



BANDERA 2040: TRUE TO ITS ROOTS

Our 21st Century Integrated Comprehensive Plan & Development Policies



Preface

Comprehensive Plan means a generalized, coordinated land use map and policy statement of the governing body of a local government that interrelates all functional and natural systems and activities relating to the use of lands, including but not limited to sewer and water systems, transportation systems, educational facilities, recreational facilities, and natural resources and air and water quality management programs. Source: Law Insider.

The Bandera Comprehensive Plan is as much what it is as what it is not. The elements included in the plan and the policies that follow keep Bandera true to its roots. This plan meets all requirements of the Texas Local Government Code, Chapter 213. Municipal Comprehensive Plans. It includes provisions on land use, transportation, and public facilities; consists of a single plan organized by subject and geographic area; and will be used to coordinate and guide the establishment of Development Standards. It is a simple, illustrative document that captures the essence of Bandera through a beautifully written vision statement; and creates a future master plan by integrating the natural setting, built environment, and the culture of Bandera to maintain its authenticity. This plan is written to inspire the community to understand its challenges, feel empowered by the possible solutions, and have a sense of urgency to act. Bandera's development codes have been written to ensure an integration with this Comprehensive Plan using the community's DNA as its foundation.

Comprehensive Plans have always been written to be a reference document. They are typically large documents brimming with technical information on a variety of topics. Their mere size can create a level of intimidation to the reader. Prior to the Internet, the Comprehensive Plan served as a single source of information about relevant statistics and historical facts about a community. The Internet, which became widely popular in the 1990's, has changed access to information, but how Comprehensive Plans are written has not changed. Now, a tremendous amount of community information is literally a few clicks away. Therefore, only statistically relevant information to current problems have been included to not overwhelm the reader with reference materials easily accessed elsewhere.

What this plan is not is a complete list of every identified issue facing the community related to land use, transportation, and public facilities. Such lists can be overwhelming and create a defeatist mindset among elected officials and citizens. Bandera is a small rural community with a population of just over 900 people and limited resources, both fiscal and material. Therefore, this plan is written with a large dose of reality based on a Strengths, Weaknesses, Opportunities, and Threats (SWOT) Analysis conducted with the community. It capitalizes on the community's strengths and opportunities while addressing the most significant threats immediately impacting Bandera's future and survival.

The City's wastewater treatment plant is located in the floodway of the Medina River. The Texas Commission on Environmental Quality (TCEQ) has instructed the City to relocate this plant outside of the floodway. Doing so will cost the community in excess of \$15 million, which will require grants, loans, and has the potential to max out its debt capacity. Therefore, it is unrealistic to add other projects to an action plan that will not be fiscally or reasonably possible anytime soon. The action plan, included in this Comprehensive Plan, is designed around bite-size, low-tech community projects, which can be implemented on an incremental basis and set the community up for success.

The citizens of Bandera are creative, caring people who genuinely love Bandera. Their resourcefulness will be critical to their success.

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Bandera County Courthouse. Bandera, TX 2020.

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Introduction

A Rural Intent

From day one, Bandera officials have been clear on their intent to remain a rural community, while protecting the natural setting. They expressed their desire to have a Comprehensive Plan that does more than just tip its hat to Bandera's western heritage. But rather, they required the creation of a plan that works to ensure Bandera's natural setting and authenticity are captured and preserved in the face of rapid expansion from the east from Austin and from the south from San Antonio.

With this expectation, Simplicity.Design worked with the community to create the following intent statement, which serves as this document's vision statement:

From the Hill Country lifestyle honoring dark skies to its parks and streams, protect and preserve a seamless integration of nature into daily life.

Bandera is tucked into a tree-canopy peninsula of the Medina River located in the Hill Country of Central Texas. It is the natural setting that draws visitors to the community year-round. Whether coming to the community to seek relief from their urban density through river recreation with lots of green space and linear parks or to take a motorcycle ride along the Twisted Sisters, Ranch Roads 335, 336, and 337a, Bandera offers an escape to times of the past.

Tree canopy over the Medina River. Bandera, TX 2021.



Early settlers of Bandera. Circa mid-1800s.

As laid-out in the original Town Plat platted in the 1800's, Bandera today remains virtually unchanged, with the original development patterns still present and loved by locals. The locals are very protective of their heritage and readily acknowledge that they do not like change. Over the past seventy-five (75) plus years, their unwillingness to change has served them well since suburban sprawl has become a popular development pattern and created fiscally unsustainable places across the country. Elements of suburban sprawl have infiltrated the community through zoning ordinances, which created places that the locals acknowledge are not authentically Bandera. Empowered by this acknowledgment, the City asked Simplicity.Design to code their Comprehensive Plan to ensure the development patterns of yesterday are defined, protected, and captured in all future elements.

Capturing the essence of Bandera’s authenticity happened in a two-prong approach. First, the Simplicity Team conducted a DNA Analysis of the community. Bandera’s DNA can be found in its physical makeup constructed by a history of over one hundred sixty (160) years. The DNA is formed by its streets, buildings, sidewalks, blocks, natural settings, and more, that when combined, the collection of these elements create complex environments. At its very core, the DNA Analysis puts a numerical value on the existing rural characteristics of Bandera and provides the ability to go back in time to a place the locals never left – the urbanism of the old west.

Second, public engagement was held to seek citizen input on how to capture and protect Bandera’s natural settings and authenticity. There were numerous engagement meetings with the public at each stage of the process, from the beginning with the DNA Analysis through design, either individually or in a group setting. The community dialog served as a collective group discussion, a process of enlightenment that filtered the noise to build consensus around resolving significant community threats, while leveraging agreed upon strengths and opportunities.

As a part of the April 2021 Design Rodeo, intent statements were written, with participation of the community, to guide the Comprehensive Plan and related Development Standards related to neighborhoods and Downtown. Both areas create passionate responses from citizens and play significant roles in defining the Blueprint of Bandera.



Retail store on 11th Street with authentic Bandera facade. Bandera, TX 2020.



Interviews with local millennial residents to find out what they love and hope for Bandera’s future. Bandera, TX 2021.



Mayor Schauman kicking off the DNA Round-Up. Bandera, TX 2020.

Neighborhood Intent



Home on 6th Street with wrap around fence and a porch. Bandera, TX 2021. Source: Lynda Humble

A variety of housing that enhances the authenticity of the neighborhood while providing affordability for all.

Bandera functions as a series of neighborhoods that collectively make-up the community. Recognizing the settlement patterns of Bandera created complete neighborhoods, the neighborhood makeup was captured to calibrate the Development Standards for the future. Some of the core elements include close location of services to homes, the distribution of civic spaces and places of worship near homes, and the intentional allocation of natural areas that wrap the community, providing easy access to nature.

Housing stock differ within City blocks supplying different living choices and price points within the same neighborhood. This diversity of housing stock allows for citizens to find appropriate housing at each stage of their life without disrupting their social settings. Landscaping ranges from natural vegetation to well-manicured gardens and lawns. Larger lots allow for a more rural feel throughout the community.

Recognizing that gentrification is largely a product of supply versus demand, this Coded Comprehensive Plan allows property owners to add a bunkhouse, no larger than eight hundred (800) square feet, on their property with the stipulation that the property owner must reside on-site. These bunkhouses will offer workforce housing and short-term rentals with an on-site property owner to ensure Bandera's values are maintained.

Downtown Intent



View of shops on Main Street.
Bandera, TX 2021.

From the river to north Main, downtown is cohesive, walkable, and locally owned.

Highway 16, which serves as Main Street through Bandera, runs through four (4) Character Districts, including Heritage, Outpost, Gateway, and Bend Districts. It is important to note that citizens love the built environment created in the Heritage District, Bandera's original downtown.

The Heritage District represents the original walkable commercial district of Bandera. Horses were tied up at the front of the buildings and pedestrians walked along the street edge in front of the buildings in the original downtown. The connection of the building to the sidewalk creates human scale and defines the public realm at a block level. These buildings communicate to the passerby, whether in a car or on foot. Standards are human scale and create smaller footprints. Glass is at the ground level creating interest for the pedestrian as they walk by. Awnings create shade and cover making it comfortable for the pedestrian to walk along the sidewalk regardless of the weather conditions.

Because Highway 16 is owned by the Texas Department of Transportation (TxDOT), it is not feasible to create and fund a large-scale project to achieve walkability. Therefore, the Simplicity Team developed Main Street Reimagined, a vision project explained in Chapter 6, which can occur lot by lot incrementally over time.

Executive Summary

Bandera, now and in the past, has been shaped by the community settlers that have filled its borders since becoming a settlement in 1853. The decision makers, who volunteered as elected and appointed officials, have established and maintained policies through the years to create the Bandera of today.

Entering this process with clear minds and open hearts, the community guided the decisions for development, preservation, and authenticity, included in this Plan, toward the original town plat that established its foundation. Recognizing the importance of Bandera's natural setting tucked into the peninsula of the Medina River and the surrounding landscapes of the Hill Country, first and foremost, community consensus was achieved around protecting and enhancing its natural settings. Next, the community was clear that it was important to protect Bandera's identifiable, yet non-conformist environment that ultimately makes Bandera, Bandera. Development elements were identified that create authentic Bandera, confirmed by the community as a part of the creation of this plan, and used to establish the foundation for both the Greenprint and Blueprint.

Because the provisions for this plan required embracing the natural setting and protecting the authenticity of Bandera, the journey called-for ideas and experiences of a simpler time. Bandera's foundation was built around town lots, the creation of integrated uses that met the needs of citizens, and embracing, not fighting, the natural topography.

Overtime, Bandera has witnessed development patterns that do not meet the community's standard of authentic Bandera. Alignment of all governing policies is critical to ensure any remaining development adds to the identifiable, yet non-conformist environment that ultimately makes Bandera, Bandera. These policies include the alignment of the Comprehensive Plan with development policies, the Thoroughfare Masterplan, Main Street Reimagined, and the Old Jail Revitalization Small Area Plan. Soon budgets and funding structures can align back to the community plans and infrastructure, ultimately ensuring the Bandera we all know and love is maintained and enhanced for the next one hundred (100) years.

It is the responsibility of the whole community to administer and maintain this plan as it is implemented, modified, or completed. By doing so, Bandera's strong-willed community can guarantee that Bandera will be ready for what the future holds.



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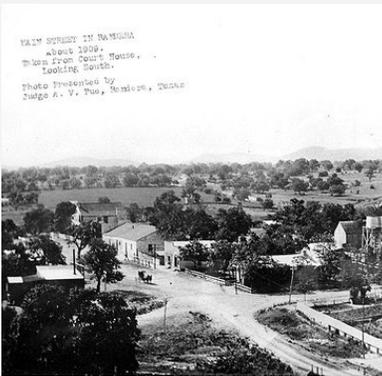
Introduction

What Makes Bandera, Bandera.



GO FROM NATURE TO URBAN, SEAMLESSLY.

Bandera's natural environment and well-designed urban downtown, work seamlessly to provide City services in a rural setting. The urban setting is adjacent to nature with clear delineation. The original town was built up on the highlands of the Medina River banks. Mindfully maintaining this contrast and highlighting nature with urban patterns is authentic to Bandera. Bandera's well defined urban setting has the buildings, sidewalks and on street parking connected. Bandera's natural setting is informal, made up of random, meandering patterns.



A PERFECT SHORT BLOCK GRID.

Bandera was laid out in a grid pattern in the 1800's to create a series of town lots. These short blocks ensured the community was built to human scale, providing the pedestrian with options. At the block breaks, pedestrians could make alternative decisions when there were options at each intersection. Their options included staying on their current path, going left or right, or turning around and going back where they came. Decisions were made depending upon environment at the intersection.



THE ORIGINAL WALKABLE TOURISM.

Whether as a stop for cowboys along a cattle drive or for motorists along SH 16, Bandera has been a pass-through capturing tourism since the 1800's. The downtown represents the original walkable commercial district of Bandera. Horses were tied up at the front of the buildings and pedestrians walked along the street edge in front of the buildings. The connection of the building to the sidewalk creates a human scale feel and defines the public spaces clearly at the street edge. Standards are human scale and create smaller footprints. Glass is at the ground level creating interest for the pedestrian as they walk by. Awnings create shade and cover making it comfortable for the pedestrian to walk along the sidewalk regardless of the weather conditions.



PARKING ON MAIN STREET.

Parking along Main Street has changed over time from tying up horses to street parking for cars in front of buildings along the street edge. Preservation of parking on Main Street has become a defining element for how this corridor has transitioned from being pedestrian friendly to auto-centric. Consistent preservation of front-door parking has created a huge challenge for redevelopment to meet the community's desire to achieve walkability from the River to North Main.



MIXTURE OF HOUSING STOCK.

Housing stock differ within City blocks supplying different living choices and price points within the same neighborhood. This diversity of housing stock allows for citizens to find appropriate housing at each stage of their life without disrupting their social settings. Landscaping ranges from natural vegetation to well-manicured gardens and lawns. Larger lots allow for a more rural feel throughout the community. Clearly, tract homes are not Bandera.



IDENTIFIABLE, YET NON-CONFORMISTS.

Bandera's eclectic nature of building types, whether residential or commercial, makes for a unique environment. Early settlers bought land or were given land and built their own house, which mirrored their individuality, a community value still evident in Bandera today. As citizens reminisce about Bandera's past, their stories include landmark motels, dance halls, or restaurants of a by-gone era that were locally owned and operated. Bandera's eclectic nature of building types, as established by the early settlers, is an essential component that must be protected to keep Bandera an identifiable, yet non-conformist environment.



A DRAW FOR ALL.

Bandera's natural setting contains all the right ingredients that creates a draw for all. Whether it is long-distance trail runners, anglers, motorcyclists, or the Europeans looking to experience authentic cowboy culture, Bandera has it. Bandera has a contagious draw that keeps people falling in love with all that is Bandera. The magnetic draw for all that Bandera evokes may be distinctive features for different people, and that is what make it so timeless and adaptable.

Setting the Stage.

DNA ANALYSIS.

A DNA Analysis (Appendix 1) of Bandera was conducted in September 2020 providing an in-depth analysis of Bandera's historic anatomy and how it functions as a series of complete neighborhoods. Bandera is a place filled with pride, cowboy culture, and authenticity, surrounded by the clear waters of the Medina River. The characteristics, which represent Bandera and its culture, are encapsulated within the built and natural patterns of the City. Through analyzing these built and natural patterns, the DNA of the City is able to be extracted from its building blocks. This analysis helps guide, inspire, and inform this Comprehensive Plan.

The Bandera DNA Analysis revealed many important patterns of the built environment. The historic small walkable block has forever fostered a variety of lifestyles in close proximity to Main Street. Furthermore, small walkable blocks create the ability for adaptive systems without disruptive, costly infrastructure. The public infrastructure framing the blocks, allows for multi-modal transportation options, connectivity, building type variety, and a framework for timeless development patterns.

SEPTEMBER 2020



CITY OF BANDERA DNA ANALYSIS

AN IN-DEPTH ANALYSIS OF BANDERA'S HISTORIC ANATOMY AND
HOW IT FUNCTIONS AS A SERIES OF COMPLETE NEIGHBORHOODS.

simplicitydesign

COMPREHENSIVE PLAN PROCESS.

All stakeholders were invited to participate in the Comprehensive Planning Process. The strong-willed citizens of Bandera entered this process with a shared love for their community. The elected officials recognized the need to align development regulations with the types of development sought by the community, not by developers. The community can take great pride in knowing they guided the decisions for future development, preservation, and protecting their authenticity, which are included in this Plan.

There was a significant amount of public engagement throughout the process. In February 2021, the DNA Roundup kicked off the process by introducing the DNA Analysis Report to citizens at the 11th Street Cowboy Bar. As noted above, the DNA Analysis revealed many important patterns of the built environment that are evident in the Blueprint of this Comprehensive Plan.

Multiple day-long Design Rodeos were held at the Best Western Hotel during the months of March and April to seek consensus on the vision and goals for the community. These sessions included discussions on housing, infrastructure, and historical preservation.

In addition, interviews were held with specific user groups including students from Bandera Independent School District and millennials, who work throughout the community. Bandera students want to walk, bike, or drive golf carts around town. Most students plan to leave Bandera because it is too small and boring. Many students do not know how to ride a horse and would love a day camp or volunteer opportunity to work at a dude ranch. Their ideal neighborhood would include a mix of housing with vacant property,

plenty of trees, and ranches. RV living is great, but RV parks need more landscaping. The students innately understand people can afford different things and it is important to provide options for everyone. They would like to see more kid-friendly hang-out places for their age group, opportunities to volunteer, and improved amenities such as tennis and basketball courts.

Individual interviews were also held during this time with key stakeholders including citizens, business owners, City Engineer, and regional partners including TxDOT Area Engineer, and representatives from Bandera Electric Cooperative and the Bandera County River Authority & Groundwater District. From these meetings, consensus was reached on the importance of protecting both the natural setting of Bandera and its authenticity.

This community prides itself on being identifiable, yet non-conformists. On any given issue, fifty percent (50%) of the community will be in favor and fifty percent (50%) will be against. Consensus among all meetings was the need to protect Bandera's natural setting and its authenticity.

Social Pinpoint, an electronic engagement platform, was utilized to make it easy for stakeholders to engage on specific issues and find out specifics about the process. Videos were posted explaining the process, the State of Bandera: Economy & Opportunity, and the importance of viewing business competition as healthy synergy, where everyone benefits. A copy of the DNA Report was also posted as a resource. In addition, residents could provide input on what is the best of Bandera, programs or services they believe are needed, their vision for the future, growth concerns, and other important information.

A summary of these outcomes include:

- **Best of Bandera** included great walking and biking in City Park, the Medina River, Bandera's history, and cowboys, cowgirls, and horses.
- **Needed Programs and Services** included more sidewalks with walkable shade along Main Street, horse trails, recycling center, smaller, affordable workforce housing, and the need to fix properties on Main Street that are in disrepair.
- **Vision for Bandera** included the adopted development codes staying in place when next Council is elected, protecting the natural environment, establishing a Historical District, and ensuring all of Main Street is tied together.
- **Growth Issues** included the concern that property owners are selling their property to investors for a lot of money, too much asphalt and flooding, need to maintain small businesses, and the need for more residents in Bandera who vote, shop, and live in the City.
- **Important Information** included signage ordinance causes problems, no middle-class home rentals, more housing for locals, and the concern that without some growth, everything will die.

Citizens were notified of public engagement through Facebook, posters hung in local businesses, postcards mailed citywide, public hearing notifications mailed citywide, and word-of-mouth.

During the early and mid-summer of 2021, the Simplecity Team spent time at their San Marcos headquarters drafting the Green / Blueprints that serves as the foundation to this plan, as well as creating the development policies to ensure appropriate implementation.

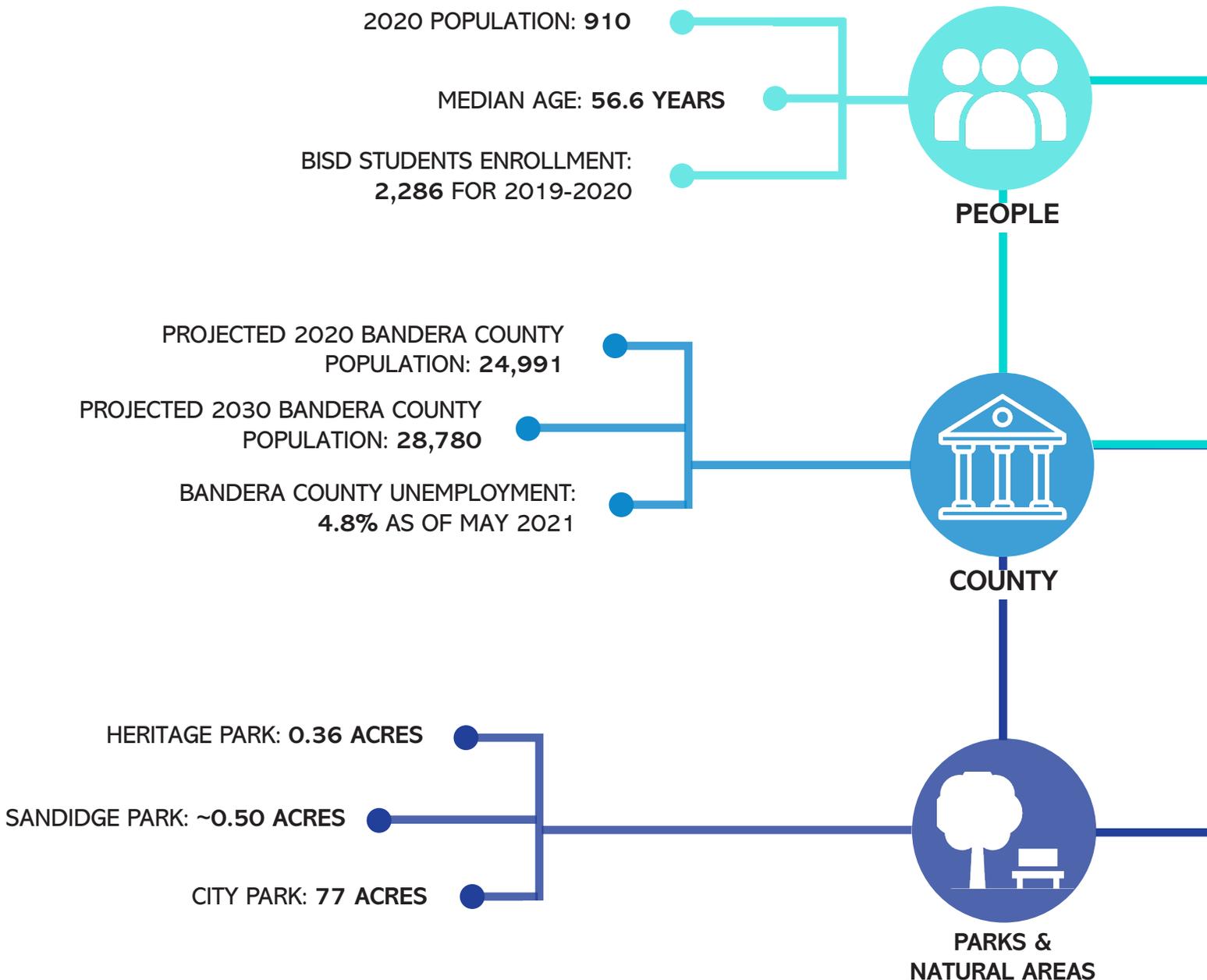
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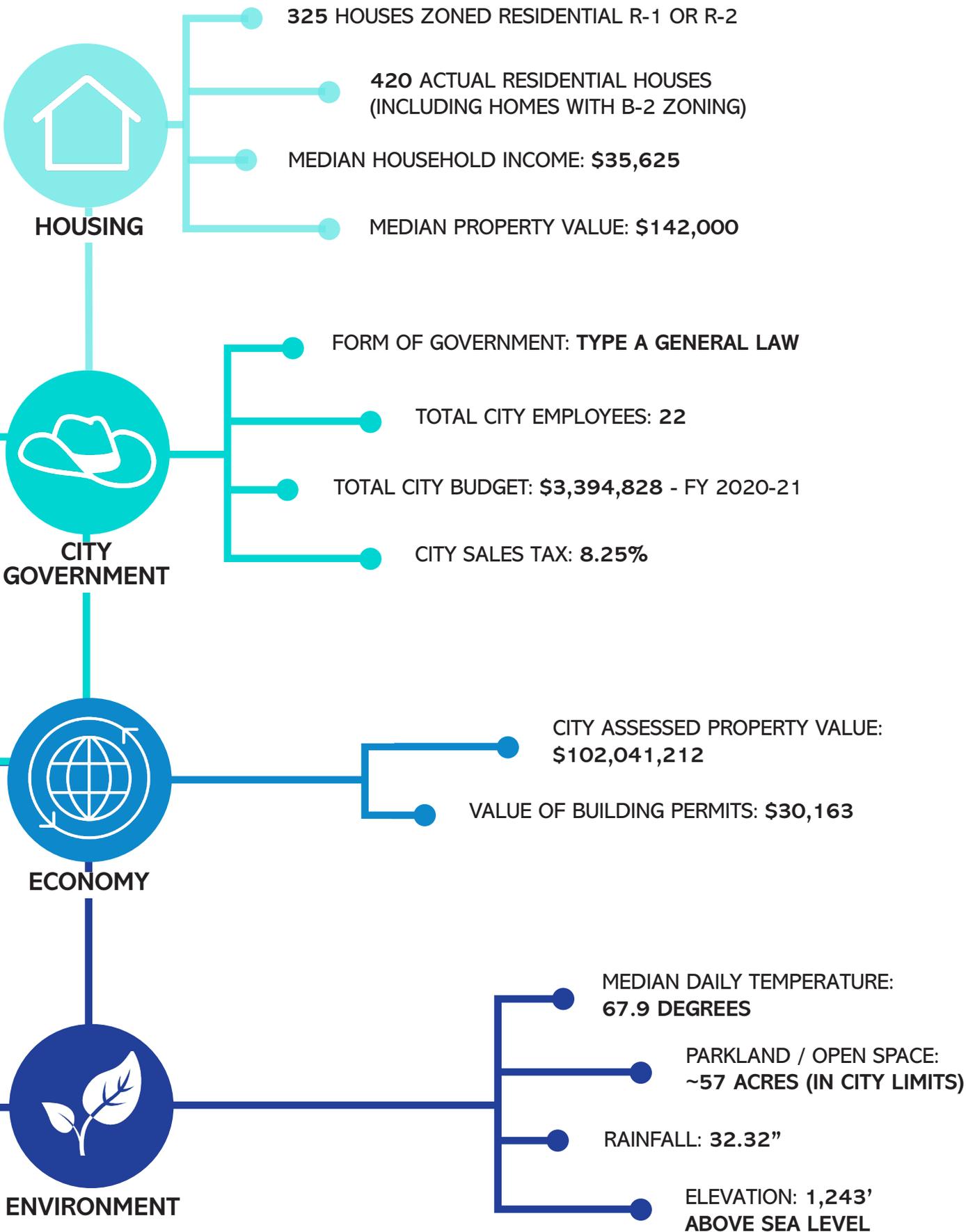
Chapter 1: Setting the Stage

Community Profile.

The Texas Water Development Board has established population projections for Bandera County, as shown in the infographic. They project the 2030 population will increase by fifteen and one-tenth percent (15.1%).

All water for Bandera County comes from the Lower Trinity Aquifer, which serves multiple communities and is not recharging. Because of existing concerns about the future water supply of the community, growth projections and regulations should heavily consider the future availability of this water supply. Until more information on the long-term viability of this water source is determined, the City must establish development policies that mitigate growth, not just accept growth, and ensure





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Chapter 1: Setting the Stage

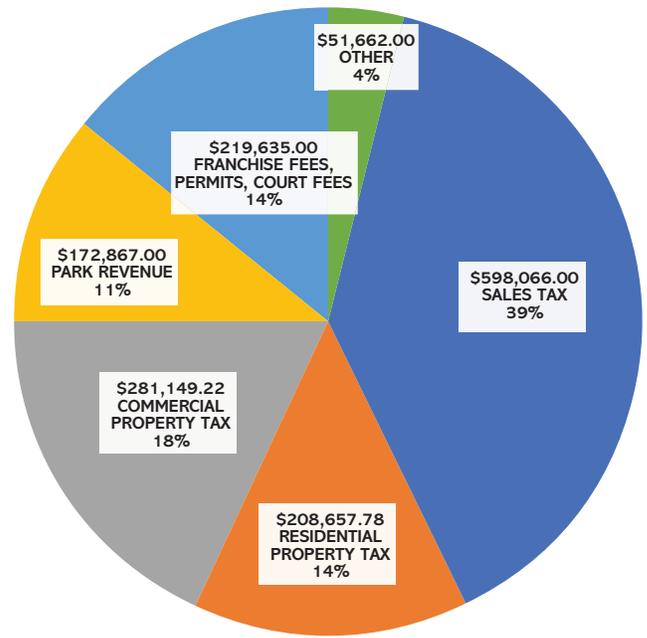
Local Economy - City Budget Overview.

FY 2020 CITY OF BANDERA GENERAL FUND.

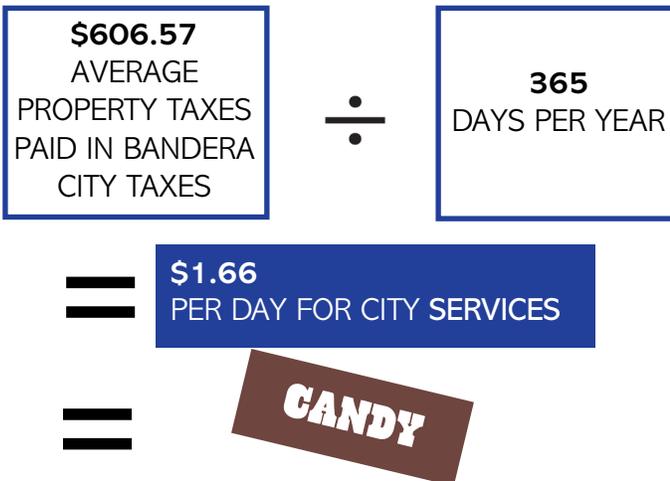
In FY 2020, the City of Bandera received \$1,532,037 in General Fund revenue. Primary sources of revenue include sales tax, property tax, and park revenue. As shown in Chart 1.1 to the right, approximately thirty-nine percent (39%) of revenue is generated from sales taxes, thirty-two percent (32%) from property taxes, fourteen percent (14%) from franchise fees, permits, and court fees, and eleven percent (11%) from park revenue.

Bandera, a community of nine hundred ten (910), is fortunate to have a strong tourism business since sixty-nine percent (69%) of the General Fund can be attributed to tourist related revenue including sales tax, commercial property tax, and park revenue. As shown in Chart 1.2, the average Bandera household pays \$1.66 per day in property taxes for City services, which is based on the average taxable home value.

**CHART 1.1:
BANDERA GENERAL FUND REVENUE
FY 2020**



**CHART 1.2:
AVERAGE BANDERA HOUSEHOLD TAX PER DAY.**



To underscore the importance of tourism related revenue to the City of Bandera, Chart 1.3 graphically shows the difference in taxes required to stay at the same level of current services if the tourism related revenue were eliminated and replaced by residential property taxes. The average Bandera household would pay \$4.20 per day in residential property taxes for City services, which is based on the average taxable home value, just to stay at the same level of service.

**CHART 1.3:
AVERAGE BANDERA HOUSEHOLD TAX PER DAY
WITHOUT POTENTIAL TOURISM REVENUE.**

(JUST TO STAY THE SAME.)

\$1532.21 AVERAGE PROPERTY TAXES PAID WITHOUT POTENTIAL TOURISM	\div	365 DAYS PER YEAR
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\$4.20
PER DAY FOR CITY SERVICES (1.5X MORE)



This scenario represents a \$2.54 daily increase in residential property taxes required to cover existing City services or one and one-half (1.5) times the current payment of \$1.66. Protecting and enhancing tourism is critical to Bandera’s economy. Growth is limited due to the community culture of limited growth, the uncertainty of a long-term water supply due to the Lower Trinity Aquifer not recharging, and the City’s inability to annex without an election or voluntary annexation. The City’s current debt capacity is required to address existing infrastructure challenges related to water and wastewater infrastructure.

Partnering on a regional basis with the County and School District is critical to the City’s economic future. The County has several expansion projects related to the acquisition of property in Downtown and the rehabilitation of the Old Jail. These projects can serve as catalyst projects for Bandera spurring redevelopment, creating additional tourism destinations, and adding to the community’s fiscal sustainability.

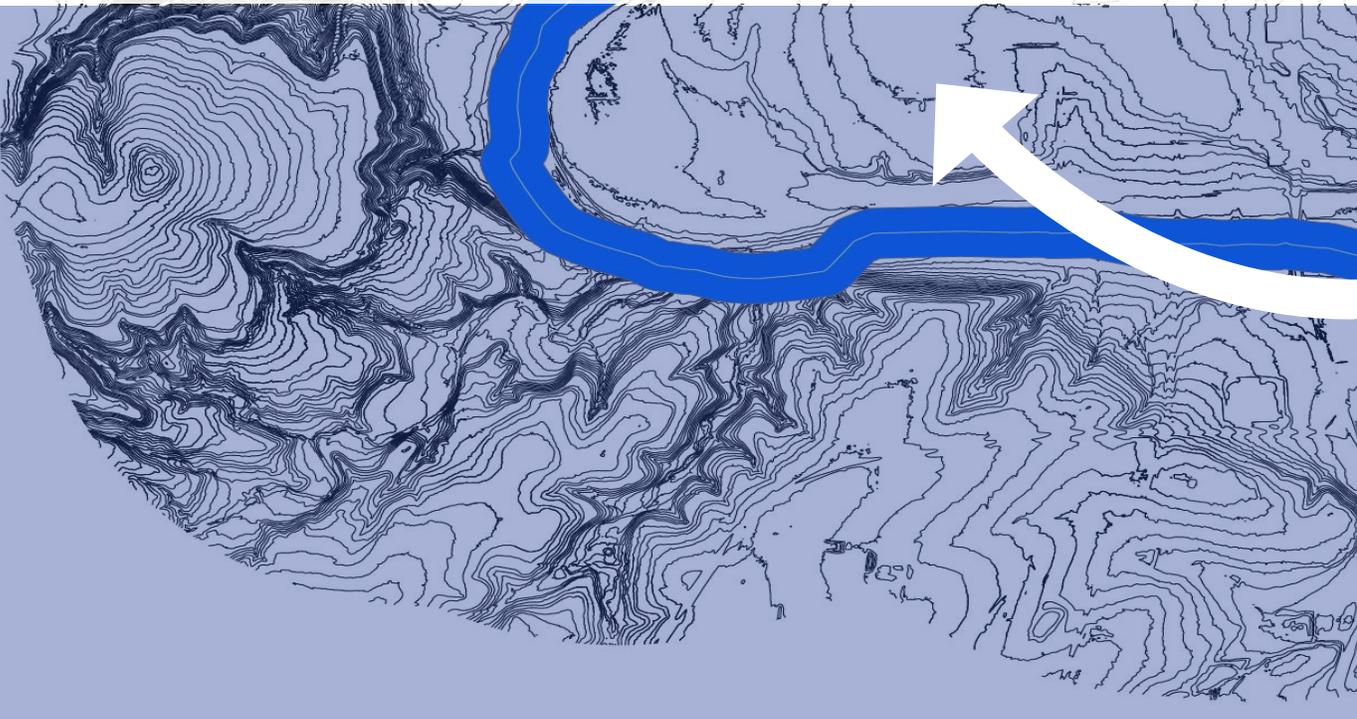
A 2018 Economic Impact Assessment of Mansfield Park, conducted by Stewardship Strategies, shows that Mansfield Park had a \$3.2 million impact on the County. Events draw both locals and tourists, who come from across the USA and all six (6) continents. The 2018 motorcycle rallies generated approximately \$3 million of the \$3.2 million in economic impact. Even though Mansfield Park is owned by the County, event attendees come into Bandera to eat, drink, and shop. In the words of a Bandera resident, “there are no jurisdictional boundaries to economics.” The City would be well served to partner with the County in the future to maximize the economic benefits available at Mansfield Park. More information on the local economy can be found in Chapter 3, Course Correction.

Introduction.

WHAT IS IT?

