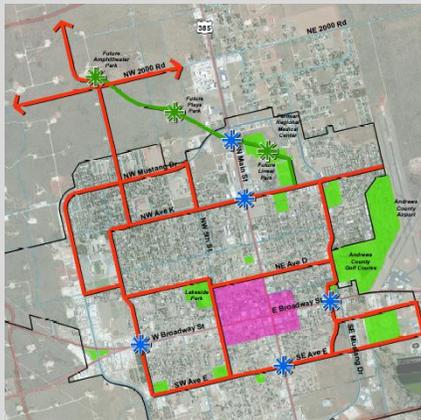
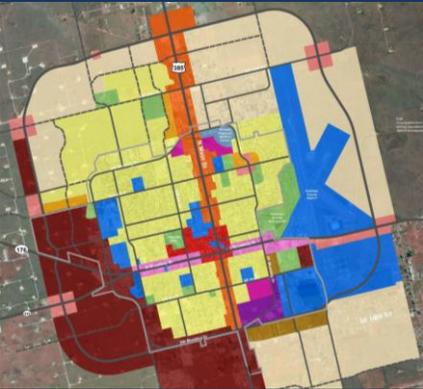


2013 City of Andrews

COMPREHENSIVE PLAN



Andrews Comprehensive Plan

- Purpose of Planning1**
 - Background 1
 - Process 3
- Community Background5**
 - Existing Land Use 9
 - Physical Constraints 11
 - Past Planning Efforts 13
 - Comprehensive Plan Goals and Objectives..... 15
- Future Land Use.....19**
 - Land Use Types 20
 - Future Land Use Plan Map (11x17 Fold Out)..... 27
 - Land Use Projections 29
 - Ultimate Capacity 30
 - Population Projections..... 31
 - Alternative Airport Option..... 32
 - Conclusion..... 33
- Transportation Plan37**
 - Existing Conditions..... 38
 - Thoroughfare Network 39
 - Transportation Design Concepts 44
 - Funding Thoroughfare System Improvements 50
 - Conclusion..... 50
- Livability.....53**
 - Residential Design Guidelines..... 54
 - Non-Residential Design Guidelines..... 59
 - Downtown Andrews 63
 - District Guidelines..... 68
 - Quality of Life Standards..... 75
 - Grant Opportunities..... 83
- Implementation Plan85**
 - Flexible and Alterable Guide..... 85
 - Review..... 86

Regulatory Mechanisms 86

Capital Improvement Program 87

Funding Mechanisms 88

Implementation Matrix..... 92

Purpose of Planning

The comprehensive plan for the City of Andrews is intended to guide and direct future development decisions made by City staff, elected officials and all other decision-makers. The comprehensive plan tells the story of who Andrews is and what it wishes to become as it grows and matures. This document is intended to serve as a flexible long-range planning tool that guides the growth and physical development of Andrews for ten years, twenty years or an even longer period of time.

A comprehensive plan is not a zoning ordinance, but rather it is a high-level tool utilized by the City to guide future development decisions. As new development, zoning requests and other development decisions are made, the comprehensive plan helps to ensure orderly and coordinated growth. Determining what land uses are appropriate within Andrews, and where such land uses should be located, helps to protect the integrity of the City's neighborhoods and corridors. Ultimately, coordinated land use patterns help to protect private property by maintaining and enhancing value and protecting property from incompatible uses.

The primary objectives of the comprehensive plan include the following:

- Efficient delivery of public services;
- Coordination of public and private investment;
- Minimization of potential land use conflicts;
- Management of growth in an orderly fashion;
- Cost-effective public investments; and
- A rational and reasonable basis for making development decisions about the community.

Background

Andrews, and the Permian Basin as a whole, has long been defined by periods of economic boom and bust, historically tied to fluctuations with the oil and gas industry. During periods of economic prosperity, the region experiences population growth and an increase in residential and business activity. During periods of economic bust very little growth, and in many cases population decline, are common.

The City of Andrews is currently in the midst of a period of intense economic activity. This economic activity was triggered by major investments in nuclear Technologies: The Waste Control Specialists site in western Andrews County and the URENCO Uranium Enrichment Plant in adjacent Lea County NM, the first nuclear facility licensed in the U.S. over the last 30 years. These two projects impacted the local economy significantly by bringing in hundreds of high-paying jobs and significant construction activity. URENCO is a multi-phase, ten year \$3 billion construction project that is anticipated to average between 800-1200 construction jobs. Recent economic activity was further spurred by renewed investment in the oil and gas industry as new technologies related to natural gas and oil exploration have been created.

When putting together a puzzle, it is often helpful to know what the ultimate outcome of the puzzle will be. While you would still be



able to assemble the puzzle without the vision, knowing your ultimate vision makes assembling the puzzle much easier. The Comprehensive Plan works in this same fashion...it serves as the vision and makes assembling the various pieces of the development puzzle much easier.

Over the past decade, the City of Andrews has experienced rapid growth. Across the City, significant development improvements have been made in both the public and private sectors.

Examples of the recent investments within Andrews include:

- A new Performance Center that offers residents first class facilities including an Olympic-sized natatorium for swimming and diving, a 1,000-seat concert hall and a 2000 seat gymnasium;
- Two new elementary schools and significant improvements and additions to every school campus in Andrews;
- A City-owned state-of-the-art Job, Business & Technology Center that provides classes through Odessa College and serves as a significant educational and training facility for the Andrews area;
- A Senior Citizens Activity Center that provides social activities for seniors in Andrews;
- A new 90-bed Residential Care Facility;
- New residential development throughout Andrews;
- Two new business parks for diversification of the energy industry;
- A new County Special Events Center;
- Downtown streetscape improvements that enhance the visual appearance of downtown near and around the historic Andrews County Courthouse; and
- A new \$59 million campus for the Permian Regional Medical Center was approved by residents in 2012.

Performance Center Theater



Performance Center Gym



New Residential Construction



Since 2003, approximately \$163 million in new construction and remodeling has occurred within Andrews. This significant investment in the City's public facilities, educational facilities and quality of life amenities is a testament to Andrews being a forward thinking community with strong community support.

This incredible growth within the community is an anomaly among similar sized West Texas communities. With the exception of the Permian Basin, most West Texas towns are experiencing population decline as residents move to larger communities in search of job opportunities. This is not the case in Andrews as the City was named one of the fastest growing small towns in America¹.

Current rapid growth and economic prosperity present a tremendous opportunity for the City to define what it desires to become by defining a vision for that represents the long-term goals and values of the community. This comprehensive plan is intended to do just that. This planning process is intended to provide the community with a document that guides growth and development over the next twenty years. The ultimate purpose of the comprehensive plan is to protect the City's values and enhance the overall quality of life of the residents who call Andrews home.

¹ <http://www.forbes.com/sites/bethgreenfield/2012/01/23/fastest-growing-small-towns/>

Process

Due to the importance of the comprehensive plan's recommendations, the comprehensive plan process for Andrews was designed to be conducted over a ten month period.

Community Snapshot: This section serves as the reconnaissance and data collection stage of the planning process. During the Community Snapshot, historical population trends, demographics, existing conditions, physical constraints and past planning efforts are all examined to begin to set the baseline from which future planning decisions should be made.

Community Vision: This section provides the primary issues provided by community stakeholders and lists the Goals and Objectives derived from stakeholder issues. Goals and Objectives ultimately guide action items described within individual chapters and prioritized in the Implementation Plan.

Future Land Use: The cornerstone of the comprehensive plan is the Future Land Use Plan Map. This section describes the appropriate land use types within Andrews and graphically depicts the ideal locations for such uses on the Future Land Use Plan Map.

Transportation: Transportation and land use decisions are interrelated. Land use decisions ultimately impact the City's transportation network and therefore the Transportation Plan will provide roadway recommendations that coincide with future land use decisions.

Livability: This section provides recommendations pertaining to quality of life issues within Andrews. Recommendations on neighborhood stabilization, corridor aesthetics and landscaping and other design enhancements are provided.

Implementation Plan: The Implementation Plan will organize and prioritize the recommendations contained within the various plan elements into an understandable action matrix.

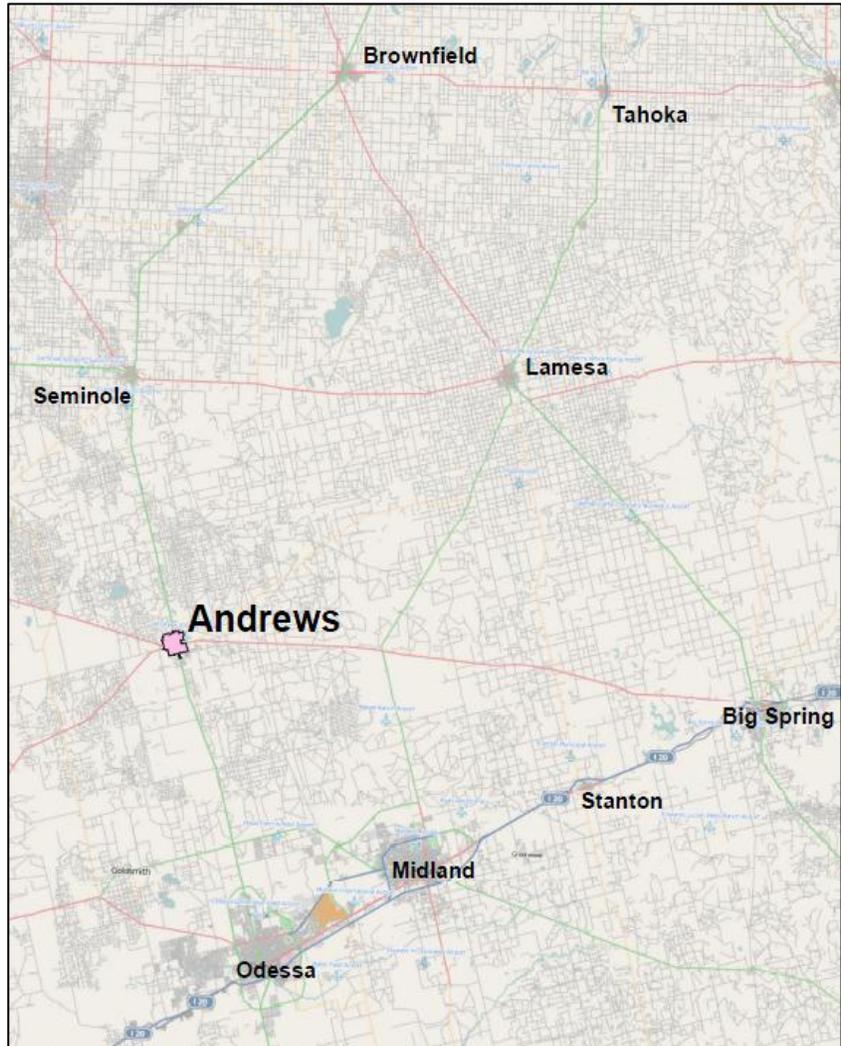
Community Snapshot

The following section is intended to provide background information on the City of Andrews. This information is intended to serve as a baseline from which future planning decisions can be made.

Location

The City of Andrews is the County seat of Andrews County, located in the natural resource rich Permian Basin of West Texas. Andrews is the sole municipality in Andrews County. The City is located approximately 44 miles northwest of Midland, 35 miles to the north of Odessa, 29 miles south of Seminole, 54 southeast of Hobbs, NM and approximately 111 miles south of Lubbock.

The City is located at the intersection of Highway 385 (Main Street) and Highways 115 and 176 (Broadway Street). The Andrews County Airport is located on the eastern side of the community and Andrews is located approximately 41 miles from Midland International Airport. Midland International Airport provides direct connections to Dallas Love Field.



Water Tower, Residential Neighborhood & Pumpjack in Andrews



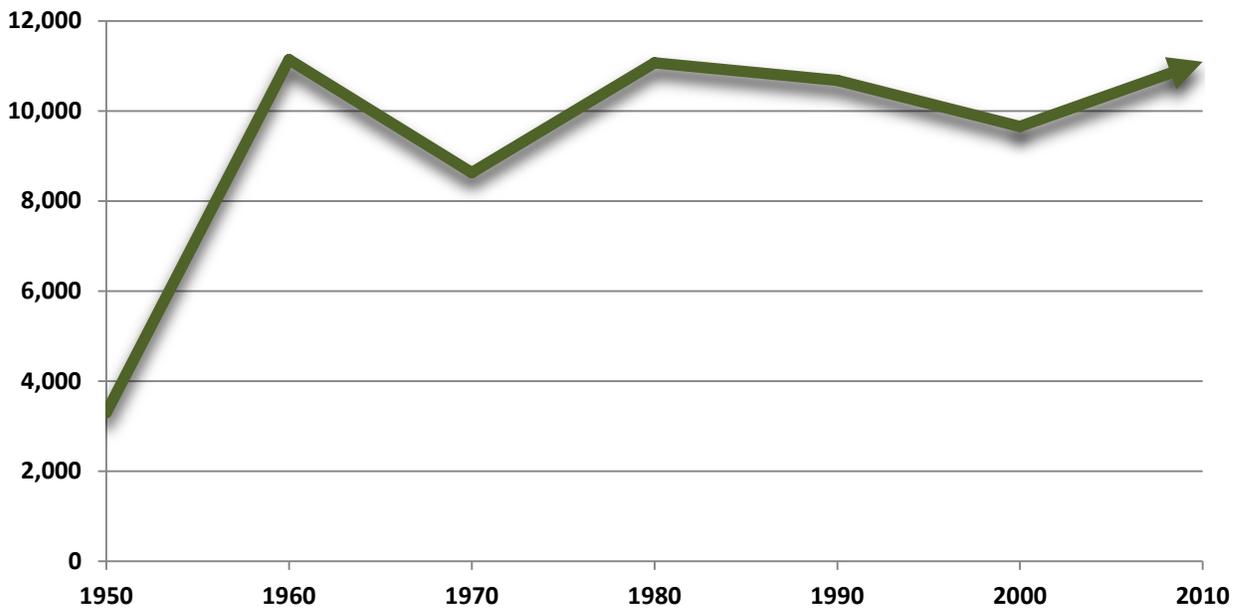
Historical Population

Due to the cyclical nature of the oil and natural gas industry, Andrews has experienced many fluctuations in population. The City’s most rapid period of growth occurred between 1950 and 1960 where the City’s population increased by more than 7,800 residents, an increase of 238 percent. Between 1960 and 1970, the City’s population declined by 22.5 percent. These cyclical population fluctuations continued through the 1980s, 90s and 2000s coinciding with periods of boom and bust in the oil and natural gas industry. As of the 2010 U.S. Census, Andrews had a population of 11,088.

Table 1.1: Historical Population Growth

Year	Population	Population Change	Percent Change
1950	3,294	-	-
1960	11,135	7,841	238.0%
1970	8,625	-2,510	-22.5%
1980	11,061	2,436	28.2%
1990	10,678	-383	-3.5%
2000	9,652	-1,026	-9.6%
2010	11,088	1,436	14.9%

Figure 1.1: Historical Population Growth



Household Type

Household type is an indication of the types of households that live in the community, such as family-households, single-parent households, families with children, families without children, singles and elderly. By examining the household type of Andrews, the City can prioritize certain efforts to best meet the needs of the population, such as providing parks for children or services for the elderly.

In Andrews, 74 percent of households identified as being family households. Of family households, 36.2 percent indicated the presence of children under the age of 18 present in the home. Non-family household comprised 26 percent of the total population. Approximately 9 percent of households indicated that they lived alone and were over the age of 65.

Approximately 42 percent of all households, family and nonfamily, had children under the age of 18 present in the home. This is a significant number when compared to other communities and indicates that Andrews has a large number of school-aged youth.

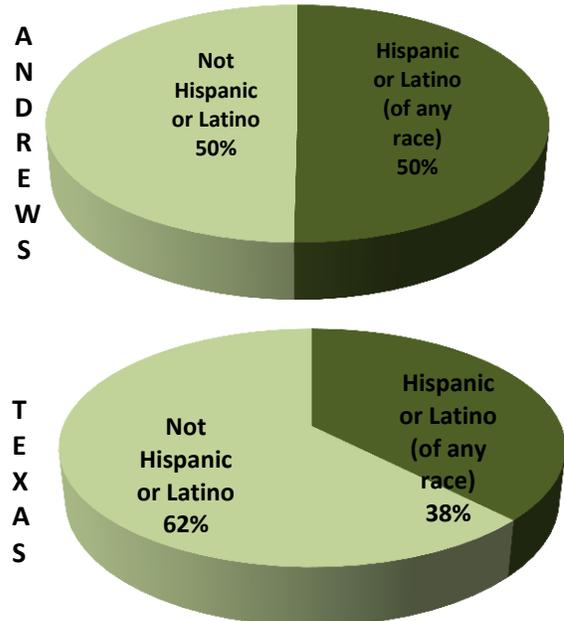
Table 1.2: Household Type

Household Type	Number	Percent
Total Households	3,999	-
<i>Family Households</i>	2,952	73.8%
With Own Children under 18	1,447	36.2%
Married-Couple Family	2,244	56.1%
Single-Parent Family	708	17.7%
<i>Non Family Households</i>	1,047	26.2%
Householder Living Alone	916	22.9%
Householder Living Alone Over 65 Years Old	377	9.4%

Race and Ethnicity

The State of Texas has been experiencing a trend towards greater population diversity as international and out of state immigration to Texas has occurred. The overall growth of the State’s economy has continued to make Texas attractive for those seeking job opportunities. Like the State of Texas as a whole, Andrews’ population is also diverse. The most notable area of diversity is reflected in the significant Hispanic population in Andrews. As of the 2010 Census, 50.2 percent of the total population identified as Hispanic or Latino compared to the State of Texas at 37.6 percent.

Figure 1.2: Ethnicity



Age Characteristics

The age pyramid is a graphic representation of the percentage of the population within different age groups in Andrews and is categorized by gender. These age groups, or cohorts, are utilized by communities as they plan for the future.

The age pyramid below shows the age composition for the City of Andrews and how the age composition of the City compares to that of the State of Texas. Generally speaking, the age composition of Andrews follows the breakdown of the State of Texas as a whole. Andrews has slightly more children under the age of 19 than the State and has more residents over the age of 70 than the state average. The most significant difference between Andrews and the State lies in the age 30 to 39 age cohort.

The age distribution of Andrews indicates that the City is relatively stable. There are no significant variations in age composition that would signal upcoming problems or significant demographic shifts. Additionally, the median age of Andrews is 32.6 years old indicating that the City is relatively young when compared to neighboring communities.

Figure 1.3: Age Cohort Pyramid

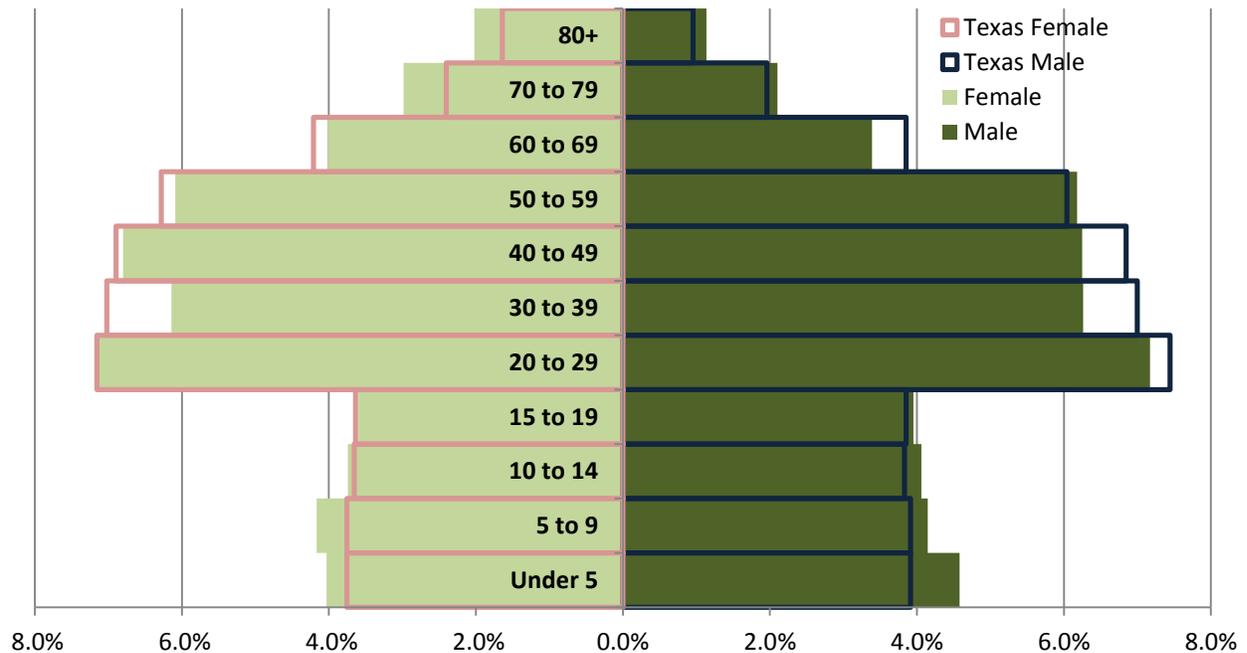
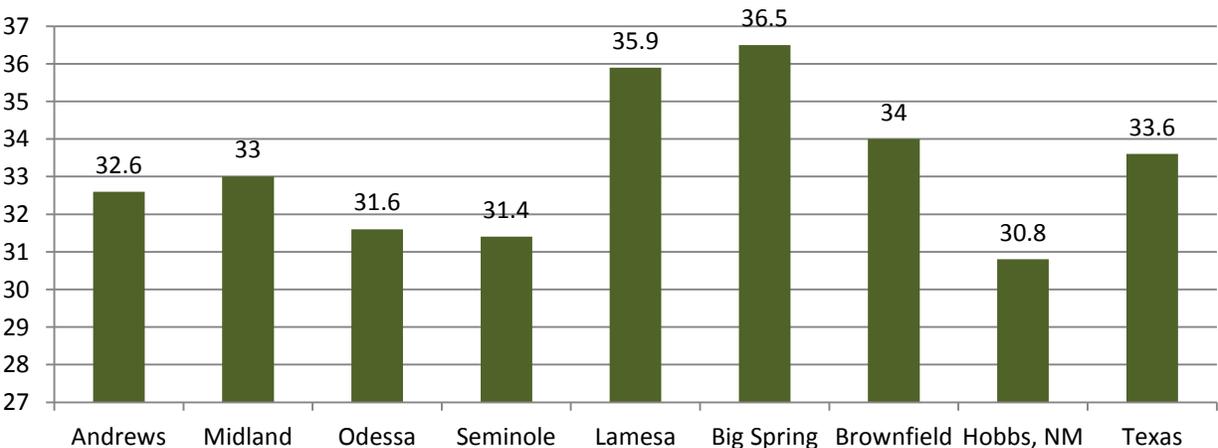


Figure 1.4: Median Age



Existing Land Use

The existing land use of Andrews reflects past development decisions and tells the story of Andrews’ development history and trends. Land use compatibility is a cornerstone of why communities across Texas and across the nation plan. The planning process helps to ensure that coordinated land use decisions enhance the overall quality of life of Andrews by mitigating the impacts of undesirable uses next to neighborhoods. This process begins with examining the types and locations of existing land uses within Andrews and determining how and where new growth and development may best be accommodated.

Land Use Acreage

Examining the existing land use acreage within Andrews’ City Limits indicates that right-of-way is currently the largest land use at approximately 27 percent. Right-of-way includes all roads and associated property owned in conjunction with such roadway. The second largest land use within Andrews is single family, accounting for the vast majority of the City’s housing stock. This is typical for most communities in Texas and in the United States. Vacant land accounts for 21 percent of the City’s land use indicating that there is potential for infill development within the City’s current boundaries. The remaining land use categories depicted in Table 1-3 account for the remaining 28 percent of the City’s existing land use.

Developed Land Use Acreage

In most cases, right-of-way and vacant acreage can skew the overall objective of an existing land use analysis due to the relatively high amount of land acreage they can consume. When removed, a true land use picture can be painted. In Andrews, single-family land uses constitute 46 percent of the developed land use acreage followed by public/semipublic land uses at 18 percent and commercial land uses at 15 percent. Mobile home acreage comprises 6 percent of the developed land use, a relatively high percentage.

