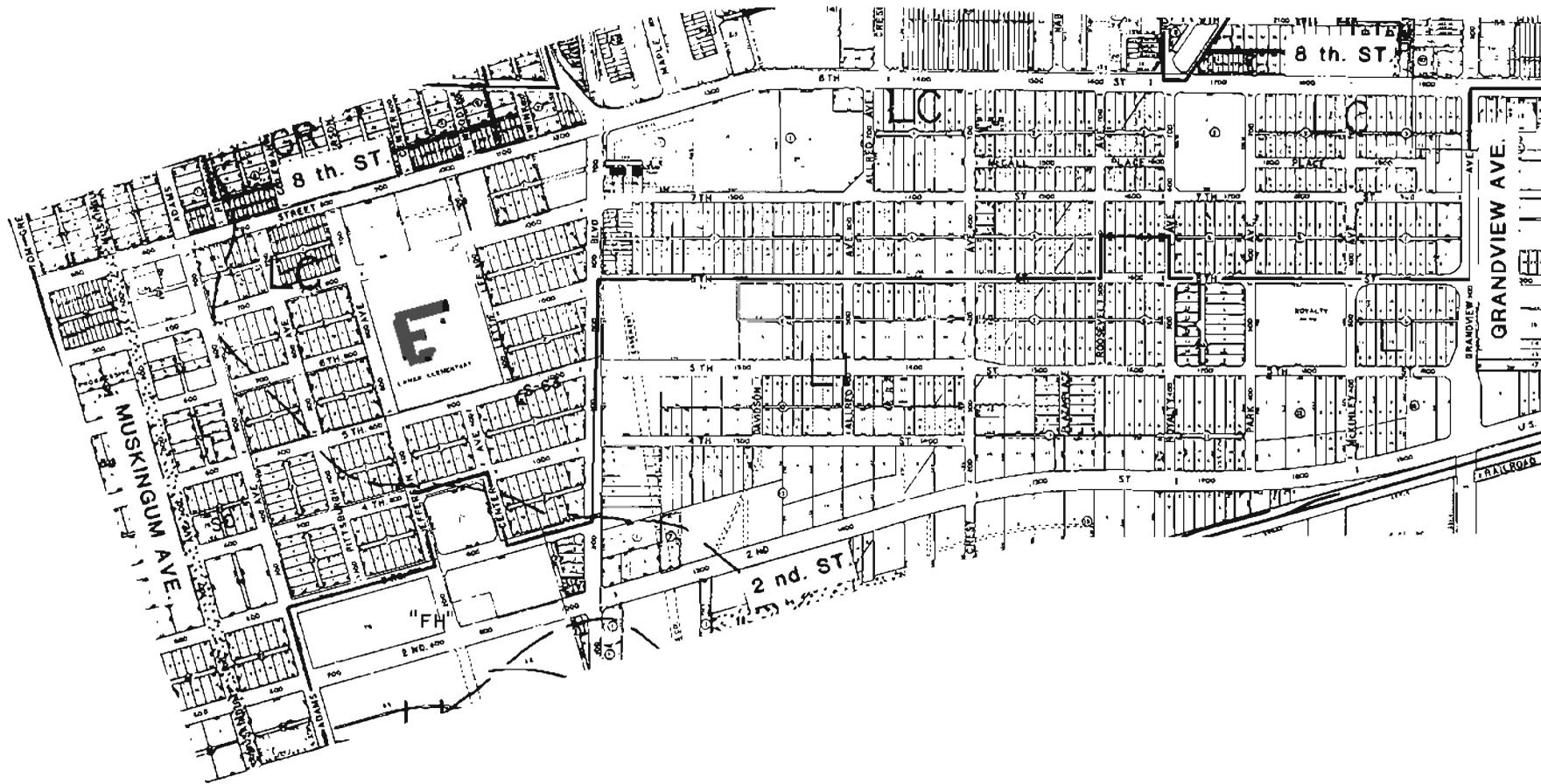
Alamo Elementary School is located in the northern part of the Neighborhood and Lamar Elementary is one block south of the southern neighborhood boundary, and serves part of the area. Both School sites are small and offer little playground space. Central Park and Eastside Community Center are located in the southern portion of the area. A linear parkway has been proposed along the TESCO transmission line in the northern part of the area, and such a parkway would directly connect with and serve the Alamo Elementary School. Much of Neighborhood 10 is impacted by a series of traffic arteries. Three one-way street couplets operate through the neighborhood. Hancock and Tom Green Avenues are one-way pairs operating north-south through the Neighborhood while 13th and 14th Streets and 16th and 17th Streets are one-way pairs operating east-west. Tenth Street is a secondary thoroughfare through the southern part of the area. West of Milburn Avenue and south of 18th Street, the lots are quite small, and it would be appropriate in any major rehabilitation program to eliminate some of the side streets to create longer blocks. Surplus street space could be used for parking, small parks or building lots.

The predominant residential zoning in the Neighborhood is 2F-1 and GR. Some smaller areas zoned MH are scattered within the area. The areas fronting Grant and 8th Street are zoned LC and CB-2. Any change in current zoning is most likely to occur in these fringe areas where strip commercial uses prevail and some expansion of commercial uses might be desired, or where multiple-family projects may be proposed.

NEIGHBORHOOD AREA # 10



NEIGHBORHOOD AREA # 10A



NEIGHBORHOOD AREA 10A - A small concentration of residential units located between 8th Street and 2nd Street from Muskingum to Grandview Avenues is designated as Neighborhood area 10A (an extension of 10). The area is heavily impacted by commercial uses and the entire neighborhood is zoned either LC-Light Commercial or LI-Light Industrial. The extreme western portions of the area are within the FH-Flood Hazard area created by major drainage along Muskingum Avenue. The percentage of dwelling unit types within the Neighborhood have remained approximately the same since 1979, although actual numbers may have changed slightly. Current land use inventory indicates that a small number of single-family residential units, multi-family and duplex units, and mobile home units and parks have been demolished, removed or converted to non-residential uses. The actual numbers, however, appear to be insignificant in relation to the overall percentages. Generally, the area contains approximately 45 per cent single family detached units, 49 percent apartment and duplex units and 6 percent mobile home units.

Neighborhood Unit 10A contains two parks: Progressive Park and Royalty Park. It has been proposed that Progressive Park be converted to a plaza related to the Downtown Area. Lamar Elementary School is also located in the area and has a moderate sized playground.

Current land use patterns clearly indicate that Neighborhood Unit 10A is in transition to non-residential uses. The Downtown Area is expanding eastward into the area, and commercial development along 8th and 2nd Streets has also intruded into most of the Neighborhood.

Despite the existence of supportive community facilities such as Royalty Park and Lamar Elementary School, it does not appear likely that Area 10A will remain a valid residential area, but it will gradually transform into a commercial or light industrial area. Although some housing can be expected to remain in the area for an indefinite period of time, inspections and code enforcement should be utilized to maintain a reasonable level of health and safety until redevelopment occurs.

NEIGHBORHOOD AREA 11 - The large area between Dixie Boulevard and Grandview Avenue extending from 8th Street north to University is designated as Neighborhood 11. Approximately 83 percent of the residences in the area are single family units with the remaining 17 percent being apartments and duplexes. Retail and commercial strip development exists along 8th Street and along Grandview near University. Very little vacant land exists in the area and Neighborhood 11 can be considered to be fully developed and is currently a stable residential area.

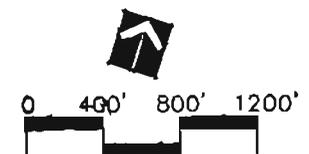
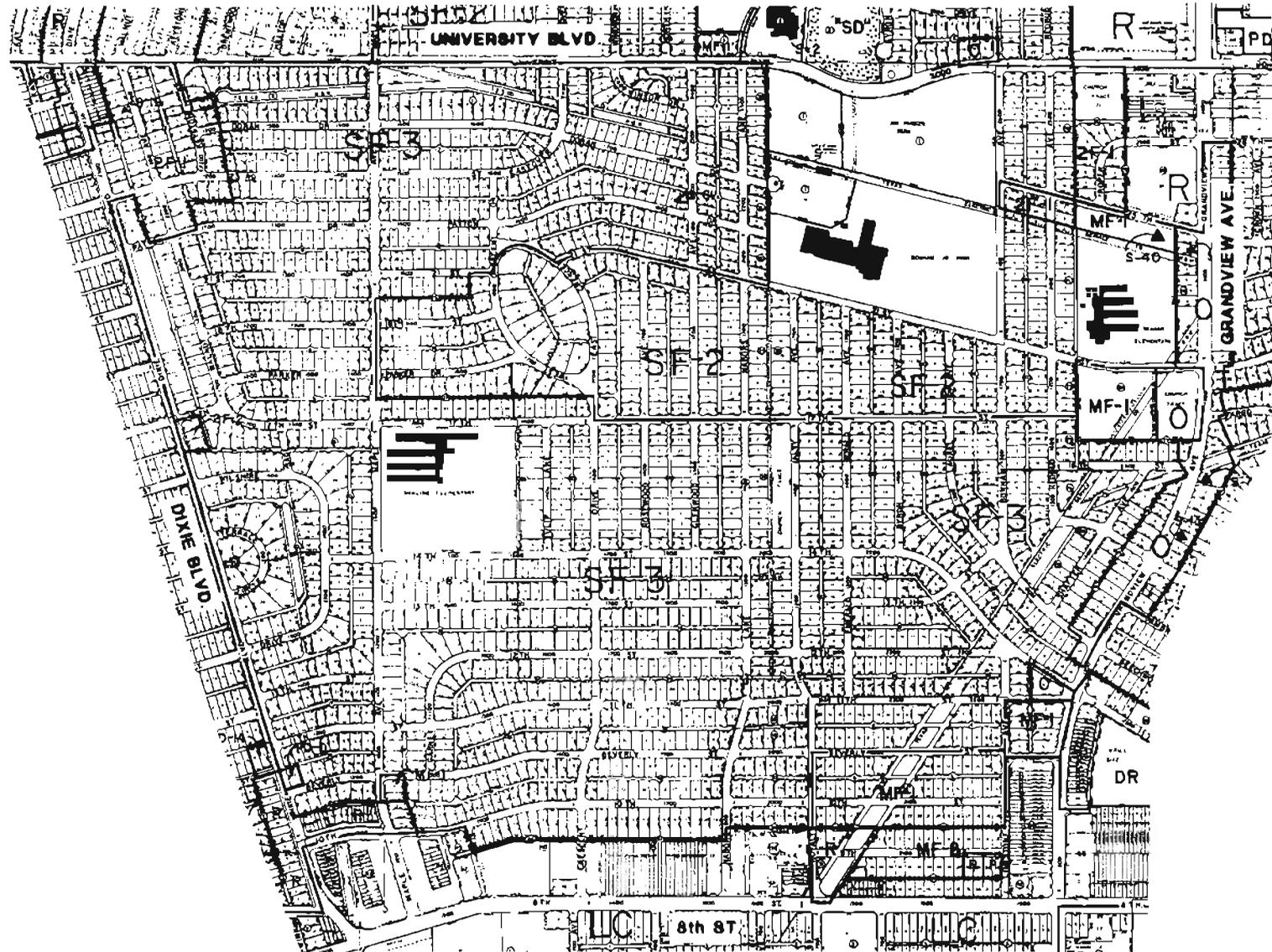
The area is served by two elementary schools, Dowling and Reagan, and by Bonham Junior High School. All of the schools have adequate sites for playgrounds. Jim Parker Park is also located on the north boundary of the area. A complex group of electric transmission line rights-of-way cross the neighborhood and one is located between Jim Parker Park and Bonham Junior High. These transmission line rights-of-way have been proposed as linear parkways and could provide an excellent system of pedestrian and jogging paths in the neighborhood.

A secondary thoroughfare (Nabors-Dawn) cuts through the neighborhood in a north-south direction and is capable of generating substantial traffic. The right-of-way of Nabors is only 50 feet in width, restricting development of a full secondary thoroughfare standard on the street. Some pressure for land use change could result from the Nabors traffic problem. Other streets of traffic significance in the area are Maple and 17th Streets.

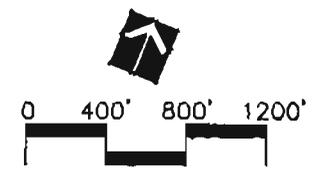
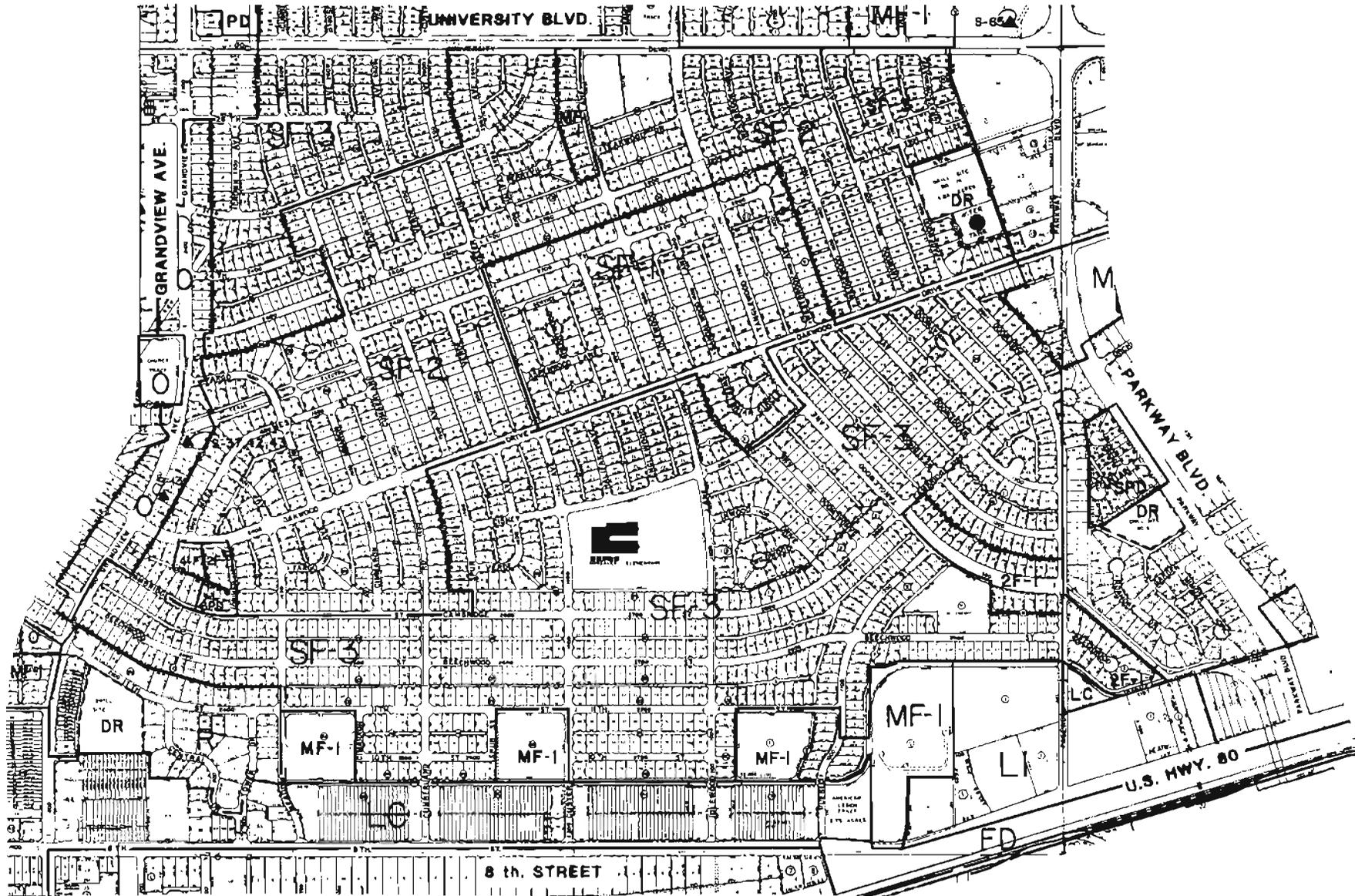
The predominant zoning of the area is Single-Family Residence (SF-2 and SF-3) with some small areas of Two-Family and Multiple-Family Zoning, and with O-Office and some R-Retail along Grandview and LC-Light Commercial along 8th Street.

NEIGHBORHOOD AREA 12 - The area between Parkway Boulevard and Grandview Avenue extending north from 8th Street and U.S. Highway 80 to University Avenue is shown as Neighborhood 12. The area is nearly completely developed with approximately 69 percent of dwelling units being single-family and 31 percent being duplex and apartment units. The 31 percent figure represents the maximum percentage of apartment and duplex units appropriate for most neighborhoods. Little change has occurred in the area since 1979.

NEIGHBORHOOD AREA # 11



NEIGHBORHOOD AREA # 12



The apartment and duplex units are located around the fringe of the area, usually adjacent to or near the retail and commercial uses which are also peripheral use. The internal neighborhood area is completely developed with single family detached dwellings plus an elementary school (Gonzales Elementary School) and some churches. No parks exist in the area and except for the possible use of drill sites for playground purposes, it does not appear likely that park area can be provided in Neighborhood 12. Gonzales Elementary School has a fair sized playground which, under cooperative agreement with the School District, could alleviate part of the park deficiency. Use of electrical transmission lines passing through the area as greenbelt parkways could connect Jim Parker Park in Neighborhood 11 with facilities on the U.T.P.B. campus to the east of Parkway.

Two internal thoroughfare arrangements have traffic significance within the area. Oakwood Drive, classified as a collector street, extends east-west across the neighborhood and has 80 feet of right-of-way. The Pagewood-Tanglewood combination has a general north-south alignment through the eastern part of the neighborhood and has a right-of-way varying from 60 to 100 feet in width. Most other internal streets are either discontinuous within the Area or terminate at the boundary of the Area, thereby creating a desirable condition which is not conducive to heavy internal traffic.

Existing zoning with the Neighborhood generally conforms to existing land use. The nearly complete development of the Neighborhood in conformance with existing zoning suggests that it is unlikely that requests for significant changes in zoning will occur. Significant rezoning requests should be discouraged in this area.

