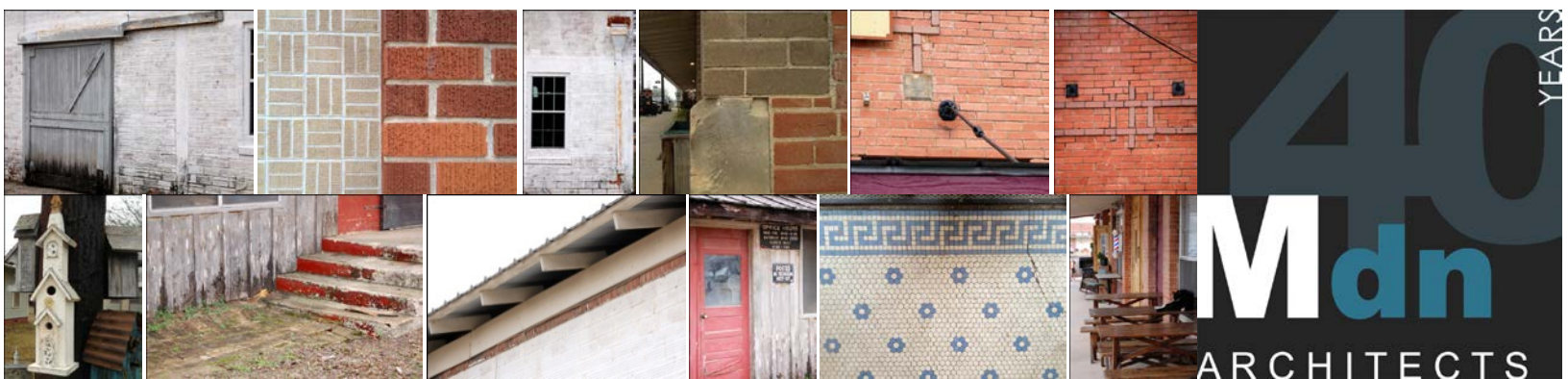




CIBOLO DOWNTOWN REVITALIZATION



"The Core" – FINAL REPORT



Preface

Cibolo Downtown Revitalization

CITY APPROVALS

Accepted and Approved by **Cibolo City Council** on August 26, 2014.

Accepted and Approved by **Cibolo Economic Development Corporation** on June 19, 2014.

ACKNOWLEDGEMENTS

City of Cibolo Mayor, City Council and City Manager

Lisa M. Jackson, *Mayor*
Ron Pedde, *Councilman Place 1*
Verlin “Doug” Garrett, *Councilman District 2*
Gabriel Castro, *Councilman District 3*
James “Jim” Doty Jr., *Councilman District 4*
Larry Carlton, *Councilman District 5/Mayor Pro-Tem*
Jay Hogue, *Councilman District 6*
Allen Dunn, *Councilman District 7*
Robert T. Herrera, *City Manager*

Cibolo Economic Development Corporation (CEDC)

Donnovan Jackson, *President*
Patricia “Pat” Evans, *Vice President*
Robin Williams, *Board Member*
Bob Hicks, *Board Member*
Dick Hetzel, *Board Member*
Tony Abel, *Secretary*
Stan Boyle, *Board Member*

Mark Luft, *Economic Development Director*

Vickrey & Associates, Inc.

Civil Consultants

The University of Texas at San Antonio

*(Institute for Economic Development)
Demographics/Business Research*

Blakeley Realty

Real Estate / Marketing Consultants

Middleman Construction Company

Preliminary Construction Cost Analysis /Scheduling

MDN ARCHITECTS – DESIGN TEAM

Barry Middleman, *CEO | Chairman of the Board*
Xavier Delgado, *Senior Vice-President*
Ashley White, *Director of Interior Design | Project Manager*
Adrian Cervantes, *Senior Illustrator*
Jonathan Pace, *Job Captain*

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Executive Summary

Cibolo Downtown Revitalization

INTRODUCTION

The City of Cibolo's Economic Development Corporation (the "Cibolo EDC") has entered into a contract with Mdn Architects and their consultants to guide the physical and general revitalization and development of the **Cibolo Downtown "Core"**. The planning, design framework and economic strategy developed in this Plan; include a strategy to develop the Mixed Use **Town Center** ("Core") district. To established, reinforce and reinvigorate downtown Cibolo's mixed use historical traditions and to create a Mixed Use Town Center to expand a central core at the geographic center of Cibolo. The district is intended to ensure harmonious development, redevelopment, and rehabilitation of uses by integrating an appropriate mix of retail, office, entertainment, civic, and residential uses proportionate with traditional values of the city, its citizens and the surrounding area.

"The Core" Plan is a policy document that will serve to guide physical improvements, design, economic strategies and general revitalization efforts in the Cibolo Downtown Core and adjacent areas, ensuring a comprehensive and unified vision for the near future. In addition, the City of Cibolo's population has exponentially grown over the past 10 years. With the addition of numerous industries and close proximity to Randolph Air Force Base and the Eagle Ford Shale Basin, expansion does not appear to be decreasing in the near future.

Exploration was initially started in Phases I-III by immersing ourselves within the City of Cibolo through numerous site visits/studies, reviewing existing documents, exhibits, drawings and historical research. Additional information was gathered through numerous meetings with various parties to gain a more complete understanding of Cibolo's needs and requirements. This newly gained knowledge was then incorporated into our initial concepts and recommendations for the downtown to develop a complete "Package" for The City of Cibolo's use.

Executive Summary

Cibolo Downtown Revitalization

PROJECT SITE

The Project Site for the Cibolo Downtown “Core” Revitalization represents the extents of Phase IV, which runs from FM-539 to the Railroad tracks (North-South) and from Wiederstein to N. Main St. (East-West). This phase will incorporate roughly 1 square block within the “Old Town” district, which will act as a crucial key-stone site for the **Urban Renewal** and urban infill of the City's Downtown. The Downtown “Core” is roughly 12 acres, and currently has multiple residences, civic and commercial uses.

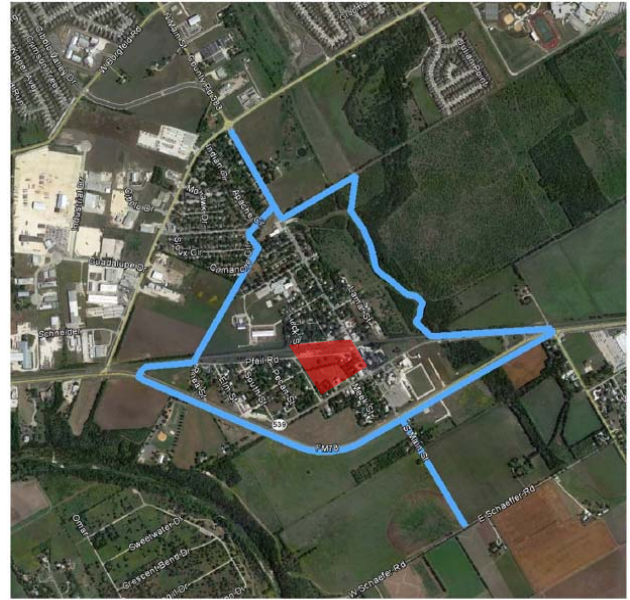
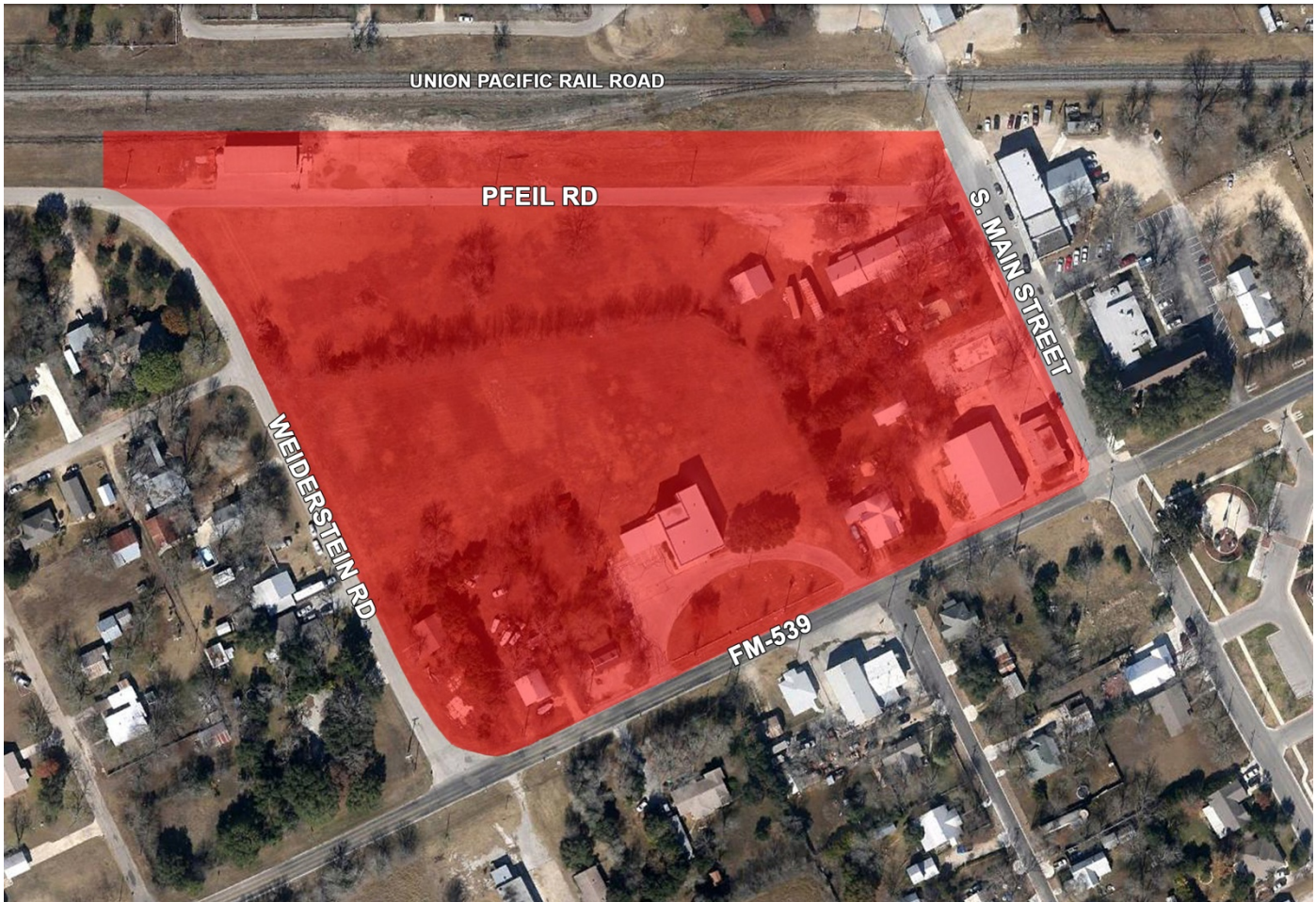


Figure 1 : Cibolo Downtown Revitalization
Focus Area Limits (Previous Phases)



Figure 2: Existing Site Map



Executive Summary

Cibolo Downtown Revitalization

MACRO-PROGRAMMING

“Macro-Programming” within this document describes the overall project scope, objectives and preliminary information that were gathered in order to build the complete spectrum from which an accurate, feasible and desirable vision came to fruition.

SITE STUDIES

This section pertained to the actual site studies and analysis performed on “The Core” regarding site circulation (both interior and perimeter), adjacencies, proximity to the railroad, and the current natural environment that exists. Additional studies, information and data were gathered in the form of topographic maps, boundary, utility, and tree surveys. In addition to specific site studies, materials and rough guidelines from other successful projects were also incorporated into this package.

MICRO-PROGRAMMING

This task required combining the previous two items (Macro-Programming and Site Studies) and refining all of our information, data, and studies towards our teams final unified vision for “The Core” of Cibolo. This portion of the finalized package includes: Final Conceptual Site Plan, Phasing Plan, Enlarged “Core” Sectors, Cross Section(s), Parking Requirements, recommended Covenants / Downtown Overlay District, and Landscaping Strategy.

PRELIMINARY COST & SCHEDULE

This chapter outlines the preliminary project cost based on the conceptual site plan, preliminary grading plan, sections, elevations, and proposed design standards. All of these drawings and tools were then supplemented with the City of Cibolo’s UDC (*Unified Development Code*) and DCM (*Design Construction Manual*) to ensure compliance not only within the design of this conceptual plan, but also through the conceptual construction budget by taking city required methods and standards of construction into account. In addition, this chapter presents a preliminary project schedule for a comprehensive look at feasibility.

Project Goals & Objectives

Cibolo Downtown Revitalization

This chapter establishes the basis for the project. It will serve to justify why the project is required and affirm that it is keeping with the stated direction of the City of Cibolo's Unified Development Code (UDC).

As the City of Cibolo grows, the need for adequate and efficient provisions of schools, parks, public safety, recreational facilities, and other public service facilities must grow. It is the project objective to meet this demand, reduce barriers for properly vetted development and/or redevelopment; undertake major revitalization, improvements and rehabilitation of Cibolo's downtown area. In turn, this will promote the Downtown as a great place to visit, live and work by creating a new identity through the built environment.

Major Activities: General Description

A variety of activities will be undertaken to implement strategies and improve plans set forth in the Planning and Implementation Framework (Downtown Revitalization Action Plan, Phase I-III). The City will make changes in grant programs to channel funding to priority projects, in addition to detailed design plans/engineering drawings to be prepared for public infrastructure/public realm improvements. These improvements should be coupled with private endeavors, and in particular instances Public-Private Partnerships (PPP) may be beneficial to all parties involved. Regulatory/procedural changes will be made to improve the development community's ability to move desirable projects forward.

Evaluation/Modifications:

Based on the residential and economic restructuring strategies in the Planning and Implementation Framework (Phase I-III), the City will initiate modifications/changes to increase its ability to:

- Preserve and enhance the affordability/improvement of the community's aging/historic housing, under-utilized structures and commercial stock.
- Facilitate business recruitment/retention and expansion resulting in new jobs.
- Control growth management
- Regulate environmental protection
- Develop mixed housing types within area
- Promote Economic Development
- Promote safe, efficient, and adequate circulation
- Encourage blending of land uses and mixed use developments
- Giving precedence to Civic and Community Buildings and spaces

Creation of Business Improvement District:

The City will work to facilitate the creation of a business association/commercial business team in Cibolo for the promotion/improvement to organize the future development of a plan to establish a formal Business Improvement District (BID) that will generally encompass the Downtown Revitalization Action Plan area. The formation of the BID will reinforce/support the implementation of other revitalization strategies in the Planning and Implementation Framework.

Project Goals & Objectives

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Market Strategy:

A detailed market strategy will be prepared that identifies a desirable mix of businesses and uses to be pursued in the downtown area. An efficient approach the City and its partners need to take in the recruitment of businesses, with special attention to prioritizing business sectors/types that would correlate practically with UTSA's findings.

Identification of target properties/Conduct financial analysis for reuse/Conduct selected build scenarios/Revisit City incentives:

This task encompasses interrelated activities such as the identification of Target Properties and Sites that have the ability to support economic restructuring as an important component of the revitalization/rehabilitation strategy to be set forth in Phase II, Planning and Implementation Framework. Target Properties/Sites will serve as catalyst reinforcing broad-based programming in the Downtown Revitalization Action Plan area. Evaluation of the properties/sites will include identification of funding obstacles as well as strategies to reach financial feasibility. This in turn will relate to an evaluation of City financial incentives and the determination of needed changes to facilitate project development.

Engineering/Architectural Analysis:

This activity will support implementation efforts by allowing for the assessment of identified key factors for redevelopment within "The Core". Engineering and architectural analysis/studies will allow the City to remove redevelopment barriers and make these sites more attractive and marketable to developers, by providing them, with front end data and options to utilize.

Marketing Plan:

It is recommended that a comprehensive Marketing Plan (in addition to all endorsing materials from this package) be prepared to serve as a vehicle for carrying out an energetic and aggressive marketing campaign of Cibolo, the Downtown and all of its assets. The Marketing Plan will greatly enhance the image of the community and reinforce revitalization/rehabilitation programming, and the economic enhancing strategies set forth in Phase III, the Planning and Implementation Framework. The Marketing Plan will incorporate a wide variety of marketing techniques to promote Cibolo, thusly connecting with a more diverse audience.

Macro-Programming

Cibolo Downtown Revitalization

City of Cibolo Vision Statement

“Cibolo is committed to enhancing the quality and characteristic typical of a City of Choice, from excellent police and fire protection to quality of life issues. The city endeavors to be cognizant of its businesses and citizens first and foremost.”

City of Cibolo Mission Statement

“The mission of the City of Cibolo is to provide the best city services possible with excellent customer service while implementing cost-effective measures through fiscal responsibility and the innovative allocation of human resources.”

Cibolo Economic Development Corporation Mission Statement

“To attract desirable industries and commercial developments to the City of Cibolo and to retain and assist in the expansion of existing industries.”

PROJECT SCOPE

The Cibolo Economic Development Corporation has engaged Mdn Architects to prepare a Plan for the parcel of land that is encapsulated by Pfeil Road, South Main Street, FM-539, and Wiederstein Road. It will serve to guide the design of the site by Architects in future stages of development. This study is a compilation of Project Objectives, Macro Programming, Site Studies, Micro Programming, and Preliminary Cost Analysis. This program is not intended to influence the creativity of the design team, but to provide guiding principles to ensure a cohesively developed site.

GUIDING PRINCIPLES

Identity & Aesthetics

- Create a sense of place and a strong unified identity throughout the development, by the use of landmarks, cohesive building designs, and improved pedestrian walkways.
- Compliance with the City of Cibolo’s Unified Development Code (UDC), synthesizing a seamless transition between existing downtown, downtown expansion, and community oriented developments.
- Building a stronger, richer, historically relevant space for the community to enhance the reputation of Cibolo within its own community, its state and the nation through the use of civic art, open spaces and the symbol of Cibolo (*the buffalo*),

Space & Linkages

- Create a campus of unique outdoor areas, shaded gardens and activity hubs, punctuated with water features, which are interconnected by tree-lined pedestrian walkways.
- Being respectful of the natural habitat through the use of native plant materials, climate responsive outdoor spaces and good stewardship of water conservation.

Macro-Programming

Cibolo Downtown Revitalization

- Encouraging walking and biking within the site and keeping automobiles to the periphery of the site or within parking fields that are easily accessed by pedestrian friendly streets.

Context & Transitions

One essential element to provide for the long term success and viability of Mixed Use districts in the City of Cibolo is the provision of transitional uses and use context between different land uses. This is essential to ensure public safety, maintain livability for residential uses within Mixed Use districts and ensure the long term viability of the Mixed Use district. Transitional context sensitive measures are also essential to ensure that Mixed Use districts will not adversely affect the viability of existing or proposed uses outside of, but adjoining, a Mixed Use district. Appropriate transition measure between variable land uses within and outside of the Mixed Use development must be developed at the conceptual stage of developing a Mixed Use Concept Plan. For that reason, all Mixed Use Concept Plan must clearly designate the techniques that are proposed to provide appropriate transitions and to ensure that the Mixed Use development is contextually sensitive to existing development outside of the Mixed Use development.

1. Transitions can be provided by the developer by using any of the following techniques, or by a combination of techniques:
 - Space (Distance)
 - Earthen Landscaped Berms
 - Landscaping (Dense Evergreen Shrubs and a Mix of Trees in Layers)
 - Decorative Fences/Walls
 - Decorative Building Designs, Quiet Building Sides, Limiting Upper Story Windows
 - Road (Tree Line Boulevard or Parkway Design)
 - Green Belt/Tree Preserve, Common Amenity Area or a Wet or Dry Stormwater Pond or Linear Park
 - Reduced Building Height/Building Bulk Step-downs
 - Land Use Transitions from Higher to Lower Use Intensities
 - Implement Green/LEED Design Concepts
 - Building Layout and Screening Techniques that confine or internalize impacts of more intensive uses on less intensives uses
 - Innovative Spatial Land Use Planning Techniques such as creating common areas or pedestrian ways between various intensities of land uses
 - Any other alternative measure(s) that will provide a suitable transition & ensure safety & compatibility between uses
 - Limit Uses to those businesses that generally operate between 8 am to 5 p.m., disallowing uses with outdoor operations and other activities in certain use areas or limiting any other operational aspect(s) of development.

Transitions between adjacent land uses with different intensities are typically achieved through back-to-back building orientation, attractive building design, large distances between uses, and heavily landscaped buffer areas, often with fences and walls. Accordingly, the following

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standards and guidelines encourage the use of alternative transition tools, including site/building transitions (such as reducing the scale of commercial building mass next to residential), and development of less intense land uses between commercial and single-family residential areas (such as lower-intensity office, civic/open space, or multi-family land uses). Limited operational compatibility standards are offered as a tool to further ease transitions from more intense to less intense land uses. Landscaped buffers, walls, and fences are used only when these other alternative transitions are not effective or not possible, given site conditions and constraints, or not desirable given prevailing development patterns in a specific area.

2. Transitional Standards

- a. Development of a more intensive land use adjacent to an existing, planned or zoned less-intensive land use, either inside or outside the Mixed Use district boundary. The City Planner shall have the authority to make a final determination regarding relative intensity of adjacent land uses, taking into consideration, at a minimum, the relative size, design, operations and traffic generation patterns of the adjacent land uses; and
- b. Require mitigation techniques to mitigate negative impacts, uses or activities on a project that, as determined by the City Planner, could reasonably be regarded as a nuisance for neighbors.
- c. Transitional determinations made the City Planner may be appealed to the Planning and Zoning Commission.

3. General Transition Tool Guidelines

- a. When a transition tool is required, an applicant shall incorporate site and building transition tools, green/open space transition tools, and transition uses before using landscape buffers or screens.
- b. The following are approaches, methods and techniques that are permitted transition tools under this part:
 - Site and building transition tools, including but not limited to, building setbacks as established by surrounding development, building placement and orientation as established by surrounding development, similar building height, similar building width, similar roof form, similar building materials, and facade articulation
 - Green/open space transition tools, including but not limited to the use of courts, squares, parks & plazas, and use of natural features such as topography, waterways, and existing stands of trees.
 - Transition uses and other community serving uses as transitions, such as, but not limited to the transition uses and arranging lesser intensive uses at the perimeter of the Mixed Use district.
 - Parkways, streets and streetscapes;
 - Operational standards, and
 - Landscape buffers and screens.
- c. Mixed use development should employ the following techniques as applicable to ensure compatibility with surrounding development. For purposes of these transition tools, the term

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“surrounding development” shall mean (1) immediately adjacent development on the same block face or on facing blocks as the subject site, as well as (2) prevalent patterns established in the existing neighborhood located within one-quarter mile of the subject development site.

- d. Use similar building setbacks, as established by surrounding development;
 - e. Use similar building placement and orientation, as prevalent in surrounding development;
 - f. Use similar building height as exists for immediately adjacent development (e.g., step down the building height of the more intensive land use to approximately match the building height of an adjacent, less intensive land use);
 - g. Use similar building width, as prevalent in surrounding development;
 - h. Use similar roof form and building materials, as found on immediately adjacent development;
 - i. Mitigate the larger mass of commercial, civic, and industrial buildings with façade articulation;
 - j. Use front-to-front nonresidential to residential building orientations, especially with commercial uses that are pedestrian intensive (e.g., restaurants, banks);
 - k. Orient land uses with potentially adverse impacts, features, or uses away from neighboring uses. For example, avoid placing garages, parking lots, or service areas facing the fronts of neighboring buildings.
4. Green/Open Space Transitions: Mixed use development may employ the following techniques to provide transitions and ensure compatibility with surrounding development:
- a. Use small green spaces, courts, squares, parks, plazas, and similar spaces as transition areas that can also function as community gathering places
 - b. Use existing natural features as transitions, including natural differences in topography (not retaining walls), streams, existing stands of trees, and similar features. When existing natural features are used as transitions, the City may still require that adequate pedestrian connections to adjacent land uses be accommodated.
5. Transition Uses and Other Community-Serving Uses as Transitions.
- a. An applicant may site a transition use, as specified on the Mixed Use Concept Plan, or any other similar use, as transitions to lower intensity adjacent uses, such as residential.
 - b. For example, when office, small-scale retail, pedestrian-intensive retail, civic, or public uses are planned as part of the same development containing more intensive commercial uses, the applicant may site the less intensive uses or more community-serving uses as transitions to lower intensity, adjacent uses, such as residential. Banks, and restaurants—all of which are community-serving uses—may be sited next to, and/or fronting, adjacent medium-density residential uses.
6. Parkways, Streets, and Streetscapes: The distance and separation afforded by the public right-of-way, together with similar or the same type of streetscape improvements on both sides of parkway or street may be utilized as a transition to adjacent development.

