

Section 2

BASELINE ANALYSIS

City of Lancaster Comprehensive Plan

BASELINE ANALYSIS

INTRODUCTION

The foundation of the comprehensive planning process is the basic information about the City, such as the historical, statistical and environmental facts²⁻¹. The Baseline Analysis section consists of documentation of such information, and presents an overview of the City's historical, social, and economic characteristics. It also gives a general insight into the community's urban pattern. All of these elements together are essential for a clear understanding of the physical and social composition of the City. The primary objective of this section is to document current physical and socioeconomic (demographic) conditions within Lancaster, and to identify various opportunities and constraints the community must consider in addressing and shaping its future form and character. The secondary objective of the Baseline Analysis is to ensure that the information being used in the planning process accurately portrays the community and its needs. The identification of major issues within the community begins early in the comprehensive planning process, and serves as a basis for the following elements of the Baseline Analysis section:

- ♦ **Historical Background,**
- ♦ **Relationship of Lancaster to the Region,**
- ♦ **Physical Factors Influencing Development,**
- ♦ **Demographic and Socioeconomic Profile,**
- ♦ **Existing Land Use,**
- ♦ **Existing Housing, and**
- ♦ **Zoning Patterns.**

Each section contains information pertaining to the topic, with graphic support, where appropriate. The Baseline Analysis section includes the identification of other issues that will be addressed in the formulation of the Comprehensive Plan for the City of Lancaster. It also forms the basis for formulating the goals and objectives pertaining to various aspects of the community, and is instrumental in generating the final recommendations of the Comprehensive Plan.

²⁻¹ All information within this section and within the Comprehensive Plan documents characteristics within the City as they existed in 1999.

HISTORICAL BACKGROUND

Lancaster is located in the southern part of Dallas County in the north central area of Texas. The genesis of the City of Lancaster was the migration to Texas of settlers from the midwest in the 1840s, many of which were initially attracted by the advertisements of “The Texas Emigration and Land Company”, better known as the Peters Colony. The town was first surveyed in 1852 by A. Bledsoe, a native of Kentucky, and his son-in-law Roderick A. Rawlins. They surveyed a 430-acre parcel of land, and named it Lancaster. The entire town, including the town’s central square and adjacent streets, is modeled after Bledsoe’s hometown of Lancaster, Kentucky, which was founded by his grandfather. The original town was a one-square-mile site, which before 1860 was comprised of a cotton gin, carding mill, tannery, at least two early grist mills and numerous entrepreneurs, blacksmiths, dry goods merchants, druggists, buggy makers and so forth, supplying just about every need of farmers and stockmen in the area.

In the years following the war, Lancaster continued to grow and develop, and by the mid-1870s, two railroads, two schools, a Masonic lodge, Methodist, Baptist, Christian and Presbyterian churches, two bars and a gambling hall had located in Lancaster. The City even had a naturally heated bath house and pool. A water-well was also drilled in the center of the town square to serve citizens and visitors. In addition, By the end of the century, Lancaster had a college named Randolph College, an enterprise of Texas Christian University founder, Randolph Clark. The school operated from 1898 to 1900; the facilities themselves were used continuously until they burned in 1912.

In 1905, the state of Texas created Lancaster Independent School District, and over the next decade the local voters approved several bond elections, initiating rapid improvement of facilities and curriculum. Despite all of the *modern* conveniences, Lancaster remained tied to its surrounding agricultural lands. Area farmers produced such food crops as pumpkins, watermelons, beans, peas and sweet potatoes, as well as cash crops like cotton and flax. Many agricultural-related businesses also thrived in the City. As a farm service center, the Dust Bowl and the Great Depression savagely hit Lancaster’s economy. Although the farms and ranches of the region did have better access to water than other western locales, the low prices of wheat, cotton and cattle for many years made it impossible to grow or raise them. The 1960s however, saw a turn in these events when the post-war trend towards urbanization doubled the population of the City. Lancaster and its residents showed formidable ability to survive the ravages of nature when a tornado devastated the central part of the City of Lancaster in 1994, the entire community has been unified in an effort to rebuild the City since this event.

RELATIONSHIP OF THE CITY TO THE REGION

Lancaster is located approximately twenty miles south of downtown Dallas, in the southern portion of Dallas County in north central Texas. **Plate 2-1** shows the relationship of Lancaster to the surrounding region.

Lancaster is situated at the intersection of Interstate Highways 20 and 35. The City has a small area of land north of this intersection along Interstate Highway 20, but the majority of its land area lies to the south of Interstate Highway 20 and along the east side of Interstate Highway 35. The City of Dallas surrounds Lancaster to the north and the cities of Hutchins, Wilmer and Ferris lie to the east and southeast of the City, while the cities of Red Oak, Ovilla and Glenn Heights surround Lancaster to the southwest. The City of DeSoto lies to the west. Unincorporated areas of Dallas County are adjacent to Lancaster along its southern boundary. This geographical setting, in conjunction with an abundance of land area available for development, makes Lancaster one of the most attractive communities for future growth within the Dallas/Fort Worth (DFW) Metroplex.

The City of Dallas has a population of slightly over one million persons, and offers a variety of businesses, recreational and cultural activities for the region. Lancaster's close regional proximity to Dallas and the DFW metroplex, one of nation's fastest growing areas, offers many favorable opportunities for businesses and residents of Lancaster, and this proximity should be considered a benefit for the community.

Lancaster's proximity to major highways (e.g., Interstate Highway 20, 35 and Interstate Highway 45 further east) and its proximity to Dallas, as well as major air transportation facilities (e.g., Dallas/Fort Worth International Airport, Dallas Love Field, Lancaster Municipal Airport), are other major regional factors contributing to the City's future development. Because of the convenience in access, many residents of Lancaster work in Dallas and the surrounding area.