Table 1.3: Existing Land Use

Existing Land Use	Acres	Percent
Single Family	721.5	23.5%
Duplex	2.2	0.1%
Mobile Home	90.8	3.0%
Multifamily	18.8	0.6%
Retail	41.9	1.4%
Office	13.6	0.4%
Commercial	235.7	7.7%
Industrial	60.0	2.0%
Parks/Open Space	108.3	3.5%
Public/Semipublic	279.5	9.1%
Right-of-Way	835.2	27.3%
Vacant	657.3	21.4%
Total	3,064.8	100.0%

Figure 1.5: Existing Land Use

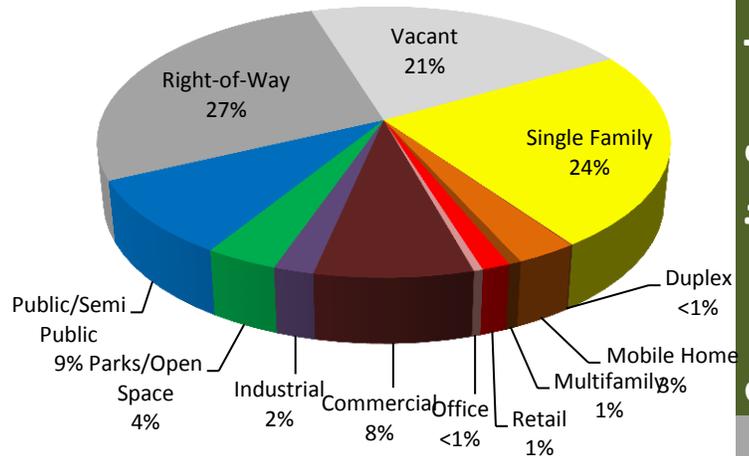
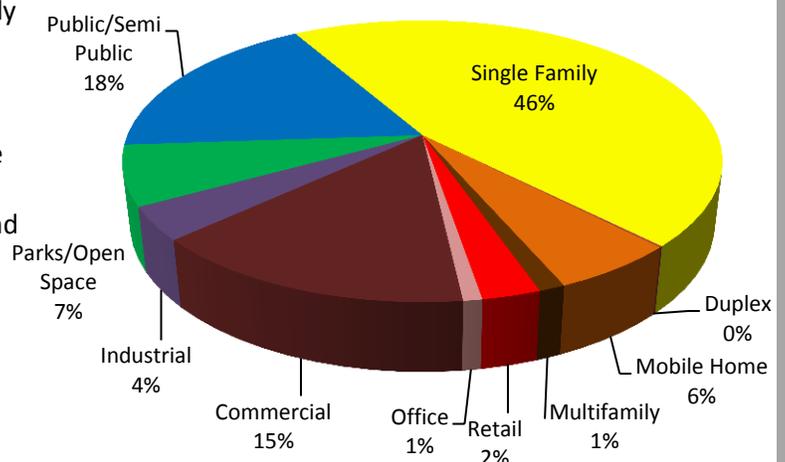
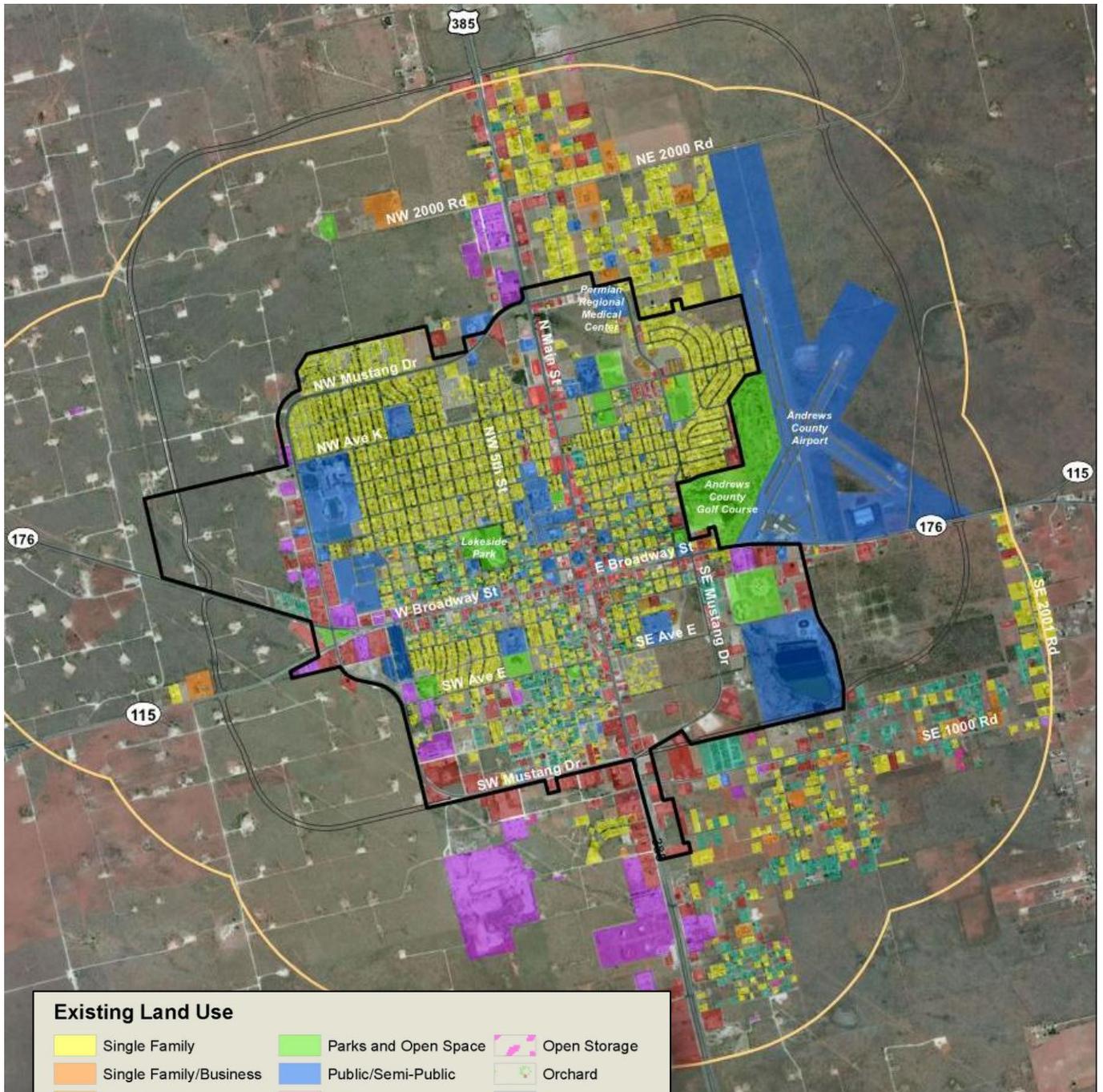


Figure 1.6: Developed Land Use





Existing Land Use

Single Family	Parks and Open Space	Open Storage
Single Family/Business	Public/Semi-Public	Orchard
Two-Family (Duplex)	Office	Parking
Town Home	Retail	Vacant
Multi-Family (Apartment)	commercial	City
Manufactured Home	Industrial	ETJ

0 0.25 0.5 1 1.5 Miles

Physical Constraints

Both man-made and natural development barriers have shaped the growth of Andrews. Understanding these features sets the development framework on how and where the City may grow in the future.

City Limits and ETJ

The City generally utilizes two primary tools for regulating development—zoning and subdivision regulations. Subdivision regulations govern the placement of streets, lots, utilities and drainage. Zoning, on the other hand, regulates the specific land use types, standards and aesthetics of development. Zoning can only be enforced within the city limits while subdivision regulations are enforceable within the city limits and extraterritorial jurisdiction (ETJ). The ETJ is an area adjacent to a community, but not within its regulatory boundaries, where the community may enforce its subdivision regulations. The purpose is to promote orderly development that is ultimately compatible with development occurring within the city limits for if and when such land is ultimately annexed.

The City Limits of Andrews currently contains 3,064 acres. The ETJ of the community contains 8,410 acres making it nearly three times the size of the existing City Limits. This combined acreage of 11,475 acres represents the planning area for this study and is the area where growth will likely be contained over the next 20 year period and beyond.

Man-Made Features

Andrews' transportation network has been developed over time. Highway 385 (Main Street) generally serves as the primary north-south arterial in the community. Main Street is the hub for retail activity within Andrews. Highway 115/176 (Broadway Street) is the primary east-west arterial within the community and generally serves as a major hub for commercial activity. Mustang Drive serves as the original loop road around the community and generally traverses residential areas on the north and east and commercial areas to the west.

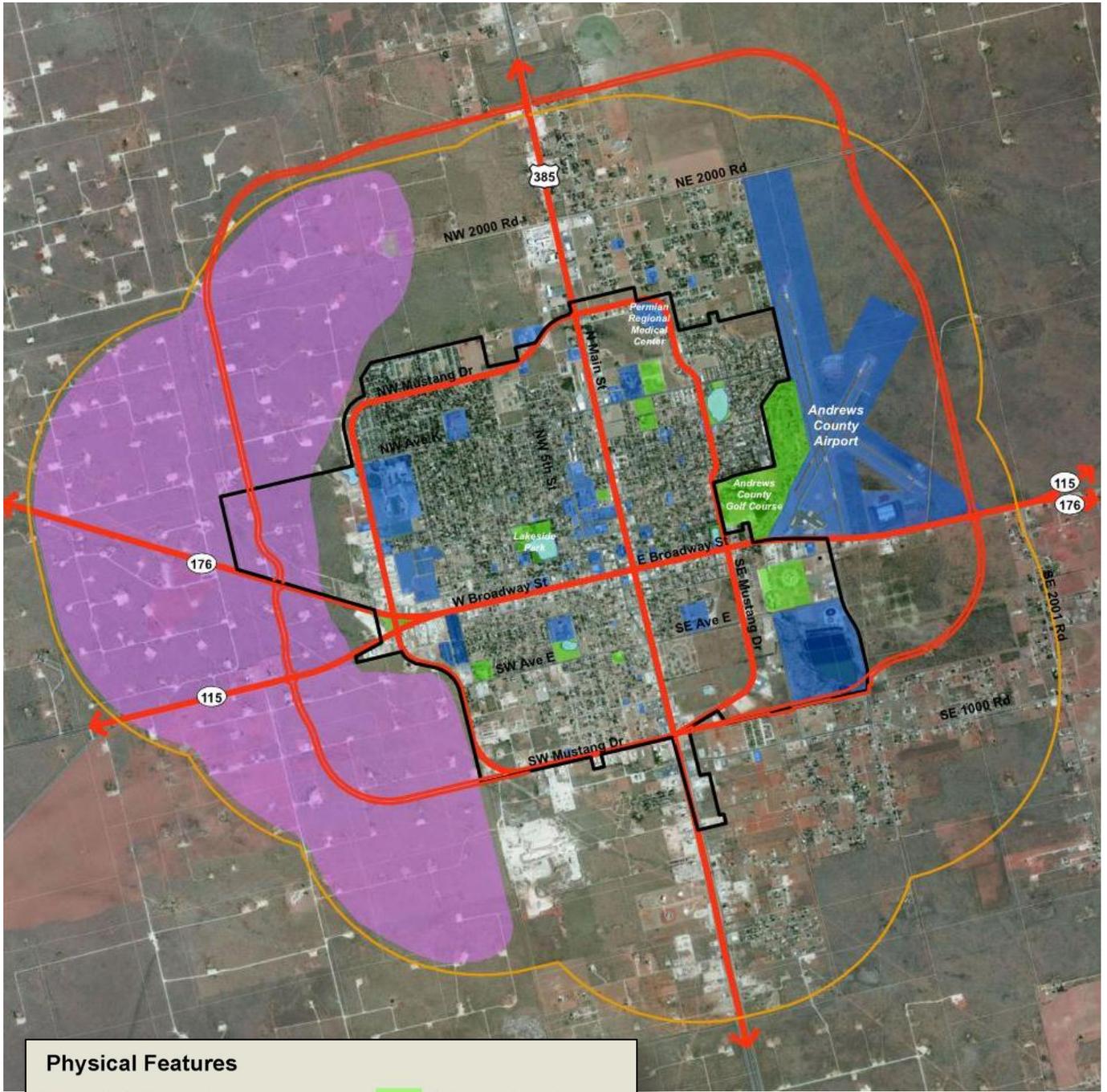
The Reliever Route, depicted on the Physical Features Map, is currently under construction in a phased approach with the eastern segment of the roadway being completed first, followed by the western segment in 2013. The Reliever Route will serve as the outer loop in Andrews and is needed to divert intense trucking traffic associated with the oil and gas industries around the heart of the community.

Andrews County Airport lies on the eastern side of the City and provides a 5,816 x 75 foot runway. In 2008, the airport averaged 69 flights per week of which 67% were local general aviation and 33% were transient general aviation. The airport is owned and operated by Andrews County.

Finally, the presence of oil and natural gas wells on the western half of the City is notable and presents unique challenges for development. Generally speaking, oil derricks were permitted at the density of one per every 40 acres however recent trends have allowed one per every 20 acres. Communities across the nation have learned to adapt and configure development around oil and natural gas features through innovative development configurations and screening techniques.

Floodplain and Natural Features

Andrews' location at the northern end of the Permian Basin and southern end of the Llano Estacado generally limits the prevalence of significant topographic features. There are no creek basins that present significant flooding risks and most storm drainage is contained within the City's playa lakes, mostly utilized as park spaces.



Physical Features

Major Highways	Parks and Open Space
1-Percent Flood Risk Zones (FEMA)	Public/Semi-Public
Predominant Oil Well Areas	City Limits
	ETJ

0 0.25 0.5 1 1.5 Miles

Past Planning Efforts

In order for the comprehensive plan to truly be comprehensive, it is vital that this plan build upon and bridge together recommendations and efforts from past planning studies. The following studies and planning efforts have involved a significant commitment of time and resources by the City and residents and therefore will be utilized as planning recommendations are derived.

2001 Andrews Strategic Action Plan

The Andrews Strategic Action Plan (ASAP) was a comprehensive effort by City staff and community stakeholders to establish short and long range goals pertaining to community development, City service provisions, economic development, and the City's quality of life. This effort was hugely successful in bringing together residents, stakeholders and the City and helped to set forth various objectives that the City could strive to achieve. To date, the vast majority of short and long term actions contained within the ASAP have been accomplished, a testament to the leadership at the City and participation and accountability of Andrews residents.

Performance Center Natatorium



The ASAP set the stage for the City's first comprehensive planning efforts. Building upon the ASAP, the comprehensive plan is intended to take a more overall look at the future of Andrews, specifically what growth should look like and where it should occur.

2002 Strategic Economic Development Plan

The 2002 Strategic Economic Development Plan was conducted to offer recommendations pertaining to how Andrews can engage in a targeted economic development initiative. The report identified obstacles that are currently impeding economic development in Andrews and provided a market strategy and recommendations related to overcoming these barriers.



The impact of the oil and gas industry on Andrews is immense. Generally speaking, it has been the single greatest factor impacting the City's economy for decades. The importance of this Strategic Economic Development Plan was to identify opportunities to diversify the City's economy, making Andrews less susceptible to periods of boom and bust within the oil industry.

One of the key recommendations of this plan was to create a 4A or 4B economic development corporation, or EDC. This was accomplished and the Andrews Economic Development Corporation was established. Recommendations within the Plan covered a wide array of issues ranging from tax abatements, market strategies, industrial/business park creation and work workforce education.

2002 Park and Recreation System Master Plan

In May, 2002, the City adopted a Park and Recreation System Master Plan. This plan was developed to provide guidance on future decisions concerning operations, capital improvement needs and programs related to the park and recreation system. Creating this plan not only benefits the City by creating a long range plan for growth and development of the City's park infrastructure, but it also helps the City leverage grant funding by having a plan in place.

A set of goals and objectives were developed as part of the planning process and five different park types were developed and range from small linear parks to large community parks.



This comprehensive assessment of the City's parks facilities and long range plans will be utilized as part of the comprehensive planning process. Decisions and plans related to park improvements will be melded with plan recommendations in order to ensure consistency and efficient coordination of public monies.

2007 Truck Reliever Route Study

The City of Andrews initiated a Truck Reliever Study in June of 2007. The purpose of conducting the study was to evaluate the feasibility of constructing a loop roadway, or portions of a loop roadway, around the City of Andrews. The primary objectives of the loop roadway would be to divert heavy truck traffic associated with the oil and gas industry around the City rather than directly through the City on Main Street and Broadway Street. As part of the process, four potential alternatives were considered. The ultimate configuration for the Reliever Route is a four lane undivided roadway contained within a 122 foot right-of-way.

The significance of the Reliever Route cannot be overstated. Mustang Drive has served as Andrews' loop for the past several decades. Growth of the community, and the increased activity with the oil and gas industry, has necessitated an outer loop. Generally speaking, roadway improvements tend to entice new development due to vacant land and increased accessibility. The City's proactive efforts ensure that the Subdivision Ordinance is able to be enforced along the Reliever Route since the route falls within the City's extraterritorial jurisdiction.

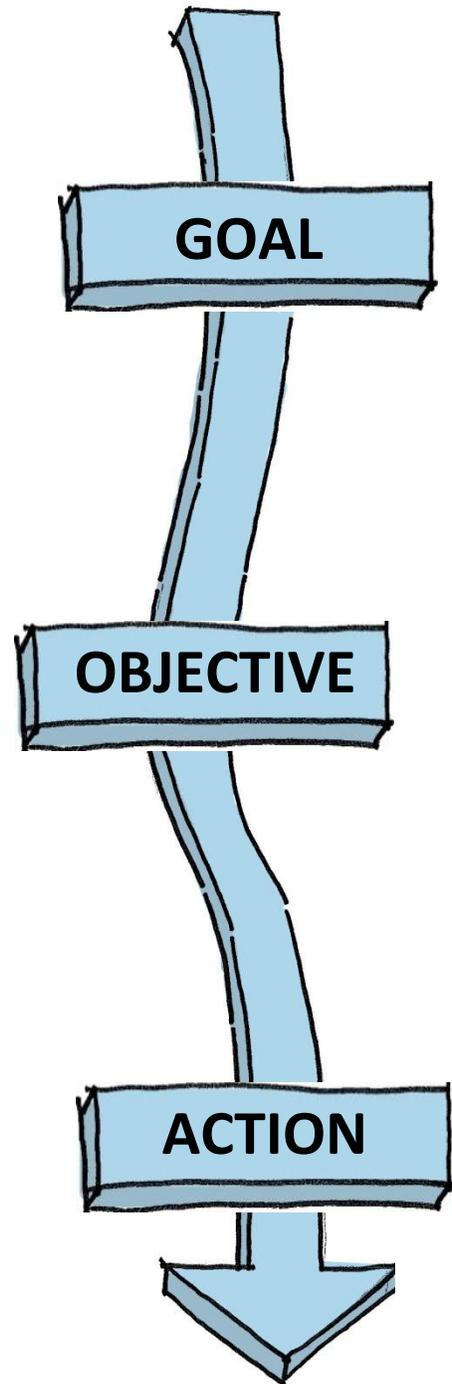
Additionally, much like Mustang Drive, the Reliever Route now frames the City and represents the area where the City will likely grow over the next 20 years and beyond. A vision on vacant land within and along the Reliever Route must be defined as a part of the comprehensive planning process. Finally, strategic land uses that do not detract from the heart of the community, downtown, must be carefully considered.

Comprehensive Plan Goals and Objectives

Goals and objectives are created to guide the comprehensive planning process. Individual action items are derived from goals and objectives and are used to guide City staff and decision-makers as they make important decisions about the direction of the City.

Goals are high level statements designed to set a general direction. They are a statement of what the City desires to achieve and reflect a broad idea or value. Objectives are mid-level statements that define a path towards achieving the defined goal. Objectives generally do not describe a policy or specific action but are more tangible descriptions of the defined goal. Finally, action items included within individual chapters of this comprehensive plan define how an objective may be accomplished and provide specific policy recommendations. This hierarchical process provides direct linkage between the overall goals and how those goals may be achieved through specific actions.

During the August 30, 2012 meeting, stakeholders were asked to identify issues, both positive and negative, that should be considered during the planning process. The following goals and objectives were, in part, derived from discussions with stakeholders and City staff during the August 30th meeting.



Goal 1: Ensure that future development is orderly and efficient, compatible with existing land uses and enhances the overall quality of life of Andrews.

- Define areas for residential and non-residential uses to guide the overall development of Andrews over the next 20 years.
- Determine appropriate land uses for vacant land along the Reliever Route.
- Prepare an annexation strategy for undeveloped areas inside the new Reliever Route.
- Protect the City's long term financial stability by ensuring that future land uses are diversified.
- Ensure that the Comprehensive Plan is utilized by City staff as decisions about the future of Andrews are made.
- Encourage the Planning & Zoning Commission to utilize the Comprehensive Plan as a basis for zoning related decisions.

Goal 2: Provide quality, safe and attractive neighborhoods.

- Provide a range of housing types to make Andrews a full life-cycle community.
- Continue proactive code compliance in order to preserve the visual integrity of the City's neighborhoods.
- Identify infill housing strategies that encourage the use of housing prototypes that are compatible with adjacent housing types.
- Identify areas and create a district where HUD-code manufactured homes are appropriate and set aesthetic standards for this district.
- Ensure that new neighborhoods are developed to a higher standard in order to preserve their long term attractiveness and maintenance.
- Protect neighborhood integrity by minimizing the presence of adjacent incompatible uses.
- Provide transitional use strategies to protect low-intensity residential neighborhoods from higher-intensity commercial, industrial and retail districts.
- Determine a strategy for minimizing the impacts of oil and natural gas drilling facilities within neighborhoods including existing oil and gas locations where future residential development may occur.
- Explore redevelopment strategies for southwest Andrews.
- Establish neighborhood districts to facilitate resident pride and identity.
- Ensure that residents have access to parks, trails and other public facilities.

Goal 3: Improve the visual integrity of Andrews' corridors.

- Utilize access management techniques to limit the number and placement of driveways.
- Define a theme for Main Street and Broadway Street in order to develop a recognizable identity.
- Create landscaping standards for Main Street and Broadway Street.
- Review the façade improvement program to continue encouraging minor and major improvements consistent with developed theme(s)
- As roadway improvements occur, utilize decorative lighting features and drought-tolerant landscaping enhancements.
- Encourage the placement of public art describing Andrews' history and identify along major corridors.
- Develop metal building standards.
- Develop screening requirements for oil and gas drilling facilities located within public view.
- Develop screening standards that hide visually unattractive features from the public view.

Goal 4: Ensure that Andrews' quality of life is maintained and that residents are able to live, work and play in the community.

- Maintain Andrews' "small-town" feel.
- Provide a range of recreational choices for residents of all ages.
- Identify areas for a bicycle and pedestrian trail network to connect neighborhoods and provide access to parks and public facilities.
- Prepare a conceptual plan which includes the Amphitheater as a community park and catalyst for future development.
- Provide educational opportunities for residents of all ages.
- Provide entertainment venues and opportunities for youth, families and the elderly.
- Make Andrews attractive for potential retailers in order to help residents perform more of their shopping needs within the community.
- Utilize drainage basins, such as the area near the Permian Regional Medial Center, as future park facilities.

Goal 5: Preserve Downtown Andrews as the heart of the community.

- Ensure that the vitality of Downtown Andrews is protected as development pressures move outward.
- Consider infill development incentives downtown that replace dilapidated buildings with newer or remodeled structures.
- Allow mixed-uses, such as a mixture of residential and non-residential uses, to enhance the livability and synergy of downtown.
- Encourage façade improvements that are consistent with the overall theme and identity of downtown.
- Work with the Chamber of Commerce to retain existing business and encourage future business downtown.
- Monitor grant opportunities aimed at enhancing downtown.
- Utilize decorative lighting fixtures, enhanced landscaping, traffic calming techniques and public art to make downtown a walkable, pedestrian-friendly area of Andrews.

Goal 6: Provide a safe, efficient and attractive roadway network.

- Establish a hierarchy of thoroughfare classifications that will provide for safe and convenient flow of traffic within the community.
- Provide continuity of traffic flow within and between neighborhoods and throughout the community.
- Identify current areas where access and mobility deficiencies exist.
- Ensure a balanced relationship between land use and transportation decisions.
- Determine potential thoroughfare configurations within the extraterritorial jurisdiction to ensure continued roadway connectivity as Andrews grows.
- Consider incorporating transportation alternatives, such as bicycle routes or trails, and ensure that roadways are designed for safe pedestrian crossing.

Future Land Use

The right of a municipality to coordinate growth is rooted in its need to protect the health, safety and welfare of local citizens. An important part of establishing the guidelines for such responsibility is the Future Land Use Plan, which creates an overall framework for the preferred pattern of development within Andrews. In general, the Future Land Use Plan is intended to be a comprehensive blueprint of Andrews' vision for its future land use pattern. Specifically, the Future Land Use Plan designates various areas within the City for particular land uses, based principally on the specific land use policies outlined herein.

Mural in Downtown Andrews

The Future Land Use Plan is graphically depicted for use during the development plan review process. The Future Land Use Plan should ultimately be reflected through the City's policy and development decisions. It is important to note, however, that the Future Land Use Plan is not a zoning map, which deals with specific development requirements on individual parcels. The zoning map and changes in zoning should consider and be based upon the Future Land Use Plan.



The ultimate purpose of the Future Land Use Plan is to serve as a flexible guide to City staff and City decision-makers. It provides a rational basis for decision-making by ensuring that each individual decision is ultimately working towards the larger community goals. The Future Land Use Plan also protects property investments by aiding in the provision of compatible development. Finally, the Future Land Use Plan helps the City plan for infrastructure improvements by determining where transportation and other such improvements should be made to accommodate current and long-term needs.

Andrews' land use pattern has evolved over the past several decades to become what it is today. The challenge now is to maintain the City's quality of life while paving the way for new, quality development that will contribute to the City for years to come.

Land Use Types

Residential Estate

Residential Estate land uses are indicative of large-lot single-family homes. Generally speaking, Residential Estate lots will be one acre in size or greater and overall gross density should not be less than one dwelling unit per acre.

Residential Estate neighborhoods are designed to provide rural living options within the City of Andrews itself; therefore, horse stables, tree farms or similar features may be permitted in certain areas. Any outdoor storage should be adequately screened from the public view in order to maintain the visual integrity of the neighborhood itself. In areas where City sewer is not currently feasible, septic tanks may be utilized if lots within the specified area are greater than one acre in size.



Low Density Residential

Low Density residential land uses reflect the traditional single-family neighborhoods in Andrews. Low Density residential areas are indicative of single-family detached dwelling units at an average density of four to six dwelling units per acre. Quality construction should be utilized on all new low density residential neighborhoods in order to ensure long-term structural durability as well as to preserve the long term visual integrity of Andrews' neighborhoods. Masonry materials and landscaping should be encouraged on all new low density residential neighborhoods.



High Density Residential

High Density residential land uses serve a variety of functions within Andrews. Such areas provide workforce housing within the City and are an attractive option for singles and couples without children. High Density residential land uses generally are indicative of residential apartments. Such apartments may range between 12 and 16 dwelling units per acre. High Density residential options may also include single-family attached dwelling units such as townhomes or duplex units. Such developments generally range from 6 to 8 dwelling units per acre. High Density residential areas commonly serve as a land use buffer or transition from more intense uses, such as commercial or heavy retail, to less intense single-family residential areas.



Manufactured Home Residential

Manufactured Home residential is reflective of areas where mobile home housing is appropriate. Mobile homes serve as an affordable option for housing and their inclusion in appropriate areas serves the community's goal of providing diverse housing options. It is important, however, that mobile homes be located within specific districts rather than within single-family residential neighborhoods. Mobile Home residential districts should include appearance standards in order to protect the visual integrity of the district and community as a whole.



Retail

Retail land uses include establishments that provide merchandise and goods for sale. Retail uses also include neighborhood service uses such as banks or small office spaces. Retail uses are beneficial for Andrews because, in addition to providing services and goods for the community, they also contribute to the City's tax base through sales taxes. At the current time, many of Andrews' residents must travel to nearby Odessa or Midland for their retail needs. This contributes to a potential sales tax deficit as tax dollars are spent elsewhere. Additional retail within the City itself will allow residents to meet more of their retail needs within the community and will provide additional sales tax dollars for the City itself. Retail establishments generally prefer a highly visible location along major roadways and at major intersections in order to capitalize on pass-by trips.



Commercial

Commercial land uses generally encompass a wide range of activities. Commercial activity may include auto-oriented uses, self-storage units, warehousing and hotels, among others. In Andrews, the predominance of the oil and gas industry has created many supporting commercial activities. Uses associated with the oil and gas industry, with the exception of operations offices, would likely be considered commercial activity. Commercial uses are generally more intensive in nature and often require outside storage. Outside storage should be properly screened from the public view when located along arterials or collectors and should be situated to the rear of buildings, when possible. Screening walls and landscaping should be encouraged to enhance the visual appearance of commercial activity along Highways 176, 115, 385 and the Reliever Route thereby protecting the image of Andrews to those traveling through the community. Metal buildings are typically attractive for commercial uses. When fronting Highway 176, 115, 385 and the Reliever Route, enhanced metal building facades should be encouraged.



Business Park

The Business Park District will include a variety of potential land uses including office, light industrial, commercial showroom, research & development, office storage and other similar uses. Outside storage may be permitted but should be included behind the main structure and should be screened from public view. Due to the nature of the Business Park, a higher degree of landscaping and aesthetics should be incorporated for enhanced aesthetics. Front facades should be enhanced to present a positive visual impact within the Business Park.



Downtown District

Downtown is the heart of Andrews and presents one of the most visible testaments to the City’s history and past. Currently, a variety of shops and offices are located within the downtown area, primarily situated around the Andrews County Courthouse. Residential uses are located to the west of 3rd Street and adjacent to Lakeside Park.

The Downtown District is envisioned to have a variety of land uses in order to create a walkable and vibrant core of the community. Retail and office uses should continue to be the primary uses within the core of the Downtown District; however, a residential component should be encouraged. Townhomes would be appropriate within the Downtown District, particularly west of 2nd street, due to the existing density and compact nature of the area. Potential “live above” units providing a residential space above ground floor office or retail may be considered in the future. To the west of 3rd street, new single-family residential units should incorporate traditional design in order to create a distinct sense of place and to promote the historical theme and character of the area between downtown and Lakeside Park. A residential component near the downtown area will ultimately be critical to the area’s future vitality.

The grid pattern of roadways and small blocks make the downtown area extremely walkable. This is a key component that should be preserved and enhanced in the future. Future public improvements should enhance the walkability and pedestrian nature of the downtown area and distinctive lighting and signage features should be utilized to promote the identity of downtown.