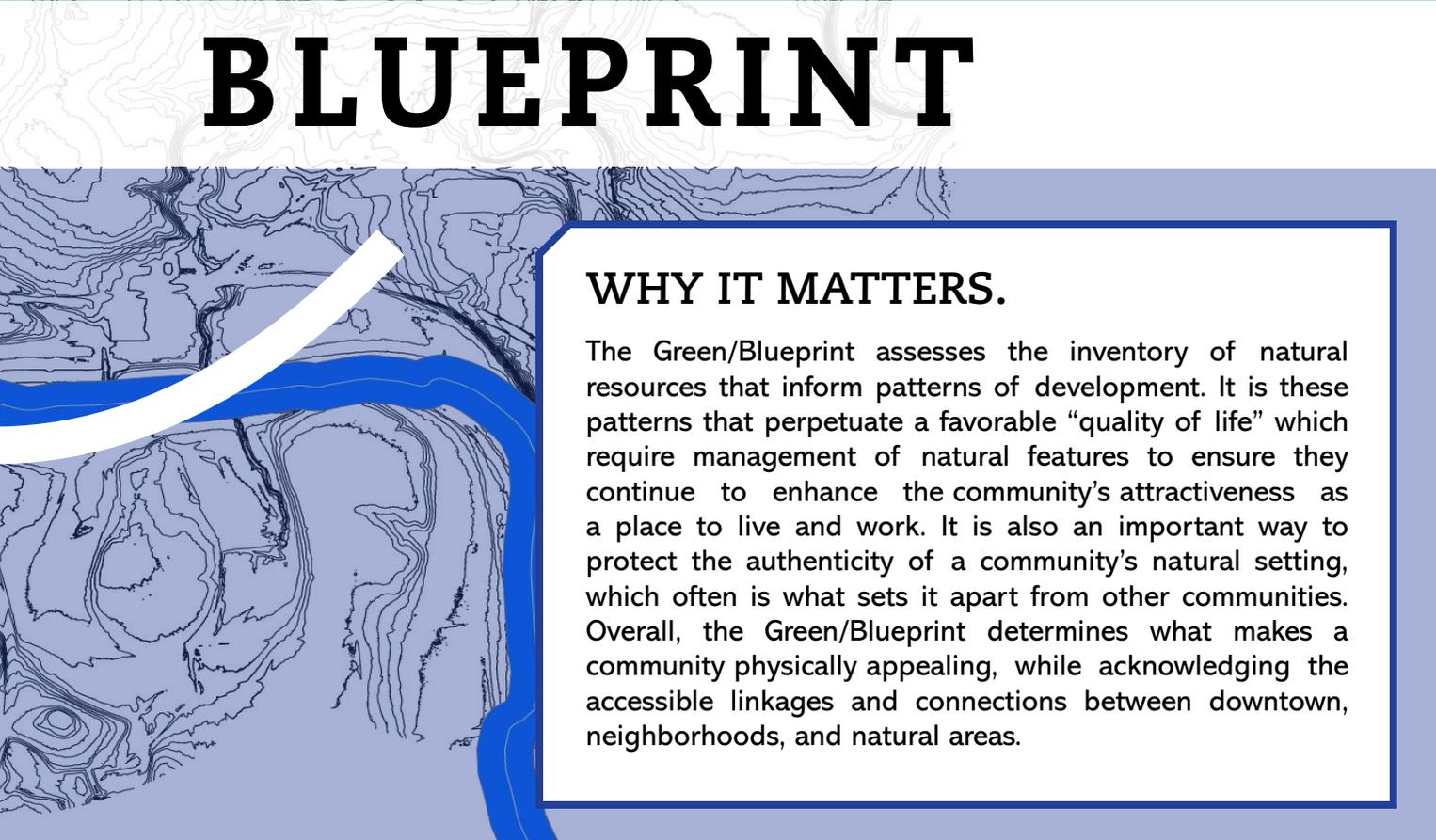
The Green/Blueprint strategy is the mapped determination of where the land will accept or reject development. These determinations should be based on the complexity of the natural landscape and systems. Understanding these natural systems allows for development to align with nature, rather than fight it. Benefits of using this method include reduced infrastructure costs, better development layouts and designs, additional recreation areas, and enhanced property values through proximity to parks and nature. Ultimately, it leads to places built into the natural setting rather than places that remove the natural setting and name the streets after the environment that once existed.

GREENPRINT

A topographic map showing a blue river winding through a landscape. A large white arrow points from the right side of the map towards the left, indicating a direction or flow.



BLUEPRINT



WHY IT MATTERS.

The Green/Blueprint assesses the inventory of natural resources that inform patterns of development. It is these patterns that perpetuate a favorable “quality of life” which require management of natural features to ensure they continue to enhance the community’s attractiveness as a place to live and work. It is also an important way to protect the authenticity of a community’s natural setting, which often is what sets it apart from other communities. Overall, the Green/Blueprint determines what makes a community physically appealing, while acknowledging the accessible linkages and connections between downtown, neighborhoods, and natural areas.

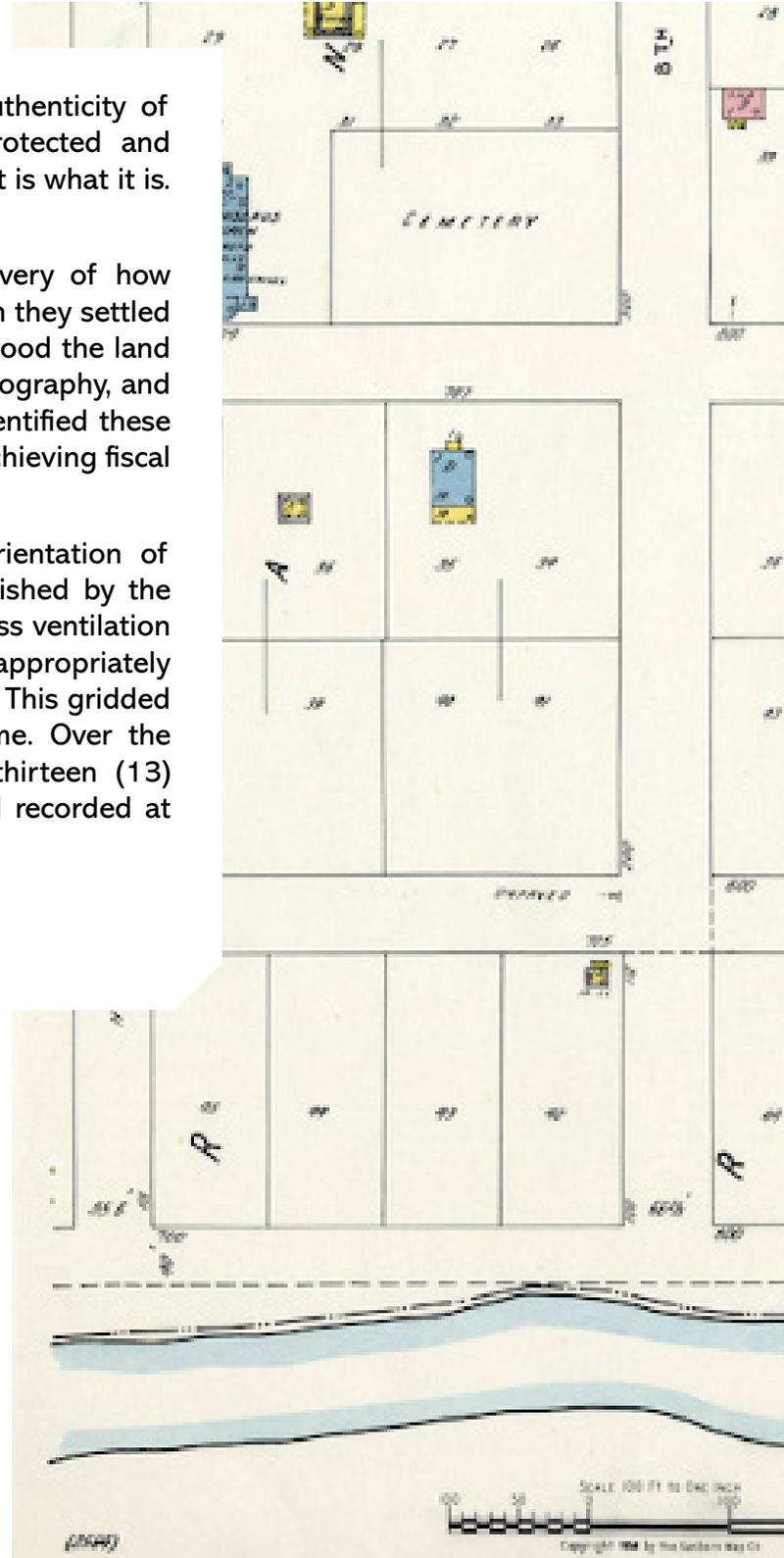
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Chapter 2: Greenprint & Blueprint Outcome.

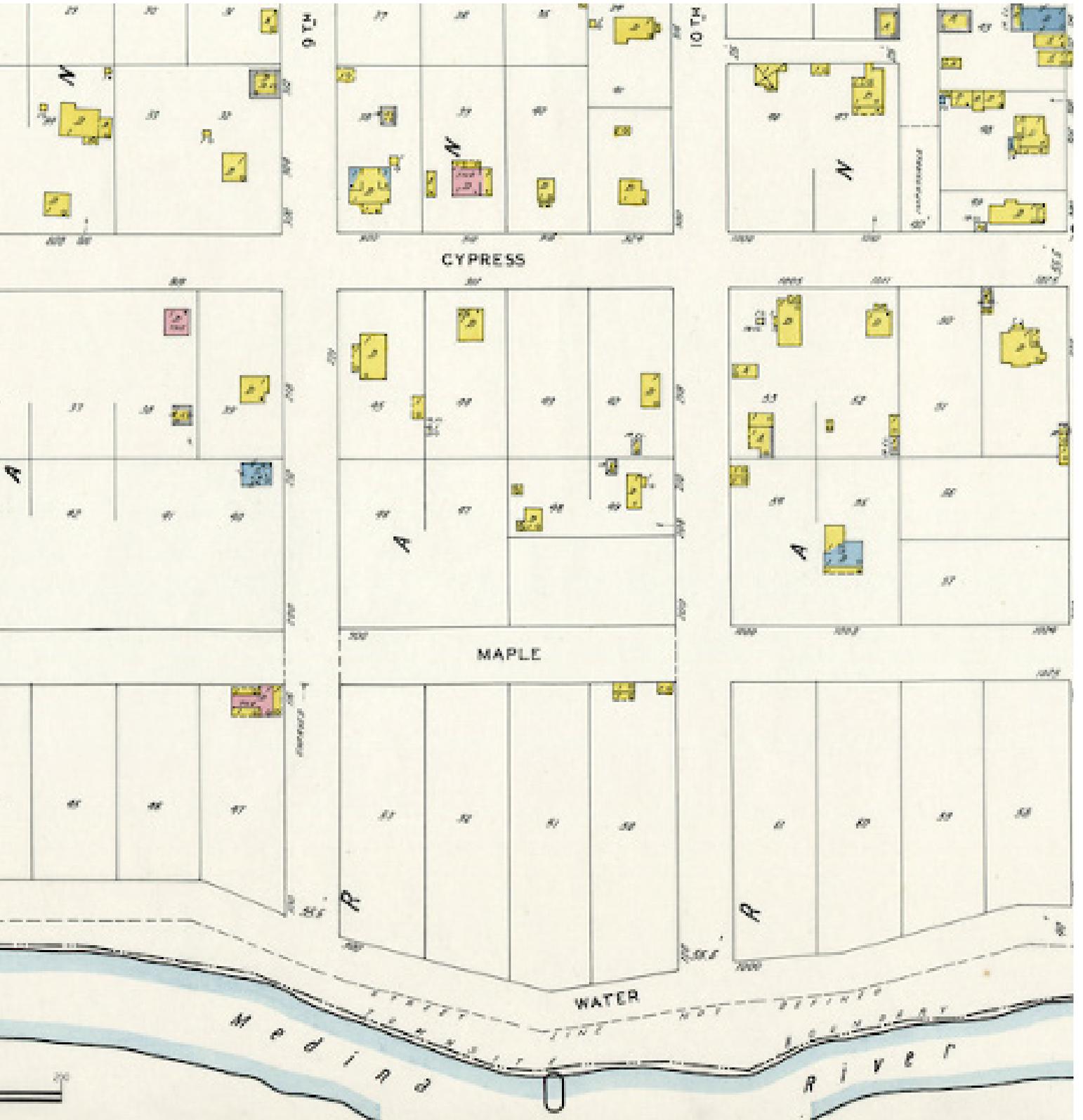
Using the Green/Blueprint will ensure the authenticity of the community and natural settings are protected and celebrated as the community grows. After all, it is what it is. Why fight nature?

The Greenprint analysis allows for the discovery of how advanced the founders of the lands were when they settled and planned Bandera. Inherently, they understood the land and where to build based on the patterns, topography, and solar orientation. While they may not have identified these particular terms with their insight, they were achieving fiscal sustainability with each decision.

As shown on the 1950's Sanborn map, orientation of the streets, blocks, lots, and buildings established by the settlers utilized the orientation of the sun, cross ventilation of the air, and the natural grade of the land to appropriately configure Bandera to be a resilient community. This gridded street pattern has withstood the test of time. Over the years, modifications have been limited to thirteen (13) replats since the town lots were laid out and recorded at the Courthouse in the 1800's.



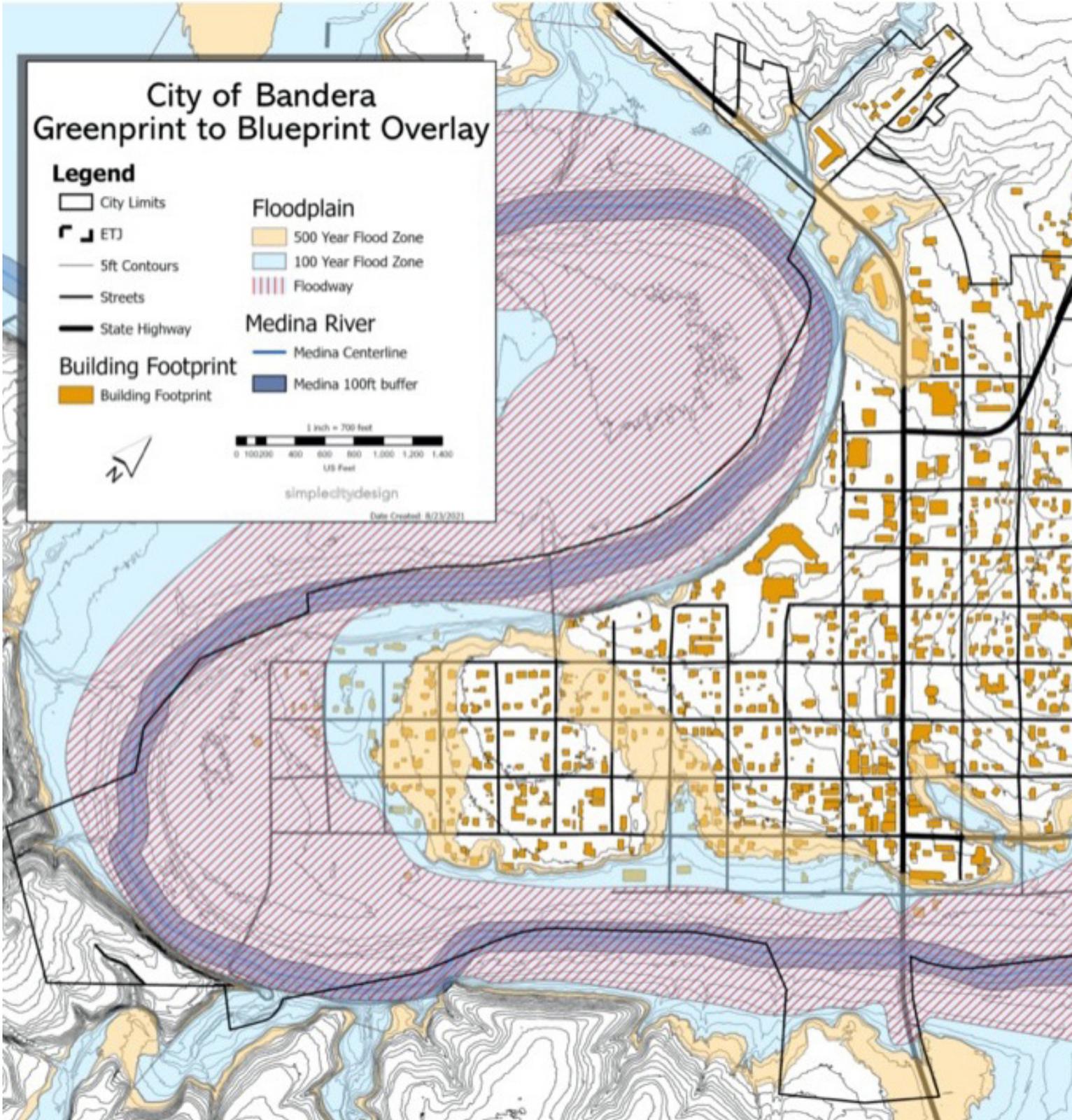
Source: 1950 Sanborn Map



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Chapter 2: Greenprint & Blueprint

True to its Roots.





The results of this Comprehensive Plan are created by first mapping the Greenprint, acknowledging the original foundation created by nature, overlaying the Blueprint, applying the community's direction for the future, understanding that a significant unknown exists regarding the water supply, and incorporating the spirit to keep Bandera, Bandera. Using nature as the foundation of this plan, it provided the groundwork for Bandera's future to be true to its roots as the community continues onwards.

The original Town Plat considered many conditions important to the modern-day Bandera creating very intentional elements, which were identified in the DNA Analysis and included in this plan and Development Standards. These intentional elements include building placement, lot orientations, street network, park placement, embracing and respecting the river, and all the detailed standards necessary to transition between a series of environments.

Unfolding the natural patterns with the built patterns provides clarity within the Development Standards necessary to accomplish the goals outlined by the community. The love the people of Bandera have for this community is deeply seeded into the intent of each word of this Plan and the Development Standards that oversee its realization.

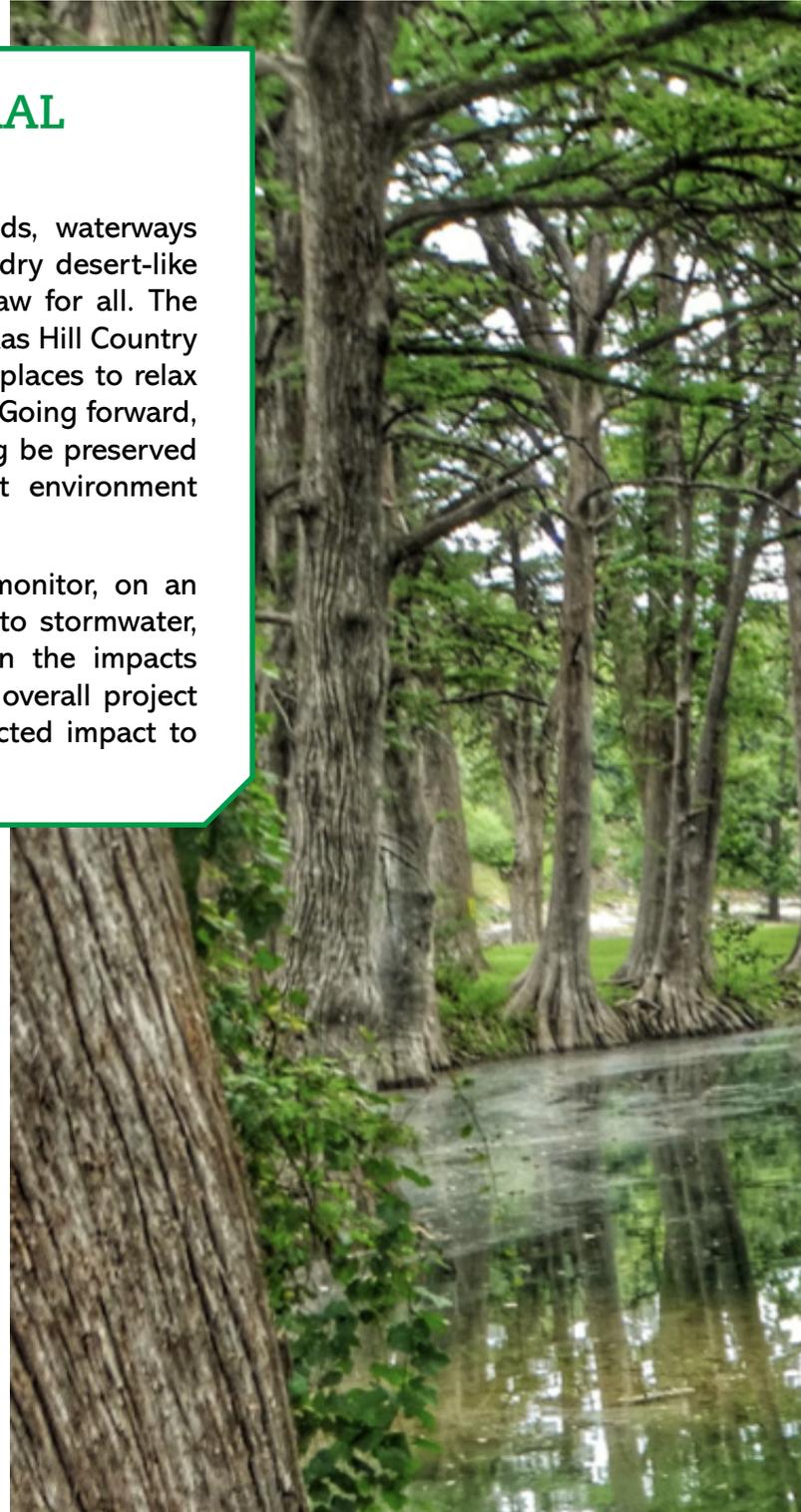
While it is acknowledged modern engineering can resolve for some elements where developments have removed and reengineered the natural setting, the overall impacts of those practices in an area like Bandera could cause serious unforeseen issues. The physical DNA of this community resonates so much with the culture of its people that modifications to these patterns have been limited, as noted above. At the time when detrimental development began to occur in Bandera, the community forced a call to action to update its Comprehensive Plan and development policies to prevent the erosion of the community culture. This call to action recognized how important it is to protect the natural setting and the patterns of the built environment in order to keep Bandera, Bandera.

What makes up the Greenprint?

OVERVIEW OF THE NATURAL LANDSCAPE.

Made up by steep rolling hills, vast lowlands, waterways with limestone filtered flowing waters, and a dry desert-like climate, the natural landscape provides a draw for all. The Medina River and Bandera's location in the Texas Hill Country are the primary drivers of tourism, providing places to relax and play for both the locals and tourists alike. Going forward, it is essential that the river and natural setting be preserved and integrated as the population and built environment change overtime.

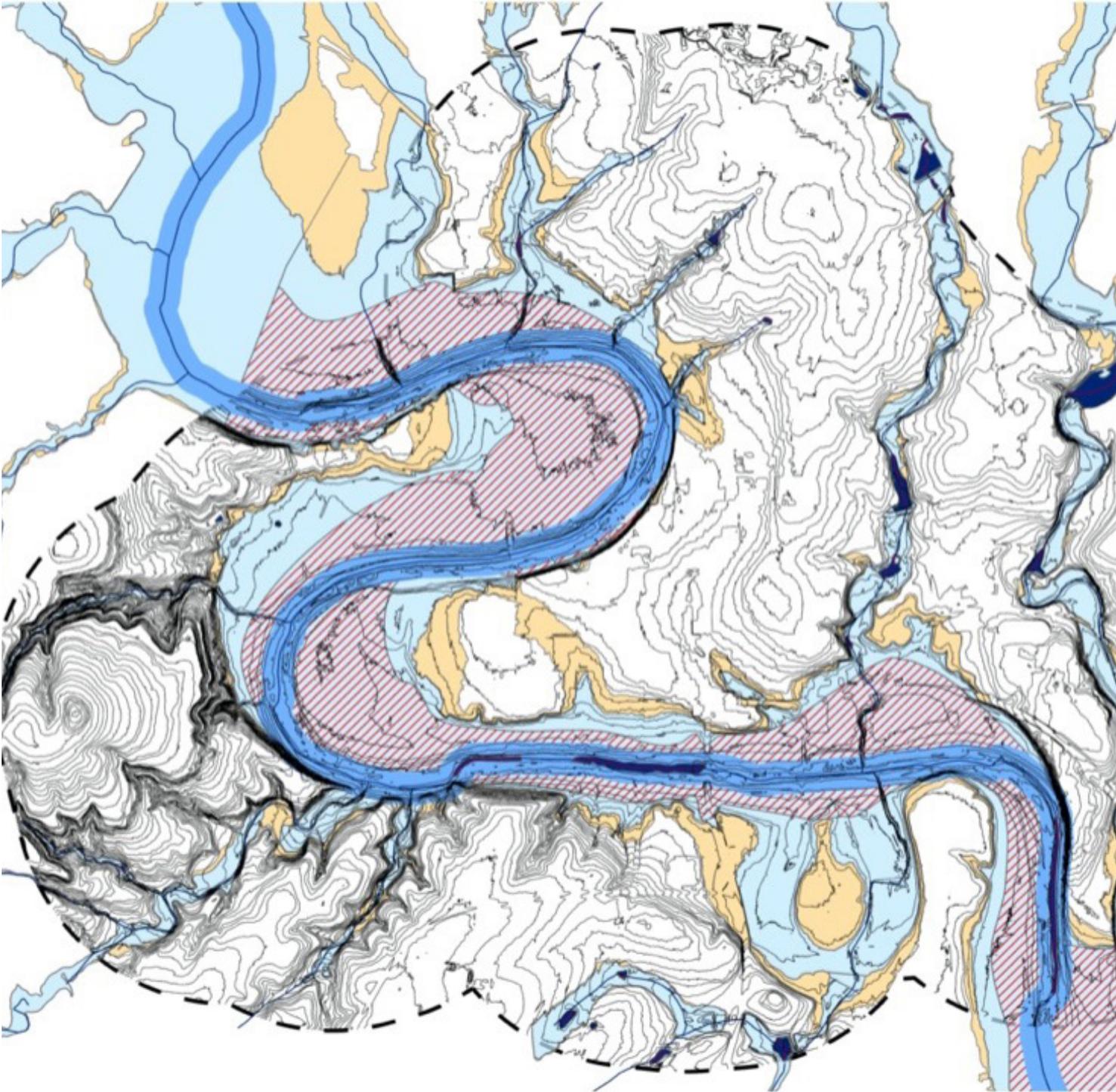
As development occurs, it is important to monitor, on an on-going basis, the outcomes as they relate to stormwater, utilities demand with particular emphasis on the impacts on the water system, the fiscal health of the overall project for the City, and to assess whether the expected impact to adjacent lands was actually achieved.





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Chapter 2: Greenprint & Blueprint

Hydrology.



WATERSHED / RIVER BASIN.

Bandera, TX is a part of the Medina River sub-basin, a small subsection of the San Antonio River Basin. It is in the Upper Medina River Watershed, and the Indian Creek-Medina River sub-watershed.

The watersheds are monitored and maintained by the Bandera County River Authority and Groundwater District. It is important for models to be maintained and updated as change occurs.

MEDINA RIVER.

The Medina River is the jewel of Bandera. People from all over the state and country come to congregate around the river and the lands that surround it. Protecting the Medina River is essential to supporting the local economy and maintaining a high quality of life for the community.

Because the Medina River is so important, a specific Character District, called the River District, was created and establishes key projects that will help the Medina River forever remain in a condition that can be useful to its users.

LOWER TRINITY AQUIFER.

Bandera relies on groundwater from the Lower Trinity Aquifer to supply municipal and domestic needs. Due to the aquifer's unknown/ limited capacity and low recharge rate, there are considerable concerns regarding water availability throughout the region. Water availability studies occur at the start of each development process. As the population increases upstream and downstream, the lower Trinity is threatened.

According to the Texas water development board, fourteen (14) counties utilize the lower Trinity aquifer for domestic drinking water. Many of the counties are listed as the fastest growing cities and counties in the entire United States. Bandera's geographic location within the aquifer's recharge is downstream from many of the fast-growing counties such as Travis County, Hays County, and Comal County.

2-6

Chapter 2: Greenprint & Blueprint

Hydrology.

DRAINAGE.

With shallow bedrock, steep slopes, and numerous watersheds, drainage and watershed management are critical for the long-term stabilization of the community. Bandera's drainage standards must deal with the particular complexities associated with Bandera's geography.

At this time, the majority of the stormwater is conveyed down streets, drainage channels, and tributaries as the water approaches the Medina River. Small area flooding needs to be monitored to ensure conveyance of water is appropriately accommodated. As impervious surface is added in Bandera, small area flooding may become more prevalent. Flash flooding has been well documented in the area. Therefore, it is important that decision makers routinely evaluate and update stormwater management policies to prevent negative outcomes from deferred maintenance, stormwater policies becoming outdated, or other flood related issues.

City officials have a sense of urgency to address existing drainage challenges. The City's Engineer has identified several projects, and the City is working to obtain funding for their construction.

CHART 2.1:

FLOODPLAIN ALLOCATION

BY LAND AREA IN CITY LIMITS

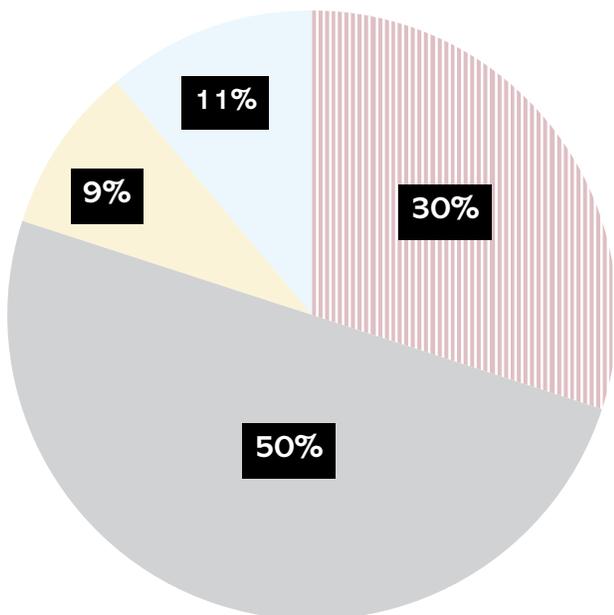
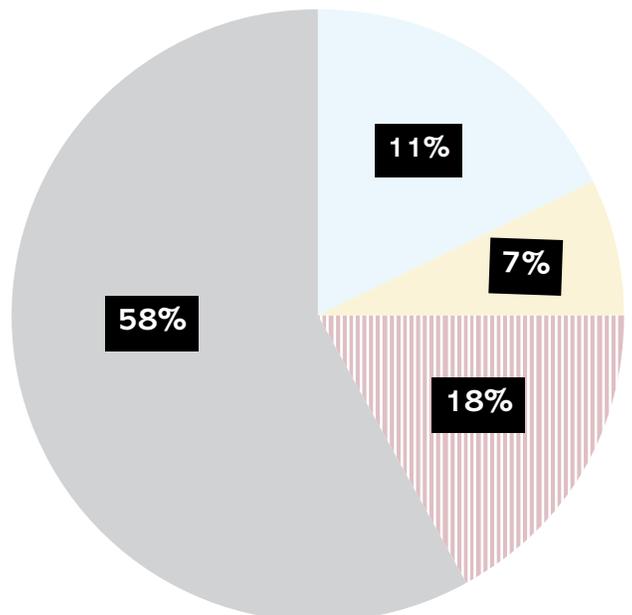


CHART 2.2:

FLOODPLAIN ALLOCATION BY

LAND AREA IN THE ETJ





Bastrop River Walk along the Colorado River. Bastrop, TX. Source: bastroptexas.net. 2021

FLOOD RESTORATION PLAN.

There is a fantastic opportunity to utilize the existing land in and around the Medina River to mitigate flooding and bank stabilization. Identified in the River District is a two hundred (200) foot riparian buffer that would create a linear trail system, opportunity for flood mitigation, and stabilization of the Medina River banks. Utilizing the land, along with best management practices for stormwater management, will ensure the long-term success of Bandera by reducing or mitigating potential future drainage and erosion related issues.

A continued partnership with the Bandera County River Authority and Groundwater District ensures the community has the most up-to-date data and resources for water resource management and stormwater management. As it has been stated multiple times in this Plan, reduction of water consumption and proper preparation for stormwater management are critical to the livelihood of the community.

WATER CONSERVATION.

Water conservation must be a key theme of Bandera as it educates its children and future leaders. The community should preserve the water capacity for drinking and living. Reducing water demands can be accomplished through changing habits, landscaping, or other creative ways. Reducing water consumption should be looked at as an opportunity and being an important part of Bandera's culture is key. Celebrate it.



Source: Addison, TX



Purple pipe for recycled water.

WATER RECLAMATION (PURPLE PIPE).

As the community anticipates upgrading its wastewater treatment plant, the use of purple pipe for water reclamation should be considered. Purple pipe is a secondary non-potable water source utilized for landscaping, irrigation, agricultural purposes, or other uses appropriate for non-potable water. Utilizing clean affluent, rather than Lower Trinity Aquifer water, will ensure the preservation of the community's primary drinking water source. As the community plans for future development or redevelopment, the installation of purple pipe could be included in planning initiatives for a future ready project. Once the wastewater treatment plant is online, the utilization of the purple pipe could begin.

Hydrology.

RAINWATER HARVESTING.

A community wide effort to add rainwater harvesting cisterns throughout the community would help water conservation on multiple levels. First, utilizing existing rainwater to water plants, lawns or for other non-potable uses would reduce the consumption from the Lower Trinity Aquifer. Second, allowing for sites to capture rainfall could reduce some of the small area flooding taking place due to flash flooding. While the amount of catchment may not be substantial enough to fully resolve the issue, it may alleviate entry of water into some structures.

Adding rainwater systems throughout the community could also be a fun community event to bring members together around a common effort. Water in Bandera must be highlighted and celebrated to underscore its importance to the success of the community. Integrating educational

and engagement opportunities, in such places as the school system, City coordinated events, volunteer events, and other weekly occurrences throughout Bandera, will ensure that the locals take notice of the importance and join the effort.

Scientists are anticipating rainfall events will become heavier when they occur, thus more problematic for the community. Droughts are also expected to occur more frequently causing a push and pull between flash flooding and droughts. Weather patterns need to be monitored by the community as a changing climate can have significant detrimental impacts on Bandera.



WATER QUALITY & LOW IMPACT DEVELOPMENT STANDARDS.

Bandera would benefit greatly from utilizing low impact Development Standards for its Stormwater management best management practices (BMP's). Low impact Development Standards utilize existing natural systems, alternative pavement materials, design, and locally appropriate solutions as opposed to conventional stormwater management practices.

Bandera's topography makes it challenging to add impervious cover without first analyzing the impacts to the stormwater systems. The topography also makes it difficult for stormwater management to be accomplished in a conventional manner. As Bandera plans for its future, its stormwater management, water resource management, and water quality should be integrated into policies and procedures to protect the Medina River.

Conventional Stormwater management creates large holding ponds, generally lined with fencing to protect the public and located on corners for everyone to see. Conventional stormwater management methods cause problems with litter, nuisances, eyesores, and are overly costly and expensive to maintain. Conventional stormwater practices have become standardized through cities ordinances and technical manuals ensuring that communities only utilize this style of management for stormwater.

Due to Bandera's topography, shallow bedrock, existing built environment, community goals, and other issues related to water management, it is believed that low impact Development Standards, calibrated specifically for Bandera's purposes, would be a great long-term investment and strategy for the community.

The level of protection needs to be determined by the community and can range from water quality standards to riparian or conservation zones around the river's banks. These floodplains are important and should be monitored closely as development or natural changes occur.



Topography & Habitat.

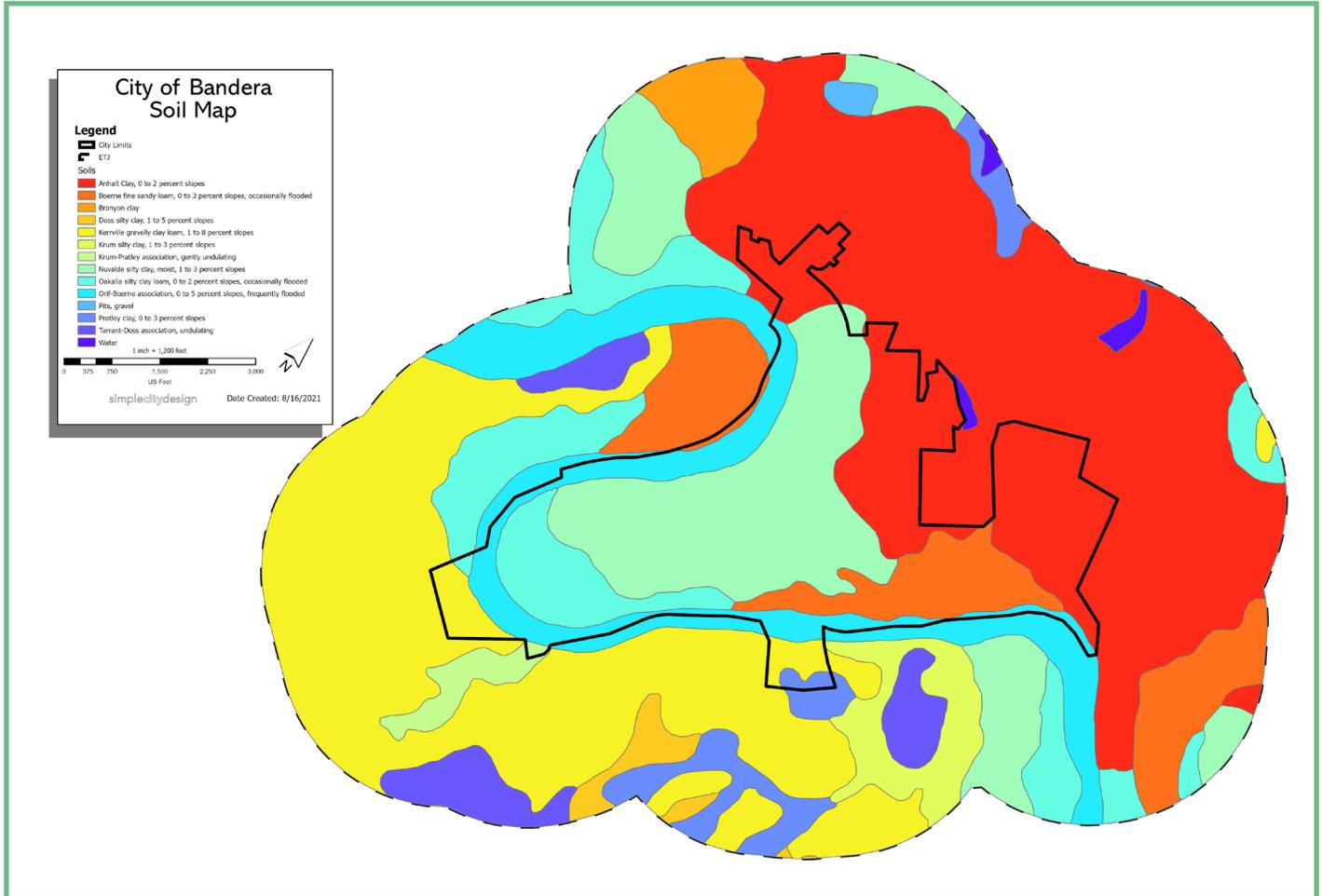
TEXAS HILL COUNTRY.