(INSERT PLATE 2-1 — REGIONAL LOCATION OF LANCASTER)

PHYSICAL FACTORS INFLUENCING DEVELOPMENT

In addition to the influence of the surrounding region, existing physical factors and features, both natural and man-made, within Lancaster and the surrounding area will influence the potential and pattern of urban expansion in the future. It is important to document these existing factors, as they will likely have a significant effect upon the types of land use and expansion that can be planned within various portions of the City.

JURISDICTIONAL FEATURES

Surrounding Municipalities and Extraterritorial Jurisdiction (ETJ)

Lancaster is constrained by adjacent municipalities and their respective corporate city limits. Since the City is currently surrounded by six other cities (Dallas, Hutchins, Wilmer, DeSoto, Red Oak and Glenn Heights) and the Dallas ETJ area, Lancaster generally has very little ETJ area to its southeast available for the purpose of future expansion and annexation. **Plate 2-1** shows the City of Lancaster and its proximity to these surrounding cities.

Lancaster Independent School District

Lancaster is served by the Lancaster Independent School District (LISD); the boundaries of the School District generally encompass the City's corporate limits, with a few exceptions (**Illustration 2-1**). The Lancaster Independent School District (LISD) boundary consists of approximately 30 square miles and serves parts of the cities of Wilmer, Hutchins, Ferris and Dallas. The School District has two secondary campuses and seven campuses for lower grades, out of which five campuses are for elementary education. The LISD has a total of nine schools, a present enrollment of 4,081 students, and 290 teacher currently employed. The pupil-to-teacher ratio for Pre K - 4th grade is 22 to 1, for 5th - 8th grade is 25 to 1 and 9th - 12th grade is 27 to 1. Recent LISD spending per student amounts to approximately \$5,024.

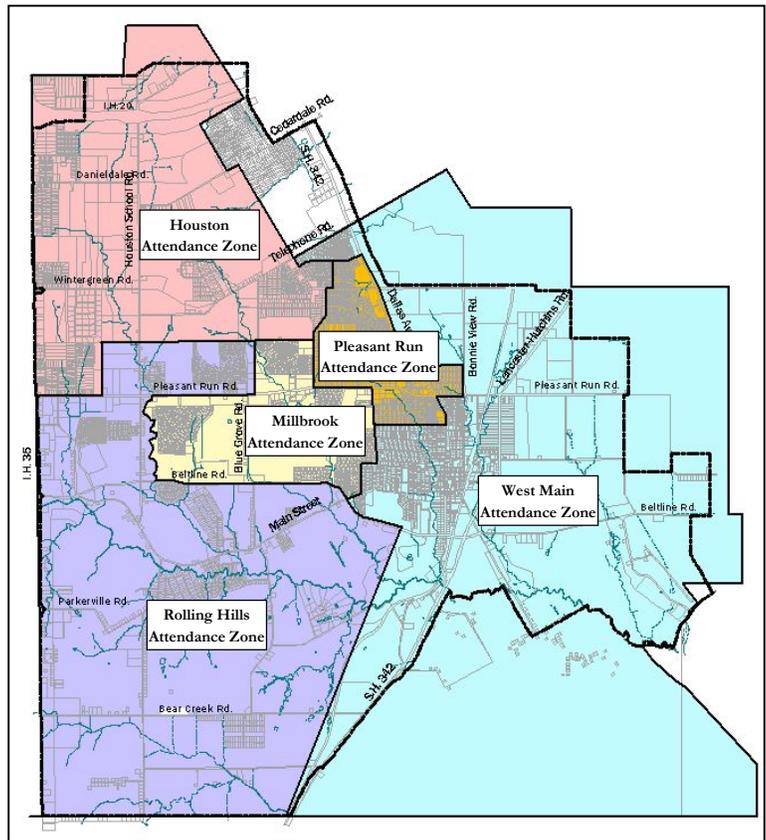


Illustration 2-1
Lancaster Independent School District Boundaries

NATURAL FEATURES

Topography

The area within the City limits is primarily known as the Blackland Prairie region of Texas, which is generally characterized by level to gently rolling topography. A major drainage feature of the City is the Ten-Mile Creek and its tributaries that have many channels in and around the City. Most of these channels are relatively deep and high points overlooking these creeks offer some of the most scenic views in the region. The average rainfall (nearly 30 inches per year) and the periods of drought during the summer months influence the types of vegetation in the area. Generally the creek areas in Lancaster retain some of the original tree cover, which includes pecan trees, cedar elms, and several species of oak. This is because much of the area in the City of Lancaster was used for farming and other agricultural business, and therefore it has been cleared of much of its natural vegetation. In their native state, the upland areas of the City are covered with native grasses such as Little Bluestem, Indiangrass, Switch Grass, Texas Needlegrass, Virginia Wild Ray, Big Bluestem, Torrey Silver Bluestem, Meadow Dropseed, Buffalo Grass and Side Oats Grama. Typical trees and shrubs found in the area include Pecan, Cedar Elm, Ash Juniper, Juniper, Mesquite, Hackberry, Sugarberry and various Oaks.

Soils

The principal soil series of the Blackland Prairie soil subdivision is the Houston-Black series, which is the classification given by the Natural Resources Conservation Service in a 1980 soil survey. This survey located soils throughout Lancaster for the purpose of general planning. The Houston-Black soil series consists of 1 to 3 percent slopes, is common on the uplands, and is a deep, moderately well drained, gently sloping soil. The surface layer of this Houston-Black soil is typically made up of a moderately alkaline, very dark gray clay that is approximately 6 inches thick. Permeability of this type of soil is slow, and the available water capacity is high.

This soil is mainly used for cropland, for which it has a high potential. However, its potential for urban development is rated *low* by the National Cooperative Soil Survey for 1980. The main limitations of this soil for urban development are its shrink-swell quality, low strength, corrosivity and the hazard of erosion. In addition, the walls of cuts and excavations tend to cave in or slough. These conditions can be addressed through proper design, careful installation and modern construction techniques, and are generally not an impediment to private development or utility line construction, but the clayey surface texture is a limitation to recreational uses.