Broadway District

Broadway Street serves as the primary east-west arterial through Andrews and is the second most prominent roadway within the community. Broadway to the east of Main Street is currently more office-commercial in nature with very little outside storage. Broadway to the west of Main Street is currently more commercial in nature with a significant amount of outside storage present.

With retail being predominately confined to Main Street, Broadway will likely continue to be a commercial district in the future, particularly to the west of Main Street. Due to the presence of adjacent neighborhoods, commercial activity located along Broadway should be light commercial in nature and should contain a higher degree of aesthetic enhancements than what would be expected in other commercial areas. Masonry should be encouraged on all commercial metal buildings along the corridor as well as landscaping and screening walls. All outside storage should be screened from the public view. Buffering techniques should be utilized when commercial activity abuts adjacent single-family neighborhoods in order to minimize impacts on adjacent neighborhoods.

To the east of Main Street, Broadway should be an extension of downtown and should be more office in nature. Heavy commercial activity containing outside storage should be encouraged to locate along West Broadway or in other commercial areas.



Main Street District

Main Street serves as the primary retail arterial through Andrews. At the present time, the vast majority of the City’s retail establishments are located along Main Street, particularly north of Broadway. South of Broadway, Main Street is more commercial in nature with a prevalence of auto-oriented establishments. The Main Street District is envisioned to continue to be the City’s main retail arterial in the future. In certain locations, multi-family options will also occur along Main Street, particularly north of Ave I. Multi-family options, such as apartments, townhomes or duplexes, function as a transition to less intensive single-family residential areas. The availability of vacant land on the northern side of the District, particularly near the Outer Loop, would be optimal for future big box retailers as the City expands northward.

Due to the high profile and visibility of Main Street to both residents and visitors, enhanced aesthetics should be a consideration for all new development. Landscaping enhancements should be encouraged, when possible, and enhanced facades should be required on all new developments and on any major structural improvements. A main street theme should be developed and future developments should be encouraged to contain elements from the theme in order to create a distinct sense of place and identity within Andrews. Public art, such as the wall murals downtown, should be encouraged at high profile locations, such as at signalized intersections. Access and corridor management principles should be utilized within the district for continuity of traffic flow and driveway spacing.

Medical District

At the center of the Medical District will be the new Permian Regional Medical Center. Due to the prominence of the new facility, other medical uses will likely desire to be situated within close proximity of the Medical Center. The Medical District is intended to accommodate doctors’ offices and other medical facilities and uses that serve the City’s residents. Open space to the southwest of the Medical Center would be suitable for office, retail and multi-family uses. The drainage depression, however, would present an opportunity for public space, such as a linear park, that could be a central focal point of the district.



Public Semi-Public

Public Semi-Public land uses are indicative of uses that are governmental, educational or institutional in nature such as City and County buildings, religious institutions and school facilities. High profile institutional uses, such as City Hall, the courthouse and libraries are often utilized as a focal point in the creation of civic space, such as the case with the Andrews County Courthouse serving as the central focal point of downtown. Future public facilities that serve such purposes should be located near a park or other civic use in order to maximize the creation of a truly public space for community residents. Schools and religious establishments are generally permitted in all districts.

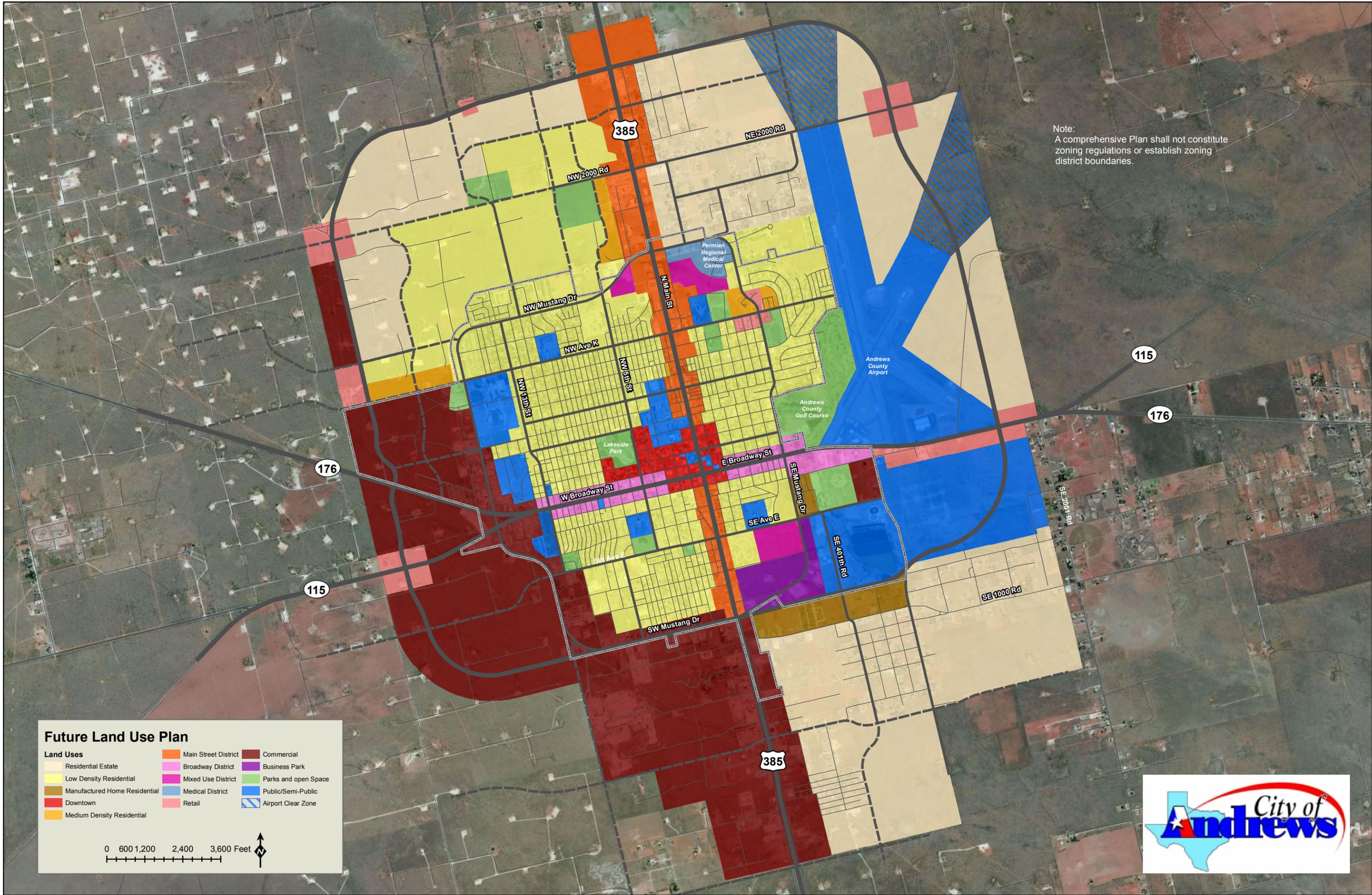


Parks and Open Space

Parks and Open Spaces are a key component of community livability. Such uses provide recreational opportunities for all residents and enhance the desirability and quality of life of Andrews. Currently, Lakeside Park is the largest park within Andrews and Andrews Country Club provides a significant open space feature on the City's eastern side. Optimal locations for future parks may be located near the Amphitheater and at natural drainage depressions. Such areas can be utilized as playa lakes and include a water component or can be designed to only contain water during periods of heavy rain. Future residential areas should contain parks and a system of trails should be incorporated to link parks together and provide walking, jogging and biking facilities for Andrews' residents.



Note:
A comprehensive Plan shall not constitute zoning regulations or establish zoning district boundaries.



Future Land Use Plan

Land Uses	Main Street District	Commercial
Residential Estate	Broadway District	Business Park
Low Density Residential	Mixed Use District	Parks and open Space
Manufactured Home Residential	Medical District	Public/Semi-Public
Downtown	Retail	Airport Clear Zone
Medium Density Residential		



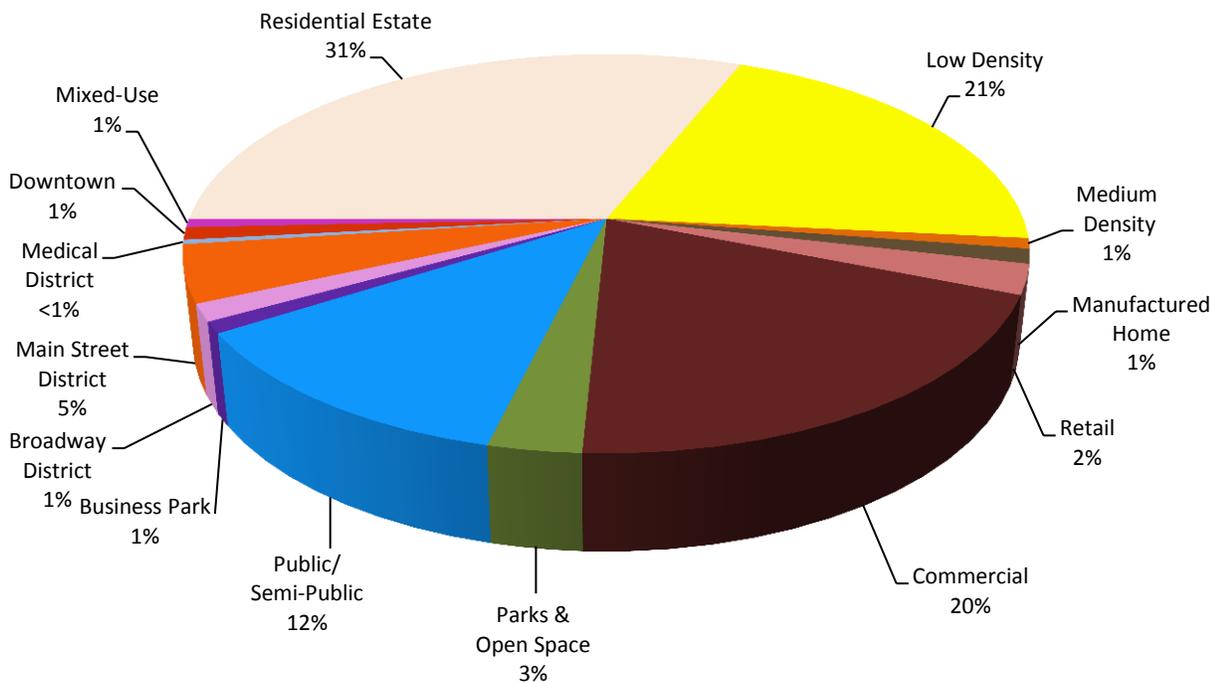
Land Use Projections

Based upon the Future Land Use Plan Map, the Residential Estate category will constitute the largest land use in Andrews in the future at approximately 31 percent of the total developed land use. This is followed by Low Density residential at 21 percent, Commercial at 20 percent and Public/Semi-Public at 12 percent. The remaining land uses in Andrews each comprise less than 10 percent of the total land use. When residential land uses are combined they account for approximately 54 percent of the total land use. Commercial land uses at nearly 20 percent is a very high percentage for most communities. In Andrews, however, it is reflective of the oil and gas industry which has a significant land use and economic impact in the Permian Basin and adjacent areas. It is also important to note that Parks & Open Space will likely account for more than 3 percent of the City's total land use. As vacant areas are developed, additional community, neighborhood and linear parks will likely be developed. The exact locations of future parks are difficult to pinpoint, for they will likely be subject to various development agreements and external decisions. Only current parks, and optimal areas for future community sized, are depicted on the Future Land Use Plan Map.

Table 2.1: Future Land Use Acreage

Land Use	Acreage	Percent
Residential Estate	3,310	31.1%
Low Density	2,179	20.5%
Medium Density	91	0.9%
Manufactured Home	126	1.2%
Retail	257	2.4%
Commercial	2,102	19.7%
Parks & Open Space	324	3.0%
Public/Semi-Public	1,294	12.2%
Business Park	99	0.9%
Broadway District	149	1.4%
Main Street District	494	4.6%
Medical District	38	0.4%
Downtown	106	1.0%
Mixed-Use	75	0.7%
Total Acres	10,645	100.0%

Figure 2.1: Future Land Use Acreage



Ultimate Capacity

The ultimate capacity refers to the maximum number of people that the Future Land Use Plan could accommodate. It is a way of quantifying the numeric impacts of potential population growth and helps to put land use decisions into perspective. For the purpose of these assumptions, it is estimated that Residential Estate land uses will be at a density of .5 dwelling units per acre (DUA). This translates to an average lot size of approximately 1.5 acres. Low Density residential was assumed to have an average density of approximately 3 dwelling units per acre and Manufactured Home residential was assumed to have an average density of five dwelling units per acre. Medium Density residential was assumed to be approximately 12 dwelling units per acre, an average of higher density apartments and lower density townhomes.

The total dwelling units per acre is combined with the total acreage depicted on the Future Land Use Plan to derive an approximate number of units. The units are combined with the 2010 US Census Persons per Household number of 2.8 to derive the ultimate population generated by each land use.

Based upon the Future Land Use Plan, approximately 26,900 new residents could be accommodated using the assumptions below. When combined with the existing population, the ultimate capacity of Andrews is approximately 38,000 residents. It is important to note that this is not a forecast for what Andrews will grow to become, but it is simply indicating that if the Future Land Use Plan was built as shown, it would accommodate approximately 38,000 residents. Additionally, this assumes a 100 percent occupancy rate, something most communities never experience. In Texas, most communities have occupancy rates around 90 percent. An occupancy rate of 90% in Andrews would lower the ultimate capacity to approximately 34,000.

Table 2.2: Ultimate Capacity

Land Use	Acres	DUA*	Units	PPH**	Population
Residential Estate	3310	0.5	1,655	2.8	4,552
Low Density	2179	3	6,537	2.8	17,978
Medium Density	91	12	1,091	2.8	3,001
Manufactured Home	126	4	504	2.8	1,387
Additional Population	26,918				
Existing Population	11,088				
Build-Out Population	38,006				

*Dwelling Units Per Acre

**Persons Per Household, 2010 United States Census

Population Projections

Due to the cyclical nature of population growth in West Texas, historically tied to periods of boom and bust with the oil and gas industry, it is very difficult to predict future growth rates for the community. The sustained energy prices, and new drilling technology, likely indicate that the current economic growth is likely to continue. Additionally, the City has worked to diversify the economy to make the City’s fate less dependent upon fluctuations in the energy industry.

The comprehensive planning process is generally thought to plan for a 30 year period. Therefore, population projections through 2042 were prepared. Population projections typically utilize compound annual growth rate (CAGR). CAGR is a long-range forecasting tool and therefore does not account for specific annual growth. Instead, it assumes that some years may experience faster growth than others and therefore attempts to create a composite of what the average of slow and rapid growth years might be.

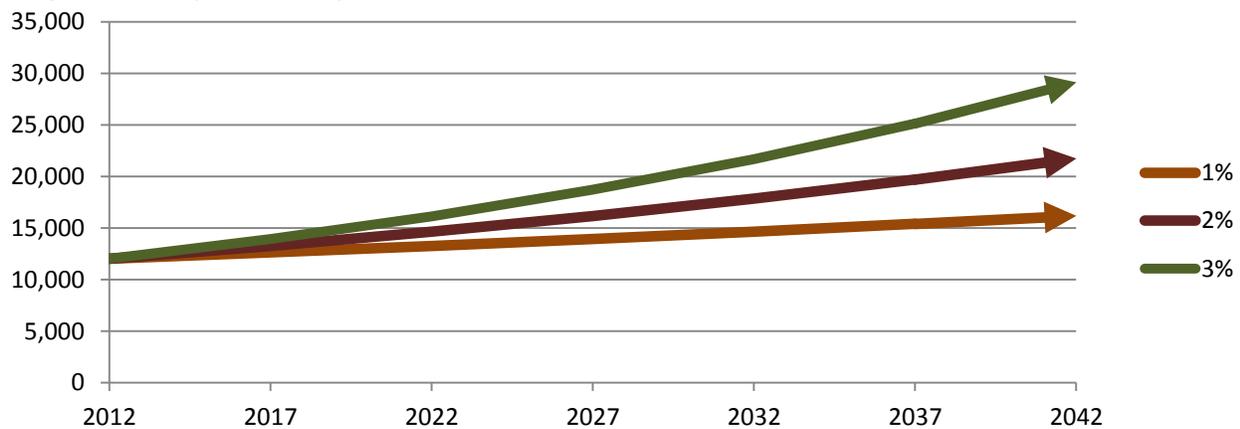
Assuming the energy market holds strong, a 2 percent CAGR is projected by FNI over the next 30 years. This translates to a population of roughly 15,000 in ten years, 18,000 in twenty years and 22,000 in thirty years. Based upon the ultimate capacity of the Future Land Use Plan, this potential growth could be accommodated.

Both a 1 percent CAGR and a 3 percent CAGR are depicted to show the impacts of an increase or a decrease in future growth. It is not likely that the City will experience greater than a 3% CAGR over the next 30 year period.

Table 2.3: Population Projection Scenarios

Year	Compound Annual Growth		
	1%	2%	3%
2012*	12,000	12,000	12,000
2017	12,612	13,249	13,911
2022	13,255	14,628	16,127
2027	13,932	16,150	18,696
2032	14,642	17,831	21,673
2037	15,389	19,687	25,125
2042	16,174	21,736	29,127

Figure 2.2: Population Projection Scenarios

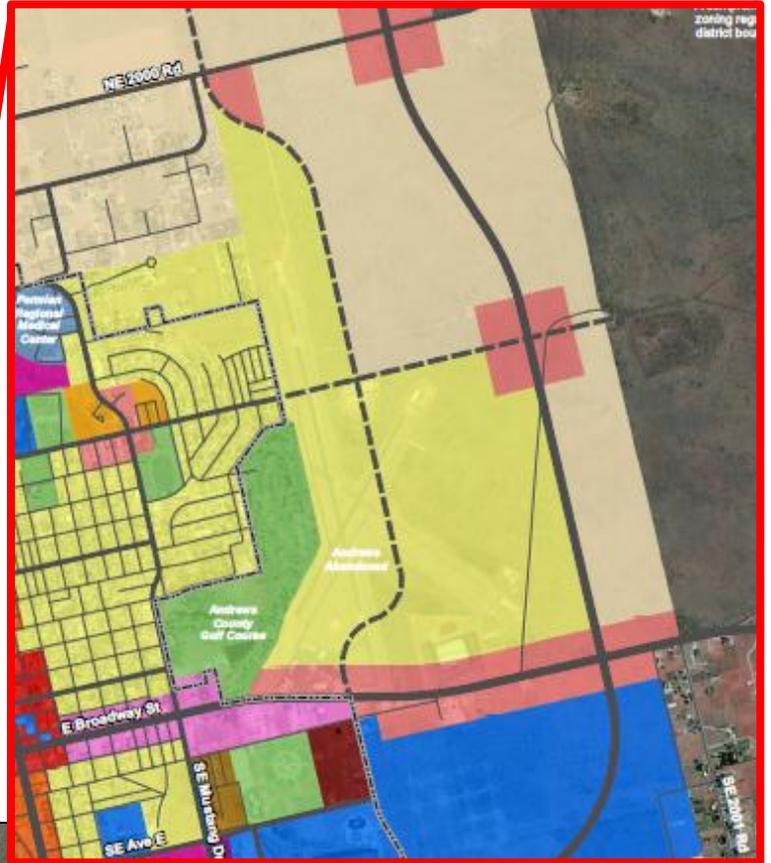


Alternative Airport Option

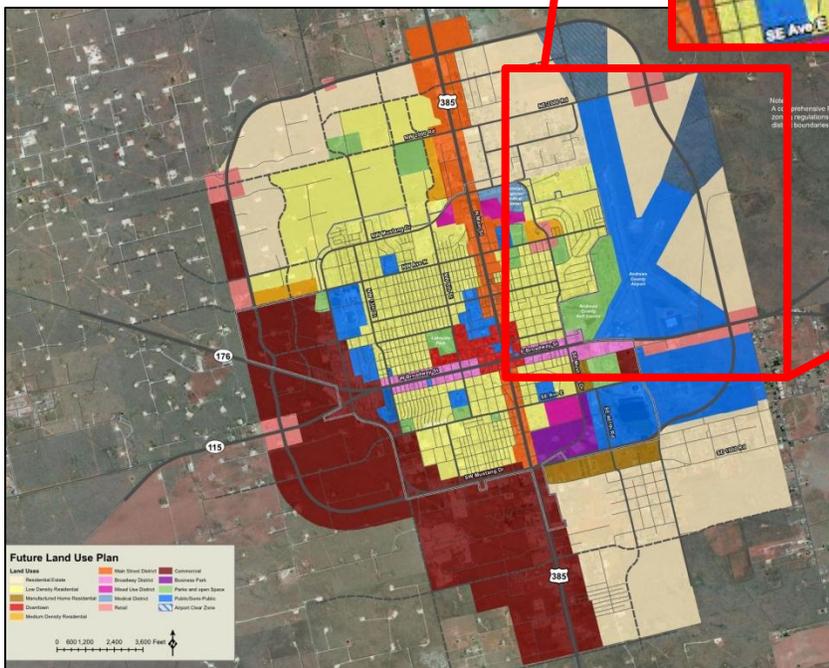
The Andrews County Airport currently serves as a major physical feature on the eastern side of the community. While there are currently no plans to relocate the Airport, a land use plan for the area that the airport currently encompasses was created to showcase a planning hypothetical.

A key factor influencing the creation of this alternative scenario stems from the attractiveness of the area for future development. At the present time, very few oil and gas wells are located within the area creating a clean slate for development. Additionally, the presence of the Andrews Country Club provides an attractive open space feature for the eastern side of the community. This feature would be attractive for future development. Low Density residential was concentrated near the Country Club with Residential Estate land uses near the Reliever Route and in the northeastern section of the area. Additionally, retail uses were extended along Broadway to serve eastern neighborhoods. Finally, Avenue K was extended to the Reliever Route and a north-south collector roadway was added to facilitate traffic movements.

Alternative Scenario without the Airport



Future Land Use Plan with Airport



Planned Developments

Planned Developments (PD's) are commonly used by communities as an optional replacement for a standard zoning district. A PD is a planning tool that enables developers and the City to negotiate the terms of a district for a specific area. These terms essentially create a separate zoning district for the area that specifies the standard zoning requirements of height, setbacks, coverage, etc. but also may include additional regulations that address landscaping, aesthetics and design, among others.

For example, an area may be shown as low density residential on the Future Land Use Plan Map. This area would generally be categorized in a single-family residential zoning district. A developer may, however, approach the City to create a planned development if the proposed development is over 20 acres in size. Because the future land use plan indicates that the area is low density residential, the primary land use and character of the planned development must remain low density residential. The advantage of the PD is that the developer may propose alternative land use scenarios as long as the proposed land uses do not detract from the primary intentions of the land as shown in the Future Land Use Plan. The developer may propose retail at a prime intersection or medium density residential as a buffer against more intense uses, for example. Neither of these uses would have been permitted in the standard single-family zoning district. Because PD's are negotiated, both the developer and the City may obtain "wins" as development occurs. PD's help to create a certain degree of flexibility.

Planned developments should only be used on developments of 20 acres or more in size. Many communities have begun using PD's for small adjustments or variances. This is not an appropriate use of a PD. PD's are intended to allow flexibility within a proposed development area, permitting various lot sizes, housing types and small adjustments in land use.

When a planned development is created, it should consider the following (not an exhaustive listing):

- **Base Zoning.** The base zoning district of the area should be used as a starting point from which additional decisions can be made (i.e., single-family, commercial, retail, etc);
- **Site Plan.** A planned development should include a site plan for the defined area depicting residential areas, non-residential areas, open space areas, thoroughfares and local street configurations, among others;
- **Thoroughfares (Arterial and Collectors)** that are shown on the Transportation Plan;
- **Proposed Land Uses.** The primary land use should be consistent with the Future Land Use Plan;
- **Parks and Trails.** If the proposed development contains future parks or trails as indicated in the 2002 Parks Master Plan or within the Comprehensive Plan, land should be planned and dedicated for such uses;
- **Special Terms.** One of the key uses of a PD is to obtain enhanced aesthetics in exchange for a variance in something else. For example, rear entrance garages through an alley easement may be required in exchange for retail uses at a primary intersection. Any such agreements should be clearly delineated; and
- **Aesthetics.** PD's should include standards for screening and buffering, particularly if residential uses abut non-residential uses or open storage areas. Requirements for outside storage should be required along with masonry or other aesthetic requirements.

Conclusion

The Goals and Objectives contained within the Community Snapshot were created to help guide the formation of the Comprehensive Plan. Specific action items related to these goals and objectives are included within the Implementation Plan. Goal 1 was specifically related to the Future Land Use Plan. The individual objectives, and how they were addressed, are contained below:

Goal 1: Ensure that future development is orderly and efficient, compatible with existing land uses and enhances the overall quality of life of Andrews.

Define areas for residential and non-residential uses to guide the overall development of Andrews over the next 20 years.

Four residential districts were created: Residential Estate, Low Density, Medium Density and Mobile Home. These residential districts will help the community provide a range of housing options to meet a variety of desired lifestyles.

Additionally, several non-residential districts were created. These non-residential districts are intended to provide a variety of different environments within the community ranging from areas that are more retail in nature to those serving a more commercial function.

Determine appropriate land uses for vacant land along the Reliever Route.

The Reliever Route will serve as the outer loop of the community and sets the visual framework for the City's future boundary. A crucial component of the process was determining the types of land uses along the Reliever Route and where such uses should be located.

Retail was generally located at major intersections along the Reliever Route. This was done to capitalize on higher traffic volumes at intersections, a desirable characteristic for retail. Commercial land uses were concentrated along the southwestern areas of the Reliever Route. This location was appropriate due to existing and planned commercial development. Additionally, this area provides ample room for commercial activity while also keeping the majority of commercial activity away from expanding northern and eastern residential areas. Finally, the remaining land along the Reliever Route is predominantly Residential Estate. This avoids the stripping of the Reliever Route with commercial activity and ultimately helps to preserve the attractiveness and stability of residential areas.

Prepare an annexation strategy for undeveloped areas inside the new Reliever Route.

The annexation strategy will ultimately be contained within the Implementation Plan. The importance of determining appropriate land uses within areas outside of City Limits is an important component of the annexation strategy. Identifying future land uses within the City's extraterritorial jurisdiction helps city decision makers work with land owners so that if land is sold for future development a condition of that sale could potentially be annexation into the City. This is a form of voluntary annexation that is commonly used in areas adjacent to existing city limit boundaries.

Protect the City's long term financial stability by ensuring that future land uses are diversified.

A diversity of land uses is essential for a community's long term financial stability by ensuring that future revenue streams, through property and sales taxes, are able to provide community services and are able to fund quality of life amenities. Discussed under Land Use Projections, the Future Land Use Plan is 54 percent residential and 46 percent non-residential. This mix of land uses provides ample room for residential growth while also providing areas for retail, commercial, civic, recreational and industrial activity.

Ensure that the Comprehensive Plan is utilized by City staff as decisions about the future of Andrews are made. Encourage the Planning & Zoning Commission to utilize the Comprehensive Plan as a basis for zoning related decisions.