By analyzing the topography of Bandera, buildable and unbuildable lands are quickly revealed. The landscape has much relief throughout the City limits and its extraterritorial jurisdiction. Each component of the plan took into consideration the topography of the area and highlights the need to support the natural systems.

People flock to the Hill Country to experience the rolling hills, the rural feel, and immerse themselves in the lovely setting it provides. Bandera lies isolated, deep in the Hill Country where dark skies fill its borders and rural living is the way of life. These elements are important to the community and Bandera intends to forever protect these invaluable features by celebrating and honoring them through their community events, this Plan, and the policies that govern the City.



Hill Country State Natural Area. Bandera, TX 2019.



SOIL CONDITIONS.

Located in the southeastern part of the Edwards Plateau, Bandera is covered by steep terrain with thin and rocky soils outside the floodplains, and deeper clay soils in the floodway near the Medina River. The main soil types found in Bandera City Limits, starting at the Medina River in the south and moving north, are: Orit Boerne association, Oakalla silty clay loam, Nuvalde silty clay, Boerne fine sandy loam, and Anhalt clay. These soils are composed of mainly clay originating from the limestone that forms the natural landscape, the Balcones Escarpment. “Abundant moisture from the Gulf of Mexico and terrain-related effects of the Balcones Escarpment make the area one of the most flood-prone regions of the United States (Caran and Baker, 1986; Slade and Patton, 2003; Nielsen and others, 2015)”. As development occurs, site specific soil analysis should be conducted to mitigate small-area flooding and to ensure the soil conditions are suitable for new development.

Topography & Habitat.

FLORA & FAUNA.

The community of Bandera is fortunate to have a large variety of vegetation and wildlife found just within their City limits. Huge bald cypress and sycamore trees follow the banks of the Medina River, providing habitat for an abundance of birds migrating through the North American Central Flyway. Moving further inland, oak and mesquite trees provide shade for the white-tail deer, while the Ashe Juniper provide shelter to the endangered Golden Cheek Warbler. The rich biodiversity in the City emphasizes the importance of protecting the natural setting, as it truly is a draw for all; not only for the people, but the flora and fauna as well.



Golden Cheek Warbler.

Source: columbusaudubon.org



Spotted fawn and chicken.

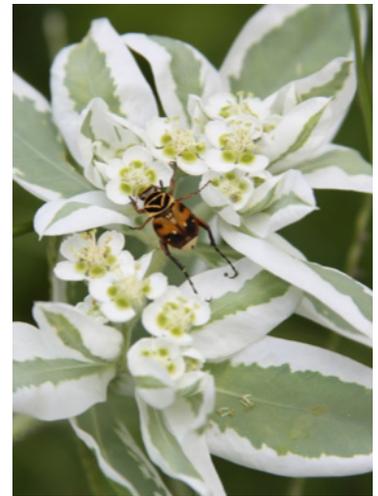


Thistle.

Unless cited, the above pictures are sourced from Lynda K. Humble's personal photography collection of wildlife in Bandera, Texas.



Egyptian Geese.



Snow on the Mountain.

Source: thedirtongardening.blogspot.com



CLIMATE.

The climate in Bandera, TX, according to the Koppen Climate Classification system, is Cfa, humid subtropical. The average temperature is around sixty-seven and one-half (67.5) degrees Fahrenheit with cool winters and hot summers. Due to the shallow, rocky soils, and steep slopes found in the Texas Hill Country, Bandera is extremely prone to flash floods. The City receives, on average, about thirty (30) inches of rainfall a year, but is susceptible to drought. Inconsistent weather patterns, steep graded slopes, and thin soils are all contributing factors to this area being considered “Flash Flood Alley”.*

DARK SKY – SOLAR ECLIPSE.

Many communities throughout the country have spent decades without being able to see through the self-created light pollution. Bandera plans on permanently protecting the natural setting and dark skies are an integral part of the Plan.

Looking up to see dark skies and bright stars is part of the Bandera heritage. Lighting the spaces on the ground cannot overwhelm the sky above, because once lost, it is hard to restore. Through the use of the International Dark Skies Association ordinances, Bandera is a dark sky community.

As Bandera plans to host the 2024 total solar eclipse party, it is imperative the community continue to protect its dark skies, educate the public on the importance and reason for the effort, and celebrate the beautiful natural setting of Bandera.

*https://www.twdb.texas.gov/publications/reports/contracted_reports/doc/1600012035_USGS.pdf -- Flood-Inundation Maps for a 23-Mile Reach of the Medina River at Bandera, Texas, 2018 By Namjeong Choi and Frank L. Engel

Hill Country State Natural Area. Bandera, TX 2019.

What makes up the Blueprint?

OVERVIEW.

The blueprint is the collection of human changes created on the landscape overtime. In order to understand the Blueprint, each component that makes up the Blueprint is extracted and mapped. The data is then entered into a geographic information system to be analyzed.

The Blueprint is the built environment on the Greenprint. Where the landscape accepts development easily is often developed first. Bandera is shaped by the people that laid out and settled the town, then by the next set of community leaders, and then the next. After all this time, the original town lot plat is still prevalent throughout the City.

The original town lot plat considered many conditions important to the modern-day Bandera creating very intentional elements, which were identified in the DNA Analysis, and included in this plan and Development Standards. These intentional elements include building placement, lot orientations, street network, parks and civic space placement, embracing and respecting the river, and all the detailed standards necessary to transition between a series of environments.

The residents, businesses, and City leaders, who have or are shaping Bandera have all committed to the core elements that make up Bandera. Different environments support different building patterns, such as the street grid and how the land is used, and lot patterns within the blocks and how they are organized. Collectively, it is these built systems that were established years ago that are the Blueprint. It is not only these components reviewed for their importance, but also the arrangement of how they fit together as a collective, which define a space or place.

The understanding of definition of spaces, intentionally created by the people of the past, provides the foundation forward for the people of the future. Understanding why the lots and buildings were arranged like they are removes the guessing game of what is important so that standards supporting these basics can be quantified and written.

This built pattern is all the community has ever known, and is a critical element forever embedded in Bandera's DNA. A DNA that is as deeply rooted as the cowboy culture and its western heritage. It is a combination of the characters, this grid, and their heritage that make Bandera, Bandera. Shifting away from this pattern would uproot Bandera's culture and forever change the timeless blueprint that has defined Bandera for over a century.

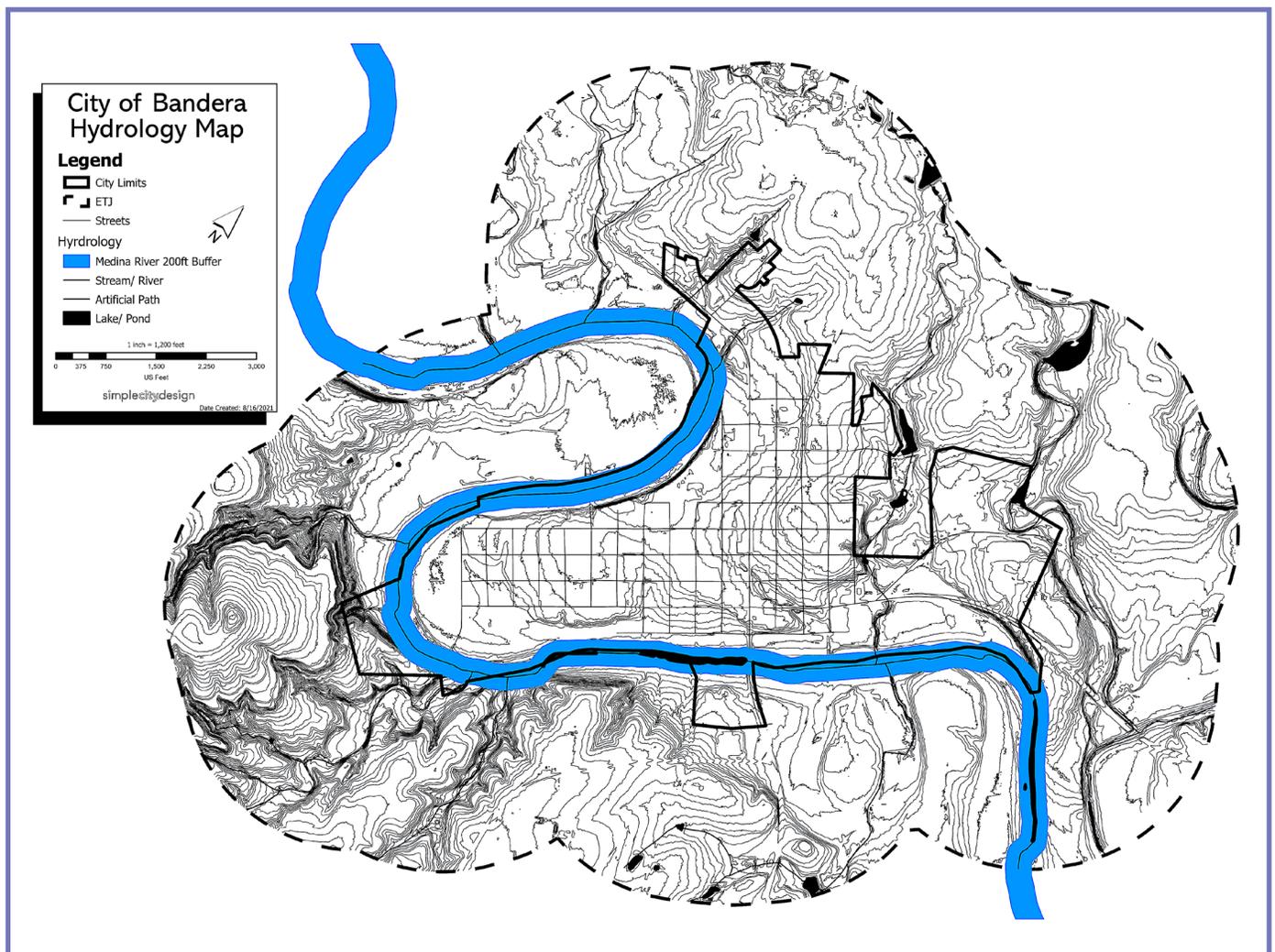


Essential Components.

THE GRID.

Bandera's streets are configured using the great American Grid. A timeless pattern of development that allows for the public rights-of-way (ROW) to facilitate movement of people walking, riding on horseback, biking, and driving. The grid is easy to navigate, creates orderly development, and provides endless options for configurations. The grid creates perfect developable blocks, where a wide arrangement of lots are possible. The network of streets is structured in a variety of manners from facilitating compact urban environments to relaxed rural residential living.

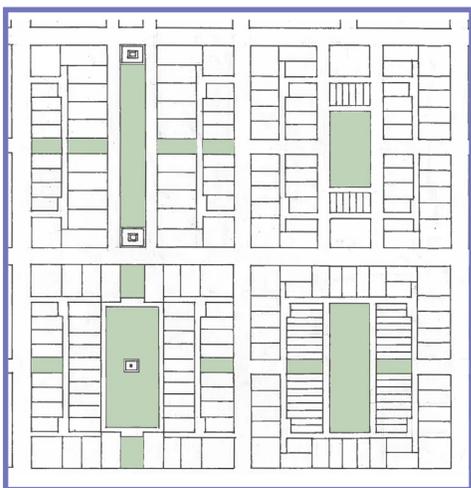
Having a grid network provides transportation flexibility for a community. For instance, the community expressed interest in establishing golf cart trails and bike trails, which can be integrated into the community using the gridded street network. It is possible to classify some of the roadways off Main Street as primary access points for alternative modes of transportation. Establishing alternative routes provides creative ways to retrofit the built environment to better align with the new established routes.



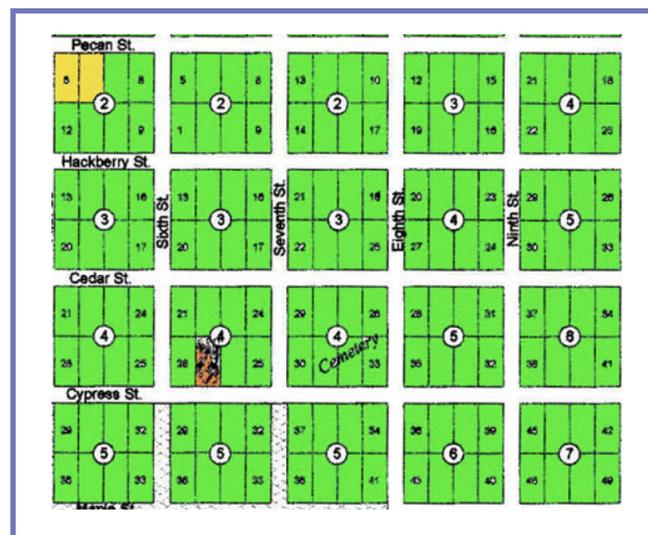
SHORT BLOCKS.

Bandera was platted into short 335' X 335' blocks with sixty (60) feet of ROW remaining between the blocks for streets. The short navigable blocks were internally configured using town lots as a foundation for the internal makeup of the block. This pattern of lots filled most of the blocks, then and now.

The blocks were divided into a series of lot types deemed appropriate to foster the growth of the City in an orderly and responsible manner. Lots located on Main Street were oriented north/south and the lot trends shift to east/west lots as they transition off Main Street. The placement of the blocks directly coordinates to the topography of the City. As Bandera grew, the blocks were built with surrounding streets and the lots developed as needed.



Using the same block and street pattern, the next generation can continue to facilitate a high quality of life without changing what makes Bandera work so well. In fact, short blocks, located within a gridded street network, are critical to ensuring long-term fiscal sustainability. Studies conducted across America have proven that this timeless pattern forever holds its value.



LOT & PARCEL LINES.

The dimensions of lots vary by Character District, Place Type, and street by street. The original Bandera town lot plat included standard lot patterns still seen in many blocks today. The information in this plan, and its Development Standards, utilized these details necessary to bring the original Town Plat to its next stage of life.

The majority of lot sizes in the residential districts are eight thousand (8,000) square feet. The smallest residential lot size is four thousand (4,000) square feet. These lots are consistent with the Town Lots created when Bandera was originally platted in the 1800's.

Along Main Street, lots are as small as eleven (11) feet wide and were configured to best suit the needs of the community at that time. Some cities use uniform lot patterns with larger lots on the corner with smaller interior lots. This pattern is not found in Bandera, which has a less formal, more organic pattern along Main Street.

2-12

Chapter 2: Greenprint & Blueprint

Character Districts & Zoning.





CHARACTER DISTRICTS.

The Character Districts are the largest geographic boundaries in the Plan. These districts function as boundaries that have all types of environments present, with each district having distinctive features that make them special. These districts help inform the Development Standards, Development Patterns, infrastructure standards, including determining current and future budget demands, business growth, and environmental changes, etc.

NATURAL TIMELESS DEVELOPMENT.

Bandera built buildings and infrastructure that matched in intensities. Downtown was built where the buildings were connected and fronted the street, sidewalks were wide, and parking was plentiful. The buildings and infrastructure are formal in nature. The residential places were built with less formality. Residential buildings are standalone and move around on the lots. The infrastructure is more naturalistic and less structured. As intensity in these areas transition, so does the infrastructure that supports them.

ACHIEVING FISCAL SUSTAINABILITY.

Having alignment between infrastructure and Place Types, which are explained in Chapter 3, ensures that fiscal sustainability can be achieved. It also ensures that a fiscally viable product can be delivered by the development community, so infrastructure cost is not overwhelming the cost of the development. Analysis of these patterns have been extracted and formulate the Place Types, provided in the Development Standards, and will govern the community going forward.

Using Place Types rather than zoning allows for the community and the development community to utilize the tools existing in Bandera today to build the Bandera of the future. Zoning separates and buffers places from other places and that is not how Bandera functions.

Residential in Bandera.

RELATIONSHIP BETWEEN THE BUILDING AND THE STREET GRID.

Housing stock differs within City blocks supplying different living choices and price points within the same neighborhood. This diversity of housing stock allows for citizens to find appropriate housing at each stage of their life without disrupting their social settings. Larger lots allow for a more rural feel throughout the community.

Bandera's original walkable commercial district, located on the south end of town, remains the example that residents want future commercial buildings on Main Street to emulate. Originally, horses were tied up at the front of the buildings and pedestrians walked along the street edge in front of the buildings. The connection of the building to the sidewalk creates human scale and defines

the public realm at a block level. These buildings communicate to the passerby, whether on horseback, on foot, or in a car. Standards are human scale and create smaller footprints. Glass is at the ground level creating interest for the pedestrian as they walk by. Awnings create shade and cover making it comfortable for the pedestrian to walk along the sidewalk regardless of the weather conditions.

As the community transitioned from horses to cars as their preferred mode of transportation, the human scale of buildings was not oriented to pedestrians but rather automobiles. Buildings were no longer built to create a seamless interface between the public and private realms, but rather located back on the lots to accommodate street parking or parking lots.



Pedestrian realm on Main Street. Bandera, TX 2021.

THE RESIDENTIAL LIVING ENVIRONMENT.

The community is clear on the intent of remaining rural in nature and maintaining its housing diversity. House design matters greatly in Bandera. Bandera does not have the conventional suburban house types called snout houses. Snout houses are homes where the garage is the dominate feature protruding in front of the primary structure facing the street. Even two (2) or three (3) of these houses built in a row, causes a garage-scape, where all that can be seen are a series of garages. Builders cannot citify Bandera with this pattern of development, as it would fundamentally change Bandera.

Bandera's homes vary in character lot by lot and block by block. The eclectic mix of homes provides options for a mix of individual needs to be met. Maintaining options and diversity in housing stock leads to fiscal sustainability, a mixture of people with a mixture of income levels, and maintains Bandera as Bandera.

Bandera is a mixture of house types. Bandera is not a tract housing community.



Garages dominating the public frontage of a neighborhood.

Source: Dave Franzman, KCRG-TV9

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Chapter 3: Course Correction

Introduction.

During public engagement, there was consensus about protecting the natural setting and keeping Bandera, Bandera. However, conversations around growth seem to fluctuate from no growth to limited growth. Numerous stories were shared where the City has managed to limit or stymie growth through the administration of City development related codes resulting in losing litigation or businesses choosing to relocate elsewhere. In addition, there have been several buildings recently constructed that do not reflect the values of Bandera, are changing its authenticity, and have created a level of concern throughout the community.

Recognizing that the development related codes are problematic for these reasons, the City hired Simplecity.Design to write this Comprehensive Plan and integrate Development Standards. There is significant support from the community to adopt these updated development related codes to ensure future developments reflect community values and make it easier to do business in Bandera.



Chain store on Main Street. Bandera, TX 2021.



Small house on a small lot. Bandera, TX 2021.

On the surface, this plan seems reasonable, but it is necessary to reflect on potential unintended consequences. When codes are easy to use with reduced regulations, development will become much easier, and change will occur. Significant change could occur. Significant growth could occur.

Change and growth are likely to occur with the continued purchase of property by external investment regardless of what development related codes are or are not adopted. Pro-property rights and private investment represent the cornerstones to a strong Texas economy and should not be over regulated. Locals expressed a strong need for the ability to compete with outside investment by having more flexibility on their property. The Simplecity Team was very mindful of these outcomes and weighed every development standard decision accordingly.

Therefore, these codes simply offer a course correction. For things to stay the same, they must change. These codes offer Bandera the ability to stabilize its economy by addressing gentrification and the need for workforce housing; maintain its authenticity by aligning the Development Standards around its natural settings and existing building patterns; and have limited growth by encouraging bite-size, low-tech community projects that leverage existing community resources without making radical changes to do Bandera better, while providing locals flexibility to better utilize their property.

The City has limited resources, both fiscal and material. Significant water, wastewater, and drainage improvements are being addressed, which will likely max out future debt capacity. With a staff of twenty-two (22) employees, the City's daily focus is on routine service delivery with no additional capacity to add programs or services. In the spirit of neighbor helping neighbor, implementation of this course correction will require significant community-driven support, buy-in, and leadership.

Bandera is at a crossroads or tipping point, figuratively speaking. In the words of Albert Einstein, "you can't keep doing the same thing expecting different results."

After all, it's just **YOUR** future.



Bandera citizens at the Community Roundup. Bandera, TX 2021.

3-2

Chapter 3: Course Correction

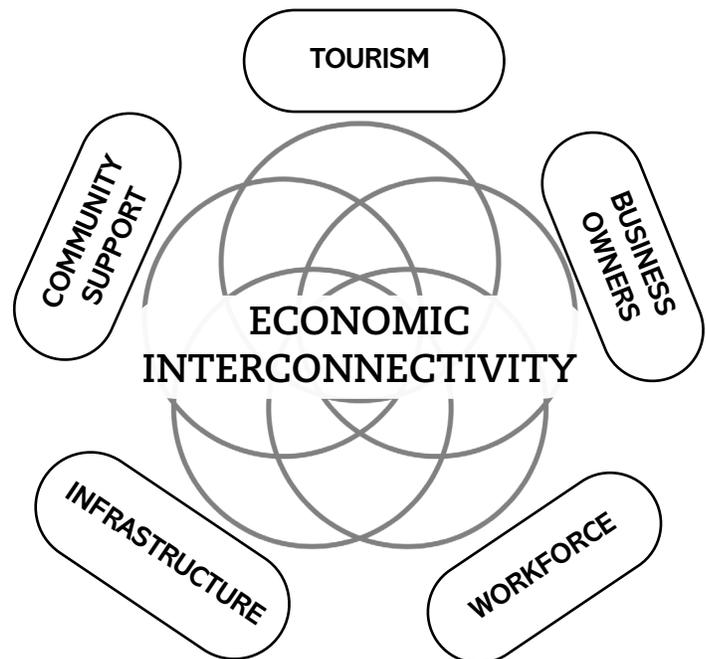
Conundrum.

The definition of conundrum is having an intricate and difficult problem. Conundrum is a good word to describe Bandera's economic interconnectivity. There is a level of economic interconnectivity into Bandera's economy that seem to work independently of each other instead of interdependently with each other.

The Bandera economy is not a competition. It requires synergy, which is the ability to work together to create greater results than could be achieved working separately. It is kind of like neighbor helping neighbor, an important value to Bandera. Synergy is required to have limited growth through bite-size, low-tech community projects that leverage existing community resources to do Bandera better without making radical changes. Synergy could easily exist, all the elements of success are there, and address the triple threats facing Bandera, but the conundrum is why people are not working together to achieve it? Especially, when this conundrum seems easy to fix!

ECONOMIC INTERCONNECTIVITY.

As previously stated, the Bandera economy is not a competition. It requires synergy, which is the ability to work together to create greater results than could be achieved working separately. It is kind of like neighbor helping neighbor, an important value to Bandera. Each component of the economy is critical to the success of the other components, thus the level of economic interdependence. This needed level of interdependence is easily understood, as noted on the following page.

CHART 3.1:**ECONOMIC INTERCONNECTIVITY**

TOURISM.

The single most important aspect of Bandera's economy and accounts for roughly sixty-nine percent (69%) of the City's General Fund revenues. Many of the businesses benefit from local tourists shopping, eating, drinking, or sleeping in Bandera.

BUSINESS OWNERS.

They support the local economy through the payment of property taxes and sales taxes, job creation, and wages paid to their workforce. Business payroll creates a wealth stream that gets reinvested into the community as the workforce spends money in the local economy.

WORKFORCE.

Provides the labor necessary for the business community to service their customers, which include hiring locals and others living in the region.

INFRASTRUCTURE.

Must exist and be sufficient to support the business and workforce community. Infrastructure includes housing, water, sewer, and utilities, just to name a few.

COMMUNITY SUPPORT.

Necessary from locals, along with tourists, the community must support local businesses for them to survive and thrive.



S.W.O.T Analysis

As a part of community engagement, the following SWOT (Strengths, Weaknesses, Opportunities, Threats) Analysis was reviewed by participants to validate the more significant strengths, weaknesses, opportunities, and threats facing Bandera. This analysis was intended to capture Bandera's strengths and weaknesses, while understanding opportunities and threats impacting its future.

STRENGTHS

NATURAL SETTINGS.

The original settlers established Bandera in the peninsula of the Medina River. The natural beauty of the river and Bandera's location in the Texas Hill Country are tourist attractions for people all over the world.

EXCELLENT COMMUNITY BRANDING.

Bandera has been branded as the Cowboy Capital of the World. If a tourist googled Cowboy experience, Bandera is sure to pop up at the top of the list as an option.

AUTHENTIC LOCAL FLAVOR.

Bandera provides opportunities to have real cowboy experiences at several area dude ranches. There are various rodeos hosted in the area throughout the year. There are year-round opportunities to experience live music and various festivals due to the favorable climate.

TALENTED LOCALS.

Citizens of Bandera love their community. They are creative and caring people, who work hard to preserve the local flavor of Bandera, put on local events, and figure out a way to carry on their long-standing traditions.

OPPORTUNITIES

REVITALIZATION OF OLD JAIL & WALKING TRAIL.

The area around the Old Jail is primed for revitalization. The County has hired an architectural firm to begin steps to preserve the old jail with plans to restore this facility. The City owns rights-of-way that could be transitioned into walking trails and create a small park. Private property owners have expressed a willingness to partner in the redevelopment of this area.

CONSOLIDATION OF COUNTY FACILITIES.

The County has purchased property around the Courthouse Square. The redevelopment of this property could serve as a catalyst project for the Heritage District by including pedestrian friendly amenities.

MANSFIELD PARK.

A recent economic impact study indicates that Mansfield Park represented \$3.2 million impact in 2018 to the County. Events draw both locals and tourists, who come from across the USA and all six (6) continents. The 2018 motorcycle rallies generated approximately \$3 million of the \$3.2 million in economic impact.

WAYFINDING SIGNAGE.

Bandera could benefit from installing wayfinding signage to enhance visitors' experience. Wayfinding signage makes it easy to highlight community landmarks, shopping & recreation opportunities, and additional parking.

WEAKNESSES

LOWER TRINITY AQUIFER IS NOT RECHARGING.

Bandera relies on groundwater from the Lower Trinity Aquifer to supply municipal and domestic needs. Due to the aquifer's limited capacity and low recharge, there are considerable concerns regarding water availability throughout the region.

LACK OF PARTNERSHIPS / COMMUNITY UNITY.

The City is small with limited resources. It is critical that regional partnerships be established to maximize opportunities, such as building expansions / renovations and special events, with other tax supported entities like the County and School District.

TXDOT CONTROLS SH16 (MAIN ST) & SH173.

TxDOT controls SH 16 and SH 173, both significant corridors through Bandera. TxDOT standards must be followed for all public/private interfaces, which promote auto-centric development. Bandera is seeking to add amenities to make these corridors more pedestrian friendly.

INABILITY TO ANNEX ETJ.

In 2019, the Texas Legislature passed H.B. 347 requiring an election to annex land in cities' extraterritorial jurisdiction (ETJ). County residents rarely seek to be annexed. Bandera's City boundaries are set, and existing resources must pay for programs and services.

THREATS

THE CITY OF BANDERA AND ITS CODES.

The City has developed a reputation of being hard to work with and disrespecting business investment through strident interpretation of codes. Disputes require litigation to resolve, and the City typically loses lawsuits. Businesses relocate to the county resulting in loss of commercial property tax base, and in some cases, the collection of sales taxes.

GENTRIFICATION.

Median property values in Bandera are four (4) times the median household income. The 2019 American Community Survey said that Bandera's household income was \$35,625 and median property value was \$142,000. There is a lack of available or affordable housing.

WASTEWATER TREATMENT PLANT.

The City's wastewater treatment plant is in the floodway. The Texas Commission on Environmental Quality has strongly encouraged the City to find a new location for its facility. The City has a sense of urgency in resolving this problem, has hired an engineering firm to find alternative sites, and is working with Texas Water Development Board to seek financing alternatives.

NO RETAIL AFTER 6 PM WITH INCONSISTENT HOURS.

Visitors come to Bandera to experience the natural setting and attend events. Productive downtowns provide an eighteen (18) hour experience, serving the locals during the days and providing shopping or eating experiences for the tourist in the evenings. Retail closes after 6:00 p.m. with some closed during posted open hours.

3-4

Chapter 3: Course Correction

Bandera: A Draw for All.

Bandera's natural setting contains all the right ingredients that creates a draw for all. Whether it is long-distance trail runners, anglers, motorcyclists, or Europeans looking to experience authentic cowboy culture, Bandera has it. Bandera has a contagious draw that keeps people falling in love with all that is Bandera. The magnetic draw for all that Bandera evokes may be distinctive features for different people, and that is what make it so timeless and adaptable.

As a result, Bandera has been a pass-through capturing tourism since the 1800's, whether as a stop for cowboys along a cattle drive or for motorists along SH 16. During public engagement, there was a 50/50 spilt on understanding the importance of tourism and the components of tourism. Some locals appreciate the impact of tourists and others hate how they see tourism changing Bandera. As noted in the 2019 Economic Impact Assessment of Mansfield Park, the two (2) annual motorcycle rallies have the largest impact to the County, with a combined impact of \$3 million for 2018. For tourists looking for authentic cowboy experiences, the rodeos held year-round at Mansfield Park draw locals and tourists from across the Country and six (6) continents.

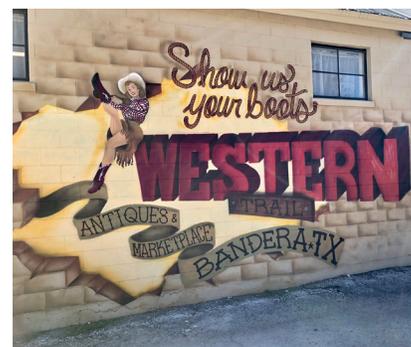


Cabins facing the River for visitors in Bandera. Bandera, TX 2021.

These tourists come into Bandera to eat, shop, drink, and sleep, all resulting in sales tax dollars invested into the local economy. Bandera, a community of nine hundred ten (910), is fortunate to have a strong tourism business since sixty-nine percent (69%) of the General Fund can be attributed to tourist related revenue including sales tax, commercial property tax, and park revenue. As discussed in Chapter 1, Setting the Scene, the average Bandera household pays \$1.66 per day in property taxes for City services, which is based on the average taxable home value. If the tourism related revenue were eliminated and replaced by residential property taxes, the average Bandera household would pay \$4.20 per day in residential property taxes for City services, which is based on the average taxable home value, just to stay at the same level of service. Tourism potentially subsidizes the local resident's taxes by \$2.54 per day or \$927 annually per household.

BUSINESS OWNERS.

During the public engagement process, many business owners participated in the process. They shared past stories of how the City has earned a reputation for consistently being difficult to do business. Multiple stories were shared where business owners had to sue the City to enforce regulations, which resulted in the City losing but cost owners significant investment to prevail, or businesses moved elsewhere to end the aggravation. They expressed frustration because they do not have a say in how the City is managed because they cannot vote. Nor do business owners believe the locals understand or appreciate the level of subsidy they provide through payment of property taxes and sales taxes and the impact their payroll has on the local economy. If they did, business owners are convinced they would vote differently. Local businesses sustain the local economy, and Bandera should be easier to conduct business for those making investments.



Mural on the side of a local business. Bandera, TX 2021.

WORKFORCE.

Bandera struggles to increase its economic development opportunities due to a lack of workforce. Several factors impact the ability to recruit and retain labor. First, most workers cannot afford to live in Bandera due to gentrification. The 2019 median household income in Bandera is \$35,625. The 2019 median property value is \$142,000, which is almost four (4) times the median salary. Mortgage companies typically use a standard of three (3) times a person's annual salary to determine loan qualification. Next, students graduate and leave Bandera for new opportunities. Student public engagement indicated that most students were leaving because there was not a reason to stay, if you do not have a family business. As a result, the median age in Bandera is twenty-one and one-half (21.5) years older or sixty-one and two-tenths percent (61.2%) higher than the median age in Texas of thirty-five and one-tenth (35.1) years. The only segment of population growing is sixty-five (65) & older, which increased five percent (5%). Lastly, there is a shortage of available, affordable housing. Public engagement highlighted a strong need for workforce housing that was both affordable and fit the authenticity of Bandera.



Bandera High School: home of the future workforce. Bandera, TX 2021.

Bandera: A Draw for All.

INFRASTRUCTURE.

The City's wastewater treatment plant is located in the floodway of the Medina River. The Texas Commission on Environmental Quality (TCEQ) has instructed the City to relocate this plant outside of the floodway. Doing so will cost the community in excess of \$15 million, which will require grants, loans, and has the potential to max out its debt capacity. In addition, there are water and drainage challenges, with identified solutions, that also require grants and low interest loans to fix.

H.B. 347, approved by the Texas Legislature in 2019, now requires an election to annex land in a City's extraterritorial jurisdiction (ETJ). County residents rarely seek to be annexed. Even if county residents consider annexation to receive water and sewer, the ability to expand the current plants is dependent upon relocation and expansion of infrastructure. Therefore, the City's boundaries are established and Bandera's ability to achieve fiscal sustainability must be assumed it will come from within its boundaries.



Bandera's Wastewater Treatment Plant. Bandera, TX 2021.

COMMUNITY SUPPORT & CULTURE.

Everyone who lives in Bandera seems to love Bandera. But, Bandera is a 50/50 community. There is a lack of community unity even though this community prides itself on neighbor helping neighbor. Locals view business as competition rather than retail synergy.

By creating more economic opportunities through retail synergy, it would give students a reason to stay in Bandera and people a reason to spend more money in Bandera. What would a business' bottom line look like if it sold one hundred (100) more ice cream cones a month or one hundred (100) pairs of cowboy boots a month? The goal with tourism is to maximize the number of days someone can successfully stay in a community and spend money. By working together, creating themed weekends, and promoting each other, the number of days a tourist could stay in Bandera would increase, improve their experience, and create an interest in returning and promoting their stay to others.

Relationships are key to business success and that success also includes government. In the past, there has been adversarial relations between the City and County, which has led to an unhealthy, unproductive relationship, impacting the amount of governmental cooperation between entities. Because the county seat is Bandera, the community would benefit from cooperation between entities so all tax dollars paid by locals could be leveraged to achieve maximum benefit. For instance, the County is going to be investing tax dollars to renovate buildings along the Courthouse Square and the Old Jail. These projects could serve as economic development catalyst projects rather than just being viewed as additional office space for county programs and services.

LOCAL ECONOMIC GARDENING.

Bandera could experience quality growth through local economic gardening, which is growing local businesses from the locals. This local economic gardening could be achieved by leveraging existing resources by working together instead of working against each other. The 2018 Esri Retail Marketplace Profile for Bandera County showed a retail trade and food and drink leakage of \$339,537,270 county-wide or a leakage factor of forty-eight and six-tenths (48.6). Retail leakage is the amount consumers are spending outside their local market. There were four (4) categories, where the leakage factor was less than ten (10), suggesting that the retail market almost meets local demand. Those categories included Lawn & Garden Equipment & Supply Stores, Other General Merchandise Stores, and Drinking Places – Alcoholic Beverages. There is a surplus factor of negative six and six-tenths (-6.6) for Beer, Wine & Liquor Stores.