(INSERT PLATE 2-2 — PHYSICAL FACTORS MAP)

MAN-MADE FEATURES

The Medical Center at Lancaster

This is a full-service community hospital that provides a wide array of services to residents of Lancaster, DeSoto, Duncanville, Red Oak, Waxahachie, Midlothian, Cedar Hill and other surrounding areas. The Medical Center is located on West Pleasant Run Road, and has 90 beds with a staff of 300 and a medical support staff of 202.



Illustration 2-2
View of the Medical Center at Lancaster

Lancaster Municipal Airport

The need for Lancaster's Municipal Airport, which opened on June 1, 1970, was established when Guy Joe Smith of Lancaster, a former navy Corsair pilot, made a dirt landing strip out of a maize field on his farm, which was graveled in the 1960's by a tenant, Billy Norton. Thus, when Jack Green and his brother, who owned and operated Green and Green Manufacturing and the Mooney Aircraft dealership in Lancaster, were looking for a place to land their planes in the area, they sought the help of area navigation veteran Paul Camp, who ran the legendary 77 Airport (at Highway 77 and Daniieldale), to form an airport in Lancaster. The airport opened with a 3000-foot paved runway and three T-hangers that covered about 120 planes and offices. The facility grew with the addition of more hangers, and with services such as flight instruction, fueling, paint shop and more, and when the brothers retired in 1977 they sold the airport to the City. Today, Lancaster has a municipal airport with a 5,000-foot runway, which helps create the potential for future growth and development of the City. The City currently has an Airport Master Plan to guide improvements in this area.

DFW Wing of the Confederate Air Force

Lancaster's Municipal Airport is home to the Dallas-Fort Worth wing of the Confederate Air Force. It is located on Beltline Road, six miles east of Interstate Highway 35 East in southeast Dallas County, and has a total of nine World War II warbirds on display. Among these are an F4U Corsair, a German Luftwaffe Storch, F4F Wildcat and one of the two remaining, flyable Japanese Zeroes.

Lancaster Country View Golf Course

Lancaster's Country View Golf Course is one of the only public golf courses located in the region and is located at 240 West Belt Line Road. The Lancaster Country View Golf Course is a championship 18-hole municipal course with elevated greens. The par-71 course is set among the tree-covered hills and valleys of Lancaster.



Illustration 2-3
Country View Golf Club

Historic Town Square

Lancaster's Historic Town Square is the true center of the city. It was patterned in 1857 after the same location as its namesake — Lancaster, Kentucky — with streets entering the center from all four sides. This Town Square has several historic structures, some which date back to 1880, including the Coolidge Building, the International Organization of Odd Fellows (IOOF) Lodge, and the Lyons Drug Building. The Historic Town Square was considered to be the *Best Kept Secret in the Metroplex* before April 25, 1994, when tornadoes destroyed part of the historic site. This site continues to recover and establish itself as the historic jewel of Dallas County, and draws numerous visitors and tourists.

Cedar Valley College

The Cedar Valley College in the Lancaster area is located on a 353-acre campus, which is recognized for its scenic landscaping with a 12-acre man-made lake. The enrollment of Cedar Valley College in the fall 1995 was 2,758 students. It has 47 full-time and 80 part-time faculty members. The campus has conference facilities, a 500-seat performance hall, large and small classrooms, laboratory facilities, a library, gymnasium, baseball field and 50-acre demonstration farm. It provides students with a broad range of academic transfer courses, technical and job-specific certificate programs, and extended learning programs.

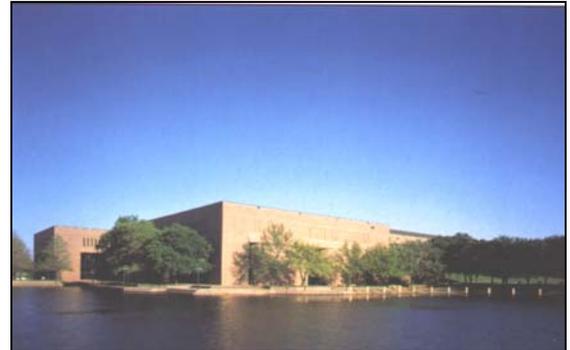


Illustration 2-5
View of Cedar Valley College

DEMOGRAPHIC AND SOCIOECONOMIC PROFILE

Lancaster's geographic location, as well as its easy access to the City of Dallas and other cities in the region are major factors in the community's future development potential. The Dallas/Fort Worth region is one of the most dynamic areas in the nation, and offers an opportunity for Lancaster to share in its development. Although the regional advantages of Lancaster are important, the people who live and work in Lancaster will be the most important resource of the community.

POPULATION

Because of its geographic location, Lancaster has captured a significant percentage of the region's growth. The trend in population change within the City of Lancaster since 1950 is reflected in **Table 2-1**. Lancaster showed a broad increase in population from 1950 to 1960, and since then has maintained a slow but steady growth from 1970 to 2000. The population of Lancaster has shown only a slight increase in the last decade.

Table 2-2 shows that Lancaster has maintained a steady upward growth in comparison with the growth of several other cities within the Dallas/Fort Worth region since 1950. Lancaster's annual growth rate is comparable to, and steadier than, most of its neighboring communities. During 1980 to 2000, when other neighboring communities like Wilmer, Red Oak and Glenn Heights experienced slow growth, and when Hutchins and Ferris experienced a slight decline in population, the City of Lancaster showed an almost 50 percent growth in its population during the same period. Only one other neighboring community - the City of DeSoto - reflects a similar trend during this same period.

