

LAND USE

LAND USE

PRESENT LAND USE: The City of Deer Park at the present time (1960) contains two population concentrations with the remainder of the population being scattered. The existing population concentrations are located in Planning Units 1, 3, and 6. The remainder of the Planning Units have no development or very minor development. The developed land is shown on the attached 1960 Land use Map according to use. Vacant areas that have been committed to a specific use by either existing zoning ordinance or by accepted and recorded subdivision plats are shown on the map.

The distribution of this developed land in Planning Units 1, 3, and 6 according to use is shown on Table IX, page 20.

The area-population ratios are not of significance because many of the areas included are in the process of being developed and have not reached maturity.

The percentage figures, however, establish two trends of significance. These are the low percentage of land devoted to street purposes and the high percentage devoted to residential use. The public and semi-public facilities in existence are designed to serve population much greater than those contained in the developed area. Likewise, the commercial purposes is undeveloped.

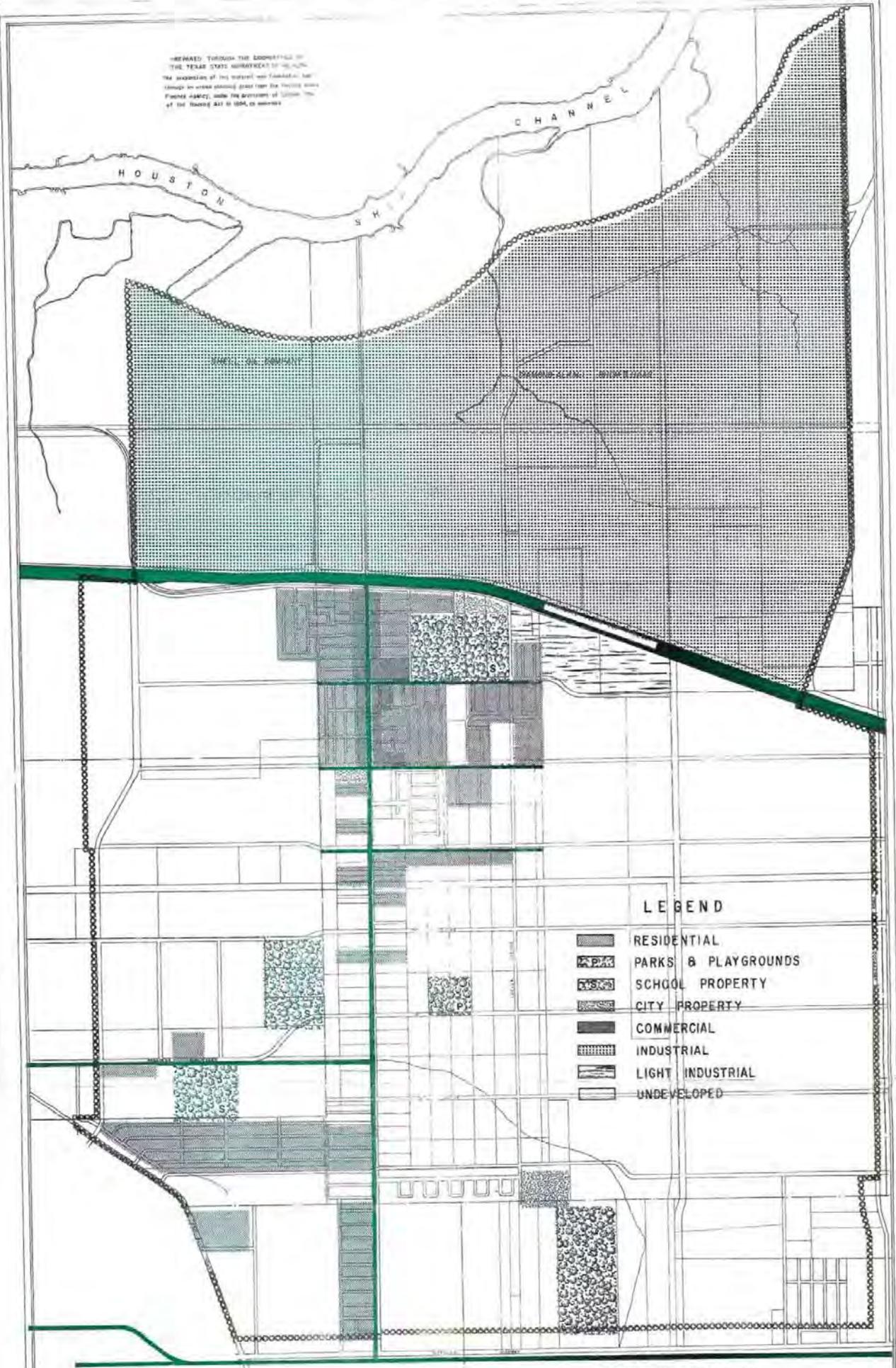
The present land usage in the City of Deer Park has evolved along certain natural lines which in part are commendable and in part are somewhat less desirable. Generally speaking, the less desirable aspects of the present state of development of the City have been due to haphazard growth before the zoning ordinances were passed or even before the Incorporation of the City. The primary source of undesirable development has been in the trend of commercial building along Center Street in the present central business "strip" development, a type which, though common in the past, is now considered inferior to other methods of planning, because of parking difficulties, impingement upon other usages, and the inconvenience of undue "stringing-out" of shopping facilities in given shopping area.