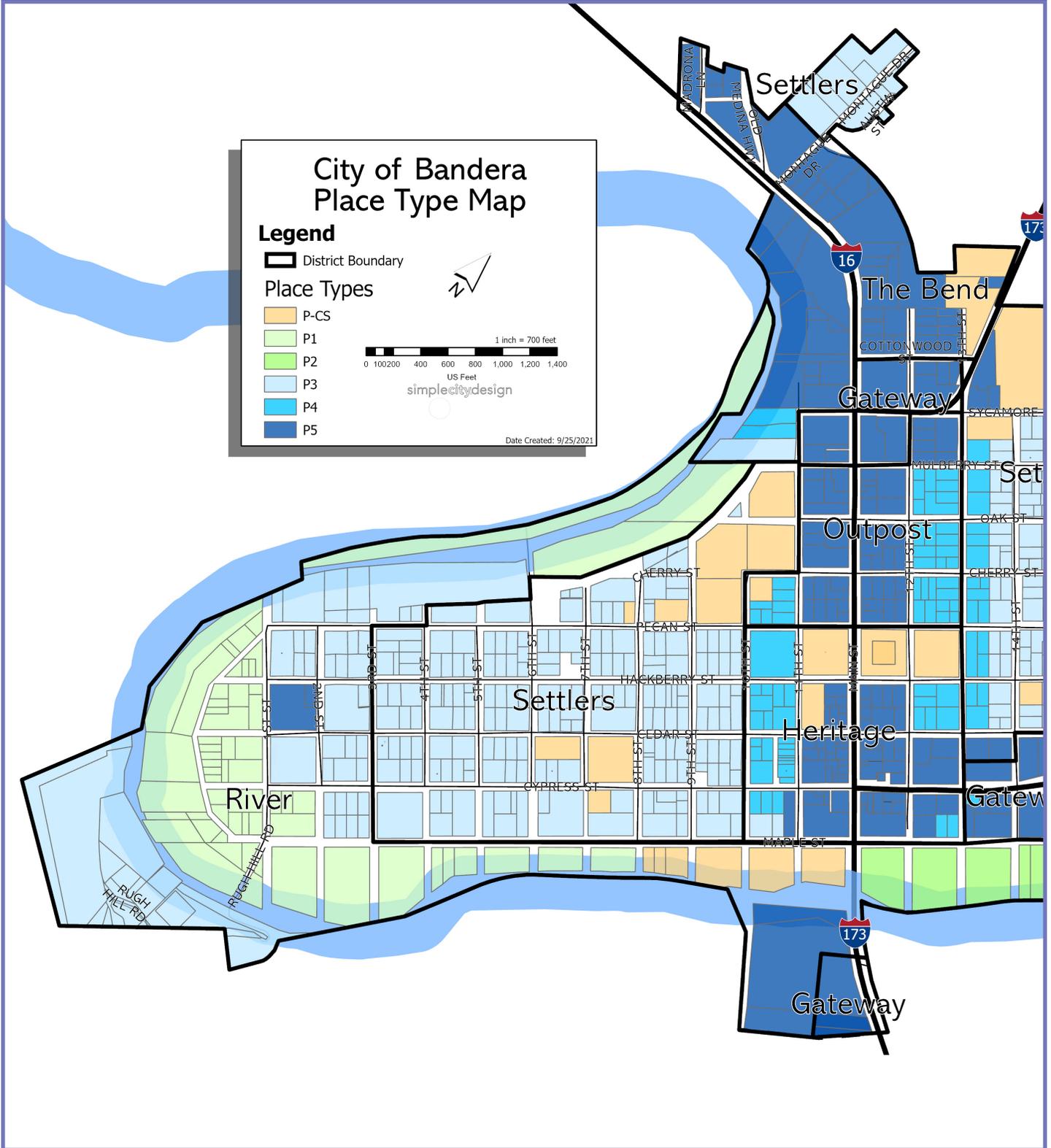
There is no place in the County to buy books, periodicals, or music, so this category represents a leakage factor of one hundred (100) or \$997,000 in annual sales. Miscellaneous store retailers, such as florists, office supplies, stationery and gift stores, have a leakage factor of sixty-two and eight-tenths (62.8) or \$6,198,784 in annual sales. Clothing & Clothing Accessories Stores have a leakage factor of sixty-two and two-tenths (62.2) or \$9,437,081 in annual sales. All of these opportunities address the needs of locals, while providing opportunities for additional retail therapy for tourists.

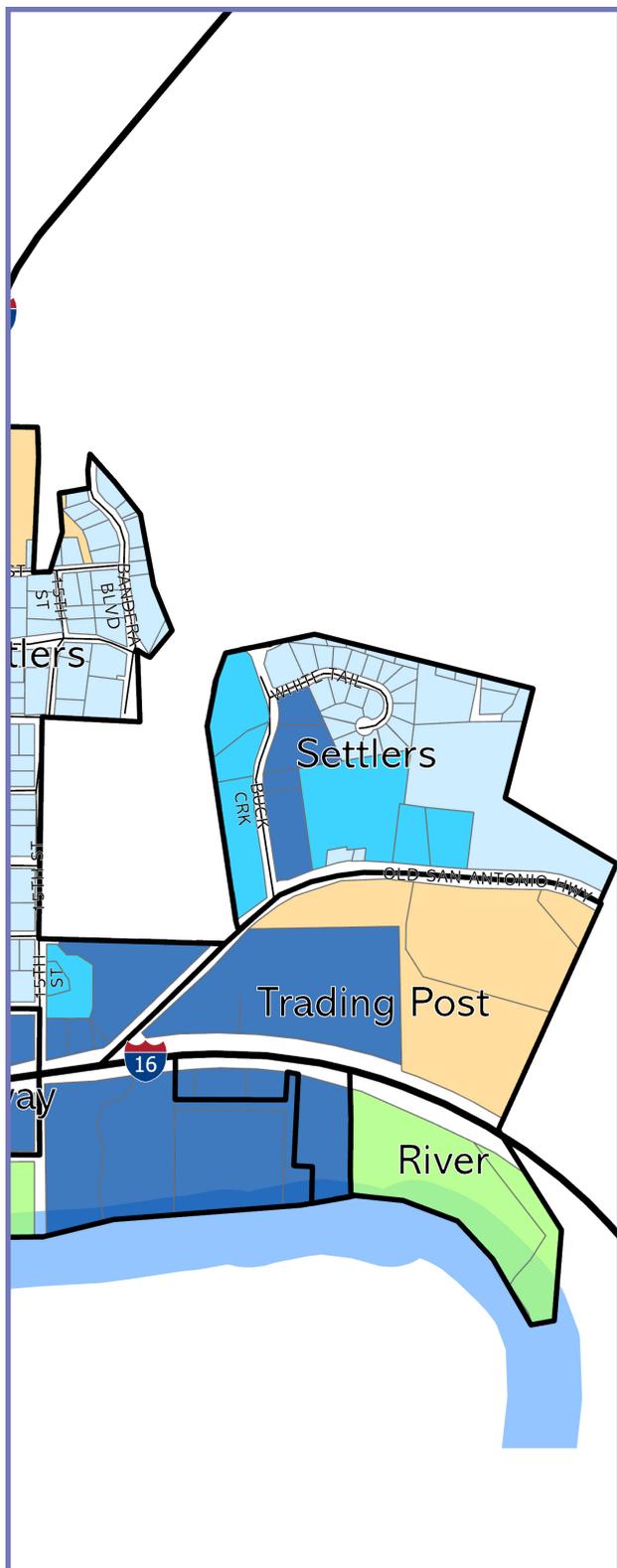


Local grocery store. Bandera, TX 2021.

4-1

Chapter 4: Development Standards Place Types.





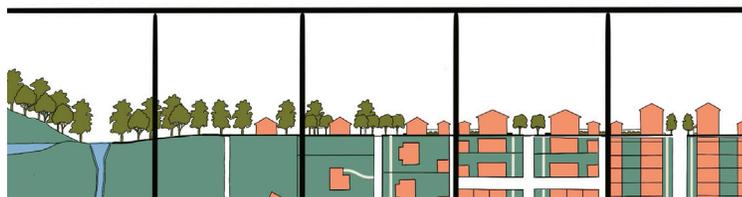
This chapter highlights elements of Bandera's Development Standards that are important to regulate to keep Bandera's unique culture alive and the built environment resilient. See the Zoning Ordinance, adopted as a separate regulatory document, for additional standards including lighting, landscape, and development processes.

PLACE TYPES AS ZONING.

In Bandera, Place Types replace conventional zoning by first identifying the overall character of a lot locally and within the City, as a whole. Second, it is used as a regulatory tool to implement specific Development Standards such as frontage types, lot configuration, and building types to ensure authentic places are built that preserve the culture and natural setting.

The Place Types follow identifiable transitions in land development called a Transect. The Transect is an organizing principle used in coding that establishes a hierarchy of places/ contexts from the most natural to the most urban using specific zoning standards. The area are primarily classified by development intensity and building types, the relationship between nature and the built environment, and the mix of uses.

Six (6) distinct Place Types presented themselves in Bandera. These areas were grouped together because they possess similar elements, such as land use, block sizes and configurations, street types, and building types. The Place Type map is shown below. The zoning standards reflect the Place Type and were inspired by the DNA of the Bandera community.



Bandera Place Type Transect. Bandera, TX 2021.

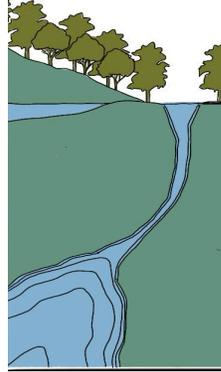
4-2

Chapter 4: Development Standards

Place Type Descriptions.

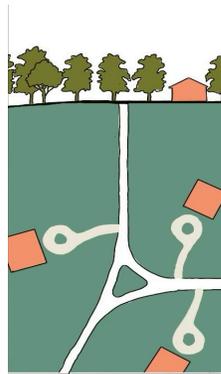
P1: NATURE

The Nature Place Type is land that has been left in a natural state or reverting to a wilderness condition, including lands unsuitable for settlement due to topography, hydrology or vegetation. P1 is intended to preserve areas that contain sensitive habitats, active or passive civic spaces, parks, and limited agriculture uses.



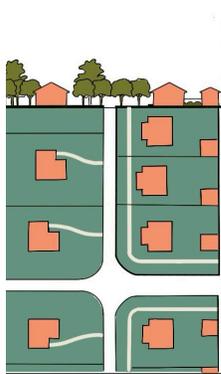
P2: RURAL

The Rural Place Type regulates mainly large lot sparsely settled land or land used for agricultural purposes and food production. This Place Type helps preserve Bandera's natural beauty and agricultural roots. Rural living and sparsely settled lands are to be located in a manner that does not cause a nuisance to more intensely inhabited areas.



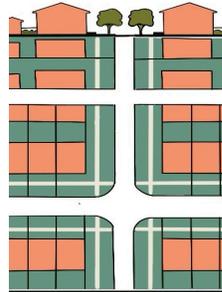
P3: NEIGHBORHOOD

The Neighborhood Place Type is a residential Place Type. It regulates generally low density detached housing types in varied styles. Neighborhood also supports civic spaces, such as schools and places of worship. Owner occupied residential lots may have one (1) bunkhouse behind the primary building. Neighborhood is adjacent to higher density Place Types that have some mixed use buildings. Landscaping is naturalistic and build-to-lines vary from relatively deep to shallow. In certain areas where the topography requires an alternative development pattern, the roads and blocks may be irregular to accommodate for natural conditions.



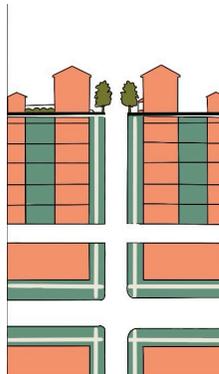
P4: NEIGHBORHOOD MIX

The Neighborhood Mix Place Type functions as a smooth transition from the commercial oriented P5 Core Place Type outward to the established residential P3 Neighborhood Place Type. P4 Neighborhood Mix regulates a variety of building types ranging from smaller more traditional commercial form buildings to intermixed house-form commercial and detached residential residences. This Place Type provides flexibility for this area to easily transition between low intensity commercial and residential building types allowing for the neighboring P5 Core Place Type to expand and contract overtime, increasing Bandera's economic resiliency.



P5: CORE

The Core Place Type regulates a higher density mixture of building types that accommodate commercial, restaurants and bars, retail, offices, hotels, and apartments. The P5 Core Place Type radiates out from Main Street splitting Bandera in half. Main Street has buildings set close to the sidewalk and high pedestrian and car traffic. P5 is integrated into the grid through a network of streets with the potential for wide sidewalks, consistent street tree planting, and a highly walkable environment throughout the Place Type. P5 promotes a continuous line of buildings critical to defining the public frontage.



4-3

Chapter 4: Development Standards

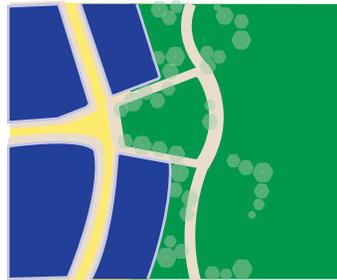
Place Type: Civic Space.

CS: CIVIC SPACE

Civic spaces in Bandera are an extension of the community. They are the “front porches” of our public institutions - post offices, courthouses, county office buildings - where we can interact with each other and with government. They are the structured green spaces that form Bandera’s parks, squares and playgrounds. Bandera recognizes the value of its civic spaces as places with authenticity that relate to and nurture the larger community and bring the public together. The most influential civic space in Bandera is City Park along the Medina River.

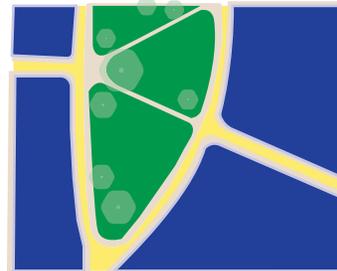
PARK

A natural preserve available for unstructured recreation. It is standalone from building frontages. Its landscape shall consist of paths and trails, meadows, water bodies, woodlands and open shelters, all naturalistically disposed. Parks may be lineal, following the trajectories of natural corridors.



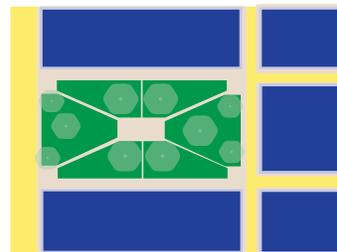
GREEN

A civic space, available for unstructured recreation. A green may be spatially defined by landscaping rather than building frontages. Its landscape shall consist of lawn and trees, naturalistically disposed.



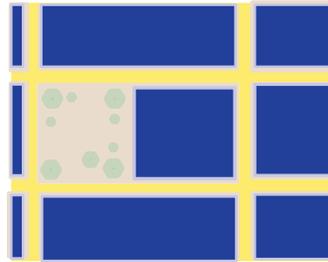
SQUARE

A civic space available for unstructured recreation and civic purposes. A square is spatially defined by building frontages. Its landscape shall consist of paths, lawns and trees, formally disposed. Squares shall be located at the intersection of important streets.



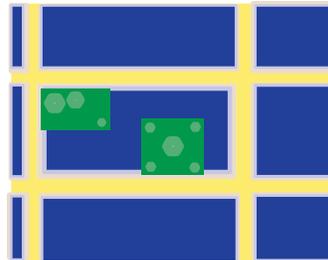
PLAZA

A civic space available for civic purposes and commercial activities. A plaza shall be spatially defined by building frontages. Its landscape should consist of pavement related materials. Trees are optional. Plazas should be located at the intersection of important streets.



PLAYGROUND

A Civic Space designed and equipped for the recreation of children. A Playground should be fenced and may include an open shelter. Playgrounds shall be interspersed within residential areas and may be placed within a block. Playgrounds may be included within parks and greens.



4-4

Chapter 4: Development Standards

Development Patterns.

TRADITIONAL NEIGHBORHOOD DEVELOPMENT.

Traditional Neighborhood Development or “TND” is the primary building and street pattern within Bandera’s City limits. Bandera’s streets are configured in a block pattern with a variety of housing types and architecture, a mixture of land uses, civic spaces, and a walkable design within a compact neighborhood scale area.

CHARACTERISTICS

- HAS A DISCERNIBLE CENTER THAT IS OFTEN CIVIC SPACE.
- MOST RESIDENTS ARE WITHIN A 5 MINUTE WALK OF LIFE NECESSITIES.
- THERE ARE A VARIETY OF HOUSING TYPES.
- BUNKHOUSES PROVIDE OPPORTUNITIES FOR WORKFORCE HOUSING.
- HOMES ARE WALKABLE TO SERVICES AND ENTERTAINMENT.
- CREATES A GRID STREET PATTERN.



CLUSTER LAND DEVELOPMENT.

Cluster Land Development is a development design tool that provides a means of both preserving open space and allowing development to be directed away from natural and agricultural resources considered important for protection by the City. New buildings are grouped into higher density clusters to preserve the remaining land as civic space.

CHARACTERISTICS

- DEVELOP LAND WITH TOPOGRAPHY.
- ALLOWS FOR THE PERMANENT PRESERVATION OF OPEN SPACE WITH LAND RESERVATIONS.
- PROVIDES OPPORTUNITIES FOR INNOVATIVE COMMERCIAL AND RESIDENTIAL DEVELOPMENTS.
- CLUSTERING BUILDINGS LEADS TO LESS SPRAWL.
- INTEGRATE OPTIMAL STORMWATER SOLUTIONS INTO DEVELOPMENT.



SOURCE: roymen planning



SOURCE: roymen planning



SOURCE: thepapermill.com



SOURCE: pinterest.com



Photo courtesy



SOURCE: Architect Magazine



SOURCE: sthousatla.com



SOURCE: Build Landscape Architect



SOURCE: Buildnet



SOURCE: iStock.com



SOURCE: buildingideasgallery.com

Development Patterns.

VILLAGE CENTER DEVELOPMENT.

A Village Center Development is a series of small streets lined with buildings at the street edge creating a unique village style community. It has all the elements of the neighborhood. It is a mixed-use settlement located mostly in the rural landscape. The boundary of the village is clearly visible, beyond the cluster of buildings is the open countryside.

CHARACTERISTICS

- CREATES A CLOSER COMMUNITY.
- HIGHLY WALKABLE STREETS.
- PEDESTRIAN IS THE PRIORITY WITH CARS SECONDARY.
- PROGRAMMED POCKET PARKS AND GREEN SPACES.
- HAS A DISCERNIBLE CENTER THAT IS OFTEN CIVIC SPACE.



SOURCE: instagram.com/pgherman2



SOURCE: homesteadfinds.com



SOURCE: instapic.com



SOURCE: hertfordshire.gov.uk



SOURCE: Architecture Daily



SOURCE: vimeo.com



SOURCE: homesteadfinds.com



SOURCE: securepeda.com



SOURCE: www.rightmove.co.uk

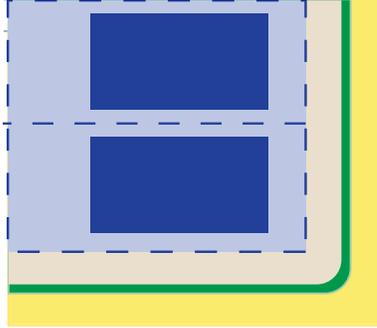
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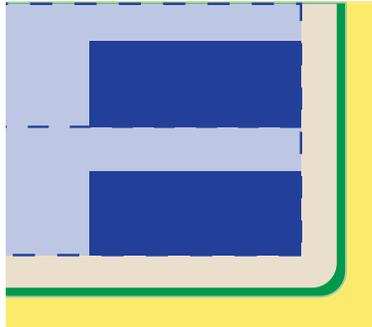
Chapter 4: Development Standards

Building Placement.**EDGEYARD**

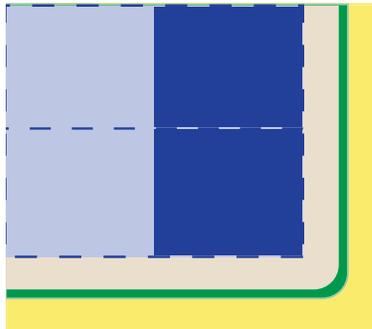
A building that occupies the center of its lot with setbacks on all sides from the lot lines. The front yard is intended to be visually continuous with the yards of adjacent buildings.

**SIDEYARD**

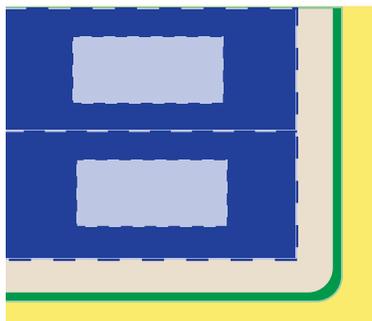
A building that occupies one (1) side of the lot with the setback to the other side.

**REARYARD**

The placement of a building within the boundaries of its lot to create a rearyard, leaving the rear of the lot as private space or available for dedicated parking in its commercial form. The frontage line is a continuous line of frontages that define the public realm.

**COURTYARD**

A building placed within the boundaries of its lot to create a private courtyard, while internally defining one or more private patios. Common walls shared with adjacent buildings create a continuous façade along the frontage line that steadily defines the public frontage in front of the building.



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4-7

Chapter 4: Development Standards

General Lot Elements.**SETBACK.**

Setbacks are established by the International Building Codes (IBC) adopted by the City. The IBC term is Building Separation.

PRINCIPAL BUILDING.

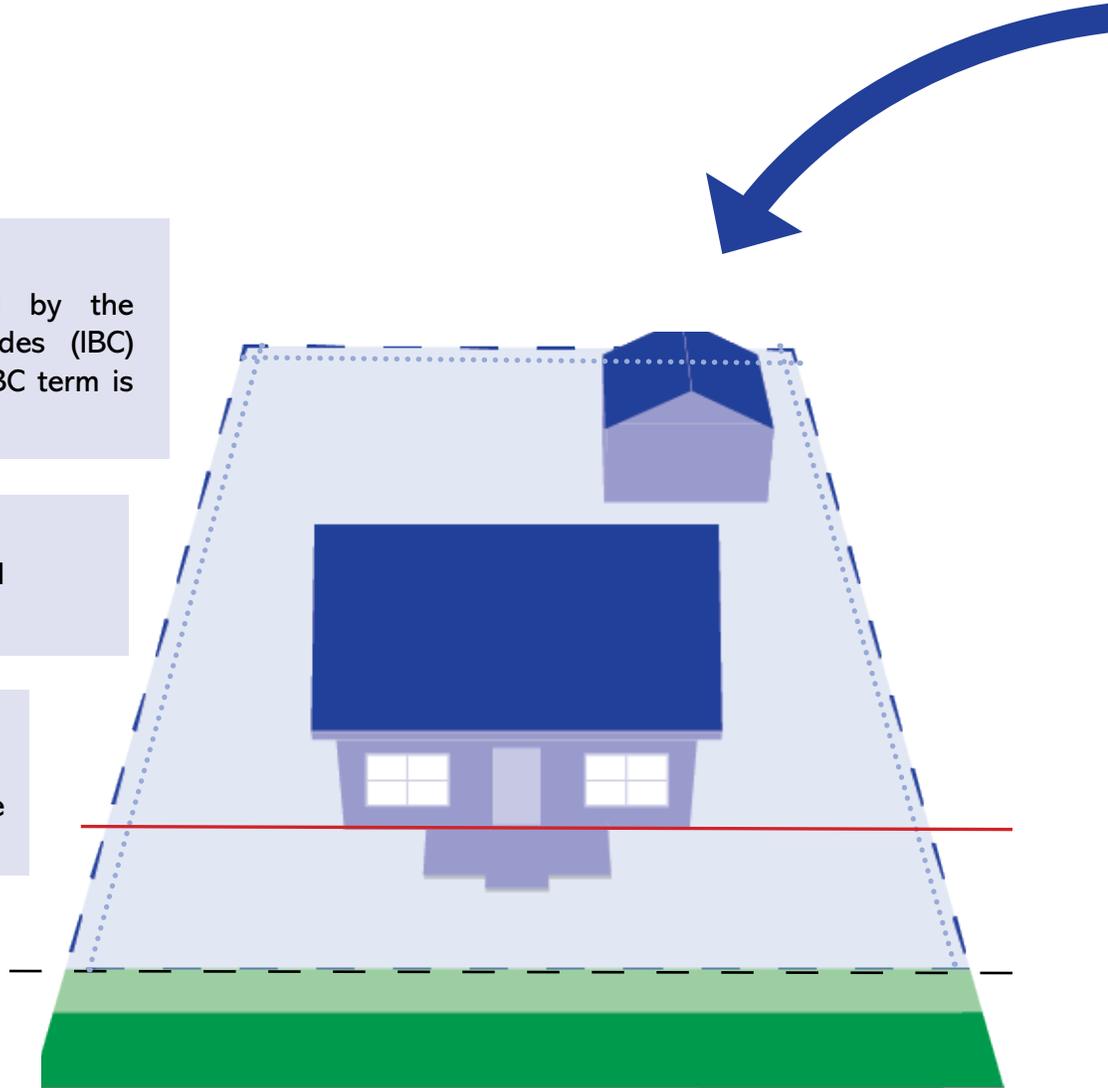
The primary building located towards the front of a lot.

BUILD-TO LINE.

The conventional front setback is substituted by the build-to-line.

FRONTAGE LINE.

The front line of the lot where the private and the public realm meet.



BUNKHOUSE.

A secondary building located toward the rear of the same lot as a principal building used as an additional dwelling unit.

- Bunkhouses are permitted in P2, P3, P4, and P5 Place Types.
- In P3, bunkhouses are only permitted as short-term rentals, if the primary property is owner-occupied.
- Maximum size of bunkhouses are eight hundred (800) square feet.
- To build a bunkhouse, a building permit is required from the City.
- Front setbacks are established within the Place Type. See Chapter 5: Character Districts for specific standards.
- Side and rear setbacks are established within the City's adopted International Building Code.



Bunkhouse in backyard of primary residence.
Source: maxablespace.com/

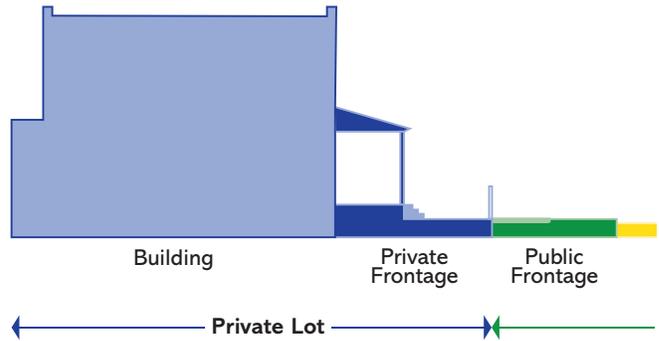
4-8

Chapter 4: Development Standards

Private Frontages.

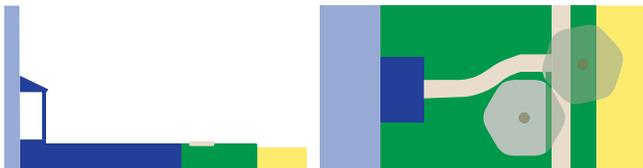
WHAT?

The “private frontage” consists of privately-owned areas in large part developed with buildings and associated improvements, and is more limited in its accessibility to the public.



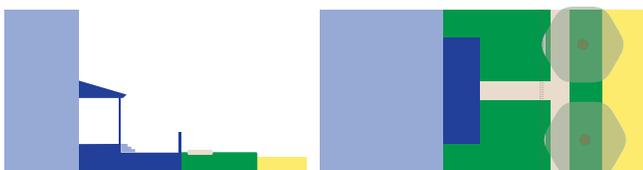
COMMON YARD

Common to Bandera, residential buildings are set back substantially from the frontage line with an unfenced front yard that is visually continuous with neighboring yards supporting a common landscape.



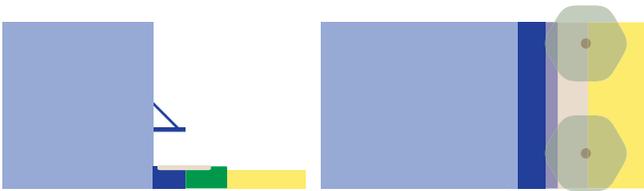
PORCH WITH OPTIONAL FENCE

Many residential buildings in Bandera have front porches, bringing neighbors into their front yards to spend time outside and meet their neighbors. The build-to-line is setback from the frontage to create room for a wide porch and a fenced-in yard. The optional fence helps maintain a strong street edge and allows the homeowner extra fenced-in yard space.



SHOPFRONT

A popular retail frontage in Bandera, commercial shopfront build-to-lines are aligned close to the lot frontage line with the building entrance at sidewalk grade. Shopfronts have substantial glazing on the sidewalk level and an awning that may overlap the sidewalk.



GALLERY

A frontage seen on many of the historic western storefronts in Bandera, the facade is aligned close to the frontage line with an attached cantilevered shed or a lightweight colonnade overlapping the sidewalk. This frontage type provides shade for pedestrians on the sidewalk.



ARCADE

A colonnade supporting habitable space that overlaps the sidewalk, while the facade at Sidewalk level remains at or behind the frontage line. This type is conventional for retail use.



4-9

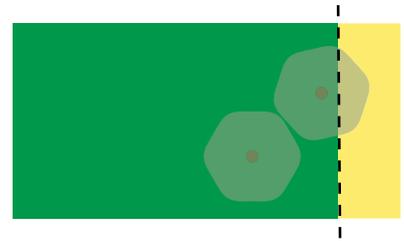
Chapter 4: Development Standards Public Frontages.

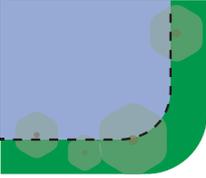
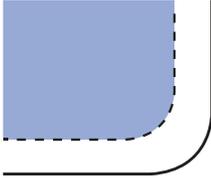
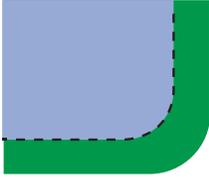
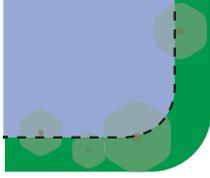
WHAT?

The “public frontage” consists primarily of the publicly-owned street rights-of-way and other publicly accessible civic spaces such as parks, squares, plazas, courtyards, and alleys. It plays a critical role in an area’s character and function.

RURAL FRONTAGE

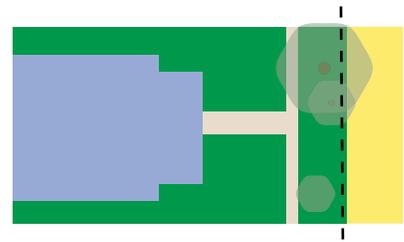
This frontage has open swales drained by percolation, wide shoulders or bicycle trails, and no parking. The landscaping consists of the natural condition or multiple species arranged in naturalistic clusters. Buildings are buffered by distance or berm.

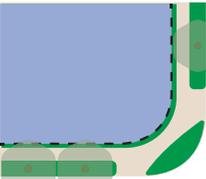
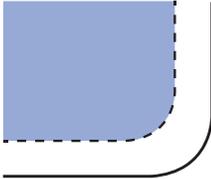
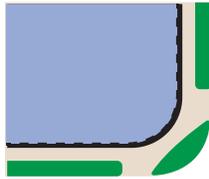
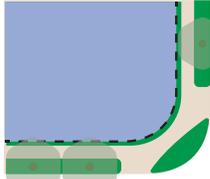


ASSEMBLY	CURB	WALKWAY	PLANTER
			
Width: 16-24 ft	Open Swale: 10-30 ft	Path: 8 ft trail or 4 ft sidewalk on one side.	Clustered Trees of varied species within a continuous swale.

NEIGHBORHOOD FRONTAGE

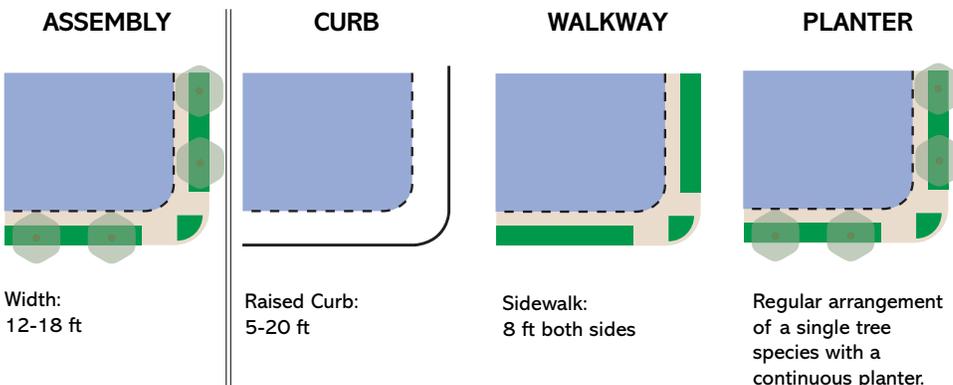
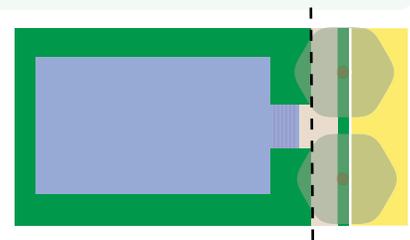
This frontage has open swales drained by percolation and a wide shoulder, walking path, or bicycle trail along one (1) or both sides and yield parking. The landscaping consists of multiple species arrayed in naturalistic clusters.



ASSEMBLY	CURB	WALKWAY	PLANTER
			
Width: 12-24 ft	Open Swale: 10-30 ft	Path: 10 ft trail on one side or 5 ft sidewalk on both sides.	Clustered Trees of varied species within a continuous swale.

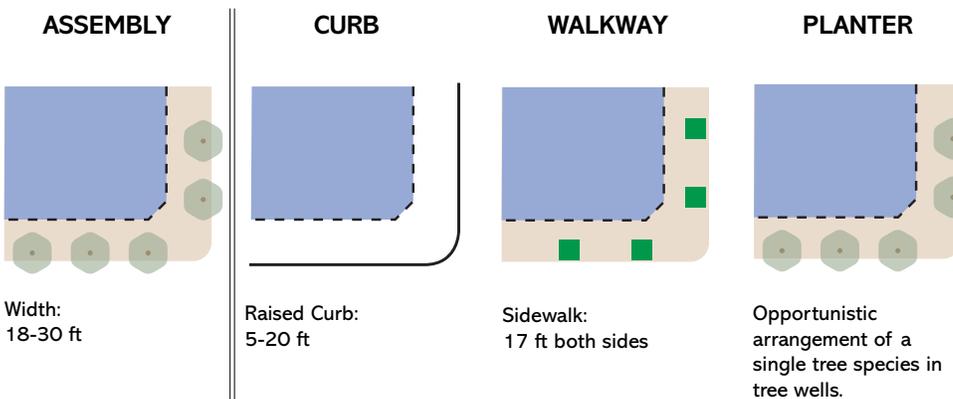
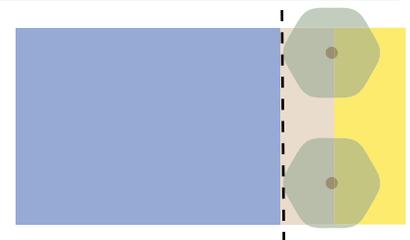
MIXED FRONTAGE

This frontage has raised curbs drained by inlets and sidewalks separated from the vehicular lanes by individual or continuous planters, with parking on one (1) or both sides. The landscaping consists of street trees of a single or alternating species aligned in a regularly spaced pattern.



MAJOR FRONTAGE

This frontage has raised curbs drained by inlets and very wide sidewalks along both sides separated from the vehicular lanes by separate tree wells with grates and parking on both sides. The landscaping consists of a single tree species aligned with regular spacing where possible, but clears the storefront entrances.



Preserving Authenticity.

INTRODUCTION.

Bandera's character changes throughout the City, with its land having been used in a variety of ways from tiny shops on Main Street to ranch houses perched on the hilltops on the Medina River. In an effort to keep Bandera, Bandera, the individual characteristics that make up Bandera must be acknowledged and preserved. By establishing individual Character Districts, manageable geographic areas are created that highlight the unique characteristics of Bandera. Each Character District has a vision and goals, project list, highlights, and geographic parameters.

By using Bandera's authenticity, with reduced government regulations, and community input as a foundation, these Character Districts focus on preservation of place rather than separation of use. Conventional use plans allocate land to large categories of uses, which are then separated by buffers and transitions in an attempt to reduce the severity of impact created by the separation of uses. Because these plans focus on the functions inside of the building rather than the overall built patterns, their useful life is short and often in conflict with the goals of the community.

By replacing the outdated conventional use plan methodology, Bandera's Comprehensive Plan focuses instead on what makes Bandera, Bandera without having to create artificial use classifications, which do not represent the manner in which Bandera has ever functioned. Therefore, this Comprehensive Plan and its toolkit focuses instead on the use of local preferences, locally calibrated Development Standards, local building practices, and local built patterns.



Cypress Tree along the Medina River.
Bandera, TX 2021.



DESIGN MATTERS.

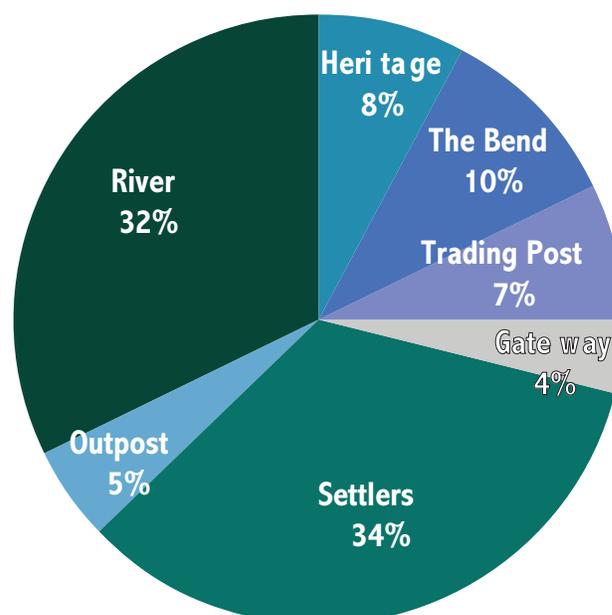
Design can be accomplished without overwhelming cost or overregulating arbitrary standards. Without intentional design, an overwhelming lack of quality can be delivered. Focusing design standards on the components the original settlers saw as important, which are still functioning over a century later, is a good way to keep Bandera, Bandera today and into the future. Through the DNA analysis, the numerical values the original settlers used to create Bandera's built environment have been extracted and calibrated into the Place Type standards for each Character District.