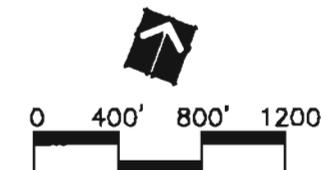
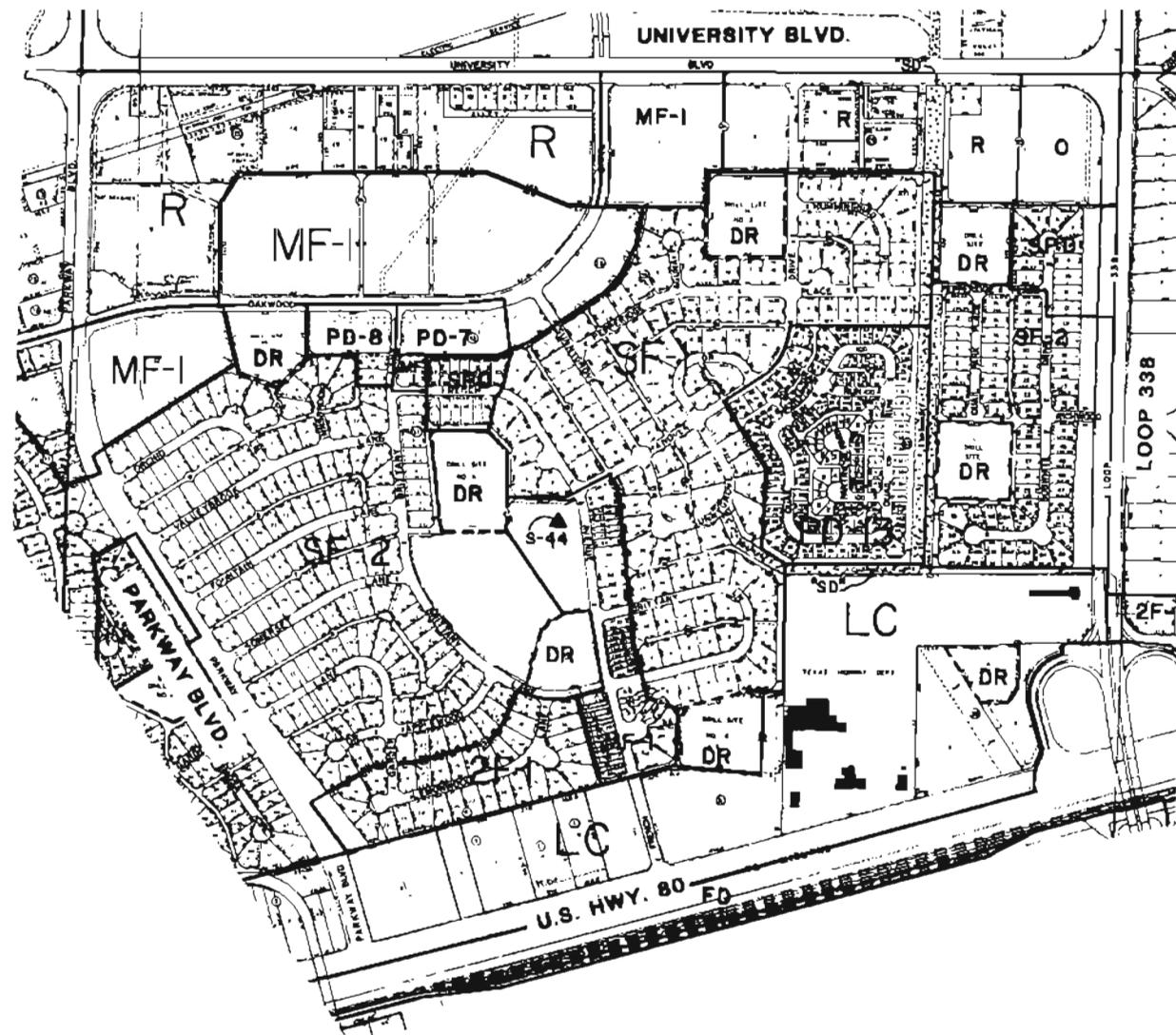
NEIGHBORHOOD AREA 13 - Neighborhood Area 13 is bounded by University Boulevard, Loop 338, U.S. Highway 80 and Parkway. Examination of the existing land use revealed 1902 total dwelling units of which approximately 30 percent were single-family detached dwellings and 70 percent were apartment and duplex units. The total units represent an increase of approximately 30 percent since 1979. Today, the Area is almost completely developed with only 30 single-family detached units and 15 duplex lots remaining. Existing zoning generally corresponds with land use. There are, however, situations where single-family detached units were constructed in MF-1 zoned area. These areas could be rezoned to single-family in the future to help stabilize the neighborhood.

The internal street system has been designed to discourage through-traffic movements, and Oakwood Drive, which serves the major apartment complexes, is the only internal street expected to experience significant traffic volumes. Oakwood intersects with University Boulevard at the south entrance to the U.T.P.B. Campus.

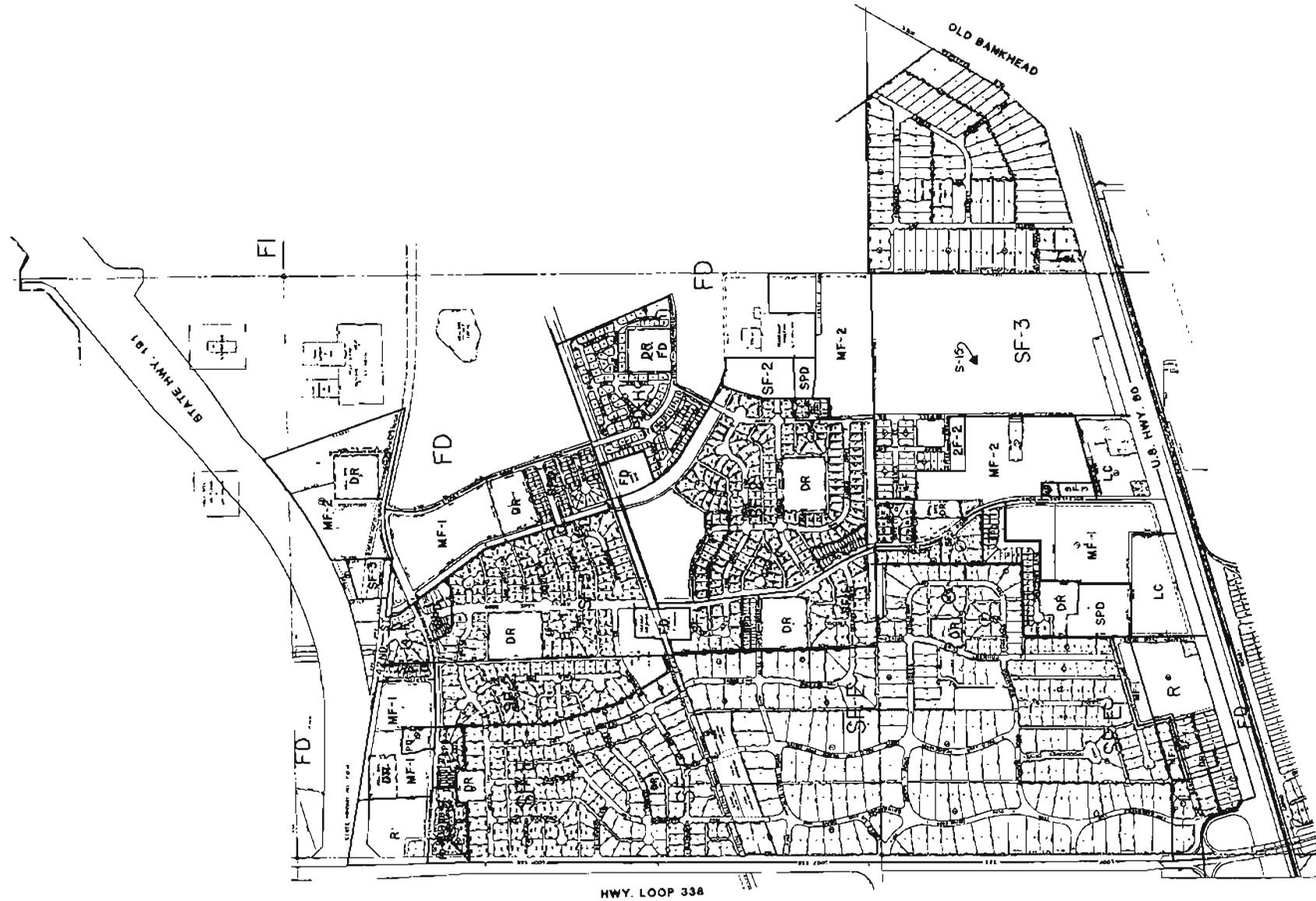
No parks or schools are located in Neighborhood 13, but a private racket club does exist in the area. At least eight drill sites exist in the Neighborhood and one could be converted for future use as a playground. The lack of open space in the high density neighborhood is perceived as a deficiency, and efforts should be made to correct the situation.

NEIGHBORHOOD AREA 14 - This area, known as Country Club Estates, and adjacent development, is identified as Neighborhood Area 14, as shown on Plate 34. The County Club Estates area was originally developed outside the City and later annexed. The original development was large homes on large lots, and in recent years, fairly large dwellings on moderate lots has continued. An area of townhouses was constructed adjacent to U.S. Highway 80 as a buffer. The area of Neighborhood 14 is bounded by Loop 338 on the west, U.S. Highway 80 on the south, U.S. Highway 191 on the north, and to the east by a proposed roadway extending north from the old Bankhead Highway.

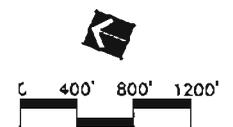
NEIGHBORHOOD AREA #13



NEIGHBORHOOD AREA # 14



HWY. LOOP 338



J. T. DUNKIN & ASSOCIATES, INC.
URBAN PLANNING LANDSCAPE ARCHITECTURE

At the time of the 1986 survey, there were 1985 dwelling units in the area, of which 62 percent were multiple family units, 36 percent were single family detached dwellings, and 2.0 percent were duplex or townhouse attached units. Compared to the 307 units which existed in 1979, this area can be considered one of the highest growth areas of the City.

The southern part of the Neighborhood contains an assortment of commercial uses along U.S. Highway 80, some of which have been buffered by townhouse development located between the commercial uses and the single family development. A large apartment complex has been constructed at U.S. Highway 80 and Rocky Lane Road. There are also five non-residential uses located within the internal residential sections of the Neighborhood. A large cemetery is located in the southeast corner of the Neighborhood. Further east, an industrial park has been created and has attracted commercial, open storage, and industrial uses. There are numerous well sites and reservations located throughout the area.

In recent years, a large number of residential units have been constructed in the north and central sections of the Neighborhood. Many single-family detached residences have been built to the east of Rocky Lane Road. Along the State Highway 191 right-of-way and bordering the northern limits of the Neighborhood, four large apartment complexes have been constructed.

There are no schools within Area 14. The low single-family residential density and proximity to the County Line and School District boundary make it questionable whether a school will be required east of Loop 338. However, if high density residential development continues in the area, the need may be reevaluated.

There is only one small park located in the neighborhood. It is located along Meadow Ridge Lane, northeast of the central detached residential areas. It is very small and not of much significance except to nearby residents. Opportunities exist to transform transmission line rights-of-way to linear parkways and utilize abandoned drill sites to help eliminate the present park area deficiency.

Rocky Lane Road is a continuous street passing through the neighborhood and connecting U.S. Highway 80 with 42nd Street and U.S. Highway 191. Rocky Lane Road has 80 feet of right-of-way and may experience significant traffic. East Ridge Road is a collector street south of and parallel to State Highway 191. It will buffer the residential areas to the south from the spread of high density residential and non-residential uses attracted by State Highway 191.

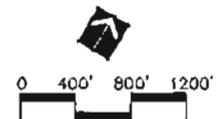
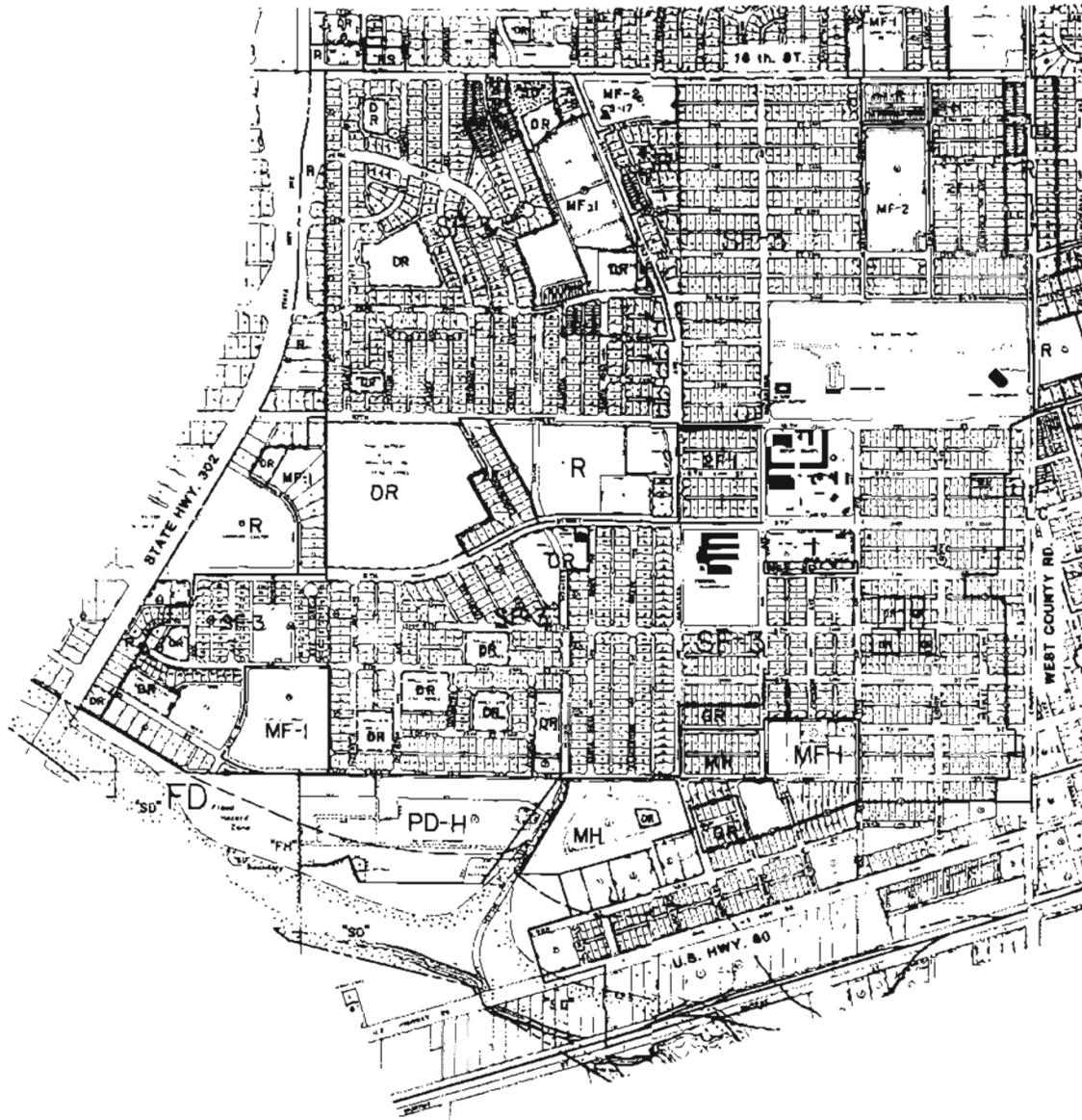
NEIGHBORHOOD AREA 15 - A large area in the southwestern part of the City bounded by 16th Street, West County Road, 2nd Street and State Highway 302 is designated as Neighborhood 15. The area contains 2037 dwelling units (28 percent increase since 1979), of which 70 percent are single-family residential detached units and 30 percent are multiple family and duplex units. Standard single family residences are concentrated in the central section of the neighborhood east and west of Harless Avenue from 3rd Street north to 16th Street.

Substantial non-residential retail and commercial strip development exists along West County Road and U.S. Highway 80. The frontage of State Highway 302 is generally undeveloped, but non-residential uses are anticipated. The 16th Street frontage has generally developed with single-family residential units siding to the roadway. At least twenty well sites and reserves are located throughout the area.

A drainageway, which has been developed north-south, is a tributary of Monahans Draw. Two drainage basin areas exist along the channel and a number of heavy industrial developments have occurred within the flood hazard area along Monahans Draw and the Westside Drainage Channel. The City is presently preparing plans for the development of Monahans Draw into a major park facility.

Floyd Gwin Park, one of Odessa's largest parks, and Cameron Elementary School, exist in the Neighborhood. Floyd Gwin Park is located on the eastern edge of the area. The length of Monahans Draw has also been proposed as a linear parkway.

NEIGHBORHOOD AREA # 15



A major east-west thoroughfare, 8th Street, cuts through the area, and 10th Street is a secondary thoroughfare north of and parallel to 8th Street. Harless Avenue is classified as a collector street and runs north-south from U.S. Highway 18 to 16th Street.

Changes to the Neighborhood which are anticipated include the development of Retail or Commercial areas along the frontage of State Highway 302 and further development along U.S. Highway 80. A large tract at the corner of Avenue E and 3rd Street is identified as a school tract. Some additional residential construction may be expected in vacant areas within the neighborhood.

NEIGHBORHOOD AREA 16 - The area designated as Neighborhood Area 16, on Plate 36, is the most easterly of four existing neighborhoods located south of the Missouri-Pacific Railroad and U.S. Highway 80. The area is bounded by Murphy Street, Crane Avenue, Interstate Highway 20 and West County Road. The Neighborhood contains 1175 dwelling units, of which 75 percent are single-family dwellings, 8 percent are mobile homes, and 17 percent are multi-family and duplex units. There has been less than an 8 percent increase in total residential units in this area since 1979.

The frontage of West County Road and Murphy Street are largely occupied by heavy commercial uses. The frontage of Interstate 20 is generally undeveloped, but heavy commercial and open storage uses are beginning to locate along this major freeway. It is anticipated that the undeveloped areas along Interstate 20 will ultimately become heavy commercial and light industrial areas. These intense uses, which are generally not compatible with residential uses, are separated from single-family areas by Monahans Draw and related open spaces.

The existing zoning, physical features and status of development indicate that in the future only a few additional units are likely to be constructed, and these should be in the form of infill development. The frontage of Interstate 20, County Road West and Murphy Street are zoned for light industrial development.