TABLE IX

EXISTING LAND USE IN NEIGHBORHOODS WITH SIGNIFICANT DEVELOPMENT

Planning Unit	Existing Population	Developed Acreage	Commercial	Public & Semi-Public	Thoroughfare Systems	Industrial	Residential	Minor Streets	Residential + Minor Streets
1	1,360	121.0	8.0	0.6	5.5	0.0	77.0	29.9	106.9
2	1,922	377.7	11.4	41.0	13.8	0.0	249.2	62.3	311.5
3	1,484	286.8	12.5	96.0	17.5	46.7	123.5	37.3	160.8
Total	4,766	785.5	31.9	137.6	36.8	46.7	449.7	129.5	579.2
%		100%	4.1%	17.5%	4.7%	0.5%	57.2%	16.5%	73.7%
Acres / 100 p.	N.A.	16.48	0.67	2.89	0.77	XX	9.44%	2.72	12.15

REMOVED THROUGH THE EXERCISE OF THE TEXAS STATE HIGHWAY ACT OF 1956. THE ACQUISITION OF THE INTERESTS IN THE LANDS SHOWN IN THIS MAP WAS MADE BY THE TEXAS STATE HIGHWAY DEPARTMENT, UNDER THE AUTHORITY OF SECTION 106 OF THE HOUSING ACT OF 1954, AS AMENDED.



LEGEND

-  RESIDENTIAL
-  PARKS & PLAYGROUNDS
-  SCHOOL PROPERTY
-  CITY PROPERTY
-  COMMERCIAL
-  INDUSTRIAL
-  LIGHT INDUSTRIAL
-  UNDEVELOPED

DEER PARK CITY PLAN

SCALE IN FEET
MILLWEE & ASSOCIATES

FUTURE LAND USE: Based upon trends of population density, concentration, and increase for the city, the region, and the Nation, the ultimate population-holding capacity for the City of Deer Park is projected to be approximately fifty-three thousand. This figure is based on the amount of acreage allowed to Deer Park by its fixed and unexpandable size. Adjustments have been made in projections to allow for minimum necessary acreage requirements of the several usage categories, as set forth in Table X. Map II graphically presents the projected use of land at the City's full development.

The City is divided by the proposed thoroughfares into a rectangular grid system consisting of eleven Planning Units, eight of which are residential Neighborhoods. The other three units are occupied by heavy industrial (one large unit) and light industrial (two units), and thus cannot be properly called neighborhoods.

The Pasadena-La Porte Freeway provides an ideal separation and buffer between Industrial Deer Park and Residential Deer Park. In a somewhat similar manner, the remaining major thoroughfares divide the remainder of the City into the other ten Planning Units which average over one square mile in area. The light industrial zones have been projected (in certain cases) to serve an additional buffering function between busy thoroughfares and adjacent residential areas, since most functions included in such zones will be of non-annoying nature.

The land use plan is concerned primarily with the efficient utilization of land within the City for urban use. Its primary objectives are:

- 1) To properly proportion the areas of land that are devoted to the various use classifications, such as residential, commercial, public, industrial, etc., so that balanced and self-contained growth will occur.
- 2) To arrange the locations of the areas of land devoted to the various uses so that the use of each area will be compatible with the use of the adjacent area.

- 3) To exert some control over the population densities in the various areas so that the magnitude and distribution of future populations can be predicted with sufficient accuracy to permit the adequate design and construction of the various public facilities upon which beneficial urban land use depends.

Consequently, in order to realize the objectives, the first step in preparation of the land use plan is to distribute the available land among the various use classifications. This distribution is made in light of existing trends of significance, as these trends reflect the characteristics of the people and the area. Also, consideration is given in this distribution to the economics of the area and the surrounding areas. The land use distribution proposed is presented in tabular form on Table X, page 25.

The percentage of land devoted to residential purposes in the existing usage reflects the suburban characteristics of the City. It is anticipated that the City will retain this characteristic. The land area per 100 persons reflects the predominance of single family dwellings located on 6,000 square foot and larger lots.

The area proposed as commercial is typical of cities in this population range. It is anticipated that commercial development will be somewhat less than would occur in an ordinary city because of Deer Park's close proximity to Houston and other larger cities; however, more land area will be required in Deer Park for the commercial development that occurs because of the proposed parking requirements.

The area proposed for parks and playgrounds is somewhat less than typical because of the availability of large parks and playgrounds located outside but in the immediate vicinity of Deer Park.

The percentage of land devoted to streets is less than typical because of the efficient street layouts in the newer subdivisions which utilize long block lengths, numerous cul-de-sac streets, etc., and because of long blocks and narrow street right-of-ways in the older sections. Also, the fact that major thoroughfares which serve the City are located immediately adjacent

to but outside the residential areas decreases the land area located inside these areas which must be devoted to streets. With these rights-of-way included, the street land percentage increases to 20% and the land area per 100 persons increases to 2.33. It is anticipated that future subdivisions will be layed out with efficient street layouts requiring a minimum land area for their development.

In the preparation of the Land Use Plan, an effort has been made to properly locate the various areas devoted to different uses so that each area will complement rather than distract from the adjoint area. The recommended general location for these various areas are presented on the Land Use Map. It is to be emphasized that the indicated areas for projected schools parks, and recreational area are schematic as to exact location, size, and shape, and are merely recommendations for the guidance of the City Government and Planning Commission.

It will be noted that the strip of land in the near southwest portion of the City is designated for light industrial use on the Land Use Plan, May II. It is the Consultants belief that the area could best be utilized for commercial use. It is therefore recommended that this area be so used.

USE	PROPOSED ACRES	EXISTING PERCENTAGE (1)	PROPOSED PERCENTAGE	PROPOSED ACRES/100 PERSONS
Residential	3,754.4	57.2%	62.1%	7.05
Commercial	181.1	4.1%	3.0%	0.34
Public & Semi-Public	595.1	17.5%	9.9%	1.12
Parks & Playgrounds	151.1	0.0%	2.5%	0.28
Streets & Alleys	1,077.5	21.2%	17.9%	2.02
Light Industrial	276.9	0.0%	4.6%	0.52
Total South of Hwy. 225	6,036.0		100.0%	11.33
Heavy Industrial (2)	2,977.0			
Total of all Land	9,013.0			

(1) Percentage based on developed areas of Planning Units 1, 3 & only. These figures are significant only with respect to streets and residential areas. Public lands include two elementary schools, a junior high school and a senior high school.