American Indian Store on Main Street.
Bandera, TX 2021.

% OF LAND ALLOCATION BY CHARACTER DISTRICT.

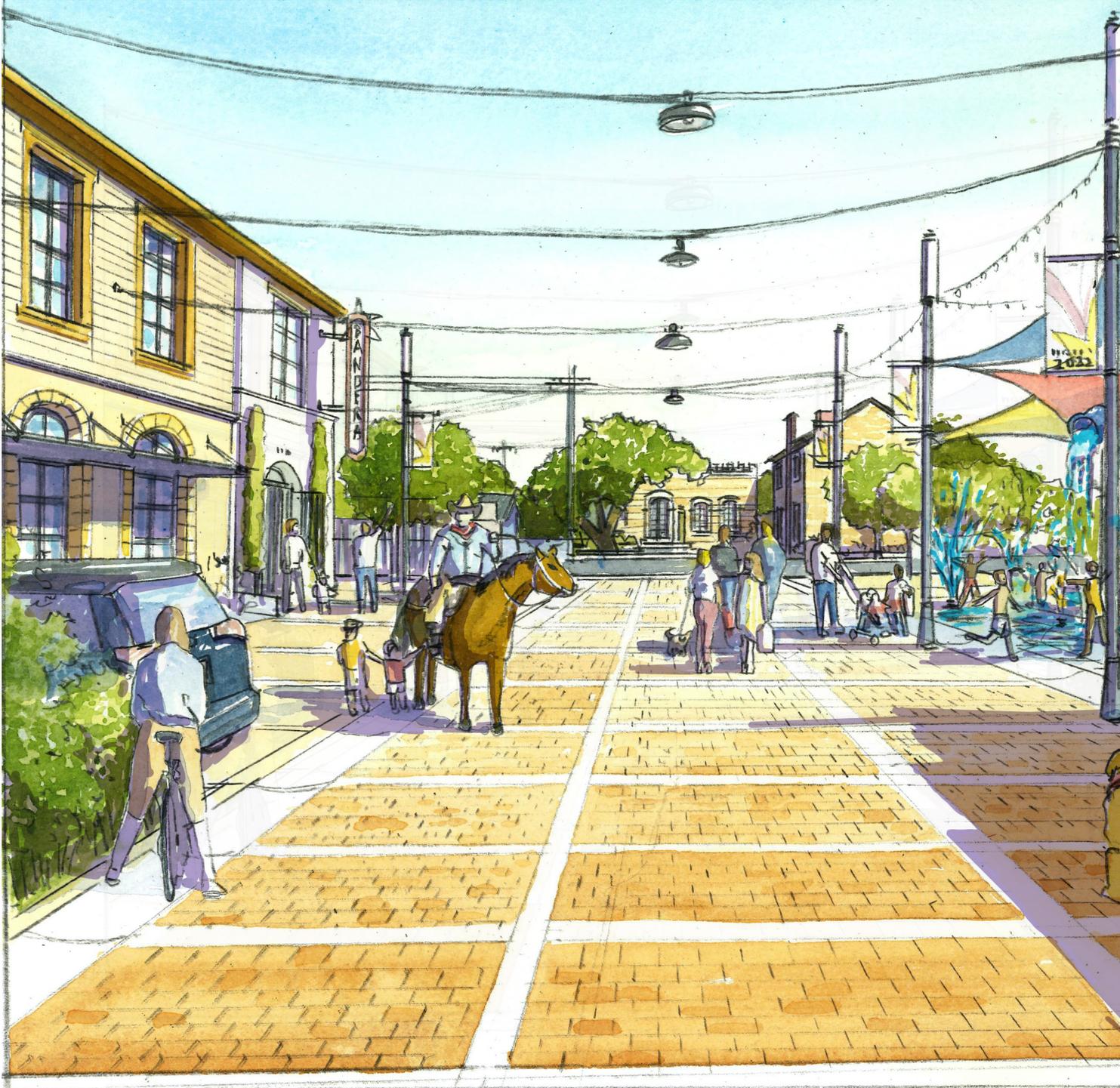
There are approximately 33,381,000 square feet in Bandera. Of that, thirty-two percent (32%) of Bandera's land runs along the Medina River, most of which is in the floodway or floodplain, which significantly limits development. About thirty-five percent (35%) of Bandera's land area is dedicated to single-family zoning, which is traditionally low density and does not generate enough revenue to pay for required and expected City services. Therefore, the remaining thirty-three percent (33%) of land dedicated to commercial development should be developed and re-developed over time with a laser-focus on long-term fiscal sustainability for the City in a holistic manner, rather than on a parcel-by-parcel basis.

TABLE 5.1: TOTAL LAND BY CHARACTER AREA



5-2

Chapter 5: Character Districts

Preserving Authenticity.

Street view of the Old Jail Site small area plan in the Heritage District. Bandera, TX. Simplicity.Design, 2021.



CHAINED OUT.

Locals supporting locals is an important Bandera community value. Mom and Pop stores and locally-owned businesses fill the buildings. The community expressed a strong interest in ensuring chain stores not be allowed to dominate the landscape. Understanding chain stores' use formulas, which are used to determine market ability and building design, caution was taken to ensure the Comprehensive Plan and Development Standards respect local businesses and the authenticity they deliver to the community and tourists.

Often times, chain stores use parking counts to determine how much land is needed to ultimately build a small building wrapped in parking. Though parking driven design trends are shifting with national retailers, the overall development field is still slow to catch up with the importance of storefront designs like the ones present in downtown Bandera. Returning back to the 335' x 335' block street grid allows for a wide variety of building configurations and endless options for internal lot make up. Returning Bandera back to its original development pattern will ensure as things change and development occurs, it continues to look, feel, and function like Bandera has for the past century.

CITIES DON'T GET DO OVERS.

Because development is expensive, infrastructure is semi-permanent, and change happens slowly, it is important that Bandera remains mindful of how it grows now and into the future. Any infrastructure built today will need to be paid for by the residents of tomorrow. The more intentional the current community is now will ensure the next generation inherits a community that can continue to enjoy Bandera's natural setting and the buildings of the past, while remaining navigable regardless of transportation method.

5-3

Chapter 5: Character Districts

BEND DISTRICT.**CHARACTER DISTRICT DESCRIPTION.**

The Bend District is where the Medina River and Highway 16 physically bends to the west end of the City and Highway 173 bends into town from the north creating one of the key gateways as people arrive into town. Entering from the north allows for people to experience transitions of natural lands to conventional development patterns as they approach Highway 173. As with many areas in Bandera, view corridors are endless and the Medina River and Main Street make their way up into and through the district. There are several developments adjacent to the Medina River, with some utilizing the natural setting and others not. The Bend District serves as the service center for the entire City due to the location of the grocery store, cemetery, post office, hardware store, and other City related services.

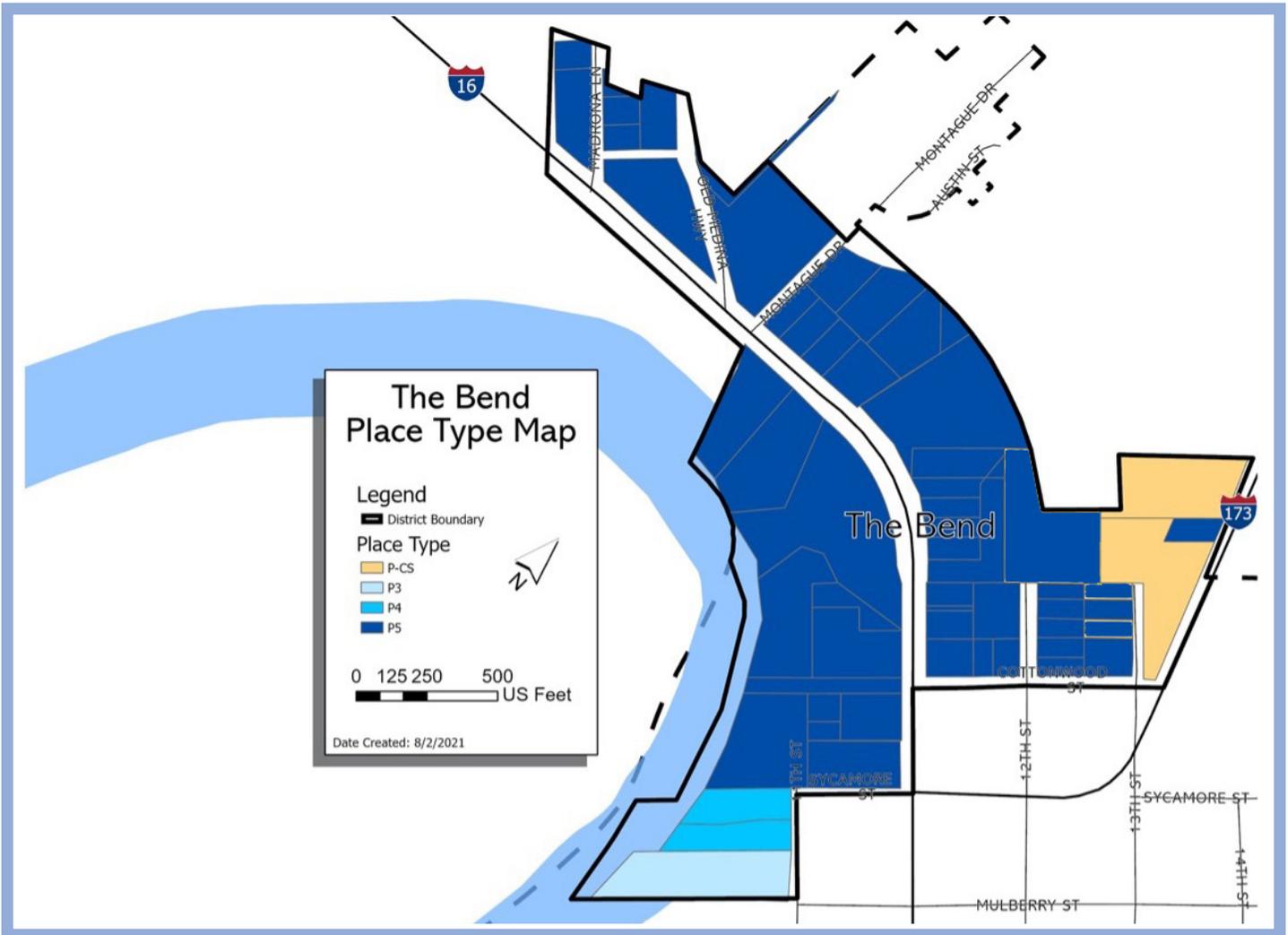
VISION FOR THE DISTRICT.

The Bend District contains natural beauty integrated in with the infrastructure creating the potential to develop alternative gathering places for the locals. The District has significant tourism potential with services and entertainment. If built for the locals, visitors will come. Celebrating the views of the Medina River from the backyard patio at Brick's River Cafe to a locally made treats at JM Artisan Baked Goods, the Bend has the elements to harness the spirit of Bandera.

**GOALS:**

- Make the District a cohesive and walkable environment from the river to North Main.
- Continue the use of short Bandera blocks.
- Incrementally reconnect District to South Main.
- Transition District from an auto-centric environment to one that supports a comfortable pedestrian experience along Main Street.

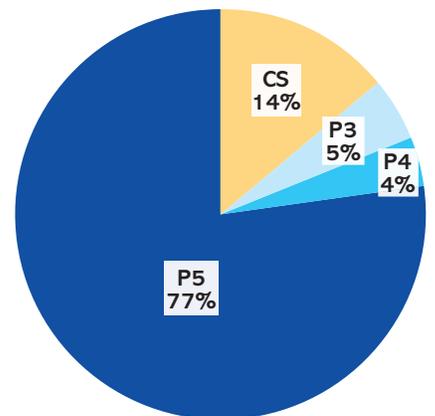
BEND DISTRICT PLACE TYPE MAP.



View of Medina River banks from the backyard patio at Brick's Cafe. Bandera, TX 2021.

TABLE 5.3:
THE BEND PLACE TYPE
LAND AREA

- P3: RESIDENTIAL
- P4: MIX
- P5: CORE
- CS: CIVIC SPACE



5-4

Chapter 5: Character Districts

BEND DISTRICT STANDARDS.

	P1	P2	P3	P4	P5
BLOCKS					
LENGTH	N/A	750 ft	335 ft	335 ft	335 ft
PERIMETER	N/A	3,000 ft	1,340 ft	1,340 ft	1,340 ft
LOTS					
WIDTH	N/A	60 ft min.	40 ft min.	no min.	no min.
AREA	N/A	no min.	8,000 sf min.	no min.	no min.
LOT COVERAGE (MAX.)	N/A	40%	60%	70%	80%
BUILD-TO-LINE "BTL"	N/A	10 ft - no max.	10 ft - no max.	5 ft - 15 ft	2 ft - 15 ft
FACADE BUILDOUT AT BTL (MIN.)	N/A	40%	40%	60%	80%
BUILDINGS					
MAX. HEIGHT (STORIES)	N/A	2	2	3	3
EDGEYARD	NP	P	P	P	NP
SIDEYARD	NP	NP	NP	P	P
COURTYARD	NP	NP	NP	NP	P
REARYARD	NP	NP	NP	P	P
PRIVATE FRONTAGE					
COMMON YARD	NP	P	P	P	NP
PORCH (OPTIONAL FENCE)	NP	P	P	P	NP
SHOPFRONT	NP	NP	NP	P	P
GALLERY	NP	NP	NP	NP	P
ARCADE	NP	NP	NP	NP	P
PUBLIC FRONTAGE					
RURAL FRONTAGE	P	P	NP	NP	NP
NEIGHBORHOOD FRONTAGE	NP	P	P	P	NP
MIX FRONTAGE	NP	NP	NP	P	P
MAJOR FRONTAGE	NP	NP	NP	NP	P
CIVIC SPACE					
PARK	P	P	P	NP	NP
GREEN	NP	NP	P	P	P
SQUARE	NP	NP	NP	P	P
PLAZA	NP	NP	NP	NP	P
PLAYGROUND	P	P	P	P	P

	P1	P2	P3	P4	P5
>3 ACRES DEVELOPMENT					
CLD REQUIRES	no min.	50% min.	10% - 30%	20% - 40%	NP
TND REQUIRES	no min.	no min.	10% - 30%	40% - 60%	10% - 30%
BUNKHOUSE					
FRONT SETBACK	N/A	BTL+20 ft min.	BTL+20 ft min.	BTL+20 ft min.	n/a
REAR SETBACK	N/A	IBC	IBC	40 ft max.	IBC
SIDE SETBACK	N/A	IBC	IBC	IBC	IBC
MAX. HEIGHT (STORIES)	N/A	2 max.	2 max.	2 max.	2 max.
PARKING LOCATION					
FIRST LAYER	N/A	P	P	P	NP
SECOND LAYER	N/A	P	P	P	NP
THIRD LAYER	N/A	P	P	P	P

P = PERMITTED NP = NOT PERMITTED N/A = NOT APPLICABLE

IBC = BANDERA'S ADOPTED INTERNATIONAL BUILDING CODE STANDARDS

5-5

Chapter 5: Character Districts

GATEWAY DISTRICT.**CHARACTER DISTRICT DESCRIPTION.**

The Gateway District captures the entrances into Bandera from all directions on Highway 16 & 173. There are three separate boundaries for the Gateway District, all with the same goal in mind: Establish a well-defined entry into Bandera. Each area can be something iconic that informs the people coming to Bandera they have arrived somewhere special. The Gateway District is comprised mainly of P5 Place Types. The current built environment consists of commercial buildings setback far from the street and surrounded by parking. Majority of district is developed, except for the few northeastern blocks, remaining parcels, and underutilized lands. Development in these areas is generally out of scale with Bandera's desire for a walkable environment from the River to North Main.

Main Street serves as the zipper between the Character Districts. Each Character District brings its own opportunities and challenges for Main Street. The definition of how Main Street functions in the Gateway District shall be accomplished by small area plans and future planning by the community. The Gateway District has identified areas where change is needed to accomplish the long-term community goals.

VISION FOR THE DISTRICT.

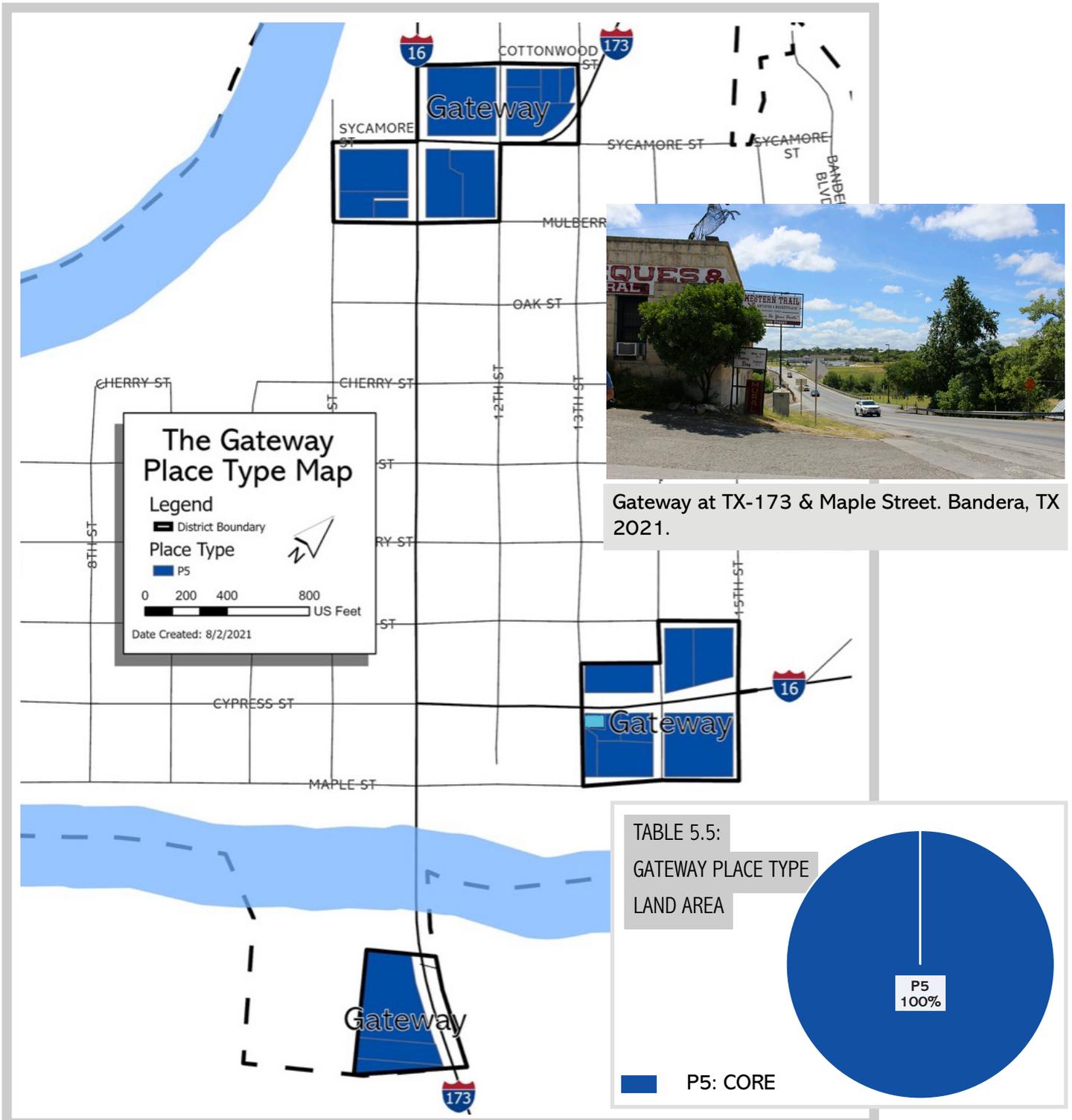
The gateways into Bandera should make people feel a sense of arrival from the tourists to the locals. Incremental changes and enhancements can be accomplished to help enhance the identity of Bandera, such as wayfinding signs, beacons, landscaping, public art projects, and over the road banners or structures. Long term goals may become clearer and more viable as the areas experience development or redevelopment.

GOALS:

- Program remaining open space in a way that draws people in and represents the character of the community.
- Plant drought tolerant landscaping.
- Use roadway beacons for pedestrian safety.
- Opportunities to define the characteristics that best achieve the message to welcoming and departing people in Bandera.
- Incorporate wayfinding signage.



GATEWAY DISTRICT PLACE TYPE MAP.



Gateway at TX-173 & Maple Street. Bandera, TX 2021.

5-6

Chapter 5: Character Districts

GATEWAY DISTRICT STANDARDS.

	P1	P2	P3	P4	P5
BLOCKS					
LENGTH	N/A	750 ft	335 ft	335 ft	335 ft
PERIMETER	N/A	3,000 ft	1,340 ft	1,340 ft	1,340 ft
LOTS					
WIDTH	N/A	60 ft min.	40 ft min.	no min.	no min.
AREA	N/A	no min.	8,000 sf min.	no min.	no min.
LOT COVERAGE (MAX.)	N/A	40%	60%	70%	80%
BUILD-TO-LINE "BTL"	N/A	10 ft - no max.	10 ft - no max.	5 ft - 15 ft	2 ft - 15 ft
FACADE BUILDOUT AT BTL (MIN.)	N/A	40%	40%	60%	80%
BUILDINGS					
MAX. HEIGHT (STORIES)	N/A	2	2	3	3
EDGEYARD	NP	P	P	P	NP
SIDEYARD	NP	NP	NP	P	P
COURTYARD	NP	NP	NP	NP	P
REARYARD	NP	NP	NP	P	P
PRIVATE FRONTAGE					
COMMON YARD	NP	P	P	P	NP
PORCH (OPTIONAL FENCE)	NP	P	P	P	NP
SHOPFRONT	NP	NP	NP	P	P
GALLERY	NP	NP	NP	NP	P
ARCADE	NP	NP	NP	NP	P
PUBLIC FRONTAGE					
RURAL FRONTAGE	P	P	NP	NP	NP
NEIGHBORHOOD FRONTAGE	NP	P	P	P	NP
MIX FRONTAGE	NP	NP	NP	P	P
MAJOR FRONTAGE	NP	NP	NP	NP	P
CIVIC SPACE					
PARK	P	P	P	NP	NP
GREEN	NP	NP	P	P	P
SQUARE	NP	NP	NP	P	P
PLAZA	NP	NP	NP	NP	P
PLAYGROUND	P	P	P	P	P

	P1	P2	P3	P4	P5
>3 ACRES DEVELOPMENT					
CLD REQUIRES	no min.	50% min.	10% - 30%	20% - 40%	NP
TND REQUIRES	no min.	no min.	10% - 30%	40% - 60%	10% - 30%
BUNKHOUSE					
FRONT SETBACK	N/A	BTL+20 ft min.	BTL+20 ft min.	BTL+20 ft min.	n/a
REAR SETBACK	N/A	IBC	IBC	40 ft max.	IBC
SIDE SETBACK	N/A	IBC	IBC	IBC	IBC
MAX. HEIGHT (STORIES)	N/A	2 max.	2 max.	2 max.	2 max.
PARKING LOCATION					
FIRST LAYER	N/A	P	P	P	NP
SECOND LAYER	N/A	P	P	P	NP
THIRD LAYER	N/A	P	P	P	P

P = PERMITTED NP = NOT PERMITTED N/A = NOT APPLICABLE

IBC = BANDERA'S ADOPTED INTERNATIONAL BUILDING CODE STANDARDS

5-7

Chapter 5: Character Districts

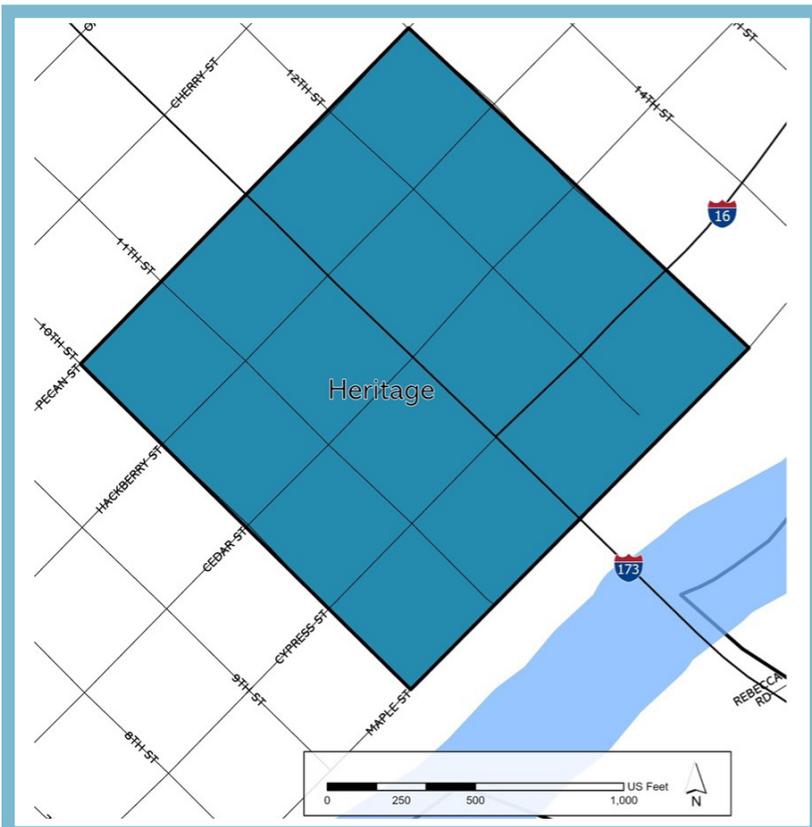
HERITAGE DISTRICT.**CHARACTER DISTRICT DESCRIPTION.**

The Heritage District represents a 4 X 4 block area of Bandera's original historical past. It is the area where Bandera residents have been gathering since their arrival. The patterns represented in this district best represents Bandera's urban environment. Buildings have shared walls forming a street wall. Awnings over the sidewalks shade people exploring. There are plazas, parks, and the courthouse lawn to provide places to sit and linger. There are shops, restaurants, and bars to entertain. This area was used to calibrate the Development Standards for the new standards.

Main Street serves as the core connection between many of the Character Districts. Main Street transitions in context block by block. Each Character District brings its own opportunities and challenges for creating a cohesive and walkable environment from the River to North Main.

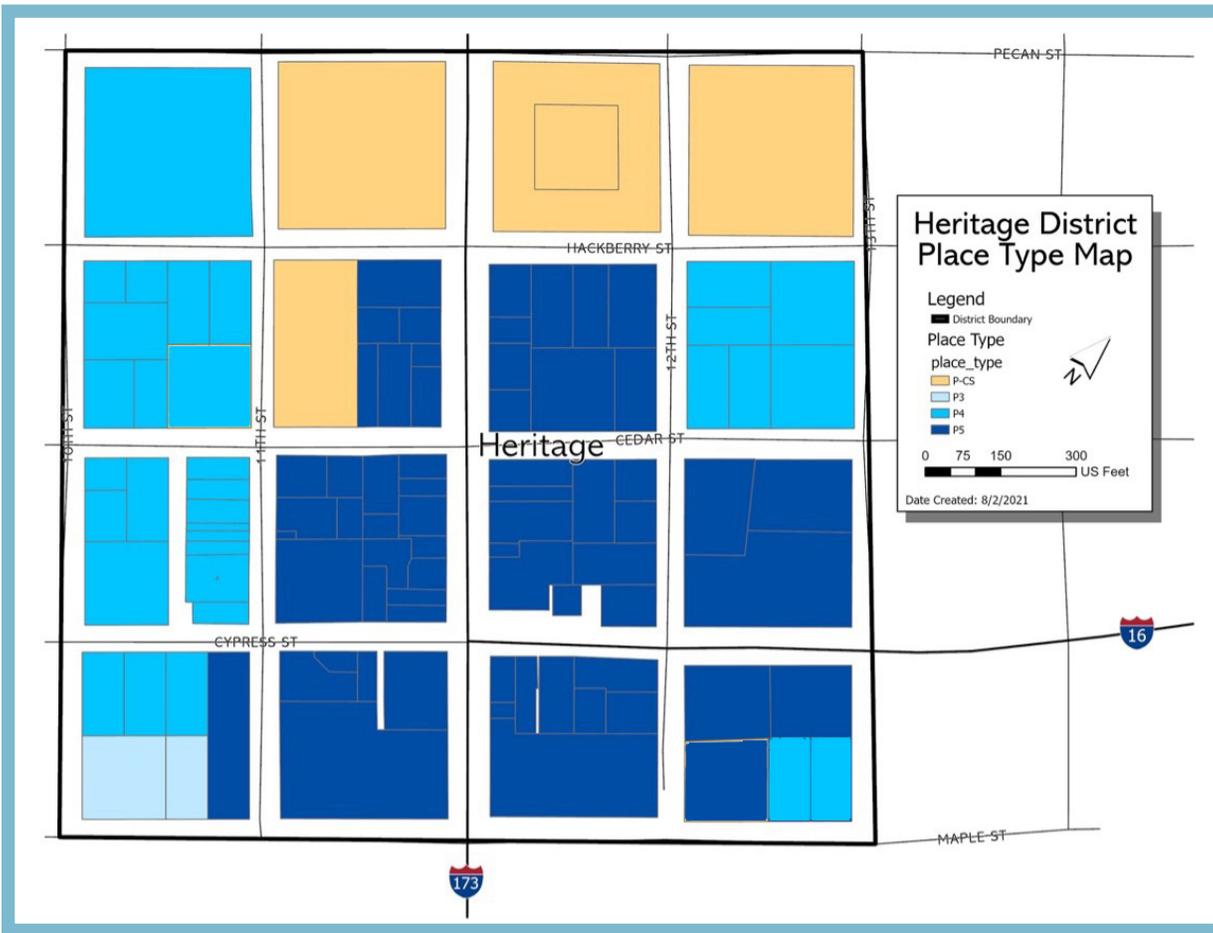
VISION FOR THE DISTRICT.

The vision for the Heritage District is to maintain the original functionality both in building form and it's mixed commercial makeup. This area has provided commerce to Bandera since its settlement. Much of the service industry workforce occurs in this area. 11th and 13th Streets frame this District and have been identified for workforce housing. Adding workforce in close proximity could potentially aid in better service, lower costs of living for the workforce, overall enhancement of the area, and build in a secondary customer base for the area.

**GOALS:**

- Small Area Plans: Old Jail Redesign and Activation, Main Street Redesign.
- Connect the Medina River to North Main by creating a cohesive, walkable environment.
- Adding residential with ground floor retail in this district could enhance the overall goals of the community while maintaining similar building footprints and characteristics.
- Buildings should share walls and continue the street wall.
- Wayfinding signs in this district should link tourists to key places and additional parking.

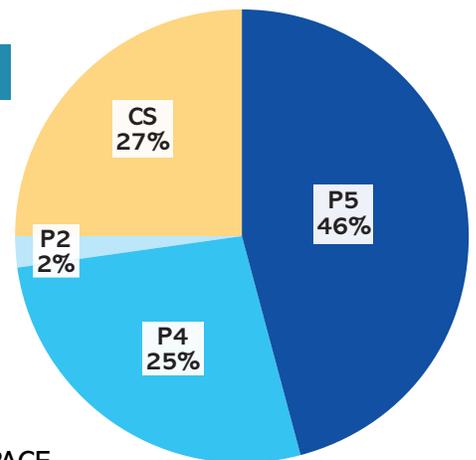
HERITAGE PLACE TYPE MAP.



“Three Cowboys” on horseback riding down Main Street. Bandera, TX 2021. Texashighways.com.

TABLE 5.7:
HERITAGE PLACE TYPE
LAND AREA

- P2: NATURE
- P4: MIX
- P5: CORE
- P-CS: CIVIC SPACE



5-8

Chapter 5: Character Districts

HERITAGE DISTRICT STANDARDS.

	P1	P2	P3	P4	P5
BLOCKS					
LENGTH	N/A	750 ft	335 ft	335 ft	335 ft
PERIMETER	N/A	3,000 ft	1,340 ft	1,340 ft	1,340 ft
LOTS					
WIDTH	N/A	60 ft min.	40 ft min.	no min.	no min.
AREA	N/A	no min.	8,000 sf min.	no min.	no min.
LOT COVERAGE (MAX.)	N/A	40%	60%	70%	80%
BUILD-TO-LINE "BTL"	N/A	10 ft - no max.	10 ft - no max.	5 ft - 15 ft	2 ft - 15 ft
FACADE BUILDOUT AT BTL (MIN.)	N/A	40%	40%	60%	80%
BUILDINGS					
MAX. HEIGHT (STORIES)	N/A	2	2	3	3
EDGEYARD	NP	P	P	P	NP
SIDEYARD	NP	NP	NP	P	P
COURTYARD	NP	NP	NP	NP	P
REARYARD	NP	NP	NP	P	P
PRIVATE FRONTAGE					
COMMON YARD	NP	P	P	P	NP
PORCH (OPTIONAL FENCE)	NP	P	P	P	NP
SHOPFRONT	NP	NP	NP	P	P
GALLERY	NP	NP	NP	NP	P
ARCADE	NP	NP	NP	NP	P
PUBLIC FRONTAGE					
RURAL FRONTAGE	P	P	NP	NP	NP
NEIGHBORHOOD FRONTAGE	NP	P	P	P	NP
MIX FRONTAGE	NP	NP	NP	P	P
MAJOR FRONTAGE	NP	NP	NP	NP	P
CIVIC SPACE					
PARK	P	P	P	NP	NP
GREEN	NP	NP	P	P	P
SQUARE	NP	NP	NP	P	P
PLAZA	NP	NP	NP	NP	P
PLAYGROUND	P	P	P	P	P

	P1	P2	P3	P4	P5
>3 ACRES DEVELOPMENT					
CLD REQUIRES	no min.	50% min.	10% - 30%	20% - 40%	NP
TND REQUIRES	no min.	no min.	10% - 30%	40% - 60%	10% - 30%
BUNKHOUSE					
FRONT SETBACK	N/A	BTL+20 ft min.	BTL+20 ft min.	BTL+20 ft min.	n/a
REAR SETBACK	N/A	IBC	IBC	40 ft max.	IBC
SIDE SETBACK	N/A	IBC	IBC	IBC	IBC
MAX. HEIGHT (STORIES)	N/A	2 max.	2 max.	2 max.	2 max.
PARKING LOCATION					
FIRST LAYER	N/A	P	P	P	NP
SECOND LAYER	N/A	P	P	P	NP
THIRD LAYER	N/A	P	P	P	P

P = PERMITTED NP = NOT PERMITTED N/A = NOT APPLICABLE

IBC = BANDERA'S ADOPTED INTERNATIONAL BUILDING CODE STANDARDS

5-9

Chapter 5: Character Districts

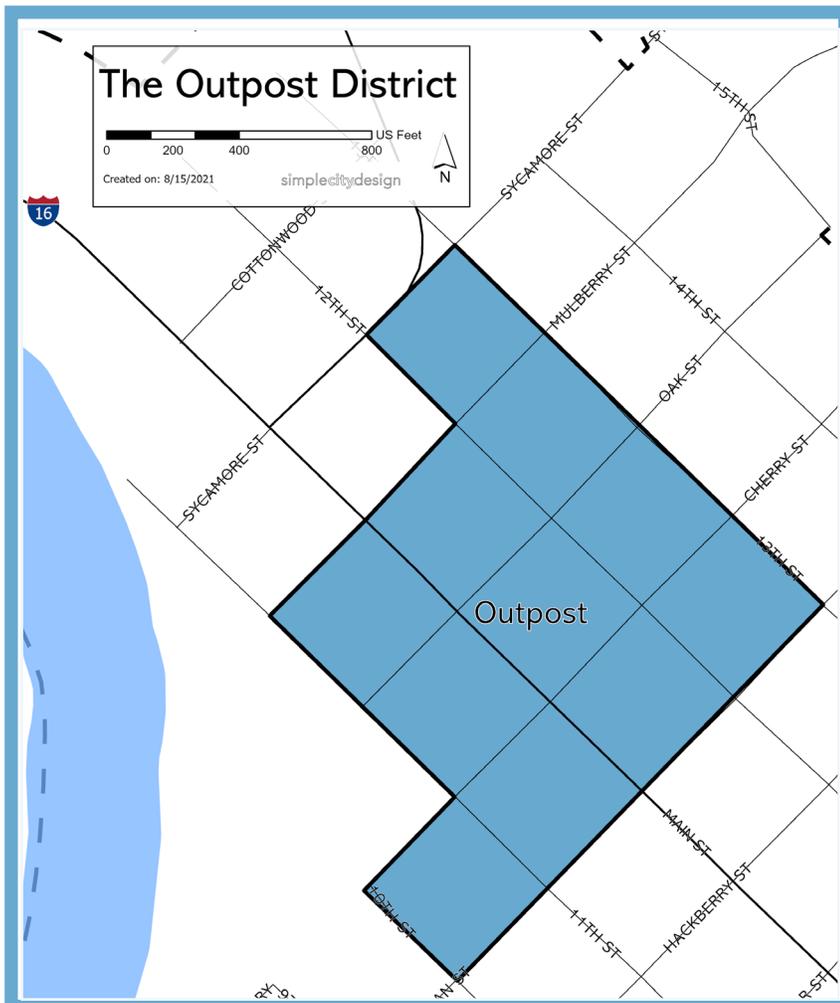
OUTPOST DISTRICT.