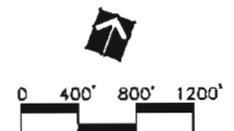
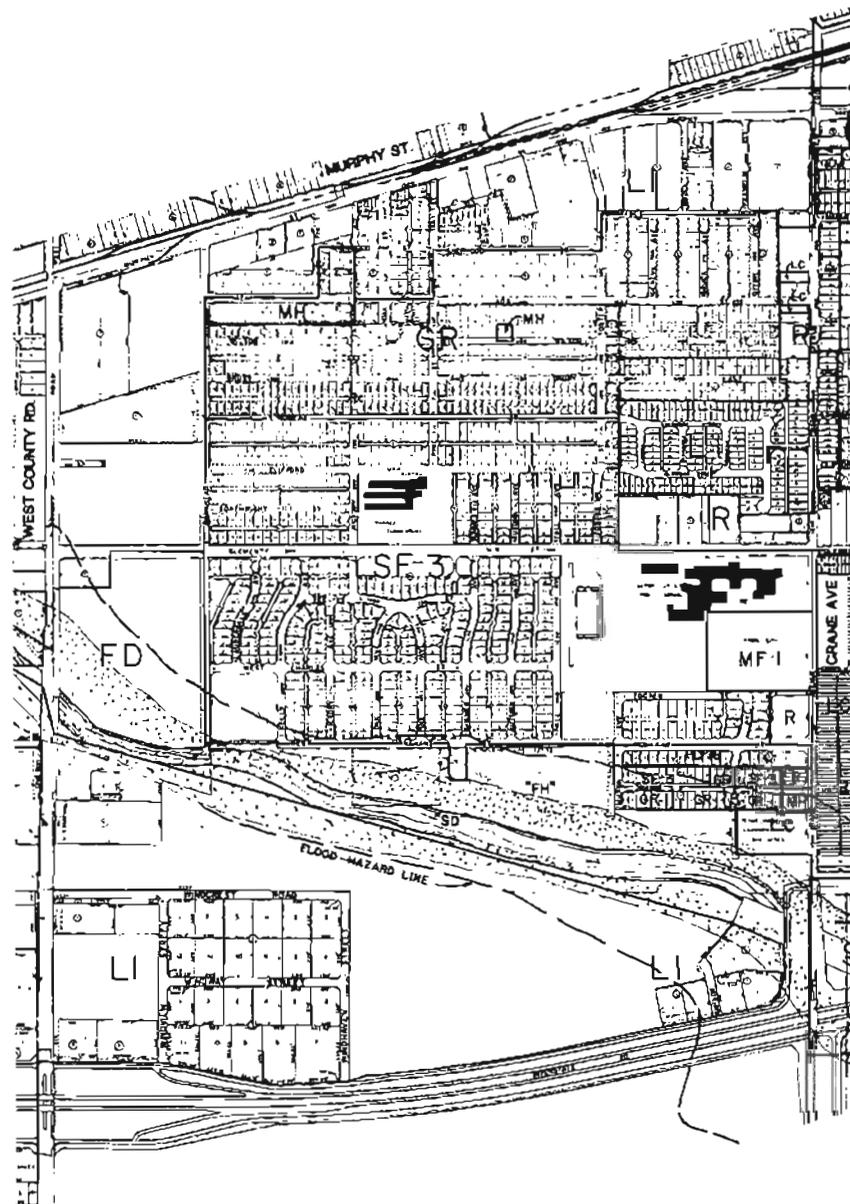
Zavala Elementary School is located in the center of the residential area, and Ector Junior High School is located at the corner of Crane Avenue and Clements Street. No park areas exist in the area, with the exception of the Monahans Draw Greenbelt, but Zavala Elementary has a moderate sized school playground which, under a cooperative agreement with the School District, could also function as a neighborhood playground. The Monahans Draw Linear Parkway serves a dual purpose. It not only provides park land and open spaces, but also protects the flood water capacity of the drainageway. Care should be taken in the review of future non-residential development adjacent to Monahans Draw. Industrial uses not compatible to the recreational uses in the Draw should be discouraged.

Thoroughfares which influence Neighborhood 16, aside from those forming the perimeter of the area, include Clements Street and Hickory Street. Clements is aligned east-west and has substantial traffic significance. Clements tends to divide the area in half with the elementary school and junior high school located along its right-of-way. The pedestrian and vehicular interaction along Clements Street tends to create traffic movement conflicts. Hickory Street extends north from Clements along the western side of Zavala Elementary and is classified as a local collector street.

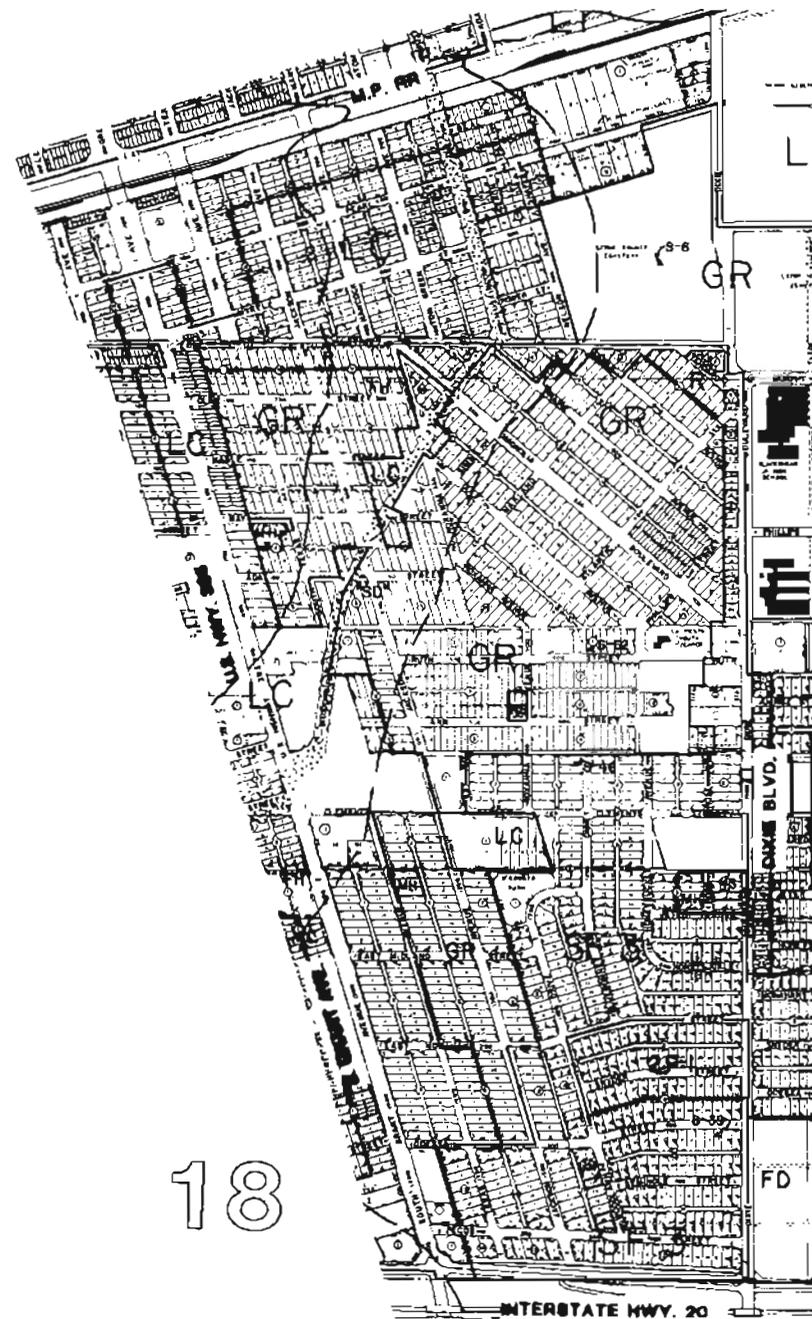
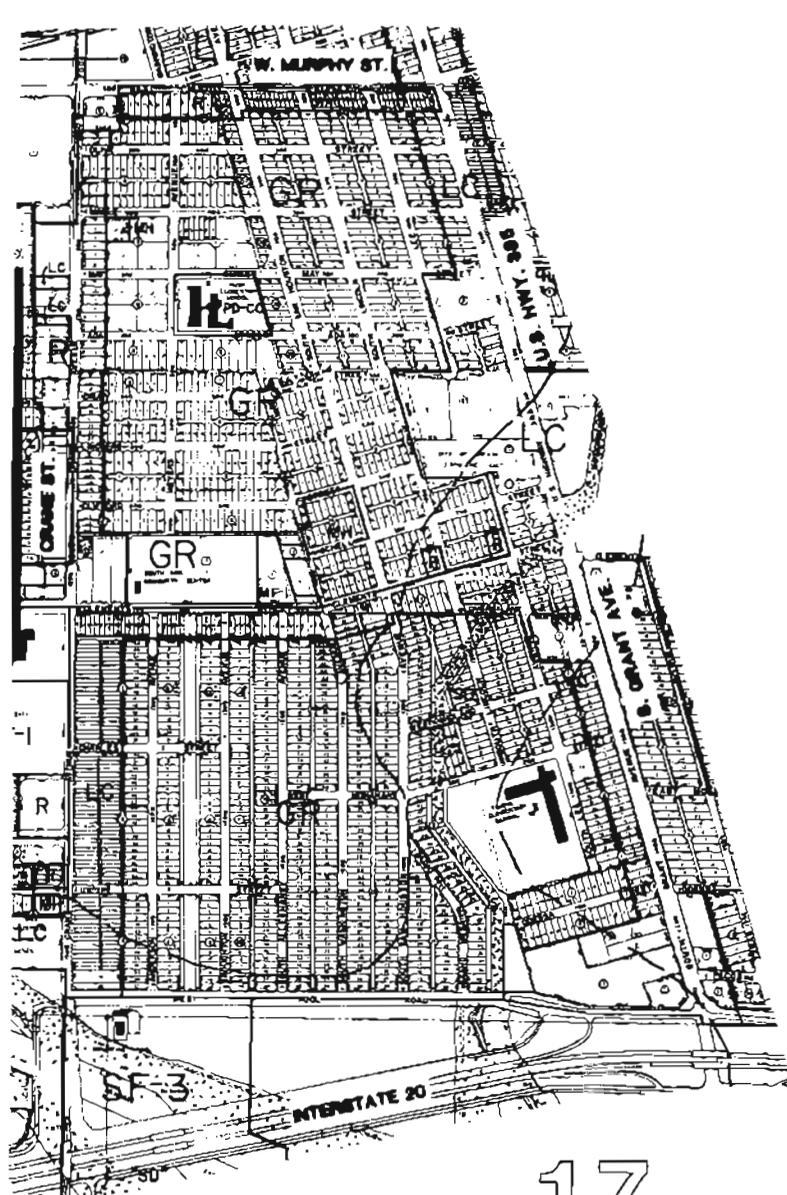
NEIGHBORHOOD AREAS 17 & 18 - An area south of the Missouri Pacific Railroad, sometimes viewed as one neighborhood, is considered as two by this report because it is split by U.S. Highway 385 (South Grant Avenue). The residential character of the two neighborhoods are quite similar. Both contain approximately 70 percent single-family detached dwellings, 10 percent mobile homes and 20 percent apartments and duplexes.

Examination of the land use arrangement shows that there are numerous vacant lots available which are suitable for new dwellings. A substantial portion of both Neighborhoods now contain mobile homes, and much of these areas are presently zoned GR-General Residential. The southeastern section of Neighborhood 18 is zoned SF-3 and contains mostly detached residences and a few duplexes. The frontage of South Grant Avenue and Crane

NEIGHBORHOOD AREA # 16



NEIGHBORHOOD AREAS # 17 & # 18



Avenue are zoned for LC-Light Commercial. The frontage of Murphy Street and the areas fronting the Missouri Pacific Railroad are also zoned for non-residential uses.

One elementary school (Travis) exists in Neighborhood 17, and there are no schools in Area 18; however, both Blackshear and Ben Milam Elementary Schools are located immediately east of Neighborhood 18 across Dixie Boulevard. Parks serving the two areas include the Southside Community Center and McKinney Park in Area 17 and O'Conner Park, which is actually a small playlot. Improvements to the area could include connecting Southside Community Center with McKinney Park along a wide utility easement which could be utilized as a Greenbelt Parkway. A youth center with some recreational facilities exists in Neighborhood 18.

One of the significant physical features influencing the two areas is the Muskingum Draw drainage and flood hazard area which cuts diagonally across both Neighborhoods. Any rebuilding or new construction within the flood hazard areas of Muskingum Draw should recognize the minimum floor elevations necessary to assure that flood waters do not enter structures. The confluence of Muskingum Draw with Monahans Draw occurs just south of Neighborhood 17 and south of Interstate 20. The area of confluence of the two drainageways is proposed and utilized as a portion of the Odessa Linear Parkway System. Along Interstate 20 to the south, this open area will act as an attractive gateway to Odessa.

In addition to the major thoroughfares which bound the areas, South Grant Avenue cuts through the area creating two neighborhood units, combined to form the Clements and Muskingum curve through the area creating a significant internal traffic artery. In the northern part of the Neighborhood, small blocks and excessive street space exist as one of the features of the local street system. The present arrangement of streets and blocks creates a condition where the surfacing and maintenance of streets cannot be justified by the limited amount of private land served by the streets. With the exception of frontage along Grant Avenue, these areas should remain primarily residential.

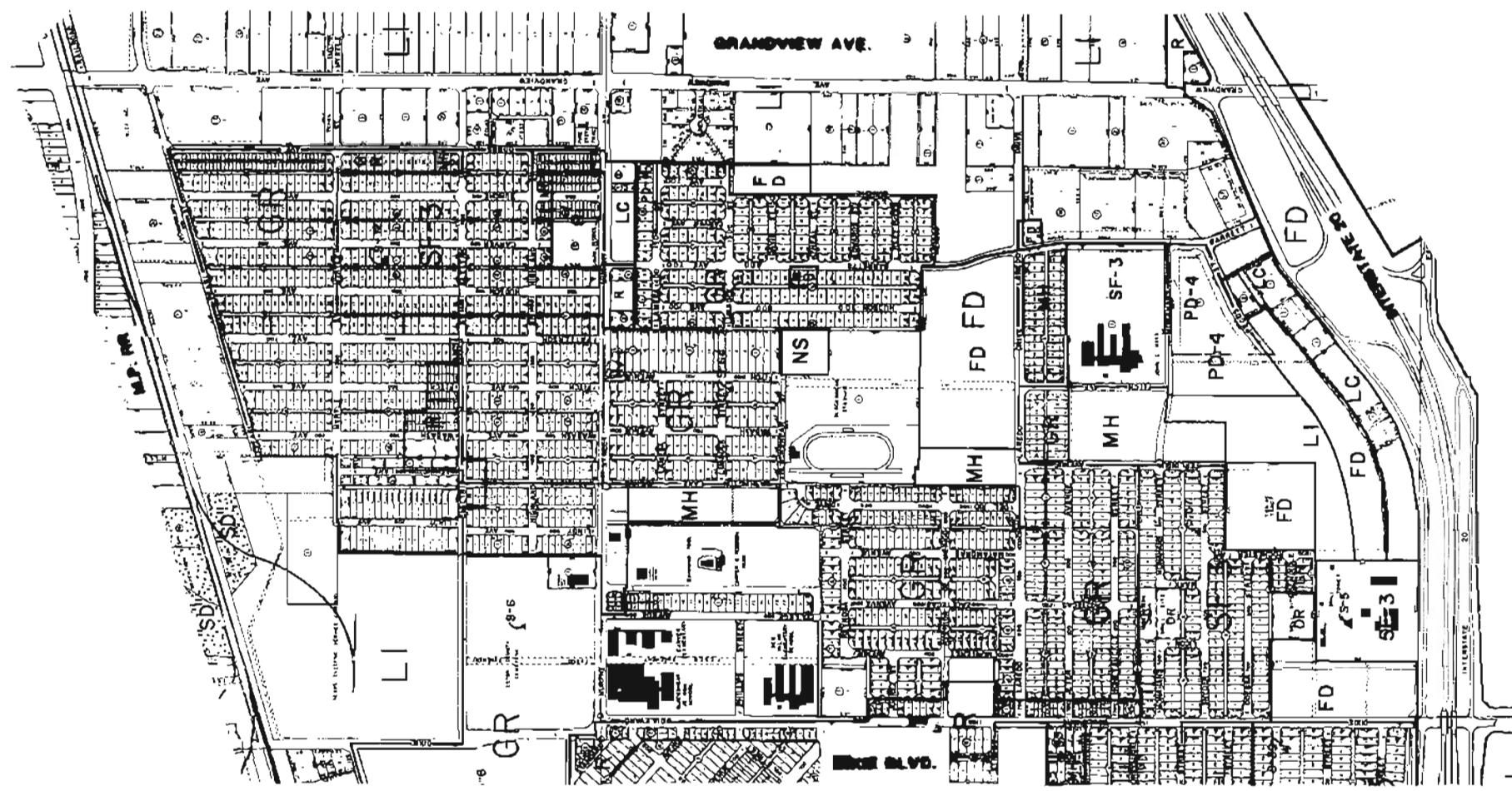
NEIGHBORHOOD AREA 19 - The area of Odessa bounded by the Missouri Pacific Railroad, Grandview Avenue, Interstate Highway 20 and Dixie Boulevard is identified as Neighborhood 19. The residential character of the Neighborhood is approximately 79 percent single family detached residences and 21 percent apartment and duplex units. The three types of residential units are generally intermixed throughout the Neighborhood, reflective of the prevalence of the GR-General Residence zoning category.

Examination of existing land use shows the frontage along Grandview Avenue occupied by commercial and light industrial uses. These uses extend to approximately one block in depth and are also developing along the frontage of Interstate 20. The northwest quadrant of the Neighborhood is occupied by a large electrical substation complex which extends along the Missouri Pacific Railroad and the frontage of Dixie Avenue. South of the substation, the frontage of Dixie Boulevard is occupied by the Ector County Cemetery, Blackshear Junior High, and Carver and Milam Elementary Schools. The residential areas of the Neighborhood are generally surrounded and contained by the non-residential uses fronting along the major thoroughfares. These relationships suggest that little change of character is anticipated, except for the filling-in of the industrial-commercial strips now vacant along Grandview and Interstate 20.