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7. Landscape Buffers and Screening Transitions. Where application of the transitions tools listed above are not possible, or where the City Planner determines these transition tools by themselves do not create an adequate transition to or buffer for less intensive land uses, the landscape buffer and screening requirements of the Cibolo UDC may be utilized.

8. Operational Compatibility Standard

The City Planner may impose conditions that impose operational compatibility standards, or accept formally recorded Deeds, Restrictions and Covenants that regulate discretionary development actions of end users to ensure that development in a Mixed Use zone district will be compatible with existing and planned neighborhoods and uses, including but not limited to conditions regarding the following:

- The availability or ability to develop specific uses otherwise allowed by the UDC;
- Hours of operation;
- Hours of deliveries and other similar uses;
- Location, intensity and hours of operation of exterior lighting, including security lighting;
- Placement of trash receptacles;
- Amplification of music in a place of entertainment;
- Location of delivery and loading zones; and
- Placement and illumination of outdoor vending machines.

9. Transitions Along the Public Right-of-Way

- a. Within a mixed use zone district or other commercial center or mixed use development, vehicle drivers on the adjacent public rights-of-way should be able to recognize the increased presence of pedestrians and bicyclists, who in turn should perceive the improved accommodation of alternate-mode travel and increased personal safety in these places.
- b. Incorporate medians and islands into streets for pedestrian refuge;
- c. Enhance mid-block and intersection crosswalks with respect to paving treatments, signal activation, curb cuts, and similar elements; and
- d. Integrate a sidewalk and pedestrian walkway system into the development's on-site circulation patterns. Emphasis should be placed on connections between front doors, parking, and transit.

Blocks, Access & Street Design Standards

The single most important element in the physical and functional integration of mixed use development is vehicular and pedestrian transportation networks and orientation. The overall layout of a mixed use project is built around a viable transportation network that provides for superior movement of automobile and truck traffic and includes pedestrian-friendly improvements to generate a high level of pedestrian activity and connectivity between different land uses. The framework for a pedestrian-oriented layout has three main components: 1) a block structure that reflects a walkable arrangement and positioning of uses, 2) building placement, orientation, and design to enhance the pedestrian environment and streetscape within that

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structure, and 3) a street network to define the block edges, create continuous pedestrian connections, and integrate pedestrian travel with other modes of transportation. Refer to **Section 4.7.4.3 – G** of the Cibolo UDC.

DEMOGRAPHICS

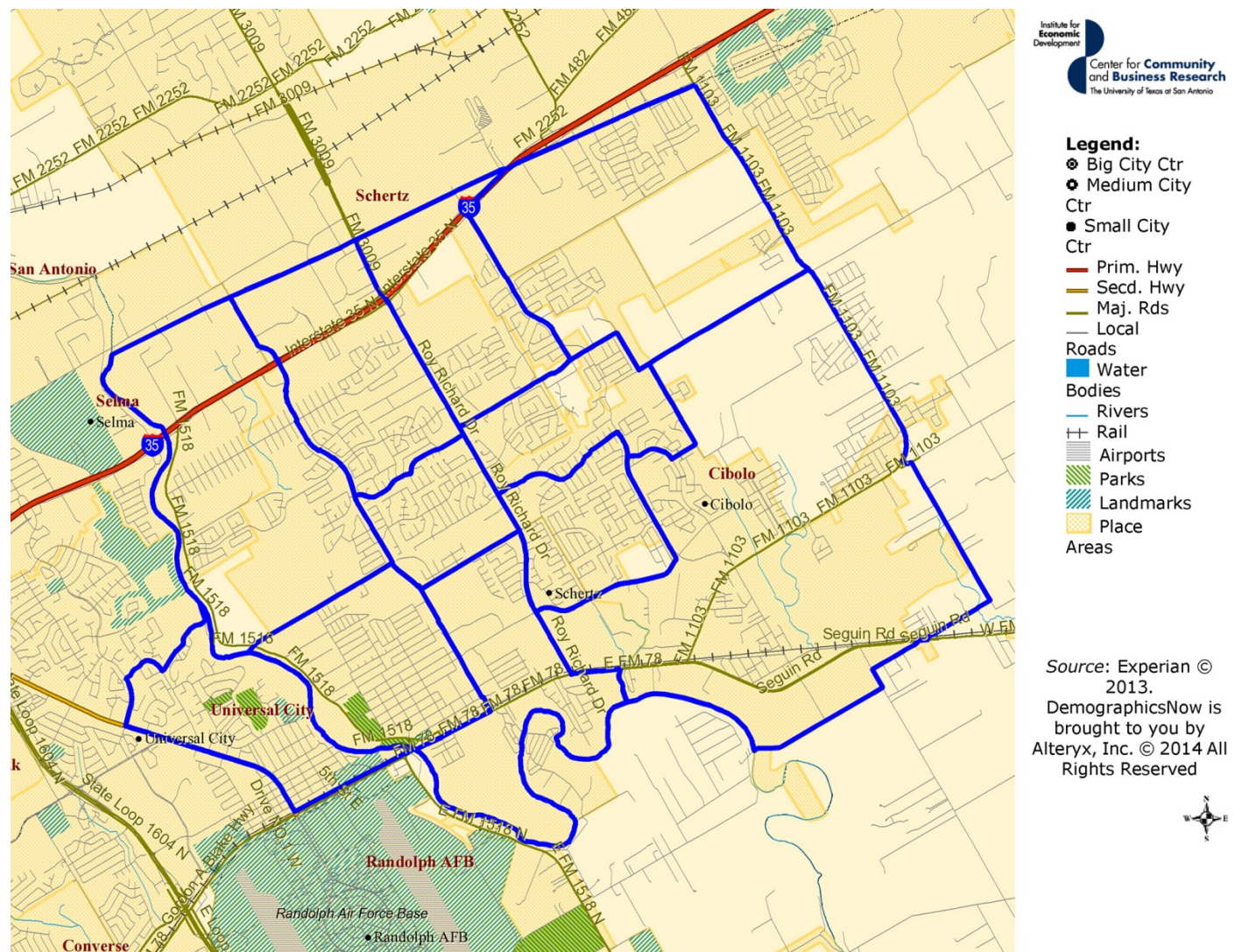
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- **Thomas Tunstall** (*Research Director | Institute for Economic Development*)
- **Hisham Eid** (*Business Economics Research Associate & GIS Specialist*)

These studies and analysis are oriented around “The Core” site, with the main intersection at South Main Street and FM-539. These investigations are meant as a guide to steer prospective developments and businesses towards potential successful target populations.

Refer to **Appendix ‘E’**.

Figure 3: Census Tract Map



Macro-Programming

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USERS – MARKET DEMANDS

- Medical Offices / Critical Care / Veteran Services
- Multifamily Housing
- Services
- Offices
- Retail – Art Studio, Restaurant, Coffee Shop, Micro-Brewery
- Small/Boutique/Intimate – “*Shops not Stores*”
- Union Pacific Railroad (*Influence*)

Permitted Uses

As stated in **Section 4.7.4.4.1** of the Cibolo UDC the uses of the underlying C-2 district of the zoning map are permitted, to the extent that all applicable performance standards of this section are met. In addition to the permitted uses of the underlying district, the following uses are permitted within the OT (*Old Town*) district boundary:

- A. Single-family residential, duplex residential, townhouse residential, condominium residential to 12 units per acre development density, provided that this use takes access from a local, public street.
- B. Upper-story residential use is permitted, provided that the residential use is clearly secondary to the primary commercial use, and the gross floor area of the entire building does not include more than 50 percent residential uses.
- C. Institutional uses such as, but not limited to parks, government offices, churches, schools, technical schools, hospitals shall be permitted.

Prohibited Uses

Per **Section 4.7.4.3 – E.4a** of the Cibolo UDC the following uses are expressly prohibited within this development: sexually oriented businesses, liquor sales, fireworks stands, mini-warehouse storage, general outdoor storage, auto impound yards, kennels, pawn shops, surplus sales, or outdoor advertising signs (billboards) or any other use that is not consistent with creating a positive image for the City of Cibolo. Any use that is not expressly listed as a prohibited use that is denied by staff may be appealed to the Planning and Zoning Commission and City Council in accordance procedural requirements of this UDC and the Fee Schedule for Administrative Appeals.

Liquor Sales

Establishments or places of business engaged in retail sale for consumption (off the premises) of alcoholic beverages. Typical uses include liquor stores, bottle shops or any licensed sales for off-site consumption.

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LAND USE ZONES WITHIN SITE



Figure 4: Land Use Map

Map Legend

Community	Commercial	Infrastructure
Retail / Office	Residential	Existing to Remain

Town Square/Amphitheater

Creation of a Unified Activity Center and Central City Focal Point

The Old Town and Town Center Overlays districts are located at the confluence of existing and proposed regional streets, proposed bicycle pathways, proposed linear park and existing creeks, floodplains and drainage networks. For that reason, the City of Cibolo, when reviewing projects in these districts, will have the right to impose conditions of approval that will ensure that the Old Town and Town Center Overlays function as two halves of unified Activity Center and that creates a single integrated core City environment that integrates all of the existing and proposed streets, park, bike ways, floodplains and drainage networks into forms that will maintain the viability of Old Town Cibolo for residential development, result in an expansion of residential, commercial and

Macro-Programming

Cibolo Downtown Revitalization

institutional opportunities east of Town Creek, the maintenance and design floodplains and drainage systems into forms that results in conservation, parks and recreation opportunities and creating transportation networks that integrate the Old Town and Town Center areas with existing development and linear park north of FM 1103 and emerging development south of FM 78.

Residential

The residential sector of the plan lies at the North-West corner of the site. The placement of this parcel is intended to graduate the intensity of uses by buffering the existing single family residential neighborhood to the West from what will be a higher trafficked commercial and retail/office area, while playing off of both the property and tree line in order to establish guiding axis.

A viable alternate location for residential units is foreseen to be integrated above (*in a second/third story*) the proposed retail/office space to the North-East where more of a communal “live-work” philosophy could be incorporated within the site.

Commercial

This small “commercial” sector of the site is positioned between the Multi-Family residential and the community oriented “Town Square” uses. As such this parcel of land is intended to be sized towards a pedestrian scale and should be designed with flexibility in mind as it will undoubtedly have to adapt into an ever-changing environment.

Retail/Office

The retail and office portion of the development, located at the North-East corner of the site is arranged to give the maximum amount of workable frontage on Main Street. A break in the form gives precedence to the shifted intersection re-created at Main Street and Pfeil Road allowing for a “Gateway” plaza to visually welcome visitors into the site while acknowledging the existing commercial and retail spaces across Main Street. A secondary interior courtyard is then formed in which the majority of the zone’s parking and “back-of-house” services shall be located and shielded from primary circulation.

Community/Civic

Mdn Architects recommended that the Old High School Building (“White House”) will be repurposed into a Civic Center, where there will be various public spaces on the ground floor, and the second floor would then be repurposed for the City’s Administrative needs. With this renovation accessible vertical circulation will be needed. This proposed addition would revolve around an elevator acting as a centralized tower element, anchoring the unified activity center and acting as one of the central city focal points.

It is anticipated that with the growing population needs of the community, further space will be needed in the form of an additional structure (“Community Center”) which is positioned adjacent to the existing “White Building”.

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Public Access Way

The public access way is intended to act as an internal, pedestrian friendly, artery which would not only act as a connector between FM-539 and Pfeil Road alleviating increased traffic pressures from Main Street, but it also ties varying uses together slowing for a seamless flow from the public and community needs to the private (retail/office) of the new development.

In addition the Public Access Way is also intended to have the capabilities to be blocked off to vehicular traffic during designated events through the use of bollards or other traffic barriers.

Playground / Picnic areas

Playgrounds with possible water features (interactive ground fountains, etc.), picnic area, trails and green spaces are intended to be plugged into the interstitial spaces formed through the erection of the new built environment and the existing site. The location of playgrounds in particular should be carefully planned in regards to its adjacency with other uses and streets. In this scenario, it is recommended that the playground be located in between the two Community buildings where a visual connection can still be made from the amphitheater.



Figure 5: Interactive Park Fountain

Macro-Programming

Cibolo Downtown Revitalization

ZONING / THOROUGHFARE

Zoning: District C-2 (Current)

1. Intent – This classification is established to reinforce and reinvigorate downtown Cibolo's historical traditions and monuments. The district is intended to ensure harmonious development, redevelopment, and rehabilitation of uses in the historic core by integrating an appropriate mix of retail, office, entertainment, civic, and residential uses commensurate with traditional values of the city, its citizens, and the surrounding area.
2. Permitted uses – a mix of retail, office, entertainment, civic, **educational** and residential uses
3. Specific uses – subject to site plan approval, office, retail and service uses which are compatible and designed in scale with Old Town Cibolo and a Town Center.
4. Lot Design Requirements
 - a. Minimum Lot Area None
 - ~~b. Minimum Lot Width 70'~~
 - ~~c. Minimum Front Setback 15'~~
 - ~~d. Minimum Rear Setback 15'~~
 - ~~e. Minimum Side Setback 15'~~
 - ~~f. Maximum Lot Coverage 70%~~
 - ~~g. Maximum Height of Principal Building 45'~~
 - h. **ETJ Classification**
Retail, Office & Services

Map Legend

- Site Location
- - - - E.T.J. Line
- District Line

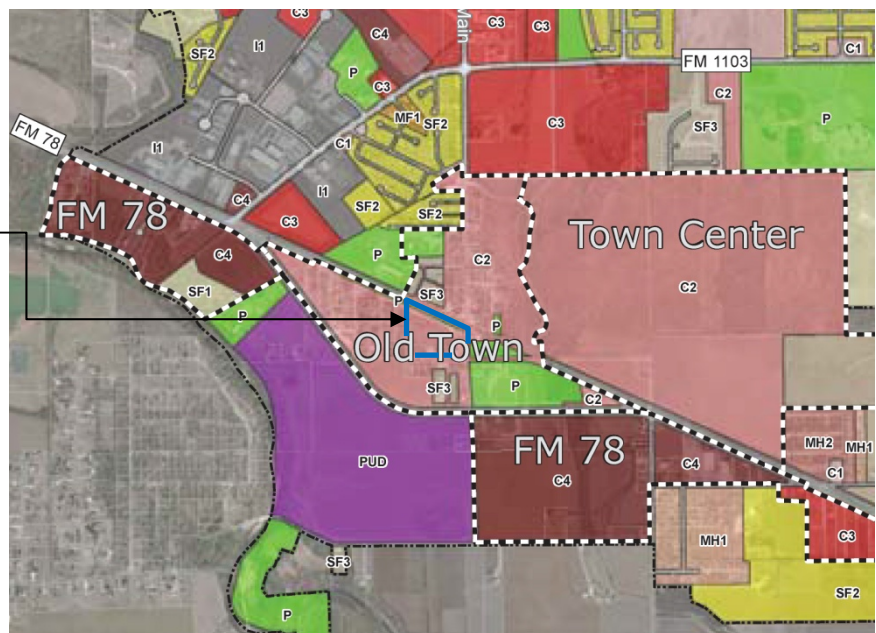


Figure 6: Existing Cibolo Zoning Map

Zoning Map/Text Amendments:

This activity relates to the framing/preparation of the text and map amendments to the City's Zoning Ordinance, and to other regulatory codes that negatively impact the ability of the development community to move forward with desirable developments that meet the criteria of development concepts within this package. The review and examination of the Zoning

Macro-Programming

Cibolo Downtown Revitalization

Ordinances and other regulatory codes that occur in this document (Phase IV), the Planning and Implementation Framework (Phases I-III), or any future document/situation which deters development will provide the basis for map changes and text amendments. Creation of user friendly codes and zoning ordinance provisions/processes is a recommended product of this activity.

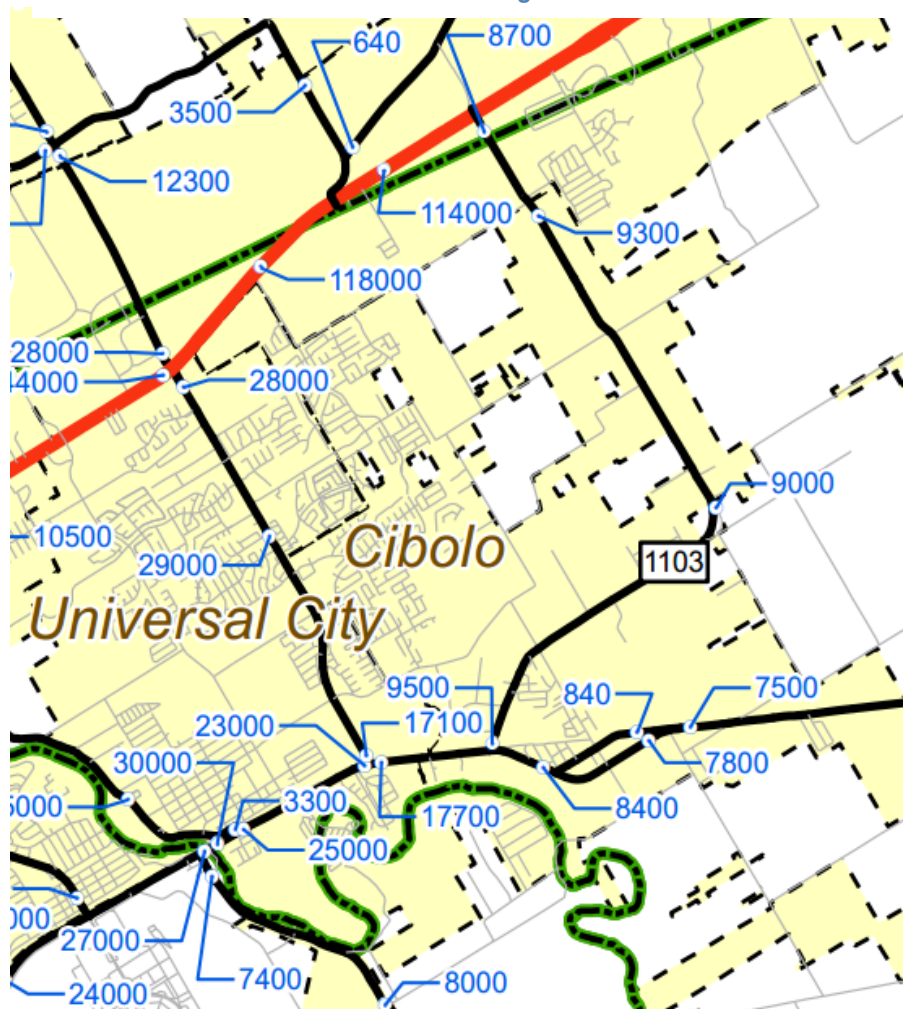
Thoroughfare

The City of Cibolo's Major Thoroughfare Plan designates major roadway systems that enhance circulation within the City. The Major Thoroughfare Plan establishes the proposed alignments and size of proposed major roadways. The Major Thoroughfare Plan designates FM-539 and South Main as a major collector requiring 66 feet of right-of-way. Any required right-of-way (ROW) dedication or ROW abandonment of Pfeil Road will be determined at the time of platting. See **Figure 8** for the Cibolo Thoroughfare Map.

Thoroughfare Alterations:

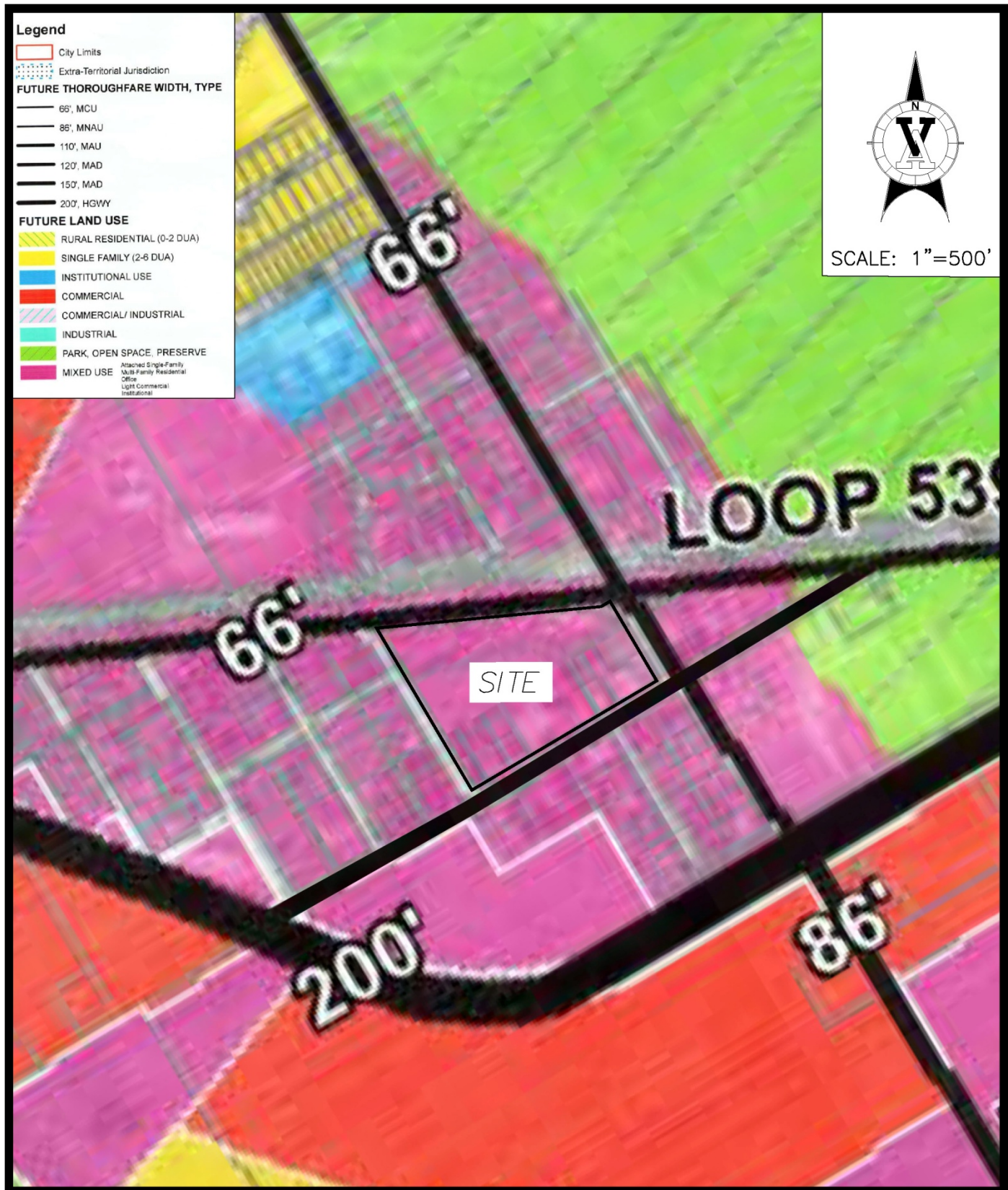
This activity relates to the framing/preparation of the text and map amendments to the City's Thoroughfare Plan, and to other regulatory codes that impede the ability to quickly and effectively alter existing documents required to move key projects forward.

Figure 7: 2012 TxDOT Traffic Counts



Macro-Programming

Cibola Downtown Revitalization



Site Studies

Cibolo Downtown Revitalization

INTRODUCTION

This chapter is an overview of the site and general building conditions of the project location. The information contained in this section represents the current information about this project at the time this program was issued. Further details of the site and building will be developed throughout the design process. The following information is included in the program to stimulate discussion and provide a comprehensive basis for the design and potential future projects.



Figure 9: Conceptual Rendering of Cibolo Downtown Revitalization

Site Studies

Cibolo Downtown Revitalization

CIRCULATION

The purpose of the circulation standards is to minimize hazards and conflicts and establish logical circulation patterns. The appropriate integration of vehicular and pedestrian circulation is intended to provide safe and convenient access to the site while being attractive, efficient and functional. Refer to **Section 4.7.4.3 – H: PEDESTRIAN AND BICYCLE ACCESS, CIRCULATION & CONNECTIONS** and **Section 4.7.4.3 – M: ROADWAYS/TRANSPORTATION** of the Cibolo UDC.