(2) Area includes Highway 225, all railroads, and private and public roads North of Highway 225.

TABLE X : COMPLETE LAND USE AND POPULATION PROJECTIONS BY PLANNING UNITS

ACREAGES ----- POPULATION

Planning Unit	Total	Light Industry	Commercial Usage	Public and Semi-public	Parks and Playgrounds	Major & Zndry Thoroughfares	Residential Usage	Existing Now	Assumed 1980	Holding Capacity
1	476.4	0.0	9.5	30.6	15.0	40.1	381.2	1,360	2,000	4,574
2	826.5	20.8	26.5	67.3	21.0	67.2	623.7	68	2,000	7,484
3	705.8	0.0	11.4	46.0	11.0	41.6	595.8	1,922	6,000	7,150
4	1,087.2	24.8	20.2	169.6	36.0	58.0	778.6	36	5,000	9,343
5	870.5	32.9	71.6	73.3	36.0	60.9	595.8	312	5,400	7,150
6	522.8	63.2	12.5	96.0	5.0	27.8	318.3	1,484	3,000	3,820
7	556.7	14.8	10.0	54.5	11.0	45.7	430.7	0	800	5,168
8	674.5	0.0	14.0	52.8	11.0	28.0	568.7	21	800	6,824
1-A	178.5	0.0	5.4	5.0	5.0	17.0	146.1	0	0	1,753
I	137.1	120.4	0.0	0.0	0.0	6.7	0.0	0	0	0
TOTALS	6,036.0	276.9	181.1	595.1	151.0	393.0	4,438.9	5,203	25,000	53,266
%	100	4.6	3.0	9.9	2.5	6.5	73.5	-	-	-
Acres 100 pers	11.33	0.52	0.34	1.12	0.28	0.74	8.33	-	-	-

PREPARED THROUGH THE COOPERATION OF
THE TEXAS STATE DEPARTMENT OF HEALTH.
The preparation of this material was financed in part
through an urban planning grant from the Housing Home
Finance Agency, under the provisions of Section 701
of the Housing Act of 1954, as amended.



MAP 11

DEER PARK CITY PLAN

0 100 200 300 400

SCALE IN FEET

MILLWEE & ASSOCIATES

CIRCULATION

CIRCULATION

The total circulation system is the system provided for the transportation of goods and people to and from the City and inside the City itself. The City's primary responsibility is the Planning for this motor vehicle circulation.

The motor vehicle circulation system is composed of three separate elements; 1) a circulation way such as a street or highway, 2) the motor vehicle itself, and 3) the parking space required to store or house the vehicle at the termination of the trip.

The purpose of this section of the Comprehensive Plan is to make recommendations as to the most feasible locations, route right-of-way requirements and cross sections of the various thoroughfares that will be required to serve the City in the years to come so that adequate motor vehicle circulation can be secured with a minimum of confusion and expense. Recommendations are also made as to the parking facilities that will be required to protect these thoroughfares from parking encroachments.

THE PAVEMENT PLAN: The Pavement Plan presented on Plate 7 shows the proposed thoroughfare system for the City of Deer Park. The basic considerations in deriving this plan were:

1) To develop a series of specialized streets, each of which is devoted toward the fulfillment of one or more of the normal functions of streets as follows:

- A) MAJOR THOROUGHFARES... Move traffic between areas of the City and through the City.
- B) SECONDARY THOROUGHFARES... Collect traffic from the minor streets and deliver it to the major thoroughfares;
- C) MINOR STREETS... Provide access to homes, provide parking space, and provide open space between homes and buildings to admit sunshine and ventilation.

2) To locate these specialized streets in such a manner as to minimize the exposure of the inhabitants of a neighborhood to the hazards and nuisances of heavily traveled streets.

A) MAJOR THOROUGHFARES...Located around the perimeter of the neighborhoods.

B) SECONDARY THOROUGHFARES...Located to provide convenient routes between the home and major thoroughfares without inviting outside traffic.

C) MINOR STREETS...Located to provide ready access by the inhabitants and service vehicles without being conducive to excessive speeds.

It is felt that the location of the major thoroughfares and their cross sections cannot be altered materially from the presented plan without jeopardizing the validity of the Plan. However, the location of the secondary thoroughfares may be altered without affecting the basic validity of the Plan if these alterations are made in accordance with sound planning concepts.

It will be noted that the proposed thoroughfare system emphasizes the Neighborhood Concept type of development as shown on Page 34. This concept illustrates how the above mentioned recommendations may be applied.

The recommended pavement section required on the various thoroughfares by 1980 are shown in Table XI, page 33.

THE RIGHT-OF-WAY PLAN: The right-of-way plan is presented on Plate 2. The securing of the right-of-way recommended is a necessary portion of the thoroughfare plan and steps should be taken in the near future to reserve this property for street purposes.

It is recommended that the City institute legal studies to determine if building lines can be set on 13th Street and Pasadena Boulevard as shown on the map without constituting the legal "taking of property." The legal "taking of property" requires that the City either remove the restrictions upon the

the property or immediately purchase the property concerned regardless of the proposed date of street construction. Also, the City should investigate the possibility of adopting an Official Map Ordinance, if such an ordinance is legal in the State of Texas. This ordinance provides for a map showing the proposed streets and their right-of-ways and is filed at the County Court House. Its legal effect is to provide the City a basis for denying property owners the right to erect buildings or structures within the proposed right-of-way.

It is recommended that all major thoroughfares within the City be constructed in at least an 80 foot right-of-way. Fortunately, all of the existing rights-of-way that are to become major thoroughfares have a width of 80 feet or more.