The purpose of the Future Land Use Plan is to be a guide utilized by City staff and City decision-makers as development decisions are made. The Future Land Use Plan created as a component of this chapter is a visual representation of how growth should occur within Andrews. It is created to ensure orderly and compatible development and to provide a rational basis for why certain decisions are being made. The map should be utilized by City Staff, the Planning & Zoning Commission and City Council as daily decisions and development approvals are made, considering whether the proposals meet the long-term objectives of the City. The Plan should be examined on a regular basis and action items contained within the Implementation Plan should be utilized to ensure that progress is being made.

Transportation Plan

The thoroughfare system forms one of the most visible and permanent elements in Andrews. It establishes the framework for community growth and development and, along with the Future Land Use Plan, forms a long-range statement of public policy. As the alignment and right-of-way of major transportation facilities are established and adjacent property developed, it is difficult to facilitate system changes without significant financial impacts. However, by incorporating programmed land uses and planning for future roadway needs, strategies that maximize the land use and transportation relationship may be maximized.

This transportation element of Andrews' Comprehensive Plan is intended to guide future roadway decisions by creating a functional classification of roadways within the community. Several key principles were recognized in the preparation of plan recommendations and include the following:

- The transportation network should provide choices for vehicular and non-motorized forms of travel;
- Andrews should have safe and convenient internal circulation between neighborhoods, core community assets and special areas;
- Transportation facilities should define rather than split residential neighborhoods in order to preserve neighborhood integrity. Through traffic should be routed to facilities designed to accommodate non-local and regional traffic;
- A sidewalk and trail system connecting Andrews' parks, public facilities and community amenities should be available;
- Key corridors and gateways should include enhancements to promote Andrews' image and identity;
- Industrial and heavy commercial activity, particularly its impacts on Andrews' traffic patterns and roadway network, should be monitored in order to reduce heavy trucking through the City itself.

Andrews Water Tower from the Business Technology and Learning Center



Existing Conditions

Regional Transportation System

The City of Andrews is served by three major highways:

- US Highway 385 traverses the region from north to south. It is a four lane divided highway providing access to Odessa and Seminole. It is a TxDOT operated highway. US Highway 385 is a 1,206 mile highway providing extending from Big Bend National Park to Deadwood, South Dakota.
- State Highway 176 traverses the region from northwest to southeast. It is a two-lane undivided highway providing access to Eunice/Hobbs, NM and Big Spring.
- State Highway 115 traverses the region from southwest to northeast. It is a two-lane undivided highway providing access to Kermit and Lamesa, via Highway 349.

These regional roadways, particularly US Highway 385, provide linkages to adjacent communities, oil and gas fields, farms, ranches and city amenities in Midland/Odessa. While not a regional highway, the Reliever Route is a significant addition to Andrew's roadway network. Its scheduled completion in 2013 will provide an alternative route for heavy truck traffic. The Reliever Route will help reduce heavy truck traffic through the City itself, will help to protect the City's roadways from major wear and tear from truck traffic and will make crossing Main Street and Broadway safer.

Local Transportation Network

The local transportation network in Andrews generally can be divided into two three classifications; primary roadways, secondary roadways and local roadways.

- Primary roadways include Main Street (Highway 385), Broadway Street (Highways 115 and 176) and the Reliever Route. These roadways, with the exception of the Reliever Route, continue beyond the limits of Andrews and provide regional access. They are the most heavily traveled roadways in the community. Access and corridor management strategies are critical along primary roadways in order to minimize traffic congestion and reduce traffic collisions. The number of access points along primary roadways should be reduced, when possible, by encouraging cross-access easements.
- Secondary roadways include Mustang Drive, NW/NE Ave K, NW/NE Ave G, NW/SW/SE Ave E, 5th Street and NE Ave B. These roadways do not extend beyond the limits of Andrews or the City's extraterritorial jurisdiction and are therefore not regional roadways. Secondary roadways provide internal movements and connect residential areas with the arterial roadway network.
- Local Streets are all other roadways that serve residential or commercial areas.

Thoroughfare Network

Functional Street Classifications

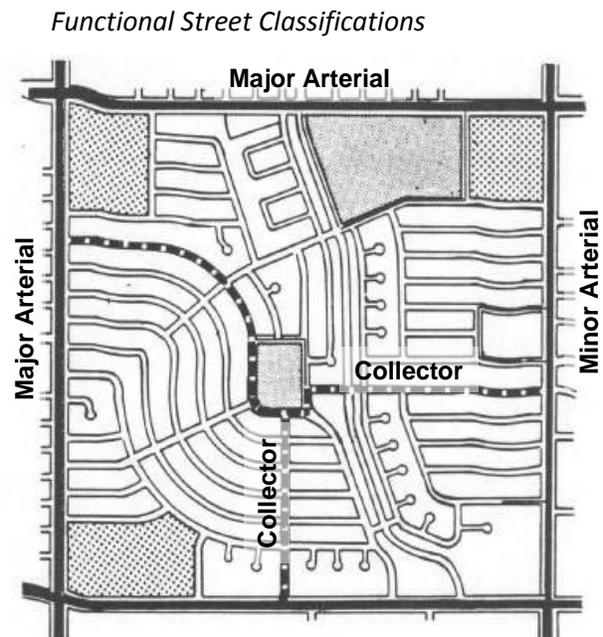
Functional street classification recognizes that streets are part of a system having diverse origins and destinations. Functional classifications also describe and reflect a set of characteristics common to all roadways within each class. Functions range from providing mobility for through traffic and major traffic flows to providing access to specific properties. Characteristics unique to each classification include the degree of continuity, general capacity, and traffic control characteristics.

In short, the functional classification of streets provides for the circulation of traffic in a hierarchy of movement from one classification to the next.

Access and movement functions are directly related in that as speed increases points of access decrease, and vice versa. This is typically why freeways, with high levels of movement, have limited access points compared to streets in neighborhoods have more access points and reduced speeds.

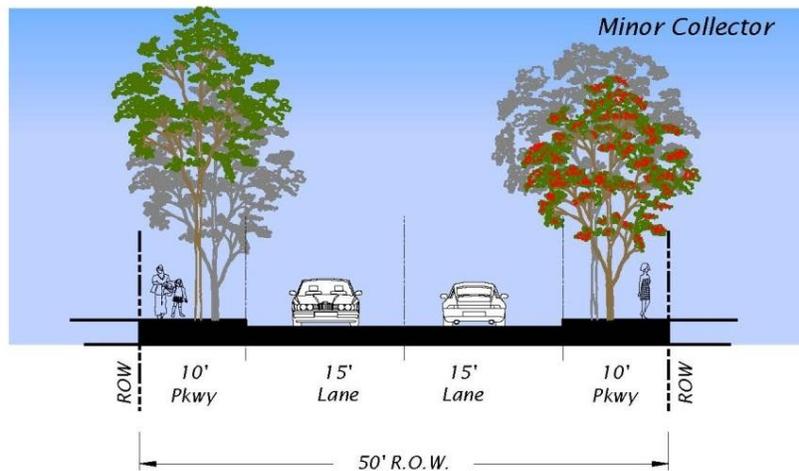
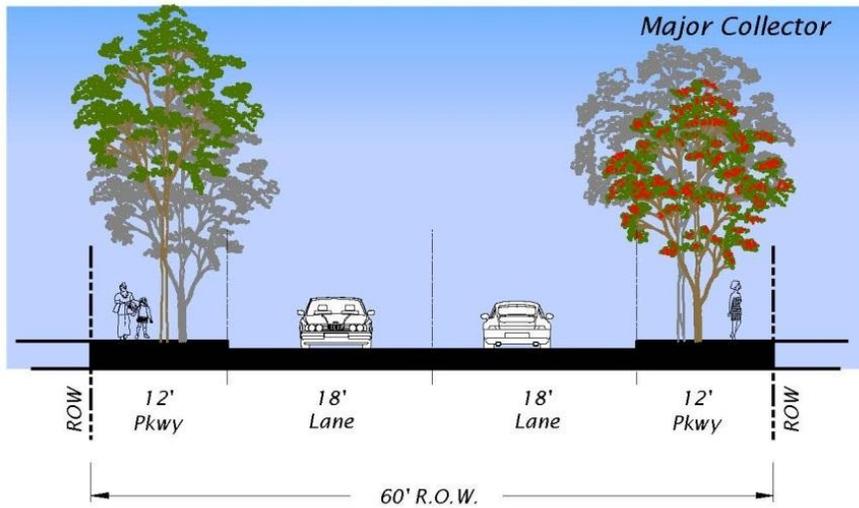
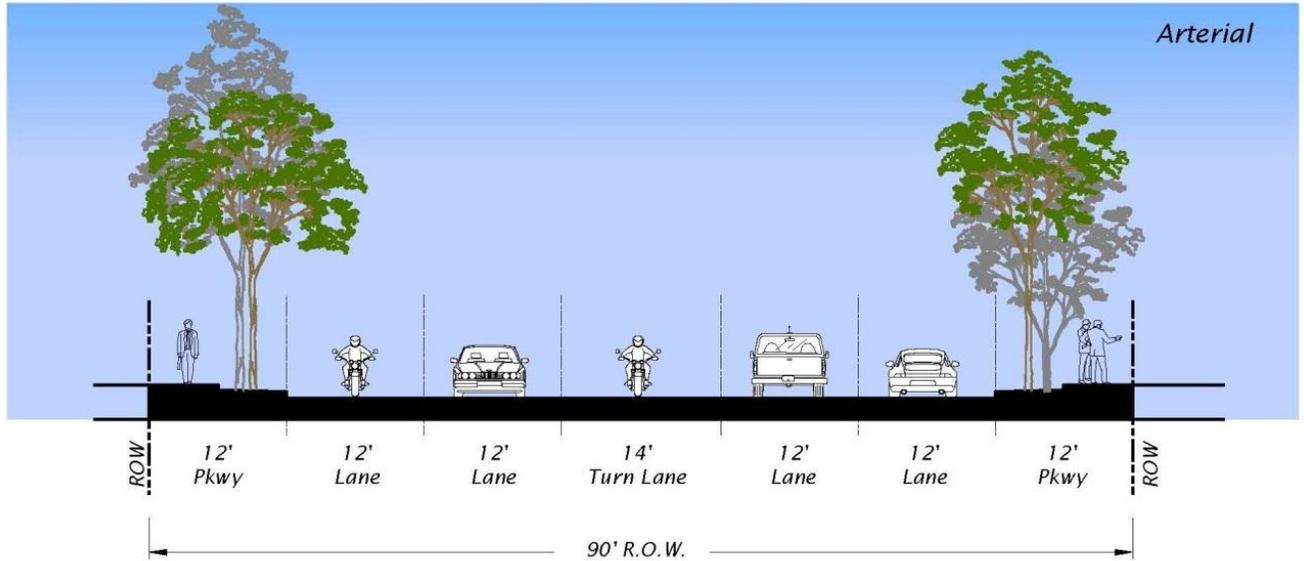
As indicated on the Transportation Plan Map for Andrews, three roadway classifications exist; Arterial, Collector and Local Streets.

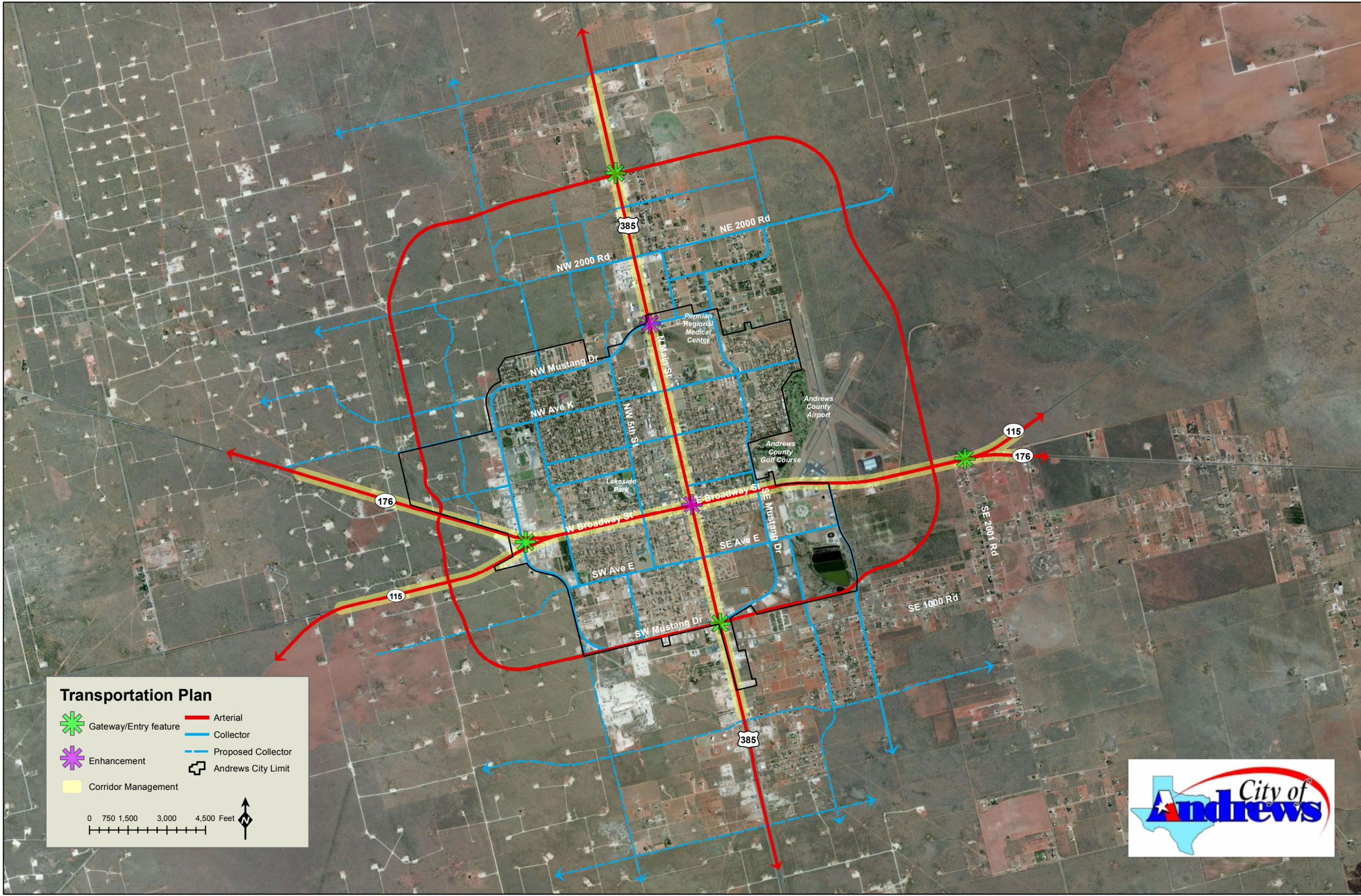
- Arterial—the arterial roadways in Andrews include the primary roadways of Broadway Street and Main Street. These roadways are five-lane undivided roadways containing four vehicular travel lanes and a continuous turn median. Both roadways are TxDOT operated facilities and future right-of-way should be a minimum of 90'. These roadways are intended to provide the highest degree of mobility within Andrews and will serve a significant amount of through travel. Access management should be utilized to control the number of commercial driveways reducing the number of turning movements and potential traffic dangers.
- Collector—collector roadways include all secondary roadways in Andrews. Collector roadways are intended to provide connections between local streets and the arterial network. Collector roadways are typically two lane undivided roadways with right-of-way ranging between 50 and 60 feet. Residential frontages should be discouraged along future collector roadways in order to minimize traffic impediments. Business access may be permitted along collector roadways. Examples of collector roadways in Andrews include Ave K, 5th Street, Ave E and Mustang Drive.
- Local—local streets refer to all streets that provide direct access to homes and businesses. Traffic speeds are low and cul-de-sacks may be used in residential areas but should not extend longer than 600 feet. In new subdivisions, connections to future development should be provided to create a connected system of local streets.



Cross-Sections

The following cross-sections provide the framework for how future roadways within Andrews should be designed. While there may be alternative designs based upon existing right-of-way and traffic volumes, future roadway right-of-way dedication and preservation should provide these minimum standards:





Transportation Plan

-  Gateway/Entry feature
-  Enhancement
-  Corridor Management
-  Arterial
-  Collector
-  Proposed Collector
-  Andrews City Limit

0 750 1,500 3,000 4,500 Feet




Roadway Deficiency Areas

Generally speaking, there are no major problematic areas within Andrews. The completion of the Reliever Route will continue to reduce the prevalence of commercial trucking traffic through the heart of the City, both reducing congestion and enhancing motorist and pedestrian safety.

The intersection of S. Main Street at Mustang Drive/Reliever Route should be monitored as traffic congestion continues to increase at this location, particularly as the western side of the Reliever Route is completed and as future development occurs. The City should continue to work with TxDOT to examine intersection design and make improvements that reduce congestion and improve safety.

Roadway Needs

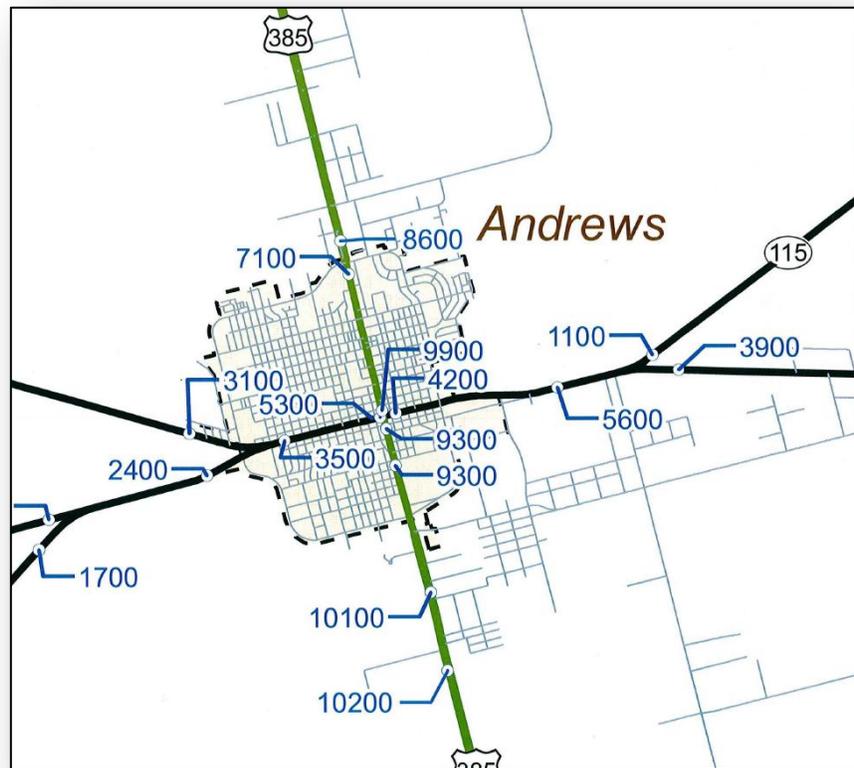
The following are the primary future roadway needs:

- SW intersection of Mustang Drive and SH 115/176: The City should continue to work with TxDOT to secure roadway or signalization improvements.
- SH176 to the TX/NM State line. City and County should work with TxDOT for roadway widening or passing lanes to protect motorist safety as traffic has increased in conjunction with the nuclear related facilities at the TX/NM State Line.

Traffic Counts

The most recent traffic count data is provided by the TxDOT Odessa District. The traffic count survey was conducted in 2011. At this point, the highest traffic volumes in the Andrews vicinity were detected along Highway 385 south of the City Limits. Within the City Limits of Andrews, Main Street at Broadway Street had the highest daily traffic volumes. Highways 115 and 176 had significantly lower daily traffic volumes than Highway 385. Based on the number of travel lanes present throughout the roadway network, no link level deficiencies appear to exist.

2011 Daily Traffic Counts, TxDOT Odessa District



The high traffic volumes to the south of the City would again suggest the importance of monitoring traffic volumes and signalization at the intersection of Main Street and Mustang Drive/Reliever Route to reduce congestion and ensure the safety of motorists.

Transportation Design Concepts

Corridor Management & Preservation

Corridor Management is the concept of identifying and coordinating the access for land development along an existing corridor. This ensures that development within the corridor occurs in accordance with adopted plans and that function and design support roadway function. Consequently, transportation and land use decisions are made conjunctively.

Corridor Preservation, on the other hand, is the practice of acquiring or preserving new right-of-way along a future corridor ensuring that as development occurs proper right-of-way is acquired to meet future development objectives.

Both corridor management and corridor preservation involve three particular tools; access management, zoning regulations and subdivision regulations. In areas that are under the control of the City, i.e., are within the City limits, all three of these tools may be utilized. Access management may be used to regulate driveway spacing, intersection spacing and cross-access design. Zoning and development regulations are used to regulate land use type, aesthetics, landscaping and setbacks. Subdivision regulations may be used to regulate right-of-way acquisition or reservation during platting and may specify minimum lot sizes and lot widths. All of these tools ultimately help to not only improve traffic flow and increase safety, but they also can enhance the overall aesthetics of the corridor.

Outside of the City limits, only certain regulations can be enforced. Within the extraterritorial jurisdiction of the City, the subdivision ordinance may be enforced. This enables the City to exercise a certain degree of control over lot sizes and widths and allows the City to acquire the right-of-way needed for long-term transportation objectives. Regulating lot width and size helps the City to minimize irregular or small lots that would be problematic in the future. Regulations pertaining to land use type and design, mainly those within the zoning ordinance, are not enforceable within the ETJ. Cross-access easements, when included within the subdivision ordinance, require development along major corridors to coordinate access between developments, helping to minimize problematic driveway spacing and access in the future.

Benefits of Corridor Management



Corridor management and preservation have the added benefits of:

- Reducing the number of ingress and egress points improving vehicular flow and reducing collisions;
- Reducing driveways permits more landscaping frontage thereby enhancing roadway aesthetics; and
- Minimizing the number of driveways enhances the pedestrian experience by reducing the number of points where pedestrians experience contact with turning traffic.

Along the key corridors of US Highway 385, State Highways 176 and 115 and the Reliever Route, corridor management and preservation should be viewed as a corridor-wide project. The subdivision and zoning ordinances should be updated to include access management principles and cross-access easements. Long-term signaled intersections at collector and arterial roadways should be considered. Overlay zones may be developed to further guide aesthetics. This “master planning” of the major corridors enables:

- Coordination of transportation and land use planning/decision making;
- Allows for flexible and special area consideration and limits unnecessary connection points;
- Creates economic benefits and enhances aesthetics; and
- Promotes activity-based development, not strip center development.

While corridor management practices should be emphasized on Highways 385, 176 and 115, these strategies should be particularly implemented along the Reliever Route. Mustang Drive serves as a vital mobility corridor and original loop around Andrews. With time, development along Mustang Drive has led to numerous ingress and egress points. Additionally, numerous residential neighborhood entrances occur along Mustang Drive. The vast number of connection points to Mustang Drive has led to the corridor becoming less favorable for commercial traffic.

Ingress and egress points along the Reliever Route should be carefully coordinated and limited to only collector and arterial roadways, when possible. Limiting points of access along the Reliever Route will not only protect the aesthetic integrity of the roadway but will also ensure that the roadway will continue to serve its primary purpose as a commercial vehicular route in the future.

Access Management

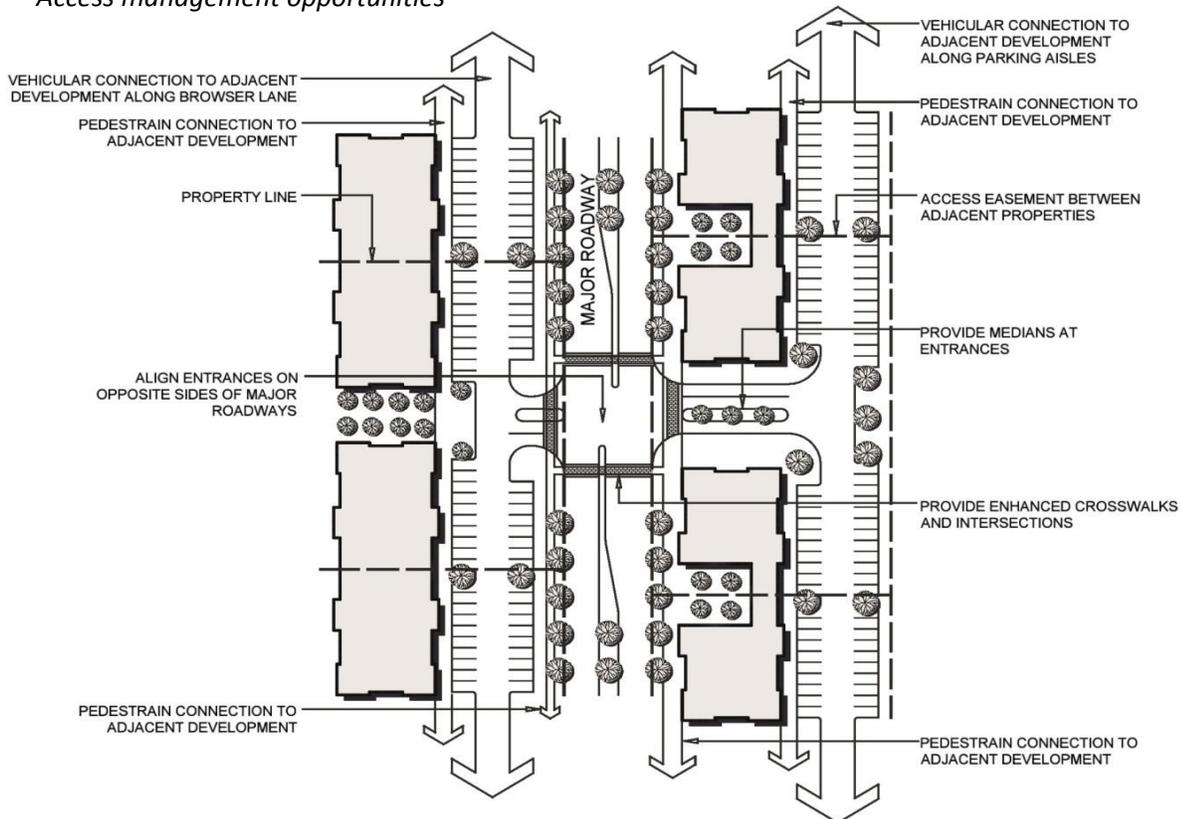
Access management refers to the practice of controlling access allowed onto a roadway by considering specific design criteria for the location, spacing, design and operation of driveways, median openings and intersections. Generally, as the mobility and capacity of a roadway are increased, the access to a specific facility is decreased in order to maintain the roadway efficiency and enhance traffic safety. Access management provides a significant benefit to the mobility and function of the roadway, and more importantly, reduces the potential for accidents by minimizing speed differentials between vehicles and turning movements. Research has shown that accident rates increase consistently with an increase in the number of roadway access points, while accident rates decrease with the construction of raised medians and controlled signalized cross access.

When site locations and sizes are appropriate, it is recommended that developers provide shared access into adjoining tracts of lands and align entrances with those on opposite sides of roadways. Site plans and developments should provide connections and cross access easements to adjacent properties, both as walkways and drives. Access management along Highways 176, 115, 385 and the Reliever Route may help reduce the number of site entrances providing safer driving conditions and enhances the visual appearance of the corridors.