As mentioned previously, two elementary schools (Ben Milam and John C. Hays) exist in the Neighborhood. Blackshear Elementary School is located along Dixie Boulevard. The Blackshear Stadium is located near the center of the Neighborhood and the Carter G. Woodson park is nearby.

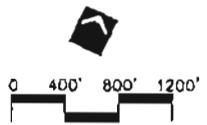
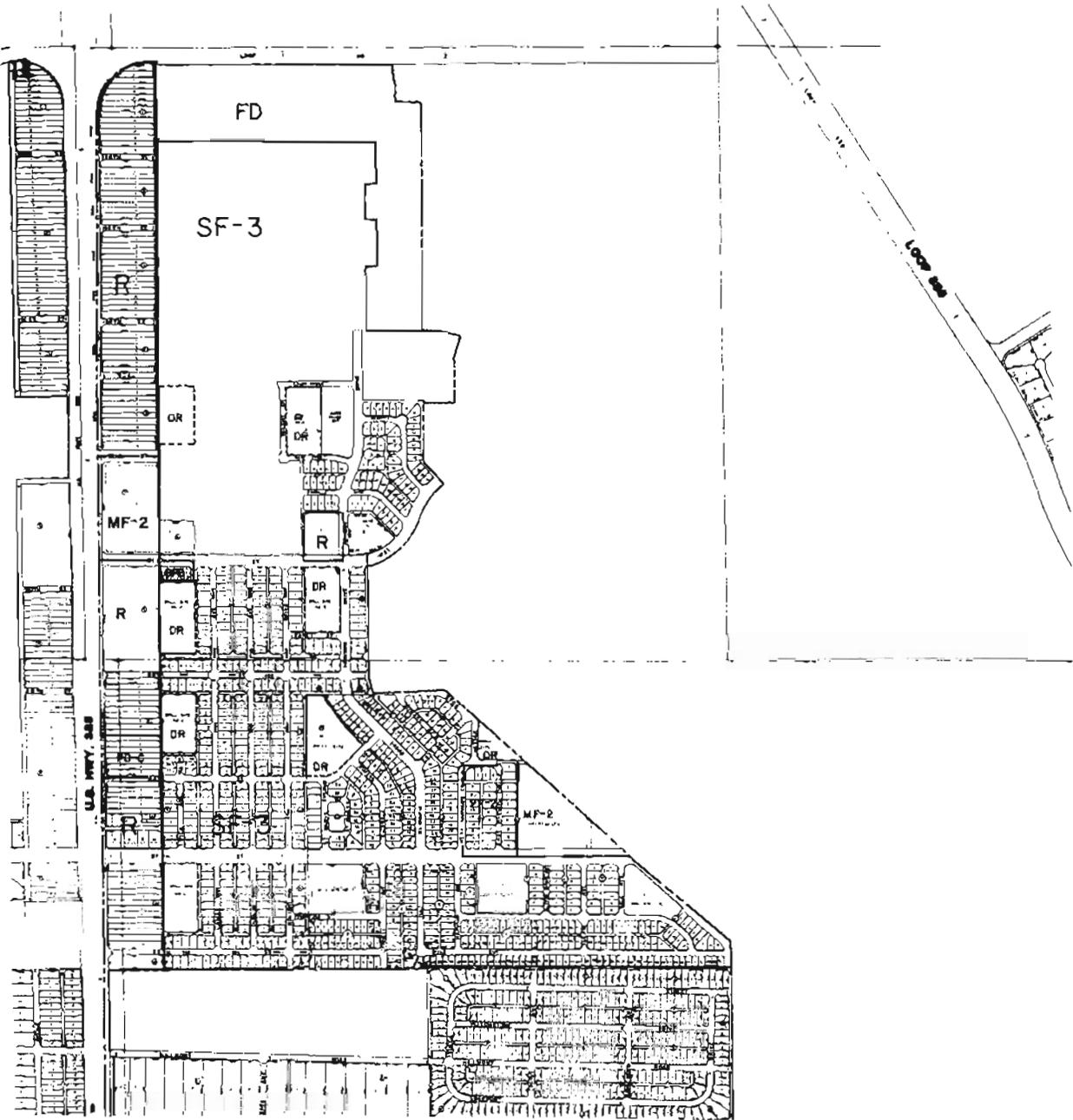
There are substantial tracts of vacant land, generally along the Interstate 20 frontage in the southern sections of the area, that are zoned LI-Light Industrial and FD-Future Development. There are also opportunities for continued residential infill development in the central portion of the neighborhood.

NEIGHBORHOOD AREA #19



J. T. DUNKIN & ASSOCIATES, INC.
URBAN PLANNING LANDSCAPE ARCHITECTURE

NEIGHBORHOOD AREA #20



The neighborhood is divided into several subsections by area thoroughfares. The most significant internal street is Murphy, which is classified as a major thoroughfare and runs east-west across the northern part of the area. Designated collector streets include Laredo, Fitch, Patterson and Pearl, all utilizing 50 feet of right-of-way. If rebuilding and rehabilitation occur within the Neighborhood, the rights-of-way should be expanded to 60 feet where possible.

NEIGHBORHOOD AREA 20 - The most northerly neighborhood in the City is designated as Neighborhood 20. Neighborhood 20 includes all of the land between U.S. Highway 385 and Loop 338 and includes all of the residential development north of the Ector County Airport. The majority of the area is outside of the City Limits and is undeveloped.

There are two separate housing areas within this Neighborhood Area. The first has an area of detached single-family residences north of 85th Street. The second area is at the end of Hillmont Road and is a mixture of single-family detached residences and mobile homes. The area is heavily impacted by the Ector County Airport.

The major thoroughfare within the area is East 87th Street, which is projected in an east-west alignment. East 87th Street has an existing right-of-way 124 feet in width and is planned to connect to Greentree Boulevard in north Midland. The terrain of the area, including a large playa lake which could be utilized as a park, does not adapt itself to a grid street arrangement. Good neighborhood design should discourage the use of the numerous streets intersecting with U.S. 385 as through streets.

The present development and zoning encourage a long and fairly deep retail strip along U.S. 385. It is doubtful that all of the frontage of U.S. 385 will be required for strip retail. In the future, requests for heavier zoning could result in conditions that adversely affect the nearby residential development. It will be desirable to alter this deep strip zoning as development progresses northward and possibly allow, for example, rental housing such as apartments. There are numerous drill sites throughout the area and more can be expected.

NEIGHBORHOOD AREA 21 - Neighborhood Area 21 is located north of U.S. Highway 80 and east of Faudree Road and contains 2,680 total acres. Most of this area was annexed in July, 1983. The Mission Estates area comprises approximately 2,185 acres of which 1,685 acres are inside the City Limits (500± acres attributed to the golf course). The remainder of the Neighborhood Area is located south of the Bankhead Highway (approximately 66 acres).

The majority of this Neighborhood Area is vacant. One of the major features is a private golf course and country club. Over 500 acres are zoned single-family residential (75 existing units) with 285 vacant platted lots. The remainder is generally zoned FD. All of the development north of the Bankhead Highway has occurred since 1984. The area south of the Bankhead Highway was annexed in 1984 and contained some existing development (commercial and a mobile home park).

The undeveloped area adjacent to State Highway 191, north of Dorado Drive, is anticipated to develop as a special mixed use commercial area (see Future Land Use map). The remaining areas, especially those surrounding the golf course, will develop as single-family. This area is considered one of the prime areas for new residential growth in Odessa's existing City Limits. The curvilinear street and subdivision pattern offers unique opportunities for quality future development.

FUTURE NEIGHBORHOOD AREAS

There are other sections of Odessa which have experienced some urban development in addition to the identified Neighborhood Units. These "Future Planning Areas" or "Future Neighborhood Areas" generally surround the perimeter of the existing City. Plate 41 shows the Future Neighborhood Areas. Some have existing development on the ground, but the development is usually a random and scattered association of residential units (all types), retail and commercial, industrial sites and oil related facilities. These areas generally lack municipal water and sewerage service and rely on private wells

and septic tanks. It is not assumed that every future unit be considered for annexation, but development within these areas will effect the character and image of the City of Odessa and its residents.

FUTURE PLANNING AREAS A AND B - The area bounded by Loop 338 on the north, 42nd Street to the south, U.S. Highway 385 to the east and Loop 338 to the west is identified as Future Planning Areas A and B. The entire area is outside of the present City Limits and not zoned. Present land use relationships represent an unrelated mixture of all land use types. For example, single-family detached residences are located next to commercial, open storage and industrial uses. Future Planning Areas A and B present several problems for the City because of uncontrolled and unplanned development outside of the City Limits. There are also large areas of primary oil field operation and many well heads throughout the area.

The Future Land Use Plan identifies the northern section of this area for commercial and industrial uses. If it is determined that annexations are feasible for all or portions of this area, two or three smaller neighborhood units should be created. The area west of Sunset Country Club should be protected and associated with the neighborhood south of 87th Street.

FUTURE NEIGHBORHOOD AREAS C, D AND E - Future Neighborhood Areas C, D and E are located in far north Odessa outside of Loop 338 and between a northward projection of Loop 558 and an extension of Parkway Boulevard northeast of the Loop. The area is generally low in elevation with numerous playa lakes. As development occurs, the location and function of these playa lakes should be protected.

These future neighborhoods are not in close proximity to the main concentrations of urbanization in Odessa and are generally undeveloped at this time. What little development has occurred is low-density residential. Due to the impact of Loop 338 and other major and secondary roadways proposed for the area, it is anticipated that this will be one of the next major growth areas for Odessa. The access and visibility provided by these future thoroughfares will attract a variety of land uses, but will be primarily residential in character.

FUTURE NEIGHBORHOOD AREA F - The limits of Future Neighborhood Area F are formed by Loop 338 to the east, a line projected north from Dawn Avenue on the west and 52nd Street to the south. The northern boundary of Future Neighborhood Area F is formed by projecting the northern limit of the Ector County Airport property east to Loop 338. Yukon Road divides the area by approximately one-half.

Future Area F is predominantly undeveloped at this time. The only existing uses within the limits of this large area are one single-family residence and a football stadium at the corner of Yukon Road and Grandview Avenue. The area's proximity to the Loop and other major thoroughfares should stimulate substantial development in the future. It is likely this area will develop prior to areas C, D and E. It is anticipated that this area will be primarily residential.

FUTURE NEIGHBORHOOD AREA G - Future Neighborhood Area G is located east of Loop 338 and between 52nd Street and Parkway Boulevard extensions. Little land use data was recorded, but available information indicates only one small area of single-family detached structures. Future development will be stimulated by the major thoroughfares in the area, particularly S.H. 191.

FUTURE NEIGHBORHOOD AREA H - Land use information for Future Neighborhood Area H, located inside Loop 338 between parkway Boulevard and University Boulevard, indicates that the Area is presently vacant and undeveloped. Future land uses will be principally residential in nature with retail at major intersections.

FUTURE NEIGHBORHOOD AREA I - Future Neighborhood Area I is approximately one square mile in size and is bounded by Loop 338, U.S. Highway 191, Parkway Boulevard and University Boulevard. The Neighborhood Area is predominately utilized as the site of the University of Texas of the Permian Basin. There is a mobile home park containing 44 units located near the center of the area and close to the main campus area. A park is identified in the northeast corner, and there are also several drill sites throughout the area.

FUTURE NEIGHBORHOOD AREA J - Future Neighborhood Area J is located east of Loop 338. The southern limit of the Area is formed by State Highway 191, and the northern limit by the proposed extension of 52nd Street. The area is primarily undeveloped. There are several large land ownerships along the frontage of Loop 338 supporting single family detached residences, commercial and public and semi-public uses. In the northern section of the Area, a large petrochemical plant, classified as a heavy industrial or commercial use, is found. There are also at least eight well sites located throughout the area. Future Industrial use may be appropriate along S.H. 191, but the majority of the Area should be residential.

FUTURE NEIGHBORHOOD AREA K - Future Neighborhood Area K is located in far south Odessa. The northern limit of the Area is formed by Interstate 20. Crane Avenue and U.S. Highway 385 form boundaries to the east and southeast. To the west, the proposed southern extension of Loop 338 delineates the Area.

This Area is largely undeveloped at this time. The uses which exist in the center of the Area are located along F.M. 2227, which divides this Area from north to south. Uses include single family detached residences, mobile homes, retail, commercial and industrial.

FUTURE NEIGHBORHOOD AREA L - The area located between Loop 338 and County Road West and Interstate 20, U.S. Highway 80 and a portion of Monahans Draw, is proposed as Future Neighborhood Unit L. The Area is heavily developed with commercial, open storage and light industrial uses. There is very little vacant land available for future development. There are several single family detached residences and mobile homes located throughout the area, but no additional residences should be allowed. The area is designated as Light Industrial on the Future Land Use Plan. As Monahans Draw is being developed as a major recreational area, development which takes place adjacent to the Draw should be compatible.

DEVELOPMENT GUIDELINES

There are a multitude of factors influencing the composition of a city. What occurs in the horizontal plane, on or below ground level, and in the vertical plane, in that space above ground, tends to shape the character and other facets through which the composition can be identified. The willingness of a person to develop property into one or more building sites triggers the horizontal development process. The property owners' actions and plans are tempered by development ordinances, such as subdivision regulations, which establish a minimum standard of acceptance for improvements required to service the property. The citizens within a community generally are not aware of such standards for infrastructure in the horizontal plane nor do they have concern, since the installation of water, sanitary sewer, gas, telephone and street paving rarely fail to provide them with adequate service. Therefore, public criticism and concern for what occurs on the horizontal plane of development is generally considerably less than for the vertical plane.

Features and urban elements constructed in the vertical plane partially occupy the space in which people conduct their daily activities. The architectural style, building materials, visual appearance, value, and many other identifying factors tend to bring forth both positive and negative comments about the impact these features have on the urban setting. The level of community acceptance for many of these features and elements cannot be totally regulated by local ordinances, nor should they be. However, the community should strive for a level of acceptance through periodic review and ordinance updating, establishment of goals and objectives for various activities, and general development policies which address development of the urban environment. Many times people perceive and judge the economic value of urban development on its construction cost. Equally important is lasting value of the environment produced, which may be different than its economic value. The purpose of this section of the Comprehensive Plan is to acknowledge and discuss how to improve this acceptance of the more important features and elements found in the urban environment which are governed by municipal ordinance or which can be addressed by ordinance and/or policy.

The perception of how various features and elements in the vertical plane influence development will differ between individuals. To minimize any differences, four categories of influence have been selected for grouping the various features to be discussed. Each category and a brief description is listed as follows:

1. Functional - Features and elements designed for or adapted to a particular need;
2. Compatible - Features and elements which are orderly and efficiently integrated with other and surrounding elements;
3. Environmental - Combination of physical features and elements affecting and influencing the surroundings;
4. Aesthetics - Perception of quality or appearance indicating acceptance of the features or elements.

FUNCTIONAL INFLUENCE

The urban area is a complex combination of many elements. The extent the city can regulate the area's structure is limited; however, sound principles expressed by ordinances and suitable policies should govern the order and efficiency of those elements which are under the city's jurisdiction. The following are considered to be some of the functional features and elements of the urban area because of their character and influence. The nature and importance of such feature or element is presented with an appropriate policy.

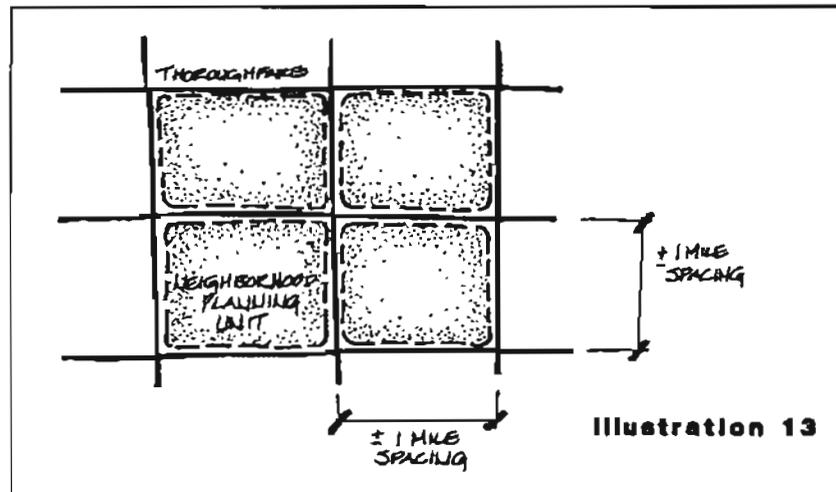
1. **Neighborhood Unit** - The neighborhood unit is recognized as a tool adaptable to planning the residential neighborhood. In Odessa, as in many other sections of the State, the boundaries for the neighborhood are major thoroughfares or other physical features creating a definable edge. Since thoroughfares are generally on section lines, the neighborhood is a square mile in area or six hundred forty acres. How this acreage is utilized effects the neighborhood's character and vitality.

Normally, each neighborhood will be a combination of residential uses of varying density, with possibly some retail services. It is desirable to have open space which is often provided by a park and school facility. Religious facilities also are often a part of the neighborhood unit.

When the above uses are arranged in a functional manner and the allocation of space is based upon demand, as is particularly important for service uses, a neighborhood unit is formed which will have lasting value to the community. The assembly of similar units throughout the city provides a sound urban structure when properly related to non-residential uses, or non-residential neighborhoods.

The non-residential planning unit is similar to the residential unit; however, it may be of a lesser size with its edges, or limits, defined by transition and buffer areas. It is important in non-residential planning units not to permit the intrusion of residential types of uses.