Primary

Primary circulation for the site is represented by the perimeter streets bordering the site. The two main arteries that will feed the site will be South Main Street to the East (running North-South) and FM-539 to the South (running East-West). Alterations will need to be planned with Union Pacific Rail Road in order to coordinate the widening of Main Street at the tracks, and reduce the “bottleneck” effect at that juncture.

The two additional streets will be Pfeil Road to the North (running East-West) and Wiederstein Road to the West (running North-South). Coordination with the City of Cibolo will be necessary in order to move the existing location of Pfeil Road North so the street R.O.W. abuts that of the Union Pacific R.R. This will maximize interior buildable space, while increasing the buffer between rail and development. An alternate layout of Pfeil Road, which makes Pfeil Road a one-way street (*running from S. Main St. to Wiederstein Road*), would allow for additional 60° parking on the exterior portion of the site for a majority of the new roadway. This would not only increase necessary parking for the development, but would also deepen the buffer zone from the railroad while transforming the parked cars into noise mitigating barriers.

Secondary

Secondary circulation will encompass very little vehicular traffic coming from off-street parking and the Public Access Way (when allowed). Most traffic across the interior of the site will be from pedestrian and/or bike traffic, by way of walks, paths and trails. The walks, to be 100% accessible, will be oriented on major axis across the site connecting individual buildings, structures and spaces. Inversely the paths and trails flowing through the site should be a much more organic in nature as they wind their way to a destination.

- Walks shall be at least 5 feet in width within the development.
- Walks should meander to protect trees and native understory and in general should not be constructed continually parallel with the adjacent roadway.
- Walks shall conform to the Americans with Disabilities Act (ADA).
- Walks should meander to avoid the interruption of a clear path of travel, in general to avoid utility, electrical, or drainage.

Site Studies

Cibolo Downtown Revitalization

Internal Circulation and Connectivity

The site plan shall provide for a logical system of internal circulation which minimizes access to adjacent arterial streets. Street, driveway and alley connectivity shall be provided to all adjacent non-residential properties, regardless if the existing adjacent tracts offer a receiving connection point. Pedestrian connectivity (i.e. sidewalks) shall be provided to adjacent tracts, regardless if the existing adjacent tracts provide a connection point.

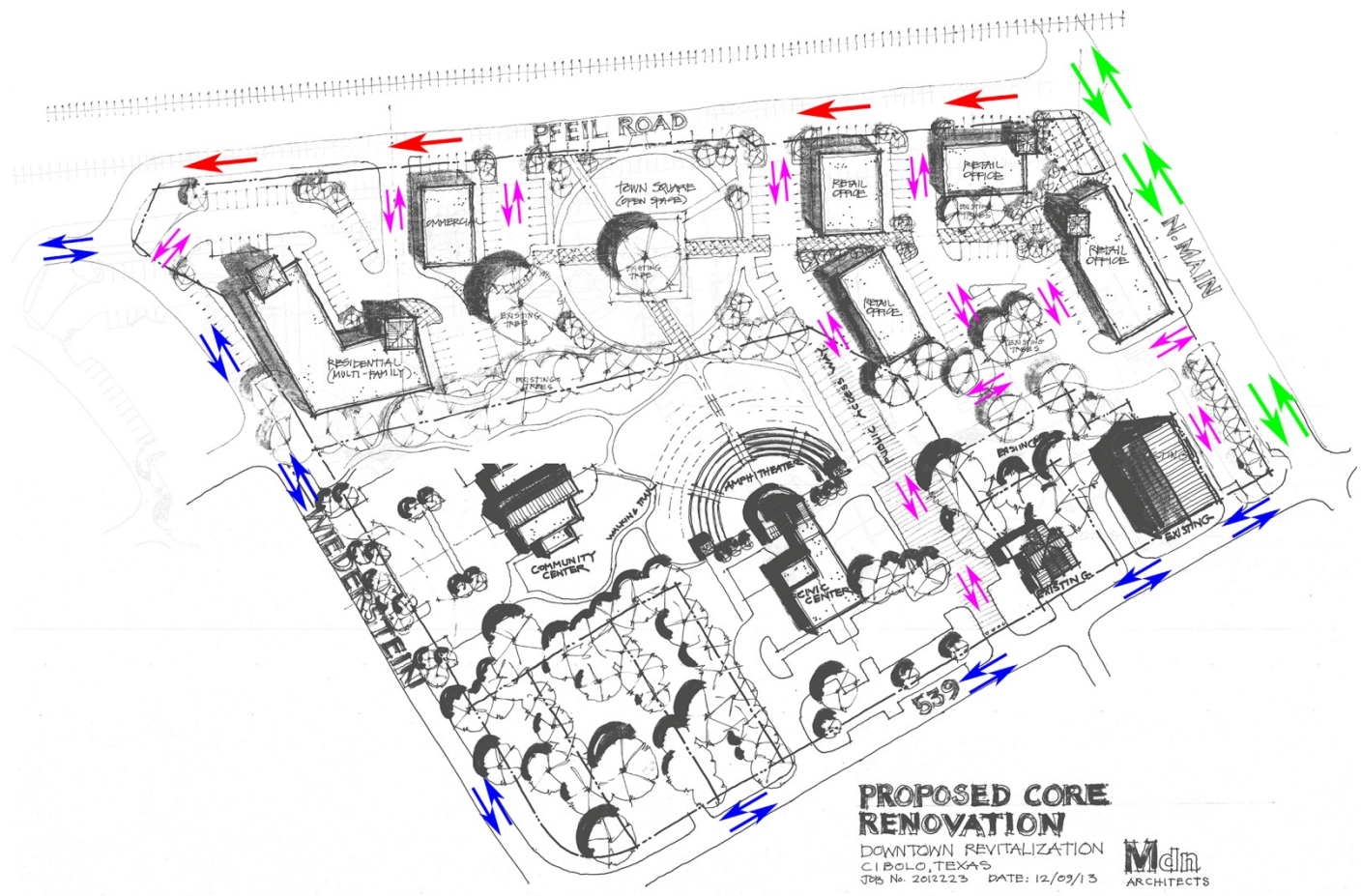


Figure 10: Site Circulation Map

Drop-Off Areas

Drop-off areas for vehicle passengers may be incorporated into the development plans and should provide safe, convenient access to building entries, such as restaurant drop-offs. Drop-off areas must conform to all ADA & TAS regulations and standards and should not obstruct traffic flow when vehicles are stopped.

Service Areas

Service vehicle circulation within the site shall be designed to provide safe and efficient delivery routes for all anticipated service and delivery vehicles. Design to accommodate truck access

Site Studies

Cibolo Downtown Revitalization

shall meet all regulatory requirements for turning movements without sacrificing other important design objectives. These objectives include:

- Locate service areas away from building entrances.
- Minimize pedestrian and service vehicle conflicts.
- Adjoining uses should share service drives whenever readily achievable.
- Discourage speeding.
- Hide/screen views into service.

**** Delivery / Shipments to be scheduled for “Off-Hours” pick up and/or drop off ****

Pedestrian Circulation in Parking Lots

Walkways that lead pedestrians from parking areas to buildings should be designed to facilitate easy movement and minimize crossing conflicts with vehicles. Pedestrians should feel comfortable about their pathways to buildings and pedestrian ways should be clearly identified.

- Create paths which direct pedestrians to connecting sidewalks.
- Pedestrians, where possible, should not be required to cross service drives to reach major entrances from primary parking lots.

Way-finding/Streetscape Design Plans

Based on the design concepts in the Planning and Implementation Framework, detailed design plans/engineering drawings will be prepared for public infrastructure/public realm improvements to be undertaken in the Downtown Revitalization Action Plan. These designs should take into account and blend with the recent improvements (new walks, benches, lighting, etc.) made by the City of Cibolo on North Main Street. Signage plans as approved by the City, will enhance the ability of the community to direct people to key areas/locations within the area, improving mobility and circulation. Streetscape plans will enable the community to undertake a variety of improvements to public infrastructure.

Signage in a mixed use center is important not only for effectively guiding vehicular and pedestrian circulation, but also for establishing a project identity. Locational, directional, and tenant signage provide necessary orientation for users. It is also important for marketing the various uses and creating a positive image of the development. Signage that is designed according to a theme consistent with the overall design of the development serves to unify the center.

1. The signage in a mixed use center is to be coordinated to provide a unified signage design. Signage is to be planned to clearly identify different use areas, complement the pedestrian nature of the center and shall be integrated to complement the architectural consistency with the overall design of the building that the sign identifies or of the center. The unified sign design elements should identify a recognizable character for sign design that contributes to the character of the center. Signs should reflect the character through consistency of materials, illumination, sizes, proportions and locations.

Site Studies

Cibola Downtown Revitalization

2. Signs should be carefully integrated within the site, landscape and architectural design context within which they are located. Size, shape and proportions should be compatible with the size and scale of the surroundings and should not compete with or obscure other design features of the site, landscape or structures. Signage should also provide attractive and appropriately placed designation of primary entrances
3. In the vicinity of residential uses, lighting should be reduced or extinguished during non-business hours or at a certain hour in the evening, to reduce adverse impacts of commercial lighting on residential use. Internally illuminated signs or awnings are generally discouraged.



Figure 11: Conceptual Rendering of Event on Public Access Way

Site Studies

Cibolo Downtown Revitalization

SITE ADJACENCIES – IMMEDIATE AND DISTRICT (OLD TOWN)



Figure 12: Existing Site Adjacencies Map

Map Legend

- | | |
|--------------------------------------|--|
| ■ Municipal | ○ Wise Choice Jewelers |
| ○ Old High School | ○ Catalano Construction (<i>Old Bank</i>) |
| ○ Volunteer Fire Department | ○ Solar Distributor (<i>Old Antiques</i>) |
| ○ City Hall (<i>Old & New</i>) | ○ Emily's Place Coffee Shop |
| ■ Community | ■ Residential |
| ○ St. Paul Evangelical Church | ○ 5 Interior (<i>within site</i>) Homesteads |
| ○ Parks | ○ Neighborhoods |
| ■ Commercial | ■ Educational |
| ○ Harmon's BBQ | ■ Union Pacific R.R. |

Site Studies

Cibolo Downtown Revitalization



Figure 13: 300' Path of Travel Exhibit

Note that **Figure 13** as illustrated in the exhibit above indicates an anticipated **300' path of travel** from St. Paul Church's front door to the future development, as there are currently no accessible routes and/or crosswalks adjacent to this site crossing South Main Street. The area indicated in red would be the only region unable to sell alcohol in accordance with **Ordinance No. 1066 – Alcohol Ordinance** (*passed and approved by Cibolo City Council on August 26, 2013*).

Site Studies

Cibolo Downtown Revitalization

Proposed Developments

As mentioned previously the City of Cibolo continues to be a growing and thriving municipality. Historically the immediate area within Cibolo has been underserved in regards to amenities, which are finally discovering the new opportunities and growth held within the city limits. With a strong residential and industrial backbone to the community already established, an explosion of proposed and new developments began to sprout from the catalyst of both a planned Wal-Mart and HEB site, fronting the Main Street corridor to the North. See **Appendix 'D'** for Adjacent Site Maps and Exhibits in relationship to this Downtown Revitalization site.

PROPERTY OWNERSHIP

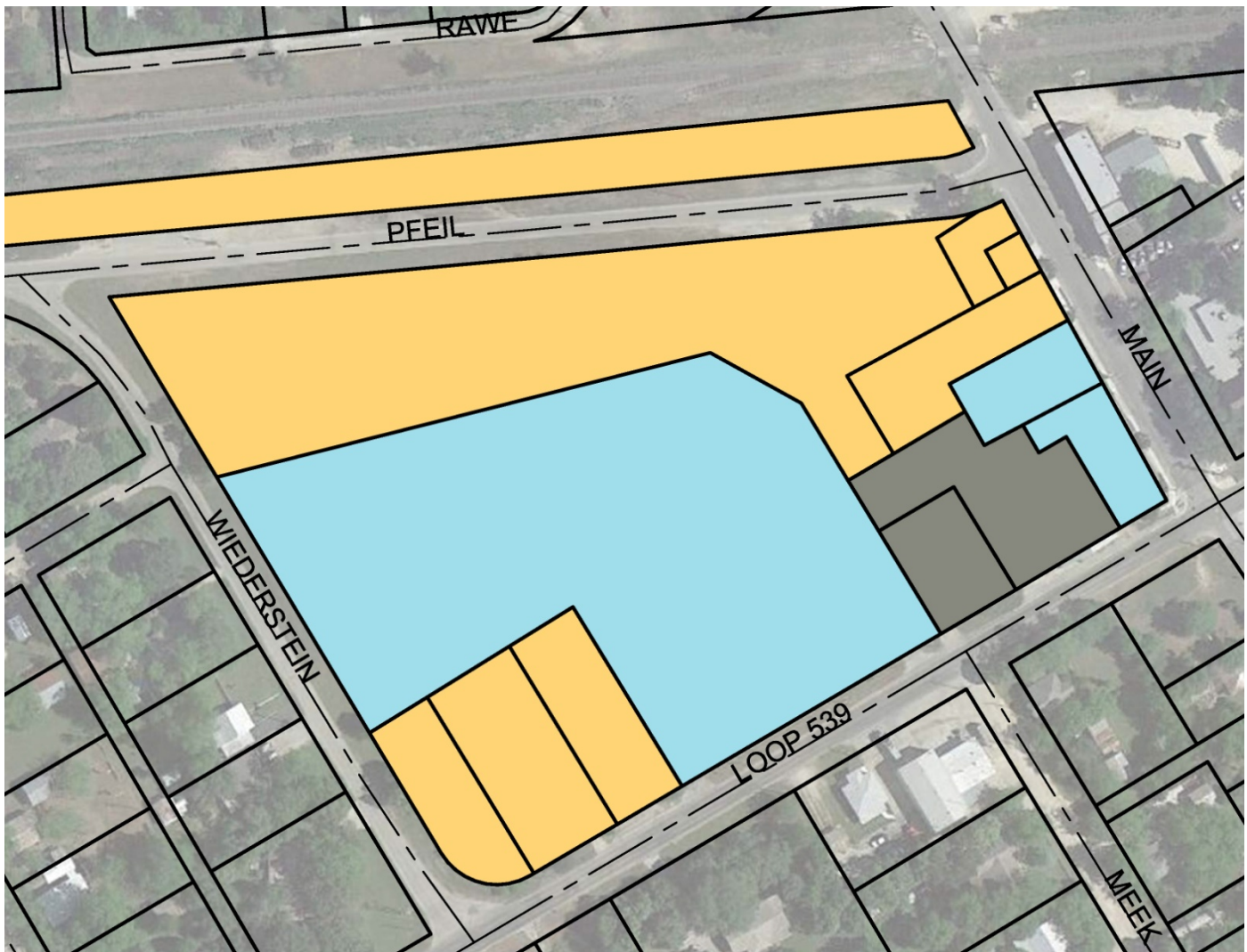


Figure 14: Property Ownership Map

Map Legend

■ City Owned ■ Privately Owned ■ Existing to Remain

Site Studies

Cibolo Downtown Revitalization

Repurposing of Existing Underutilized Structures

There is great potential within the Old Town District to rejuvenate the Downtown through the renovation of existing structures. By doing so, the initial character and ambiance of the area can be maintained while necessary updates for safety, uses, aesthetics, etc. will improve the built environment.

Modifications to the exterior façade(s) of any existing building shall first be approved by the City subject to a finding that the proposed design, fenestrations (windows), height, color palette and exterior building materials are consistent with surrounding buildings and general design themes of the Old Town.

Proposed Repurposing

- Old High School Building (“*White Building*”)

Future Repurposing

- Majority of Retail/Commercial buildings on North Main Street
- Old Volunteer Fire Station

“Impractical Purposing”

It is understood that in certain cases buildings/ structures currently on a site can become a hindrance to development for a variety of reasons. In such situations, as has been substantiated by research within the proposed site on the Old Schlather Feed Store (*below*), the renovation, retrofit and repurposing becomes infeasible and the old must make way for the new.



Figure 15: Schlather Feed Store & Weigh Station

Site Studies

Cibolo Downtown Revitalization

TREE PRESERVATION

Section 17.2 of the City of Cibolo Unified Development Code will guide the strategic tree preservation plan. The purpose of this ordinance is to encourage the preservation of mature trees which once removed can be replaced only after generations, to preserve protected trees during construction and to control the removal of protected trees when necessary. Careful identification of the trees to be preserved should be considered and implemented by the developer in consultation with a landscape architect and arborist. The tree preservation plans are to be approved by the City of Cibolo, and shall be followed without exception.

Trees with a 6" DBH (Diameter at Breast Height) and greater should be preserved and protected where possible. This includes mitigation of root disturbance and root compaction within the area surrounding the existing trees. The drip-line surrounding the trees should be protected from pedestrians through low plantings or decorative edging and/or fencing.

When designing the site, Mdn strived to protect a majority of the quality trees on the site, and promote the existing natural ecological environment of the surrounding land and its inhabitants. This was especially pertinent to the "Hawk Tree Line", where families and generations of hawks have been and continue to come to Cibolo to roost. See Figure 16: Hawk Tree Line Exhibit. The conservation of a majority (if not all) of the existing trees within this line shall be a foremost priority within this development.

In addition, new and existing trees line the path of the proposed walking trail in order to help shade the walking path during hot summer months.

Figure 16: Hawk Tree Line Exhibit



Site Studies

Cibolo Downtown Revitalization

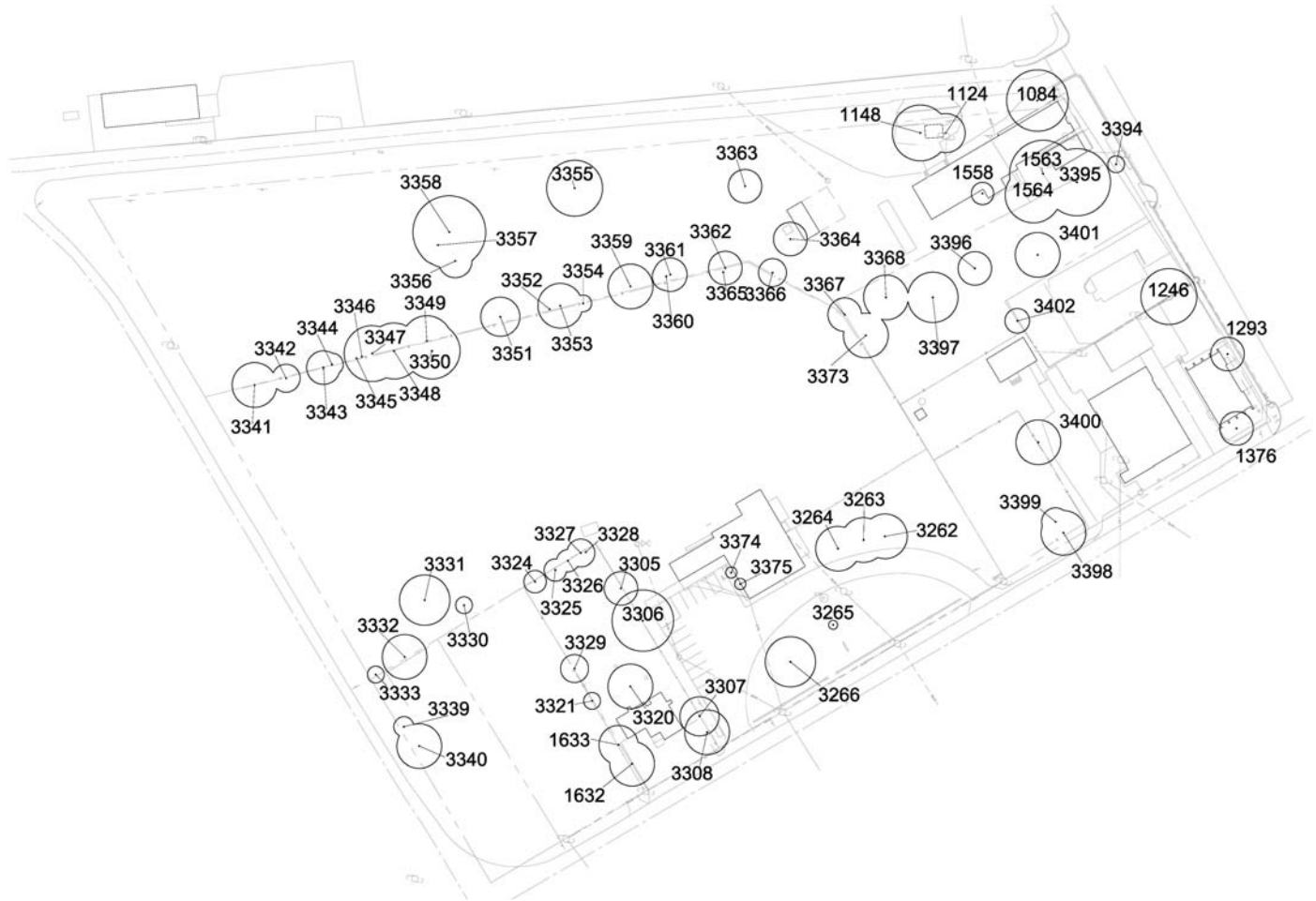


Figure 17: Tree Survey Key Plan

Tree Table

POINT #	DIAMETER (IN)	SPECIES	SPREAD (FT)	POINT #	DIAMETER (IN)	SPECIES	SPREAD (FT)
1084	28	PECAN	55	3262	21	OAK	40
1124	15	PECAN	35	3263	24	OAK	40
1148	23	PECAN	50	3264	13, 13	OAK	40
1246	26	PECAN	50	3265	6	OAK	8
1293	6,7	MOUNTAIN LAUREL	30	3266	15	OAK	45
1376	4, 4, 4, 4, 5, 5	CRAPE MYRTLE	30	3305	7, 7, 10, 10	HACKBERRY	30
1558	10	UNKNOWN	20	3306	9, 14, 15	CHINABERRY	55
1563	23	PECAN	60	3307	10, 11	HACKBERRY	35
1564	18	PECAN	50	3308	11, 11, 12, 13	CHINABERRY	40
1632	14	HACKBERRY	40	3320	24	ASH	40
1633	8, 16	HACKBERRY	35	3321	10	HACKBERRY	15

Site Studies

Cibolo Downtown Revitalization

POINT #	DIAMETER (IN)	SPECIES	SPREAD (FT)	POINT #	DIAMETER (IN)	SPECIES	SPREAD (FT)
3324	11	HACKBERRY	20	3356	16	PECAN	30
3325	11	HACKBERRY	20	3357	8, 9	CHINABERRY	35
3326	10	HACKBERRY	20	3358	9, 10, 11, 12, 14, 15	CHINABERRY	65
3327	10, 12	HACKBERRY	25	3359	15	HACKBERRY	40
3328	7	CHINABERRY	15	3360	5, 5, 5, 8	CHINABERRY	25
3329	13	HACKBERRY	25	3361	3, 3, 5, 5, 6	CHINABERRY	30
3330	7	CHINABERRY	15	3362	6, 10	CHINABERRY	30
3331	22	PECAN	45	3363	16	ASH	30
3332	9, 12	CHINABERRY	40	3364	4, 5, 8, 10	HACKBERRY	30
3333	9	PECAN	15	3365	10	HACKBERRY	25
3339	10	PECAN	18	3366	10	HACKBERRY	25
3340	26	PECAN	40	3367	14	HACKBERRY	30
3341	20	HACKBERRY	40	3368	17	PECAN	40
3342	11	HACKBERRY	25	3373	15	HACKBERRY	40
3343	9, 13	HACKBERRY	30	3374	5	OAK	10
3344	11	HACKBERRY	20	3375	3, 4	OAK	10
3345	13	HACKBERRY	20	3394	3, 3, 3, 5, 5, 6, 8	CRAPE MYRTLE	15
3346	13	HACKBERRY	20	3395	32	OAK	60
3347	10, 10	HACKBERRY	50	3396	16	PECAN	30
3348	9, 10, 10	HACKBERRY	50	3397	18	PECAN	45
3349	8, 8, 10	HACKBERRY	45	3398	24	ASH JUNIPER	40
3350	12	HACKBERRY	35	3399	14	ASH JUNIPER	25
3351	12	CHINABERRY	35	3400	18	PECAN	40
3352	7	CHINABERRY	15	3401	18	PECAN	40
3353	4, 4, 5, 5, 6	CHINABERRY	40	3402	20	HACKBERRY	22
3354	6	CHINABERRY	15				
3355	24	PECAN	50				

Table 1: Existing Tree Table

***This conceptual plan was designed with the intention to protect the maximum amount of existing trees represented by this tree survey/table (minimizing the amount of mitigation required).