CHARACTER DISTRICT DESCRIPTION.

The Outpost is oriented in a small block grid and transitions from Downtown Core to Neighborhood Mix. This area has the potential to define a unique area of Bandera, unlike the Downtown Core or the autocentric patterns to the north. The Outpost has a wide mix of Place Types that fill its boundaries. This eclectic makeup of places, in terms of building sizes and types, is where additional workforce housing could be added, makerspace could be created, and other innovative gaps in Bandera's market could be delivered. The Best Western Hotel was the most recent addition to the District.

VISION FOR THE DISTRICT.

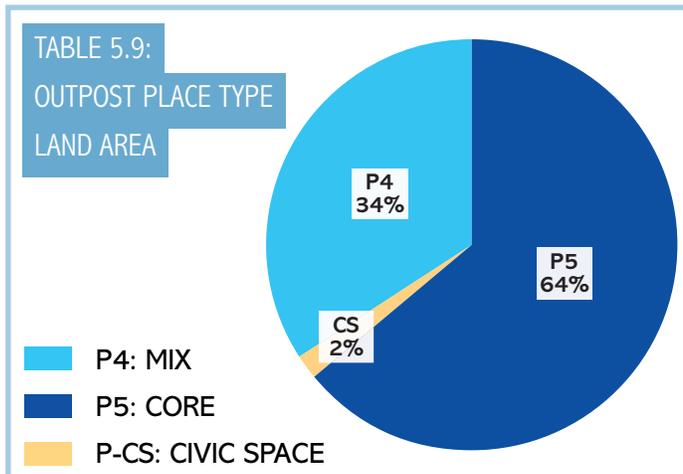
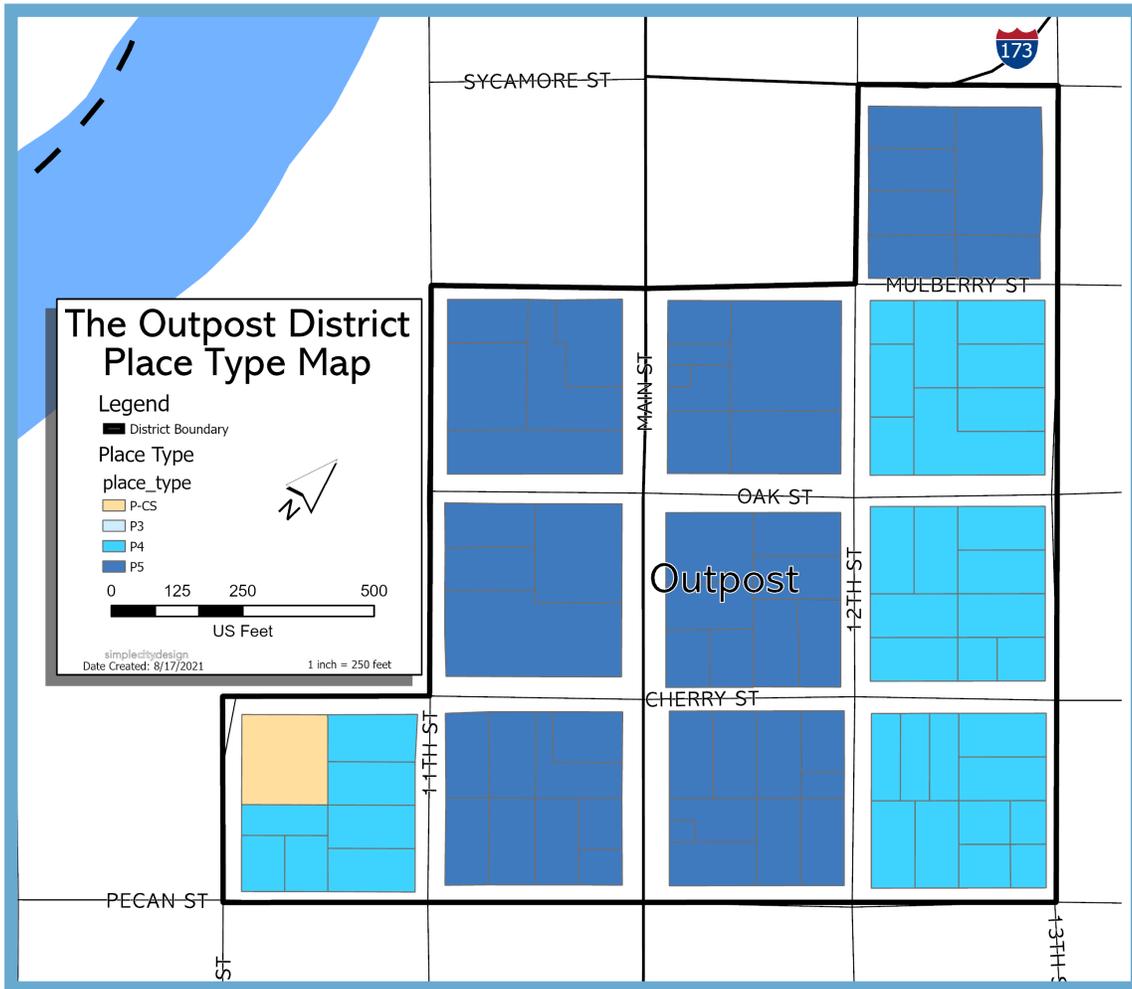
The vision for this District is to establish a place where housing choice is plentiful with a commercial, office, and residential mix. This area supports people with a little bit of money, buying a little bit of land, and building a little house or business.



GOALS:

- Incrementally repair and connect Main Street from the Heritage District to and through to the Bend District.
- Add workforce housing.
- Add additional housing types to diversify Bandera's residential living conditions.

THE OUTPOST DISTRICT PLACE TYPE MAP.



Incremental redesign of auto-centric development. Bandera, TX 2020.

5-10

Chapter 5: Character Districts

OUTPOST DISTRICT STANDARDS.

	P1	P2	P3	P4	P5
BLOCKS					
LENGTH	N/A	750 ft	335 ft	335 ft	335 ft
PERIMETER	N/A	3,000 ft	1,340 ft	1,340 ft	1,340 ft
LOTS					
WIDTH	N/A	60 ft min.	40 ft min.	no min.	no min.
AREA	N/A	no min.	8,000 sf min.	no min.	no min.
LOT COVERAGE (MAX.)	N/A	40%	60%	70%	80%
BUILD-TO-LINE "BTL"	N/A	10 ft - no max.	10 ft - no max.	5 ft - 15 ft	2 ft - 15 ft
FACADE BUILDOUT AT BTL (MIN.)	N/A	40%	40%	60%	80%
BUILDINGS					
MAX. HEIGHT (STORIES)	N/A	2	2	3	3
EDGEYARD	NP	P	P	P	NP
SIDEYARD	NP	NP	NP	P	P
COURTYARD	NP	NP	NP	NP	P
REARYARD	NP	NP	NP	P	P
PRIVATE FRONTAGE					
COMMON YARD	NP	P	P	P	NP
PORCH (OPTIONAL FENCE)	NP	P	P	P	NP
SHOPFRONT	NP	NP	NP	P	P
GALLERY	NP	NP	NP	NP	P
ARCADE	NP	NP	NP	NP	P
PUBLIC FRONTAGE					
RURAL FRONTAGE	P	P	NP	NP	NP
NEIGHBORHOOD FRONTAGE	NP	P	P	P	NP
MIX FRONTAGE	NP	NP	NP	P	P
MAJOR FRONTAGE	NP	NP	NP	NP	P
CIVIC SPACE					
PARK	P	P	P	NP	NP
GREEN	NP	NP	P	P	P
SQUARE	NP	NP	NP	P	P
PLAZA	NP	NP	NP	NP	P
PLAYGROUND	P	P	P	P	P

	P1	P2	P3	P4	P5
>3 ACRES DEVELOPMENT					
CLD REQUIRES	no min.	50% min.	10% - 30%	20% - 40%	NP
TND REQUIRES	no min.	no min.	10% - 30%	40% - 60%	10% - 30%
BUNKHOUSE					
FRONT SETBACK	N/A	BTL+20 ft min.	BTL+20 ft min.	BTL+20 ft min.	n/a
REAR SETBACK	N/A	IBC	IBC	40 ft max.	IBC
SIDE SETBACK	N/A	IBC	IBC	IBC	IBC
MAX. HEIGHT (STORIES)	N/A	2 max.	2 max.	2 max.	2 max.
PARKING LOCATION					
FIRST LAYER	N/A	P	P	P	NP
SECOND LAYER	N/A	P	P	P	NP
THIRD LAYER	N/A	P	P	P	P

P = PERMITTED NP = NOT PERMITTED N/A = NOT APPLICABLE

IBC = BANDERA'S ADOPTED INTERNATIONAL BUILDING CODE STANDARDS

5-11

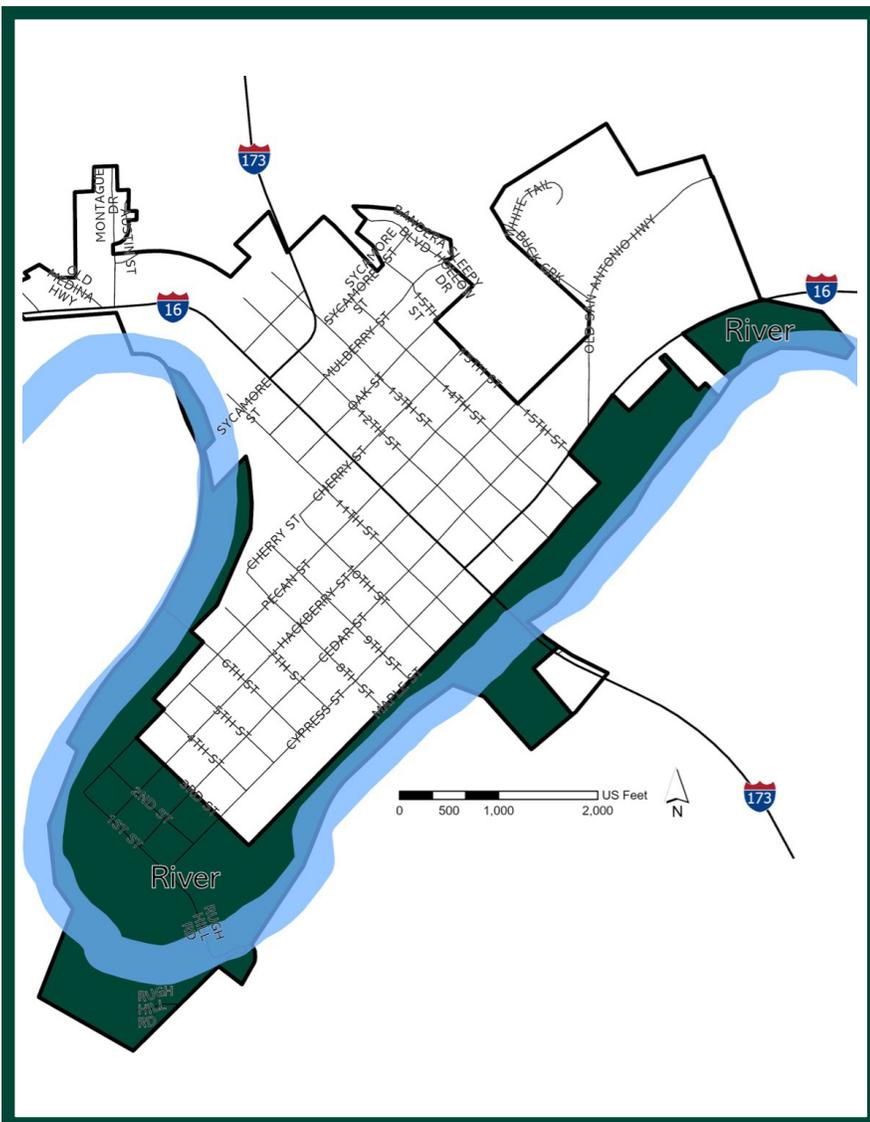
Chapter 5: Character Districts

RIVER DISTRICT.**CHARACTER DISTRICT DESCRIPTION.**

Whether the district is seen as the arms of the community or the lungs of the City, the River District is where Bandera recreates the past, sips wine, fishes, skateboards, rides horseback and celebrates its natural beauty.

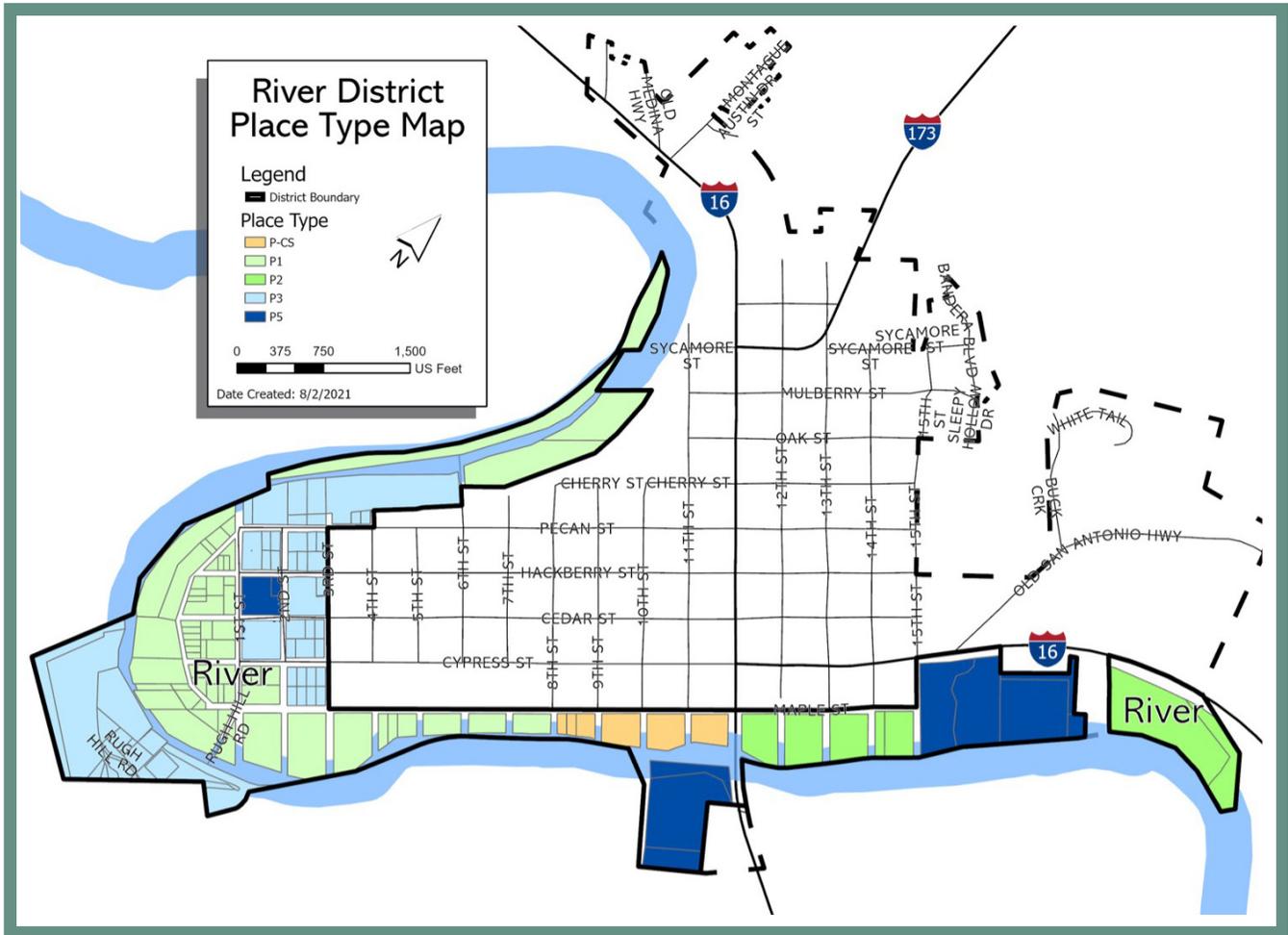
VISION FOR THE DISTRICT.

Maintain a rural getaway from the hustle and bustle of the City. It provides relief for citizens and tourists to recreate the past and relax along the Medina River.

**GOALS:**

- Maintain the natural and rural character of the district.
- Maintain the stability of the riverbanks and ensure the area fosters movement of the Medina River and stormwater through the City.
- Maintain the ability for locals to enjoy the relaxed atmosphere without being constantly overwhelmed by tourists.
- Connect the community via a multiuse trail within the riparian zone.

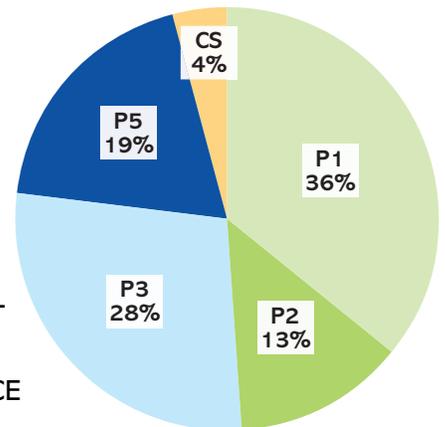
RIVER DISTRICT PLACE TYPE MAP.



Banks of Medina River. Bandera, TX 2021.

TABLE 5.11:
RIVER PLACE TYPE
LAND AREA

- P1: NATURE
- P2: RURAL
- P3: RESIDENTIAL
- P5: CORE
- P-CS: CIVIC SPACE



RIVER DISTRICT STANDARDS.

	P1	P2	P3	P4	P5
BLOCKS					
LENGTH	N/A	750 ft	335 ft	335 ft	335 ft
PERIMETER	N/A	3,000 ft	1,340 ft	1,340 ft	1,340 ft
LOTS					
WIDTH	N/A	60 ft min.	40 ft min.	no min.	no min.
AREA	N/A	no min.	8,000 sf min.	no min.	no min.
LOT COVERAGE (MAX.)	N/A	40%	60%	70%	80%
BUILD-TO-LINE "BTL"	N/A	10 ft - no max.	10 ft - no max.	5 ft - 15 ft	2 ft - 15 ft
FACADE BUILDOUT AT BTL (MIN.)	N/A	40%	40%	60%	80%
BUILDINGS					
MAX. HEIGHT (STORIES)	N/A	2	2	3	3
EDGEYARD	NP	P	P	P	NP
SIDEYARD	NP	NP	NP	P	P
COURTYARD	NP	NP	NP	NP	P
REARYARD	NP	NP	NP	P	P
PRIVATE FRONTAGE					
COMMON YARD	NP	P	P	P	NP
PORCH (OPTIONAL FENCE)	NP	P	P	P	NP
SHOPFRONT	NP	NP	NP	P	P
GALLERY	NP	NP	NP	NP	P
ARCADE	NP	NP	NP	NP	P
PUBLIC FRONTAGE					
RURAL FRONTAGE	P	P	NP	NP	NP
NEIGHBORHOOD FRONTAGE	NP	P	P	P	NP
MIX FRONTAGE	NP	NP	NP	P	P
MAJOR FRONTAGE	NP	NP	NP	NP	P
CIVIC SPACE					
PARK	P	P	P	NP	NP
GREEN	NP	NP	P	P	P
SQUARE	NP	NP	NP	P	P
PLAZA	NP	NP	NP	NP	P
PLAYGROUND	P	P	P	P	P

	P1	P2	P3	P4	P5
>3 ACRES DEVELOPMENT					
CLD REQUIRES	no min.	50% min.	10% - 30%	20% - 40%	NP
TND REQUIRES	no min.	no min.	10% - 30%	40% - 60%	10% - 30%
BUNKHOUSE					
FRONT SETBACK	N/A	BTL+20 ft min.	BTL+20 ft min.	BTL+20 ft min.	n/a
REAR SETBACK	N/A	IBC	IBC	40 ft max.	IBC
SIDE SETBACK	N/A	IBC	IBC	IBC	IBC
MAX. HEIGHT (STORIES)	N/A	2 max.	2 max.	2 max.	2 max.
PARKING LOCATION					
FIRST LAYER	N/A	P	P	P	NP
SECOND LAYER	N/A	P	P	P	NP
THIRD LAYER	N/A	P	P	P	P

P = PERMITTED NP = NOT PERMITTED N/A = NOT APPLICABLE

IBC = BANDERA'S ADOPTED INTERNATIONAL BUILDING CODE STANDARDS

5-13

Chapter 5: Character Districts

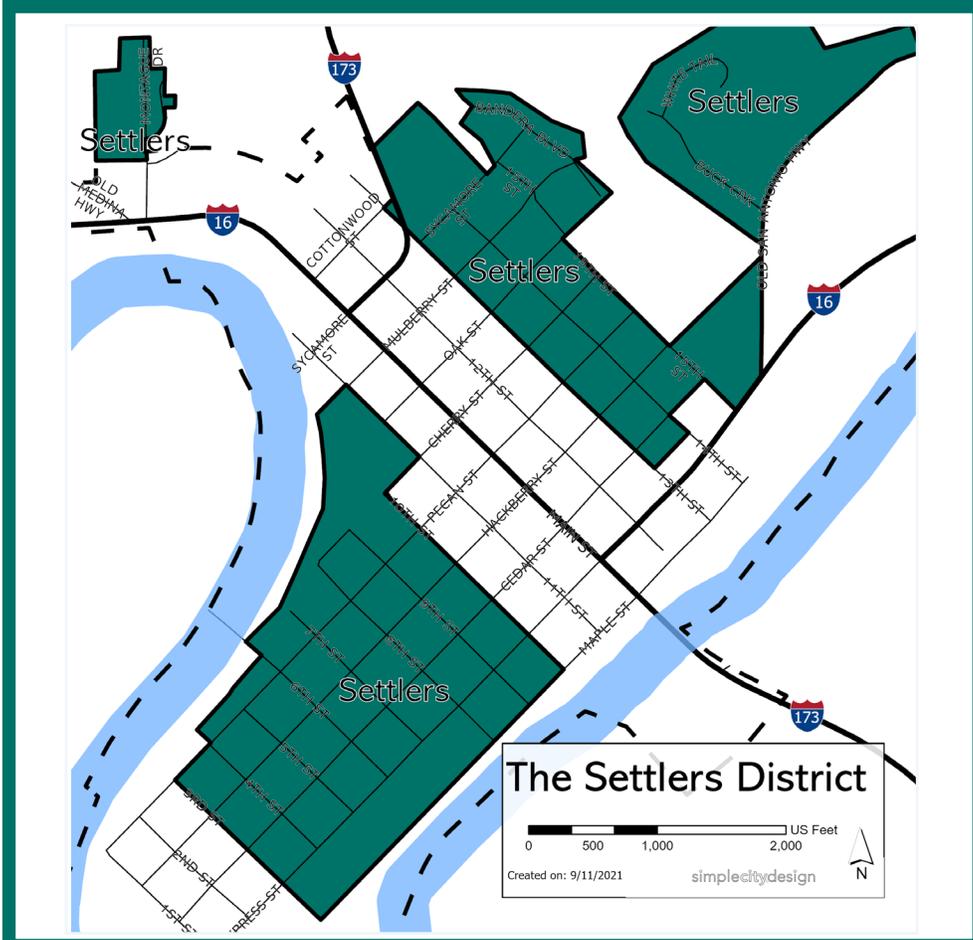
SETTLER'S DISTRICT.

CHARACTER DISTRICT DESCRIPTION.

The Settler's District is generally low density with a mix of lot sizes, residential housing types, and styles. Supporting nonresidential uses, such as schools and places of worship, are scattered throughout the area. These buildings anchor and provide focal points and gathering places for the neighborhoods. Housing types differ within City blocks supplying different living choices and price points within the same neighborhood. This diversity of housing allows for citizens to find appropriate housing at each stage of their life without disrupting their social settings. Landscaping ranges from natural vegetation through well-manicured gardens and lawns. Blocks and roadways are laid out in a grid pattern, providing short walkable blocks with planned irregularities to accommodate natural conditions. Larger lots allow for a more rural feel throughout the community. Services are provided in close proximity by neighboring districts.

VISION FOR THE DISTRICT.

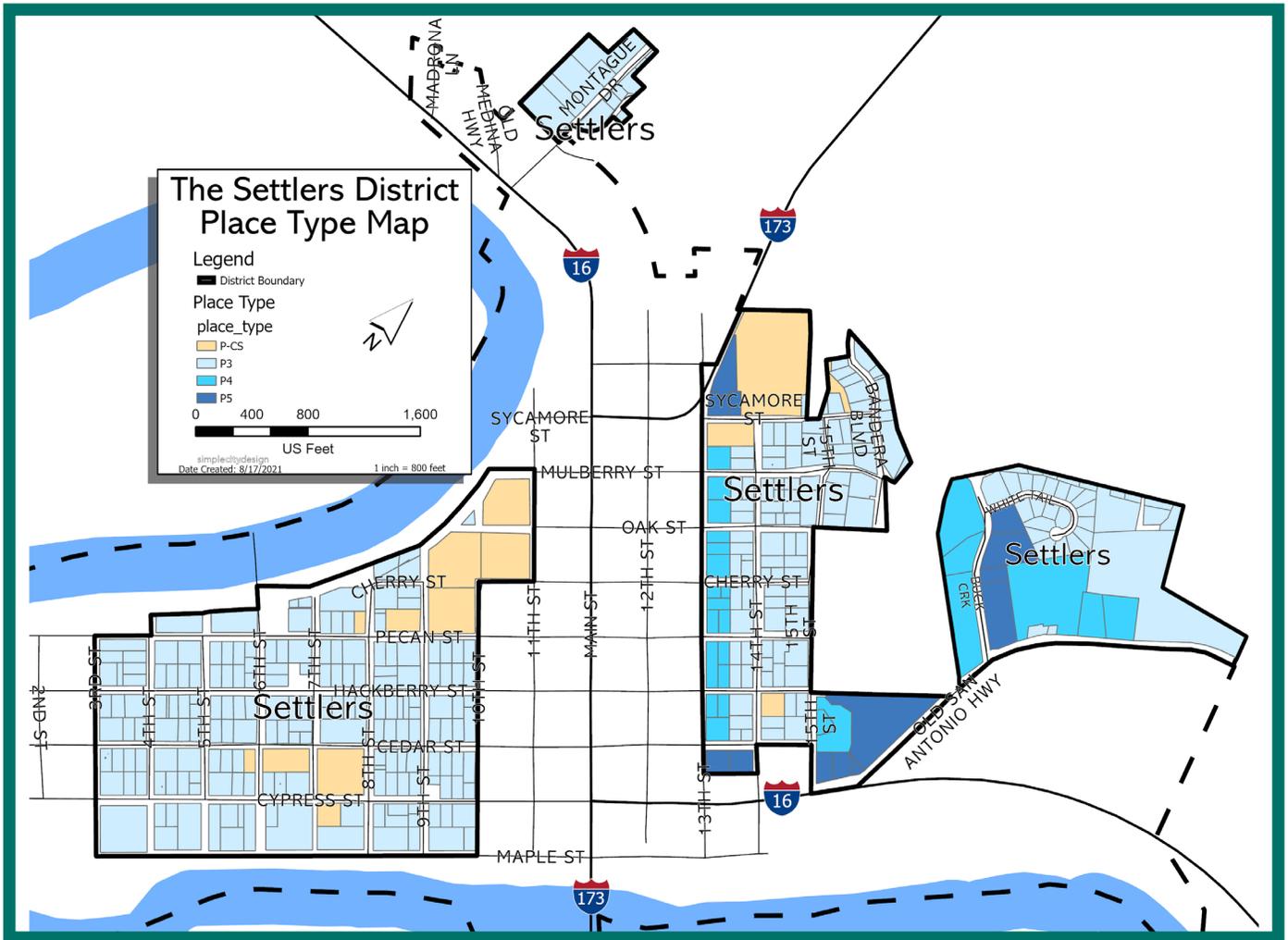
Maintain a residential district for future citizens to call home. As housing trends shift, it is important that the district be flexible to accommodate the housing demands. It has a variety of housing types for different lifestyle choices. The district has an eclectic and local flavor with architecture reflecting the era it was built.



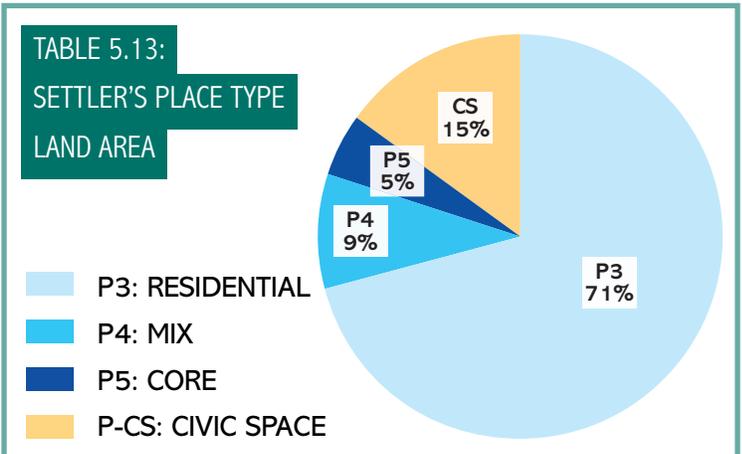
GOALS:

- Preserve the residential nature of the area in form, and where appropriate, transition to house form commercial / office.
- Allow for generational housing, workforce housing, or supplemental income.
- Enhance areas where service gaps may exist.

SETTLER'S DISTRICT PLACE TYPE MAP.



Duplex in the Settler's District. Bandera, TX 2021.



SETTLER'S DISTRICT STANDARDS.

	P1	P2	P3	P4	P5
BLOCKS					
LENGTH	N/A	750 ft	335 ft	335 ft	335 ft
PERIMETER	N/A	3,000 ft	1,340 ft	1,340 ft	1,340 ft
LOTS					
WIDTH	N/A	60 ft min.	40 ft min.	no min.	no min.
AREA	N/A	no min.	8,000 sf min.	no min.	no min.
LOT COVERAGE (MAX.)	N/A	40%	60%	70%	80%
BUILD-TO-LINE "BTL"	N/A	10 ft - no max.	10 ft - no max.	5 ft - 15 ft	2 ft - 15 ft
FACADE BUILDOUT AT BTL (MIN.)	N/A	40%	40%	60%	80%
BUILDINGS					
MAX. HEIGHT (STORIES)	N/A	2	2	3	3
EDGEYARD	NP	P	P	P	NP
SIDEYARD	NP	NP	NP	P	P
COURTYARD	NP	NP	NP	NP	P
REARYARD	NP	NP	NP	P	P
PRIVATE FRONTAGE					
COMMON YARD	NP	P	P	P	NP
PORCH (OPTIONAL FENCE)	NP	P	P	P	NP
SHOPFRONT	NP	NP	NP	P	P
GALLERY	NP	NP	NP	NP	P
ARCADE	NP	NP	NP	NP	P
PUBLIC FRONTAGE					
RURAL FRONTAGE	P	P	NP	NP	NP
NEIGHBORHOOD FRONTAGE	NP	P	P	P	NP
MIX FRONTAGE	NP	NP	NP	P	P
MAJOR FRONTAGE	NP	NP	NP	NP	P
CIVIC SPACE					
PARK	P	P	P	NP	NP
GREEN	NP	NP	P	P	P
SQUARE	NP	NP	NP	P	P
PLAZA	NP	NP	NP	NP	P
PLAYGROUND	P	P	P	P	P

	P1	P2	P3	P4	P5
>3 ACRES DEVELOPMENT					
CLD REQUIRES	no min.	50% min.	10% - 30%	20% - 40%	NP
TND REQUIRES	no min.	no min.	10% - 30%	40% - 60%	10% - 30%
BUNKHOUSE					
FRONT SETBACK	N/A	BTL+20 ft min.	BTL+20 ft min.	BTL+20 ft min.	n/a
REAR SETBACK	N/A	IBC	IBC	40 ft max.	IBC
SIDE SETBACK	N/A	IBC	IBC	IBC	IBC
MAX. HEIGHT (STORIES)	N/A	2 max.	2 max.	2 max.	2 max.
PARKING LOCATION					
FIRST LAYER	N/A	P	P	P	NP
SECOND LAYER	N/A	P	P	P	NP
THIRD LAYER	N/A	P	P	P	P

P = PERMITTED NP = NOT PERMITTED N/A = NOT APPLICABLE

IBC = BANDERA'S ADOPTED INTERNATIONAL BUILDING CODE STANDARDS

5-15

Chapter 5: Character Districts

TRADING POST DISTRICT.

CHARACTER DISTRICT DESCRIPTION.

The Trading Post District serves as the northeast entry into the City on Highway 16. The area is home to Bandera High School, Wounded Warriors, a commercial center with local shops and eateries, and vast vacant lands where cattle graze and State Historical Markers tell stories of the land. The area from the Silver Sage to adjacent lands will benefit from an interconnected design once this area begins to mature and buildout.

VISION FOR THE DISTRICT.

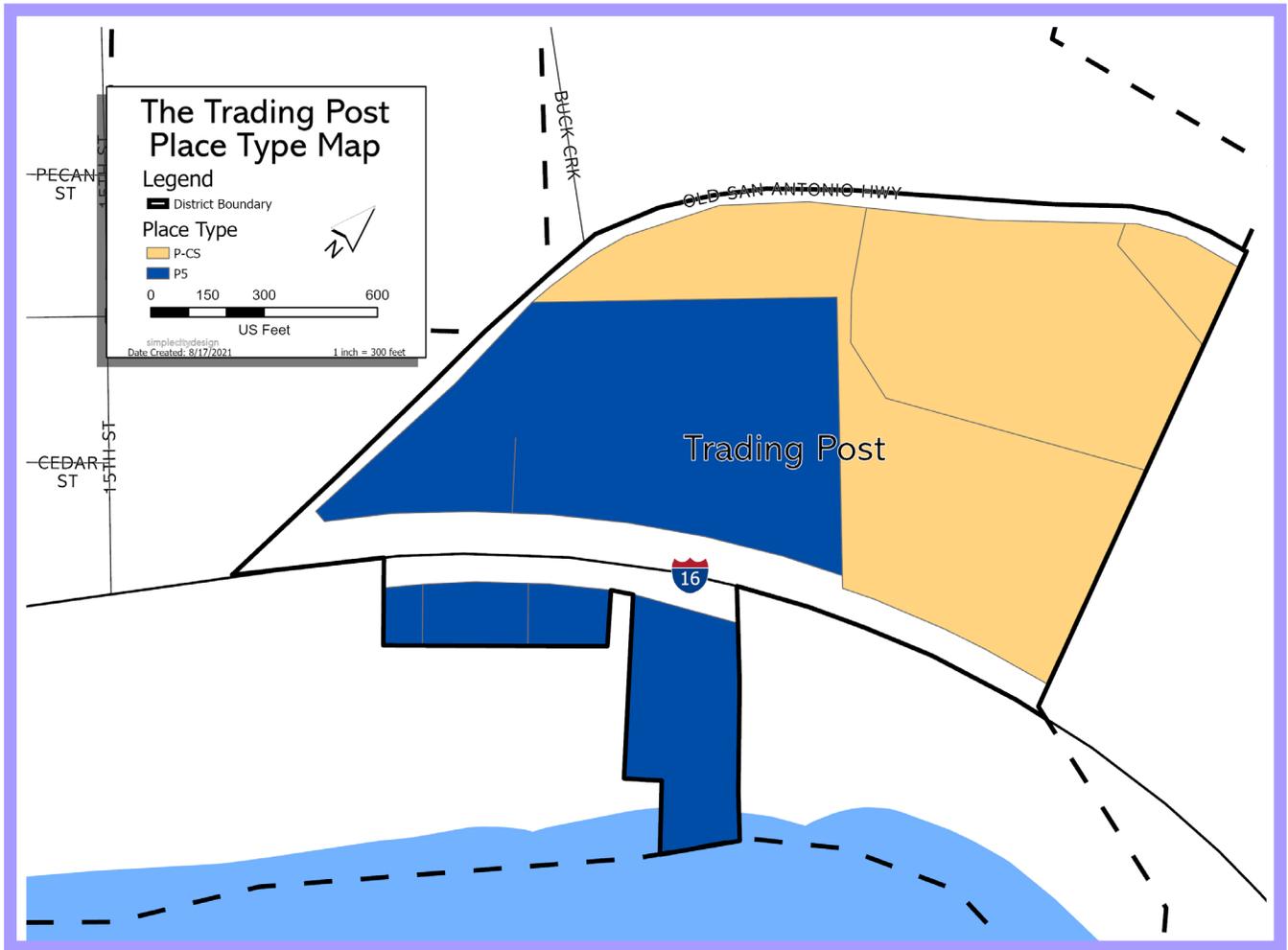
The Trading Post is where Bandera can maintain the integration of rural living and modern conveniences. Highway 16 provides plenty of space for horseback travel, which should be maintained in perpetuity. The area has the ability to connect via the river trail through the continuous two hundred (200) foot riparian zone. A carefully designed street edge along Highway 16 welcomes cars driving into Bandera.