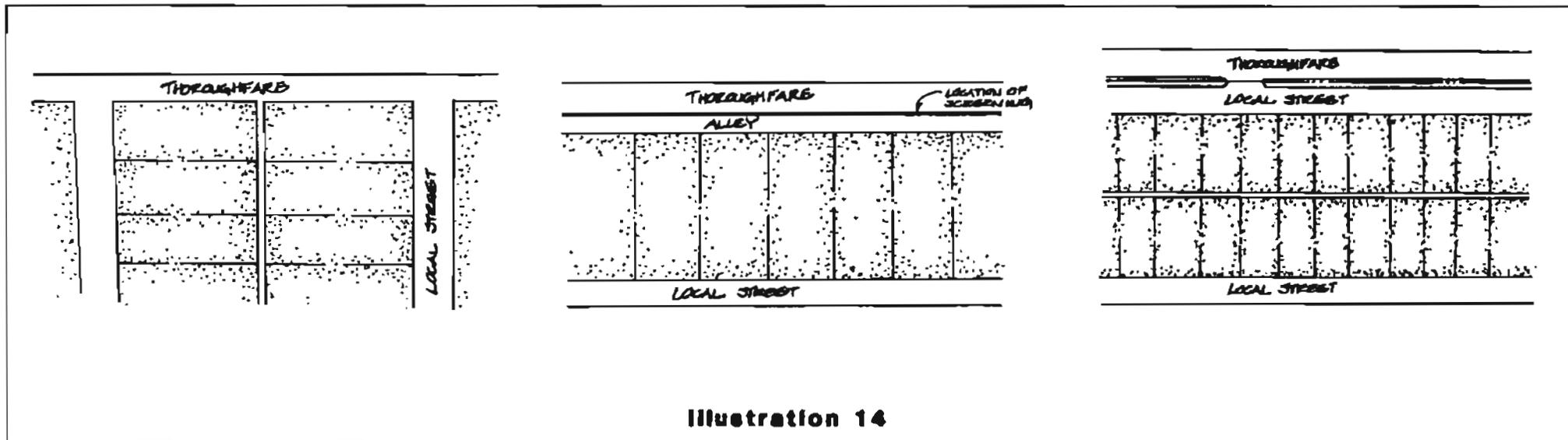
Illustration 13 indicates the basic concept and principal of the neighborhood planning unit.



POLICY THE NEIGHBORHOOD UNIT CONCEPT SHALL BE FOLLOWED IN DEVELOPING NEW OR EXPANDING AREAS FOR RESIDENTIAL AND NON-RESIDENTIAL USES OF INDUSTRIAL OR HEAVY COMMERCIAL USE.

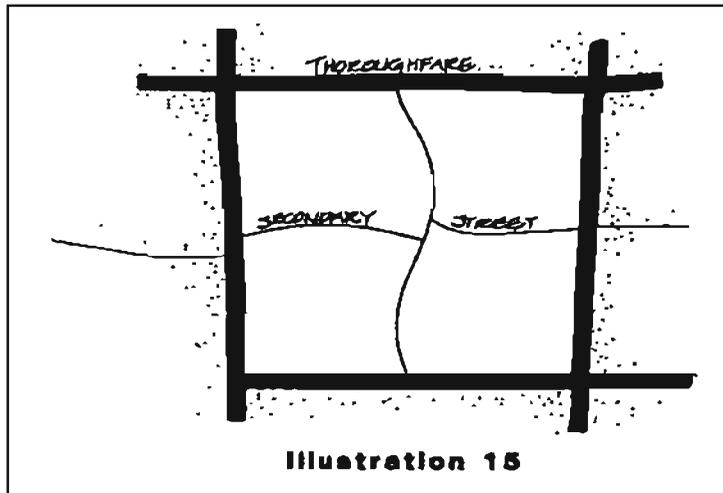
2. **Street Pattern** - Internal to neighborhood boundaries, properties are served by the local and secondary street system. Several principals are significant for the design and function of the local streets.

It is desirable that the local streets not be excessive in length and be designed in a manner to create a "T" rather than a "four-way" intersection. It is also helpful for some streets to be "stubbed out" to adjacent property to allow their continuation, and thus tie together individual subdivisions rather than isolate them. The relationship of local streets to major thoroughfares is a feature which has differing treatment as shown by Illustration 14.



Each of the conditions shown in Illustration 14 have favorable and unfavorable features. Siding lots bring a greater number of local streets into the thoroughfare, thus creating negative impact on through traffic movement. Backing lots create a visual concern for the rear of lot from the thoroughfare if not properly screened with either permanent living or man-made material. Fronting lots to a frontage street paralleling and adjacent to the major thoroughfare is feasible; however, dwellings are more directly affected by the traffic volume and a greater amount of land is required for the street system. From a functional and urban design consideration, the more desirable conditions are backing, with provisions for treatment of lot exposure to the thoroughfare right-of-way, or fronting.

The secondary street system within a neighborhood unit should function as a collector or distributor of traffic between the thoroughfare and the local street system which serves the individual building sites. Generally, two opposing collector streets are sufficient for a neighborhood as shown in Illustration 15. Extension of the route beyond the thoroughfare into the adjoining neighborhood unit should be discouraged.



POLICY

THE LOCAL STREET SYSTEM SHALL BE A FUNCTIONAL DESIGN OF VARYING BLOCK LENGTHS WITH MINIMUM FOUR-WAY INTERSECTIONS. LOCAL STREETS SHALL BE ENCOURAGED TO INTERSECT THE MAJOR STREETS AT INTERVALS WHICH MINIMIZE THE INTERRUPTION OF THROUGH TRAFFIC FLOW BY MINOR STREET TRAFFIC. PREFERABLY, THE SECONDARY STREET SHALL COLLECT AND DISTRIBUTE THE PREPONDERANCE OF TRAFFIC BETWEEN THE NEIGHBORHOOD AND ADJACENT THOROUGHFARES.

3. **Neighborhood residential land use** - The functional arrangement of neighborhood land uses is a major factor contributing to stability in values, both economic and others, as may be perceived to be important by the residents.

The preponderance of the use of land will likely be for residential building sites for detached dwelling units. These sites may be designed for standard side yard areas, or for the zero one-side yard. It is likely some land would be for the more dense uses in the form of attached single family units, or for multi-family purposes. Overall, the residential density could range from five to seven units per residential acre. The more innovative designs for zero lot line, garden home, cluster, or other housing forms having a preponderance of open space should be reviewed by the City under a site plan process. Density for such uses will range from five to eight units per acre. Multi-family density will range from eighteen to twenty-two units per acre and should comprise not more than fifteen percent of the total units within the neighborhood unit without good justification.

POLICY THE DESIGN OF THE NEIGHBORHOOD SHALL ENCOURAGE A VARIETY OF HOUSING TYPES WITH AN AVERAGE DENSITY NOT TO EXCEED EIGHT UNITS PER ACRE FOR OVERALL RESIDENTIAL USE. INNOVATIVE SUBDIVISION APPROACHES ARE ENCOURAGED TO CREATE A SUPERIOR LIVING ENVIRONMENT.

4. **Service Land Use Supporting the Residential Neighborhoods** - Retail service sites serving the residential community will range from the local business-type of service unit, located on a site up to three acres in area, to a neighborhood or community center located on ten or more acres, or a shopping mall having a regional function and located on a site up to eighty acres. The residential neighborhood is most vulnerable to the neighborhood service strip and the shopping center, whether it be a neighborhood or community center. Locating retail uses in relationship to residential areas is important to both the retailer and the residents. The most functional location for any retail or service activity is at the intersection of major thoroughfares. Intermediate locations should be discouraged unless the purpose is of a nature which can be justified because of location or special service function, such as service to a denser housing development.

A neighborhood center should be located on a site of sufficient area to attract an anchor tenant, and would range from ten to twelve acres in size. Larger centers begin to take on the community shopping function and should be spaced so as not to conflict or compete with the smaller centers. Retail service areas should be related to a population service area since the quantity of retail space is directly influenced by the number of persons in the service area and their combined buying power. Generally, retail land use for a center should be based upon .4 to .5 acres per 100 persons located in the center's service area. The neighborhood center generally will have a service area of one and one-half miles, as shown by illustration 16. The smaller neighborhood service centers may be located within the larger service area.

Various features developed on the site also influence the center's functional characteristics. Parking, building arrangement, vehicular access, service areas, building set-back and signage are elements, among others, which when brought together in a functional design, contribute to the retail center's viability.

Strip retail use generally should be avoided. This type of development encourages traffic problems on the adjoining street in the nature of turning movements. Properties behind or across from strip centers are often adversely affected, particularly if such use is residential.

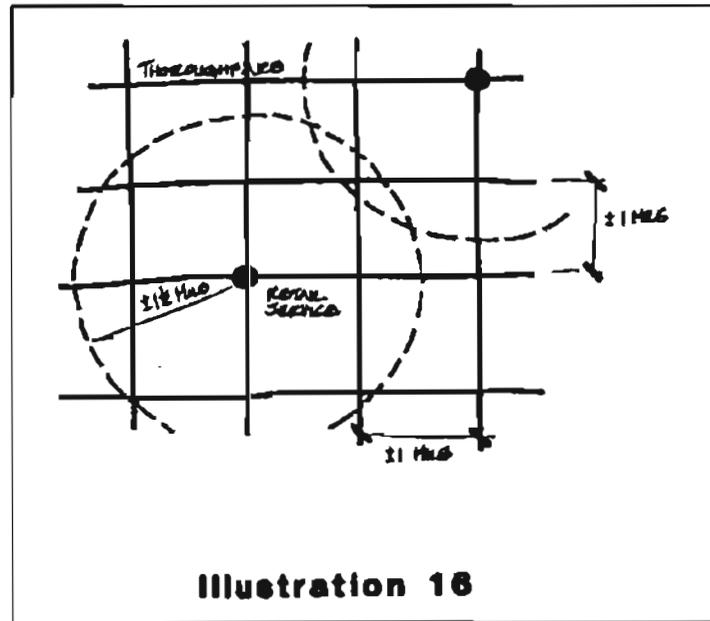


Illustration 16

POLICY THE LOCATION OF RETAIL LAND SHALL BE AT MAJOR INTERSECTIONS AND BE BASED UPON A POTENTIAL SERVICE AREA. THE QUANTITY OF LAND AREA SHALL BE BASED UPON AN ESTIMATED POPULATION WITHIN THE SERVICE AREA AND A FACTOR OF .4 TO .5 ACRES PER ONE HUNDRES PERSONS.

RETAIL USES SHALL BE ENCOURAGED TO LOCATE IN A SHOPPING CENTER SETTING RATHER THAN CREATING STRIP TYPE CENTERS.

5. **Land Subdivision** - When land is subdivided into building sites, a specific product is formed. The resulting lots shall be either for a residential or non-residential use. Residential subdivisions are generally designed to fulfill a need for lots of specific size upon which a structure will be built

having a value comparable to the size of lot on which it is to be located. The physical design of the subdivision is important since it becomes one more element to be added to the City's overall urban pattern. The physical design of the subdivision is caused to be functional and fit with its surroundings through application of the subdivision and other development ordinances. However, the level of this design cannot be regulated beyond the minimums set forth in the ordinances, and often, the physical design has a definite impact on following improvement to the building sites. Once a subdivision is built, it will remain on the land for many years in the future, and therefore such design, or the arrangement of streets and lots, should be well conceived for the benefit of the ultimate occupants of the various building sites.

Arrangement of streets is probably the single feature in the subdivision which identifies it from other similar areas. Streets have the principal purpose to provide ways for access and drainage. Integrated with this purpose must be their arrangement to provide functional building sites generally having a north-south orientation. After recognizing these parameters, it is often difficult to design a subdivision having a curvilinear street pattern rather than a grid type pattern. The curvilinear pattern offers opportunities for diversification to the ultimate streetscape and development character. In addition to creating a functional street system, another facet of subdivision design is to create streets, and even alleyways, on which vehicles can operate safely while not interfering with the neighborhood environment. Continuous streets often encourage through traffic movements, as well as offering the opportunity for operating at excessive speeds. The local street pavement section is considered to contribute to these conditions because of the wider widths; pavement widths are a function of their use. Local streets, as previously discussed, are principally for service to the adjoining properties, and need not have excessive land widths, unless it is perceived by the Community that this is the desirable standard. Pavement width should be conservative to minimize initial improvement cost and continuing maintenance costs, but be functional to provide proper service whether the section is for local or major use.

POLICY THE PHYSICAL ARRANGEMENT OF STREETS AND LOTS IN A SUBDIVISION ARE THE BASIC ELEMENT ABOUT WHICH THE FUTURE ENVIRONMENT WILL EVOLVE; THEREFORE, SUBDIVISIONS ARE ENCOURAGED TO BE DESIGNED ABOVE MINIMUM STANDARDS AND BE INNOVATIVE AND CREATIVE IN THEIR APPROACHED TO CREATING BUILDING SITES.

COMPATIBLE INFLUENCE

When elements and features in the urban area are arranged in a manner in which one compliments the other, it can be assumed they exist in a somewhat compatible setting. Compatibility, as regulated by the City, is primarily through administration and enforcement of the zoning ordinance standards, and to some degree, the subdivision ordinance.

Often, examples are found in the urban area where a more orderly and efficient integration of an element could have been accomplished through a more explicit ordinance requirement or the exercise of better judgement in the approval process. The following are elements and ordinance references which, among others, are considered to have influence on the compatibility of features found in the urban area.

1. **Land Use** - The concepts discussed above for planning the neighborhood unit, when applied, will result in a compatible residential land use pattern. It is also desirable to achieve a similar pattern for other sections of the City. In non-residential areas, various intensities of land use are found among heavy commercial and industrial users. The development and preservation of value and vitality in these areas is as important as in residential areas, particularly from the contribution made to the tax base by non-residential users in Odessa. Other than the impact one type of use may have on another, there should be compatibility among uses in the non-residential areas. Intrusion of uses which are impacted by the more intense uses, such as residential or some retail types of uses, should always be avoided. Protecting the non-residential area of the City and allowing them to expand with appropriate uses is important to the development of the City.

Broad guidelines and locations are set forth in the Future Land Use Plan for the City's existing and future residential and non-residential areas. Achieving this desired land use pattern requires the continuing awareness of all the various features and elements which are interrelated in producing the constantly changing urban area.

An area which should be examined periodically is the status of non-conforming uses. By whatever process a use has been designated as non-conforming, it has been identified as not being compatible with surrounding land use. Depending on circumstances, the parcel on which non-conforming uses is located should be viewed as ultimately evolving into a conforming site.

Although mentioned above as not being a functional use of land, the strip type design along major thoroughfares for either retail or commercial uses is set forth here as also creating a problem of compatibility with adjacent uses if dissimilar.

POLICY DECISIONS MADE CONCERNING THE USE OF LAND IN THE ZONING PROCESS SHALL EXAMINE THE PROPOSAL'S MERITS TO DETERMINE IF SOUND BALANCE IN COMPATIBLE LAND USE RELATIONSHIPS WILL RESULT.

2. **Signage** - An increasing concern in many urban areas is signage and the obvious intrusion of some types of signage into the character of the urban area. As businesses seek more visibility, advertisement signs reach greater heights, thus have increasing areas for their message, and become more highly-illuminated. The level of acceptance for these devices will differ between communities. It is important to recognize signs are as much a part of the urban area as a structure. Their importance and permitted impact is a community decision and is regulated by the City's sign ordinance. For most signs, it can be assumed the maximum permitted usage granted by the ordinance will be reflected by these signs.

Signage is needed in our urban areas; however, it should be of a character which is compatible with its surroundings and not intrusive to the urban setting. The combining of several messages on a single sign for a retail center, regulating the spacing between signs along the right-of-way (such as billboards, if permitted), and other approaches are methods to minimize the impact signs have on the urban character.

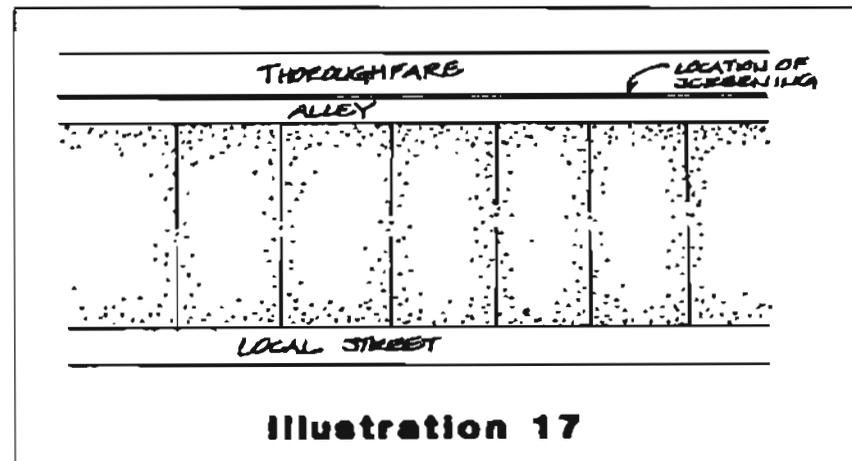
POLICY REVIEW CURRENT SIGNAGE STANDARDS AND POLICIES, IDENTIFY LEVELS OF COMMUNITY ACCEPTANCE FOR VARIOUS TYPES OF SIGNAGE, AND DEVELOP APPROPRIATE CHANGES FOR CONSIDERATION AS CHANGES TO THE AFFECTED ORDINANCES.

3. **Screening** - Separation of incompatible features or elements in the urban area can often be accomplished by screening one from the other. Screening can be used when areas such as open storage of material or equipment are considered obtrusive or objectionable to those who have no alternative but to view the area. Similarly, refuse containers in public places, loading docks, retail or commercial serving areas, and other undesirable features may be more compatible when screened from the viewer's sight.

Occasionally, for safety reasons, it is desirable to screen a use from adjacent boundaries, such as a thoroughfare when such use, by the nature of its operation, causes more interest to the passing motorist than the roadway.

An appropriate use of screening is the separation of a residential use from an adjoining non-residential use. The screen offers separation from view and access between the two uses and provides privacy to the residential use.

A similar use of screening is along major thoroughfares where property backs or sides the thoroughfare right-of-way. As discussed previously, one desirable method of platting lots adjacent to a thoroughfare is to back the lot. This is desirable for the residential use and traffic flow between the local street system and thoroughfare but requires proper treatment of the lot's rear property line. Two methods of treatment are shown by Illustration 17.



Any screen required by ordinance or policy should be of a material capable of enduring the elements for a period as long as the feature being screened. This normally precludes screening construction of primarily wood members. Material should be chosen which provides a selection and variety; however, some control must be present to assure screening is not incompatible with adjacent or nearby screening.

A living screen is a method of introducing into the urban character two features, separation and plant materials. For the Odessa climate, living screens may not be totally practical unless native plant materials are used and are capable of enduring the local conditions. A living screen for smaller features where irrigation can be furnished would be more desirable than other materials.