Site Studies

Cibolo Downtown Revitalization

INFRASTRUCTURE/UTILITIES

Utilities

Section 4.7.4.3 – N of the Cibolo UDC establishes that the design of a mixed use development is to occur in a comprehensive manner, where land uses, site layout, utility corridors, landscaping, lighting and other infrastructure are designed in concert with one another. This will especially apply to utility design work, where advance planning and layout will facilitate construction, operation and maintenance, both from a functional and aesthetic standpoint.

When submitting the Mixed Use Concept Plan the following information shall be provided:

- a. A plan identifying the points of interconnection for water, wastewater, gas, and electric.
- b. A map showing the general corridor and initial layout for each utility.
- c. Demand calculations for each utility under full build-out conditions.
- d. A summary describing current utility infrastructure in the area of development. This summary shall include the age and condition of the infrastructure, and any proposed modifications (including relocation and replacement). Capacity issues and load requirement of the proposed mixed use shall also be identified, including any impacts on existing infrastructure.

A. Supply & General Standards

1. Each utility will determine if existing mains and service lines are adequate to serve the proposed uses. Modification of existing utility lines used to support the new development, if required, shall be at the developer's expense.
2. Fire service and hydrant lines installed for commercial or multi-family residential use require independent connections to the water mains.
3. Where available, recycled or reclaimed water should be used for landscape irrigation. The City of Cibolo encourages the creation and/or extension of recycled or reclaimed water mains and the use of recycled or reclaimed water for irrigation.
4. Consideration for wastewater hydraulics should be included in the Mixed Use Concept Plan. Modifications of existing infrastructure to achieve the required flow rate should be at the developer's expense.
5. Private main agreements may be required for parcels with limited access to public facilities.
6. Access to utility infrastructure is of prime importance and shall be maintained to City standards for all public streets and utility easements.
7. The initial Mixed Use Concept Plan should show all proposed rights-of-way and utility corridors and easements.
8. Easements shall be provided for all public water lines and hydrants not located in a public right-of-way. Changes in location of utilities or final transformer, fire hydrant or meter locations may require granting of additional easements.

Site Studies

Cibolo Downtown Revitalization

B. Street Lighting

1. Street lighting systems, when provided, should be located in the utility corridor of the parkway area of the ROW. To the extent possible, public streetlights should be limited to public roadways and utility easements in private roadways.
2. Public street lighting should be installed and maintained by GVEC (and CPS where applicable). All other lighting for onsite streets, pedestrian walkways, bikeways and parking lots should be installed and maintained by the developer. The spacing, location, height, fixture style, light source and level of illumination shall be subject to the standards and review of GVEC or CPS. Other types of light poles or luminaries/fixtures may be installed, subject to the approval of GVEC or CPS.

C. Landscaping

1. Fences and substantially sized landscaping shall be prohibited in utility easements. Flowers, grass and groundcovers shall be required to cover all easements. Small shrubs may be planted at the developers risk in the event that the easement needs to be maintained. No trees shall be placed within 15 feet of the centerline of any wet utility.
2. Cibolo main and service lines that run under decorative rock, landscaping, or specialty paving may be required to be sleeved or encased to protect the integrity of the main and service lines and minimize damage to landscaping in the event of required maintenance.

D. Cable & Telecom

Cable and telecommunications facilities may be included in a joint dry trench, subject to the agreement of each utility.

E. Storm Water Ponds and Drainage Easements

The Mixed Use Concept Plan should show storm water ponds and easements necessary to comply with the UDC and City of Cibolo Design and Development Manual.

A complete analysis of the existing site utility infrastructure was made as a part of this feasibility study process. The complete report can be found in **Appendix 'A': Site Development Assessment**.

The following is a summary of the recommended improvements for each:

Cibolo Downtown Revitalization

The City of Cibola is the purveyor of water to the subject property. A leader of service availability is pending from the City of Cibola. A water distribution map was obtained from Cibola (**Figure 18**). This map indicates that there is a 12-inch main along the Main Street frontage, a 6-inch main along the Wiederstein Street frontage, and approximately 300 linear feet of 6-inch water main along the Pfeil Road frontage. In order to provide adequate fire flow and domestic demand for all commercial buildings, service from the 12-inch diameter water main along South Main Street will be required.

Mdn Architects 9639 McCullough, San Antonio, Texas 78216 210 340.2400 - 210 340.2449 fax

Site Studies

Cibolo Downtown Revitalization

Sanitary Sewer

The City of Cibolo is the purveyor of sanitary sewer to the subject properties. A sanitary sewer map was obtained from Cibolo (**Figure 19**). This map indicates that there is an 8-inch main along the FM 539, Main Street, and Pfeil Road frontages. An 8-inch force main is located along the south side of FM 539 which originates from a lift station located to the east of the Police station. The 8-inch sewer main on Wiederstein Street may require an extension in order to provide service to the site.

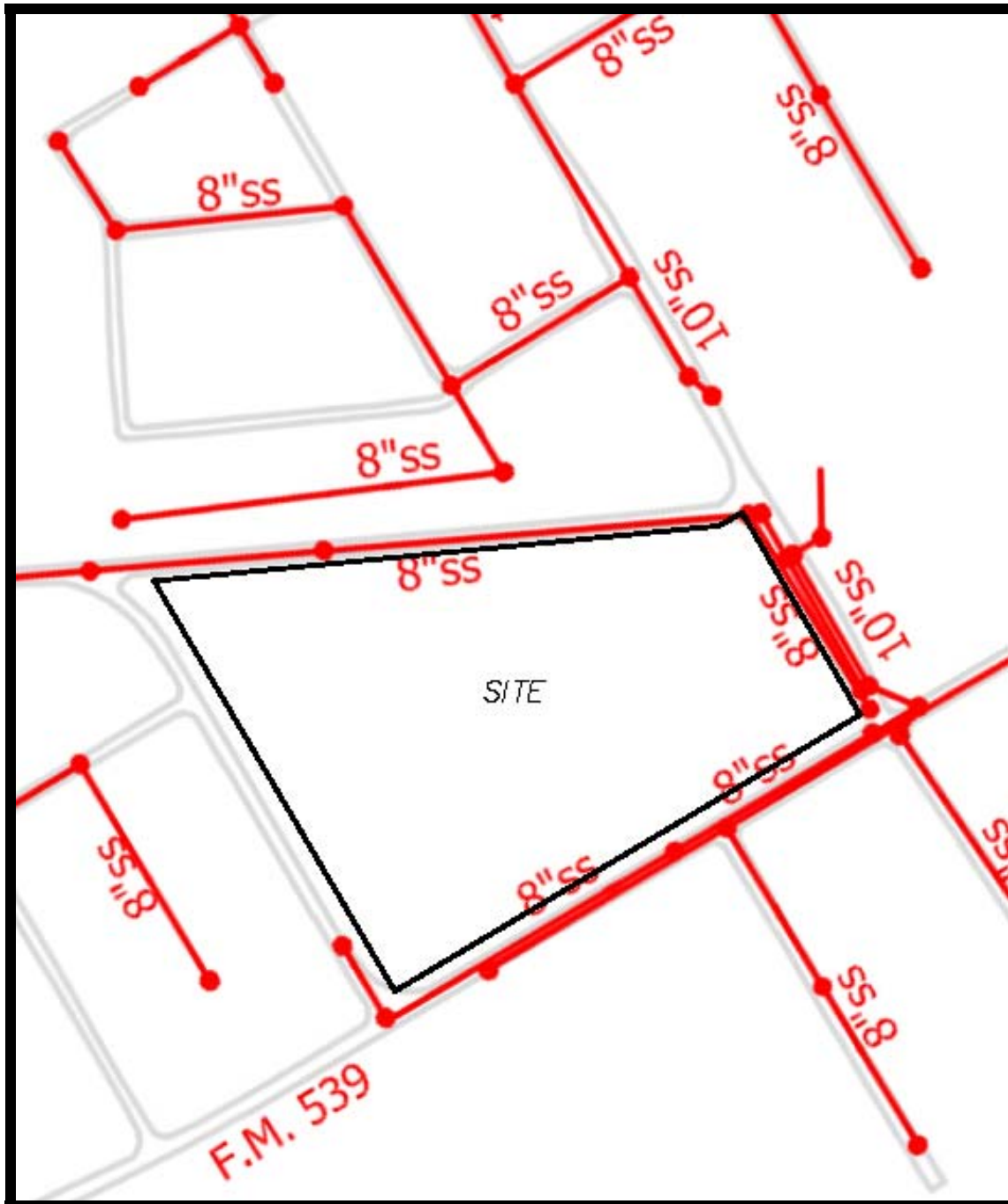


Figure 19: Sewer Block Map

Site Studies

Cibolo Downtown Revitalization

Electricity

Guadalupe Valley Electric Cooperative (GVEC) is the purveyor for electricity to the property. According to a service availability leader and network maps provided by GVEC, three-phase electric services are available along the eastern and southern frontages of the subject tract and can be extended to the project site. Cost for extending service is determined on a case by case basis. Load demands and a site plan will be required by GVEC to determine all applicable fees.

It is anticipated that the power poles running adjacently to the North end of the proposed site, will be moved in accordance with the relocation of the Pfeil Road and the widening of Main Street. In addition, it is suggested that the current overhead utilities bordering the property along South Main Street and within the site be diverted underground.

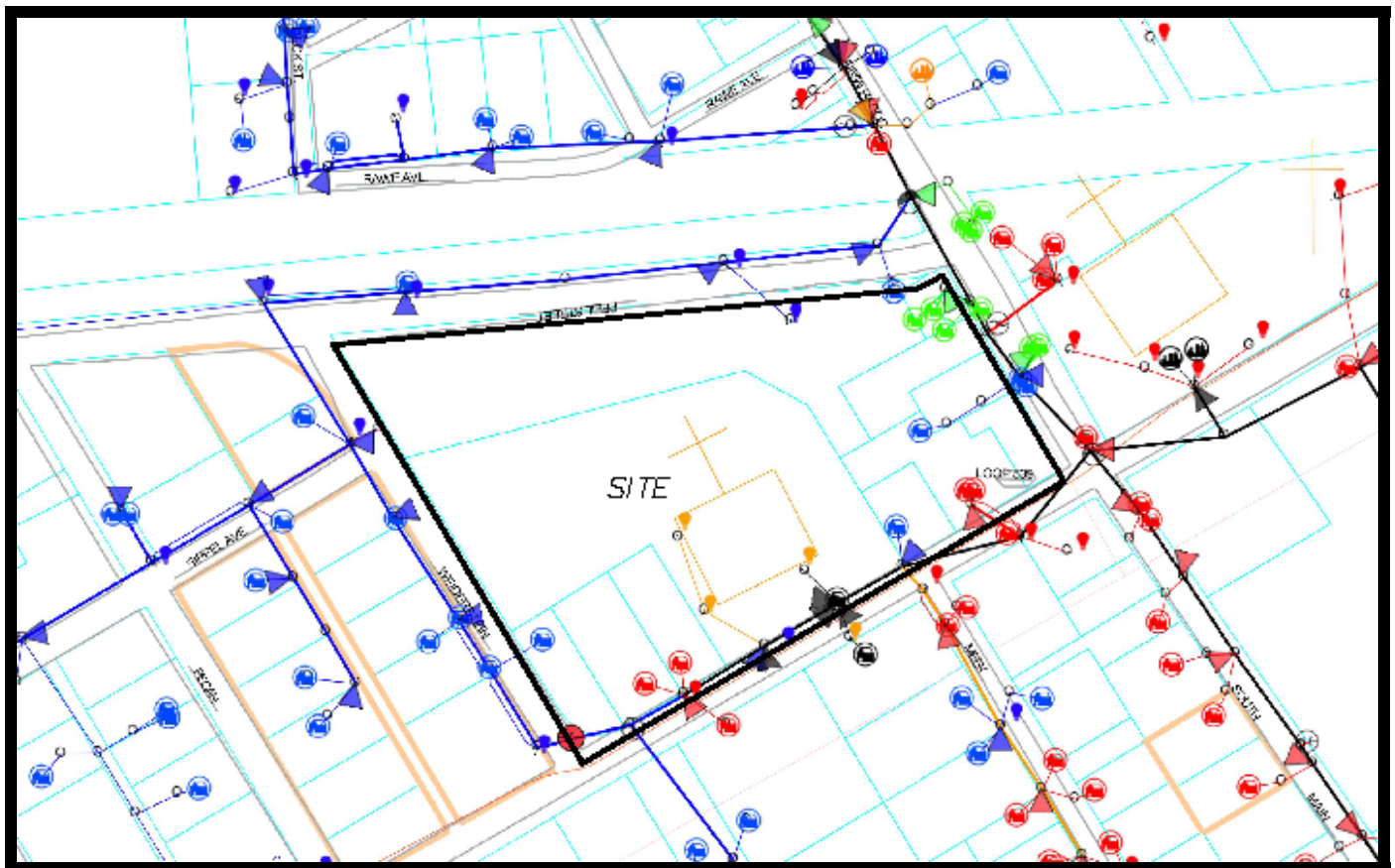


Figure 20: GVEC Electric Network Map

NOTE: Black lines represent 3 phase electric service.

Site Studies

Cibolo Downtown Revitalization

Gas

CenterPoint Energy is the purveyor of gas to the subject property. According to a leader of service availability and block maps from CenterPoint Energy, gas is available to the site from a 2-inch main along the FM 539 frontage and a 4-inch main along the Main Street frontage. Gas load requirements will be needed for sizing CenterPoint facilities and to determine if offsite improvements will be required. See **Figure 21** for the gas block map from CenterPoint Energy.

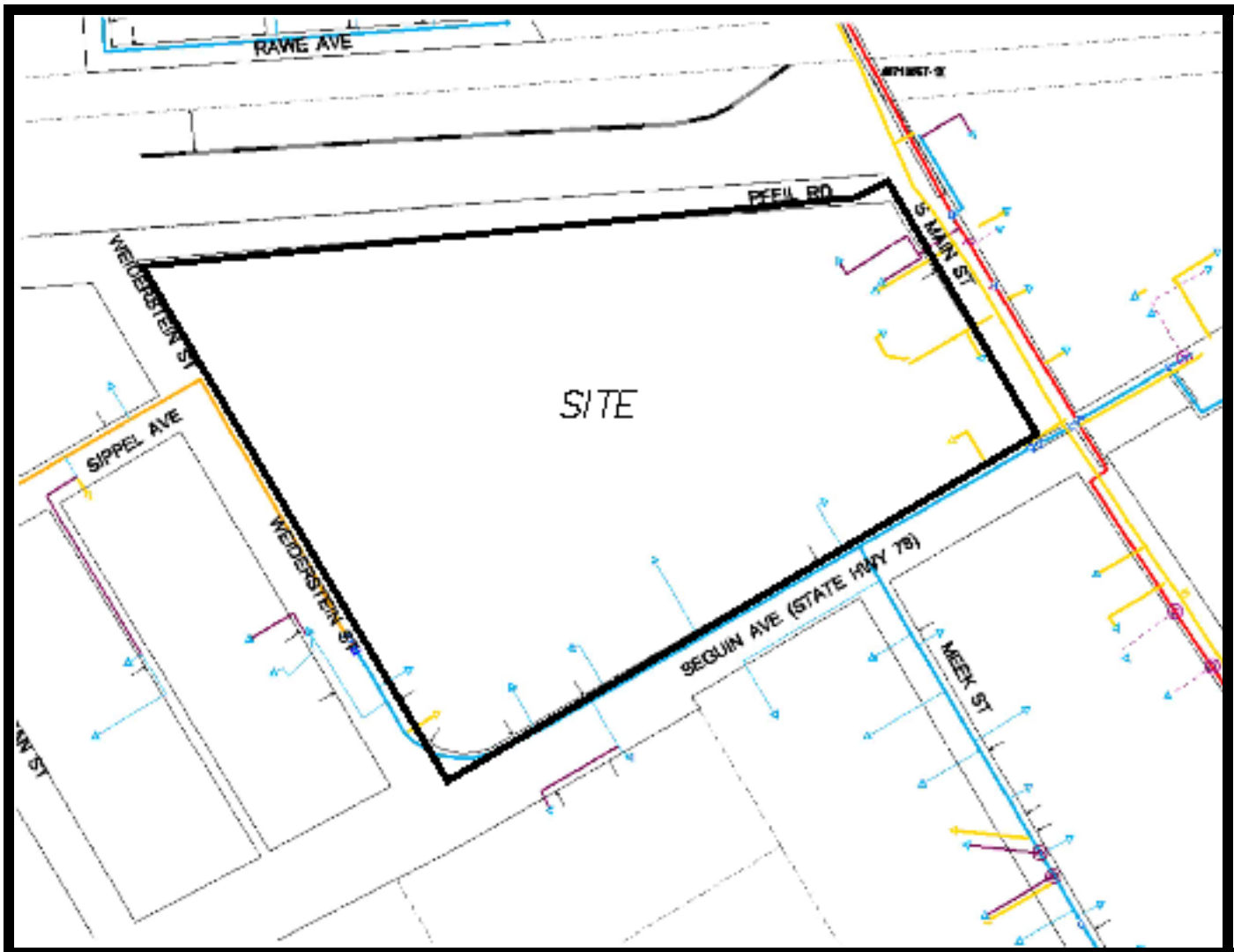


Figure 21: Gas Map

Map Legend

Red line is 4" main

Blue is 2" main

Yellow is abandoned old line

Maroon is service line

Site Studies

Cibolo Downtown Revitalization

GRADING

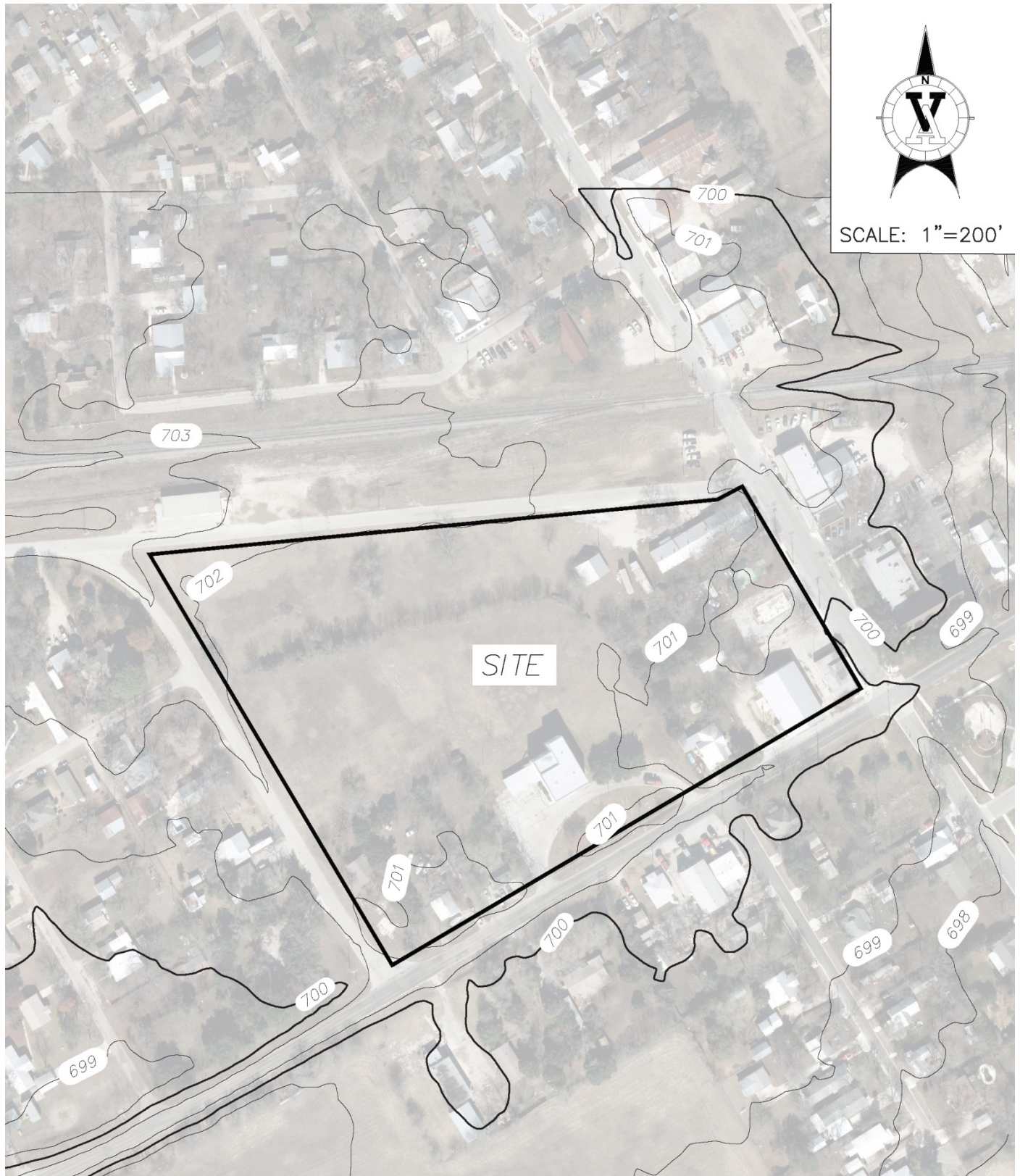


Figure 22: Existing Contours Map

Site Studies

Cibolo Downtown Revitalization

DRAINAGE

FEMA

According to the Federal Emergency Management Agency's (FEMA) Flood Insurance Rate Map, Parcel Number 48187C0240F, effective November 2, 2007, the subject property is located in an Unshaded Zone "X" which is designated as areas outside of the 500-year floodplain.

Storm Water

The project site is located in the Town Creek Watershed. According to the USGS Maps, the property is a very flat area that drains in a southerly direction towards FM-539. With no existing drainage infrastructure to convey flow away from the site, the storm water accumulates on the southern frontage of the property. In discussions with City Engineers, it was determined that there have been reports of drainage issues in the downtown area. Cibolo is a mandatory detention area for new developments. The project site will be required to detain water to reduce the post-development flow to existing flows or less. Due to the lack of grading of the property, there is not enough elevation difference to provide a gravity outfall from a detention pond. With the current drainage conditions along the southern frontage, a single point discharge from a detention pond may overburden the capacity of the small drainage swale along the southern frontage.

Alternatives are available in order to convey the storm water from the onsite detention ponds. One option is to construct approximately 1,250 linear feet of a 5'x3' concrete box culvert along the FM 539 ROW from the site to Town Creek. With the future acquisition of FM 539, permits from TxDOT will not be required for construction. Another option is to construct approximately 1,100 linear feet of a 5'x3' concrete box culvert along the inside of the southern railroad ROW line. Approval from the railroad would be required to construct the culvert within the R.O.W. This route would avoid construction within St. Paul's Church Cemetery and discharge on the north side of FM 529 into Town Creek.