GOALS:

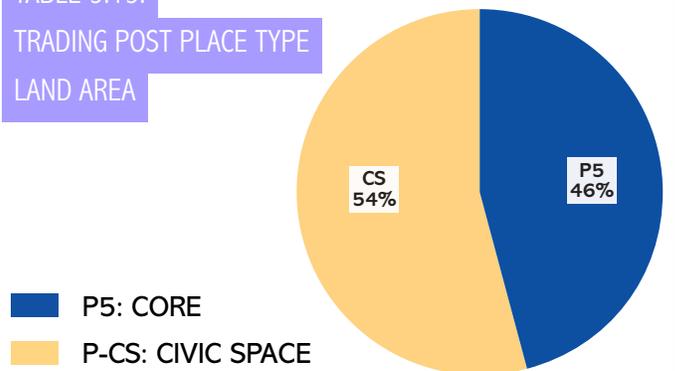
- Connects the community from State Highway 16 in the town over to Highway 173 going up 13th Street and over to the Silver Sage.
- Bandera High School is located at the heart of the district, which provides the option for high schoolers to get to school through the community rather than having to get out on Highway 16.
- Utilize creeks and tributaries for trail networks in riparian zones.

THE TRADING POST PLACE TYPE MAP.



Walmart's new headquarters is a mixed-use village.

TABLE 5.15:
TRADING POST PLACE TYPE
LAND AREA



TRADING POST DISTRICT STANDARDS.

	P1	P2	P3	P4	P5
BLOCKS					
LENGTH	N/A	750 ft	335 ft	335 ft	335 ft
PERIMETER	N/A	3,000 ft	1,340 ft	1,340 ft	1,340 ft
LOTS					
WIDTH	N/A	60 ft min.	40 ft min.	no min.	no min.
AREA	N/A	no min.	8,000 sf min.	no min.	no min.
LOT COVERAGE (MAX.)	N/A	40%	60%	70%	80%
BUILD-TO-LINE "BTL"	N/A	10 ft - no max.	10 ft - no max.	5 ft - 15 ft	2 ft - 15 ft
FACADE BUILDOUT AT BTL (MIN.)	N/A	40%	40%	60%	80%
BUILDINGS					
MAX. HEIGHT (STORIES)	N/A	2	2	3	3
EDGEYARD	NP	P	P	P	NP
SIDEYARD	NP	NP	NP	P	P
COURTYARD	NP	NP	NP	NP	P
REARYARD	NP	NP	NP	P	P
PRIVATE FRONTAGE					
COMMON YARD	NP	P	P	P	NP
PORCH (OPTIONAL FENCE)	NP	P	P	P	NP
SHOPFRONT	NP	NP	NP	P	P
GALLERY	NP	NP	NP	NP	P
ARCADE	NP	NP	NP	NP	P
PUBLIC FRONTAGE					
RURAL FRONTAGE	P	P	NP	NP	NP
NEIGHBORHOOD FRONTAGE	NP	P	P	P	NP
MIX FRONTAGE	NP	NP	NP	P	P
MAJOR FRONTAGE	NP	NP	NP	NP	P
CIVIC SPACE					
PARK	P	P	P	NP	NP
GREEN	NP	NP	P	P	P
SQUARE	NP	NP	NP	P	P
PLAZA	NP	NP	NP	NP	P
PLAYGROUND	P	P	P	P	P

	P1	P2	P3	P4	P5
>3 ACRES DEVELOPMENT					
CLD REQUIRES	no min.	50% min.	10% - 30%	20% - 40%	NP
TND REQUIRES	no min.	no min.	10% - 30%	40% - 60%	10% - 30%
BUNKHOUSE					
FRONT SETBACK	N/A	BTL+20 ft min.	BTL+20 ft min.	BTL+20 ft min.	n/a
REAR SETBACK	N/A	IBC	IBC	40 ft max.	IBC
SIDE SETBACK	N/A	IBC	IBC	IBC	IBC
MAX. HEIGHT (STORIES)	N/A	2 max.	2 max.	2 max.	2 max.
PARKING LOCATION					
FIRST LAYER	N/A	P	P	P	NP
SECOND LAYER	N/A	P	P	P	NP
THIRD LAYER	N/A	P	P	P	P

P = PERMITTED NP = NOT PERMITTED N/A = NOT APPLICABLE

IBC = BANDERA'S ADOPTED INTERNATIONAL BUILDING CODE STANDARDS

6-1

Chapter 6: Community Action Plan

A Seamless Journey to Action.



A RURAL INTENT.

From the Hill Country lifestyle honoring dark skies to its parks and streams, protect and preserve a seamless integration of nature into daily life.

As noted in the Preface, the City's wastewater treatment plant is located in the floodway of the Medina River. The Texas Commission on Environmental Quality (TCEQ) has instructed the City to relocate this plant outside of the floodway. Doing so will cost the community in excess of \$15 million, which will require grants, loans, and has the potential to max out its debt capacity. ***Therefore, it is unrealistic to add other projects to an action plan that will not be fiscally or reasonably possible anytime soon.*** In addition, it is also important to note that Bandera's citizenry do not want to see much change in Bandera. One of the significant objectives of this Comprehensive Plan is to keep Bandera, Bandera.

Therefore, this chapter is intended to serve as the Community's Action Plan. Included in the plan are ten (10) themes, which will help preserve the rural intent established in the community's vision statement, ensure needed protection of Bandera's natural setting, and Keep Bandera, Bandera by maximizing existing resources. These themes are designed around bite-size, low-tech community programs and/or projects, which can be implemented on an incremental basis and set the community up for success for the next twenty (20) years and beyond.

The citizens of Bandera are creative, caring people who genuinely love Bandera. Their resourcefulness will be critical to their success.

1

WASTEWATER FACILITY

Build new wastewater treatment facility located outside of floodway.

The Texas Commission on Environmental Quality (TCEQ) has instructed the City of Bandera to relocate their wastewater treatment plant outside of the floodway. City leaders have engaged engineering services to locate a site and design a new facility, which could cost around \$15 million. Grants and loans are being applied for from various sources. Completing this project must occur, will take several years to complete, and will significantly impact the City's debt capacity for years to come.

2

WATER AVAILABILITY

Establish water availability as a high priority for City leaders to seek alternative water sources and educate citizens and tourists on need and future opportunities.

The City obtains its water from the Lower Trinity Aquifer. This aquifer has unknown/limited capacity with low recharge rates. Considerable concerns exist throughout the region regarding water availability. The Trinity Aquifer is the primary source of groundwater for the Hill Country and serves fourteen (14) counties, including fast growing Travis, Hays (second fastest percent growth county in US this decade – 2020), and Comal (fourth fastest percent growth county in US this decade – 2020) counties.

3

DRAINAGE PROJECTS

Build Medina River Greenway improvements once funding is secured.

A drainage assessment was conducted by the City Engineer in June 2020. Grants have been written for funding for the Medina River Greenway Improvements. Once funding is secured, the next drainage project should be identified so necessary design work and preparations can be made to seek grant funding for additional implementation.

4

RIPARIAN ZONE

Create a two hundred (200) foot riparian zone along the City side of the Medina River.

A riparian zone is a transitional area between land and a river. Over time, property owners could grant the City a two hundred (200) foot easement along the Medina River, only on the City side, for recreational purposes. The community is extremely interested in creating a trail system throughout the City for horseback riding, exercise, or as an alternative transportation system. Through City control, grant funding could be available for bank stabilization, the creation of a trail system, and for long-term protection of the most essential element of Bandera's natural setting.

A Seamless Journey to Action.

5

WATER CONSERVATION

Make water conservation a key theme of Bandera to educate children, citizens, and tourists about the regional water availability challenges and the need to reduce overall water demands.

The community should preserve its water capacity for drinking and living. Reducing water demands can be accomplished through changing habits, installing xeriscaping landscaping, or other creative ways. Programs can include water reclamation and rainwater harvesting. A water conservation campaign should be implemented to educate tourists on this regional challenge and keep conservation at the forefront of citizens' minds and actions.

6

WAYFINDING SIGNAGE

Install wayfinding signage along the SH 16 corridor.

Wayfinding signage is a quick and easy way to help tourists navigate Bandera and find their destination quickly and efficiently. Places worth wayfinding should be identified, such as downtown, City and County facilities, local retail, and additional parking. Next, strategic locations should be chosen to place signage where tourists will see them, while having the least impact on the community. Signs can be constructed by the high school shop class with locally sourced materials donated or paid for through fundraisers.

7

OLD JAIL SITE ACTIVATION

Implement the Old Jail Site and Walking Trail Small Area Plan, as shown on page 108 and 110, respectively.

A small area plan was created for the Old Jail Site/Walking Trail. The County and City owned property, along with several property owners. The small area plan is designed to let this project happen incrementally over time as the County, City, and Property Owners have funding. Incremental development examples include the brick street, which could be funded through the sale of bricks, and a splash pad that could be funded through crowd sourcing.

8

STORMWATER DRAINAGE MANAGEMENT

Develop and implement low impact Development Standards for its stormwater management best management practices (BMP's).

Signage is posted at the entrance of the City Park alerting visitors to not swim or fish in the Medina River. Low impact Development Standards utilize existing natural systems, alternative pavement materials, design, and locally appropriate solutions, which are better fits than conventional practices. These natural systems could aid in improving the water quality of the river. Bandera's topography, shallow bedrock, existing built environment, community goals make adopting stormwater BMP's a great long-term investment and community strategy.

9

MAIN STREET STREETScape IMPROVEMENTS

Create a more cohesive, walkable environment along Main Street from the river to the northern City limits.

Main Street Reimagined, as shown on page 114, provides a block-by-block plan of opportunities to create a cohesive, walkable environment where the public and private frontages can be better defined. These areas include parking lots, curb cuts, or underutilized lands. Changes will occur over time as buildings are substantially renovated (greater than fifty percent (>50%) of building value) or as property owners commit to the listed improvements.

10

CITY HALL LEASE

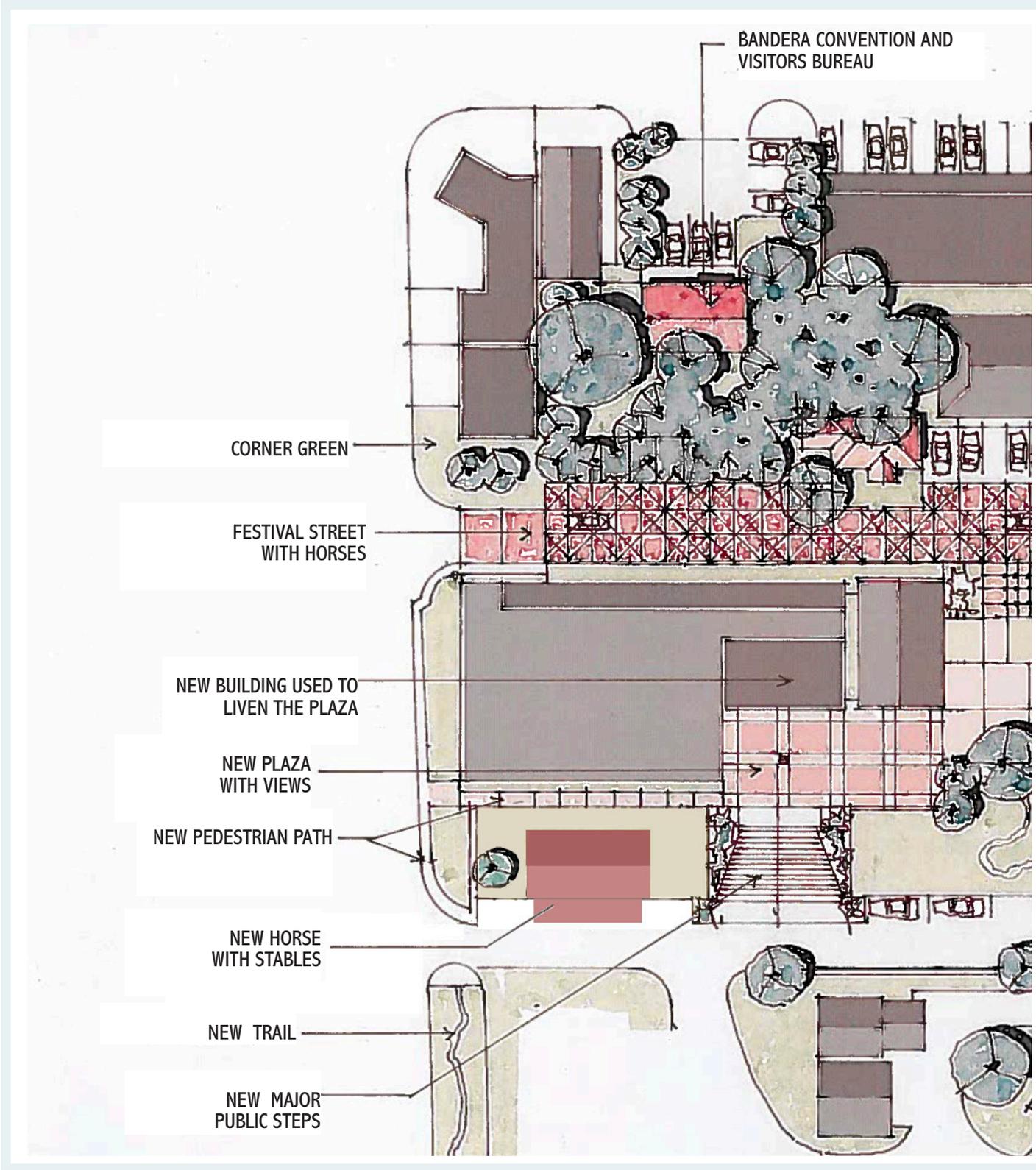
Secure space for City Hall (new space for lease renewal) prior to 2029 lease expiration.

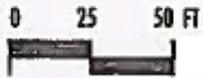
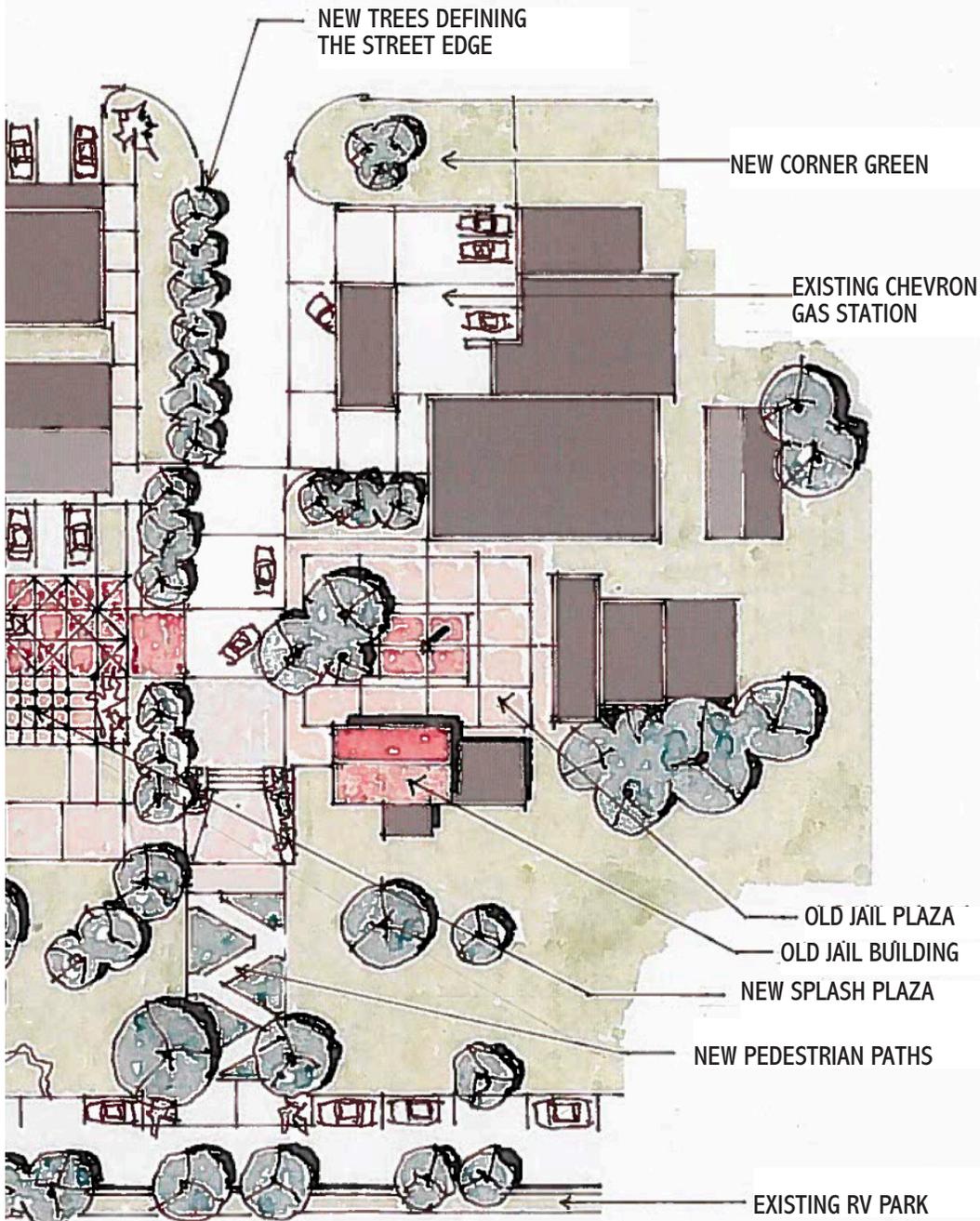
The City of Bandera currently leases City Hall from Bandera County. This lease expires in 2029. Discussions on future space needs should occur several years prior to the expiration date. Given the City's debt capacity from utility upgrades, a new facility is unlikely. If new space is needed, available space should be evaluated as it becomes available. If renewal of the existing lease is the chosen option, negotiations should occur with the County several years prior to its expiration.

6-3

Chapter 6: Community Action Plan

Old Jail Site Small Area Plan.



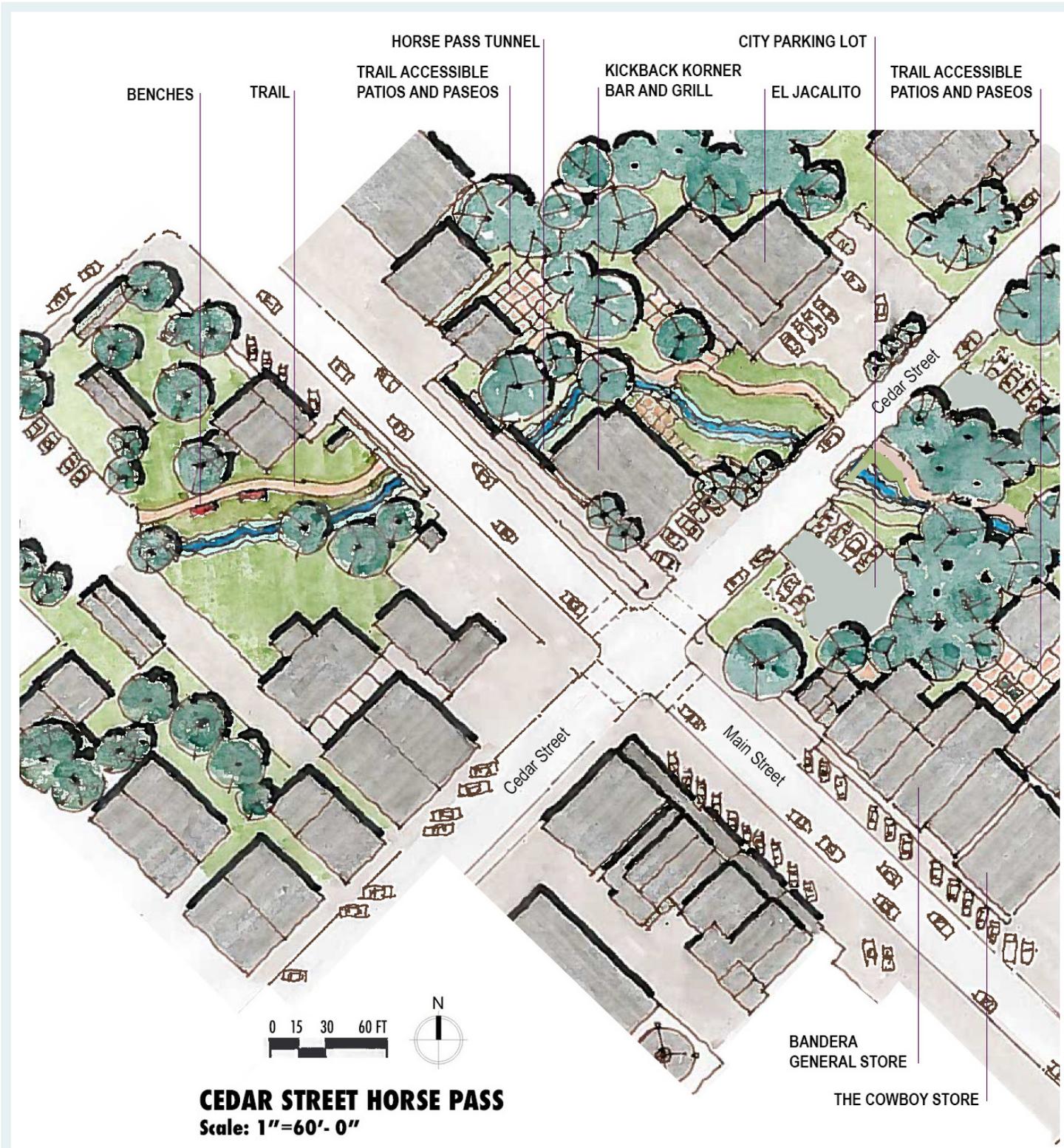


4/6/2021

6-4

Chapter 6: Community Action Plan

Walking Trail Small Area Plan.



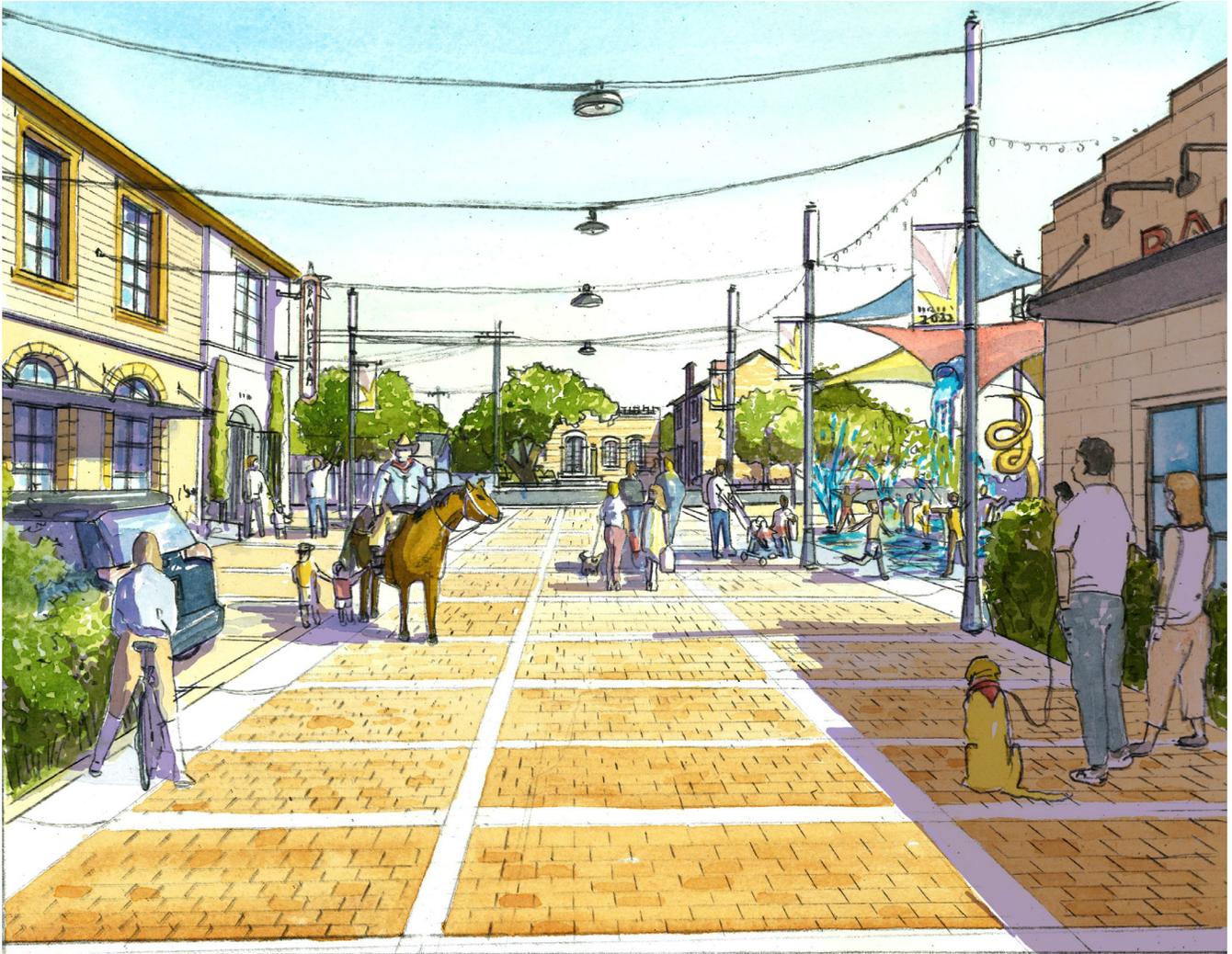


CEDAR STREET HORSE PASS.

The small area plan depicts a multi-use trail that meanders along a dry waterway covered with oak trees behind the shops on Main Street and TX-16. The trail provides an opportunity to link the Old Jail site to Cedar Street. Adding a connection to the tunnel that goes under Main Street gives pedestrians access to the shops, restaurants, and homes west of Main Street while avoiding the traffic above.

October 13, 2021

Old Jail Site & Walking Trail Small Area Plan.



The revitalization of this area is important to the community. It is one of the key elements the community felt was needed to create the balanced family friendly environment it desires. This plan is intended to provide the community with bite-sized components that allow for incremental completion to bring this plan from drawing to reality. The goal is to have the redevelopment vision displayed, celebrated, and seen as an accomplishable plan that requires community investment, partnerships, and oversight.

The detailed elements on the next page are the collection of projects needed to accomplish the plan. Ownership of each item needs to be assigned, and over time, the area will incrementally become what the community visioned.

LIGHTING.

One of the best ways to attract people is by establishing light that makes them feel comfortable and welcome. Stringing lights over the street or adding temporary lighting, just to bring people to the area, is an immediate transformation that can be accomplished without large expenses. Temporary lights could be used until permanent fixtures are purchased.

BRICK SALE.

Locals love Bandera. Tourists love Bandera. Providing the opportunity to invest a small sum of money into the betterment of Bandera is a win, win. Brick sales are a wonderful way to promote the project and invite people to be a part its realization. Bandera is great at branding and attracting people. Therefore, it is important to utilize those skills in-person, online, at events, and through promotions worldwide giving people the ability to help better Bandera. They will do it.

LANDSCAPING AND CORNER TREATMENTS.

Through the use of drought tolerant plants, landscaping is a great way to soften the environment, incorporate the natural setting, and provide shade to the visitors of the area. Landscaping the corners and entries to the plaza would draw new arrivers to venture back into the area.

Non-vegetative materials can also be used to accomplish the needed shade covering and corner treatments. If and once Bandera installs water reclamation systems, landscaping with a wider variety of plants may be a more possible option.

PATHWAYS AND TRAILS.

Connecting pathways to Maple Street and tying back into Main Street can be accomplished without significant costs, if a natural material is selected for the pathways and existing pavement connections are used. Connecting people to places is what Bandera does best. Pathways split blocks, cut across parks, and link into streets and sidewalks.

BIGGER TICKET ITEMS.

Some of the big-ticket items require major public and private partnerships, the use of private and public lands, and coordination. These projects, while more complex and costly, will yield a great long-term investment for the community, a place to gather.

STABLES.

The community has a clear idea of how the stable would be structured, where they go, and how they function. Horse experts should be consulted during the making of the stables.

SPLASH PAD OR KID PLAY AREA.

People love water and a splashpad is a great way to cool off on a hot summer day. Splashpads generally recycle the water, without creating a burden on the water system. An alternative to the splashpad would be a play facility. The playground could be locally made and inexpensive to a modern playground. It is important to work with the property owner and kids; a play area is important to the activation of the area.

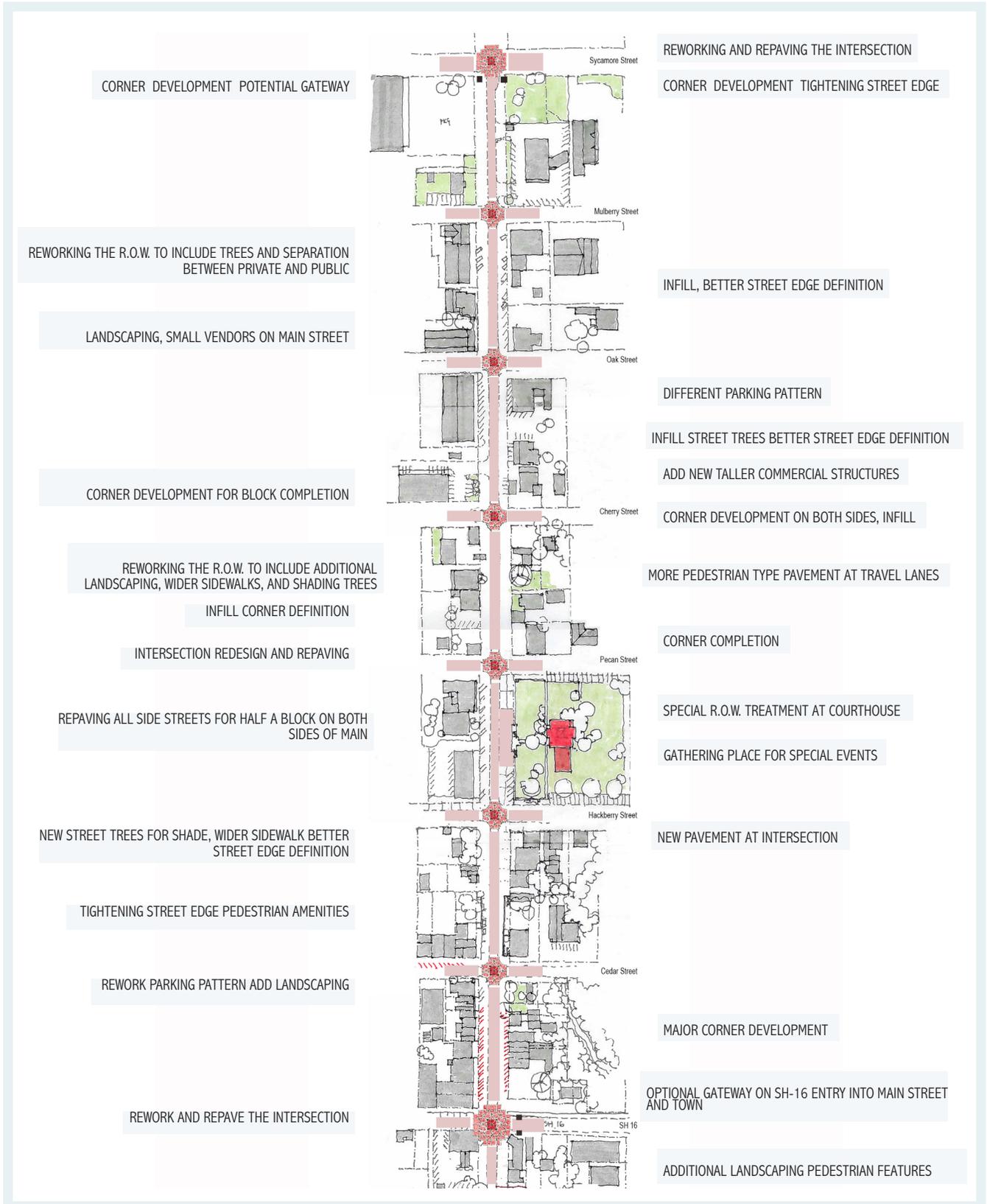
THE BANDERA STEPS AND ADA TRAIL.

The Spanish Steps in Rome have had a worldly draw as a lingering destination since the 1700's. The Bandera steps connect people from the plaza down to the Maple Street Trail and ultimately over to the Medina River. The ADA switchback trail could be constructed at the same time to ensure everyone has access to the natural relief.

6-6

Chapter 6: Community Action Plan

Main Street Re-Imagined.



The community visioned a cohesive walkable environment from the river to North Main. Main Street Re-Imagined is an attempt to provide the community with key elements, identified at strategic locations, to help the vision incrementally come together.

A temporary installation and transformation of the street using some of these plan elements would be a good use of time and funds for the community to test walk the experience they vision.



Pop-up pedestrian streets event in Bastrop, TX. Simplicity.Design, 2019.

CORNER TREATMENTS AND LANDSCAPING.

Corners are generally where lingering tourists, shoppers, or people out for a stroll decide their next move. The more visually appealing the environment, the more likely they are to continue onwards. Public and private projects should evaluate the plan to see how each property can be used to help achieve the community goal for Main Street. Landscaping and non-vegetative materials can be used to create shade, soften the built environment, and to celebrate and define the interaction between public and private properties.

INTERSECTION TREATMENTS.

Imagine a Bandera logo or local image at each intersection. As you travel down Main Street, each image would create a focal point at each intersection, celebrate the importance of Main Street, promote the heritage of Bandera, and make people aware they are in a special place. Coordination with TxDOT and guidance by the City Engineer would be required.

INFILL AND REDEVELOPMENT.

Cowboys and cowgirls have been leaning against the posts of the awnings since the beginning of Bandera. The patterns of development found in the Heritage District were used to create the standards for Main Street.

As redevelopment and infill development occur, the interface between the public and private properties must connect and fill in gaps where buildings are missing or set too far back from the street. Plazas, outdoor patios, or parklets can be used to reconnect the interface of Main Street. Liner buildings are a great infill tool to retrofit parking lots, build up underutilized parcels, and redefine a street edge. Liner buildings are narrow buildings that line the street edge.

PARKING ON MAIN STREET.

Parking on Main Street has been in place since the horse and buggy days and is still important today. Main Street can be reconfigured to better utilize the rights-of-way and program the space between the street and buildings. The continuous shoulder, present on most of Main Street, causes conflicts and forms an additional separation from the building and street edge.

Administration.

APPLICABILITY.

The City Council may approve amendments to the Comprehensive Plan for unique or extraordinary situations that were not anticipated when the Plan was adopted so long as the proposed amendment is clearly in the public interest and meets the spirit and intent of the goals and policies of the Plan.

APPROVAL CRITERIA.

In determining whether an amendment to the Comprehensive Plan should be adopted, the following criteria shall be applied:

1. The need for the proposed amendment.
2. The effect of the proposed amendment on the need for City services and facilities.
3. Whether the proposed amendment is consistent with the intent of the goals and policies of the Plan.
4. The implications, if any, that the amendment may have for other parts of the Plan.
5. Whether unforeseen circumstances or new information has emerged (such as a significant economic development opportunity).

APPROVAL PROCEDURE

The procedure for approval of a Comprehensive Plan Amendment shall follow the requirements of Chapter 213 of the Texas Local Government Code and the following process.