POLICY CURRENT SCREENING REQUIREMENTS WILL BE REVIEWED
AND CRITERIA DEVELOPED WHICH WILL IMPROVE
COMPATIBILITY BETWEEN FEATURES IN THE URBAN AREA
THROUGH THE USE OF SCREENS.

4. **Buffering and Transition** - These terms are often cited when discussing methods to be used in improving compatibility between dissimilar types of major land uses. Buffering and transitions are done in numerous ways using a variety of forms. Each should be recognized and used as often as possible because of the gradual change accomplished under either method.

A. Buffering is considered to be the use of one element to reinforce another element. As an example, a type of land use may be buffered from another by screening, a land form or berm, a land use considered to be an intermediate type, or just by separation, which would be greater by some distance than normally required. The following are examples:

- (1) A residential area is buffered from a retail center by a masonry wall placed on the tract's property line which is common to the rear or side of the residential use.
- (2) An open space or park area is buffered from the adjoining secondary street by an earthen berm.
- (3) Residential uses are buffered from a garden office use by limiting the office height and setback.
- (4) Residential uses are buffered from a commercial area by a required setback for the commercial use of 50 to 100 feet with a screening device placed on the common property line.

In each case, the buffering is attempted to provide stability for the more vulnerable use.

B. Transition is considered to be the orderly change from a more intense land use to a lesser intense use. Similar to buffering, the transition is being made to give protection to the more vulnerable use. Most transitions occur through use of distance and intermediate uses. Examples of elements used to transition are: (1) major streets; (2) open space or park areas; (3) public and semi-public use areas such as church sites; (4) drainageways, if unusually wide; and (5) other land use forms.

Some of the more common methods of transition are the use of zoning districts as transition elements. As an example, a garden office or multi-family district is often placed between a retail or service use and residential area, or a commercial district is placed between a lesser use area and an industrial area.

It is important to recognize when using zoning districts as transitions, that a transition district is established which will be supportive and capable of having its own vitality and not become an area negatively impacted by the more intense land uses. An example is a small area for higher-density residential use and intended for home ownership which is placed adjacent to a commercial area as a transition to a single-family neighborhood, but because of its size or other reasons, the use becomes rental property and is allowed to decline because of its small size.

POLICY BUFFERS AND TRANSITIONS ARE RECOGNIZED AS METHODS TO IMPROVE COMPATIBILITY BETWEEN DIFFERING LAND USES, AND THEREFORE WILL BE USED WHENEVER FEASIBLE AS A PLANNING TOOL IN LAND USE AND ZONING PROCESSES.

5. **Zoning Districts** - The zoning ordinance is one of the few planning tools used to implement the Future Land Use Plan and its related goals. Land use hierarchy set forth in the Plan establishes broad land use categories for uses which collectively, under a specific category, are considered to have a compatible relationship. The relationships by which the use areas are shown on the graphic plan further indicate an intent for compatibility between mapped areas by the associations shown on the Plan. Therefore, the general development plan for the City and its environs is based upon areas developing or redeveloping in a compatible manner. The level of compatibility, to a certain degree, can be measured by how well zoning districts are organized.

Districts of the zoning ordinance prescribe the range of uses permitted within each district and related development standards. The relationship between zoning categories and land use categories is often similar, except when zoning categories are more explicit and generally have several categories addressing a single type of land use. An example is the single-family residential land use category being given more flexibility through a variety of single-family zoning districts, each designed to accommodate varying lot sizes for the purpose of regulating density. The acknowledgement of the overall goal for land use planning and zoning is to establish principals and guidelines to assure there is some degree of compatibility between uses in the urban area.

Zoning districts and standards are the basic tools for implementing compatibility. Therefore, granting of zoning changes or establishing permanent zoning is a very important process. Equally important is the structure of the zoning ordinance and each of its various districts. Periodic review of the ordinance will assure that it is in agreement with the Future Land Use Plan. Also, review of zoning district use regulations is desirable to ascertain if new uses, or existing types of uses which may evolve into a different form, are adequately covered by the ordinance. Odessa has experienced such a condition with the desire to use older establishments as a halfway type of use. A current transformation of a service use is the oil-lube center and automobile centers particularly designed for a range of automotive services.

POLICY THE IMPORTANCE OF ZONING AS A TOOL FOR IMPLEMENTING THE LAND USE PLAN AND FOR DEVELOPING AN URBAN AREA OF COMPATIBLE USE INDICATES THE NEED TO CAREFULLY CONSIDER EACH ZONING ACTION AND TO MAINTAIN THE APPROPRIATE ORDINANCES IN A MANNER TO MEET CHANGING URBAN CONDITIONS.

6. **Site Element** - How the various physical elements are arranged on a site at the time of site planning will often determine the compatibility of the urban use being planned in relationship to surrounding uses. When the designer makes himself aware of existing or planned improvements adjacent to his site and blends his design into such surroundings, the resulting site improvements will likely complement the urban setting.

Often, site design does not recognize existing surroundings and is planned specifically for the site under study. This occurs more frequently on retail and commercial sites than other non-residential tracts. A variety of factors influence those decisions which are made for proposed improvements within the guidelines set forth by the minimum zoning standards of the district in which the site improvement is being made. Zoning standards for retail and commercial uses cannot address all conceivable site design elements; therefore, it is often difficult to achieve the level of site development that is perceived to be desirable for the community.

Site elements which are often handled in a variety of ways are landscaping, screening, lighting, access and service areas. During the zoning process, these elements are often addressed as a part of the zoning approval. For zoned parcels, is it appropriate to have standards which are established by either a policy or an ordinance.

Landscaping can be governed by requirements for specific areas of the site to be landscaped, such as parking and service areas, and even address the ratio of trees to be planted to the size of the site. Location of screening and the type of materials to be used is also appropriate in a landscape-screening ordinance. Lighting spill-over into other areas besides the equipped site is a frequent occurrence on non-residential sites. Requiring lighting plans for outdoor lighting is a reasonable requirement to be made for retail and commercial sites.

Access between non-residential sites and public rights-of-way often present problems when standards are not observed which insure those traffic movements from access points do not present conflicts and contribute to possible accidents. The establishment of guidelines and standards based upon traffic engineering criteria which are applicable to all sites under a variety of conditions is a method of providing uniform control of access to public ways.

Occasionally, a site, because of its unusual shape or width, cannot be developed without encountering problems in access, parking and other similar site development factors. Minimum site widths for platting is appropriate for non-residential district zoning standards. Unusual site configurations can be handled at time of platting by requiring such sites presenting probable development problems to be re-designed.

POLICY TO IMPROVE THE COMPATIBILITY OF RETAIL AND COMMERCIAL SITE DEVELOPMENT, THOSE ELEMENTS CONSIDERED TO BE AN INTEGRAL PART OF THE FINISHED DEVELOPMENT AND NOT CURRENTLY SET FORTH IN THE ZONING OR SUBDIVISION ORDINANCE, WILL BE FURTHER STUDIED, AND IF FOUND TO BE APPROPRIATE, SPECIFIC POLICIES OR ORDINANCES WILL BE DEVELOPED FOR CONSIDERATION AND ADOPTION.

ENVIRONMENTAL

Urban development can occur in a functional and compatible manner and can be perceived to remain sterile in appearance if facades and spaces are not properly considered in the overall design. Attention to materials, textures and use of space are among features which influence surroundings and the urban environment in which people live, play and work. Many of the features influencing the environment are beyond the City's jurisdiction, and are personal preferences by those who develop the urban area. However, there is the opportunity for a city to have some influence on the appearance, and likewise its environment, through policies and ordinances for preserving and treating open space areas.

1. **Open Space Areas** - Various public and semi-public uses and related grounds exist, and will continue to be provided for in the urban area as the City expands in area and population. These spaces are in the form of areas around municipal, county and school facilities, park and recreation areas, and even colleges and churches. The City can set standards for others to follow in maintaining and improving these grounds. Features proposed for downtown by the introduction of more space for pedestrian use and emphasis on plant materials integrated into paved surfaces will

have a significant impact on the area's environment. Treatment of open spaces indicates, to a degree, the concern people have for their surroundings. In an effort to provide park facilities in developing areas of the Community, some cities have adopted park ordinances which require a dedication, or money in lieu of, for park purposes when the area develops. This allows the facility to be designed as an integral element of the subdivision, and should also be built with the area as it develops. This may be a factor for consideration by the City of Odessa.

POLICY THE CITY WILL CONTINUE TO STRIVE FOR A SUPERIOR TREATMENT AND DEVELOPMENT OF OPEN SPACES ASSOCIATED WITH MUNICIPAL FACILITIES, AND WILL TAKE APPROPRIATE ACTION ON A COOPERATIVE BASIS WITH DOWNTOWN PROPERTY OWNERS AND ASSOCIATIONS IN MAKING POSITIVE CHANGES IN AREA'S ENVIRONMENT.

2. **Landscape Standards** - Several cities have developed unified landscape standards for non-residential zoning districts in an effort to emphasize the importance of the visual environment for its citizens. Such standards apply to screening and treatment of site edges which have high visibility to the public. Generally, the standards do not require more landscape planting than most property owners economically install.

POLICY THE CITY RECOGNIZES THE IMPORTANCE OF LANDSCAPE TREATMENT WITH PRIMARILY PLANT MATERIALS AS A MEANS OF SOFTENING AND IMPROVING THE VISUAL QUALITY OF THE ENVIRONMENT, AND THEREFORE DESIRES TO EXAMINE THE MERITS OF LANDSCAPE STANDARDS FOR NON-RESIDENTIAL ZONING DISTRICTS.

3. **Major Thoroughfare Rights-of-Way** - The quality of life in a city is often judged by the appearance and environment presented. An area of the city commonly seen by local residents and visitors is the public rights-of-way. Many times, this space is maintained by the adjoining property owner, but often the space is neglected. A logical time for making the decision for maintenance of the major thoroughfare right-of-way is when residential and non-residential subdivisions are approved. Reasonable standards can be developed to assure some treatment is given to the space behind the curb. The visual impact of a pleasant streetscape is difficult to measure in economic terms, but has lasting environmental value.

POLICY MAJOR THOROUGHFARE RIGHTS-OF-WAY ARE A MAJOR PART OF THE URBAN ENVIRONMENT, AND THEREFORE APPROPRIATE METHODS SHOULD BE DESIGNED AND IMPLEMENTED TO MAINTAIN A QUALITY APPEARANCE ALLONG ALL THE CITY'S MAJOR STREETS.

4. **Lighting** - A somewhat minor, but often overlooked, feature in the development of larger sites is lighting. Generally, the lack of concern for lighting can be observed on sites adjacent to residential subdivisions when pole and service area lighting spills over into the neighborhood area. Lighting should and can be designed to illuminate only the desired areas on a site. The awareness of lighting's influence on the surroundings is important, but not as significant as other elements to offer a positive policy.

5. **"Gateway Treatment"** - Several points of entry exist which people pass through when coming to or traveling through Odessa. These points can be identified as an as an entrance feature with appropriate treatment to indicate their presence to motorists. Many times this is accomplished with a single structural element, signage and plant materials. The feature should not be commercialized, but rather done in a manner to indicate the site, and with attention to the surroundings.

POLICY FEASIBILILTY TO DEVELOP FEATURES AT ENTRY POINTS TO THE CITY WILL BE EXPLORED, AND IF DETERMINED TO BE DESIRABLE, METHODS WILL BE DEVELOPED TO INITIATE A "GATEWAY TREATMENT" PROGRAM.

AESTHETICS

The elements of the urban area which citizens perceive to present quality or are pleasing have a value which cannot be simply defined since it is an individual perception of what is seen. Introducing the aesthetic influence into the urban area can be done most easily through use of materials and designs which have been accepted elsewhere in whole or in part. The aesthetic influence is considered as important as other influencing elements or features and generally will result in an environment which is not controlled or regulated by policy or ordinance. However, recognition of this influence as a factor throughout the process of building the urban area will assist to make features more acceptable because consideration was given for the aesthetic value before a decision was made.

CONCLUSION

Policy guidelines for Odessa are presented under four categories of influence. The grouping of factors within a category have been chosen based upon their influence on various conditions resulting from urban development. Not always can conditions resulting from urban development be totally managed by ordinances. Some may need to be addressed by a policy or a single action to cause a desired result, thereby improving the overall quality of life. The following summarizes the policy statements set forth above:

- * THE NEIGHBORHOOD UNIT CONCEPT SHALL BE FOLLOWED IN DEVELOPING NEW OR EXPANDING AREAS FOR RESIDENTIAL AND NON-RESIDENTIAL LAND USES OF INDUSTRIAL OR HEAVY COMMERCIAL USE.

- * THE LOCAL STREET SYSTEM SHALL BE A FUNCTIONAL DESIGN OF VARYING BLOCK LENGTHS WITH MINIMUM FOUR-WAY INTERSECTIONS. LOCAL STREETS SHALL BE ENCOURAGED TO INTERSECT THE MAJOR STREETS AT INTERVALS WHICH MINIMIZE THE INTERRUPTION OF THROUGH TRAFFIC FLOW BY MINOR STREET TRAFFIC. PREFERABLY, THE SECONDARY STREET SHALL COLLECT AND DISTRIBUTE THE PREPONDERANCE OF TRAFFIC BETWEEN THE NEIGHBORHOOD AND ADJACENT THOROUGHFARES.

* THE DESIGN OF THE NEIGHBORHOOD SHALL ENCOURAGE A VARIETY OF HOUSING TYPES WITH AN AVERAGE DENSITY NOT TO EXCEED EIGHT UNITS PER ACRE FOR OVERALL RESIDENTIAL USE. INNOVATIVE SUBDIVISION APPROACHES ARE ENCOURAGED TO CREATE A SUPERIOR LIVING ENVIRONMENT.

* THE LOCATION OF RETAIL LAND SHALL BE AT MAJOR INTERSECTIONS AND BE BASED UPON A POTENTIAL SERVICE AREA. THE QUANTITY OF LAND AREA SHALL BE BASED UPON AN ESTIMATED POPULATION WITHIN THE SERVICE AREA AND A FACTOR OF .4 TO .5 ACRES PER ONE HUNDRED PERSONS.

RETAIL USES SHALL BE ENCOURAGED TO LOCATE IN A SHOPPING CENTER SETTING RATHER THAN CREATING STRIP-TYPE CENTERS.

* THE PHYSICAL ARRANGEMENT OF STREETS AND LOTS IN A SUBDIVISION ARE THE BASIC ELEMENTS ABOUT WHICH THE FUTURE ENVIRONMENT WILL EVOLVE; THEREFORE, SUBDIVISIONS ARE ENCOURAGED TO BE DESIGNED ABOVE MINIMUM STANDARDS AND BE INNOVATIVE AND CREATIVE IN THEIR APPROACH TO CREATING BUILDING SITES.

* DECISIONS MADE CONCERNING THE USE OF LAND IN THE ZONING PROCESS SHALL EXAMINE THE PROPOSAL'S MERITS TO DETERMINE IF A SOUND BALANCE IN COMPATIBLE LAND USE RELATIONSHIPS WILL RESULT.

- * REVIEW CURRENT SIGNAGE STANDARDS AND POLICIES, IDENTIFY LEVELS OF COMMUNITY ACCEPTANCE FOR VARIOUS TYPES OF SIGNAGE, AND DEVELOP APPROPRIATE CHANGES FOR CONSIDERATION AS CHANGES TO THE AFFECTED ORDINANCES.
- * CURRENT SCREENING REQUIREMENTS WILL BE REVIEWED AND CRITERIA DEVELOPED WHICH WILL IMPROVE COMPATIBILITY BETWEEN FEATURES IN THE URBAN AREA THROUGH THE USE OF SCREENING.
- * BUFFERS AND TRANSITIONS ARE RECOGNIZED AS METHODS TO IMPROVE COMPATIBILITY BETWEEN DIFFERING LAND USES, AND THEREFORE WILL BE USED WHENEVER FEASIBLE AS A PLANNING TOOL IN LAND USE AND ZONING PROCESSES.
- * THE IMPORTANCE OF ZONING AS A TOOL FOR IMPLEMENTING THE LAND USE PLAN AND FOR DEVELOPING AN URBAN AREA OF COMPATIBLE USE INDICATES THE NEED TO CAREFULLY CONSIDER EACH ZONING ACTION AND TO MAINTAIN THE APPROPRIATE ORDINANCES IN A MANNER TO MEET CHANGING URBAN CONDITIONS.
- * TO IMPROVE THE COMPATIBILITY OF RETAIL AND COMMERCIAL SITE DEVELOPMENT, THOSE ELEMENTS CONSIDERED TO BE AN INTEGRAL PART OF THE FINISHED DEVELOPMENT AND NOT CURRENTLY SET FORTH IN THE ZONING OR SUBDIVISION ORDINANCE, WILL BE FURTHER STUDIED, AND IF FOUND TO BE APPROPRIATE, SPECIFIC POLICIES OR ORDINANCES WILL BE DEVELOPED FOR CONSIDERATION AND ADOPTION.
- * THE CITY WILL CONTINUE TO STRIVE FOR A SUPERIOR TREATMENT AND DEVELOPMENT OF OPEN SPACES ASSOCIATED WITH MUNICIPAL FACILITIES, AND WILL TAKE APPROPRIATE ACTION ON A COOPERATIVE BASIS WITH DOWNTOWN PROPERTY OWNER AND ASSOCIATIONS IN MAKING POSITIVE CHANGES IN THE AREA'S ENVIRONMENT.

- * THE CITY RECOGNIZES THE IMPORTANCE OF LANDSCAPE TREATMENT WITH PRIMARILY PLANT MATERIALS AS A MEANS OF SOFTENING AND IMPROVING THE VISUAL QUALITY OF THE ENVIRONMENT, AND THEREFORE DESIRES TO EXAMINE THE MERITS OF LANDSCAPE STANDARDS FOR NON-RESIDENTIAL ZONING DISTRICTS.

- * MAJOR THOROUGHFARE RIGHTS-OF-WAY ARE A MAJOR PART OF THE URBAN ENVIRONMENT, AND THEREFORE APPROPRIATE METHODS SHOULD BE DESIGNED AND IMPLEMENTED TO MAINTAIN A QUALITY APPEARANCE ALONG ALL THE CITY'S MAJOR STREETS.

- * FEASIBILITY TO DEVELOP FEATURES AT ENTRY POINTS TO THE CITY WILL BE EXPLORED, AND IF DETERMINED TO BE DESIRABLE, METHODS WILL BE DEVELOPED TO INITIATE A "GATEWAY TREATMENT" PROGRAM.