Table 2-1
POPULATION CHANGE
City of Lancaster, Texas

Year	Population	Numerical Change	Percent Change
1950	2,632	1,481	-----
1960	7,501	5,869	222.98
1970	10,522	3,021	40.27
1980	14,807	4,285	40.72
1990	22,117	7,310	49.36
2000	25,894	3,777	17.07

Source: U.S. Census

Table 2-2
POPULATION CHANGE IN SELECTED CITIES WITHIN THE REGION
City of Lancaster, Texas

City	1950	1960	1970	1980	1990	2000 ⁽¹⁾
Lancaster	2,632	7,501	10,522	14,807	22,117	25,894
DeSoto	298	1,969	6,617	15,538	30,544	37,646
Hutchins	743	1,100	1,715	2,837	2,719	2,805
Red Oak	—	—	767	1,882	3,124	4,301
Wilmer	—	—	1,922	2,367	2,479	3,393
Glenn Heights	—	—	257	1,033	4,564	7,224
Ferris	—	—	2,180	2,228	2,212	2,175
Dallas	434,462	679,684	844,401	904,078	1,007,618	1,188,580

Source: U.S. Census

⁽¹⁾ U.S. Census 2000

Another method of evaluating a community's percentage of growth is to compare it to a larger regional area. If Dallas County were defined as the region that is most influenced by Lancaster, and if it were compared to Lancaster's population increase since 1950, it is evident that historically, Lancaster has been capturing an increasing amount of the growth within that region. **Table 2-3** shows that, in 1950, Lancaster accounted for 0.27 percent of the region's population, and has shown a steady increase in its share of the region's population; in 2000, Lancaster showed a slight decrease in its percentage of the region at approximately 1.17 percent.

Table 2-3
REGIONAL GROWTH COMPARISON: 1950 to 2000
City of Lancaster, Texas

Year	Lancaster Population	Dallas County Population	Percent
1950	1,632	614,799	0.27
1960	7,501	951,527	0.79
1970	10,522	1,327,696	0.79
1980	14,807	1,556,419	0.95
1990	22,117	1,852,810	1.19
2000 ⁽¹⁾	25,894	2,218,899	1.17

Source: U.S. Census

⁽¹⁾ U.S. Census 2000 Redistricting Data Summary File

As previously stated, it is reasonable to assume that the growth that has occurred in Lancaster is partially due to its location and easy access via Interstate Highways 20 and 35, as well as to the state highways that pass through the City and connect it to other cities. Lancaster's availability of developable land in close proximity to Dallas is likely a major positive factor for future growth. Also, the City's ability to provide adequate public services/facilities and lower property costs, with the added incentive of quiet, peaceful and scenic surroundings, could be other important factors promoting the steady growth in the City. As Lancaster continues to develop, its rate of growth may fluctuate, as it tends to do in many communities. Similarly, other communities in the vicinity that can provide adequate public services and facilities will experience growth, as well. It is evident that in recent years Lancaster has been competing with cities like DeSoto, Cedar Hill and Duncanville, among others, to capture a part of the region's growth, and this trend could realistically continue. But the availability of extensive developable land in Lancaster will play a major role in the future growth of the community. This anticipated growth will also depend upon the community's quality of life and its ability to accommodate growth in an orderly manner by providing adequate infrastructure.

HOUSEHOLD SIZE

The average household size in Lancaster in 1980 was 2.97 persons per household. In 1990 it was 2.81 persons per household, and in 1999, it was estimated to be 2.76 persons per household. This trend is similar to the nationwide trend, whereupon families in general are gradually getting smaller. The average household size for the City in 1990 and 1999 is slightly higher than the average household size for the state of Texas, which in 1990 was 2.73 persons per household in both 1990 and 1999.

AGE AND RACE COMPOSITION

The age composition of the population within a city can provide insight into the types of facilities and services that may need to be provided in the future. An analysis of age composition, among other population characteristics, can ensure that the Comprehensive Plan is tailored to meet Lancaster's needs in the future. The age composition for Lancaster is shown in **Table 2-4**.

As shown in **Table 2-4**, all age group categories except for the 18-24 year category have increased in number. Even though the total number of people between the ages of 0-5 years and 25-44 years has increased, these categories show a slight decrease in their total percentages from 1990 to 1999. Such variations may be expected to occur, primarily depending upon employment and the type of residential development that takes place in the future. As the older labor force group, (people from 45 to 64 years of age) further matures and assuming many continue to reside in Lancaster, it may be appropriate to consider additional services and specialized housing types to accommodate this segment of the population.

Table 2-4
AGE COMPOSITION & DISTRIBUTION
City of Lancaster, Texas

Age Group	1990 ⁽¹⁾		1999 ⁽²⁾	
	Number	Percent	Number	Percent
Young (under 5 yrs.)	2,317	10.48	2,655	10.37
School (6-17 yrs.)	4,377	19.79	5,191	20.27
College, New Family (18-24 yrs.)	1,986	8.98	1,919	7.49
Prime Labor Force (25-44 yrs)	7,797	35.25	8,439	32.95
Older Labor Force (45-64 yrs.)	3,498	15.82	4,938	19.28
Senior (65 +)	2,142	9.68	2,467	9.64
Totals	22,117	100.00	25,609	100.00
Median Age	30.6		32.3	

Source: ⁽¹⁾ 1990 U.S. Census Data

⁽²⁾ 1999 EASI Demographics Report & Analysis Estimates

Table 2-5 shows race and ethnic composition for the City of Lancaster for 1990 and 2000.

Table 2-5
RACE & ETHNIC DISTRIBUTION
City of Lancaster, Texas

Race/Ethnicity	1990 ⁽¹⁾		2000 ⁽¹⁾	
	Number	Percent ⁽²⁾	Number	Percent ⁽²⁾
White/Caucasian	13,580	61.4	9,744	37.6
African American	6,536	29.6	13,725	53.0
Hispanic/Spanish Origin ⁽³⁾	1,770	8.0	3,001	11.6
Asian/Pacific Islander	110	0.5	114	0.5
Other	121	0.6	1,831	7.3

Source: ⁽¹⁾ 1990 U.S. Census Data

Note: ⁽²⁾ The percentages are based on total population and will not equal 100%

⁽³⁾ Hispanic origin can be of any race and due to this the total will not equal the total population

SCHOOL ENROLLMENT

Table 2-6 shows the school enrollment for each school year for the last four years within the Lancaster Independent School District (LISD).