Detention

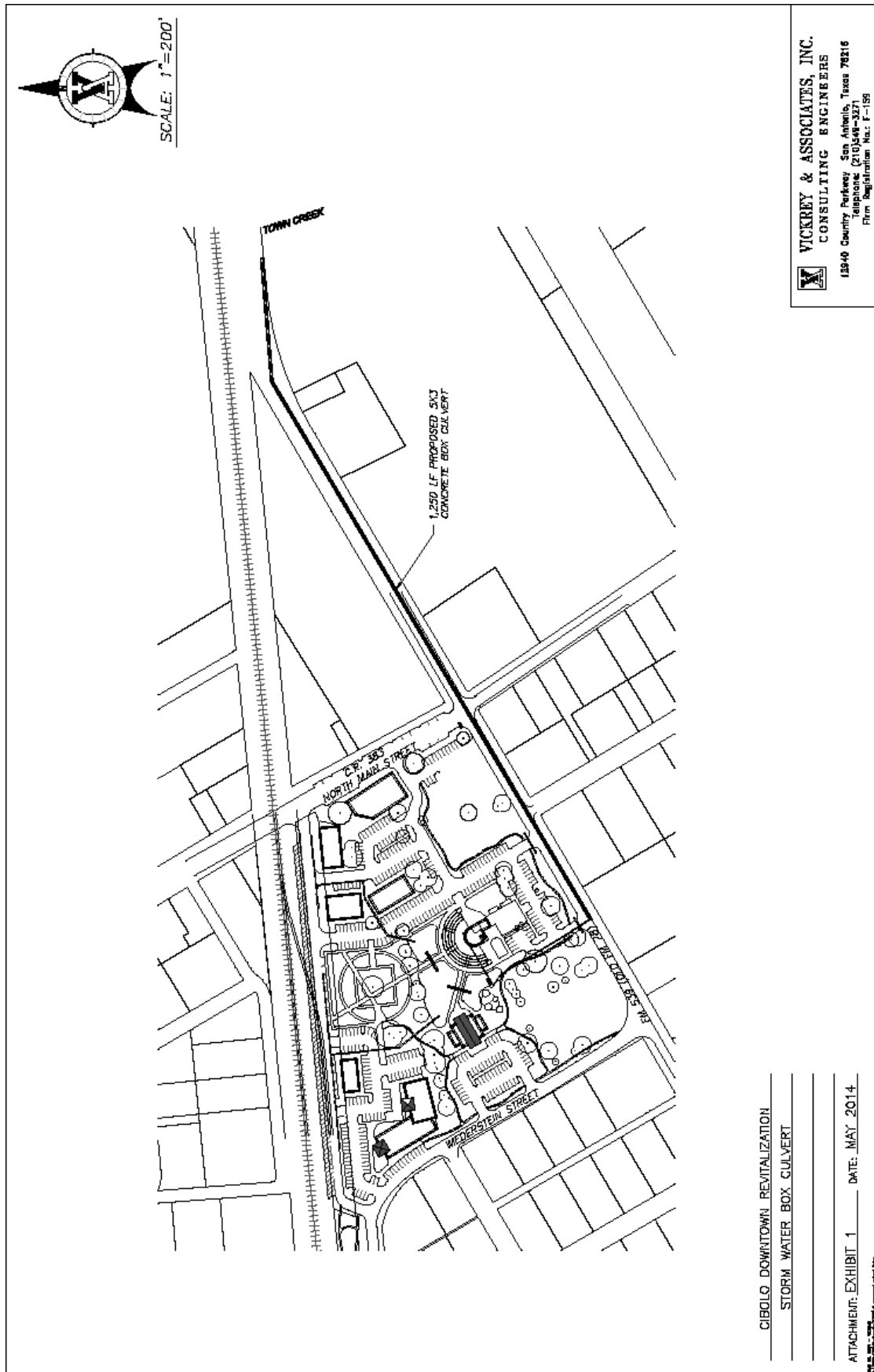
The City of Cibolo requires all new developments to provide means of detention to offset increased runoff from the additional impervious cover. A detention study will be required for site development in order to properly size the pond and outflow structure so peak flows under ultimate conditions do not exceed existing flows during the 5-year, 10-year, 25-year, and 100-year storms. The detention system will be designed to prevent adverse impacts to habitable structures downstream of the site. Adverse conditions include increase in peak flows, water surface elevations, and flow velocity.

Exhibits

I.	Storm Water Box Culvert 1	43
II.	Storm Water Box Culvert 2	44

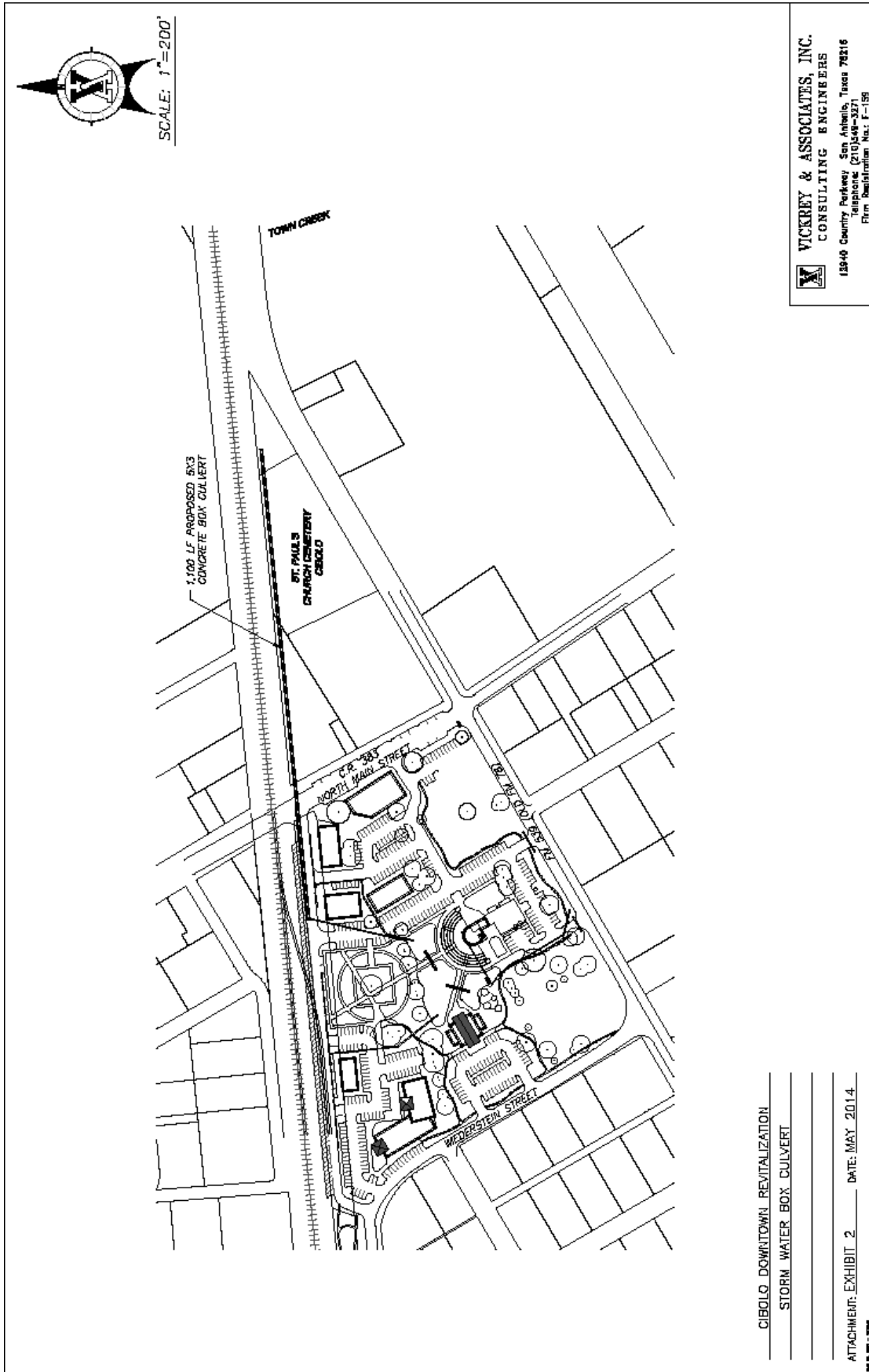
Site Studies

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Site Studies

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Site Studies

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RAILROAD COORDINATION

With increasing residential densities and business activities near rail corridors, there is a growing need to better integrate land use and the freight transport running adjacent to the site. Where major developments are proposed near railways, certain components need to be considered and designed. In this chapter we will discuss those major factors.

Safety and Design Issues

A safe design approach begins in the conceptual and planning phases with an emphasis on making choice about design, materials used and methods of construction. Safe design will always be a part of a wider set of design objectives, and is the process of successfully achieving a balance of these sometimes conflicting goals, without compromising health and safety. Design should also ensure that risks to property are eliminated or minimized.

Inherent dangers or risks include the movement of trains at high speeds that require lengthy stopping distances and critical safety and signaling system. Therefore, it is our recommendation that the rail authority is involved at the early stages of the planning process. This will reduce the need for ongoing iterations, costs and delays. Further, a rail advocate would be able to determine the need for expert advice and input into the development design, such as geotechnical investigations.

Lighting and external finishes of buildings which face rail corridors may also affect the safety of vehicular and rail traffic if potential impacts are not adequately taken into account. Temporary building effects or distraction caused by lighting, glare from reflective surfaces and signs which face the road and rail corridor, particularly around sunrise and sunset can cause safety issues. Consider potential impacts at the design stage taking into account site aspects, shadowing, and the pattern of sun movement. The design architects should also avoid reflective finishes on facades which face the rail, use non-reflective walls, and provide landscaping/screening devices as additional line-of-sight measures. All outdoor lighting should adhere to AS 4282-1997 *Control of Obtrusive Effects of Outdoor Lighting*.

Noise and Vibration

The impact of noise and vibration from road or rail infrastructure can vary considerably depending on site characteristics and layout, as well as surrounding geography and land use. These guidelines were established to help mitigate these issues. By implementing the guidelines set forth, it is anticipated that an appropriate acoustical sound levels can be achieved for this new development near the Union Pacific transport corridor.

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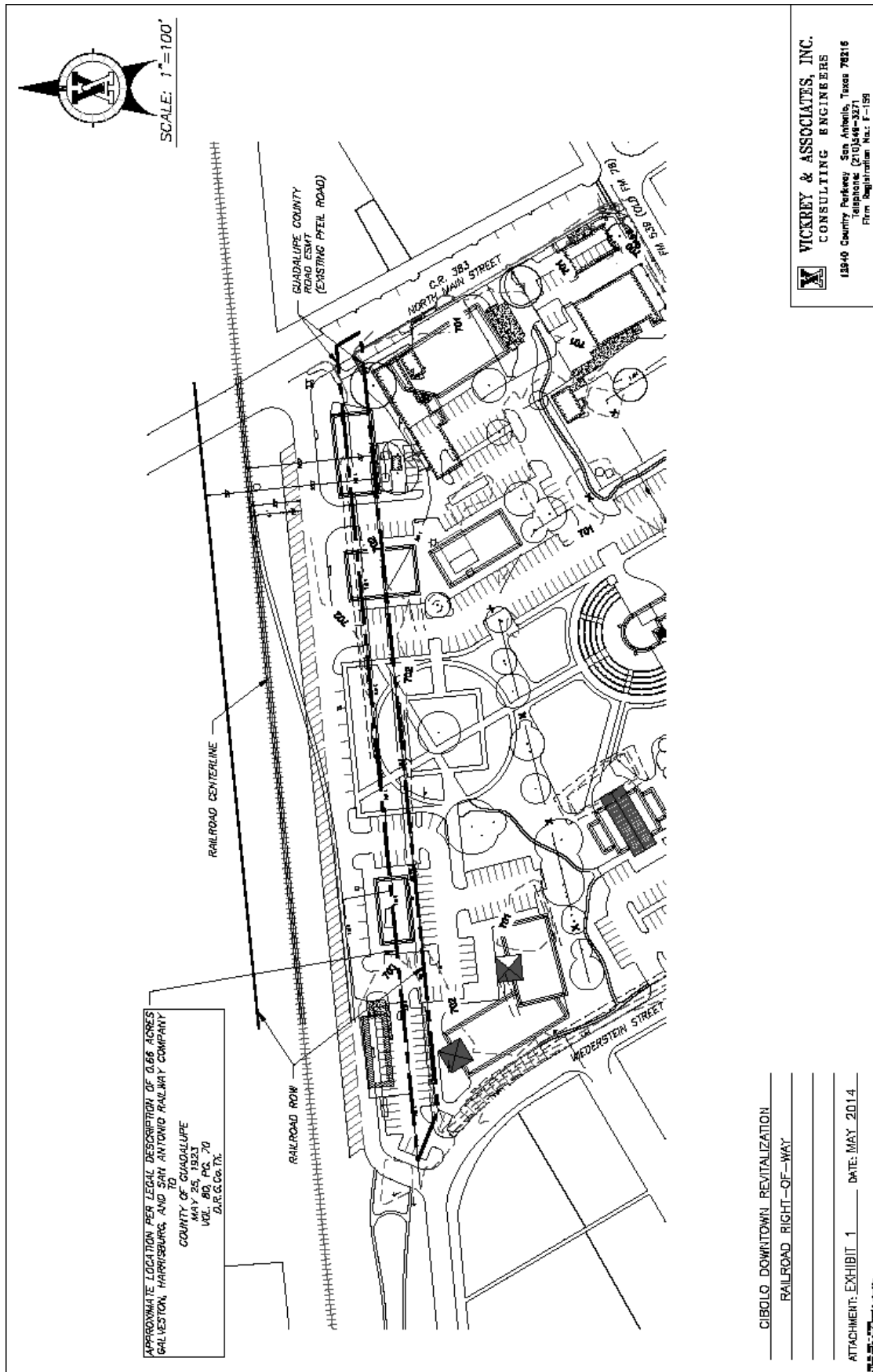
A key element of good acoustic planning and design involves the separation between the rail noise source and the noise sensitive area. Therefore, by having Pfeil Road segregate the rail from our development creates a barrier to reduce adverse noise.

I. Railroad Right-Of-Way

47

Site Studies

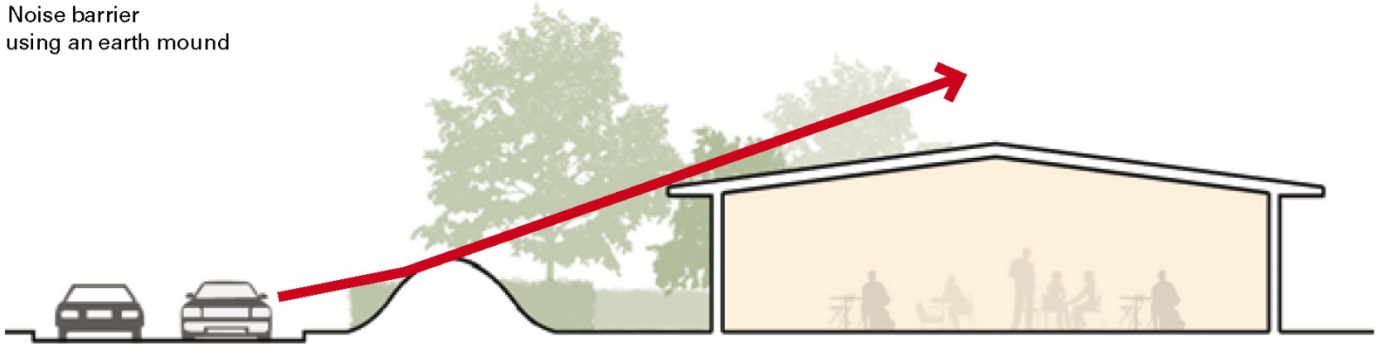
Cibolo Downtown Revitalization



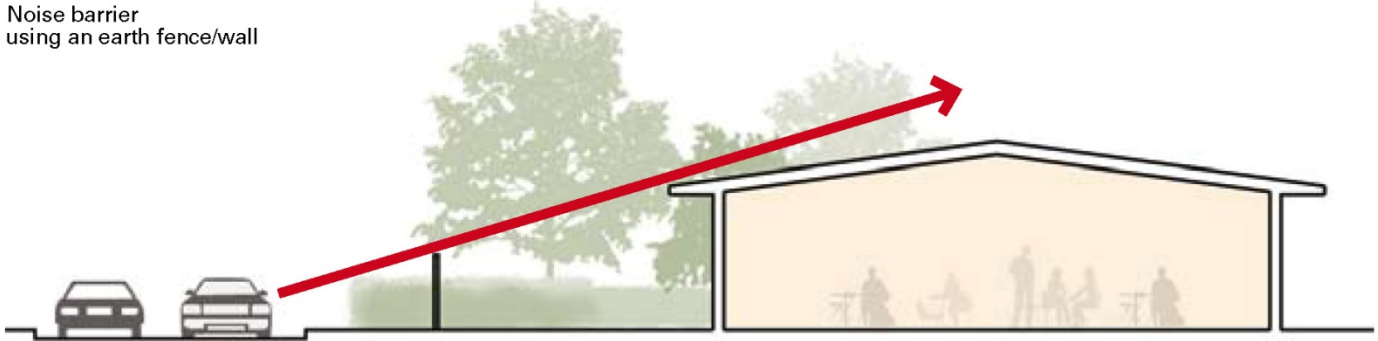
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Noise barrier
using an earth mound



Noise barrier
using an earth fence/wall



Noise barrier using
a fence/wall

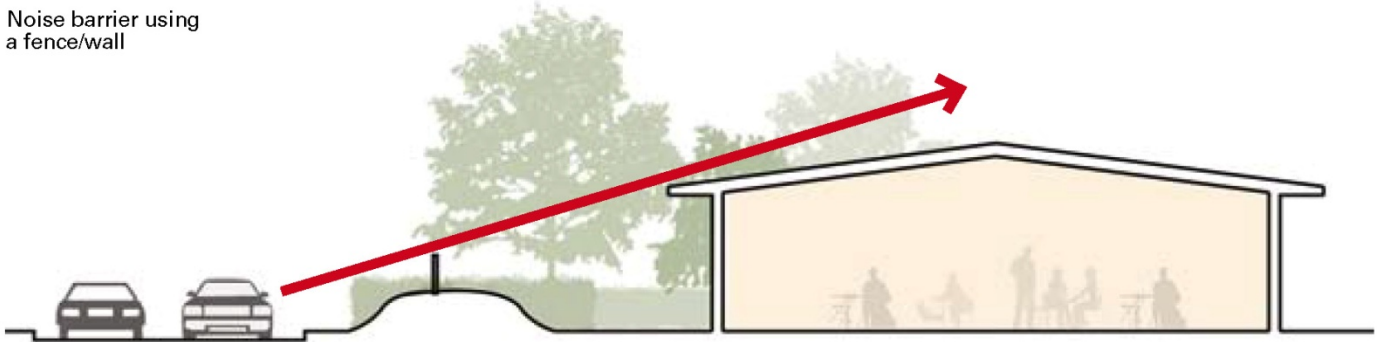


Figure 24: Noise Barriers, Mounds and Screens

Main considerations when designing a noise barrier:

- The closer the noise barrier is to the noise source, the more effective the barrier
- The lower the height of the development, the more effective the barrier
- The taller the barrier, the greater the noise reduction
- Barriers are more effective when the site slopes away from the source
- The wider the barrier, the more effective – barriers should ideally extend far beyond the edges of the development
- Any holes or discontinuities in a barrier wall will significantly reduce its noise reduction ability.

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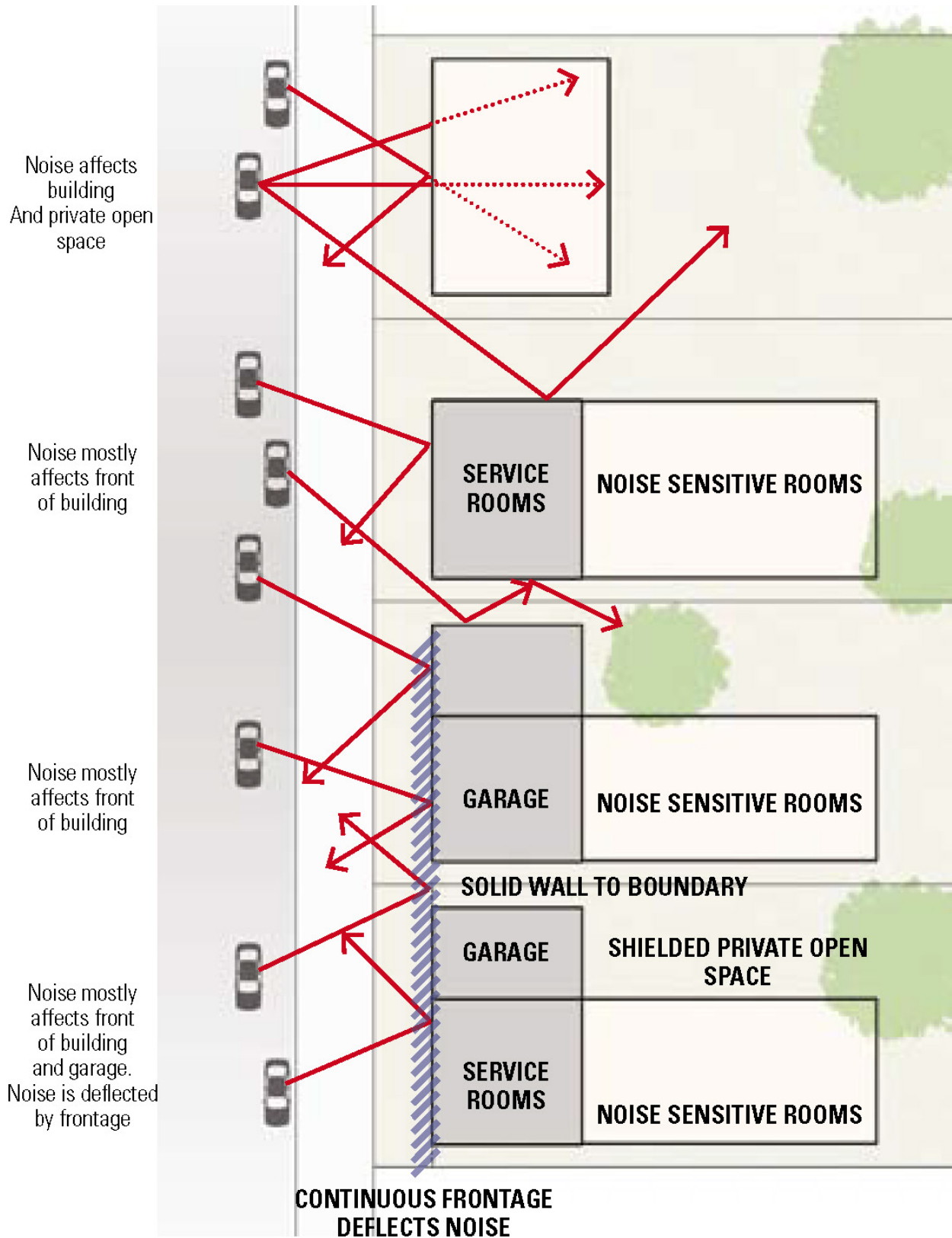


Figure 25: Continuous Frontage - Noise Deflection

A continuous frontage (using a solid wall to extend to the boundary if necessary) is one way to lower noise levels in the rest of the property. Site Planning and internal layout of buildings should also be considered.

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Maximum acceptable [Equivalent Sound Level - \$L_{eq}\$](#) - at some common locations as indicated in the table below:

Location	Effects	Maximum L_{eq} (dBA)	Time (hours)	Time of day
Bedroom	sleep disturbance, annoyance	30	8	night
Living area	annoyance, speech interference	50	16	day
Outdoor living area	moderate annoyance	50	16	day
Outdoor living area	serious annoyance	55	16	day
Outdoor living area	sleep disturbance, with open windows	45	8	night
School classroom	speech interference, communication disturbance	35	8	day
Hospitals patient rooms	sleep disturbance, communication interference	30 - 35	8	day and night

Table 2: Acceptable Noise – dBA – Levels

It is recommended that the potential developer perform complete acoustic and seismic assessments of their potential site to verify that the noise/vibration levels from the railroad are acceptable at specific locations. These studies will then delineate the necessity, if any, of additional screening/foundation work to mitigate effects from the tracks.

Repurposed Train Cars

In discussions with the Union Pacific Railroad, there was mention of the possible donation of old train cars/freight containers to the City. These cars have the potential to lend themselves to various repurposed opportunities and uses such as: vendor kiosks, small cafes or diners, stages, offices, books stores, green houses, galleries, and museums to name a few.



Site Studies

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SOLAR ORIENTATION

Orientation can be the most important step in providing a building with passive thermal and visual comfort. Orientation should be decided together with the massing early in the design process, as neither can be truly optimized without the other. Successful orientation can take advantage of other site conditions, such as rainwater harvesting driven by prevailing winds. It can even help the building contribute to the health and vitality of the surrounding social and economic communities by orienting courtyards or other social spaces, such as the “Town Square” and Public Access Way to street life.

For visual comfort, buildings should usually be oriented east to west rather than north to south. This orientation lets you consistently harness daylight and control glare along the faces of the building, especially during the rising and setting sun. If the building is designed with cutouts to maximize daylighting, the orientations of these cutouts should also be chosen to maximize north and south walls. With good building massing, such cutouts can also act as their own shading to prevent glare.

As with the massing, orientation for thermal comfort is similar to orientation with some exceptions:

First, the amount of sunlight that is optimal for daylighting is often not optimal for solar heat gain.

Second, since the sun's heat does not come from all directions like the sun's light can, walls facing away from the sun's path get no heat gain, even though they can still get large amounts of diffuse light.

Third, the sun's heat can be stored by thermal mass, which the sun's light cannot. This can be useful for West-facing walls to store heat for the night.

These key elements should be taken into consideration not only when designing the orientation of buildings but when arranging interior rooms. As with heat gain through the use of mass walls, the orientation of structures is crucial when implementing photovoltaic systems into either standard roof top applications or canopy, façade systems. See Page 85: “Solar Shop” about possible incentives on solar harvesting.