Access Management limits the number of driveways and enhancing aesthetics



Access management opportunities



Context Sensitive Solutions

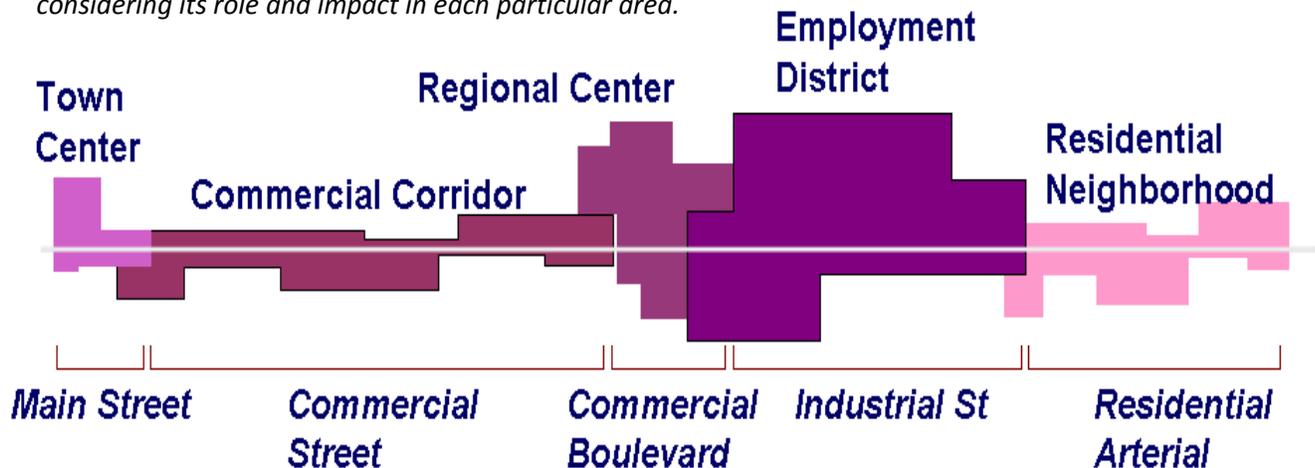
Context sensitive solutions is the practice of developing transportation projects that serve all users and meet the needs of the neighborhoods through which they pass. It is a collaborative process that involves all stakeholders in development street designs that fit into the character of surrounding neighborhoods while maintaining safety and mobility. The key is that elements of the street should complement the context of surrounding or adjacent development in order to generate a “roadway experience” and therefore the roadway may take on certain characteristics to support and be compatible with adjacent development. The process of designing CSS roadways is similar to the process of designing traditional thoroughfares in that automobile traffic is considered with traffic counts, traffic demand and level of service information-gathering efforts. The difference is that in addition to automobile traffic, other elements, such as pedestrian traffic, built environment and land use, are also carefully considered.

The CSS approach recommends designing thoroughfares based upon:

- Community objectives
- Functional classes
- Thoroughfare types
- Adjacent Land use
- Environmental considerations

In order to design accordingly, decision makers must understand the key relationship between transportation and land use, particularly the flexibility that may be needed in roadway design in order to accommodate a thoroughfare to changing urban form within the community. For example, the width of Main Street is reduced through the downtown area and the form of development changes from parking lots in front of buildings to buildings fronting the roadway itself. The downtown area has a different form and character than other portions of Main Street and therefore roadway design should reflect this change of character. Understanding key community objectives for land use within the community is also important in order to ensure that public infrastructure investments are in line with ultimate land use objectives.

A roadway may traverse a wide range of land uses. It is important to design the roadway considering its role and impact in each particular area.



Sidewalks

Walking can be considered the most basic form of transport for the following reasons:

- It is universal. Virtually everybody walks and virtually all trips include walking links;
- It is affordable. Economically and socially disadvantaged people tend to rely heavily on walking for transport;
- It provides connections between different land uses and areas; and
- It provides additional benefits, including exercise and enjoyment.

Often times the provision of pathways and sidewalks is neglected. Many street improvements are designed to focus on automobile traffic improvements and sometimes do not include pedestrian improvements. Providing sidewalks as a component of the transportation system will encourage walkability by providing a protected pathway and creating a sense of safety. If residents see and identify a clearly delineated pathway to their intended location, they have a sense of security in walking to that destination. This is particularly important near schools to protect the security of children.

Connectivity is a vital component of the sidewalk network. Sidewalks should be intentionally and purposefully designed, rather than implemented in small, segments. While sidewalks are generally incorporated in residential areas as new homes are constructed, sidewalks along collector and arterial roadways should be constructed in conjunction with any future roadway improvements. Additionally, a sidewalk program may be utilized to determine significant deficiency areas, particularly near key destination points, and can help to prioritize and implement sidewalk improvements when funding is available. The sidewalk program is generally concentrated on arterial and collector streets and in areas near parks, schools, public facilities or other attraction or recreational areas.

Top: Pedestrian traffic with no sidewalks

Bottom: Safe pedestrian network



Sidewalk inventory illustration



Traffic Calming

Traffic calming is a term used to describe roadway design techniques that are utilized to intentionally slow the speed of vehicular traffic. Traffic calming techniques are typically used in areas of high pedestrian traffic, such as in Downtown Andrews, or near schools, parks or public facilities. Traffic calming techniques intentionally create physical or visual barriers causing the driver to lower speeds. Examples of traffic calming techniques that may be utilized in Andrews include the following:

- **Landscaped Medians:** Medians help to reduce the overall width perception of the roadway and create an internal barrier. The internal barrier, combined with landscaping, reduces traffic speeds.
- **Bulb-Outs:** Bulb-outs, also referred to as curb extensions, are extensions of the sidewalk at major intersections. These protrusions into the street reduce the distance necessary for pedestrians to cross the street and make pedestrians more visible to traffic. Bulb-outs reduce the width of roadways at intersections and generally include parallel on-street parking
- **Street Trees:** Street trees help to create a physical barrier. Studies have shown that visual barriers, such as street trees and on-street parking, naturally reduce driving speeds due to the presence of an adjacent object.
- **On-Street Parking:** Similar to street trees, on-street parking helps to create a physical barrier and lower traffic speeds. On-street parking should be encouraged in areas with high pedestrian movements, where building form permits.
- **Chicanes:** Chicanes are landscaped islands positioned along the sides of wide roadways to reduce the overall width of the street without a complete redesign. These are most appropriate on wide, two-lane roadways.
- **Enhanced Cross-Walks:** These are sidewalks that are clearly delineated, either through the use of vivid color or alternative materials, such as brick or stamped concrete. Crosswalks may be raised, creating an elevation in the roadway and further helping to delineate high pedestrian traffic in the area.

Landscaped Xeriscape Median



Bulb-Out/Curb Extension



Chicanes



Enhanced Crosswalk



Funding Thoroughfare System Improvements

Maintaining an efficient street network requires significant investment of local resources. Careful planning is needed to ensure that Andrews makes the most cost-effective investments in its street network. Most communities use general obligation bonds or general fund budgeting to finance street improvements. The City may also create a street improvement program that serves as a capital improvement program for streets, identifying needed street improvements and prioritizing those improvements based upon overall impact and need. This approach would be consistent with the City's long-standing pay-as-you-go financial philosophy. The City should also coordinate efforts with regional transportation-related agencies such as the Texas Department of Transportation (TxDOT) in order to maximize the potential for shared financing.

Conclusion

The Goals and Objectives contained within the Community Snapshot were created to help guide the formation of the comprehensive plan. Specific action items related to these goals and objectives are included within the Implementation Plan. Goal 6 was specifically related to the Transportation Plan. The individual objectives, and how they were addressed, is contained below:

Goal 6: Provide a safe, efficient and attractive roadway network.

Establish a hierarchy of thoroughfare classifications that will provide for safe and convenient flow of traffic within the community.

A Transportation Plan Map was created graphically depicting three roadway classifications. Arterial roadways are those designed to accommodate the highest traffic volumes and speeds and provide regional connectivity. Collector roadways are those that provide connectivity between the arterial roadway network and local streets. Local streets are those that provide direct access to residential homes. It is recommended that the City create and adopt a Roadway Design Guidelines manual to provide consistency in the provision of arterial, collector and local streets.

Provide continuity of traffic flow within and between neighborhoods and throughout the community.

A system of collector roadways was highlighted and continued beyond the city's existing city limit boundaries. This will help ensure that future growth is coordinated with existing development patterns and will ensure continuity of design and mobility. Cross-access standards should be added to the subdivision ordinance to provide access between businesses and reduce the number of commercial driveways. Local street connections should be required during subdivision platting to ensure the continuation of local streets to future development.

Identify current areas where access and mobility deficiencies exist.

Work with TxDOT to continue to monitor the intersection of Mustang Drive and SH 155/176 for roadway or signalization improvements. Continue to monitor increased traffic along S. Main at Mustang Drive/Reliever Route. TxDOT should evaluate intersection design at this location as traffic and development continues to increase. Work with TxDOT on SH176 from Andrews west to the TX/NM State Line to reduce safety hazards, particularly important due to the presence of nuclear-related facilities at the State Line. This portion of SH176 should be widened or converted to a Super 2 Corridor.

Ensure a balanced relationship between land use and transportation decisions.

The most intense land uses depicted on the Future Land Use Plan are located along arterial roadways. Collector roadways provide access and connectivity to a variety of less intense land uses, including schools, public facilities, parks and neighborhoods. Local streets are only permitted to contain

residential uses. This design ensures that land use and transportation facilities are respective of and coordinated with each other.

Determine potential thoroughfare configurations within the extraterritorial jurisdiction to ensure continued roadway connectivity as Andrews grows.

The extension of a number of existing roadways and a network of potential collector roadways was established in the extraterritorial jurisdiction (ETJ). This network is intended to guide platting, development and right-of-way acquisition within the ETJ.

Consider incorporating transportation alternatives, such as bicycle routes or trails, and ensure that roadways are designed for safe pedestrian crossing.

It is recommended that sidewalks be designed in new roadway construction or rehabilitation efforts to provide safe walkable options for Andrews residents. It is also recommended that a sidewalk inventory be conducted to identify need areas and prioritize implementation efforts when funding is available. Trails and bicycle routes are identified within the Community Livability chapter.

Livability

What does the term livability mean with regard to city planning? There are many intangibles that make a city livable, such as a sense of community, a strong sense of place in particular areas, civic pride, and the friendliness of neighbors. But there are also tangible aspects that can nurture livability. These tangible characteristics are generally related to the physical design of the built environment. The Future Land Use Plan defines the types of land uses and where such land uses should be located. The Transportation Plan defines the City's transportation network. Livability, however, addresses the aesthetic standards of the community as well as the desired amenities that enhance the quality of life of Andrews.

Downtown Andrews



Promoting livability also has long lasting financial benefits. Creating places where people want to be encourages reinvestment into the community. This reinvestment in turn helps stabilize and raise land values within the community. Quality, sustainable development attracts businesses and residents ultimately allowing the community to increase the tax base.

This Livability section is divided into the following elements:

- Residential Design;
- Non-Residential Design;
- Downtown;
- Future Land Use Plan Map District Guidelines; and
- Quality of Life.

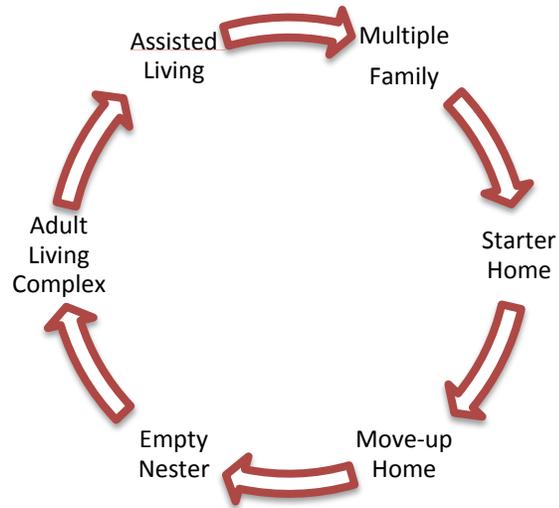
Residential Design Guidelines

Neighborhoods are the most important component within Andrews. They are the backbone of the City and the health of its neighborhoods is the single greatest priority of its residents. The most basic approach to ensure the long term viability and sustainability of Andrews' neighborhoods is the creation of quality and desirable neighborhoods. Quality neighborhoods are those which incorporate and consider a number of different factors including access to amenities, various housing types and promoting compatible adjacent development. Ultimately, neighborhoods should create a sense of place and should have "personality." This sense of place creates an attachment between residents and their neighborhoods.

			
<p>Life-Cycle Housing</p>	<p>Connectivity</p>	<p>Society</p>	<p>Recreational Access</p>
<p>Allow a variety of housing types and sizes to accommodate different stages of life within Andrews. Ensure that all housing types are built to the highest possible quality for long-term durability.</p>	<p>Encourage connected neighborhoods utilizing the existing and alternative street grid pattern. Neighborhoods should be linked to each other as well as to the community as a whole.</p>	<p>Encourage events, such as national night out, block parties and other neighborhood events to promote social interaction among neighbors and to foster a sense of community.</p>	<p>Utilize parks to provide outdoor recreational opportunities for both neighborhoods and the community, enhancing the quality of life of Andrews.</p>
			
<p>Quality Development</p>	<p>Neighborhood Conveniences</p>	<p>Walkability</p>	<p>Neighborhood Signage</p>
<p>Require quality building materials that reduce maintenance and preserve long-term appearance.</p>	<p>Utilize retail and service uses along corridors that lie directly adjacent to residential areas in order to minimize conflict between non-compatible land uses.</p>	<p>Ensure the provision of sidewalks to elementary and middle schools, parks and other public facilities to protect the safety of pedestrians.</p>	<p>Delineate different neighborhoods through entrance features and signage toppers to create a sense of identity and foster pride between residents and their neighborhoods.</p>

Life-Cycle Housing

It is important for cities to provide a variety of housing for the full life cycle of its citizens and to meet the needs of different segments of the population—people of different ages, socio-economic levels and employment levels. The “full-life cycle” is intended to describe all stages of life—young singles, professionals, families with children, families without children, singles, empty-nesters, retirees and seniors. Full-life cycle housing incorporates homes of various sizes and may include large lot, small lot, townhome, condominium, mother-in-law suite, carriage homes, garden homes and others.



Patio/Garden Home. Single family, but house size is a maximum of 1,500 square feet. Generally attractive to empty-nesters and retirees due to lower yard maintenance.

Multi-Unit Large Home. A building which is designed to look like a large single family home, but may contain 4-6 units. Parking is located behind the main structure and may be accessed by a drive-through from the front street or an alley.

Live Above Residence. A residential unit located above retail or office space.

Mother-in-law Suite. This is an accessory residential unit located on a single family lot which does not have a presence on the front street. It will also include a separate entry from the main house. It is often constructed above the primary unit’s garage or attached to the rear of the primary house.

Carriage House. Similar to a mother-in-law suite except that it is generally larger, located on a larger lot and located above a large parking garage or stables.

Manufactured Home Standards

Manufactured homes are attractive as a means of providing workforce housing in a community, particularly when residence in an area is short-term. Manufactured homes also include modular and ready built homes. Currently, manufactured homes are present within some neighborhoods in Andrews, particularly in areas to the south of Broadway Street. The Future Land Use Plan Map has called out specific areas where manufactured homes may be appropriate. In the future, manufactured homes should be encouraged in these specific areas and should be discouraged in existing single-family residential areas.

When the aesthetics of mobile homes are regulated, their appearances within the community can be vastly improved. The following are manufactured home regulations that should be considered:

- The manufactured home skirting materials should match the siding of the manufactured home structure;
- The roof should have a required minimum pitch of 3:12;
- The trailer tongue should be removed;
- The minimum dwelling unit size should be 1,000 square feet;
- If the space between the manufactured home and the foundation is visible, skirting must be used to visibly hide the space;
- The use of an improved surface as determined by the City that complies with the City’s building codes for residential structures should be encouraged; and
- Manufactured homes should not front a major thoroughfare.

If a Manufactured home is being added to an existing single-family neighborhood where manufactured homes constitute the majority, the following additional standards should apply:

- All development standards of the base zoning district (setbacks, driveway construction, etc) shall apply;
- The addition of the manufactured home should not degrade the character of the neighborhood and the structure must be of equal or greater quality than the majority of existing residences in the vicinity;
- The use of an improved surface as determined by the City that complies with the City’s building codes for residential structures should be encouraged;
- The manufactured home should contain an attached garage;
- The manufactured home should have a minimum width of 28 feet; and
- Stone, masonry or similar treatment comprising a minimum of 20% of the front elevation.

Manufacture Home on Concrete Foundation



Manufactured Home with Masonry



Manufactured Home with Garage



Multiple Family Guidelines

Multiple family uses, defined as High Density on the Future Land Use Plan Map, serve an important function in Andrews. Multiple family communities are often attractive to singles, young couples, the elderly and those who maintain an active lifestyle due to the corporate owner assuming responsibility for yard, structure and utility maintenance. Across Texas and the country as a whole, multiple family options are gaining a certain degree of popularity and are generally being built to a significantly higher standard. The following are guidelines that the City should utilize for future multiple family developments:

- The proposed multiple family tract should be adjacent to a collector or major thoroughfare and all access into the complex should be from collectors or major thoroughfares to reduce traffic on local neighborhood streets;
- All structures within the multiple family development should be at least 80% masonry on the first floor and at least 60% masonry on any floor above the first. Masonry includes brick and stone. Cementitious fiberboard siding, EIFS and stucco should not be used to fulfill masonry requirement;
- At least 25 percent of multiple family units should have a garage, either attached or on the community's premises;
- A 30 foot building setback from an adjacent residential property line should be encouraged;
- If the development is adjacent to a single-family neighborhood, open space or landscape screening should be used to buffer complex from adjacent homes;
- All future multiple family developments should have recreational facilities for residents, such as a playground or pool, and should have a common gathering facility such as a clubhouse;
- A maximum of 21 units per acre should be permitted in the Zoning Ordinance.

On Site Garage



Multifamily Amenities

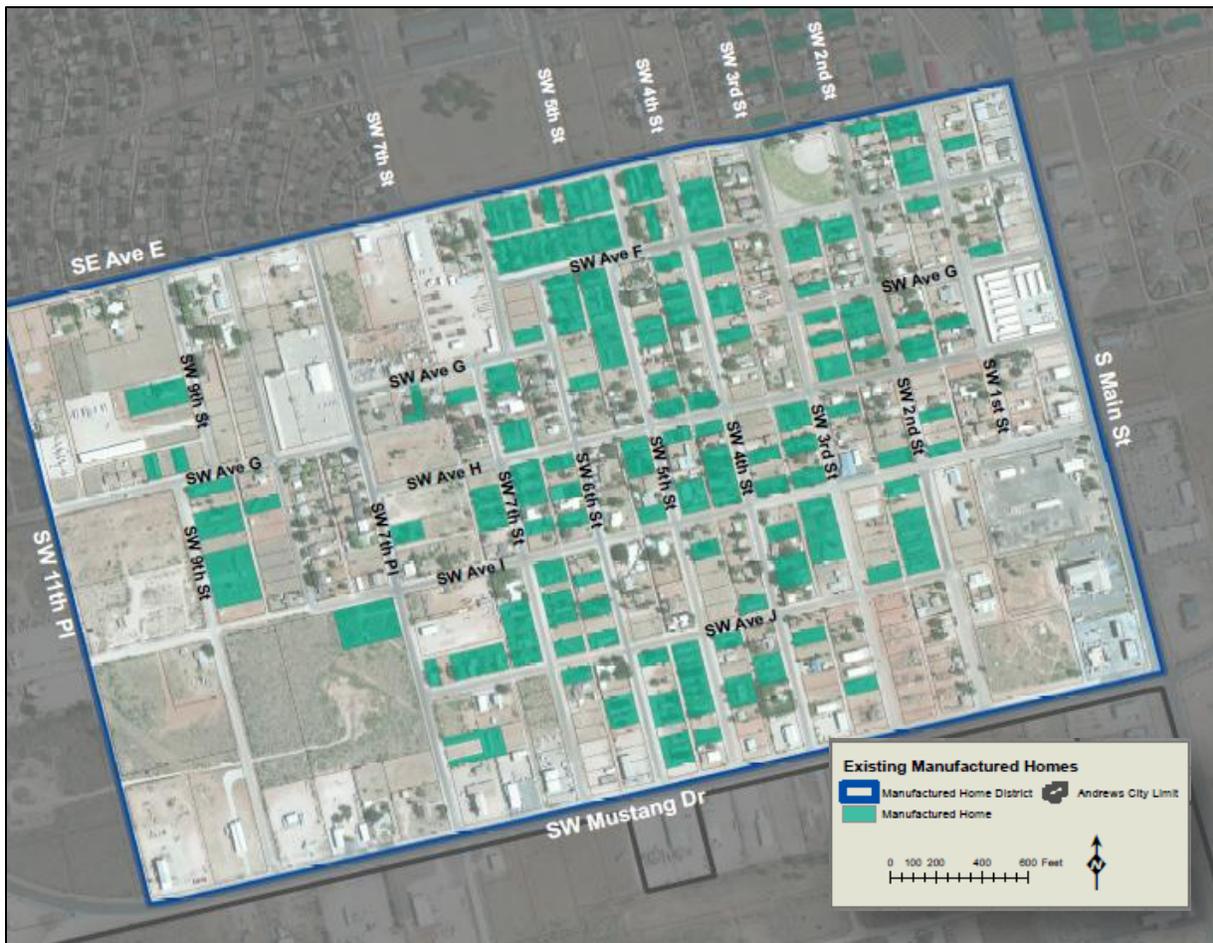


SW Andrews Residential Strategies

The area of Andrews south of SE Ave E and West of S. Main Street is an area of the community that was annexed into City Limits after development had occurred. The area currently contains a mixture of single-family, mobile home and commercial uses. The following strategies should be considered to help improve and protect the visual integrity of the southwest area of the community:

- A Code Compliance program should be considered. Such a program could target specific issues of non-compliance, such as outside storage, and provide public information on the issue before issuing violations;
- Street improvements, where necessary, will create a visual dedication by the City to improve infrastructure and quality of life within the area;
- Pocket parks may be utilized to provide recreational opportunities for area residents. Pocket parks are generally those less than one acre in size that provide neighborhood amenities, such as a playground, basketball court or grilling/picnic area;
- Manufactured home improvements and replacements should be encouraged. Modular and ready-built homes should also be encouraged as replacements;
- Screening of outside storage from the street view should be encouraged; and
- Commercial activities within single-family areas should be voluntarily transitioned out with the change of property owners. Additional commercial activities should not be permitted in single-family areas.

Existing Mobile Homes in SW Andrews



Non-Residential Design Guidelines

Landscape Standards

The purpose of landscaping standards is to enhance the view and image of the City for both residents and visitors. The quality and appearance of corridors throughout the City is often the impression that visitors will have of Andrews. Small improvements to landscaping, particularly along Main Street and Broadway Street, will have a significant visual impact. These landscaping standards should be encouraged as new non-residential development occurs and as significant improvements to existing buildings are made, such as parking lot reconstruction. The following are standards that may be encouraged in non-residential developments:

- 6' to 8' grass or xeriscape landscaping buffer between the street right-of-way and business parking lot;
- A 300 square foot landscaping area if the 6' to 8' buffer is not possible due to site constraints;
- One 3" caliper tree every 50 feet along the right-of-way;
- Drought resistant/West Texas appropriate trees such as the Texas Oak, Bur Oak, Live Oak and Bigtooth Maple; and
- Utilization of Xeriscape techniques, such as decorative rock, as a replacement for grass landscaping. In such cases the 50 foot tree requirement should still be maintained.

A Xeriscape ordinance may be considered by the City to encourage water conservation. Such ordinance should address the major principles of Xeriscape design which include:

- Soil evaluation (ensure that soil is compatible with the types of plants used);
- Practical turf areas (minimize the use of grass and turf);
- Use appropriate plants (those adaptive to West Texas);
- Water efficiently (ground irrigation over spray irrigation);
- Use organic mulch (retains soil moisture); and
- Maintain appropriately (aesthetic maintenance).

Bur Oak in Lubbock



Midland Xeroscape Landscaping



Metal Building Standards

Metal buildings are widely used in Andrews and throughout West Texas particularly due to the oil and gas industry as well as the prominence of farming and ranching in the area. Metal buildings are generally attractive due to their cost efficiency. There are certain areas in Andrews where metal buildings will likely continue to be used, primarily in commercial and industrial areas, as well as in the Business Park. The following are minimal standards that may be utilized to enhance the visual appeal of metal buildings:

- Use of masonry along the front sides of metal buildings. Require a 30% standard on buildings adjacent to Broadway Street and a 50% standard on buildings adjacent to Main Street.
- Encourage horizontal or vertical building articulation by offsetting the front face of a metal building. In addition, pitched roofs, awnings and/or a prominent building entrance may also be utilized;
- Permit metal buildings by special use permit (SUP) within the Broadway District and Main Street District to address aesthetic enhancements on these key corridors.

Metal Building With 50% Masonry and Building Offset



Outside Storage

Outside storage is a common occurrence associated with commercial and industrial activity. It is particularly prominent in West Texas due to the types of industries present in the area. Outside storage areas are defined as areas where goods and materials are displayed or stored outside of a building for more than 24 hours on a permanent basis. Common examples of outside storage materials include pre-fabricated storage sheds, pipe/lumber yards, truck yards and landscaping material storage.

While these areas are vital for the operation of their associated industries, their presence can sometimes significantly detract from the overall appearance of corridors in Andrews. For this reason, the City should encourage the following outside storage standards, particularly on businesses located along Main Street, Broadway Street and those directly adjacent to the Reliever Route:

- Require all new businesses to locate outside storage away from public view;
- Encourage the use of a 6 foot screening wall, particularly when outside storage areas will abut residential neighborhoods;
- If outside storage cannot be located behind the primary structure due to lot size issues, a masonry screening wall should be utilized along the public right-of-way to screen stored materials from the public view;
- An evergreen screening wall may be utilized as a supplement to a masonry or brick screening wall. Shrubs should be a minimum of 3 feet in height when planted, must grow to a minimum of six feet in height at maturity and should be planted to completely shield outside storage from the public view. Shrubs must be continuously well-maintained and replaced, when necessary.

*Top: Rear Storage with Screening
Bottom: Evergreen Screening*

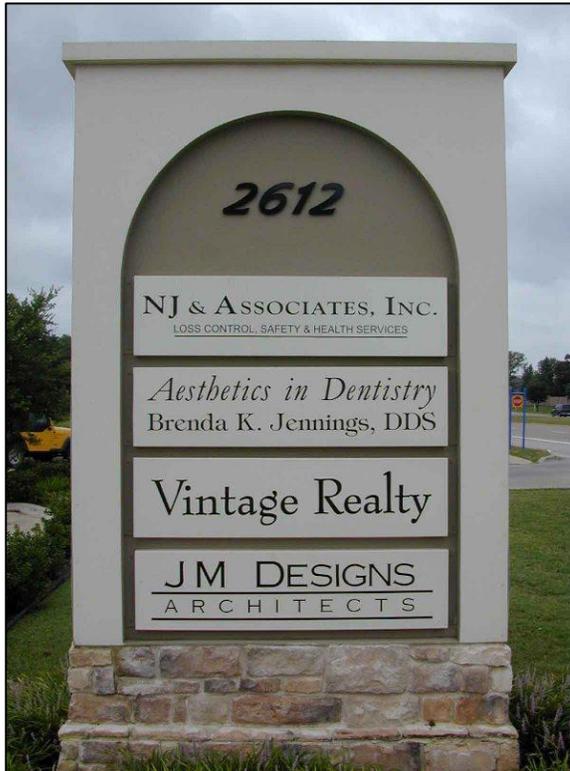


Commercial Signage

Regulating commercial signage can greatly enhance the aesthetic appeal of corridors in Andrews by reducing the overall visual clutter of the City's roadways. Cities generally regulate signage by defining the type, height and style of signs. The size of signs is generally related to the speed of traffic. For this reason, pole signs are generally used along Interstate highways while monument signs are generally favored along business corridors. Monument signs should be the preferred signage type in Andrews, particularly along Main Street. The City should consider adopting a sign ordinance utilizing the following guidelines:

- Each business should be entitled to one six foot monument sign or one 15 foot pole sign;
- The materials used on a monument sign should be complimentary to the materials used on the building itself (i.e.; brick to brick, stone to stone);
- The monument sign should utilize colors that are complimentary to colors used on the building itself;
- Internal signage lighting should be utilized over external signage lighting;
- Neon lighting should not be permitted;
- Monument signs should be encouraged over pole signs on Main Street and Broadway Street. Pole signs may be used along the Reliever Route but should not exceed 30 feet in height; and
- When a site has multiple businesses, combined signage should be utilized to reduce the number of roadway signs at that property.