It will be noted that the rights-of-way recommended for East, West and 13th Streets are wider than would be required to construct a four moving lane facility. The wider rights-of-way are recommended because:

- 1) Unforeseen circumstances may occur and increase the regional through traffic more than has been anticipated,
- 2) The provision of this wider right-of-way will provide a safety factor to meet such a contingency.

It is felt that the additional right-of-way can be secured at a reasonable cost and that it will be wise investment.

CENTRAL BUSINESS DISTRICT PARKING: Plate 9 shows the existing land use within the existing (1961) central business district of the City of Deer Park. It will be noted that this is composed of a long shallow land area lying along both sides of Center Street. The only exception is the area located north of 8th Street east of Center which is of a satisfactory depth. The shallow depth of the business land area has been conducive to the development of head-in parking from Center Street with the resulting safety hazard due to cars

backing into the traffic lanes on Center Street.

An analysis of the parking needs and the parking provided is shown on Table XII, page 37. This analysis indicates that in general, a sufficient number of parking spaces suitably located are provided to serve the businesses in the area. This analysis also shows that several businesses are in bad need of additional parking space more suitably located.

As a result of this study, the following recommendations are offered to eliminate the objectional features of the existing parking situation within the existing Central Business District.

- 1) When the traffic volume increases sufficiently to justify it, "head-in" parking spaces so located as to require that the parked vehicle back into the traffic lanes on Center Street in order to get out, should be eliminated.
- 2) Encouragement should be given to existing businesses to provide adequate off-street parking where this space is not already provided.
- 3) All future business establishments should be required to provide off-street parking space as per the Parking Plan.

PARKING PLAN: The motor vehicle circulation system consists of three elements: 1) the street, 2) the vehicle, and 3) the parking facility required at the termination of the trip. Although the unrestricted use of the street system to fulfill two of these elements, namely the traffic way and the parking facility, has been common practice in the past; it has been at the expense of a decreased traffic handling capacity on the street so utilized. Consequently, if the City is to secure the maximum utilization of the pavement provided for traffic movement; curb parking must be completely eliminated on major thoroughfares and perhaps curtailed on some of the secondary thoroughfares. If the enforcement of parking restrictions on the streets is to be accomplished, adequate off-street parking must be provided by buildings requiring parking space. It is recommended that all future traffic generators be required to furnish off-street parking in accordance with Plate 10 page 39.

THE CIRCULATION PLAN: The Circulation Plan can be achieved only by concerted action of the part of the City Government over a period of years. Action by the City Government will be required in three areas of activity: 1) direct action by the construction of thoroughfares and the acquisition of right-of-ways, 2) regulatory action by controlling land use adjacent to the thoroughfares, and 3) regulatory action by the City in the control of subdivisions and in the control of the design of pavement improvements provided by developers to serve their residential and/or commercial properties.

It is recommended relative to the construction of thoroughfares that serious consideration be given to constructing the major thoroughfares in steps. Under this procedure, the first step would be the installation of drainage and the construction of one of the two pavement slabs that will ultimately be required on the major thoroughfares. The second slab would be constructed when traffic demands warrant its construction. This procedure will allow the maximum length of thoroughfare to be constructed with the available funds, and in turn this will provide good pavement in existing streets in the shortest possible time. An added benefit would be that it would encourage growth of the City in that it will provide a concrete paved road adjacent to the maximum amount of subdividable land.

Consideration must also be given to constructing the drainage structures in a step-wise manner. Under this procedure, the original drainage to accompany the first pavement slab would be open ditch. Later, when the financial demand upon the City was not so great, these ditches could be replaced with storm sewers. In this connection, the proper design, land-scaping, and maintenance of such ditches will do much to overcome objections based on health and aesthetic reasons. In the event that this procedure is followed, the grades on the ditches should be set to correspond with the future storm sewer grades and the culverts installed under cross overs should be of a size to correspond to the storm sewer design.

Regulatory action should be exerted by the City is so far as is practical to avoid excessive commercial property along the major thoroughfares. Commercial property in excess of what the population will support will result in vacant and blighted property. Proper platting will allow land lying along major thoroughfares to be utilized for residential purposes without detrimental effects upon the amenities of the homes so located.

In connection with the control of platting and development of residential and commercial properties lying on major thoroughfares, it is recommended that the development be required to incorporate into its design features which will tend to minimize interference with the flow of traffic on the major thoroughfare. It is recommended that residential subdivisions be platted so that: 1) the homes are backing on the major thoroughfare instead of facing it, 2) service roads are provided in the event that homes do face the thoroughfare, so that residential driveways do not have direct access to major thoroughfares as far as is practical from major intersections. Commercial ventures lying adjacent to major thoroughfares should be required to provide adequate off-street parking space and this space should be so designed as to minimize the interference with the traffic on the major thoroughfare.