School Year	Enrollment	Numerical Change
1997 to 1998	4,185	—
1998 to 1999	4,248	63
1999 to 2000	4,153	(-)95
2000 to 2001	4,172	19

Source: Lancaster Independent School District

EDUCATIONAL ATTAINMENT

Trends relative to the educational level of a population generally indicate the skill and ability of the residents of the community. In 1990, 43.1 percent of the persons 25 years of age and older in Lancaster at least a high school diploma, and 14.1 percent had attained at least bachelor's degree this reflects that a total of 57.2 percent of Lancaster residents have at least a high school diploma. In 1999, 52.2 percent of the persons 25 years of age and older in Lancaster had attained at least a high school diploma, and 13.6 percent had attained at least a bachelor's degree. This reflects a total of 65.8 percent of the residents of Lancaster with at least a high school diploma. The difference in percentages between 1990 and 1999 shows that while the percentage of people attaining at least a high school education in Lancaster increased from 1990 to 1999 while during the same period, the percent of people attaining bachelor's degree or higher in the City decreased. The average percent of persons to have attained a bachelor's degree or higher statewide in 1990 was 20.3 percent and in 1999 was 15.3 percent. The trend in the City of Lancaster correlates with the statewide trend during the same time period.

INCOME LEVELS

Another important demographic characteristic within a city is family income. In 1990, the median household income for City of Lancaster was \$32,556, and in 1999 the median household income was reported to have increased to \$41,048. The statewide median household income in 1990 was \$27,016, and in 1999 was estimated to be \$33,689. This shows that income levels in Lancaster have not only increased during the last decade, but have continued to stay above the Texas state average.

EMPLOYMENT

Employment opportunities within the region have contributed to the growth of Lancaster. In 1990, the prime labor force within the City (persons 25 – 44 years) accounted for approximately 7,759 people. In 1999, the prime work force (persons 25 - 44 years) was estimated to be, 8,439 people, representing an increase from 1990 to 1999 of approximately 3.1 percent. The population during the same period increased by 15.8 percent. This indicates that approximately one-fourth of the population can be described as being within the *Prime Labor Force* category.

The above discussion is important because it describes employment characteristics of the people who live in Lancaster. The characteristics and numbers of employees that actually work in Lancaster are important as well. In 1990, 11,230 persons in the City of Lancaster were locally employed. This number has increased to 13,402 persons employed in 1999, showing an increase of 19.3 percent from 1990 to 1999 in employment figures, while the population increased by 15.8 percent. **Tables 2-7, 2-8, 2-9 and 2-10** show the employment characteristics for the City of Lancaster.

Type of Labor	1990	1999
White Collar	6,975	8,337
Blue Collar	2,797	3,093
Service	1,458	1,972
Total	11,230	13,402

Source: EASI Demographic Reports.

Note: *White Collar Labor* - Type of labor that is principally office or service use.
Blue Collar Labor - Type of labor that requires mainly manual effort.

Table 2-8
EMPLOYMENT BY SECTOR — 1990
City of Lancaster, Texas

Employment Sector⁽¹⁾	Number of Employees
Basic	4,055
Retail	2,774
Service	4,401
Total	11,230

Source: EASI Demographics Reports

⁽¹⁾ Based upon Federal Standard Industrial Classification (SIC)

Note: *Basic* – Wholesale trade, manufacturing, construction, industrial, contractors, transportation services.

Retail – Food stores gasoline, service stations, restaurants, department stores, and general retail stores.

Service – Banks, government employees, professional offices, doctors.

Table 2-9
EMPLOYMENT BY INDUSTRY: 1990
City of Lancaster, Texas

Name of Industry	Total Employees
Agriculture, Forestry and Fisheries	164
Mining	63
Construction	503
Manufacturing:	1,501
Transportation	700
Communication and Other Public Utilities	486
Wholesale Trade	512
Retail Trade	1,775
Finance, Insurance and Real Estate	1,021
Business and Repair Services	549
Personal Services	310
Entertainment and Recreational Services	167
Professional and Related Services	2,698
Public Administration	721
Total	11,170

Source: U.S. Census

Table 2-10
EMPLOYMENT BY OCCUPATION: 1990
City of Lancaster, Texas

Name of Occupation	Total Employment
Managerial and Professional Specialty:	
<i>Executive, Administrative, Managerial</i>	1,265
<i>Professional Specialty</i>	1,205
Technical, Sales, Administrative Support:	
<i>Technicians and Related Support</i>	379
<i>Sales</i>	1,310
<i>Administrative Support (includes Clerical)</i>	2,755
Service:	
<i>Private household</i>	35
<i>Protective Service</i>	447
<i>Service (Except Protective and Household)</i>	1,035
Farming, Forestry and Fishing	139
Precision, Production, Craft and Repair	1,164
Operators, Fabricators and Laborers	1,436
Total	11,170

Source: U.S. Census

EXISTING LAND USE

The patterns of land use that exist today within the City of Lancaster have evolved to satisfy the requirements of the community as it has grown. The activities of the residents of a city create a need for residential, retail, commercial, recreational, office and industrial areas, as well as an efficient thoroughfare system. Growth and development occurring within Lancaster in the future will require the conversion of vacant and agricultural land to more intensified urban uses. The conversion process and how it occurs will be very important to the City in that it is one of the factors that will determine the community's future urban form. It will not only have an impact upon how Lancaster develops economically, but the relationships of existing and future land uses will shape the character and livability of the community for many years to come. Likewise, these relationships will be reflected in the provision of services and facilities throughout the community. An orderly and compact land use arrangement can be served more easily and efficiently than can a random and scattered association of unrelated uses. Providing for the orderly and efficient use of land should be a major planning consideration in Lancaster. In order to more accurately assess the City's future land use needs, an analysis of present land use patterns is very important.