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Shadow Study

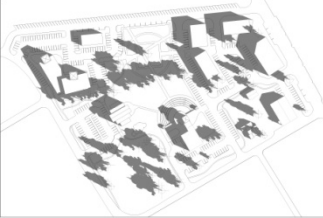
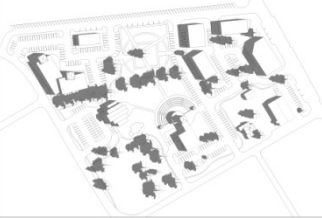
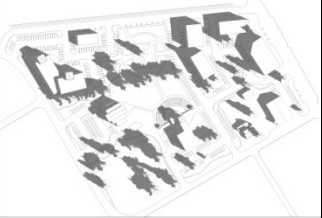
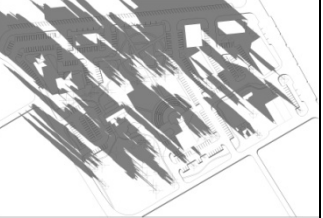
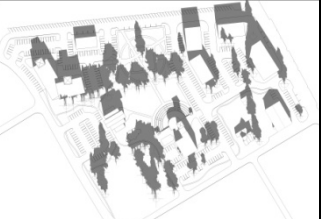
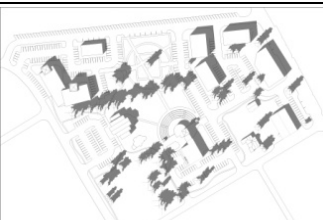
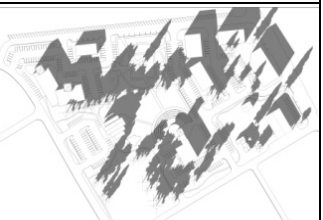
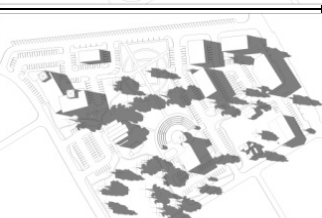
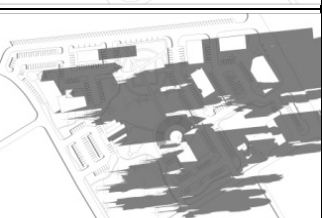
		DATE			
		Spring Equinox (March 22)	Summer Solstice (June 21)	Fall Equinox (September 22)	Winter Solstice (December 22)
TIME	9am				
	12pm				
	3pm				
	6pm				

Table 3: Shadow Diagram Table

ADJACENT GEOTECHNICAL REPORT

The attached report was produced by O'Connor & Kezar Geotechnical Testing. Special thanks go to: **Mr. Donovan Jackson** (Owner/Broker).

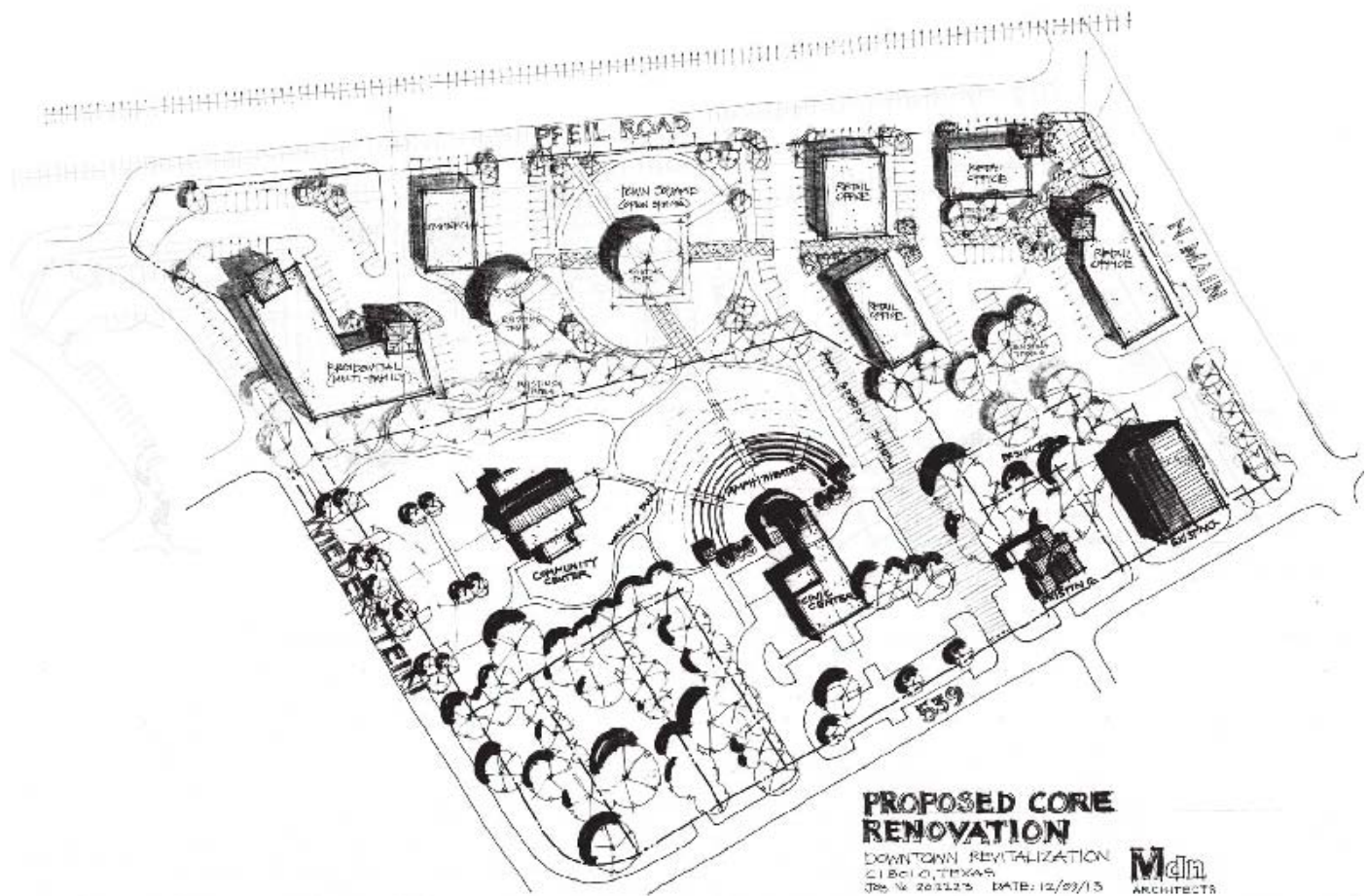
This report is intended to be a baseline geotechnical report, from which general assumptions towards the area's soil conditions, etc. can be taken from. It is strongly recommended that site specific geotechnical reports be provided for each development within the proposed site.

Refer to **Appendix 'B'** for full Report.

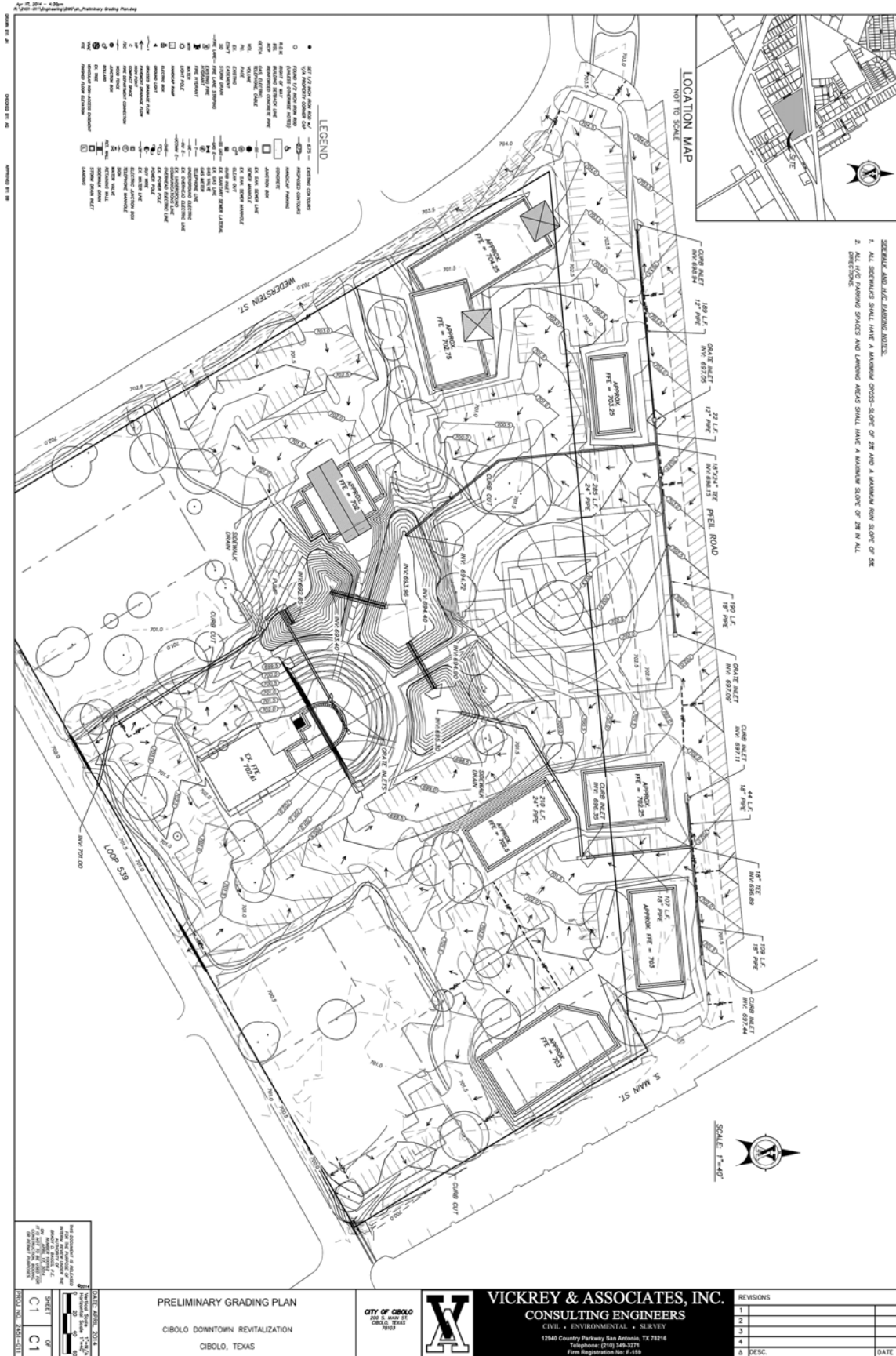
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CONCEPTUAL SITE PLAN



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PHASING

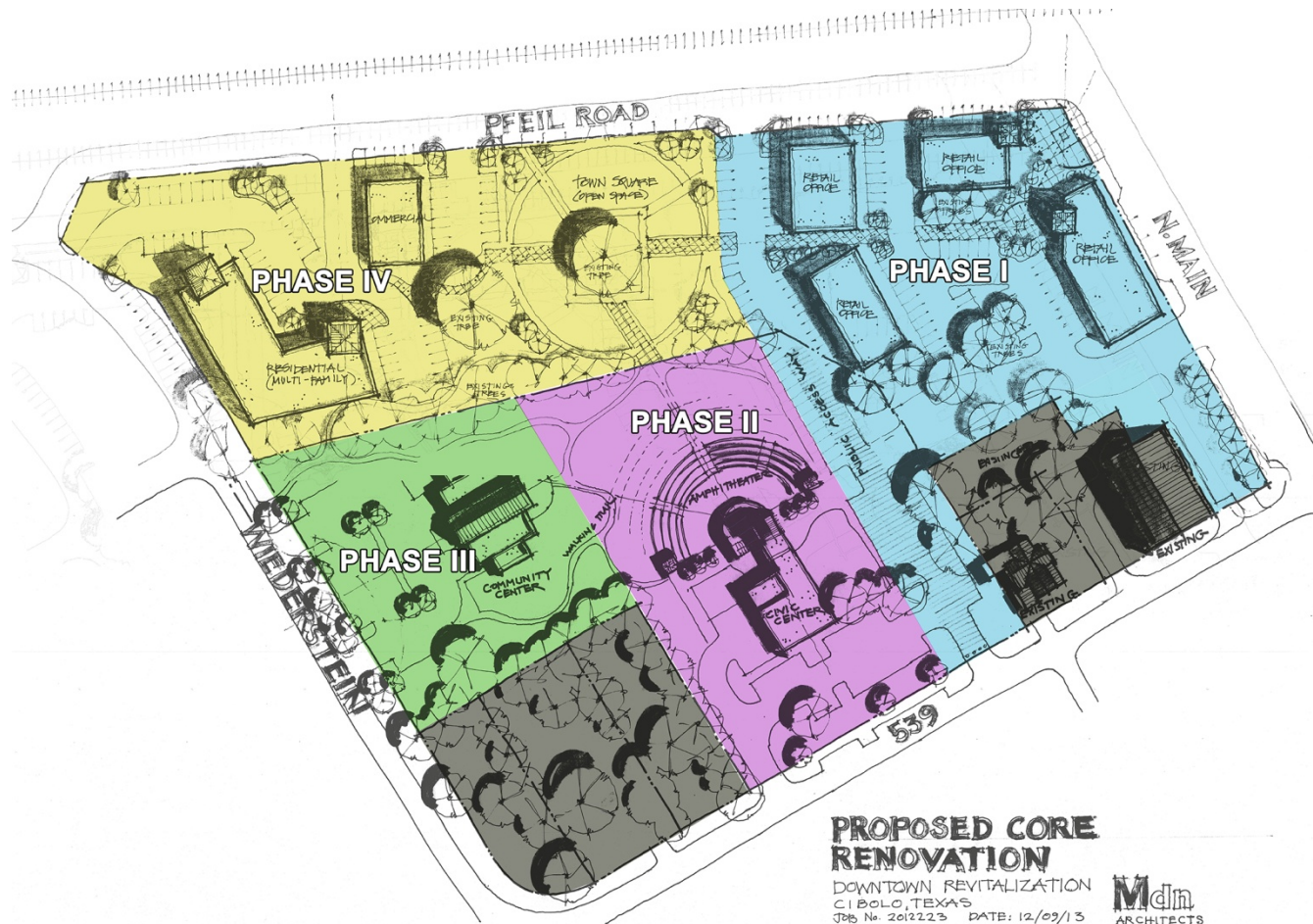


Figure 26: Phasing Plan

According to **Section 4.7.4.3 – D.7** of the Cibolo UDC; an application to establish a Mixed Use district shall include a phasing plan that describes and illustrates, in written and graphic format, implementation of the Mixed Use Concept Plan when development is anticipated to occur in multiple phases over a number of years. A phasing plan shall be a working document used to identify the sequence, timing and responsibility for construction of necessary utilities and infrastructure. The requirement for a phasing plan is waived if a complete development plan for the entire zone district is submitted. The phasing plan shall show how the project is to be incrementally and sequentially developed. It shall show the phasing of principal uses, transition tools, pedestrian improvements, streets, utilities, drainage improvements, building areas, parking, and interim uses. It shall relate the development phases to infrastructure requirements for each phase.

Phase I

Phase I would be the cornerstone to this development at the North-East corner of the site which would include the 4 2-story retail/office buildings, and the interior infrastructure to support future growth. This phase would also include the demolition of the Old City Hall (at the South-East

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corner) for the eventual re-purposing of this land towards additional parking, as this structure is aesthetically unpleasing and poses as a liability to the city. It might be necessary to split Phase I up into I-A and I-B depending on market demands, initial allowable budget, and efficiency to compromise between property owners.

Phase II

It is anticipated that Phase II would include the renovation and expansion of the Old High School (“White Building”) into a multi-functional Civic Center. The parking improvements would then tie into the Phase I Public Access Way allowing for fluid circulation within the site. In addition this parcel of the site would also include an outdoor Amphitheater, which would also set up various axial guidelines to direct future structures and paths.

Phase III

Phase III is the proposed construction of a multi-purpose Community Center, which will be required in order to sustain the ever-growing Cibolo population. This portion of the development would include not only a free-standing building adjacent to the Phase II Civic Center, but should also incorporate outdoor amenities such as walking trails, play grounds, etc. to weave into the existing fabrics of the lot and consolidate the sites different phases.

Phase IV

This phase will include the “Town Square” which will work as a central plaza, where ample open space allows for a great public forum within the Downtown. The multi-family residential component will be adjacent to the existing residential, acting as a buffer, and should be scaled accordingly to market demands. With the previous two components of the phase set, the commercial portion of the sector will essentially become of floater building that can be manipulated to serve any required use that is supported by this document and the Cibolo UDC.

**** Phase III & IV can be interchanged, and in all likelihood will be messaged in form and area from this conceptual plan to meet the City, developer and market needs at the time of construction. ****

Infrastructure

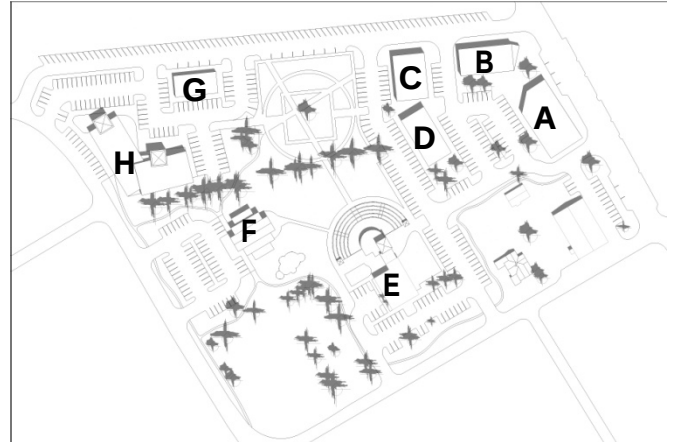
The phasing of the infrastructure improvements should be carefully planned and coordinated with all viable parties to ensure efficient schedules and minimize existing road closures. The ideal phasing of road improvements would be as follows:

- A. The widening of South Main Street from the Union Pacific Railroad to FM-539.
 - a. Running power underground along widened Main Street.
 - b. Addition of drainage culverts to Town Creek (*downstream*)
- B. The re-routing of Pfeil Road to the North
- C. The addition of the Public Access Way through the Site

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Proposed Mixed Use Plan (Land Use Mix, Acreage & Square Footage)



Site Area	~ 11.314 acres (492,836 Sq. Ft.)			
Zoning	Mixed Use Commercial Center (MU-CC)			
Floor Area Ratio (FAR)	.214			
Residential Density	18.6 units/acre (24 units on 1.292 acres of residential area)			
Phase	Building by Type	Uses	Gross Square Feet Floor Area	Residential Units
Existing	-	Residential (SF) / Commercial	7,570	1
I	A (2-Story)	Restaurant / Retail / Office	17,300	-
	B (2-Story)	Retail / Office	10,360	-
	C (2-Story)	Retail / Office	10,200	-
	D (2-Story)	Retail / Office	10,000	-
II	E (2-Story)	Municipal (Civic Center)	11,080	-
III	F (2-Story)	Municipal (Community Center)	8,400	-
IV	G	Commercial	3,200	-
	H (2/3-Story)	Residential (MF)	~35,248	22*
Completed	-	-	113,358	23

*Residential Units Approximation:

Units / Areas	Unit Area (Sq. Ft.)	No. of Units / %	Total Area
1 Bed / 1.5 Bath	1,175	10	11,750
2 Bed / 1.75 Bath	1,475	8	11,800
3 Bed / 2 Bath	1,775	4	7,100
Subtotal Units	-	22	30,650
Circulation/Service	30,650	15%	4,598
TOTAL BUILDING	-	22	35,248

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"CORE" SECTORS

Residential / Commercial

Multi-Family / Retirement / Assisted Living Residential and Commercial development

Buildings: H & G

Retail / Office

South Main Street and Pfeil Road Multi-Use development

Buildings: A, B, C & D

Community / Civic

"White Building" (*Renovated Civic Center*) and new Community Center

Buildings: E & F

Recreational

"Town Square", public access-way, amphitheater, plazas, integrated park systems, water features, walking paths, and biking trails.

CONCEPTUAL ELEVATIONS



Main Street



Public Access Way 1

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Public Access Way 2

CROSS SECTION(S)

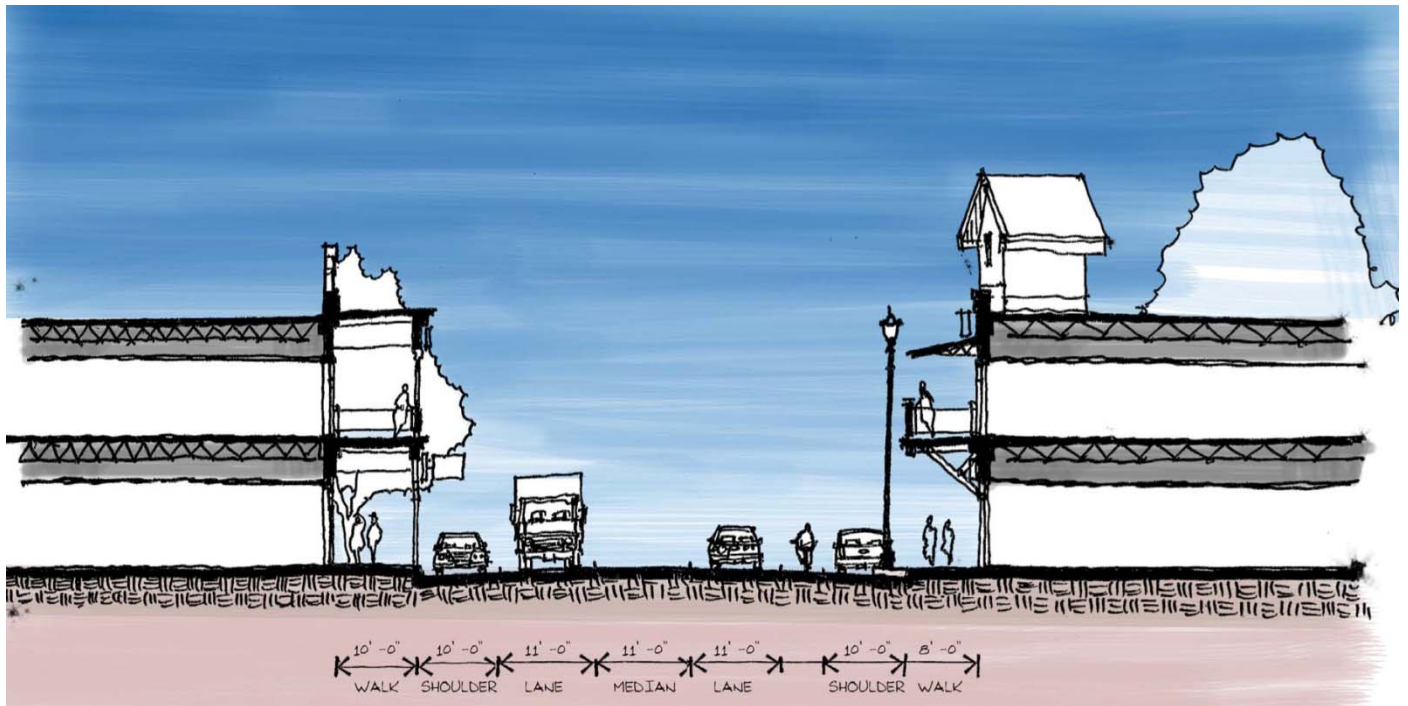


Figure 27: Main Street Site Sections.

Longitudinal



Transverse



PARKING REQUIREMENTS

Parking

Off-street parking shall meet the standards of the Cibolo UDC. However, shared parking may be utilized within the Old Town Overlay district provided a **Shared Parking Study** is prepared and submitted with the Site Plan Application that clearly demonstrates the feasibility of shared parking. The study must address, at a minimum, the size and type of the proposed development, the composition of tenants, the anticipated rate of parking turnover and the anticipated peak parking and traffic loads for all uses that will be sharing off-street parking spaces. Old Town parking standards may be further relaxed in the event that a public parking facility is located within reasonable proximity to the proposed use.

Refer to **ARTICLE 10: OFF-STREET PARKING & LOADING** and **Section 4.7.4.3 – I: PARKING** of the Cibolo UDC.