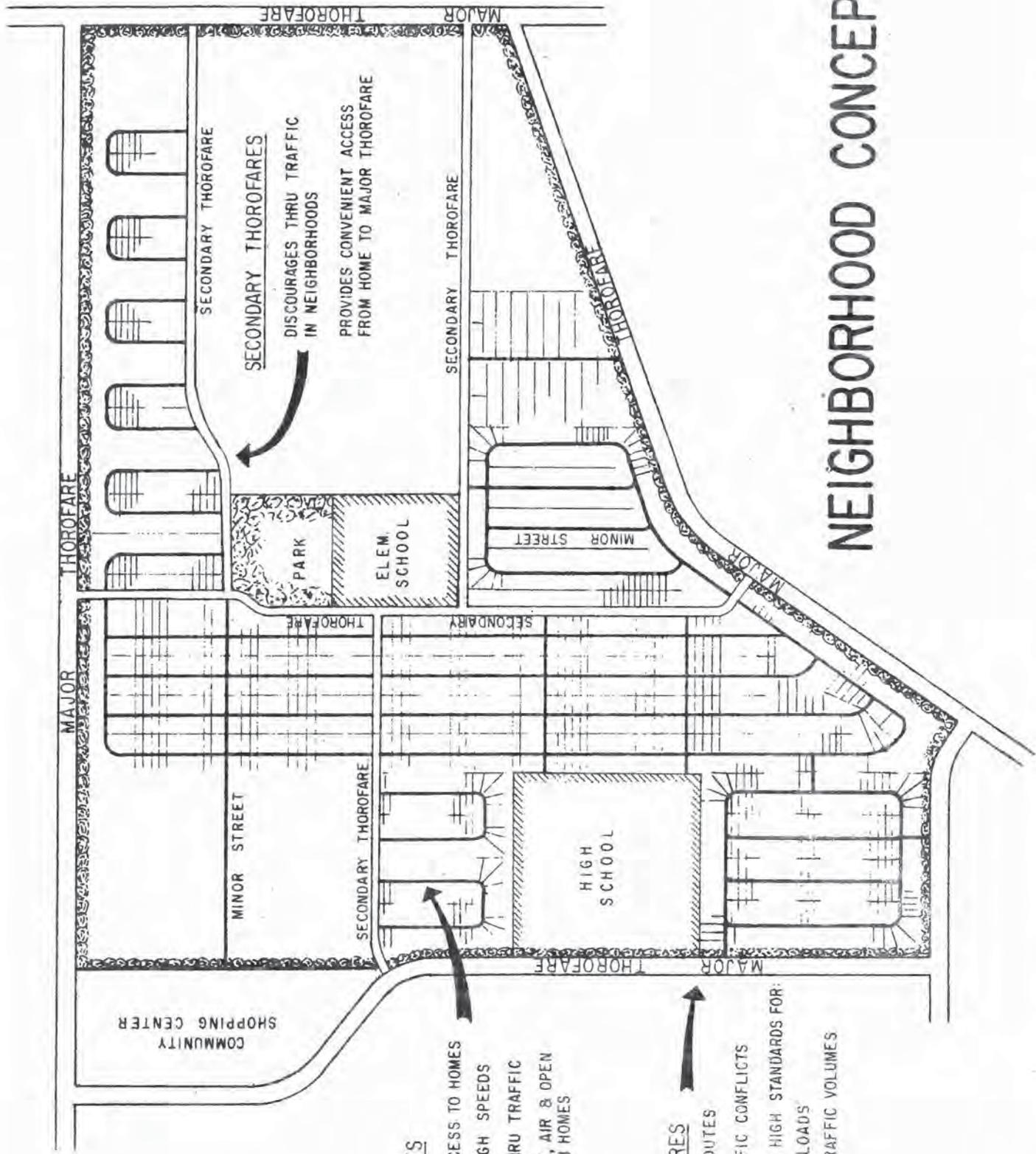
TABLE XI

MAJOR THOROFARES

Pavement Cross Sections Required By 1980

STREET	FROM	TO	PREDICTED MAX. 1980 TRAFFIC RATE, ONE DIRECTION ONLY		1980 SECTION	FINAL SECTION
			Local	Regional Total		
WEST	Hwy 225	13th "p"	302	400		
	13th "p"	Red Bluff	208	400	" "	" "
	"p"		190	400		
CENTER	Hwy 225	13th "p"	988	200		
	13th "p"	Spencer	858	200	" "	" "
	"p"		302	200		
EAST	Hwy 225	13th "p"	582	---	" "	
	13th "p"	Spencer	---	---	" "	" "
	"p"		---	---		
*UNDERWOOD	Hwy 225	Spencer	128	400		
13th	West Center	Center	94	0		
	Center	Luella	286	0		
	Luella	East	582	0		
PASADENA BLVD.	East	Underwood	---	---	" "	" "
	West Center	Center	---	0	" "	
	Center	Luella	---	0	" "	

* REMARKS: Located outside City of Deer Park



MINOR STREETS

- CONVENIENT ACCESS TO HOMES
- DISCOURAGE HIGH SPEEDS
- DISCOURAGE THRU TRAFFIC
- PROVIDE LIGHT, AIR & OPEN SPACE BETWEEN HOMES

MAJOR THOROFARES

- WIDE DIRECT ROUTES
- MINIMIZE TRAFFIC CONFLICTS
- CONSTRUCTED TO HIGH STANDARDS FOR:
 1. HEAVIER LOADS
 2. HIGHER TRAFFIC VOLUMES

SECONDARY THOROFARES

DISCOURAGES THRU TRAFFIC IN NEIGHBORHOODS

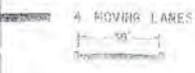
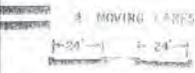
PROVIDES CONVENIENT ACCESS FROM HOME TO MAJOR THOROFARE

NEIGHBORHOOD CONCEPT

Proposed through the location
 THE TEXAS STATE DEPARTMENT OF
 TRANSPORTATION
 The preparation of this map is the
 result of a study made by the
 Texas State Department of
 Transportation, under the provisions of Article
 65 of the Constitution of the State of Texas.