In order to analyze the land use trends within Lancaster, a survey was conducted during the preparation of this Comprehensive Plan. Using accepted survey methodologies and land use categories, a comparison of existing land uses can be made. **Table 2-11** shows the existing land use composition for Lancaster in 1999. Today, many portions of the City remain undeveloped, and therefore, extensive additional development can be expected to occur in those areas. **Plate 2-3** shows a general representation of the existing land use pattern in Lancaster as of the summer of 1999.

LAND USE SURVEY METHODOLOGY

In 1999, a parcel-by-parcel land use survey was conducted by automobile for all areas within the existing City limits. **Table 2-11** shows the results of this survey. Each parcel was color-coded and documented according to the following categories:

Residential Uses:

Single-Family Residences - One-family detached dwellings and related accessory buildings.

Two-Family Residences - Duplex dwellings and related accessory buildings.

Multiple-Family Residences - Apartments, rooming houses & related buildings.

Mobile Homes - A mobile home located on a lot or parcel and used as a dwelling.

Public, Semi-Public and Related Uses: Schools, Churches, Cemeteries and Public Buildings.

Parks and Open Spaces: Parks, Playgrounds and Public Open Space.

Office Uses: Professional/Administrative Offices., doctors, dentists, real estate, architects, accountants, secretarial service, offices, and similar uses.

Retail Uses: Retail stores, shops and personal service establishments, shopping centers, service stations and any associated off-street parking facilities.

Commercial Uses: Commercial amusements, building materials yards, automobile garages and sales lots, automobile body repair, warehouses, telecommunications/broad-casting towers and facilities, wholesale establishments, sale of used merchandise and welding shops.

Industrial Uses: Light Industry - Light processing, storage, light fabrication, assembly and repairing.

Streets and Alleys: Land dedicated to public use for street and alley rights-of-way, whether open or closed to use.

Vacant and Agricultural Uses: Vacant land having no apparent use, or land used for agricultural purposes (ranching or farming).

Of the developed land area in 1999, (excluding roadways) commercial and public land uses comprise the greatest percentage of land use. It is expected that the composition of land uses in Lancaster will change in the future, as a part of the urban development process within the city.

EXISTING LAND USE ANALYSIS

One accepted method of analyzing land use is relating the number of acres used for each type of land use category to the population. By calculating the amount of acreage consumed for various land uses and comparing it to population, insight can be gained into future land use demand. Assumptions can be made regarding the future consumption of land use based upon these relationships, balanced with the community's own desired goals and objectives. **Table 2-11** also shows land use related to population by acres per 100 persons. Especially noteworthy is the relationship of retail uses to the overall land use pattern. Retail demand usually ranges from 0.3 to 0.4 acres per 100 persons on the low end to 0.6 to 0.7 acres per 100 persons on the high end; 0.5 acres per 100 persons is generally accepted as average. Lancaster is at the accepted average at 0.5 retail acres per 100 persons. This indicates that local residents are spending retail dollars within the City, and that other areas are not capturing retail sales from Lancaster. Conversely, the City of Lancaster has a higher-than-average amount of commercial land use, however the number of acres of commercial land use per 100 persons has remained consistent from 1986 to 1999.

(INSERT PLATE 2-3 — EXISTING LAND USE MAP)

The following section summarizes features of Lancaster's existing land use pattern:

- ◆ Nearly all of Lancaster's retail/commercial uses are located along, or in close proximity to, Interstate Highway 35.
- ◆ Retail land use is located primarily along Dallas Avenue and in the City's historic downtown area.
- ◆ The Municipal Airport within the City limits occupies approximately 285 acres of public/semi-public uses.
- ◆ Cedar Valley Junior College, located in close proximity to the City limits along Dallas Avenue, is another prominent public/semi-public use available to the residents of Lancaster and surrounding areas.
- ◆ Lancaster Country View Golf Club and the Ten-Mile Creek Preserve give local residents access to two major recreational open spaces within the City.
- ◆ Comparatively few industrial land uses exist within the City. Most of the existing industrial uses are located along the Missouri Kansas Texas Railroad and Lancaster-Hutchins Road, away from residential uses in the City.
- ◆ The predominant land use remains single-family residential.
- ◆ Most of the City's nonresidential development, especially commercial uses, have easy access to major thoroughfares.
- ◆ Residential development has spread away from the City center toward the northern City limits, as well as along Pleasant Run Road.
- ◆ Inasmuch as Lancaster's residential land use is predominately single-family, the population distribution and density is found to be concentrated around the City center and along Dallas Avenue, but has started spreading west toward Interstate Highway 35.

An important consideration in the future will be the need to protect and enhance existing residential neighborhoods while providing continuity to new development. The configuration of existing subdivisions and the roadway system will require careful review and consideration of new developments to prevent isolation of residential neighborhoods from each other and from the school and park facilities they will utilize.

Table 2-11
LAND USE ACREAGE: 1985 & 1999
City of Lancaster, Texas

Land Use Category	1986		1999	
	Total Acreage	Acres Per 100 Persons	Total Acreage	Acres Per 100 Persons
Single-Family	1,598.7	7.7	2,299.86	9.0
Duplex	21.7	0.1	33.02	0.1
Multi-Family	67.9	0.3	129.63	0.5
Manufactured Homes	163.4	0.8	63.01	0.3
Public/Semi-Public	606.6	2.9	611.94	2.4
Parks & Open Space	—	—	305.62	1.2
Retail	78.5	0.4	123.61	0.5
Commercial	279.0	1.3	336.71	1.3
Light Industrial	187.7	0.9	238.82	0.9
Street and Alleys	774.2	3.7	1,710.96	6.7
Vacant	11,386.9	54.9	12,633.02	49.3
Total	15,164.6	73.1	18,486.2	72.2
Total Developed Land Within the City Limits	3,777.7		5,853.2	

Source: Dunkin, Sefko & Associates, Inc.

EXISTING HOUSING

Quality of housing and the appreciation of housing values are extremely important planning considerations. Among the factors influencing the desirability of Lancaster as a place to live, and affecting the potential for future development of various portions of the City and surrounding area, is the condition of existing housing and the quality of the residential neighborhoods they form. The community has an interest in the ability to attract new industry/businesses and new residents, as well as to provide adequate habitation for its residents.