- **Table 2: Off-Street Parking Requirements** from ARTICLE 10 of the Cibolo UDC provides general parking requirements per use. ****It is recommended that this development have its general parking requirements waived as this particular site lends itself towards a “Downtown District” in which no Overlay / Zoning currently exists within Cibolo.****
- Shared and Off-Site parking is allowed under the current zoning and UDC.
- Determine an efficient means of laying out the parking lot. A smaller paved area costs less to build and maintain, walking distance from car to building is reduced, water runoff problems are lessened, and more space may be available for landscaping
- Provide safe and coherent site circulation routes
- Provide for fire rescue and mass transit access.
- Parking lots should provide direct and easy access for people walking between their vehicles and the building entrances. Pedestrians usually walk in the aisles behind parked vehicles; aisles perpendicular to the building face allow pedestrians to walk to and from the building without squeezing between parked cars. Walk areas should be graded to prevent standing water.
- Accessible design is mandatory and dictates that required designated parking spaces and curb ramps be near building entrances.
- Where possible, integrate landscaped medians into parking.
- Parking areas should be designed and located so they provide safe and efficient vehicular and pedestrian circulation within a site. Minimize negative visual impacts from adjacent roadways.
- Break large expanses of pavement with landscape medians and islands, and incorporate existing trees where possible.
- Accessible parking spaces should be located close to building entrances and in all cases, accessible parking criteria shall meet the minimum standards of the ADA and any state and local ordinances.
- The following examples and those similar are strongly discouraged:

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- o Visible outdoor storage, loading, equipment and mechanical areas.
- o Disjointed parking areas and confusing circulation patterns.
- o Large expanses of parking/asphalt without landscaping relief or existing trees to be preserved.
- o Service areas near major entries and easily visible from roadway.
- o Poorly defined site access points.
- o Sparsely landscaped parking lots, entries and right-of-ways.

Parking	Spaces Required	Spaces Provided
Off-Street		
Non Residential (<i>shared</i>)	283 (@ 1 sp/250 GSF)	271
Residential (<i>dedicated</i>)	41 (@ 1.5 sp/1 bed, 2 sp/2 bed, 2.5 sp/3 bed)	57
On-Street	-	114
Total	324	442
Off-street Parking Ratio for Nonresidential Uses	-	3.84 spaces/1000 GSF or 1 space/260.3 GSF

Table 4: Recommended Parking Table

COVENANTS / OVERLAY DISTRICTS

Building designs, should respond to the area's climate, regional character, cultural history, local community, and vernacular architecture, as perceived by the said designer/architect and in conjunction with their client. The intent of this section is to provide performance standards that direct the redevelopment of properties within the site. The focus of the performance standards is to limit specific impacts to adjacent properties, while enabling flexibility in planning to the developing owner. Transition of use, buffering, and internal circulation are emphasized. Where standards conflict with other standards or regulations from City Ordinances, or with private restrictive covenants, the more restrictive standard shall apply.

Section 4.5.3.4 of the Cibolo UDC describes how the Old Town Overlay District (OT) is intended to provide a cohesive set of design and use standards for properties within its boundaries. The OT District recognizes the historical fabric of Old Town Cibolo and seeks to preserve the character, pedestrian scale, and architecture of the area surrounding Main Street. Additionally, it seeks to provide a pedestrian-oriented environment and flexibility for harmonious residential, civic, and commercial uses, as well as context-sensitive design standards to integrate new development with the City's original core.

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Mixed Use District Summary and Mixed Use Overlay Definitions

Section 4.7.4.2 of the Cibolo UDC creates a Mixed Use zoning district and Mixed Use Overlay zoning district. Below is summary table showing the Mixed Use District and a list of definitions that shall specifically pertain to this Mixed Use.

Mixed Use District	Type	Boundaries Fixed	Approval Mechanism
Old Town	Overlay District	Yes, Per Zoning Map	• < 1 acre by staff • 1-3 acres, Mixed Use Concept Plan approved by staff, with staff having discretion to refer the plan to P&Z, and an applicant has the right to appeal a P&Z denial to City Council • >3 acres requires P&Z and City Council approval

Table 5: Old Town Mixed Use District Table

ACTIVITY CENTER: “Activity center” is a general term for a Mixed Use development that integrates a range of complementary and mutually supporting uses and activities. Typically, an activity center includes a predominant type of use, such as commercial or employment-related, that is then supported by a mix of one or more other uses, such as residential, civic, or institutional. Activity centers may vary in size, intensity, scale, and their mix of supportive uses, depending on their purpose, location, and context. In each case, activity centers are intended to be mixed-use and pedestrian-oriented with good connections and transitions to surrounding areas. Residences are a component of all activity centers, whether on-site or immediately adjacent. The activity center should support a range of housing types and densities within the individual neighborhoods. There are three (3) distinct types of activity centers, this development would best be described as:

NEIGHBORHOOD CENTER: Neighborhood centers are small, low-impact, limited activity centers intended to primarily service the needs of immediately adjacent neighborhoods, in a service area typically ranging from one half (½) to two (2) miles. Principal uses contribute to the efficient functioning and attractiveness of neighborhoods, relate to and accommodate walkup pedestrian traffic, and do not generate noxious fumes, excessive light or noise. The mix of uses may include neighborhood-serving retail, convenience or specialty food sales, restaurants, dwelling units above the first floor, live/work units, single-family attached dwellings, general offices, or medical offices. The Old Town and Town Center Overlay districts are examples of a Neighborhood Center.

BUILD-TO LINE: Unlike a setback line, a build-to line is the line at which construction of a building façade must occur on a lot. A build-to line runs parallel to, and is measured from, the front property line and is established to create an even (or more or less even) building façade on a street.

CONCEPT PLAN, MIXED USE: A narrative and graphic representation drawn to scale of the proposed development of a particular site which delineates the basic zoning and subdivision

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requirements including, but not limited to, the intended lot lines, general uses, ranges of square footages of the proposed uses and the general location of building and parking areas, points of access, primary internal circulation, contour lines, easements and required dedication areas for public facilities. The Concept Plan will also provide the graphic details required on a preliminary plat for those instances when it will be used as a substitute for a preliminary plat. The Concept plan shall not be used as a preliminary plat when the property is located in a Planned Unit Development (PUD) zone, in a Mixed Use Zone District.

CONTEXTUAL AREA: A mapped part of the City that is characterized by a general similarity of development age, street types and patterns, and block sizes. There are two (2) contextual areas in the City: (1) The “older/established” contextual area, known as **Old Town Cibolo** and (2) the “newer/developing” contextual area.

FACADE: That portion of any exterior elevation on the building extending from grade to top of the parapet wall or eaves and the entire width of the building elevation.

FOCAL POINT: A **visual landmark**. It commonly identifies the center of a development or area for public gathering, and contributes to establishing the character of the development. The Focal Point may be a statue, a plaza, a pavilion or some other structure or focused area.

HUMAN-SCALE: The relationship between the dimensions of the human body and the proportion of the spaces that people use. This is underscored by surface texture, activity patterns, colors, materials and details. The understanding of walking distances and spatial perceptions at a human scale determines the most positive placement of buildings, and the physical layout of the community. Buildings ranging in height from ~~two (2) to six (6)~~ one (1) to three (3) stories, trees and pedestrian-scaled signs and street lights, textured pedestrian paths and semi-private spaces all enhance this positive scale.

INFILL or INFILL DEVELOPMENT: Development of vacant parcels within a built-up area. Parks and open space are considered infill development, since they are permanent uses for vacant parcels.

INTERNAL STREET OR INTERNAL STREET SYSTEM: The system of public or private streets located internal to a development site, and which may connect at one or both ends to a perimeter public street. The internal street system is intended to provide vehicle, pedestrian, and bicycle access and circulation to all uses within a development site.

LIVE/WORK UNIT: A residential use type that combines a dwelling and a commercial space under single ownership in a structure. The residential portion of the unit shall contain at least four hundred (400) square feet of gross floor area. The commercial space shall allow activities compatible with residential use with respect to noise, smoke, vibration, smell, electrical interference, and fire hazard, and may include such uses as professional services and offices, and the creation, display and sale of art, craftwork, jewelry, fabrication of cloth goods and similar activities.

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MIXED-USE DEVELOPMENT: Development that combines and integrates two or more principal land uses, such as **commercial, office, civic**, industrial, or **residential uses with a strong pedestrian orientation**. The mix of uses may be combined in a vertical Mixed Use building(s) or combined in separate buildings located on one property and/or under unified control.

MIXED USE ZONING DISTRICT. Any or all of the following zone districts: MURE district and the Old Town Overlay, Town Center Overlay and FM 78 Overlay zoning districts.

PEDESTRIAN PASS-THROUGH: A feature providing unrestricted public pedestrian access through a building or structure or between buildings or structures.

PERIMETER STREET OR PERIMETER STREET SYSTEM: The system of public streets that abut the perimeter of a development site, zone district, or activity center. Perimeter streets provide access to the internal street system, thus providing access and circulation to principal uses located in the interior of the development site, district, or activity center.

PHASING PLAN: A graphic and narrative document that displays the sequences and/or timing of the intended development. Phasing is used to sequence the provision of public facilities. Phasing may be specified in a sequential order (1, 2, 3,) or by time period (2004, 2005).

TRANSITIONS: Generally, an array of tools and techniques designed to achieve compatibility between adjoining land uses that may differ by type and intensity.

TRANSITION USES: A land use that may be appropriate to be located between land uses of different types and intensities within a mixed use project or in the context of surrounding land uses.

SITE AND BUILDING TRANSITIONS: Designing and adapting the form and mass of a building to take into consideration neighboring buildings and land uses.

LANDSCAPE BUFFER & SCREENING TRANSITIONS: The use of landscaping, berms, fences, walls, or any combination of these, to buffer & screen a more intense land use from an adjacent, less intense use.

VERTICAL MIXED-USE BUILDING: A multi-story building containing a vertical mix of two or more principal uses.

WALKWAY OR PEDESTRIAN WALKWAY: An on-site path for pedestrians and/or bicyclists that is not part of the public right-of-way and is not a public (dedicated) sidewalk or public (dedicated) trail. "Walkways" as defined herein are private sidewalks that typically combine to form a network providing internal pedestrian and bicyclist access and circulation on a development site, and typically connect to the public sidewalk system.

*Additionally **Section 4.7.4.3** (MURE – Mixed Use Regional Employment Center) of the City of Cibolo UDC was written to be applicable to all Mixed Use districts of Cibolo. Specifically all of the general land use, transportation planning concepts, principals and general design guidelines described in **Section 4.7.4.3 Subsections D.3 (a-h), D.4, D.7, D-10 and Subjects G-O** shall be applicable to the Old Town and Town Center Overlay districts.*

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Building Design

1. All new buildings in the Old Town shall incorporate a design, height, fenestrations (windows), color palette and exterior building materials that are comparable with those on surrounding buildings and are consistent with the general design theme of the Old Town.
2. Building design shall preserve or enhance the historical fabric, character, pedestrian scale and architecture of Old Town Cibolo and shall be context-sensitive.
3. Residential development shall be consistent with the scale, height, exterior building materials, design, colors, roof pitches, setbacks and related characteristics of surrounding structures and be consistent with the general Old Town / new development style.

Building Facades

- Add visual interest by articulating planes and surfaces.
- Use natural stone and masonry materials on the lower portions of at least three (3) feet in height to help visually anchor them to the ground and provide interest at the pedestrian level.
- Building facades are to achieve a high level of visual interest when viewed from automobile and pedestrian vantage points.
- Incorporate meaningful techniques, such as awnings or a change in building material, to break up the perceived building mass.
- Where awnings are used along contiguous buildings, use a consistent form, material, color, location and mounting arrangement.
- Awnings and canopies may be placed at the top of openings, but they should not hide important architectural details and elements.
- Incorporate the awnings to provide a uniformly designed building façade.
- At least thirty percent (30%) of the front façade shall provide, on the ground level floor, windows and doors that allow for visibility into the commercial building or store.

Building Materials

Visual continuity in major building materials is desired throughout the downtown site. In order to establish the desired look for the commercial development, specific criteria have been established:

- Materials should be consistent with the theme developed by existing buildings.
- Reserve the use of strongly contrasting but compatible materials, textures, and colors for accents, such as building entrances, railings, stairs, etc. This will help to unify exterior building elements and to create depth, proportion and scale.
- Avoid an excessive variety of façade materials. In most instances, select a single, dominant building material and minimize the number of accent materials.
- Avoid using highly reflective materials and surfaces, such as polished metal, that generate glare, particularly at the pedestrian level. (*Mirrored glass with a reflectance of more than twenty percent (20%) is prohibited.*)

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- Materials, which may be incorporated include: native stone, brick, stucco, glass, textured concrete and concrete tile, corrugated metal (as a veneer accent only) and wood veneer or their equivalent (including hardiplank, stucco and brick/stone veneer) and should feature earth tone colors. Concrete masonry units (CMU) and/or Exterior Insulation and Finish Systems (EIFS) may be used for up to twenty-five percent (25%) of the front facade visible from a dedicated public street right-of-way when used in combination with other approved building materials.
- Concrete finish shall be profiled, sculptured, fluted, textured, exposed aggregate, of varied design depths and shapes, integral colors, deep relief designs or other architectural concrete finish approved by the Planning Director.
- Metals may be used on roofs, canopies or awnings; balconies and railings; windows, doors and their framing; and in areas not visible from a dedicated public street right-of-way. Metals may also be used to provide accents to the primary building materials on the structure, such as exposed structural members.

Building Entrances

- Primary entrances should be easily identifiable and relate to both human scale and the scale of the building(s) they serve.
- Main building entrances should be designed to be clearly identifiable from primary driveways and drop-offs and should be visible from parking areas.
- Secondary entrances (such as for service or fire code compliance) may be more subdued than primary entrances, and need not demonstrate the same characteristics as primary entrances.
- All building entrances must conform to the most current ADA/TAS guidelines and regulations.

In analyzing entrance requirements, owners/developers should consider the following key factors:

- Visibility and location of entries with clear orientation during arrival sequence.
- Ingress and egress with consideration of possible conflicts with street traffic
- Pedestrian and vehicular conflicts.
- Relationship to internal circulation, parking areas, existing driveways and intersections.

Lighting, Glare & Building Signage

Lighting & Glare

- No use or operation shall be located or conducted so as to produce intense glare or direct illumination across the bounding property line from a visible source of illumination nor shall any such light be of such intensity as to create a nuisance or detract from the use and enjoyment of adjacent property.
- Exterior lighting fixtures for entrances, parking lots or walkways shall be shielded with a cut-off of less than 90°. Any structural part of the fixture providing this cut-off angle shall be permanently affixed.

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- Lighting of building exteriors (up-lighting or down-lighting) that is positioned to highlight a building or outdoor artwork shall be aimed at the object to be illuminated, not pointed into the sky. Flood lamps should be shielded so that the light sources are not visible from a public right-of-way. (*Max 1 foot candles*)
 - All canopy lighting shall be fully shielded. However, indirect up-light is permitted under an opaque canopy provided that no lamp or vertical element of a lens or diffuser is visible from beyond the canopy and such that no direct up light is emitted beyond the opaque canopy.
-

Signage in a mixed use center is important not only for effectively guiding vehicular and pedestrian circulation, but also for establishing a project identity. Locational, directional, and tenant signage provide necessary orientation for users. It is also important for marketing the various uses and creating a positive image of the development. Signage that is designed according to a theme consistent with the overall design of the development serves to unify the center.

1. The signage in a mixed use center is to be coordinated to provide a unified signage design. Signage is to be planned to clearly identify different use areas, complement the pedestrian nature of the center and shall be integrated to complement the architectural consistency with the overall design of the building that the sign identifies or of the center. The unified sign design elements should identify a recognizable character for sign design that contributes to the character of the center. Signs should reflect the character through consistency of materials, illumination, sizes, proportions and locations.
2. Signs should be carefully integrated within the site, landscape and architectural design context within which they are located. Size, shape and proportions should be compatible with the size and scale of the surroundings and should not compete with or obscure other design features of the site, landscape or structures. Signage should also provide attractive and appropriately placed designation of primary entrances.
3. In the vicinity of residential uses, lighting should be reduced or extinguished during non-business hours or at a certain hour in the evening, to reduce adverse impacts of commercial lighting on residential use. Internally illuminated signs or awnings are generally discouraged.

Wall Signs

- To be determined.

On-Premises Signs

- Sign Master Plan Development Agreements are recommended.
- Signage should not detract from the visual integrity of the community.
- Lighting associated with signage, buildings or area-wide development should not pose a safety or environmental concern, and should be addressed in an aesthetically pleasing

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manner, when possible and appropriate – particularly as it relates to the impact on existing or new residential development.

- Any signage lighting shall not allow 1 foot candles of illumination beyond the property lines or right of ways.

Off-Premises Signs

- No off-premises sign is permitted within this Core Development.

Roof Treatment

- Rooftops should be considered important design elements as viewed from a variety of vantage points -- at ground level, from other buildings and from adjacent perimeter roadways. A well-composed “roofscape” achieves an interesting skyline without becoming overly busy or contrived. Roof forms should serve as natural transitions from ground level to lower masses to the tallest masses and back to the ground.
- Locate all rooftop equipment, including satellite dishes and antennae, completely within penthouses or screened areas.
- All rooftop equipment, including satellite dishes and antennas, must be fully screened from view and located below the highest vertical element of the building.
- Construct screens of the same materials as building skins or of materials similar in color and texture.
- It is recommended that low slope roof materials be light in color to reflect radiant heat gain.

Building Setbacks, Easements & Build-To Lines

Setbacks

Front setbacks may be reduced to the average front setback of existing buildings on the same side and/or opposing side of the street block. Building separation must be maintained pursuant to the Fire Code.

- Side and rear setbacks not required where a non-residential use abuts another non-residential use.

Build-to line: Main Street, Secondary (*Pfeil and Wiederstein Road*), Public Access Way

- Setback to replicate opposing façade line along Main Street Corridor.
- The first building constructed along a designated R.O.W. / streetscape shall set a precedent for the general requirements of the build-to line.

Maximum Lot Coverage

The maximum allowable impervious cover may be increased by way of a waiver request to 95%, provided that stormwater management facilities are available to mitigate increased peak runoff, or adequate conveyance is provided consistent with adopted drainage criteria. This waiver may be granted at the discretion of the City Manager, upon consultation with the City Engineer.

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Service/Delivery/Trash/Storage Area Screening

The visual impacts of service, delivery, trash and outdoor equipment or storage areas should be minimized, particularly relative to views from public roadways and pedestrian ways. Thoughtful placement and integration into the architecture and site design is a priority for all sites.

- Orient service entrances, loading docks, waste disposal areas and other similar uses toward service roads and away from major streets, front facades, and primary building entrances.
- Cross traffic driveways to be limited by curb cuts to adjacent properties.
- Wherever possible, coordinate the locations of service areas between adjacent users or developments so that service drives can be shared (back-to-back).
- Trash enclosures must be located a minimum of thirty (30) feet from residential property lines.
- Locate loading, service, trash and delivery areas so they do not encroach on setbacks.
- Dumpsters shall be located on a concrete pad enclosure on three sides by a solid masonry wall with solid gates across the front. This wall shall be at least six (6) feet in height, and at least two (2) feet higher than the top of the dumpster.
- Dumpsters between commercial lot lines are encouraged to be clustered.
- All proposed dumpsters and outdoor storage shall be located within an enclosure providing screening by means of combining the following landscape elements:
 - o Decorative masonry wall with a non-masonry gate, a minimum of six (6) feet in height. The construction materials of the wall shall match material used on the principal building located on the same lot.
 - o Ground mounted equipment should be screened with landscaping along the perimeter and/or from all public views. Any such enclosures shall repeat materials and elements on the primary building.
 - o Provide reinforced concrete dumpster truck pads to prevent asphalt damage.

Avoid locating service areas where they are visible from adjacent buildings or where they may impact view corridors. In general, such facilities are more appropriate toward rear of site.

Open Storage

No open storage of materials or commodities, or equipment shall be permitted except as an accessory use to a main use which is located in a building. No open storage operation or refuse disposal containers shall be located in the front of the main building and no storage use shall constitute a wrecking, junk, or salvage yard. All open storage areas and refuse disposal containers shall be screened from view of the public by a fence or wall (minimum height 6 feet, maximum height 8 feet), and shrubs, trees or other landscaping as approved by the Building Official; and no allowed open storage shall extend above the specified screening fence or wall. A Dust Control Plan, demonstrating compliance with the Environmental Performance Standards of the Cibolo UDC, shall be required for any outdoor storage areas.

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Energy Requirements

It is recommended that the City of Cibolo adopt the most current version of the IECC (International Energy Conservation Code) and consider reductions in permit costs and other incentives to encourage additional energy savings (per % pass efficiency on COM/RES checks).

Single family residential and municipal structures in platted subdivisions shall not be subject to the standards of this document.

In the event of a conflict between this section and other provisions of the Municipal Code, the most restrictive provisions shall apply.

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LANDSCAPING GUIDELINES

Article 17 of the City of Cibolo Unified Development Plan provides Landscape guidelines to insure the consistency and success of the overall downtown revitalization. The goal is to achieve a comprehensive plan that is practical and cost effective to maintain. Plants selected for use should be native to the region, long lived, relatively pest free, and practical to maintain. The design should be simple and sensitive to water conservation. Also refer to **Section 4.7.4.2 – J: LANDSCAPING & SCREENING** in the Cibolo UDC.



Figure 28: Protected Tree Plan Example

Establish new tree planting along all major walkways and major streetscapes. Locate and organize new buildings and tree plantings to define outdoor living spaces such as picnic or play areas. The landscape architect should optimize the scale and texture of plantings to define spaces and reinforces the edges of built environments. Use the landscape to define shape, size, and sequence of outdoor space in conjunction with the building and streetscapes.

General Planting Requirements

- The regulations contained within **Section 17.1-A & B** (General/Applicability & Purpose) of Landscape Ordinance, City of Cibolo UDC are necessary to enhance the community's ecological, environmental, and aesthetic qualities.
- Landscape installation shall be required within off-street paved surface areas to regenerate oxygen and to reduce heat, glare, water runoff, and other conditions connected with the construction of structures or paved areas within the parcels.

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- At the time of installation all shrubs planted for the purpose of screening shall have a minimum height of two and one-half (2.5) feet measured from the top of the root ball to the top of the plant.
- No more than 50% of shrubs shall be from the same species.
- All landscaping shall be separated from vehicular use areas by some form of barrier such as raised concrete curbing, curb stops or other suitable permanent alternative.
- Landscaping shall not obstruct the view between access drives and parking aisles, nor shall any landscaping, which creates an obstruction of the view, be located in the radius of any curb return.
- No artificial plant material may be used in any form to satisfy the requirements of this section.
- The landscaping required by this article shall be placed upon that portion of a tract, or lot that is being developed. Undeveloped portions of a lot shall not be considered landscaped.

Land Use	Percent Landscaping Required
Townhouses	20
Duplexes, Triplexes	20
Apartments	20
Office & Professional Uses	15
Commercial Uses	10
Parking Lot	10

Table 6: Required Landscaping per Use

Buffering

A bufferyard ~~is required~~ is recommended, but shall not be required with in this development where a non-residential use is adjacent to any residential use. The typical bufferyard per the Cibolo UDC would consist of one of the following options:

1. A 10-foot wide planting with an average of two evergreen trees for each 50 linear feet of buffer yard, spaced no more than 30 feet apart to provide additional screening above the wall. In addition, this option requires a solid six-foot screening wall constructed of brick, stone, reinforced concrete or other similar two-sided masonry materials; or
2. A 30-foot wide planting with a berm at least three feet tall and eight feet wide, with an average of two deciduous shrubs and two evergreen shrubs at the top of the berm per 50 linear feet.

Water Reclamation

- Water reclamation is required for buffer, transition, landscape irrigation, and water features where applicable to reduce water use and run-off, especially within patterns of drought.
- Drip irrigation is encouraged for the majority of the site.

Exceptions & Variances

- The zoning commission and the city council shall have the power to grant variances in special cases where there are unusual and practical difficulties or unnecessary hardships created in meeting the requirements of this article.

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- In cases where retention of natural or existing trees in open space, setback, buffer areas or drainage ways would create unusual hardship or unusual development problems, planted trees may be required in lieu of retention.
- The city manager or his designated representative shall advise the zoning commission when such hardship or development problem exists. The guidelines to be used in determining whether a variance should be granted are as follows:
 1. That meeting requirements of this article would prohibit an owner of property from using land for a use that the zoning ordinances expressly permit.
 2. That the hardships or difficulties of meeting the requirements of this article are peculiar to that property and not general in character.
 3. That the lack of landscaping will not be detrimental to adjoining property or the health, safety, and welfare of the general public.
 4. That the hardships and difficulties of the landscaping and/or buffering are greater than the benefits derived by the general public.