Monument Signage Examples



Screening & Buffering

Screening and buffering techniques are used to improve overall site aesthetics and to reduce any potential conflicts between land use types of varying intensities. Screening and buffering is particularly important when higher intensity uses abut residential areas, such as is the case along both Main Street and Broadway Street.

The following screening and buffering guidelines may be used to mitigate visual incompatibilities:

- Screening wall should be constructed of brick, masonry or other similar materials that are consistent with the exterior finish of the primary structure;
- Wood screening walls should be discouraged, especially in highly visible areas, due to their higher maintenance;
- Utility boxes and refuse containers (dumpsters) should be screened from public roadways and adjacent residential areas by use of a screening wall and/or landscaping;
- Utility boxes and refuse containers should be screened on three sides and should be equipped with a gate that remains closed when the refuse area is not in use;
- Trees may be utilized along the rear sides of properties that lie directly adjacent to residential homes in order to shield neighborhoods from lighting located on-site; and
- On larger sites, especially big-box or warehousing sites, landscape berms may be utilized to screen commercial loading areas. Berms should have a maximum slope of 3:1 and should generally be three to four feet in height at the center.

Top: Residential Screening

Bottom: Refuse Container Screening



Oil and Gas Screening

Unlike many communities in the Permian Basin, very few oil and natural gas wells are present within the City itself. As new wells are drilled, and as the City expands outward, the following may be encouraged to mitigate the visual impact of such facilities in highly visible areas:

- Encourage the use of a 7 foot screening wall. Masonry or brick walls should be encouraged in visible areas;
- Utilize public art at highly visible and prominent drilling facilities by using a wall mural and landscaping along the side fronting the public roadway;
- A minimum of seven trees should be planted within 25 feet of the screening wall. 75% of those trees should be evergreen.



Downtown Andrews

Most communities are defined by their downtown. Downtown once served as the commercial center of Andrews. Over time, retail has spread northward along Main Street away from downtown as newer retail centers were built. Comparatively speaking, Andrews' downtown continues to remain a vital part of the City itself, a feature growing increasingly rare in many small communities. Downtown Andrews is drastically different, in both form and character, from other areas of the community. These differences should be celebrated and leveraged. The areas historic role, and the advantages of living in a walkable portion of the City, can provide an alternative to newer subdivisions on the periphery of the City. The following guidelines and strategies should be considered to help preserve and enhance Downtown.

Character

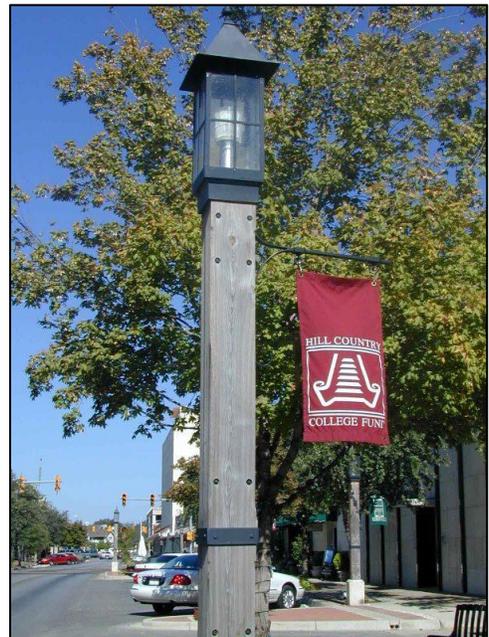
The historical nature of downtown Andrews should be preserved. It is recommended that a set of downtown design guidelines be developed specifying desired architectural characteristics for the downtown area. Many of the buildings in downtown have a mixture of styles, materials and colors. As new façade improvements are made, a consistent architectural theme would help to gradually transform downtown over time.

Other communities across Texas have prepared downtown design guidelines by selecting and building upon a specific theme. For some it is the use of limestone for a "hill country" look and feel. For others it has been the use of red brick reflective of a railroad downtown. This consistent theme helps to create a sense of place.

Wide streets have been a standard characteristic of many downtowns in Texas for a variety of reasons. Many communities have reduced the width of roadways in downtown in favor of large sidewalks. These large sidewalks have been utilized for outside seating by existing downtown establishments.

Awnings and signage regulations for the downtown area should also be established within the downtown design guidelines and zoning should enable awnings and other building protrusions used for shade into the right-of-way.

Historic Themed Enhancements



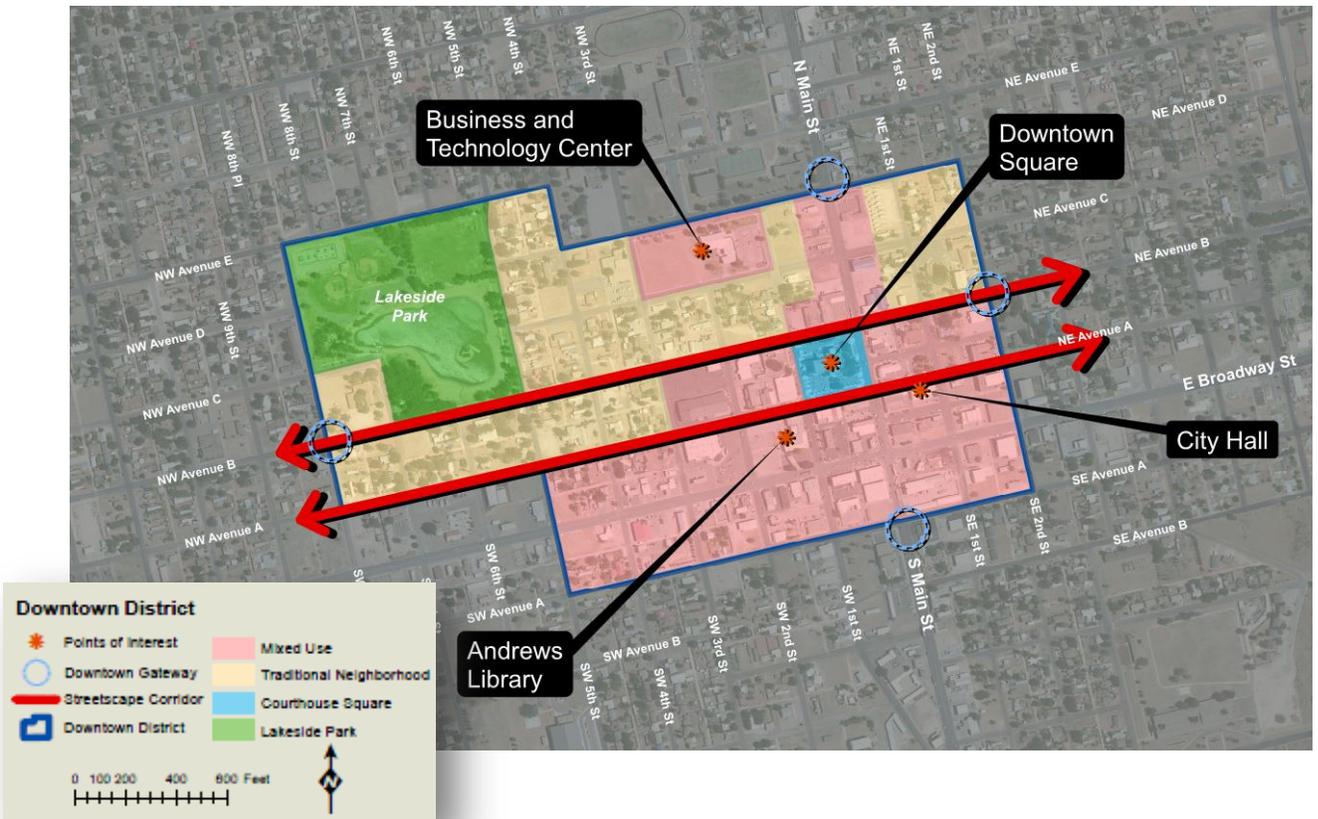
Downtown Strategies

In order to build upon the historical and compact nature of downtown, a few land use and aesthetic strategies are recommended. The following are the general strategies that should be promoted within Downtown:

- Considering a mixture of uses within the downtown core, providing opportunities to utilize existing and vacant structures as residential live-above units;
- Encouraging “traditional development” in residential areas that utilize a historic aesthetic theme and compliment the historic nature of the central part of Andrews;
- Extending downtown streetscape enhancements along Avenues A and B to provide walkable and identifiable connections between the Downtown Square and Lakeside Park; and
- Creating downtown gateways along Main Street and Avenue B to highlight downtown and provide a visual entrance into the district.

The preceding concepts are discussed in more detail on the following pages.

Downtown Strategy Map



Mixed-Use

The downtown area of Andrews is the most urban and compact area of the community. Many buildings in downtown are zoned specifically for retail, office or commercial use. One potential opportunity within the Downtown area would be to encourage mixed-use development and zoning. A vital component to any downtown, both large and small, is a residential base. A residential base near downtown will ensure that the area remains attractive and active after daily business has concluded. Mixed-use design would allow buildings in downtown to be utilized for residential uses. Mixed-uses generally can be classified into the following two categories:

- Vertical Mixed-Use: ground floor retail and office with second story residential spaces; and
- Horizontal Mixed-Use: residential buildings directly adjacent/attached to office and commercial structures.

Mixed-uses are most appropriate in compact areas making their inclusion in Downtown attractive. Additionally, allowing for mixed-uses can potentially help with abandoned structures. If the market is not currently supporting retail, office or commercial activity within downtown, those structures, particularly second floor areas, can be utilized as residential space.

*Texas Mixed Use Examples:
Residential Units over Retail*



Traditional Neighborhoods

Traditional Neighborhood Design is the concept of reverting development trends back to early 20th century design. These neighborhoods are visually identified by their design, traditionally utilizing housing design that would resemble a pre-WWII American neighborhood. These neighborhoods generally include the following characteristics:

- Traditional architectural design;
- Reduced housing setbacks to bring homes closer to the street;
- Large front porches to foster social interaction among neighbors;
- A connected street grid;
- Layout and home orientation that creates both north/south and east/west exposures for sunlight options;
- Connectivity, particularly an emphasis on walkable connections to parks, public facilities and schools; and
- Small neighborhood pocket parks.

A well-known example in West Texas is The Vintage Township in Lubbock. The neighborhood is now beginning its third stage of development due to its rapid growth and success. The traditional architectural design would be highly compatible with Downtown Andrews. The utilization of early 20th century, small-town design would complement the downtown area by renewing the sense of place around downtown. This residential design would provide a completely different neighborhood feel than what is found in other areas of Andrews. This would be especially advantageous for infill use between Downtown and Lakeside Park.

Traditional Design (Vintage Lubbock)



Streetscape Corridors

Due to the more compact and walkable nature of Downtown, a variety of pedestrian amenities should be considered. These amenities enhance the attractiveness and urban design of Downtown and make the area more inviting for visitors. The streetscape improvements to areas around the Andrews County Courthouse have made a significant impact on Downtown. These types of improvements should continue to be made in key areas, particularly along Avenues A and B between Downtown and Lakeside Park. Streetscape improvements along Avenues A and B will help to create a linkage between Downtown and Lakeside Park by creating an attractive and safe corridor for residents and visitors to walk.

- **Bulb-Outs:** Bulb-outs are used at intersections to reduce the distance a pedestrian must cross. They also help to make pedestrians more visible to automobile traffic and improve pedestrian safety.
- **Street Furniture:** Street furniture such as benches, refuse containers and planters are inviting to pedestrians and help to indicate that the area has been specifically designed for pedestrian safety.
- **Pedestrian Lighting:** Pedestrian scale lighting, similar to street furniture, helps to convey that the respective area has been designed with pedestrians in mind. The additional advantage is the sense of safety that well lit areas provide.
- **Street Trees:** Street trees both enhance the overall aesthetics of the area but also serve a vital role in providing shade during the summer. The presence of both street trees and awnings can drastically improve the comfort of pedestrians during summer months.
- **Public Art:** The murals that have recently been painted Downtown have added to the character and charm of the area. Additional works should be encouraged downtown to create visual points of interest.
- **Wayfinding/Gateway Signage:** The use of signs to guide pedestrians to points of interest and that indicate arrival to Downtown.

Andrews Street Furniture and Street Trees



Pedestrian Lighting



Public Art



District Guidelines

The following districts are indicative of the specific land use categories depicted on the Future Land Use Plan Map. Character descriptions for each are located in the Future Land Use Plan section of this Comprehensive Plan. This section is intended to provide general guidelines pertaining to each district.

Residential Estate

Residential Estate is intended to provide rural living options within the city limits of Andrews. The following guidelines should be considered:

- Minimum lot size of 1 Acre;
- On Site Sewage (Septic tanks) permitted in areas where city wastewater infrastructure is not provided or planned. If a septic tank is used the lot size must be greater than 1 acre in size;
- No additional manufactured homes should be permitted in Residential Estate areas;
- If outside storage is present, it must be screened from public view by a 6 foot screening wall. Outside storage materials and equipment should serve residential purposes only and should not be commercial in nature;
- Residential tree farms, horse stables and similar rural-type amenities should be permitted as long as such uses are not serving a primary commercial function.

Residential Estate



Low Density Residential

Low Density residential is intended to provide a continuation of traditional neighborhoods in Andrews. The following guidelines should be considered for Low Density areas:

- Maximum density of 4 dwelling units per acre;
- Rear-entry garages from a 10 foot minimum concrete or asphalt alley should be considered in all new residential subdivisions;
- A 20 foot alley easement should be provided;
- Utilities should be placed within the alley easement to avoid on-street, above ground utilities in residential areas;
- When a 10 foot alley with rear-entry garages is not feasible, J-Drives should be encouraged;
- No manufactured homes should be permitted in new Low Density residential areas;
- No additional manufactured homes should be permitted in existing Low Density residential areas unless the addition meets the previously identified manufactured home standards
- 80% front side masonry standard should be required on all new homes;
- One 3" caliper tree per residential dwelling unit should be encouraged.

Ten Foot Concrete Alley



"J-Drive" Residential Unit



High Density Residential

High Density residential uses are indicative of multi-family apartments and townhomes. High Density residential developments should consider the following guidelines:

- A maximum density of 21 dwelling units per acre;
- Should only be permitted on thoroughfare or collector roadways to minimize congestion on local residential streets;
- When High Density uses abut residential properties, a 30 foot building setback from the property line of the adjacent residential use should be utilized;
- Townhomes or duplex units may serve as a transitional buffer between higher density apartments or commercial/retail areas and low density residential neighborhoods;
- On multifamily developments, an 80% first floor masonry requirement for first floor and a 60% masonry for all additional floors should be encouraged;
- On multifamily developments, 25% of all units should have an attached or on-site garage;
- Multifamily developments should provide open space or amenities such as a pool, gymnasium and clubhouse.

Manufactured Home Residential

The Manufactured Home Residential district is intended to provide an area where new manufactured homes may be located. The following guidelines should be utilized within the Manufactured Home district:

- The manufactured home skirting materials should match the siding of the manufactured home structure;
- The roof should have a required minimum pitch of 3:12;
- The trailer tongue should be removed;
- The minimum dwelling unit size should be 1,000 square feet;
- The front door of the manufactured home should front the street;
- If the space between the manufactured home and the foundation is visible, skirting must be used to visibly hide the space;
- The use of an improved foundation as determined by the City that complies with the City's building codes for residential structures should be encouraged;
- Manufactured homes should not front a major thoroughfare;
- Paved driveways should be required.

Multifamily Development with Masonry



Multifamily with On-Site Garage



Manufactured Home on Concrete Slab



3:12 Roof Pitch



Retail

The Retail district is intended to provide opportunities for the sale of goods and merchandise. The Retail district is reflective of retail uses outside of the primary retail corridor, Main Street. The following guidelines should be considered:

- An 50% masonry requirement on sides facing the public street;
- An 8 foot landscape buffer between the right-of-way and the parking lot;
- If an 8 foot landscape buffer is not feasible due to site constraints, a 200 square foot of landscaped area should be provided in the front of the establishment;
- One 3" tree for every 50 feet of right-of-way frontage should be provided;
- If the 200 square foot landscaped area is utilized, one tree for every 50 feet of lot width should be provided within the landscaped area;
- Monument signage should be encouraged;
- Refuse dumpsters and major utility boxes should be screened from public view;
- When adjacent to residential areas, a 6 foot rear masonry screening wall should be provided between the business and the residential area. The business will be responsible for wall maintenance.

300 Square Foot Landscape Area



Retail Center



Commercial

The Commercial District is intended to provide areas for standard commercial and light industrial activities. The following guidelines are intended to include all commercial areas outside of the Broadway Street District:

- Quality metal buildings should be promoted within Commercial areas with varying accents and articulation of wall planes;
- Outside storage should be placed at the rear of the building or should be screened from public view by a 6 foot screening wall. A masonry screening wall should be encouraged but not required;
- A 10 foot landscaping buffer should be encouraged on all properties abutting a thoroughfare or collector roadway;
- One 3" tree for every 50 feet of right-of-way frontage should be encouraged;
- A curbed and paved parking lot should be required, when applicable. No gravel front parking should be permitted;
- The use of monument signs should be encouraged;

6 Foot Commercial Screening Wall



Metal Building with Articulation



Business Park South

The Business Park South District is intended to function as a campus for research and development, office warehousing and other similar functions. The following guidelines should be considered in the Business Park South District:

- All loading docks should be located at the back or side of the building;
- All outside storage should be screened from public view;
- A 20 foot landscape buffer should be between the right-of-way and front parking area;
- One 3" caliper tree for every 40 feet of right-of-way frontage;
- Xeroscape landscaping should be encouraged due to increased landscape area;
- Quality metal buildings should be promoted with varying accents and articulation of wall planes;
- Use of masonry materials on the front side should be encouraged.
- Heavy commercial and industrial should be prohibited;

Downtown District

The downtown district includes both the core of downtown as well as adjacent residential areas through Lakeside Park. Residential areas, and Lakeside Park, are included within the district in order to create a unique environment that reflects traditional design.

The following guidelines should be considered within Downtown:

- Maintain compact and walkable nature of downtown by encouraging pedestrian amenities;
- As enhancements are made, a minimum 8 foot wide sidewalk should be constructed;
- Outside seating for sidewalk cafes and restaurants should be permitted by zoning in Downtown;
- Public Art, such as the existing murals, should be encouraged on vacant walls to enhance the attractiveness of Downtown;
- Street trees should be encouraged every 40 feet to provide shade for pedestrians in downtown;
- Enhanced crosswalks utilizing stamped concrete or pavers should be included at primary intersections in Downtown well delineated pedestrian crossings;
- A continuation of the decorative lighting features used around the Courthouse square should be expanded along Avenue B to link downtown with Lakeside Park;
- Traditional design should be encouraged on all new residential infill projects within the district, particularly along Avenue B between Downtown and Lakeside Park and along NW 5th Street along Lakeside Park.

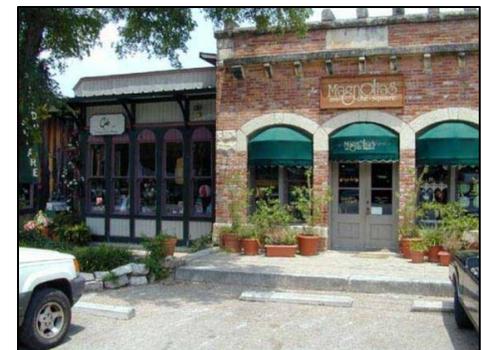
Business Park Character



Pedestrian Furniture



Architectural Awnings



Broadway District

The Broadway District is differentiated from the Commercial land use category due to the higher visibility of Broadway Street. While the corridor is intended to be more commercial in nature, a slightly higher design standard than general commercial should be utilized due to the higher visibility of Broadway Street and the proximity to adjacent residential areas. The following guidelines should be considered for commercial uses located in the Broadway District:

- Outside storage should be located behind main structure, when possible;
- When outside storage is not able to be located behind the main structure, a six foot masonry screening wall should be utilized;
- An 30% masonry requirement on the front side of the primary structure;
- A curbed and paved parking lot should be required, when applicable. No gravel front parking should be permitted;
- A 10 foot landscape buffer between the right-of-way and the parking lot;
- If a 10 foot landscape buffer is not feasible due to site constraints, a 200 square foot landscape area should be provided in the front area of the building facing the public street;
- One 3" caliper tree every 50 feet of right-of-way;
- If the 200 square foot landscape area is used, one 3" caliper tree for every 50 feet of lot width should be provided;
- Shared access agreements should be provided to reduce the number of individual driveways along Broadway Street. Access management guidelines should be added to the Subdivision Ordinance;
- Refuse dumpsters and utility boxes should be screened from the public view;
- When commercial activity directly abuts a residential neighborhood, an 8 foot masonry wall should be constructed at the property line between the commercial and residential uses. The business owner is responsible for the construction and maintenance of the masonry wall.
- Activities with outside storage should be discouraged in the Broadway District to the east of Downtown. Activities with outside storage should be confined to commercial areas and to the western side of the Broadway District.

Metal Building with Rear Storage



Curbed Entrance/Access Management



3" Caliper Tree



Main Street District

The Main Street District is located through the heart of Andrews. It is the most visible corridor in the community and is intended to serve as the community’s primary retail corridor. Due to the high visibility of the corridor, the following guidelines should be considered:

- 10 foot landscape buffer between right-of-way and parking lot;
- If, due to site constraints, a 10 foot landscape buffer is not feasible, a 300 square foot landscape area located in the front of the building should be provided;
- One 3” caliper tree for every 50 feet of right-of-way frontage should be provided;
- If the 300 square foot landscape area is used, one 3” caliper tree for every 50 feet of lot width should be provided;
- A 50% masonry requirement on the front side of all buildings facing Main Street;
- Monument signs should be utilized along Main Street to enhance corridor aesthetics;
- A curbed and paved parking lot should be required, when applicable. No gravel front parking should be permitted;
- Shared access agreements should be provided to reduce the number of individual driveways along Broadway Street. Access management guidelines should be added to the Subdivision Ordinance;
- Refuse dumpsters and utility boxes should be screened from the public view;
- Commercial loading docks should be located in the back or side of the building;
- When commercial activity directly abuts a residential neighborhood, an 8 foot masonry wall should be constructed at the property line between the commercial and residential uses. The business owner is responsible for the construction and maintenance of the masonry wall.

10’ Landscape Buffer and Trees



Quality Metal Building



Strip Center with Masonry



Medical Offices



Medical District

- Medical related activities should be encouraged in the Medical District to complement the Permian Regional Medical Center;
- The same standards defined under the Main Street District will also be applicable in the Medical District.

Public Semi-Public & Parks and Open Space

The following are general guidelines to guide the locations and design of public facilities and parks:

- As public facilities are constructed, ensure that their locations can serve as a component of public space by locating them next to parks, downtown and in other visible areas;
- Encourage the development of a larger community park for City festivals, such as the Bluegrass Festival and the Tumbleweed Festival.
- Continue to work with the County and utilize the 2002 Park and Recreation System Master Plan as development occurs;
- Work with developers to obtain easements for parks depicted in the Park and Recreation System Master Plan, or proactively purchase land for future parks based upon the Plan.
- Consider funding opportunities, including grants, for the design of the off-street trail linking the Medical District with the Amphitheater Park;
- Protect the Linear Park area in the Medical District and the playa area to the north of Avenue O and West of Main Street for future park spaces;
- Consider a Park Dedication Ordinance for developments over 20 lots in size. This would require a dedication of land for parks or contribution to a general fund to be used for City park improvements;

Recreational Amenities



Quality of Life Standards

Small Town Feel

The “small town” feel of Andrews should be protected even as the City continues to grow and mature. Small town feel is generally defined by the sense of community that exists. Sense of community is fostered by creating opportunities for social interaction. Residents who build relationships with neighbors generally take pride, ownership and involvement in the community as a whole.

Andrews has done an exceptional job at creating community events that attract not only community residents but out-of-town visitors as well. Two of these prominent events include the Bluegrass Festival and the Tumbleweed Festival. These two events should continue to gain support from local organizations, businesses, Andrews County and the City of Andrews. A future park facility should provide event space to accommodate these growing events and others for the community.

In addition to continuing to build upon these events, a number of other neighborhood events can be promoted at the neighborhood level. One national event that is coordinated at the neighborhood level is National Night Out. This is similar to a block party where a segment of road in the neighborhood is closed and used for family entertainment. While this is primarily done at the neighborhood level, the City’s participation through street closures is important.

Social Gatherings



National Night Out Celebration



Corridor Protection

The construction of the Reliever Route presents an opportunity to divert heavy trucking traffic away from the center of Andrews which will drastically improve motorist, pedestrian and bicyclist safety within the community. As growth occurs within the community, it will be important to protect the intended purpose of the Reliever Route as a truck bypass.

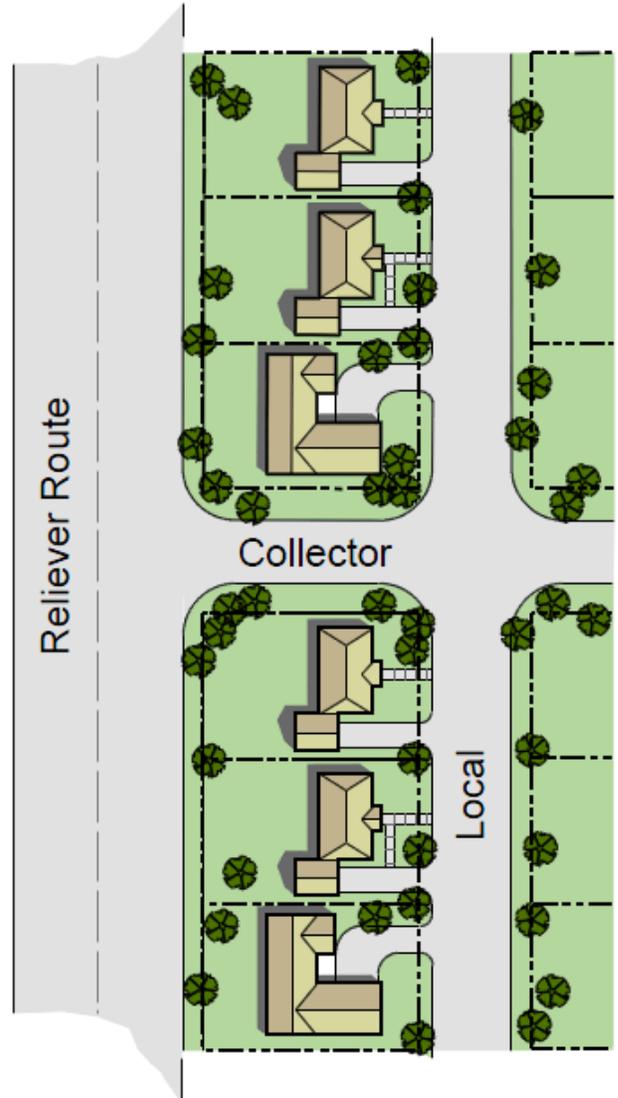
Direct frontage of commercial and residential properties should be discouraged along the Reliever Route. Direct frontages increase the presence of individual driveways and create turning movements associated with ingress and egress. Arterial and collector roadways should be the primary forms of access from the Reliever Route. Collector roadways should serve local residential or commercial streets which provide access to individual properties.