The quality of housing in Lancaster is an important consideration in the evaluation of the adequacy of the existing housing stock, and in estimating future housing requirements. Condition and age are two of the physical characteristics of the housing supply that reflect the present quality of housing. Tenure, length of residence, persons per household, and affordability are other features that indicate the general status of the housing supply, and are also factors to be considered in the evaluation and analysis of the City's housing requirements. The condition of housing within an area also influences the attractiveness of investment in new or remodeled dwelling units. Normally, residents of a neighborhood area consisting of well maintained, sound housing units with school facilities within a reasonable distance, with convenient parks and open space, with adequate streets and good sanitation and drainage, and with other features that make up a sound neighborhood, reflect minimal economic and social problems. In contrast, a blighted or partially blighted area, where many of the above-listed elements are either nonexistent or are poorly provided, will likely present a greater number of problems to the community and the residents.

Analysis of local residential neighborhoods will assist in defining any existing problems or deficiencies that are related to the physical features found within the surrounding environment of the City. It further provides a basis for determining proper directive measures required for bringing specific areas into acceptable community standards. For sound neighborhood areas it is appropriate to establish the goals or standards that will emphasize continuation of existing characteristics contributing to the present desirable physical condition. The following sections outline the various characteristics of Lancaster's housing supply.

TRENDS IN HOUSING SUPPLY

The total number of dwelling units in Lancaster has increased between 1980 and 2000, while local household size has gradually decreased (see **Table 2-12**). As can be expected, the increase in the number of housing units has followed a trend similar to that established by the City's population during the same period.

Table 2-12
TOTAL DWELLING UNITS
City of Lancaster, Texas

Year	Total Dwelling Units	Persons Per Household
1980	5,077	2.97
1990	7,703	2.81
2000	9,263	2.77

Source: U.S. Census

In 1999, a housing inventory was conducted for the City of Lancaster in conjunction with the land use survey. **Table 2-13** shows the number of dwelling units within the existing City limits by dwelling unit type as of 1999, and also shows a comparison of dwelling units that existed in 1985. Lancaster is still predominantly a single-family community with 76 percent of the total dwelling units categorized as single-family detached residences (compared to 68 percent in 1985). Though the City has also increased in the local percentage of mobile homes, specifically from 0.3 percent in 1985 to 1.5 percent in 1999, it still has a low percentage of mobile homes compared to other cities in the area. Approximately 22 percent of the total housing structures are categorized as either multi-family or duplex.

Table 2-13
HOUSING TYPE: 1985 & 1999
City of Lancaster, Texas

Housing Type	1985		1999	
	Number	Percent	Number	Percent
Single-Family	4,674	68.6	7,001	76.7
Duplex	194	2.8	212	2.3
Multi-Family	1,928	28.3	1,778	19.5
Manufactured Homes	17	0.3	132	1.5
Total	6,813	100.0	9,123	100.0

Source: Dunkin, Sefko & Associates, Inc.

TENURE (RESIDENCY)

The length of time people tend to reside within a community to a certain degree influences a city structure's physical condition. It can be reasonably assumed that the occupancy of a structure by a particular family unit over a long period of time would be a deterring factor in any decline of the structure's condition, as especially compared to several families occupying a structure during the same or a shorter period of time. Also, a renter-or owner-type of occupancy will likely be reflected by the level and quality of maintenance and upkeep that is given to a residential structure. According to the U.S. Census, Lancaster's owner- and renter-occupancy rates were comparable to other cities in the area, and were also comparable to the State in 1990. A high owner-occupancy percentage can be considered an asset when planning for Lancaster's future. The percentage of renter- versus owner-occupied dwellings in Lancaster, compared to other selected cities is shown in **Table 2-14**. The statewide average in 1990 was approximately 61 percent owner-occupied and 39 percent renter-occupied units, according to U.S. Census data. **Table 2-14** shows that the percentage of owner-occupied units in Lancaster is slightly higher than the state average, while the percentage of renter-occupied units in Lancaster is below the state average.

Table 2-14
RENTER-VERSUS OWNER-OCCUPIED UNITS: 1990
City of Lancaster, Texas

City	Owner-Occupied	Percent	Renter-Occupied	Percent
Lancaster	4,894	63.53	2,809	36.47
DeSoto	7,459	64.03	4,191	35.97
Dallas	119,092	73.59	42,741	26.41
Wilmer	517	65.11	277	34.89
Ferris	469	65.29	250	34.77
Hutchins	691	77.20	204	0.23
Red Oak	602	51.28	572	48.72
Glenn Heights	870	31.19	1,049	37.61

Source: U.S. Census

HOUSING VALUE AND RENTAL RATES

Housing values and rental rates often determine the ability of a family to obtain adequate shelter, since the expendable amount for this income is generally closely related to total family income. The usual guide for the amount of money to be spent on shelter is approximately 30 percent or less of a family unit's gross total income. **Table 2-15** shows the housing value for occupied dwelling units in Lancaster for 1990 and 1999. As can be seen from **Table 2-15**, most of Lancaster's occupied dwelling units are in the \$50,000 to \$99,999 range.