Financial hardship due to meeting the requirements of this article is not alone sufficient to grant an exception.

Mixed Use Concept Plan Review Criteria

The following review criteria per **Section 4.7.4.3 – D.3** of the Cibolo UDC shall apply to the review of Mixed Use Concept Plan:

a) General

- Is the proposed mixed use concept plan consistent with the City of Cibolo Comprehensive Plan, Future Land Use Map and Future Thoroughfare Plan?
- Is the proposed mixed use concept plan consistent any applicable City-approved master plan?

b) Mix of Uses

- Are the mix and location of principal uses consistent with the intent and standards of the MURE (Mixed Use Regional Employment Center) district?
- Are any proposed residential uses well integrated with other uses, sited in a manner that is safe well transitioned from surrounding non-residential uses and is proposed housing types and densities consistent with the purpose of the MURE district?
- Do open spaces serve as amenities and support transportation modes such as walking and bicycling?
- Are build-to lines established along perimeter streets to support a pedestrian-oriented streetscape?

c) Access and Circulation Systems

- Do proposed vehicle, pedestrian, bike ways and linear parks provide logical and convenient connections between proposed uses and to existing or proposed uses

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located outside of the MURE zone and will they establish a high level of connectivity with existing networks and proposed networks shown on the Future Transportation Plan?

- Does the hierarchy of perimeter and internal streets disperse development-generated vehicular traffic to a variety of access points, discourage through traffic in adjacent residential neighborhoods, and provide neighborhood access to on-site uses?

d) **Parking**

- Are automobile and bicycle parking areas located to support principal uses, minimize potential negative impacts on adjacent properties, discourage an exclusive automobile orientation and provide a safe environment for pedestrians, motorists, and cyclists?

e) **General Utility Infrastructure**

- Do the general utility layout, proposed right-of-ways, utility corridors and easements show appropriate points of connection for water, wastewater, natural gas, electric and telecommunication utilities?
- Is the capacity, age and condition of utility infrastructure sufficient to meet the needs of the MURE center at build-out, and if not, have proper relocation, replacement or other modifications been shown?
- Are utilities designed in a manner to allow for the expansion and extension of utility networks to adjoining off-site properties and the potential expansion of the MURE district?
- Is the utility design adequate to ensure public health and safety and fire protection?

f) **On-Site Amenities and Landscaping**

- Do the general location and type of on-site amenities provide desirable open space, create an inviting image, enhance the pedestrian environment and offer spaces for people to gather interact and rest?
- Do landscaping themes that relate to individual streetscapes, internal landscaping, parking lot landscaping and buffers contribute ecologically and aesthetically to the character of the MURE center and support a pedestrian-friendly environment?
- Are areas of unique or significant natural features integrated into the MURE center?

g) **Signage and Lighting Systems**

- Does the lighting system unify the development and is it compatible with, or complementary to, any surrounding neighborhoods?
- Are signage themes designed to unify the MURE center?

h) **Consideration of Context and Transitions to Adjacent Areas**

- Does the Mixed Use Concept Plan propose appropriate transitions between different land uses within the MURE and with existing or proposed uses outside of the MURE to ease the progression from more intense to less intense land uses and building masses and mitigate visual impact, uses or activities that could be reasonably regarded as nuisances by neighbors?

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Mixed Use Concept Plan Amendments

An Amended Mixed Use Concept Plan application, as stated in **Section 4.7.4.3 – D.4** of the Cibolo UDC, shall be submitted when:

- There is a proposed change in the general location of an approved principal use, or
- There is a proposed change in the amount, type or density of residential uses, or
- There is a proposed change in pedestrian or vehicular circulation systems, right-of-ways, utility corridors or easements, or
- There is a proposed change of use that would change the location or amount of required parking, or
- There is a proposed change in uses that would change trip generation calculations, or
- There is a proposed change to an existing phasing plan.

An Amended Mixed Use Concept Plan shall include maps of the entire mixed use project and shall update all development information in written and graphic format since the adoption of the original MURE Concept Plan and/or the most recent amendment(s).

If the proposed amendment is minor in nature and generally consistent with the spirit and intent of the original Mixed Use Concept Plan, the City Planner may approve the amended plan administratively. If the amendment is more substantive in scope or in the spirit and intent of the original approved Mixed Use Concept Plan, the amended plan must be reviewed by the Planning and Zoning Commission and approved by City Council.

Approval Process

1. For individual commercial or residential lots less than 1.0 acre in area, a site plan shall be submitted demonstrating compliance with the requirements of this overlay district for City staff approval.
2. For commercial or residential projects greater than 1.0 acre in area but less than 3.0 acres in area, a Mixed Use Concept Plan, as described in the MURE district of this UDC, shall be submitted demonstrating compliance with the requirements of this overlay district for City Planner approval. All transitional and contextual requirements and standards of the MURE district shall be applicable. The City Planner shall have the prerogative to refer the Mixed Use Concept Plan to the Planning and Zoning Commission for review and approval. If the Mixed Use Concept Plan is denied by the Commission, the applicant may appeal the decision to the City Council.
3. For any commercial or residential projects greater than 3.0 acre in area, a Mixed Use Concept Plan, as described in the MURE district of this UDC, shall be submitted demonstrating compliance with the requirements of this overlay district for Commission review and City Council approval. All transitional and contextual requirements and standards of the MURE district shall be applicable. The Mixed Use Concept Plan must be reviewed by the Planning and Zoning Commission and considered for approval by City Council.

Preliminary Cost & Scheduling

Cibolo Downtown Revitalization

The full budget and estimates can be found **Appendix 'F'**: Middleman Construction Company – Preliminary Budget Analysis and **Appendix 'G'**: Middleman Construction Company – Estimate Report.

PRELIMINARY SCHEDULE

The Preliminary Schedule of the overall development, as analyzed in **Appendix 'F'**, is thought to begin in May 2016 with the final phase (*Phase IV*) being completed in early 2020. Preceding the development's ground-breaking, numerous tasks will need to be undertaken including:

- Marketing of the Development to potential Developers and Tenants
- Land Acquisition
 - o Acquiring required parcels of land within "The Core"
 - o City of Cibolo to acquire required R.O.W. from Union Pacific Railroad
- Coordinate Public-Private Partnership with Landowners, City of Cibolo and Developer

PRELIMINARY COST

MCC Building Costs (shell buildings):	Building A	(17,300 SF)	\$	2,595,000
	Building B	(10,360 SF)	\$	1,554,003
	Building C	(10,200 SF)	\$	1,530,000
	Building D	(10,000 SF)	\$	1,500,000
	Building E	N/A	\$	BY OTHERS
Municipal Community Center	Building F	(8,400 SF)	\$	1,260,000
	Building G	(3,200 SF)	\$	480,000
Finished Multi-Family	Building H	(~35,248 SF)	\$	5,484,237
Total Building Costs			\$	14,403,240
MCC Land Development Costs (Site Construction)			\$	8,253,781
Combined Sub-Total (Building and Site)			\$	22,657,021
Insurance			\$	423,856
General Conditions			\$	1,399,577
Permit Fees (waived by city)				
Performance Bond			\$	270,000
10% Overhead and Fee			\$	2,475,046
5% Contingency			\$	1,399,577
Sub-Total of Overhead and Fee costs			\$	5,968,056

Grand Total Development Costs	\$ 28,586,775
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Preliminary Cost & Scheduling

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LAND ACQUISITION

The City of Cibolo needs to prioritize their acquisitions and work with the Union Pacific Railroad, possible tenants, developers, as well as current landowners (*pending a Public-Private Partnership*) to maximize return on investments.



Figure 29: Parcel Key Plan

PARCEL	PROPERTY ADDRESS	OWNER Exemptions	LEGAL DESCRIPTION	Improvement/ Building & Land	2013 GCAD ID #	GCAD VALUE 2013
1	Main @ Loop 539 Old City Hall Build.	City of Cibolo	ABS: 216 Sur A S Lewis 0.2200 AC	Improvements	66953	\$109,392.00
2	107 Main Street Vacant Land	City of Cibolo	ABS: 216 SUR: S Lewis 0.2420 AC	No Improvements	67080	\$16,064.00
3	105 Loop 539	Donald "Don" Dickey 27435 Riata Circle San Antonio, TX 78261	ABS: 216 SUR: A S Lewis 0.53 AC	Improvements	67067	\$109,064.00
4	109 Loop 539	Scott Allen 261 Saddlehorn San Antonio, TX 78227	ABS: 216: A S Lewis 0.2470 AC	Improvements	67077	\$74,231.00
5	School Building Loop 539	City of Cibolo	ABS: 216: A S Lewis 3.9870 AC	Improvements	67036	\$53,448.00
6	205 Loop 539	Mark Anderson 21303 Liquiria Dr. San Antonio, TX 78266	ABS: 216 SUR: A S Lewis 0.366 Ac	Improvements	67081	\$101,747.00
7	207 Loop 539	Christopher Catalano 2634 FM 1103 Cibolo, TX 78108	ABS: 216 SUR A S Lewis 0.48 AC	Improvements	66945	\$51,927.00

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8	Wiederstein Street	William Wiederstein P.O. Box 710 Cibolo, TX 78108	ABS: 216 SUR: A S Lewis 0.33 AC	Improvements	67079	\$32,722.00
9	Pfeil Road Property	Schlather Properties LLC 231 Wiedner Road Cibolo, TX 78108	ABS: 216 SUR: A S Lewis 2.9070 AC	Some Vacant Land & Some Improvements	67051	\$124,975.00
10	101 S. Main Street	Schlather Properties LLC 231 Wiedner Road Cibolo, TX 78108	ABS: 216 SUR: A S Lewis 0.0850 AC	Improvements	67053	\$22,492.00
11	103 S. Main Street	Schlather Properties LLC 231 Wiedner Road Cibolo, TX 78108	ABS: 216 SUR: A S Lewis 0.0440 AC	Improvements	67052	\$28,188.00
12	105 S. Main Street	Patricia Dale 105 South Main Street Cibolo, TX 78108	ABS: 216 SUR: A S Lewis 0.3394 AC	Improvements	66990	\$96,731.00

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SITE COSTS

- Asbestos Report for all Acquired sites/proposed building to be demolished
- Easement Determination
- Subsurface Utility Investigations
- Right-of-Entry Letters (*per owner*)
- Title Commitments (*if available, per owner*)
- Design
 - o Site Planning
 - o Civil Engineering
 - o Environmental Investigation / Engineering
 - o Landscape Design
- Geotechnical Investigations / Report
- Construction Cost Estimates
- Subdivision Platting
- Impact fees
- Construction
 - o Utilities
 - Extending
 - Moving/Re-routing
 - o Grading
 - o Drainage
 - o Landscaping/Irrigation/Water Features

REVENUE GENERATING SPACES

- Public Access Way
 - o Parking Permits
 - o “Stalls” for events (*selected stalls to be supplied with electrical hook-ups*)
 - Parades
 - Food Trucks
 - Farmer’s Market
 - Artisan / Arts & Crafts Shows
 - Concerts
 - Festivals
- Amphitheater / Town Square
 - o School Events
 - Concerts
 - Plays
 - o Films / Movie Night
 - o Weddings
 - o Reunions
- Community Center

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POSSIBLE GRANTS/FUNDS TO BE RECEIVED

There are a number of potential funding sources that can be tapped into by the City of Cibolo and the Cibolo EDC to finance the development and revitalization of Downtown. Many of the grants and loans available through the State of Texas and the Federal Government tend to be specifically targeted in their applications, requirements, and some require a cash match. A few, however, provide a great deal of flexibility in how their funds can be used. Local investments and resources are another primary source of funds that can be used to develop “The Core”. A brief description for select sources of funding that can be used to finance the developments are as follows:

Federal Funds - DEVELOPMENT

U.S. Department of Housing and Urban Development (HUD)

The City of Cibolo is eligible to receive Community Development Block Grant (CDBG) funds as a non-entitlement city. These funds can be used for a variety of purposes including: **Infrastructure, Housing, Administrative and planning, Public Services, Economic Development, and Property Acquisition.** The Office of Rural and Community Affairs (ORCA) serves as the lead agency for CDBG funds to non-entitlement cities in Texas. The Alamo Area Council of Governments can also assist the City of Cibolo in applying for funds under this program.

U.S. Department of Agriculture (USDA)

The USDA has a number of grants and loan programs that could be used to redevelop and revitalize the District. One is the Business and Industrial Guaranteed Loan Program. This is a combination grant/direct low interest loan program established to improve, develop or finance business, and provide working capital and debt refinancing for economic development type projects. Borrowers, however, must exhaust other sources of funds that are available at reasonable rates and terms before applying for this program. In addition, the borrower must have legal authority to borrow and repay loans; pledge security for loans; have the capacity to construct, operate and maintain the facility or service; and, be able to organize and manage the facility.

Another applicable USDA program is its Community Facilities Program. This program provides grants ranging from \$750,000 to \$10.0 million to fund the construction of various kinds of facilities including infrastructure type projects and redevelopment. However, it does require a local match depending on the project’s economic impact, location and feasibility.

A third applicable program provided by the USDA is its Rural Business Opportunity Grant (RBOG). This grant can be used to foster business development and opportunities in the District.

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FY 2013 Economic Development Assistance Programs

Economic Development Administration — Department of Commerce

(Deadline: N/A)

The Economic Development Administration's (EDA's) mission is to lead the Federal economic development agenda by promoting innovation and competitiveness, preparing American regions for economic growth and success in the worldwide economy. EDA fulfills this mission through strategic investments and partnerships that create the regional economic ecosystems required to foster globally competitive regions throughout the United States. EDA supports development in economically distressed areas of the United States by fostering job creation and attracting private investment. Specifically, under the Economic Development Assistance programs (EDAP) Federal Funding Opportunity (FFO) announcement, EDA will make construction, non-construction, and revolving loan fund investments under the Public Works and Economic Adjustment Assistance Programs. Grants made under these programs will leverage regional assets to support the implementation of regional economic development strategies designed to create jobs, leverage private capital, encourage economic development, and strengthen America's ability to compete in the global marketplace. Through the EDAP FFO, EDA solicits applications from rural and urban communities to develop initiatives that advance new ideas and creative approaches to address rapidly evolving economic conditions.

Rural Community Development Initiative (RCDI)

Utilities Programs — Department of Agriculture

(Deadline: August 14, 2014)

Qualified private, nonprofit and public (including tribal) intermediary organizations proposing to carry out financial and technical assistance programs will be eligible to receive the funding. The intermediary will be required to provide matching funds in an amount at least equal to the RCDI grant. The respective minimum and maximum grant amount per intermediary is \$50,000 and \$300,000. The intermediary must provide a program of financial and technical assistance to a private nonprofit, community-based housing and development organization, a low-income rural community or a federally recognized tribe.

Corporation for National and Community Service (CNCS)

Social Innovation Fund Grants FY 2014

(Deadline: April 22, 2014)

The mission of the Corporation for National and Community Service (CNCS) is to improve lives, strengthen communities, and foster civic participation through service and volunteering. CNCS, through its AmeriCorps and Senior Corps programs, has helped to engage millions of citizens in meeting community and national challenges through service and volunteer action. This AmeriCorps State and National (AmeriCorps) Notice of Federal Funding Opportunity Notice (Notice) will focus grant making for fiscal year 2014 in six focus

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areas: Disaster Services. **Economic Opportunity.** Education. **Environmental Stewardship. Healthy Futures. Veterans and Military Families.** Indian Tribes are eligible to apply to this Notice; however a separate Notice of Federal Funding Opportunity for Indian Tribes for either fully operational or planning grants will be released later in the fall with an application deadline of spring 2014. In order to maximize the impact of the public investment in national service, CNCS will provide grants to programs that demonstrate that they will engage AmeriCorps members in an evidence-based or evidence-informed approach to providing a service intervention that will result in intended solutions to community problems (e.g., based on proposed program's performance and evaluation data or research demonstrating the effectiveness of a similar intervention). Applicants will be awarded points for providing evidence that their proposed intervention will lead to the outcomes identified in the theory of change (logic model). Applicants shall provide evidence that the proposed intervention is effective for the proposed population and community challenge. In order to maximize the impact of the public investment in national service, CNCS will provide grants to programs that demonstrate that they will engage AmeriCorps members in an evidence-based or evidence-informed approach to providing a service intervention that will result in intended solutions to community problems (e.g., based on proposed program's performance and evaluation data or research demonstrating the effectiveness of a similar intervention). Applicants will be awarded points for providing evidence that their proposed intervention will lead to the outcomes identified in the theory of change (logic model). Applicants shall provide evidence that the proposed intervention is effective for the proposed population and community challenge.

Planning Program and Local Technical Assistance Program

Economic Development Administration — Department of Commerce

(Deadline: N/A)

*** FOR USE WITH FUTURE STUDIES, ADDITIONS AND ALTERATIONS TO THIS PLAN ***

Pursuant to PWEDA, EDA announces general policies and application procedures for grant-based investments under the Planning and Local Technical Assistance programs. Under the Planning program EDA assists eligible recipients in creating regional economic development plans designed to stimulate and guide the economic development efforts of a community or region. As part of this program, EDA supports Partnership Planning investments to facilitate the development, implementation, revision, or replacement of Comprehensive Economic Development Strategies (CEDS), which articulate and prioritize the strategic economic goals of recipients' respective regions. In general, EDA provides Partnership Planning grants to the designated planning organization (e.g., District Organization) serving EDA-designated Economic Development Districts to enable these organizations to develop and implement relevant CEDS. In addition, EDA provides Partnership Planning grants to Indian Tribes to help develop and implement CEDS and associated economic development activities. The Planning program also helps support

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planning organizations, including District Organizations, Indian Tribes, and other eligible Recipients, with Short Term and State Planning investments designed to guide the eventual creation and retention of higher-skill, higher-wage jobs, particularly for the unemployed and underemployed in the Nation's most economically distressed regions. The Local Technical Assistance program strengthens the capacity of local or State organizations, institutions of higher education, and other eligible recipients to undertake and promote effective economic development programs through projects such as feasibility analyses and impact studies.

State Programs

Texas Capital Fund (TCF)

The TCF is administered through the Texas Department of Agriculture. It provides grants to local governments, to help them develop infrastructure and purchase real estate for manufacturing companies looking to relocate or expand operations in Texas. It also has a Rural Municipal Finance Program (RMFP) that provides grants to rural communities for infrastructure development.

Office of Rural and Community Affairs (ORCA)

The ORCA was set up by Texas legislature to serve as an advocate for rural areas and communities in the state. It currently serves as the through agency for allocating non-entitlement CDBG grants for small cities in Texas. It also provides a planning/capacity building grant to small rural communities to help them improve their capacity to do planning and manage their operations more effectively. ORCA also initiated a micro enterprise and small business loan program to foster business development in rural communities. They also serve as a coordinating entity, and works closely with the TCF and the Texas Department of Housing and Community Affairs in areas relating to affordable housing, community services, infrastructure development and rural health.

Foundations

Another potential source of funds that can be used to revitalize the downtown is foundations. There are hundreds of foundations in Texas, and thousands throughout the U.S. Many provide support to communities looking to develop rural/semi-rural regions and develop new initiatives. Almost all foundations require the applicant to have a 501(c)(3) non-profit designation. Grant ranges and types of projects that are addressed by foundations vary considerably. The City of Cibolo and/or the Cibolo Economic Development Corporation's Committee may want to look into the possibility of forming a nonprofit community development corporation to target foundations and other kinds of grants for various projects in the District and throughout the community.

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Local Sources

Sales Tax Revenues – 4A / 4B Sales Tax¹

The most readily available source of funds for the City of Cibolo and the Cibolo E.D.C. are sales tax revenues generated by local businesses. Under this program cities in Texas are able to use these funds for economic development purposes, attract new businesses to the community, provide incentives to businesses, purchase land and buildings to foster development, improve infrastructure in commercial and industrial areas, and provide job training. There are several key differences between 4A and the 4B programs. The section 4A tax is generally considered to be the more restrictive of the two in terms of its applications and authorized types of expenditures. In general, the type of development initiative such as promoting new and expanded business development projects, purchasing land for development, and developing facilities. The 4B tax on the other hand, generally covers expenditures that promote industrial, manufacturing, commercial and/or retail operations. In addition, these tax revenues can fund projects that are typically considered to be community development initiatives. For example, authorized categories under Section 4B include land purchases, the purchase of buildings and/or equipment for sports facilities, the development of park facilities, and the construction of entertainment and tourist related facilities.²

It is important to point out that 4A tax monies are not intended to fund the general infrastructure needs of a community. However, these monies can be used for special or targeted type activities such as developing the infrastructure for re-routing Pfeil Rd. and/or the “Public Access Way” as long as it is used to foster economic growth. Monies provided under the 4B Section can also be used for targeted infrastructure development, the development of facilities designed to promote job creation in the community, and for the retention and promotion of small businesses.³

Urban Renewal Plan

(Per Texas Legal Code Ann. § 374.014: Texas Statutes – Section 374.014: MUNICIPAL URBAN RENEWAL PLAN)

**** Additional factors will need to be discussed as to the viability of this option ****

Other Local Options

The City of Cibolo also has several other options to raise funds for the revitalization of Downtown. These include the use of hotel occupancy taxes, and the provision of loans and grants to promote the development of “The Core”. It can also engage in tax increment financing. This is a tool that local governments can use to publicly finance needed improvements within a particular area. These improvements are usually

¹ Office of the Attorney General – State of Texas, Handbook On Economic Development Laws For Texas Cities – 2002, Austin, Texas. Pg. 2-31.

² Ibid

³ Ibid.

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undertaken to promote the viability of existing businesses and to attract new businesses to the area. The cost of improvements under this tool is repaid by the contribution of future tax revenues by each taxing unit that levies taxes against property in the area. These taxing units, in turn, can choose to dedicate all, a portion of, or none of the revenue that is attributable to the increases in property value due to the improvements made in the reinvestment zone. The additional tax revenue that is received from the affected properties in the zone is referred to as the tax increment.⁴

Cities can also issue debt to finance certain kinds of economic development initiatives or infrastructure improvements. The power to issue debt is predicated on its authority to do so under state law. It can also issue certificates of obligation and time warrants, which is a type of written promise by a city to pay its obligation future. The City of Cibolo can also secure bank loans and/or notes if such borrowing is authorized under a charter or some other statutory authority. Finally, it can establish a public improvement district or a management district to foster development and facilitate infrastructure improvements in a particular area.⁵

The Cibolo Downtown Revitalization is an investment in the future of Cibolo. As it continues to grow, this investment will generate other kinds of investment opportunities within “Old Town” and throughout the community. It will also increase the city’s sales tax revenue over time. While the above revenue support strategies suggest several possible funding sources to move forward with the development of “The Core”, additional research will be needed to determine their level of applicability. This is especially true for Urban Renewal Plan, tax increment financing, and the possibility of establishing a public improvement, business improvement or management overlay district for Downtown Cibolo. Each option also has both positive and negative consequences. Therefore, they need to be addressed in the context of specific project requirements. However, options do exist to aid Cibolo in meeting its goals of development within a reasonable timeline.

POSSIBLE INCENTIVES TO BE GIVEN

“Solar Shop”

Local photovoltaic manufacturer discussed implementing new green products for testing into the new development. This investment would lend to state of the art green energy systems, for potential tenants to utilize, producing reductions in standard power consumption and costs.

See **Appendix ‘C’**: Incentives for Economic Development Activates and Projects for the City of Cibolo Texas – *Adopted by City Council on October 25, 2011.*

⁴ Ibid.

⁵ Ibid.

Appendix

Cibolo Downtown Revitalization

- A.** Vickrey & Associates – Site Development Assessment
- B.** Adjacent Geo-Technical Report
- C.** Incentives for Economic Development Activates and Projects For The City of Cibolo Texas – *Adopted by City Council on October 25, 2011*
- D.** Adjacent Commercial Sites
- E.** UTSA – City of Cibolo: Demographic & Economic Analysis
- F.** Middleman Construction Company – Preliminary Budget Analysis
- G.** Middleman Construction Company – Estimate Report
- H.** Middleman Construction Company – Storm Drainage Route: Option 1
 - a. RE: **Exhibit – Storm Water Box Culvert 1** (Page: 43)
- I.** Middleman Construction Company – Storm Drainage Route: Option 2
 - a. RE: **Exhibit – Storm Water Box Culvert 2** (Page: 44)