Along other primary corridors, such as Main Street and Broadway Street, shared access driveways should be encouraged. Shared access decreases the number of direct points of access to the thoroughfare and decrease the frequency of turn movements onto and off of the thoroughfare.

Direct frontage along the Reliever Route should be discouraged



Periodic collector roadways should provide access to local streets with residential frontage



Amphitheater Conceptual Plan

On the northern side of the City, an old rock quarry has been converted into an amphitheater that has been used for various events. The use of this site as an amphitheater is a unique use of a formerly industrial site. The City is currently acquiring NW 12th Street to the north of NW Avenue O. The area surrounding the amphitheater is depicted as residential in the Future Land Use Plan Map. Therefore, the amphitheater site would be an optimal location for a future park facility.



A conceptual drawing depicting potential opportunities within the quarry site is depicted. The upper levels of the quarry could be utilized as park space, containing lawn area, walking paths, a playground and other park amenities. Within the quarry itself, the amphitheater could be amplified and improved utilizing the existing slope for more formalized seating. The stage would be expanded to provide event space. The areas behind the stage could be used for a community garden where families would be able to reserve sections to grow flowers or vegetables.

Amphitheater Conceptual Plan



Public Trails

Identified early in the comprehensive planning process was the desire for a trail system in Andrews for recreational purposes. The trail network was intended to link various parks and public facilities and could be used by bicyclists and pedestrians. The trail plan developed generally utilizes the existing City street network for bicycle connectivity. Collector roadways were selected and thoroughfares were avoided. The following are the types of trails and facilities associated with the trail system.

Bike Friendly Route: The off street trail is intended to provide a connected bicycle network. These streets would be identified by periodic signage indicating that bicyclists may be present. These periodic signage features would help to guide bicyclists and would also alert automobile traffic to the potential presence of bicyclists. It is anticipated that these bicycle routes would be used for recreational use only and therefore on-street bicycle lane markings are not currently necessary.

Off-Street Trail: The off street trail is indicative of the potential trail route through the northern side of Andrews. This feature would provide off-street access between the Medical District and the amphitheater. This trail may be paved or unpaved. If paved, the trail should be a minimum of ten feet in width.

Arterial Crossings: Main Street and Broadway street divide the City into four separate quadrants. In order to provide connectivity between the various quadrants crossing these thoroughfares will be necessary. The Reliever Route will likely remove a significant portion of heavy truck traffic but high traffic volumes will likely remain. A very basic and cost-effective crossing option would be signage alerting traffic to the potential presence of bicyclists and pedestrians at the crossing. A wide painted crossing may also be utilized to visually identify the crossing to both passing traffic and trail users.

Signage: Signage should be utilized highlighting the presence of bicyclists. If desired, route numbers may be assigned to segments of the on-street network to assist residents in wayfinding.

Bike Friendly Routes



Off-Street Trails



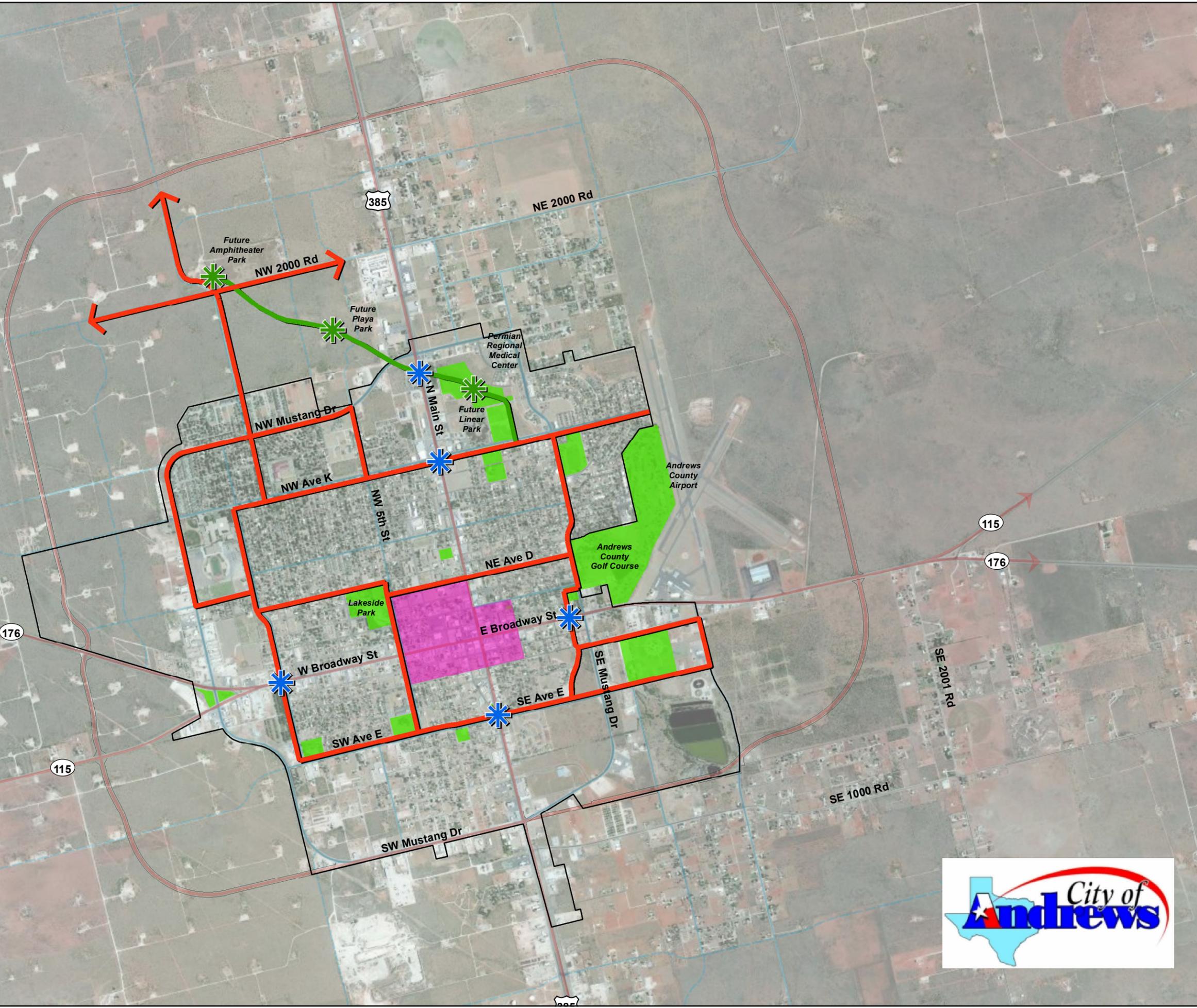
Bicycle & Pedestrian Signage



Bike Friendly Pathways Plan

-  Arterial Crossing
-  Future Park
-  Andrews City Limit
-  Bike Friendly Route
-  Off-Street Trail
-  Parks
-  Downtown

0 500 1,000 2,000 3,000 Feet

Playa Lake Connections

The northern side of Andrews contains three playa depressions. Playas are natural drainage depressions that occasionally contain water during heavy rain events. As a part of the comprehensive planning process, a stormwater assessment was conducted to determine the feasibility of linking the three playa depressions and using that linkage as an open space amenity through the northern side of the community.

The northwestern playa depression is anticipated to hold the storm drainage from a significant area of projected development on the northern side. As more impervious surfaces are built, stormwater runoff will continue to increase making the inclusion of a wet playa at this location. A wet playa would be similar to Lakeside Park in that it would contain a water feature. The central playa area, near the Permian Regional Medical Center, is intended to be a dry playa or one that only contains water during heavy rain events. This playa could incorporate a linear park through potential development and may contain recreational fields. An off-street trail route connection linking the northwestern and central playa areas should be considered.

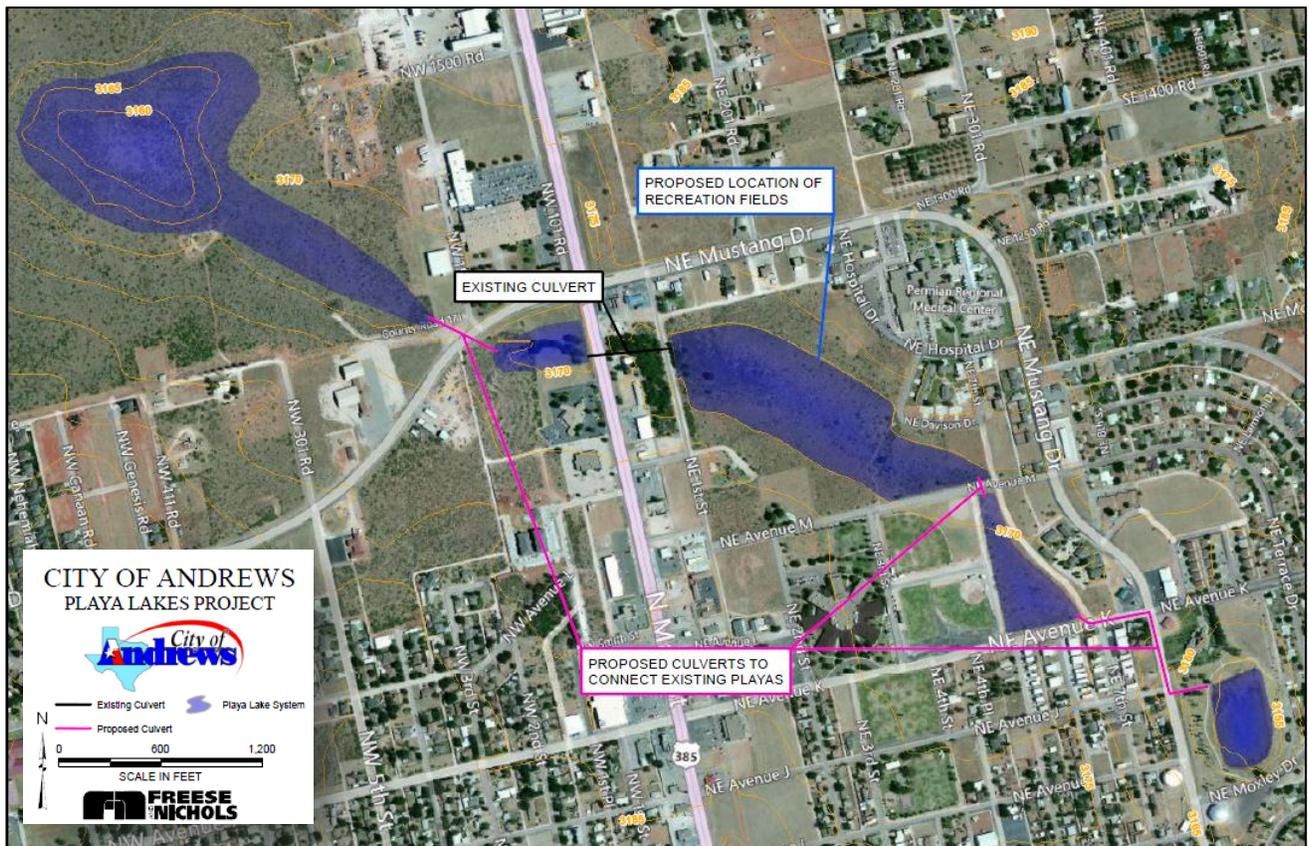
Playa Lake



Trail Facility in Midland



Playa Lakes Linkage Project



Community Gateways

Gateways help to create the feeling of arrival and departure to and from Andrews. Gateways help to portray an initial image of Andrews to visitors and serve as a “welcome-home” to residents. Finally, gateways are often one of the first images that visitors see as they arrive and are the last impression of the City when they leave.

The design of gateways into Andrews should be guided by several factors. One of the most obvious is the number of people using a particular entry point. As shown in the traffic count data in the Transportation Section of this plan, Main Street contains the highest traffic volumes in Andrews. The gateway features along Main Street should therefore receive the greatest priority and design. Secondary gateways along Broadway Street should also be considered.

A second factor that should be considered is the image that Andrews wishes to portray. The gateway should be a reflection of the community and may highlight a major landmark, the City’s historical identity, major industries or the high school mascot.

Finally, gateways may include landscaping, fencing, art, lighting and other design elements.

Educational Opportunities

Although not tied to the aesthetic or physical characteristics of Andrews, education plays a significant role in the identity and image of the community. The quality of the community’s educational system has the potential to impact the local economy by making Andrews attractive to new residents, thereby attracting additional retail services.

Andrews’ schools have exceptional facilities, evidenced by the recent improvements to every school facility within the City. These facilities, as well as the positive perception of the school district as a whole, should be actively marketed as being one of the greatest assets within the community. The City should continue to work with Andrews ISD to plan for future ISD needs, particularly as new residential areas are developed. Future school locations should be selected at locations where they may be fully utilized as a central neighborhood amenity. Elementary schools should be located away from major thoroughfares and should include safe, walkable connections.

In addition the Andrews Business and Technology Center should continue to be leveraged to provide continuing education and various training opportunities for City residents. The community should continue to examine other educational facilities, such as libraries or an online book database access available to City residents, to ensure that educational opportunities exist for residents of all ages.

Gateway Features



Grant Opportunities

The following grants are examples of funding opportunities available to the City for enhancing neighborhoods, parks and other issues related to the general livability of the community.

Non-profit and Volunteer Organizations

- Habitat for Humanity—A 501(c)(3) non-profit organization that builds and rehabilitates homes in partnership with low-income residents. Houses, sold at no profit to pre-qualified, low-income families, are financed through no-interest mortgages. Mortgage payments are returned to a revolving fund, which is used to finance more construction. Pre-qualified homeowners are required to invest hours directly working on the Habitat project. The organization utilizes volunteer labor, monetary, and in-kind donations to build houses.
- Community Development Corporation (CDC)—A 501(c)(3) private, non-profit corporation formed to address special needs of a community, such as the revitalization of low and moderate-income neighborhoods; generally rely upon fundraising efforts for capital, funding may also include CDBG or HOME funds from the local government or State grants; typically undertake smaller projects that are less profitable to a bank lender by lending money directly or utilizing funds as a guarantee for conventional bank loans; usually comprised of a group of active community volunteers or developers and managed by financial administrators.
- Christmas in April Program/Paint Your Heart Out Program—Non-profit, “grassroots” efforts; typically begins by identifying properties and by putting willing volunteers together with donated supplies. Cities can participate by helping identify housing units in need, prioritizing properties in need of improvement, obtaining donations from local businesses, signing up City staff and citizens who are interested in helping, and donating basic items. These programs have been proven to help to improve numerous homes on an annual basis.

Grant Funding Programs

- The Fair Housing Initiative Program (FHIP)—Federal; administered by the Fair Housing and Equal Opportunity Office; allocates funds on a competitive/discretionary basis; generally no requirement for matching funds on the part of the receiver.
- The Healthy Homes Initiative Program (HHIP)—Federal; administered by the Lead Hazard Control Office and builds upon the Housing and Urban Development (HUD) Department’s existing housing-related health and safety issues; generally no requirement for matching funds on the part of the receiver.
- Community Development Block Grant (CDBG)—Federal, State, and County; administered by the Community Planning and Development Office (a department of HUD); allocates funds on a formula/entitlement basis; funding for activities directed toward neighborhood revitalization, economic development and the provision of improved community facilities and services; participation can be through funds allocated by the State or County; generally no requirement for matching funds on the part of the receiver.
- The HOME Investment Partnerships Program (HOME)—Federal, State, County, and Local; administered by the Community Planning and Development Office (a department of HUD); allocates funds on a formula/entitlement basis; funding may be used for a variety of activities, including housing rehabilitation, tenant-based rental assistance, assistance to homebuyers, acquisition of housing, new construction of housing, site acquisition, site improvements, demolition, and relocation; generally a requirement of matching funds on the part of the receiver equal to 25 percent of the grant amount.

- Neighborhood Initiatives Grants—Federal, State, County, and Local; administered by the Community Planning and Development Office (a department of HUD); allocates funds on a competitive/discretionary basis; generally no requirement for matching funds on the part of the receiver.
- Texas Parks and Wildlife Grants—Grants are distributed on an annual and rolling basis to communities for a variety of purposes including trail construction, land acquisition, park development, indoor and outdoor recreation and open space preservation. The completion of the 2002 Parks Master Plan was a major step towards qualifying Andrews for TPW Grant funding opportunities.

Implementation Plan

The future of Andrews will be shaped with the policies and recommendations developed in this 2010 Comprehensive Plan. Based on this Plan, decisions will be made that will influence many aspects of the City's built and social environments. Andrews has taken an important leadership role in defining its future, with the adoption of this Plan. The Plan will provide a very important tool for City staff and civic leaders to use in making sound planning decisions regarding the long-term growth and development of Andrews. The future quality of life in Andrews will be substantially influenced by the manner in which Comprehensive Plan recommendations are administered and maintained.

Changes in Andrews' socioeconomic climate and in development trends that were not anticipated during preparation of the Plan will occur from time to time, and therefore, subsequent adjustments will be required. Elements of the City that were treated in terms of a general relationship to the overall area may, in the future, require more specific and detailed attention. Planning for the City's future should be a continuous process, and this Plan is designed to be a dynamic tool that can be modified and periodically updated to keep it in tune with changing conditions and trends.

Plan policies and recommendations may be put into effect through adopted development regulations, such as zoning and subdivision, and through capital improvement programs. Many recommendations within the Plan can be implemented through simple refinement of existing regulations or City processes, while others may require the establishment of new regulations, programs, or processes. This final chapter of the 2013 Comprehensive Plan describes specific ways in which Andrews can take the recommendations within this Plan from vision to reality.

If planning is to be effective, it must guide each and every individual development decision. The City, in its daily decisions pertaining to whether to surface a street, to approve a residential plat, to amend a zoning ordinance provision, to enforce the building codes, or to construct a new utility line, should always refer to the basic proposals outlined within the Comprehensive Plan. The private builder or investor, likewise, should recognize the broad concepts and policies of the Plan so that their efforts become part of a meaningful whole in planning the City.

Flexible and Alterable Guide

The 2013 Comprehensive Plan is intended to be a dynamic planning document for Andrews – one that responds to changing needs and conditions. Plan amendments should not be made without thorough analysis of immediate needs, as well as consideration for long-term effects of proposed amendments. The City Council and other Andrews officials should consider each proposed amendment carefully to determine whether it is consistent with the Plan's goals and policies, and whether it will be beneficial for the long-term health and vitality of Andrews.

A periodic review of the Plan with respect to current conditions and trends should be performed. Such on-going reevaluations will provide a basis for adjusting capital expenditures and priorities, and will reveal changes and additions that should be made to the Plan in order to keep it current and applicable long-term. It would be appropriate to devote one annual meeting of the Planning and Zoning Commission to reviewing the status and continued applicability of the plan in light of current conditions, and to prepare a report on these findings to the City Council. Those items that appear to need specific attention should be examined in more detail, and changes and/or additions should be made accordingly. By such periodic reevaluations, the plan will remain functional, and will continue to give civic leaders effective guidance in decision-making. Periodic reviews of the Plan should include consideration of the following:

- The City's progress in implementing the plan;
- Changes in conditions that form the basis of the plan;
- Community support for the plan's goals, objectives & policies; and
- Changes in State laws.

The full benefits of the plan for Andrews can only be realized by maintaining it as a vital, up-to-date document. As changes occur and new issues within the City become apparent, the Plan should be revised rather than ignored. By such action, the plan will remain current and effective in meeting the City's decision-making needs.

Review

In addition to periodic reviews, the Comprehensive Plan should undergo a complete, more thorough review and update every five or ten years, depending on community growth and policy changes. The review and updating process should begin with the establishment of a steering/stakeholder committee to assist in the updating of this Plan. Specific input on major changes should be sought from various groups, including property owners, neighborhood groups, civic leaders and major stakeholders, developers, merchants and other citizens and individuals who express an interest in the long-term growth and development of the City.

Regulatory Mechanisms

The usual processes for reviewing and processing zoning amendments, development plans, and subdivision plans provide significant opportunities for implementing the Plan. Each zoning, development and subdivision decision should be evaluated and weighed against applicable proposals contained within the Plan. If decisions are made that are inconsistent with plan recommendations, then they should include actions to modify or amend the Plan accordingly in order to ensure consistency and fairness in future decision-making. Amending the Subdivision Ordinance and Zoning Ordinance represent two major proactive measures that the City can take to implement Plan recommendations.

Zoning Ordinance

Zoning is perhaps the single most powerful tool for implementing Plan recommendations. The City's Zoning Ordinance should be updated with the recommendations contained within the chapters of this 2013 Comprehensive Plan. All zoning and land use changes should be made within the context of existing land uses, future land uses, and planned infrastructure, including roadways, water and wastewater.

Zoning Text Amendments

There are recommendations within this 2010 Comprehensive Plan that relate to enhancing design standards. Their implementation will not only improve future development and interaction between land uses, but will also improve Andrews's overall image and livability. Such recommendations involve nonresidential building design and sign amendments, to name a few. These recommendations should be itemized and prioritized, and should be incorporated into the Zoning Ordinance accordingly. Additionally, the creation of special zoning districts may be needed in order to enhance or create the intended character within a specific area. These special districts, also commonly referred to as overlays, should implement standards which achieve the intended results within the identified area, such as along Main Street and Broadway Street, yet remain flexible so as not to prohibit or deter future development.

Zoning Map Amendments

State law gives power to cities to regulate the use of land, but regulations should be based on a plan. Therefore, Andrews’s zoning map should be as consistent as possible with the Comprehensive Plan, specifically the Future Land Use Plan map. It is not reasonable, however, to recommend that the City make large-scale changes in its zoning map changes immediately. It is therefore recommended that the City prioritize areas where a change in current zoning is needed in the short-term and that efforts be concentrated on making such changes. In the long-term, consistent zoning policy in conformance with the Future Land Use Plan map will achieve the City’s preferred land use pattern over time.

Subdivision Ordinance

The act of subdividing land to create building sites has a major effect on the overall design and image of Andrews. Much of the basic physical form of the City is currently created by the layout of streets, easements, and lots. In the future, the basic physical form of Andrews will be further affected by such action. Requirements for adequate public facilities are essential to ensure the City’s orderly and efficient growth.

Capital Improvement Program

A Capital Improvement Program (CIP) is essentially a city’s adopted budget for the fiscal year, outlining capital projects, justification, priority level, time frame, and financing arrangements. Capital improvements are integrally linked to the City’s comprehensive plan and its regulatory ordinances. A capital improvement such as a water treatment plant illustrates this concept in the following example:

The comprehensive plan recommends areas for a particular type of development, the zoning ordinance reinforces plan recommendations with applicable zoning districts consistent with that type of development, and the subdivision ordinance regulates the facilities (e.g., utility extensions, roadway widths, etc.) necessary to accommodate that type of development. The type of development that is recommended by the comprehensive plan and that is regulated and approved in accordance with the zoning and subdivision ordinance dictates the water treatment plant’s size and capacity.

It is in the City’s long-term financial interest to invest regularly in the physical maintenance and enhancement of Andrews rather than to undertake large improvement-type programs at longer time intervals. A modest amount of money expended annually on prioritized items in accordance with plan recommendations will produce a far greater return to the City than will large expenditures at long intervals.

Although capital projects typically refer to roadways, drainage, parks, and other public safety issues, Cities can also budget funding through the CIP for special studies or programs to address specific issues. For example, the City may want to designate funding in order to conduct feasibility studies or create training programs.

The City should consider developing a comprehensive CIP to help balance the community’s needs and growing infrastructure demands. The difference between a traditional CIP and a comprehensive CIP is a more thorough, inclusive, and objective process, in which projects are categorized and prioritized. The comprehensive CIP evaluates the capital improvement projects identified by the City and, based on

input from City staff, citizens, and City Council, cost, and funding opportunities, subjectively prioritizes each project.

In the development of a comprehensive CIP, project information is gathered from City staff, including the number of projects, the types, and general details of each. City staff and key community leaders provide input on ranking criteria – issues that are important to the City – which is used to create a scoring system. Each project then receives an objective score based on how it meets the ranking criteria. For example, if Andrews feels that public safety and quality of life are two of the most important principles, then projects relating to those aspects will receive a weighted score. Following the scoring of projects, City staff helps to identify the justification of the ranking of each project. Finally, the CIP is created based on this information for a five year, ten year, or longer time period.

Funding Mechanisms

The following is a discussion of possible funding mechanisms the City may utilize to finance projects.

Protect Prime Retail Property

Prime retail property should not be developed for a purpose other than retail. Retail sales tax revenue can be a major contributor to the City's overall budget. Main Street, in particular, provides prime locations for a variety of retail uses. This land should be preserved for retail use through zoning regulations; other less visible sites should be encouraged to develop as office or residential uses.

Attract Tax-Generating Businesses

It is extremely important for the City to have a budget that is balanced by revenue from residential and nonresidential uses – quality nonresidential development helps offset the cost of public services generally demanded by residential uses. Increasing revenue from other sources will eventually allow the City to lower the tax burden of its residents.

Tax Increment Reinvestment Zones (TIRZ)

Tax increment reinvestment zones (TIRZ) are special districts wherein tax revenues resulting from increased property values fund public improvements within that specific geographic area. The property tax rate paid by property owners is the same as paid in other areas of a city, but the additional tax paid on the increased property value would be allotted to a special fund that would finance improvement projects within the TIRZ. Downtown Andrews is one location where a TIRZ may be applicable. The costs and benefits to the City as a whole should be carefully weighted to determine the appropriateness of a TIRZ.

Public Improvement Districts

Public improvement districts (PID's) are special districts that have elected to pay additional taxes to receive special services not typically provided by the city. For example, PID funds may be used for parking improvements, park-related or cultural improvements, security services, landscaping, public art, and pedestrian areas, among other types of improvements. Downtown, again, would be a potential area where a PID may be appropriate. Businesses within downtown would vote for the creation of the PID as well as the additional tax assessment desired for downtown improvements. The idea behind this additional tax assessment is that making visual or functional improvements to the area will result in additional visitors thereby increasing business revenues.

State & County Funding

Coordination with State and County agencies is recommended for the joint planning and cost sharing of projects. A widely utilized example of state funding is the use of funds allocated by Texas Department of Transportation (TxDOT). TxDOT receives funds from the federal government and directly from the state budget that it distributes for roadway construction and maintenance across Texas. There are several roads within Andrews that would be eligible for such funds, including Main Street and Broadway Street.

The City should work with Andrews County to continue joint partnerships with the County, particularly due to the vast majority of the County's population residing in Andrews itself. For example, Andrews County currently operates the City's park system. As new development occurs, the City and County should work together to ensure that land for planned parks is planned for and dedicated, when necessary. Other similar types of partnerships benefit the City and the County as a whole.