MAJOR THOROUGHFARES



SECONDARY THOROUGHFARES



PAVEMENT PLAN

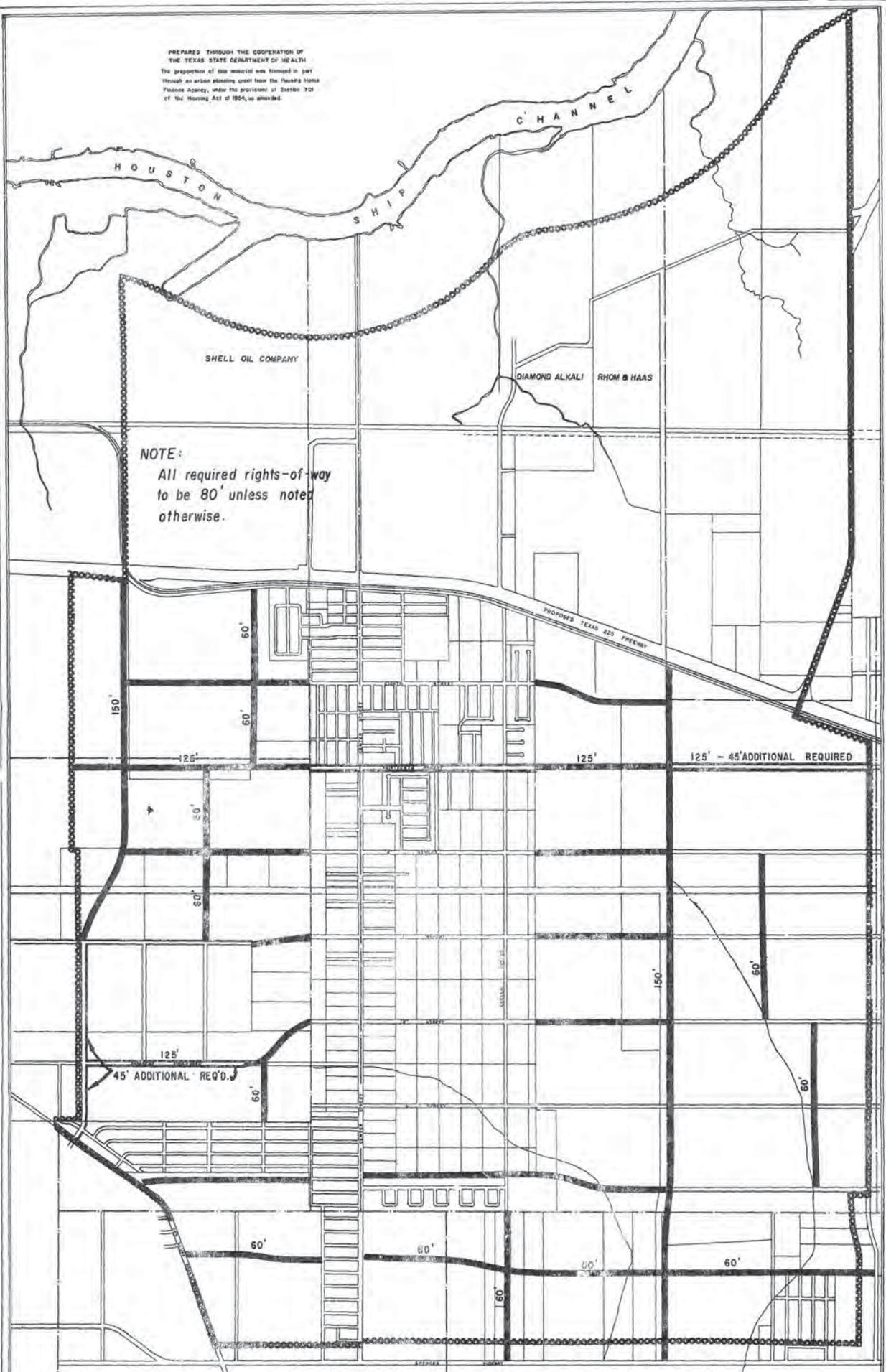
35

DEER PARK CITY PLAN

SCALE: 1" = 100'
 MILLWEE & ASSOCIATES

PLATE
 7

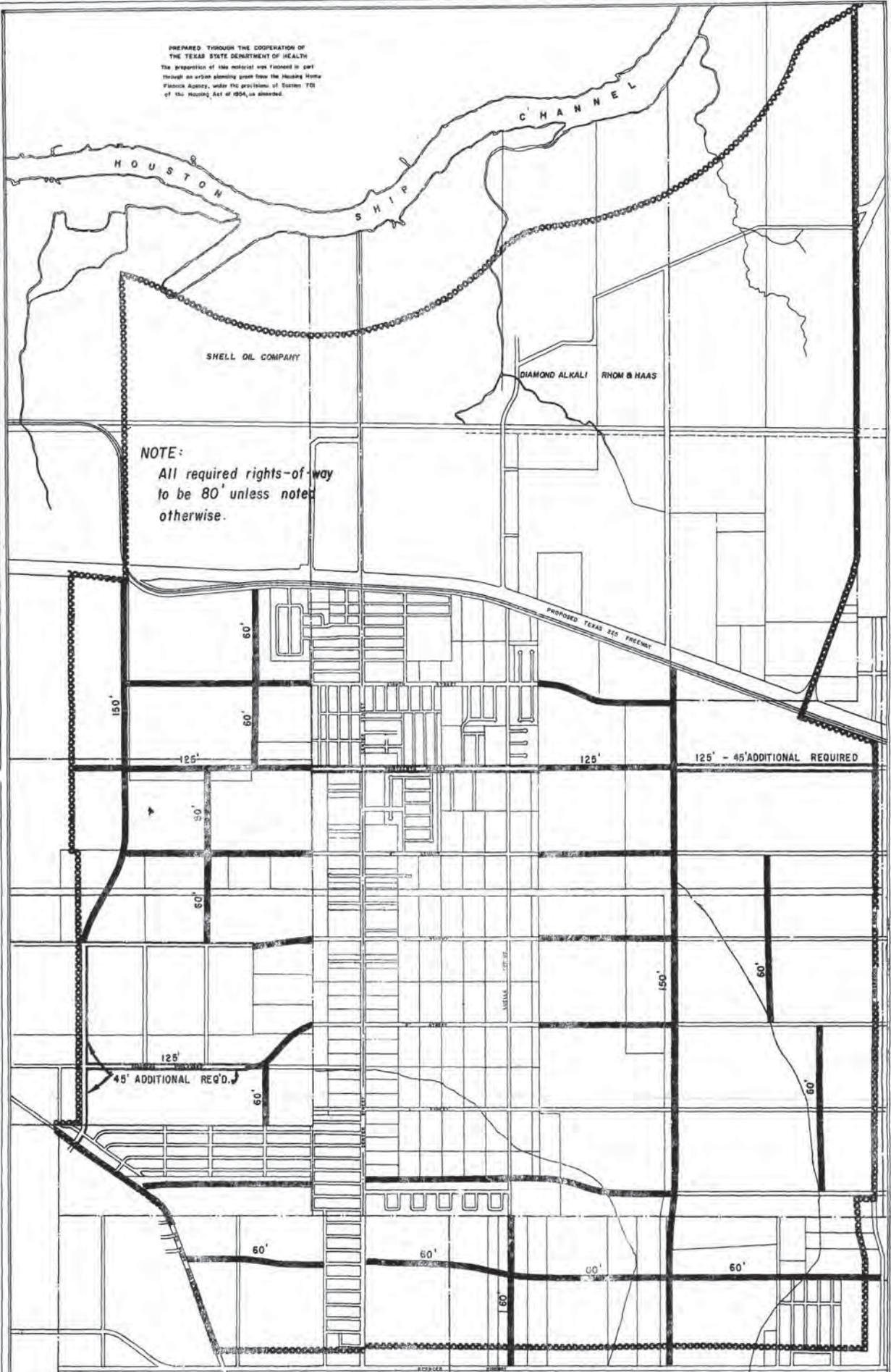
PREPARED THROUGH THE COOPERATION OF
 THE TEXAS STATE DEPARTMENT OF HEALTH
 The preparation of this memorial was financed in part
 through an urban planning grant from the Housing Home
 Finance Agency, under the provisions of Section 701
 of the Housing Act of 1954, as amended.