ANNEXATION PLAN

GOALS AND OBJECTIVES

Although Odessa is currently experiencing a lower growth rate, due to economic impacts relating to the petroleum industry, the City should evaluate the future needs for growth and the areas appropriate for such growth. As the present economic condition in West Texas, and Odessa in particular, is not considered a permanent one, the City should continue to develop short and long-range goals, policies, and objectives to address the expansion of its urban area. The following goals and objectives are envisioned as a continuation and update of previous annexation studies:

1. **Goal**

The City should pursue a gradual but sustained program of annexing land each year.

Objective

A phasing plan should be prepared identifying those areas which are suitable for annexation. Appropriate amount of acreage should also be determined within state guidelines for annexation.

- 1A. As an emphasis should be placed on annexation of high visibility areas such as major thoroughfares or freeway corridors.
- 1B. Areas which can be served by existing public utilities or by reasonable extension of utility lines should be pursued first.
- 1C. Areas outside the City Limits, but which are already developed, should be evaluated upon the fiscal benefits, as well as the social and aesthetic benefits, of annexation.
- 1D. The City should reevaluate the merits of annexation of the Ector County Utility District (West Odessa) and surrounding unincorporated area. A financial, physical and social analysis should be performed to determine the feasibility of annexation.

2. **Goal**

As an adequate inventory of vacant land should be available within the existing City Limits for urban expansion.

Objective

2A. Develop a formula for determining the amount of vacant land acreage which should be contained within the City Limits.

3. **Goal**

Areas which are expected to experience deficiencies in basic services (primarily water), or will have problems because of the lack of public controls, should be considered for short term annexation (1-3 years).

Objective

3A. Designate on the annexation plan where these areas exist and prioritize annexation.

SUMMARY OF PAST ANNEXATION POLICIES

It is important that communities which anticipate urban growth provide reasonable alternatives for expansion of their corporate boundaries. Odessa has addressed this issue in the past through at least two separate studies. The first major assessment of issues and objectives concerns, undertaken in 1972, was entitled "Alternate Approaches to Odessa's Annexation Problems." The second was addressed within the 1979 "Comprehensive Plan". As observed in the prior studies, Odessa has been somewhat limited in its expansion into vacant or undeveloped area and with its annexation alternatives. Due to the availability of utilities (principally water) outside of Odessa's City Limits, substantial urbanization has occurred north, west and south of Odessa. Much of this development has occurred with street and drainage design at sub-standard levels.

In 1972, approximately twelve areas of potential annexation were identified, each with varying degrees of impact. It was recommended that the City establish priorities for certain areas for annexation depending upon several basic objectives: 1) attempt to create logical urban boundaries; 2) provide adequate growth area of residential and non-residential areas; and, 3) facilitate orderly expansion of water and sewer services. The recommended areas for annexation were primarily vacant land areas within Loop 338 and north of Interstate 20. Lower priorities were suggested for areas already developed, except non-residential uses, which offered advantages of higher tax values.

By 1980, the City had expanded its City Limits from approximately 13,000 acres (20± square miles) in 1970 to 19,100 acres (30± square miles), an increase in land area over 30 percent. The majority of the area annexed since 1972 was within Loop 338. Table 15 shows the progression of annexation in Odessa since 1950.

**CITY OF ODESSA
ACRES ANNEXED - 1950-1986
TABLE 15**

<u>Year</u>	<u>Acres</u>	<u>Square Miles</u>	<u>Percent of Change</u>
1950	3,778	5.90	-
1960	11,153	17.42	195.2
1970	12,483	19.50	11.9
1980	19,100	29.84	53.0
1986	22,423	35.03	17.0

In the 1979 Comprehensive Plan, the favored expansion alternatives recommended were to determine the remaining possible expansion areas and include those areas within the City. The 1979 Plan suggested the primary area of annexation be toward the northeast. These areas were not to be annexed at one time. Eight aspects pertaining to the priority of annexation were suggested for consideration.

1. Areas with primary access, such as U.S. 385, U.S. 80 and I.H.20 should be given a high priority;
2. Highly visible areas with frontage should also be given high priority;
3. The City should strive for orderly city boundaries and utility service areas;
4. Areas which can now be served by public utilities should be considered for near term annexation;
5. Areas now threatened by perimeter development should be considered for annexation;
6. Non-residential use areas which could broaden the City's tax base;
7. The area south of I.H. 20;
8. Protect major drainage basins.

Annexations which have occurred since 1979 have partially achieved several of the eight recommendations set forth in the 1979 Plan. The annexation between S.H. 191 and the Old Bankhead Highway generally is consistent with the recommendations outlined in Items 1, 2 and 4 above. Annexations achieving the other recommendations have generally not occurred.

POTENTIAL AREAS OF ANNEXATION

Plate 42, Potential Areas of Annexation, shows Odessa’s existing City Limits and extraterritorial jurisdictional boundary (ETJ), as well as the Ector County Utility District (ECUD). The City currently has approximately 22,423 acre within its City Limits and an ETJ of 3.5 miles, based upon a population of between 50,000 and 100,000. Once Odessa officially exceeds 100,000 its ETJ will extend to five miles. Under state law, a city can annex 10 percent of its total land area each year. If the 10 percent is not used in a given calendar year, the percentage not used can be accrued to a maximum of 30 percent. Based upon the state’s formula, and the fact that 30 percent has been accrued, Odessa can annex the following amounts of acreage yearly:

<u>Year</u>	<u>Possible Total Annexation (Acres)</u>	<u>Total Acres Within City Limits</u>
1986	6,727 (30%)	29,150
1987	2,915	32,065
1988	3,206	35,271
1989	3,527	38,798
1990	2,879	42,677

The City should consider annexation of some land each year, since 30 percent has already been accrued. If the City has not annexed any land by 1988, the additional 10 percent normally received each year would be lost.

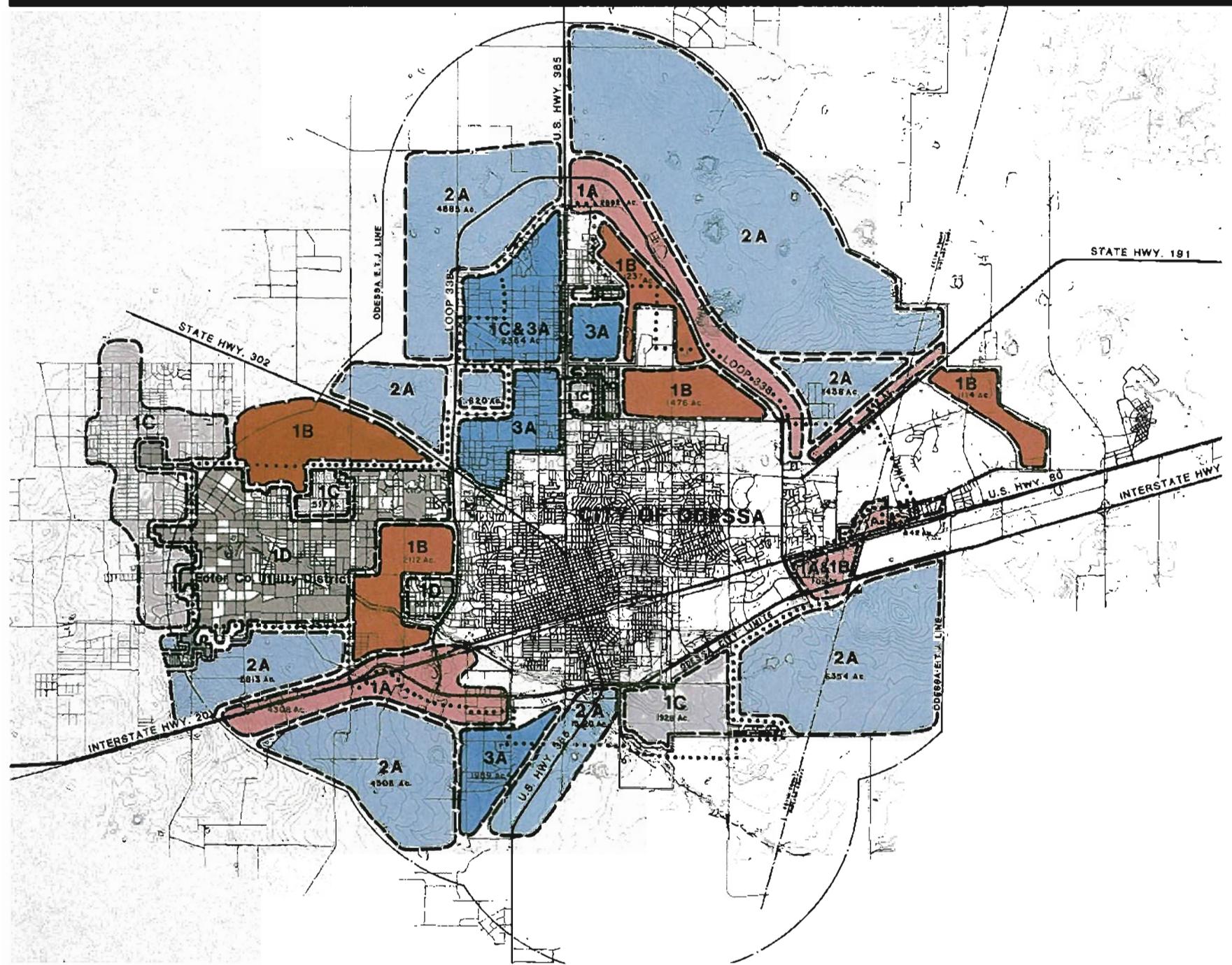
The shaded areas reflected on Plate 42 indicate possible or potential areas for annexation. Each area is correlated to the Goals and Objectives by a reference number. It must be recognized that all of these areas are not suggested for annexation now, or even in the near future, but are identified for the purpose of evaluating the merits of each with the Goals and Objectives.

Two basic types of areas are shown, primarily developed and primarily undeveloped. If annexed, each of these areas will have a different impact upon the City; fiscally, politically, and aesthetically. Areas identified as 1A, 1B and 2A are generally undeveloped. Areas such as 1C, 1D and 3A area at least partially developed.

Undeveloped areas offer the advantage of having few property owners. As shown on the Property Ownership Map (Plate 3), much of Odessa's undeveloped land is in large ownerships. This condition is considered advantageous to Odessa and generally reduces the possibility of substandard or low-quality development. Consequently, the need to annex these large land areas for protection is only minimal. Many of these areas will likely continue to be held in large ownerships.

Areas which are developed, or partially developed, are not as easily assessed in terms of economic advantages. Although the City would receive the benefit of increased tax revenues from such areas, the land values are usually much lower than inside the City. The City would also have to provide maintenance for items such as streets and drainage, much of which is below City standards. One major problem with many of the developed areas outside of the City and within the ECUD is the diminishing quality or lack of adequate drinking water. Nearly all of these areas use private individual water wells. As these wells continue to decline in water quality, the City will be faced with continual requests for water service or expansion of the ECUD. The City must weigh the advantages and disadvantages of annexation of these areas, not only from an economic perspective, but from a health and safety aspect as well.

POTENTIAL AREAS OF ANNEXATION



- APPROXIMATE SEWER & WATER SERVICE AREA
- AREAS OF POSSIBLE ANNEXATION
- 1A REFERENCE NUMBERS (SEE TEXT FOR DISCUSSION)



RECOMMENDED ANNEXATION PLAN

The City should continue a gradual but sustained annexation program. It is perceived that this approach is consistent with the intent of the 1972 and 1980 recommendations. Odessa has implemented portions of both studies and it is the intent of these recommendations to continue forth from these studies.

Plate 43 shows six areas which should be considered for annexation within the next three to five years. The first two areas which should be considered for annexation (identified as 1 and 2 on Plate 43) are those vacant areas along major thoroughfares or highways, and an area west of U.S. Highway 385 and north of S.H. 302. By annexing a strip (1000 feet wide minimum) along the frontage of these thoroughfares (#2), protection will be given to those areas which will be highly visible. The areas identified will likely be some of the first areas to develop when growth occurs in that direction.

The area identified as 1 is a semi-urban area substantially developed. This area has experienced a contamination of ground water supplies and has already approached the City for water service. If the City decides to supply water to this area, it should also be annexed into the City (as opposed to supplying water on a contract basis). Public utilities are already in close proximity to the area, but sewer service is not readily available without some line extension. The City presently provides fire protection to this area, and police protection is provided by the County.

Area 3 surrounds the ECUD. Since the economic advantages of completely annexing the ECUD (as required by law) are unclear at this time, steps should be taken to insure that a proliferation of the water district does not occur and that service can begin to be made available to adjacent areas.

This could be accomplished by annexing a 500-foot-wide strip around the ECUD. As requests are made for water service adjacent to the ECUD, the areas can be added to the corporate city limits. If the ECUD should ever become feasible to annex, it could be more easily absorbed into the City Limits.

Area 4 is located west of U.S. 385 and south of Interstate 20 and contains approximately 2200 acres. Some commercial activity has occurred along F.M. 2227 and could begin to occur along U.S. 385. Very little annexation has taken place south of the Interstate. Some portion, if not all of area Number 4, should be considered for annexation within five years.

Area 5 is north of Yukon Road (north of area #1) between West Loop 338 and U.S. 385, and contains approximately 4200 acres. This area is partially developed and much of the housing stock within the area is in good condition. The majority of the area is also within existing water and sewer service zones. Although some residents will likely be resistant to annexation, the City should consider annexation of as much of the area at once as possible. Annexation of Area 5 would create a logical and better defined boundary for the City along the Loop.

Area 6 is between Yukon Road and 56th Street adjacent to East Loop 338. Another area identified as 6 is shown north of the Golf Course and Odessa Country Club. These areas have been designated for review and protection. Although they are primarily undeveloped, they are in areas which would likely develop when Odessa experiences a growth cycle. These areas should be annexed as soon as growth begins to occur in the vicinity.

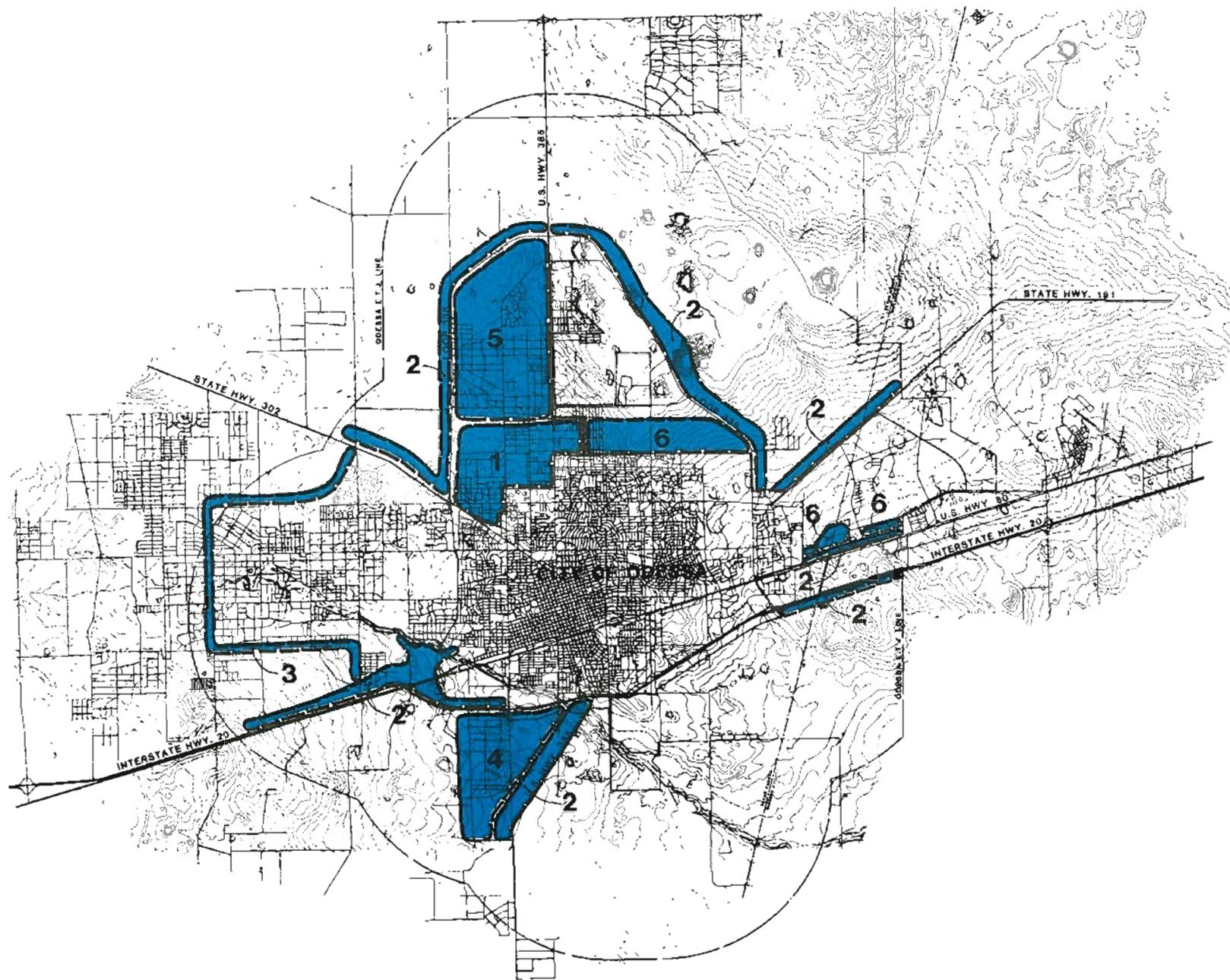
CONCLUSION

In the past, much of Odessa's annexation has been in undeveloped and vacant areas. This Annexation Plan represents a more balanced approach by suggesting annexation of some developed areas. Although it is probable that annexation of all of the developed or semi-developed portions of the plan

will not be possible, an attempt should be made to annex as much as is realistic. The total amount of acreage in the five year plan exceeds 10,000 acres, of which some will likely not be annexed after closer examination of service potential. The City could annex over 20,000 acres and still stay within the State statute. The City should annex at least enough land to stay slightly ahead of the amount of acres required for the projected future population (approximately 5200 acres), as suggested in the following section.