Table 2-15
HOUSING VALUE OF OWNER OCCUPIED DWELLINGS — 1990 and 1999
City of Lancaster, Texas

Housing Value	1990		1999 ⁽¹⁾	
	Number	Percent	Number	Percent
Less than \$50,000	971	22.20	553	11.89
\$50,000 to \$99,999	2,863	65.47	2,889	62.10
\$100,000 to \$149,999	389	8.90	850	18.27
\$150,000 to \$199,999	94	2.15	276	5.93
\$200,000 to \$299,999	44	1.01	71	1.53
\$300,000 or more	12	0.27	13	0.28
Total	4,373	100.00	4,652	100.00
<i>Median Housing Value</i>	\$67,300		\$82,092	

Source: U.S. Census

⁽¹⁾ 1999 EASI Demographics Reports

Table 2-16 shows the monthly contract rent for renter-occupied dwelling units in Lancaster in 1990 and 1999. If the median rental rate value is accepted as the amount that is required to obtain adequate shelter, and if it is assumed, as previously mentioned, that 30 percent of the family income is expended for this purpose, then an annual income in 1990 of approximately \$16,600 would be required to occupy a rental unit having the median rental rate of \$415 per month in 1990. This value was substantially below the community's median income level in 1990 of \$32,556. In 1999 median contract rent in Lancaster was \$531, implying that an annual income of approximately \$21,240 would be required to occupy a rental unit. However, similar to the 1990 value, this value is substantially lower than Lancaster's median income level in 1999 of \$41,048, which shows the availability of a healthy balance of affordable housing in the City.

Table 2-16
CONTRACT RENT — 1990 and 1999
City of Lancaster, Texas

Rental Rates	1990		1999 ⁽¹⁾	
	Number	Percent	Number	Percent
Less than \$250/month	233	8.77	121	4.00
\$250 to \$499/month	1,927	72.5	1,215	40.23
\$500 to \$749/month	441	16.59	1,400	46.36
\$750 to \$999/month	38	1.43	159	5.3
\$1,000 or more /month	19	0.71	125	4.11
Total	2,658	100.00	3,020	100.00
<i>Median Contract Rent</i>	\$415		\$531	

Source: U.S. Census

⁽¹⁾ 1999 EASI Demographics Reports

1999 HOUSING INVENTORY

A housing inventory was conducted in Lancaster in 1999 for the purpose of determining the physical condition of housing and identifying any blighted areas. Each structure was classified according to visible exterior physical conditions. Four categories of condition were used, as described below:

- Type 1:** Good and sound condition -- Structures placed in this category were either new housing units, or were older housing units being maintained and in sound physical condition.
- Type 2:** Housing in need of minor repair -- These structures included those needing minor maintenance that could be performed by the occupant, and generally included painting of trim or exterior surfaces, replacement of small trim areas, or other similar minor repairs.
- Type 3:** Housing in need of major repairs -- Structures placed in this category were those needing repairs that would not normally be performed as annual maintenance by the occupant. Generally, the structures placed in this category were in various stages of deterioration and showed signs of sagging roofs, missing shingles and similar major repairs.
- Type 4:** Dilapidated -- When a structure was considered to be inadequate as a dwelling unit and had major structural deficiencies were apparent, it was placed in the dilapidated category.

Data obtained from the field survey provides a basis for evaluating existing housing conditions and any factors influencing blight. Analysis of existing conditions serve to guide the measures needed to either preserve or physically upgrade the overall housing inventory, if necessary. The results of the field survey are shown in **Table 2-17** below. **Plate 2-4** shows the various conditions of housing by the above types.

Structure Type	Number	Percent
Type 1	6,316	87.5
Type 2	725	10.1
Type 3	162	2.2
Type 4	14	0.2
Total⁽¹⁾	7,217	100.0

Source: U.S. Census
⁽¹⁾ Does not include multi-family residential or manufactured homes.

As can be seen from **Table 2-17**, most of the housing in Lancaster is in good condition or needed only minor repairs (97.6 percent). Approximately 2.4 percent of the housing stock is within the Type 3 or Type 4 category. It is also important to recognize that the Type 2 housing units will need specific attention in the coming years. This category contains 10.1 percent of the single-family and duplex dwelling units. If these structures are neglected, they could regress into the third condition category (Type 3) and potentially cause the beginning of blighted areas. Overall, Lancaster's housing stock can be generally considered structurally sound. It is evident though that some maintenance and rehabilitation programs will be necessary to ensure that Type 2 housing does not deteriorate further. Compared to many cities, Lancaster has few dilapidated structures needing major repairs.

(INSERT PLATE 2-4 — HOUSING CONDITIONS)

EXISTING ZONING

The existing zoning pattern in Lancaster is shown in a generalized form on **Plate 2-5**. The following table shows the amounts of land area currently zoned for each zoning category, and also shows a comparison to acreage zoned in 1985. As can be seen from **Table 2-18**, much of the area within the City is zoned for residential uses (over 13,770 acres). Approximately 358 acres of land is currently zoned for retail land uses, compared to the 123 acres that have actually been developed for retail use.

Table 2-18
EXISTING ZONING: 1985 & 1999
City of Lancaster, Texas

Zoning Category	Acreage in 1985	Acreage in 1999	Percent Change from 1985 to 1999
A-O	6,153.0	8,586.6	39.6
SF-ED	—	3.0	—
SF-1	1,066.7	1,042.3	(-)2.3
SF-2	2,328.4	2,310.4	- 0.8
SF-3	1,114.9	1,067.1	(-)4.3
SF-ZL	193.2	231.9	20.0
2F-1	297.4	198.0	(-)33.4
SF-A	42.8	3.0	93.0
MF	299.0	325.4	8.8
MH	11.1	12.0	8.1
NS	134.8	126.7	(-)6.0
R	290.6	358.7	23.4
CH, C, CT, CTH, S, SUP	1397.1	1,200.6	14.1
LI	1,835.6	1,765.5	(-)3.8
HI	—	—	—
PD	—	1,255.0	—
Total Area Zoned Within City	15,164.6	18,486.2	21.9
Total Area Zoned Residential	11,506.5	13,779.7	19.8
Total Area Zoned Nonresidential	3,658.1	4,706.5	28.7

Source: Dunkin, Sefko & Associates, Inc.

(INSERT PLATE 2-5 — EXISTING ZONING MAP)

Zoning is an implementation tool that is generally employed to address land use policies and objectives stated in the Comprehensive Plan. Although many of the City's existing zoning districts will be appropriate for the future, others may need to be evaluated, and possibly modified, to ensure their continued effectiveness in implementing Lancaster's land use policies.