NOTE:
 All required rights-of-way
 to be 80' unless noted
 otherwise.

THE RIGHT-OF-WAY PLAN

PREPARED THROUGH THE COOPERATION OF
 THE TEXAS STATE DEPARTMENT OF HEALTH
 The preparation of this material was financed in part
 through an urban planning grant from the Housing Home
 Planning Agency, under the provisions of Section 701
 of the Housing Act of 1954, as amended.



NOTE:
 All required rights-of-way
 to be 80' unless noted
 otherwise.

THE RIGHT-OF-WAY PLAN

36

DEER PARK CITY PLAN

SCALE IN FEET
 MILLWEE & ASSOCIATES

PLATE
 8

TABLE XI

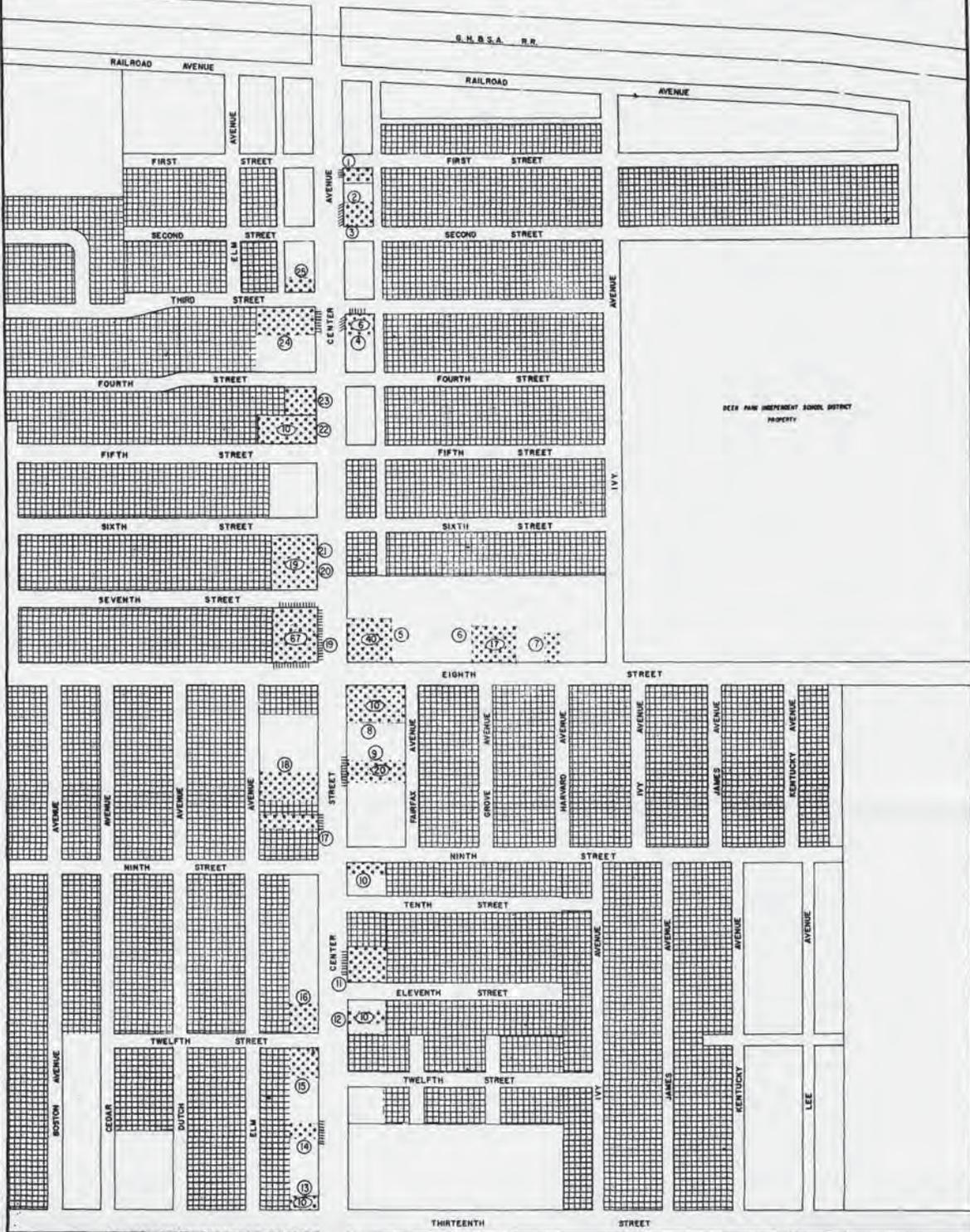
ANALYSIS OF CENTRAL BUSINESS DISTRICT PARKING