By following an annexation program, the City will be better able to assess what area it should consider serving with public facilities and can program those services more efficiently. An annual assessment should be conducted to determine how much land should be absorbed in a given budget year and what impact it will have. It is recognized that annexation of substantially developed (and some undeveloped) areas is not conducive nor economically feasible at this time. It is suggested that when Odessa considers annexation of any of the recommended areas, a strong emphasis should be placed on the economic and fiscal benefits to each to determine if there is any significant impact on fiscal services.

RECOMMENDED ANNEXATION PLAN



RECOMMENDED AREAS FOR ANNEXATION
SEE TEXT FOR DISCUSSION



J. T. DUNKIN & ASSOCIATES, INC.
URBAN PLANNING LANDSCAPE ARCHITECTURE

FUTURE POPULATION

Population estimates and projections are helpful in determining future public facilities and maintaining service levels. The 2003 update of the Comprehensive Plan established the following population projections for general planning purposes:

1985 -	101,458
1990 -	89,783
1995 -	90,206
2000 -	90,943
2005 -	93,671

Since the 1990 census figures, Odessa experienced a period of slow growth. Although the recent depressed market for petroleum is the primary cause of Odessa's present economic status, many cities throughout Texas have experienced similar conditions because of residual or secondary effects of not only the petroleum industry, but the national economy in general. It is anticipated that the present economic atmosphere might improve in the Permian Basin due to the effort on behalf of the city to diversify and the changes in the national energy policies.

The population of Odessa and Ector County is expected to experience a slow modest change over the next 20 years largely as a result of response to the changing energy conditions. The recent changes in population since 1985, although minimal, is considered to be normal in relation to Odessa's historic growth patterns. Odessa and many cities in the Permian Basin have experienced rapid increases followed by moderate decreases in population since the mid-1920s.

For planning purposes, it is recommended that Odessa utilize the following population projections depending upon various factors. The economy and the ability of Odessa to expand its housing stock and employment diversification are among the factors which will effect the growth rate. A high growth rate,

Revised March, 2003

such as experienced in 1980 to 1985, would correlate to “C”. A low growth rate such as experienced in 1990-95 would correlate to “B”.

<u>Year</u>	A <u>Median Estimates</u>	B Low Growth Rate <u>(Current Rate)</u>	C High Growth Rate <u>(Historical High Rate)</u>
1980*	90,027	90,027	90,027
1985**	101,458	101,458	101,458
1990*	89,783	89,783	89,783
1995**	90,206	90,206	90,206
2000*	90,943	90,943	90,943
2005**	96,399	93,671	99,127
2010**	102,182	96,481	108,048
2015**	108,312	99,375	117,772
2020**	114,810	102,356	128,371

* U.S. Census

** Planning Department estimates

Depending upon a number of local and regional variables, it is considered more realistic to utilize Estimate “B” for planning land use projections. Estimate “A” takes into consideration an average growth rate when evaluated over a longer period of time. Estimates based upon extremely rapid growth or a depressed economic condition are not considered appropriate for planning purposes.

Revised March, 2003

FUTURE LAND USE PLAN

FUTURE LAND USE REQUIREMENTS

GOALS AND OBJECTIVES

The following objectives and assumptions have been identified for future land use requirements:

1. A more diversified land use in Odessa will help stabilize the local economy when petroleum related industries are depressed.
2. The present composition and balance of land use is generally adequate, but an effort should be made toward non-petroleum related retail, commercial, and industrial uses.

Odessa will require a certain amount of vacant land to expand in the future. As stated, it is anticipated that as the City expands, the future land use distribution demand in these areas will be similar to the composition of the present urban areas. The following chart shows the land use distribution and requirements for Odessa in 1978 and 1986.

**ACRES OF LAND CONSUMED PER 100 PERSONS
CITY OF ODESSA, 1978 AND 1986**

<u>Land Use Category</u>	1978 Existing Acres Used	1978 Existing Acres Used Per 100 Persons	1986 Existing Acres Used	1986 Existing Acres Used Per 100 Persons
Single-Family Residence	4,726.0	5.56	5,032.7	5.41
Two-Family Residence	98.4	0.12	140.8	0.15
Multiple-Family Residence	234.4	0.28	422.9	0.45
Mobile Home Residence	163.0	0.19	318.4	0.34
Public and Semi-Public	2,072.0	2.44	2,245.0	2.41
Park Area	237.4	0.28	494.1	0.52
Retail and Service	510.1	0.60	711.3	0.76
Commercial and Industrial	1,240.5	1.46	1,358.3	1.46
Petroleum Wells and Drill Site Reservations	495.7	0.58	523.2	0.56
Railroad Right-of-Way	80.0	0.09	93.7	0.10
Street and Alley Right-of-Way	<u>3,809.8</u>	<u>4.48</u>	<u>4,269.1</u>	<u>4.60</u>
Total Developed	13,667.3	16.08	15,609.5	16.77
Vacant Land	<u>5,152.1</u>	<u>6.08</u>	<u>6,814.1</u>	<u>7.33</u>
Total Area	18,819.4	22.16	22,423.6	24.10

The amount of land used per 100 persons has remained generally the same since 1978. Slight increases in multi-family and mobile home residences account for an increase in the total residential use from 6.15 acres in 1978 to 6.35 acres per 100 persons in 1986. A substantial gain has been made in Park and Open Space acres. Vacant Land has increased due to annexations in 1980-82. The increase in retail acres per person represents a moderate

increase in purchasing ability since more retail acreage per person was absorbed in 1986 than in 1978. In 1978, there were 0.60 acres per 100 persons compared to 0.76 acres in 1986.

The following chart shows, based upon the projected population, what the future land use requirements will be for a population of 101,000 and 114,000 at present absorption levels.

**FUTURE ACRES OF LAND USED PER 100 PERSONS
CITY OF ODESSA - 2000**

<u>Land Use Category</u>	<u>Future Acres Used</u>		<u>Future Acres Used Per 100 Persons (114,000)</u>
	<u>101,000</u>	<u>114,000</u>	
Single-Family Residence	6,060.0	6,840.0	6.00
Two-Family Residence	151.5	171.0	0.15
Multiple-Family Residence	404.0	456.0	0.40
Mobile Home Residence	303.0	342.0	0.30
Public and Semi-Public	2,525.0	2,850.0	2.50
Park Area	505.0	570.0	0.50
Retail and Service	757.5	855.0	0.75
Commercial and Industrial	1,464.5	1,653.0	1.45
Petroleum Wells and Drill Site Reservation	555.5	627.0	0.55
Railroad Right-of-Way	101.0	114.0	0.10
Street and Alley Right-of-Way	<u>4,545.0</u>	<u>5,130.0</u>	<u>4.50</u>
Total Developed	17,372.0	19,608.0	17.20
Vacant Land	<u>7,070.0</u>	<u>7,980.0</u>	<u>7.00</u>
Total Area	24,442.0	27,588.0	24.20

The amount of vacant land required represents an amount that will allow the objectives set forth in the Annexation Plan to be accomplished. As land that is already partially developed is annexed, the requirements for residential and retail uses should be reevaluated. Low density development increased the demand for more acreage per persons, but could reduce the amount of acreage required for retail use.

The above chart represents the approximate space needed for populations of 114,000 and 101,000 persons. The future land use plan allows for the expansion of the urban area and the space needed to accommodate the future land use requirements. As Odessa expands, it will be important not to assume that significantly greater amounts of land use acres per category will be needed. Excessive amount of land zoned for a prescribed use is likely to remain vacant until other support land uses increase. Unless unemployment shifts create a diversification of the economy, the demand for excess acreage in the various categories will likely be minimal.

Five objectives were identified in the 1979 Comprehensive Plan which are still considered valid and restated as follows:

1. Create a compact, orderly and economic pattern of development for the Community.
2. Provide a guide for the development of all types of community facilities and utilities.
3. Provide a general basis for decisions relative to future zoning, land use and annexation questions.
4. Encourage a high quality of physical development, particularly in the designated residential areas.
5. Establish and assist in protection of adequate area for future industrial and commercial development in Odessa.

The Future Land Use Plan encompasses the recommendations within this study and is based upon the various policies and objectives which have been identified throughout the planning process.

The major thoroughfare system shown on the Plan provides a framework for linking various areas of the City and different land uses. In many locations, the proposed land use will be dependent upon the relationship to proposed thoroughfare access. Residential, commercial, retail, industrial, and public uses such as parks and schools have all been designed and coordinated to create a balance of land uses from both an economic and an aesthetic perspective. Plate 44 shows the Comprehensive Future Land Use Plan for the City of Odessa. The following are major aspects or features of the Plan:

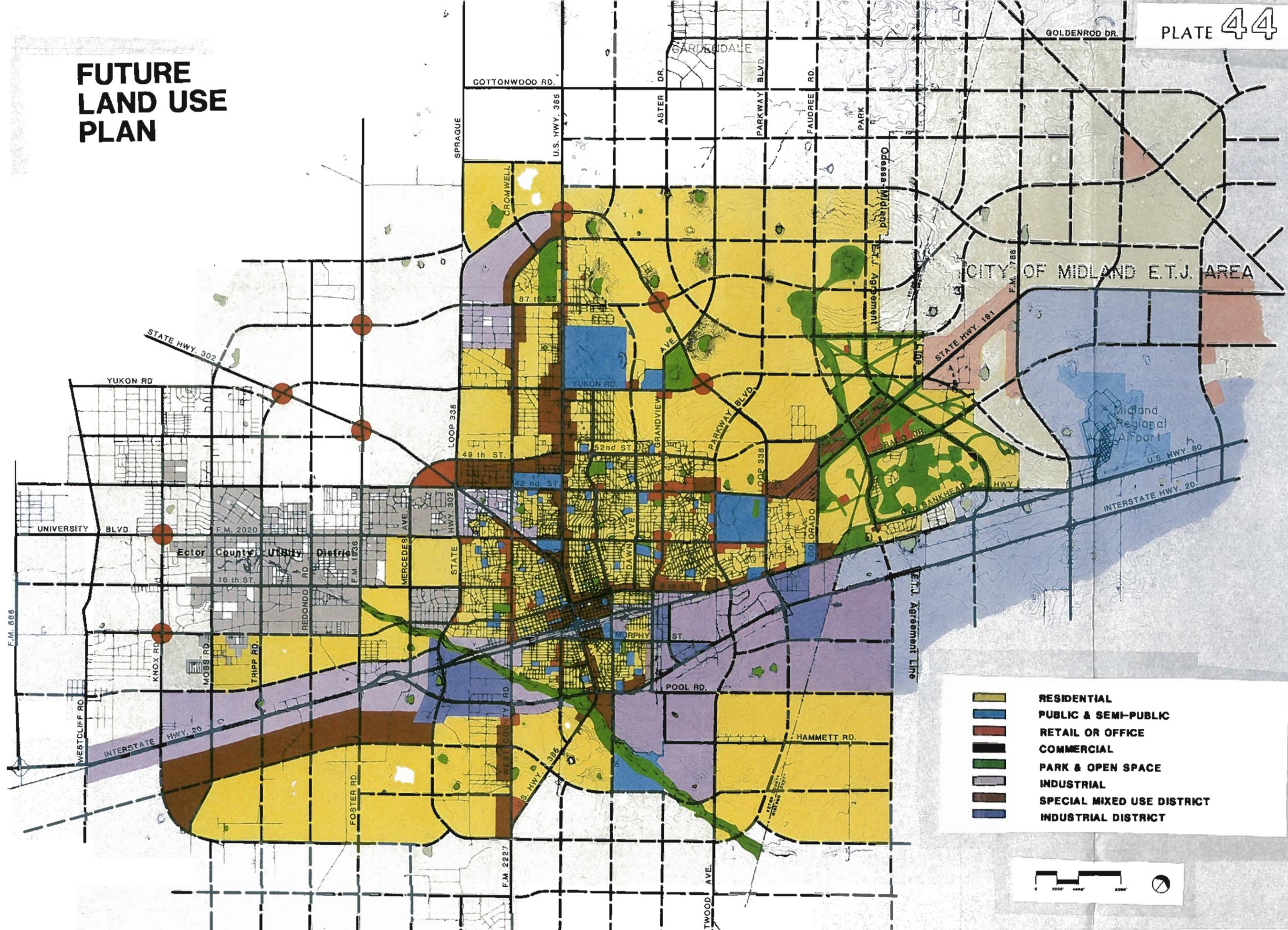
FEATURES OF THE PLAN

- * The majority of Odessa's future growth is anticipated to occur within Loop 338, and in the northeastern portion of the City and its E.T.J. Much of this area has been planned for residential development, with a certain amount of commercial use expected along State Highway 191. Some industrial uses are also anticipated along Loop 338 north of 87th Street. Support facilities such as neighborhood retail services, parks, and schools will also be required in the area, although their exact location has not been shown on the land use plan. The location of neighborhood service facilities should be in accordance with the Development Guidelines section of this report. Non-residential uses have been proposed along State Highway 191 and designated as a special mixed use commercial district. A variety of low-intensity residential and non-residential uses (similar to East 42nd Street) may be permitted in the mixed-use district, but should be compatible and of a high quality. The City of Midland anticipates primarily on-residential uses along this corridor, with office and industrial uses indicated on their Comprehensive Plan. The City of Odessa should also consider similar uses. Open storage and heavy commercial uses should generally be discouraged fronting State Highway 191.

- * The Interstate Highway 20/U.S. Highway 80 corridor has primarily been planned for continued industrial/commercial development, as specified in the 1979 Comprehensive Plan. Industrial uses generally require convenient access to major freeways and rail lines which already exist in this area. In addition, by encouraging these uses in this corridor, much of the truck and service traffic required to serve these businesses can be kept out of the City's existing and future residential neighborhoods.

This corridor of industrial/commercial uses (between I.H. 20 and U.S. Highway 80) has been interrupted south of the downtown area to preserve the existing residential neighborhoods. Any new commercial/retail uses in this part of the City should be carefully designed to protect the existing neighborhoods.

FUTURE LAND USE PLAN



- RESIDENTIAL
- PUBLIC & SEMI-PUBLIC
- RETAIL OR OFFICE
- COMMERCIAL
- PARK & OPEN SPACE
- INDUSTRIAL
- SPECIAL MIXED USE DISTRICT
- INDUSTRIAL DISTRICT



- * South of Interstate Highway 20, a significant amount of residential uses have been planned. Again, this area will require parks, schools, and some neighborhood shopping areas not shown specifically on the Future Land Use Plan. Portions of this area were designated for industrial use on the 1979 Comprehensive Plan. Because of increases in industrial uses proposed along Loop 338 and 87th Street and existing residential uses along Hammett Road, the industrial area was slightly reduced from 1979.
- * The Plan also includes the park and open space element of this Report. The City has recently undertaken the park maintenance program from the County, plus the responsibility of providing park and recreational uses. The park plan will assist in the proper placement of new parks (particularly in the northeast). The proposed new golf course along the Loop and the addition of park land along Monahans Draw will be significant added amenities to Odessa's open space system.
- * The recommended annexation plan suggests a gradual but sustained program of annexation primarily along the Loop and in northwest Odessa. Consideration of selected annexations in west Odessa are also recommended pending more detail fiscal evaluation.
- * The Downtown element of the 1979 Plan has been updated to include an analysis of existing conditions for land use and parking. The thoroughfare and circulation plan has been revised to reflect future plans for a one-way traffic system. The proposed framework plan to guide development in the changing environment of Downtown places emphasis on the coordination between future land use and the street system with consideration of streetscape and the visual environment of Downtown.

USE OF THE COMPREHENSIVE PLAN

The Comprehensive Plan is designed to provide City officials, staff and interested parties with a conceptual picture of what currently exists in Odessa, and what the City might look like in the future. It is a planning tool which should direct the general growth of the City, and should be used along with the City's zoning, subdivision, and other ordinances to direct the future development of Odessa. This update is prepared with intent to make Odessa a better place in which to live and work, regardless of its future prospect for growth. The degree the population increases or decreases will have a direct effect upon the degree which many of the recommendations outlined herein can, or should be, implemented. If population growth does not occur, the need for the recommendations related to physical growth diminishes. Because of generally unknown growth potential based upon the present economy, this Plan is designed to allow Odessa to react to growth as it occurs. For example, when an area develops, proper location of thoroughfares, parks, etc. should be sought, based upon the Plan. Whether growth occurs, the Plan is intended to remain valid and does not assume automatic increases in population.

Despite the detail of parts of the Plan, this document is designed to aid in the City's general planning. It is not intended to dictate specific locations or boundary lines. For example, a road shown on the Future Thoroughfare Plan shows an important connection in the City's roadway system. However, it does not show the exact alignment of the thoroughfare. A specific alignment cannot be determined without more detailed engineering and economic study, which is inappropriate at this scale of planning.

The Plan should also be used as a planning tool in the review of all zoning and platting decisions to insure proper land uses and proper acquisition of road rights-of-way. Information contained in this Plan can also be used in the establishment of a capital improvement program (C.I.P.) For example, acquisition of park and open space areas proposed on the Plan can be incorporated into a C.I.P. to purchase the land for specific park sites while land prices are relatively low. Capital improvement planning for roads, water and sewer lines, and public buildings, should all be coordinated with the Comprehensive Plan.

APPENDIX A

Abbreviated Designation

Zoning District Name

FD	Future Development
SF-E	Single Family Estate
SF-1	Single Family Residence-1
SF-2	Single Family Residence-2
SF-3	Single Family Residence-3
SPD	Special Dwelling District
2F-1	Two Family Residence-1
2F-2	Two Family Residence-2
GR	General Residence District
4-F	Four Family Residence District
MF-1	Multiple-Family Residence District-1
MF-2	Multiple-Family Residence District-2
MH-E	Mobile Home Estate District
MH	Mobile Home District
U	University District
P	Parking District
O	Office District

Abbreviated Designation

Zoning District Name

MC	Medical Center District
NS	Neighborhood Service District
R	Retail District
R-1	Retail-1 District
CB-1	Central Business District-1
CB-2	Central Business District-2
LC	Light Commercial District
HC	Heavy Commercial District
LI	Light Industrial District
HI	Heavy Industrial District
PD	Planned Development District
"HL"	Historical Landmark
"HD"	Historical District
"SD"	Surface Drainage District
"FH"	Flood Hazard Prefix
"DR"	Drill Reservation Suffix
S-1	Specific Use Permit and Code Number