Annexation Strategy

The land area within the new Reliever Route establishes a geographic area that will likely serve the City of Andrews for the foreseeable future. Similar to how Mustang Drive once provided the boundaries of the City, the Reliever Route now serves as a visible representation of the area that will be the future of Andrews.

Regulatory control is an important function of the City. Zoning regulations, those that control land use, development standards and aesthetics, only apply to land that is located within the City Limits of Andrews. The majority of land along the Reliever Route is currently outside of Andrews City Limits and is therefore not subject to City zoning and development standards. The only way that land uses reflected in the Comprehensive Plan can be achieved is through bringing vacant areas into the City Limits.

The Reliever Route will become attractive for development, particularly commercial development. This is something occurring throughout the region and has led to the cities of Midland and Odessa to proactively annex land along SH 171 in order to regulate the types and aesthetics of development along the key corridor. Andrews, too, should be proactive with annexing land along key corridors, particularly the Reliever Route.

The City currently has a policy of voluntary annexation. Developer Annexation Agreements should be encouraged in order to allow existing property owners to remain outside of City limits but will require annexation if the land is subdivided or developed. The Annexation Priorities map provides four general phases for annexation, and they are described below. It is important to note that these phasing strategies do not represent or indicate forced annexation. They represent areas where annexation strategies should be focused.

Phase One

Phase one includes areas in northwest and southwest Andrews. Both areas are area is likely to be prime residential and commercial areas in the future, as indicated on the Future Land Use Plan Map, and therefore annexation will ensure that development is in accordance with City standards. Phase One also includes prime retail areas along N. Main Street.

Phase Two

Phase two proposes the annexation of much of the northern extent of the planning area. The primary reason for this will be to secure land along the Reliever Route along with other prime residential areas.

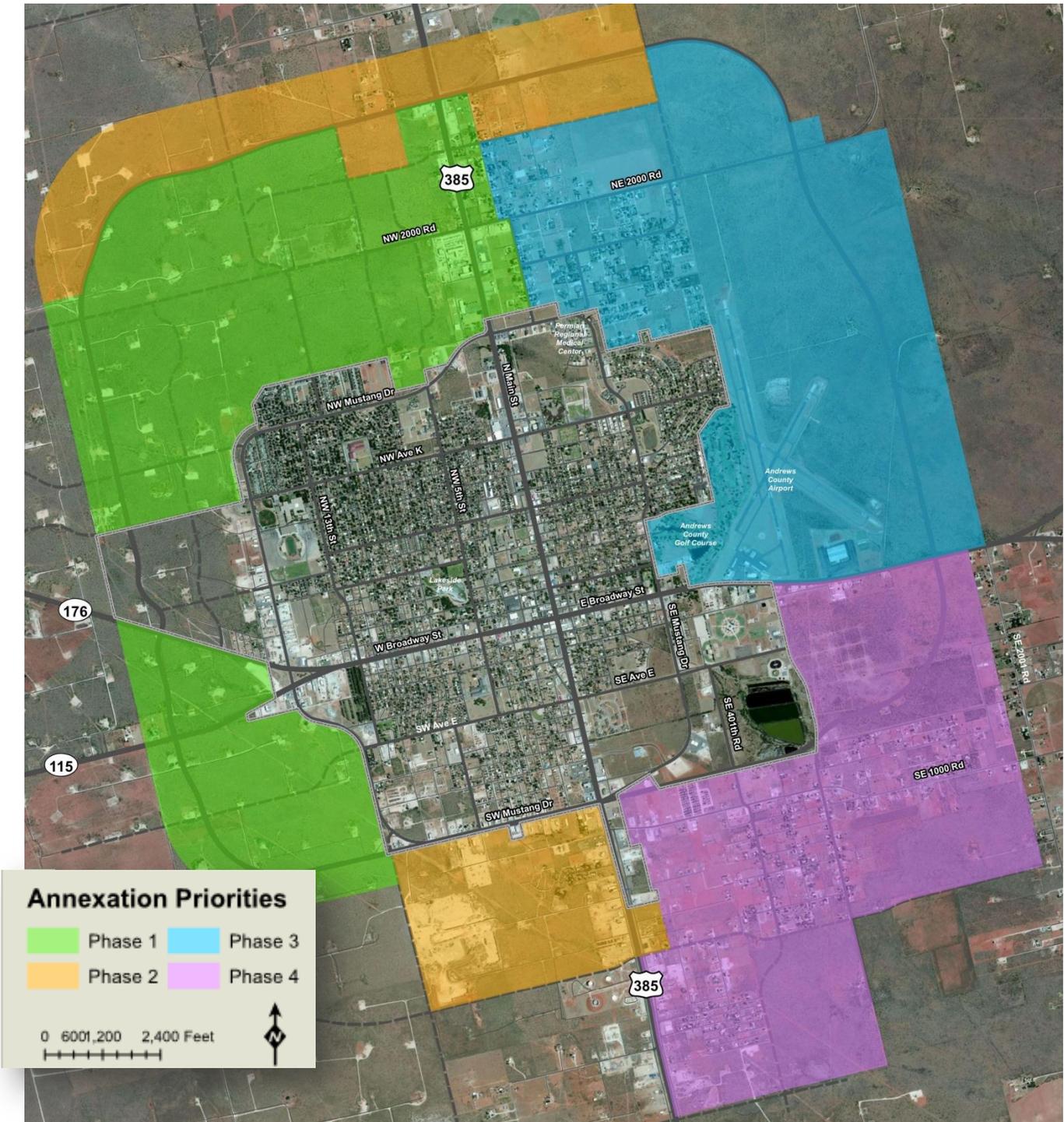
Phase Three

Phase three includes much of the eastern areas of Andrews. This area currently has some development constraints, due to the airport, but does provide some developable land, particularly along the Reliever Route.

Phase Four

The final long-term annexation phase would include areas of southeast Andrews. This area is currently contains numerous lots and a mixture of residential and commercial activities. Large scale development and subdivision would therefore not be likely to occur within this area.

Annexation Strategy Prioritization



Andrews Action Matrix

Few cities have the ability to implement every recommendation or policy within their comprehensive planning document immediately following adoption—Andrews is no exception. Plan implementation, therefore, must be prioritized to guide short-term priorities, long-term priorities and on-going priorities. These priorities must be balanced with timing, funding, and City Staff resources. While all the recommendations share some level of importance, they cannot all be targeted for implementation within a short time period; some must be carried out over a longer period of time.

The following matrix is a summary of the recommendations within this Comprehensive Plan. The columns *What*, *When*, *Who* and *How* are intended to provide the city with specific tasks to work toward implementing the vision of this plan.

What: This table is a summary of the Action organized by the Goals and Objectives listed within the Community Snapshot.

When: Short term items should be targeted for implementation within the first five years of the plan adoption, long term items should be targeted within five to ten years; ongoing items cannot be completed with a single action and should be continually addressed.

How: This column identifies generally how each Action Item can be accomplished.

**Actions highlighted in Orange are perceived to be action items that should receive primary consideration.

What	When			How
	Short	Long	Ongoing	
Goal 1: Ensure that future development is orderly, efficient and compatible with envisioned future land uses and enhances the overall quality of life of Andrews.				
Objective 1.1: Define Areas for residential and non-residential uses to guide the overall development of Andrews				
Action: Update the zoning ordinance and map to reflect the Future Land Use Plan, including the addition of Residential Estate, Manufactured Home and Downtown/Mixed-Use zoning districts.				Zoning Ordinance & Map Amendments
Objective 1.2: Determine appropriate land uses for vacant land along the Reliever Route				
Action: Utilize the Future Land Use Plan as development decisions are made.				Development Review & Approval
Action: Preserve land at major intersections along the Reliever Route for retail uses.				Annexation Plan Creation
Objective 1.3: Prepare an annexation strategy for undeveloped areas inside the new Reliever Route				
Action: Prioritize land annexation areas along the Reliever Route in order to make the Future Land Use Plan and Zoning Ordinance applicable to development.				Annexation Plan Creation
Action: Continue to utilization of development annexation agreements in the western and northwestern areas of Andrews that would enable existing residents to maintain county status but would require annexation upon the subdivision and development of the land.				Community Services
Action: Develop a wastewater master plan to identify key areas where development may currently be accommodated and to identify future needs for annexation purposes.				Utilities/ Funding Allocation
Action: Focus annexation priorities on the western side of the Reliever Route to protect the City's interests on land that is currently not under City control.				Community Services
Objective 1.4: Protect the City's long-term financial stability by ensuring that future land uses are diversified as much as possible				
Action: Continue to develop the Business Parks and attract industries not directly related to the oil and gas industry.				Economic Development
Objective 1.5: Encourage the Planning & Zoning Commission to utilize the Comprehensive Plan as a basis for zoning related decisions				
Action: Ensure that zoning and rezoning decisions are based upon the Future Land Use Plan				Staff, P&Z & Council
Action: Consider creating a Capital Improvement Listing of infrastructure needs within the City and coordinate the infrastructure needs with Comprehensive Plan goals.				City Council/ Utilities

What	When			How
	Short	Long	Ongoing	
Goal 2: Provide quality, safe and attractive neighborhoods				
Objective 2.1: Provide a range of housing types to make Andrews a full life-cycle community				
Action: Create a Residential Estate Zoning District.				Zoning Ordinance Amendment
Action: Create a Manufactured Home Zoning District				Zoning Ordinance Amendment
Objective 2.2: Develop a proactive code compliance in order to preserve the visual integrity of neighborhoods				
Action: Establish a code compliance program that strategically addresses specific issues and educates the public on these issues.				Code Enforcement
Action: Work with churches and local groups to assist local residents with property maintenance when the owner is physically or financially unable to meet compliance.				City Policy/ Staff Coordination
Action: Create a "Paint Your Heart Out" program where community organizations select a block or street and help perform minor structural maintenance on homes with supplies donated by local hardware/improvement businesses.				City Policy/ Staff Coordination
Objective 2.3: Identify infill housing strategies that encourage the use of housing prototypes that are compatible with adjacent housing types				
Action: Prohibit the use of manufactured homes as replacements for single-family structures except in southwest Andrews south of Avenue E.				Zoning Ordinance Amendment
Action: Create a tax abatement program that freezes property taxes for a specified time frame on all mobile homes that are replaced with a HUD-Manufactured Home or Modular Home that is of greater value than the existing structure.				City Council Approval and Funding Allocation
Objective 2.4: Ensure that new neighborhoods are developed to a higher standard in order to preserve their long-term attractiveness and maintenance				
Action: Include residential design standards in Zoning Ordinance specifying masonry, driveway design and garage preference.				Zoning Ordinance Amendment
Action: Encourage the use of a minimum of one tree per front yard to provide a future tree canopy.				Zoning Ordinance Amendment
Objective 2.5: Identify areas and create a district where HUD-code manufacture homes are appropriate and set aesthetic standards for the district				
Action: Create a Manufactured Home District that could be utilized for future mobile home developments.				Zoning Ordinance Amendment
Action: Establish aesthetic standards for the Manufactured Home District in the Zoning Ordinance.				Zoning Ordinance Amendment
Objective 2.6: Protect neighborhood integrity by minimizing the presence of adjacent incompatible uses				

What	When			How
	Short	Long	Ongoing	
Action: Enforce Future Land Use Plan in zoning decisions as a rational basis for land use decision making that protects private property.				City Policy
Action: Discourage intense uses from locating adjacent to residential areas				Future Land Use Plan
Action: Create screening and buffering standards for when residential and non-residential uses abut.				Zoning Ordinance Amendment
Objective 2.7: Provide transitional use strategies to protect low-intensity residential neighborhoods from higher-intensity commercial, industrial and retail districts.				
Action: Encourage multifamily uses to be located in areas that buffer single-family uses from more intense commercial and retail areas, particularly along Main Street.				Main Street District Implementation
Action: Permit property rezoning to multifamily when such areas buffer single-family areas and are located adjacent to a collector roadway.				Zoning Map Amendment
Objective 2.8: Determine a strategy for minimizing the impacts of oil and natural gas drilling facilities within neighborhoods				
Action: Amend Oil and Gas Drilling Ordinance to include screening and landscape requirements when drilling facilities are located along the public right-of-way or within residential areas.				Oil & Gas Drilling Ordinance
Objective 2.9: Explore redevelopment strategies for southwest Andrews				
Action: Make public infrastructure improvements as a testament of the City's commitment to improving southwest Andrews.				Capital Expenditure
Action: Create a housing program where existing taxable values are frozen for a set period if a new structure of greater value replaces the existing structure.				Council Approval and Funding Allocation
Objective 2.10: Ensure that residents have access to parks, trails and other public facilities.				
Action: Create a park dedication ordinance requiring large developments to contribute land or a "fee in lieu" for park space creation.				Subdivision Ordinance Amendment
Action: Work with development during the subdivision process to obtain necessary easements or land acquisition for park and trail implementation.				Development Review
Goal 3: Improve the visual integrity of Andrews' Corridors				
Objective 3.1: Utilize access management techniques to limit the number and placement of driveways				
Action: Adopt access management standards in the Subdivision Ordinance for Main Street, Broadway Street and the Reliever Route requiring shared driveways, cross-access easements and driveway spacing standards.				Subdivision Ordinance Amendment
Action: Require all parking lots along major corridors to be paved and to have clearly delineated entrances.				Zoning Ordinance Amendment

What	When			How
	Short	Long	Ongoing	
Action: Utilize alternative compliance to encourage the paving of unpaved parking lots when a nonconforming use seeks expansion or major improvements.				Zoning Ordinance Enforcement/ City Policy
Action: Prohibit direct business and residential access along the Reliever Route by utilizing collectors and thoroughfares for property access.				Subdivision Ordinance Amendment
Objective 3.2: Define a theme for Main Street and Broadway Street in order to develop a recognizable identity				
Action: Establish a committee to define an architectural theme for the corridors.				Citizen Committee Appointment by Council
Action: Utilize the architectural theme to create a consistent visual along Broadway and Main Street.				Zoning Ordinance/ Overlay District
Action: Create overlay districts for Main Street and Broadway Street utilizing the associated design characteristics specified on pages 52 and 53 of this Plan.				Zoning Ordinance/ Overlay District
Action: Create a sign ordinance that encourages monument signs along Main Street and Broadway Street to protect corridor identity but also permits the use of pole signs at heights specified within the Plan.				Zoning Ordinance/ Separate Ordinance
Objective 3.3: Create landscaping standards for Main Street and Broadway Street				
Action: Include the landscaping suggestions from the Livability Section of this Plan in the overlay districts for Main Street and Broadway Street.				Zoning Ordinance/ Overlay District
Action: Amend the Zoning Ordinance to provide drought-tolerant landscaping requirements within each of the nonresidential zoning districts utilizing standards specified within this Plan for the various districts.				Zoning Ordinance District Standards
Action: Create xeriscape standards and encourage their use for water conservation.				Zoning Ordinance/ Separate Ordinance
Objective 3.4: Review the façade improvement program to continue encouraging minor and major improvements consistent with developed theme(s)				
Action: Consider creating a permanent façade fund that receives annual contributions for the purpose of funding facade improvements consistent with design themes along Main Street, Broadway Street and Downtown.				City Council Approval and Funding Allocation
Objective 3.5: As roadway improvements occur, utilize decorative lighting features and drought-tolerant landscaping enhancements				
Action: Encourage a certain percentage of roadway enhancements to be utilized towards aesthetic improvements, including decorative lighting, signage, public art and other similar enhancements.				City Policy
Action: When landscaping is utilized in streetscape improvements, such as in medians, xeroscape should be encouraged.				City Policy

What	When			How
	Short	Long	Ongoing	
Objective 3.6: Encourage the placement of public art describing Andrews' history and identity along major corridors				
Action: Create a beautification program and citizen committee to guide the creation and placement of public art and aesthetic improvements at highly visible areas.				City Council Appointment
Action: Work with business owners downtown to continue the placement of murals within the courthouse square.				City Policy
Action: Create gateways at entrances to the City along Broadway Street and Main Street.				City Council Approval and Funding Allocation
Objective 3.7: Develop metal building and masonry standards.				
Action: Develop metal building standards in the zoning ordinance that encourage building articulation and the use of masonry.				Zoning Ordinance Amendment
Action: Require a 50% masonry requirement on the front facing elevation within the Main Street overlay district.				Overlay District
Action: Require a 30% masonry requirement on the front facing elevations within the Broadway Street overlay district.				Overlay District
Objective 3.8: Develop screening requirements for oil and gas drilling facilities located within public view				
Action: Require a 10' landscape buffer between screening wall of drilling facility and public right-of-way.				Oil and Gas Drilling Ordinance
Action: Require a masonry screening wall, with optional evergreen cover, to be required when drilling facilities lie within public view or are located in residential districts.				Oil and Gas Drilling Ordinance
Objective 3.9: Develop screening standards that hide visually unattractive features from the public view				
Action: Amend the Zoning Ordinance to reflect Plan recommendations for 1) outside storage, 2) loading and service area screening, 3) refuse container screening, 4) landscaping, 5) screening/buffering between residential and nonresidential areas.				Zoning Ordinance Amendment
Goal 4: Ensure that Andrews' quality of life is maintained and that residents are able to live, work and play in the community				
Objective 4.1: Maintain Andrews "small-town" feel				
Action: Select a date and create an annual "Andrews Night Out" where various neighborhoods (or 3-4 areas of the City) coordinate an event within their neighborhoods.				City Council Approval
Action: Allow one block of a roadway within each neighborhood area to be closed to vehicular traffic for the Andrews Night Out block party.				Public Safety
Objective 4.2: Provide a range of recreational choices for residents of all ages				

What	When			How
	Short	Long	Ongoing	
Action: Utilize the Andrews Park and Recreation System Master Plan as a guide for future park locations and work to secure future locations through acquisition or easement as development occurs.				Development Review/ City-County Partnerships
Action: Create both passive and active park amenities to provide a variety of recreational amenities for all ages and lifestyles.				City-County Partnership
Objective 4.3: Identify areas for a bicycle and pedestrian trail network to connect neighborhoods and provide access to parks and public facilities				
Action: Number bicycle routes and display bicycle route signage on bicycle corridors.				Capital Project
Action: Display "share the road" signage to alert vehicular traffic to the presence of bicycles.				Capital Project
Action: Stripe bicycle crossings at arterial roadways and place signage to alert vehicular traffic to the presence of crossing bicycle traffic.				Capital Project
Action: Stripe bicycle lanes at appropriate locations, such as along NW Mustang Drive.				Capital Project
Action: Create the off-street trail in northern Andrews by requiring developers to dedicate land through easement for the trail between the Amphitheater Park and the Permian Regional Medical Center playa.				Development Review/ Subdivision Process
Objective 4.4: Prepare a conceptual plan which includes the Amphitheater as a community park and catalyst for future development				
Action: Develop a funding strategy for the creation of a functional amphitheater in the existing quarry in north Andrews to be used for community events.				Capital Project/ County Partnership
Action: Develop the land in the northern playa lake near the amphitheater as a community park to be utilized for community festivals.				Capital Project/ County Partnership
Objective 4.5: Provide educational opportunities for residents of all ages				
Action: Continue to utilize and capitalize on the capabilities of the Andrews Business and Technology Center.				City Policy/ Capital Funding
Action: Work with Odessa College and other educational institutions to establish and expand course options and technical training.				City/ Economic Development Partnership
Action: Work with Andrews County to expand library resources and capabilities and encourage online library resources.				City/ County Partnership
Objective 4.6: Provide entertainment venues and opportunities for youth, families and the elderly				
Action: Work with EDC to select a potential site and provide incentives or donate land to attract a movie theater.				Economic Development

What	When			How
	Short	Long	Ongoing	
Action: Monitor the needs of the Senior Center and ensure that the facility is able to continue meeting the needs of and providing activities for seniors in Andrews.				City Policy/Capital Funding
Action: Create an additional community park near the amphitheater that would be conducive for community events, such as the Tumbleweed Festival.				City-County Partnership/ Capital Project
Objective 4.7: Make Andrews attractive for potential retailers in order to help residents perform more of their shopping needs within the community				
Action: Protect key retail locations, such as major intersections and vacant areas along Main Street, for future retail development.				Future Land Use Plan/ Zoning
Action: Implement aesthetic improvements to increase the attractiveness of the Main Street and Downtown areas for potential retailers.				Capital Projects/ Business Improvement District
Action: Work with EDC to market Andrews' growth, economy and quality of life to national retailers.				Economic Development
Objective 4.8: Utilize drainage basins within floodplain as future park locations				
Action: Implement the stormwater recommendations contained in this Plan to create the Playa Lakes Linkage Project by constructing necessary culverts and drainage infrastructure.				Capital Project
Action: Link the three drainage basins in north Andrews with an off-street recreational trail, depicted on the Bike Friendly Pathway Plan Map.				Capital Project/ City-County Partnership
Action: Work with the property owners to establish an easement for a linear park through the floodplain adjacent to the Permian Regional Medical Center.				Development Review
Goal 5: Preserve Downtown Andrews as the heart of the community				
Objective 5.1: Ensure that the vitality of Downtown Andrews is protected as development pressures move outward				
Action: Incentivize structural improvements of downtown buildings through grants and percentage matching in order to continue to make locations within downtown attractive and competitive with newer office and retail space.				Program Creation/ Council Approval
Objective 5.2: Consider infill development incentives downtown that replace vacant lots or dilapidated buildings with newer or remodeled structures				
Action: Utilize tax abatements or property tax freezes on vacant or underutilized property in order to encourage investment.				Program Creation/ Council Approval
Objective 5.3: Allow a mixture of uses to enhance the livability and synergy of downtown				

What	When			How
	Short	Long	Ongoing	
Action: Amend the Zoning Ordinance to create a downtown zoning district that allows mixed-uses, such as residential live-above units and townhomes within the Downtown core.				Zoning Ordinance Amendment
Action: Encourage new single family homes constructed between Downtown and Lakeside Park to utilize traditional design, reflecting an early 20th century construction.				Zoning Ordinance/ Downtown Design Standards
Objective 5.4: Encourage facade improvements that are consistent with the overall theme and identity of downtown				
Action: Encourage businesses to invest in their properties by providing matching funds or percentage reimbursements.				City Council Approval/ Funding Allocation
Objective 5.5: Work with the Chamber of Commerce to retain existing businesses and encourage future business downtown				
Action: Conduct a survey of downtown business owners regarding needed downtown improvements and possible assistance and maintenance needs that downtown businesses may have.				City Staff/ Economic Development
Objective 5.6: Monitor grant opportunities aimed at enhancing downtown				
Action: Apply for a Community Development Block Grant (CDBG).				Staff Preparation
Action: Apply for a Main Street grant for use in the Downtown Area.				Staff Preparation
Objective 5.7: Utilize decorative lighting fixtures, enhanced landscaping, traffic calming techniques and public art to make downtown a walkable, pedestrian-friendly area of Andrews				
Action: Extend downtown streetscape improvements along Avenue A and Avenue B connecting Downtown with Lakeside Park.				Capital Project
Goal 6: Provide a safe, efficient and attractive roadway network				
Objective 6.1: Establish a hierarchy of thoroughfare classifications that will provide for safe and convenient flow of traffic within the community				
Action: Create a Roadway Design Manual that utilizes the functional roadway classifications described within the Plan.				Roadway Design Manual Development
Action: Utilize the Roadway Design Manual as a basis for arterial, collector and local roadway design.				City Policy
Objective 6.2: Provide continuity of traffic flow within and between neighborhoods and throughout the community				
Action: Amend the Subdivision Ordinance to require subdivisions greater than 50 lots in size to provide two connections to adjacent subdivisions.				Subdivision Ordinance Amendment

What	When			How
	Short	Long	Ongoing	
Action: Utilize collector roadways to distribute local traffic onto arterial roadways and provide traffic signalization at the intersections of collector and arterial roadways.				Development Review/ Subdivision Process
Objective 6.3: Identify current areas where access and mobility deficiencies exist				
Action: Work with TxDOT to enhance the intersection of S. Main Street and the Reliever Route to improve vehicular function and safety.				TxDOT Funding/ Capital Project
Action: Continue to monitor the intersection of Main Street and Broadway Street due to the vehicular and pedestrian traffic present Downtown.				Collision Data Monitoring
Action: Work with TxDOT and Andrews County to secure improvements to SH 176 to the NM State Line due to presence of hazardous trucking.				TxDOT, County & City Partnership
Objective 6.4: Ensure a balanced relationship between land use and transportation decisions				
Action: Utilize Context Sensitive Solutions (CSS) to protect the pedestrian nature of Downtown.				Roadway Design/ Capital Projects
Action: Ensure that residential land uses are located along local streets and that more intense uses, such as commercial, retail and office are located along Arterial roadways and certain appropriate areas along collector roadways.				Future Land Use Plan
Objective 6.5: Determine potential thoroughfare configurations within the extraterritorial jurisdiction to ensure continued roadway connectivity as Andrews grows				
Action: Utilize the Transportation Plan for future roadway decision-making and right-of-way acquisition and dedication.				Transportation Plan/ Capital Projects
Objective 6.6: Consider incorporating transportation alternatives, such as recreational bicycle routes and trails, and sure that roadways are designed for safe pedestrian crossings				
Action: Implement the Bicycle Plan by providing route signage, bicycle awareness signage and safe bicycle crossings at arterial roadways.				Signage and Markings as Funding is Available
Action: Ensure the provision of sidewalks at major intersections to provide well-delineated pedestrian crossings.				Capital Project

Critical Path

The preceding Actions contained within the Action Matrix are arranged to specifically coincide with the Goals and Objectives contained within the Community Snapshot. The Goals, Objectives and Actions approach is a hierarchical configuration to Plan implementation. These actions, while prioritized by a general time frame, do not indicate which are the most crucial and essential for overall Plan implementation.

As the City of Andrews begins to implement its first ever Comprehensive Plan, there is a more “critical path” that should be taken. This critical path, or most important action items, will enable the City to address many of the Actions within the Action Matrix. For example, many of the Actions included within the Action Matrix can be addressed through a re-write of the City’s Zoning and Subdivision Ordinances. Updating the City’s Zoning and Subdivision Ordinances would be a more holistic approach to implementation as opposed to attempting to update pieces of the ordinance, one at a time.

The following larger actions were identified as the most critical to Plan implementation and should be considered by City Council for primary action:

- 1. Update of the City’s Zoning Ordinance**
- 2. Update of the City’s Subdivision Ordinance**
- 3. Create a Sign Ordinance**
- 4. Update the City’s Oil & Gas Ordinance**
- 5. Create the Playa Lake Drainage Connection**

Conclusion

This 2013 Comprehensive Plan is a milestone for the City of Andrews. This Comprehensive Plan is intended to serve as a flexible guide for development within the City but, more importantly, it sets a vision for what Andrews can become. The land use and character guidelines contained within this Plan are intended to ensure coordinated land use decisions that lead to protection and investment in private property. This Plan does more than just set a vision for what Andrews can become. It allows Economic Development to market Andrews, it allows residents to take pride in who Andrews is and what it is striving to become and it allows business interests to invest in property knowing that there is an overall plan and framework for development.

This milestone in Andrews’s future is only as good as its ability to be used and implemented. While intended to serve as a guide, it should be utilized by the Planning & Zoning Commission, City Council and City Staff as daily decisions are made. It should serve as a basis for negotiating with developers, combining the City’s overall vision with individual development objectives. And finally, it should be updated, when necessary, to ensure that it maintains its applicability and relevance as Andrews continues to grow and change.

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