IDENTIFICATION NUMBER	COMMERCIAL USE	LOT SIZE SF	BUILDING SIZE SF	NUMBER OF PARKING SPACES PROVIDED			PARKING SPACES NEEDED	ANALYSIS
				OFF-STREET PARKING LOT	OFF-STREET HEAD-IN	PARALLEL TO CURB		
1	CAFE	5,000	2,880	---	3	---	29	X
2	CAFE	5,000	7	---	4	---	20	X
3	WASHETERIA	5,000	1,680	---	3	4	8	X
4	GROCERY STORE	5,000	2,265	6	9	---	15	X
5	BANK	40,000**	4,697	40	---	---	12	X
6	CREDIT UNION	19,750	2,014	17	---	---	6	X
7	DENTIST OFFICE	7	7	2	---	2	3	X
8	SERVICE STATION	12,500	7	10	---	---	10	X
9	GROCERY STORE	7,500	3,100	20	11	---	18	X
10	CLEANERS	5,000	1,008	0	0	2	5	X
11	REPAIR GARAGE	15,000	4,200	6	8	---	14	X
12	ICE CREAM DRIVE IN	5,000	402	10	---	---	10	X
13	GROCERY	5,000	1,986	---	10	---	10	X
14	AUTO PARTS STORE	5,000	2,300	---	8	---	8	X
15	REAL ESTATE OFFICE	10,000	570	---	5	---	3	X
16	GROCERY STORE	10,000	1,226	---	7	---	6	X
17	CLEANERS & BEAUTY SHOP	5,000	1,200	---	6	---	5	X
18	SMALL ENGINE REPAIR SHOP	10,000	7	---	4	---	2	X
19	SHOPPING CENTER	29,500	17,053	67	53	---	85	X
20	SHOPPING CENTER	9,020	3,740	13	---	---	19	X
21	PROFESSIONAL BUILDING	9,020	2,287	6	---	---	6	X
22	SOUTHWESTERN BELL TELEPHONE	20,000	1,870	10	---	---	5	X
23	CLEANERS	9,020	1,060	5	---	---	5	X
24	LUMBER YARD	20,000	2,332	7	---	---	3	X
25	PROFESSIONAL BUILDING	2,500	960	---	12	---	3	X
				219	143	12	313	

*BASED ON MINIMUM OFF-STREET PARKING REQUIREMENTS, PAGE 9

**ESTIMATED

G. N. B. S. A. R.R.



LEGEND

- Public Property
- Residential Property
- Commercial Property
- Vacant Property
- Number Off - Street Parking Spaces (La)
- Identification Number
- Off - Street Parking Spaces (Head-in)

THE DEER PARK CITY PLAN

HILLMEE & ASSOCIATES

1960 PARKING
CENTRAL BUSINESS DISTRICT

FORWARDED THROUGH THE SUBDIVISION OF THE STATE HIGHWAY DEPARTMENT OF MISSISSIPPI. The jurisdiction of this territory and the right of way thereof is hereby granted to the Mississippi State Highway Department, under the jurisdiction of Section 10 of the Highway Act of 1916, as amended.



MINIMUM OFFSTREET PARKING REQUIREMENTS

Type of Generator	Unit	No. of Spaces Per Unit
1 and 2 Family Dwellings	Dwelling	1
Rooming or Boarding House	Sleeping Rooms	1/2
Fraternity or Sorority	Beds	1/6
Private Club or Lodge	Members	1/5
Church or Temple	Seats	1/6
School (except High School or College)		
Seats in Auditorium	Seats	1/10
Classrooms	Classroom	1
College or High Schools		
Seats in Auditorium	Seats	1/8
Classrooms	Classroom	3
Country Club or Golf Club	Members	1/5
Community Center, Library, Museum or Art Gallery		
Floor Area 0-2,000 Sq. Ft.	Total	10
Excess of 2,000 Sq. Ft.	Sq. Ft.	1/300
Hospital	Beds	1/6
Sanitorium, Convalescent Home, Home for the Aged or Similar Institution	Beds	1/6
Theater or Auditorium (except School)	Seats	1/5
Sports Arena, Stadium, or Gymnasium	Seats	1/5
Tourist Home, Cabin or Motel	Sleeping Rooms	1
Dance Hall, Assembly or Exhibition Hall	Sq. Ft.	1/100
Business or Professional Office, Studio, Bank, Medical or Dental Clinic		
0 - 1,000 Sq. Ft.	Total	3
1,000 Sq. Ft. or Over	Sq. Ft.	1/400
Bowling Alley	Alley	5
Mortuary or Funeral Home	Room	1/50
Restaurant, Night Club, Cafe or Similar Recreation or Amusement Establishment	Sq. Ft.	1/100
Retail Store or Personal Service Establishment	Sq. Ft.	1/200
Furniture or Appliance Store, Hardware Store, Wholesale Establishment, Machinery or Equipment Sales and Service, Clothing or Shoe Repair or Service Shop		
1 - 1,000 Sq. Ft.	Total	2
1,000 Sq. Ft.	Sq. Ft.	1/300
Printing or Plumbing Shop or Similar Service Establishment	Employees	1/3
Manufacturing or Industrial Establishment, Research or Testing Laboratory, Creamery, Bottling Plant, Warehouse or Similar Establishment	Employees	1/2
Hotel		
Commercial Floor Area	Sleeping Rooms	1/3
	Sq. Ft.	1/200

SOURCE: The ENO Foundation for Highway Traffic Control