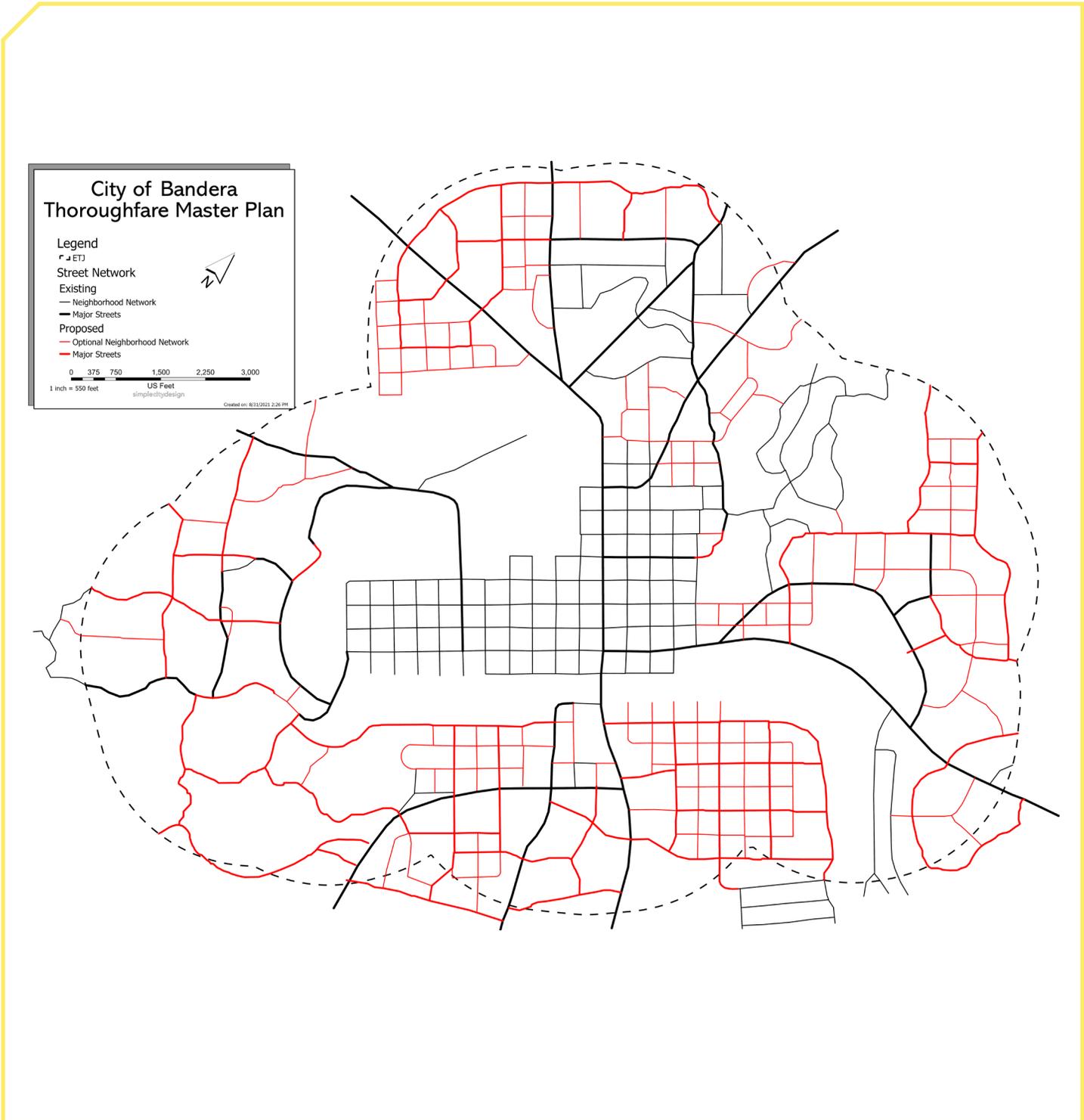
1. Prior to submitting an application for a Comprehensive Plan Amendment, the applicant shall schedule a pre-application meeting with the City.
2. Once a complete application is received, City staff will prepare a staff report and submit it to the Planning & Zoning Commission for consideration.
3. Public notice of the proposed amendment will be completed in accordance with State law and City ordinance.
4. Following public notice, the Planning & Zoning Commission will hold a public hearing and consider the requested amendment and make a recommendation to the City Council.
5. City Council will hold a public hearing and consider the recommendation of the Planning & Zoning Commission. If the City Council is in favor of the amendment, they will adopt it by ordinance in accordance with State law and the City Charter.

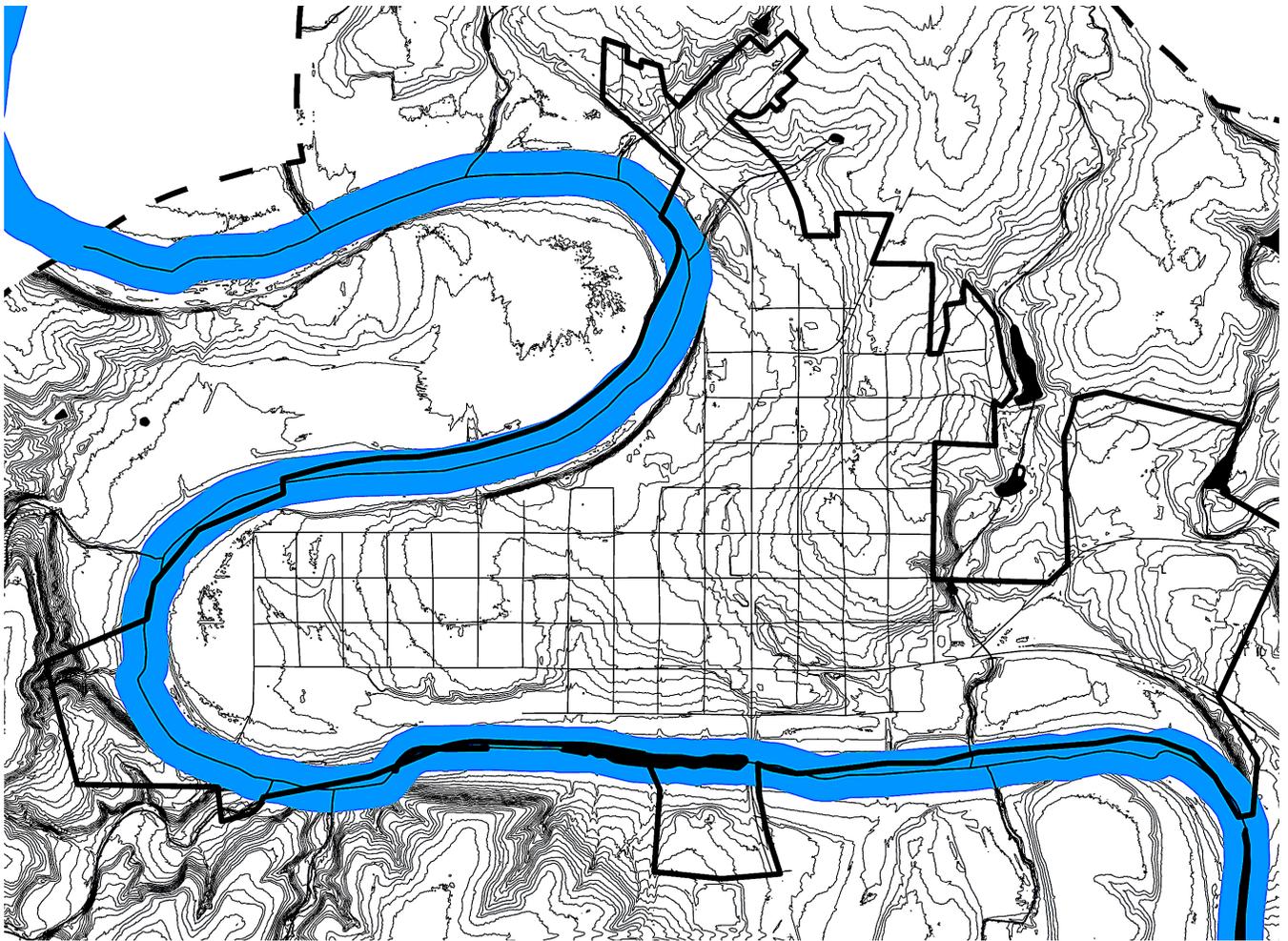
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STREET NETWORK PLAN

THOROUGHFARE MASTER PLAN





Map displaying Bandera's timeless gridded street network and topographical lines.
Bandera, TX. 2021.

STREET NETWORK PLAN

THE GRID & SHORT BLOCKS: ESSENTIAL COMPONENTS

THE GRID.

As discussed in Chapter 2, Green/Blueprint, Bandera's streets are configured using the great American Grid. A timeless pattern of development that allows for the public rights-of-way (ROW) to facilitate movement of people walking, riding on horseback, biking, and driving. The grid is easy to navigate, creates orderly development, and provides endless options for configurations. The grid creates perfect developable blocks, where a wide arrangement of lots are possible. The network of streets is structured in a variety of manners from facilitating compact urban environments to relaxed rural residential living.

Having a grid network provides transportation flexibility for a community. For instance, the community expressed interest in establishing golf cart trails and bike trails, which can be integrated into the community using the gridded street network. It is possible to classify some of the roadways off Main Street as primary access points for alternative modes of transportation. Establishing alternative routes provides creative ways to retrofit the built environment to better align with the newly established routes.

SHORT BLOCKS.

Bandera was platted in the 1800's into short 335' X 335' blocks with sixty (60) feet of ROW remaining between the blocks for streets. The short navigable blocks were internally configured using town lots as a foundation for the internal makeup of the block. This pattern of lots filled most of the blocks, then and now.

The blocks were divided into a series of lot types deemed appropriate to foster the growth of the City in an orderly and responsible manner. Lots located on Main Street were oriented north/south and the lot trends shift to east/west lots as they transition off Main Street. The placement of the blocks directly coordinates to the topography of the city. As Bandera grew, the blocks were built with surrounding streets and the lots developed as needed.

Using the same block and street pattern, the next generation can continue to facilitate a high quality of life without changing what makes Bandera work so well. In fact, short blocks, located within a gridded street network, are critical to ensuring long-term fiscal sustainability. Studies conducted across America have proven that this timeless pattern forever holds its value.

The use of a short block street grid protects Bandera's natural setting through the built setting. The Bandera community understands that the street network is a key element that makes Bandera, Bandera, and represents an important tool for the next generation. This Street Network Plan is a gift to the people of today and future generations that will inherit the decisions made by the past leaders.

STREET NETWORK PLAN

THE GRID & SHORT BLOCKS: THE FUTURE

The street grid, where accepted by nature, is the right pattern for development and transportation network to best support the timeless environment created in Bandera in the 1800's, provide a fiscally productive future for vacant lands in the City limits and ETJ, and to keep Bandera, Bandera.

APPROACH.

This plan uses nature as the first approach to deciding where future development will occur. A high-level constraints analysis was performed to find any obvious potential environmental constraints to the proposed street network. The analysis helped ensure that in developed areas, roadways are sensitive to the context of adjacent neighborhoods and, in undeveloped areas, roadways align with the geography, topography, and future goals of the community.

During development, more detailed studies may be necessary to refine the alignments as the development patterns become more certain. Project implementation, development of subdivision plats, or site plans that include the thoroughfares in this plan should be done in collaboration with and under the review of the City Administrator and City Engineer.

GOALS.

The Street Grid will:

- Ensure growth happens in a true to our roots manner and will support the integrity of this priceless landscape, while enhancing the built environment by not supporting detrimental development;
- Protect the natural setting of Bandera through a well-designed localized built environment;
- Maintain good connectivity to provide options for relief from the grid network;
- Celebrate the natural features in road configurations, highlighting views, trees, or other physical characteristics of Bandera;
- Improve pedestrian, bicycle, golfcart, and transit infrastructure so the community has a variety of accessible transportation options;
- Create a cohesive, walkable, horseback friendly and bikeable environment from the river to North Main; and
- Prioritize maintenance and repairs to improve travel experience and enhance road network safety.

NEW DEVELOPMENT.

One of the core transportation goals of the Comprehensive Plan and development policies is to maintain the gridded transportation system of connectivity. This Street Network Plan directly addresses this connectivity goal and provides a guide for use by City officials and staff, developers, business owners, and residents to better achieve the City's vision for its street and roadway system.

Bandera was built in an incremental manner. The blocks were extended as businesses and people arrived. The streets were incrementally added to as the network demanded, and the buildings were placed in a manner that emulated the existing environment.

Modern development is occurring at a scale unlike any time ever seen in human history. Large thousand-acre tracks are being subdivided into subdivisions with little respect to the local characteristics of the geography, culture, or housing and development patterns of the community.

Bandera meticulously created a vision, Comprehensive Plan, and development policies that support its authenticity and allow for future developers to utilize these standards to build new neighborhoods and infill existing neighborhoods without overwhelming existing infrastructure or the community culture that is Bandera.

New neighborhoods can be achieved on a variety of scales from one block at a time, a series of blocks or through three (3) development patterns, as discussed in Chapter

4 - Development Standards, which include Cluster Land Development (CLD), Village Center Development (VCD), and Traditional Neighborhood Development (TND) for larger tracts. The standards for development are supported by this Street Network Plan, the Comprehensive Plan, and the Development Standards in the Code of Ordinances.

This Street Network Plan supports a level of flexibility in land uses and a high degree of mobility and route choices. While the exact location of the roads may shift to accommodate the physical natural landscape, the network established must be created at the time of development design. Modification to the Street Network Plan requires a public process, as outlined in the application process, and will require justification, using the goals and values outlined in the Plan, as support for requests.

Conventional thoroughfare planning practices, utilized in recent decades, have often resulted in communities being developed around large arterial streets fed by smaller roadways that often do not connect with each other. This type of roadway system causes vehicle traffic to be dependent on a limited number of major thoroughfares for most trips and limits opportunities for alternate routes. This roadway system causes trip lengths to be longer and indirect. This system is especially problematic for people who might walk, bike, or take another mode of transportation, which furthers traffic issues and reliance on the car. Well-designed, connected streets make travel more efficient by providing choice not only in modes, but also in routes.

STREET NETWORK PLAN

IMPLEMENTING THE STREET GRID NETWORK

This Transportation Master Plan (TMP) serves as the primary tool to enable the City to preserve future corridors and the necessary rights-of-way to establish appropriate thoroughfare corridors as development occurs and to improve the existing street system as the need arises. This TMP locates and classifies streets for desired connectivity and capacity for through traffic, access to adjacent land uses, and compatibility with each street's development character. This plan provides the ability to better integrate networks of other mode choices, including walking, bicycling, and transit. The plan also guides future investments and provides the public and the development community with information about the long-term plan for the road network. Simply put, the TMP is the community's blueprint for a safe, efficient, and sustainable transportation system. It seeks to create and sustain a system that balances local and regional priorities and existing and future conditions, while supporting patterns of the past to guide the future.

Improvements to the City's transportation system will include both the construction of new roadways to serve future development, as well as enhancement of existing facilities to further support the mobility and economic vitality of the established community. These improvements are intended to not only provide improved vehicular connectivity as the City grows, but also provide increased options for alternative modes of transportation.

Funding and implementation of the planned street network will require contributions from multiple sources for design, right-of-way acquisition, and construction of various thoroughfare projects. In many cases, new thoroughfare connections and street expansions that the plan expects will require rights-of-way or easements as part of the development of property. However, the City may need to address priority transportation needs through capital improvement funding or project partnership with regional transportation agencies for funds administered at the county or regional level. The City may also consider alternate funding mechanisms to fund public infrastructure needed by new development.

STREET CROSS SECTIONS

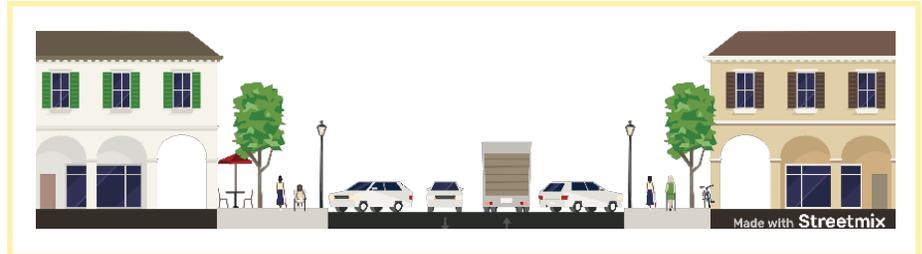
MAJOR STREET

RIGHT-OF-WAY: 60-80 FEET

PAVEMENT WIDTH: 32 FEET

CURB RADIUS: 9-15 FEET

PLACE TYPE: P5



NEIGHBORHOOD MIX STREET

RIGHT-OF-WAY: 60 FEET

PAVEMENT WIDTH: 28 - 32 FEET

CURB RADIUS: 15 FEET

PLACE TYPE: P4



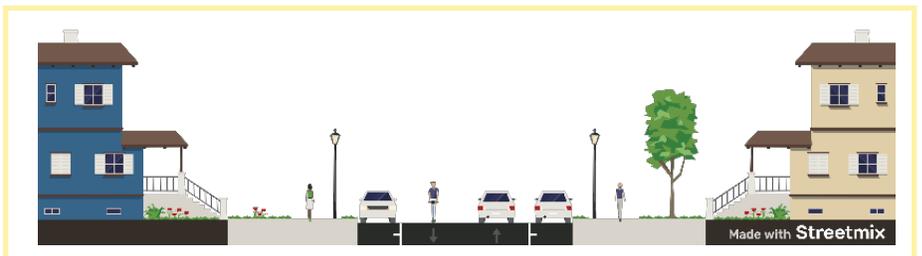
NEIGHBORHOOD STREET

RIGHT-OF-WAY: 60 FEET

PAVEMENT WIDTH: 28 FEET

CURB RADIUS: 15 FEET

PLACE TYPE: P3, P4



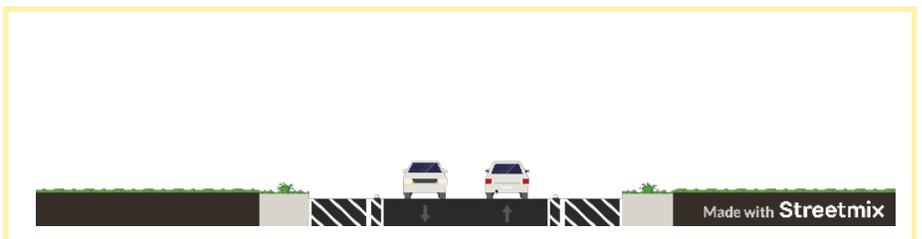
RURAL STREET

RIGHT-OF-WAY: 60 FEET

PAVEMENT WIDTH: 24 FEET

CURB RADIUS: 15 FEET

PLACE TYPE: P1, P2



CHAPTER 10

SUBDIVISION ORDINANCE

EXHIBIT A

SUBDIVISION ORDINANCE

NUMBER 398

PURPOSE

The City of Bandera is known for its small block grid, rural feel, and natural setting that has contributed to the vitality of the community since it was settled. As a matter of public policy, the City Council aims to preserve, enhance, and perpetuate those aspects of the City's development patterns into the future.

In order to promote the City's heritage and to ensure harmonious and efficient future development within the City, it is deemed essential by the City Council that qualities relating to the history of Bandera be protected. This ensures a general visual appearance for enhancing property values, the City's economic base, and encouraging tourism.

It is the purpose of the following Subdivision Ordinance to prevent the harmful effects of uncontrolled development in the Character Districts of the City, and thus to protect the health, safety and general welfare of the citizenry by encouragement of wise and appropriate development patterns within the City of Bandera and its extraterritorial jurisdiction. Property within the City limits must comply with the standards of the Subdivision and Place Type Zoning Ordinance. Property within the ETJ must comply with the Subdivision Ordinance and the Place Type Zoning Ordinance can be used for inspiration but shall not be required.

As authorized by Chapter 211 of the Texas Local Government Code, the Place Type Zoning Standards and Character Districts, as herein established, have been made in accordance with an adopted Comprehensive Plan for the purpose of promoting the public health, safety, and general welfare, and protecting and preserving places and areas of historical, cultural, or architectural importance and significance in the City.

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SUBDIVISION ORDINANCE OF THE CITY OF BANDERA, TEXAS

ARTICLE 1. GENERAL PROVISIONS

SECTION 1. PURPOSE

A. STANDARDS TO MANAGE SUBDIVISION OF LAND

The provisions of the Subdivision Ordinance are intended to provide for the orderly development of the City through the creation of neighborhoods that provide for light, air, recreation, transportation, water, drainage, wastewater and other facilities by assuring compliance of land divisions and development, the subdivision requirements and standards contained in this ordinance prior to site preparatory activities on individual lots, tracts, or parcels.

B. TERRITORIAL LIMITS OF REGULATIONS

The territorial application of this ordinance shall include all land located within the corporate limits of the City and all land lying within the extraterritorial jurisdiction of the City, as from time to time extended, except that Articles III through VIII inclusive shall not apply to lands which were included in the City of Bandera's extraterritorial jurisdiction through petition as provided by Chapter 42, Section .022(b) of the Local Government Code, provided said lands are not within the boundaries of the City's extraterritorial jurisdiction as such boundaries exist at the time of final plat approval.

C. APPLICATION OF REGULATIONS

On or after the passage of this ordinance, any person, firm or corporation (applicant) seeking approval of any plat, plat amendment, plan or replat of any subdivision of land within the City and its legally established extraterritorial jurisdiction shall be required to comply with the requirements of this ordinance before such approval may be granted. Any subdivision construction plans that have not been approved by the City before the passage of this ordinance shall be required to comply with the requirements of this ordinance. No transfer of land in the nature of a subdivision as defined herein shall be exempt from the provisions of this ordinance even though the instrument or document of transfer may describe land so subdivided by metes and bounds.

SECTION 2. DEFINITIONS

For the purpose of this ordinance, certain terms and words are hereby defined as follows. For the convenience of the reader, these terms are usually indicated by bold print and underlining, but the absence of such indications does not imply a different meaning. Terms not defined herein shall be construed in accordance with the Place Type Zoning Ordinance, other City codes and ordinances, or their customary usage and meaning. The word “shall” is mandatory and not permissive. The word “may” is permissive and not mandatory. The words “may not” and “shall not” are both prohibitive. Headings and captions are for reference purposes only, and shall not be used in the interpretation of this ordinance.

Editor’s note–The bold print and underlining for defined terms as described above is not used herein.

ALLEY: A minor public right-of-way not intended to provide the primary means of access to abutting lots, which is used primarily for vehicular service access to the back or sides of properties otherwise abutting on a street.

ALLEY, MAJOR: An alley designed to access the rear or side of nonresidential lots or the rear of residential lots with rear entry access.

ALLEY, NEIGHBORHOOD: An alley designed to access the rear or side of residential lots without rear entry access.

APPLICANT: Any person or entity who submits to the City an application for an approval required by this Ordinance. To be qualified as an applicant under this Ordinance, the person or entity must have sufficient legal authority or proprietary interests in the land to commence and maintain proceedings under this Ordinance. The term shall be restricted to include only the property owner(s), or a duly authorized agent and representative of the property owner.

BUILD TO LINE: The line within a property defining the placement of the front façade of the principal structure.

BUILDING FRONTAGE LINE: The line within a property defining the minimum horizontal distance between a building and the adjacent street line or lot line.

CITY ADMINISTRATOR: The City Administrator and/or his/her duly authorized representative.

CIVIC SPACE: An outdoor area dedicated for public use. Civic Space types are defined by the combination of certain physical constants including the relationships among their intended use, their size, their landscaping, and the buildings that front them.

EASEMENT, NON-ACCESS: An easement dedicated to the public prohibiting vehicular traffic on, over or across said easement.

EASEMENT, OVERHANG: An interest in land granted to the City, to the public generally, and/or to a utility corporation, for installing or maintaining overhead utilities over private land. This easement does not grant the right of entry thereon with machinery and vehicles for maintenance.

EASEMENT, SIDEWALK: An interest in land granted to the public for the installation of and public use of, a sidewalk across or over private land, together with the right to enter thereon with machinery and vehicles necessary for the installation and maintenance of said sidewalk.

EASEMENT, UTILITY: An interest in land granted to the City, to the public generally, and/or to a private utility corporation, for installing or maintaining utilities across, over or under private land, together with the right to enter thereon with machinery and vehicles necessary for the maintenance of said utility.

FLOODPLAIN: Any land area susceptible to being inundated by water from the unusual and rapid accumulation or runoff of surface waters from any source.

FLOODWAY: The channel of a river or watercourse and portions of the adjacent floodplain as depicted in the current floodway map provided to the City of Bandera by Federal Emergency Management Agency (FEMA), or as determined by an engineering study in areas not depicted in the current floodway map.

IMPERVIOUS SURFACE: The paved surface of any street, alley, sidewalk, driveway or parking area, the roof of any building or structure, and the top surface of any deck or other construction of any character which is so designed or built that rain falling on the surface is carried off that surface without directly penetrating the ground beneath it.

INTERIOR STREET: A minor street which enters or traverses a subdivision, or whose entire course is located within the boundaries of a subdivision, as distinguished from a perimeter street.

LOT: An undivided tract or parcel of land having frontage on a public street or an approved open space having direct street access, and which is, or in the future may be, offered for sale, conveyance, transfer, or improvement, which is designated as a distinct and separate tract, and which is identified by a tract number, lot number, or other symbol in a duly approved subdivision plat which has been properly filed of record.

LOT, CORNER: A lot at the point of intersection of and abutting on two (2) or more intersecting streets, the angle of intersection being not more than one hundred and thirty-five (135) degrees.

LOT COVERAGE: The percentage of the area of a lot covered by building, parking, or other impervious footprints. Permeable materials qualify for a Lot Coverage reduction percentage as determined by the City Administrator.

LOT, DOUBLE FRONT: Any lot, not a corner lot, with frontage on two (2) streets which are parallel to each other or within forty-five (45) degrees of being parallel to each other.

MAJOR STREET: A limited access street designed to carry a large volume of traffic from one part of the City to another, along a route generally indicated in the city's Comprehensive Plan.

NEIGHBORHOOD STREET: A street which is located within and connects to a residential area.

NEIGHBORHOOD MIX STREET: A street which connect and distributes traffic from and to neighborhood streets and which feeds into the major street.

PARKLAND, ALSO SEE CIVIC SPACE: An area of land, ranging from a natural state to a hardscaped plaza

for the enjoyment of the public, having facilities for rest and recreation, usually owned, set apart, and managed by a City, state or nation.

PERIMETER STREET: A street or dedicated street right-of-way adjacent to and abutting the boundary of any subdivision or tract of land.

PLACE TYPES OR PLACE TYPE ZONES: Shall mean geographic zoning boundaries that use standards to establish the Building Types, density, height, and other elements of the intended habitat or use.

PLAT, FINAL: The map or plan of a subdivision that is submitted to the City staff and the Planning & Zoning Commission for final approval. After approval, the plat is recorded under PROVISIONS OF CHAPTER 192 OF THE LOCAL GOVERNMENT CODE.

PLAT, PRELIMINARY: The first or introductory map or plan of a proposed subdivision that is submitted to the City staff and the Planning & Zoning Commission for initial approval as the basis for development of a final plat.

PRIVATE STREET: A street which is not a public thoroughfare.

RESERVE STRIP: An area of land adjacent to a public right-of-way, title to which is retained by the landowner (applicant), the purpose of such strip being to control access across said land.

RESUBDIVISION: The division of an existing subdivision, together with any change of lot size therein, or with the relocation of any street lines.

STREET: A public right-of-way, however designated, other than an alley, which carries vehicular traffic or provides vehicular access to adjacent land. All streets are classified by other definitions in this section.

SUBDIVISION: A division of any tract of land situated within the corporate limits, or within the extraterritorial jurisdiction of the City of Bandera, in two (2) or more parts to lay out a subdivision of the tract, including an addition to the municipality, to lay out suburban, building, or other lots, or to lay out streets, alleys, squares, parks, or other parts of the tract intended to be dedicated to public use or for the use of purchasers or owners of lots fronting on or adjacent to the streets, alleys, squares, parks, or other parts. "Subdivision" includes a division of a tract regardless of whether it is made by using a metes and bounds description in a deed of conveyance or in a contract for a deed, by using a contract of sale or other executory contract to convey, or by using any other method. "Subdivision" includes resubdivision, but it does not include a division of land for agricultural purposes into parts greater than five acres where each part has street access and no public improvement is being dedicated.

TRUNK MAIN: A water main whose primary purpose is to transport water to the distribution system within a subdivision or a sewer main whose primary purpose is to transport wastewater from the collection system within a subdivision. Trunk mains are not directly connected to individual lots.

ZONING ORDINANCE OR PLACE TYPE ZONING ORDINANCE: City of Bandera Zoning Ordinance No. 79, adopted 13 January 1986 and including amendments 105C, adopted 14 August 1989, 188 adopted 12 April 1999, 190 adopted 10 May 1999, 398 16 November 2021 and all amendments thereafter adopted.

SECTION 3. GENERAL PROHIBITIONS

A. UNAUTHORIZED SUBDIVISIONS

It shall be unlawful for any land owner, or the agent of any land owner, to layout, subdivide, plat or replat any land into lots, blocks and streets within the jurisdictional limits of the City and ETJ without the approval of the Planning & Zoning Commission in accordance with this ordinance.

B. PERMITS IN UNAUTHORIZED SUBDIVISIONS

No building, repair, plumbing or electrical permit shall be issued by the City for any structure on a lot in a subdivision until the final plat of the subdivision has been approved and filed for record and the subdivision has been accepted by the City unless authorized under extenuating circumstances by City Administrator.

C. PUBLIC SERVICES IN UNAUTHORIZED SUBDIVISIONS

The City shall not repair, maintain, install or provide any streets or public utility services in any subdivision for which a final plat has not been approved and filed for record, or in which the standards contained herein or referred to herein have not been complied with in full. The City may choose to repair, maintain and install streets within the original town plat or lots of record.

D. UTILITY SERVICES IN UNAUTHORIZED SUBDIVISIONS

Neither the City, County, public utility, water supply or sewer service corporation, special district, authority, cooperative or other entity shall supply water, gas, electricity, or sewer service to any lot or subdivision for which a final plat has not been approved and for which certificate has not been issued pursuant to Sections 212.0115 and 212.012, Texas Local Code.

SECTION 4. PENALTY

Any person violating this ordinance or any portion thereof shall, upon conviction, be guilty of a misdemeanor and shall be fined \$1,000.00, and each day that such violation continues or each occurrence shall be considered a separate offense and punished accordingly.

SECTION 5. SEVERABILITY CLAUSE

If any section, subsection, sentence, clause or phrase of this ordinance is for any reason held to be unconstitutional, void or invalid, the validity of the remaining portions of this ordinance shall not be affected thereby, it being the intent of the City Council in adopting this ordinance that no portion hereof, or provision or regulation contained herein shall become inoperative or fail by reason of the unconstitutionality or invalidity of any section, subsection, sentence, clause, phrase or provision of this ordinance.

SECTION 6. REPEAL OF CONFLICTING ORDINANCES

All ordinances and parts of ordinances and amendments of ordinances in conflict herewith are expressly repealed to the extent of their inconsistency; provided, however, that whenever the provisions of any other ordinance establish higher or more restrictive standards or regulation than those established by this ordinance, the provisions of such other ordinance or regulation shall govern.

ARTICLE II. PROCEDURES

SECTION 1. STANDARD PROCEDURE – PLATTING

A. PLAT REQUIRED

Refer to Texas Local Government Code Chapter 212, Subchapter A. Regulations of Subdivisions Section 212.004 – Plat Required. All plats shall meet the requirements of the Appendix 3: Place Type Zoning Code.

B. VACATING PLAT

Refer to Texas Local Government Code Chapter 212, Subchapter A. Regulations of Subdivisions, Section 212.013 – Vacating Plat.

C. REPLAT

Refer to Texas Local Government Code Chapter 212, Subchapter A. Regulations of Subdivisions, Section 212.014 – Replatting without Vacating Preceding Plat; Section 212.0145 – Replatting without Vacating Preceding Plat: Certain Subdivisions; Section 212.015 – Additional Requirements for Certain Replats.

D. AMENDING PLAT

Refer to Texas Local Government Code Chapter 212, Subchapter A. Regulations of Subdivisions, Section 212.016 - Amending Plat.

SECTION 2. PRE-APPLICATION CONFERENCE

Before submitting an application, the applicant should request a conference with the City Administrator and designated City staff. At this conference, the applicant should present a preliminary plan for advice on the procedures, specifications and standards required by the City for the subdivision of land.

SECTION 3. SUBMISSION OF PRELIMINARY PLAT

A. PROCEDURES FOR SUBMISSION

In submitting a preliminary plat for initial consideration by the Planning & Zoning Commission, the applicant shall deliver the following to the City Administrator no later than twenty-one (21) calendar days prior to the date the plat is to be considered by the Commission:

1. Eight (8) 24"x36" blue or black line copies of the preliminary plat, plus one (1) 8-1/2" x 11" black and white copy.
2. A preliminary plat submission to the City for a proposed subdivision whose water supply will be from private wells or a public water supply system relying wholly or partially on groundwater or surface water shall include water available data. This water availability data shall be derived from procedures for surface water sources, or from a minimum of two wells (one test well and one monitor well). There shall be one (1) set of Test Monitor wells for each one hundred (100) acres or less. The use of existing well is permitted if the existing well complies with these testing standards.

B. FORMAL APPLICATION AND FILING FEE

The preliminary plat shall be accompanied by the appropriate filing fee established by City Council. The Commission shall take no action on the plat until the filing fee has been paid. This fee shall not be refunded should the applicant fail to make formal application for preliminary plat approval or should the plat be disapproved. The applicant shall make formal application for preliminary plat approval in writing to the City Administrator no later than seven (7) calendar days prior to the Planning & Zoning Commission meeting at which the plat is to be considered.

C. FORM AND CONTENT OF PLAT

The preliminary plat of a proposed subdivision shall be prepared by a registered public surveyor and bear his/her seal. The plat shall show or be accompanied by the following information:

1. The plat shall be drawn on sheets no larger than thirty-six (36) inches wide and forty-eight (48) inches long, and to a scale no smaller than one (1) inch to four hundred (400) feet. The preliminary plat shall include all of the tract intended to be developed at one time. When more than one (1) sheet is necessary, an index sheet showing the entire subdivision at an appropriate scale shall be drawn on the face of the plat.
2. The name of the subdivision, which shall not duplicate the name of an existing or pending subdivision.
3. A complete legal description by metes and bounds of the land being subdivided. The existing boundary lines shall be drawn wide enough to provide easy identification.
4. The names and addresses of owners of record.
5. A location map showing the relation of the subdivision to well-known streets in all directions.
6. North arrow, with north to the top of the sheet if possible, and the bearing of record.
7. Name and location of adjacent subdivisions, watercourses on or adjacent to the proposed subdivision, and the property lines and names of the property owners in all adjoining unsubdivided tracts.
8. The total acreage and total number of lots in the proposed subdivision.
9. Water availability test results.
10. The location, right-of-way width, name and description of all existing or recorded streets, alleys, or other transportation features or similar reservations which are within or adjacent to the subdivision, as determined from existing records.
11. Five (5) foot contour interval surveys tied to City Control Monuments or USGS Benchmarks. Where conditions exist that make the use of five (5) foot contours impractical, alternate intervals may be used upon approval of the City.
12. The location of the City limit lines and the outer border of the City's extraterritorial jurisdiction if either traverses the subdivision or is contiguous to a subdivision boundary.
13. The location of building setback lines, including front, rear and side setback lines, shown by dashed

lines on the plat on lots in the City limits.

14. A number to identify each lot and each block, the approximate width and depth of each lot, and a note of the approximate area of the smallest lot.
15. The centerline of watercourses, creeks and existing drainage structures within and adjacent to the subdivision. Pertinent drainage data and the limits of areas subject to flooding shall be shown, delineating the one hundred (100) year flood limits if applicable.
16. The location and results of soil analysis tests shall be shown on each lot which is to utilize an on-site wastewater disposal system. The name and address of the person performing such soil analysis tests shall be noted on the plat.
17. The location of any private water wells located on the property.
18. The location of any existing septic system located within the property.
19. The locations, dimensions and purposes of all recorded and proposed easements.

SECTION 4. WATER AVAILABILITY PROCEDURES

A. SURFACE WATER SOURCES

1. A Texas licensed professional engineer must prepare the certification required by this chapter.
2. Studies of the proposed surface water resources for flow volumes and quality to prove sustainable yields in all known hydrologic conditions for the number of lots to be developed for residential and/or commercial uses.
3. Documentation of contractual arrangements with purveyors, engineering design for water treatment and distribution infrastructure, along with State pumping permits.
4. Declaration of who will manage the water system during the marketing phase, and once the subdivision is sold.
5. Contingency planning for drought and flood events.

After reviewing the developer's report, the City and Bandera County River Authority & Groundwater District (or an authorized agent of the City) would work together with the developer to either approve, disapprove and/or make recommendations for a successful project.

B. GROUNDWATER SOURCES

1. At a minimum, the following information pertaining to the proposed Subdivision shall be provided, as specified by the state in Chapter 230 of Title 30, Texas Administrative Code (30 TAC 230):
 - » The purpose of the proposed subdivision - for example, single-family residential, multifamily residential, nonresidential, commercial, or industrial.
 - » The size of the proposed subdivision in acres.
 - » The number of proposed lots within the proposed subdivision.

- » The average size (in acres) of the proposed lots in the proposed subdivision.
- » The anticipated method of water distribution to the proposed lots.
- » If the anticipated method of water distribution for the proposed subdivision is from an expansion of an existing public water supply system or from a proposed public water supply system, evidence required under § 290.39(c)(1) of 30 TAC (relating to Rules and Regulations for Public Water Systems) which shall be provided demonstrating that written application for service was made to the existing water providers within a one-half (1/2) mile radius of the subdivision.
- » Any additional information required by the municipal or county authority as part of the plat application.

C. PROJECTED WATER DEMAND ESTIMATE

- » **Residential water demand estimate.** Residential water demand estimates at full build-out shall be provided as specified in § 290.39(c) of 30 TAC (relating to Certification of Groundwater Availability for Platting). Residential demand estimates shall, at a minimum be based on the current demand of any existing residential well including those identified under § 290.8(b) of 30 TAC (relating to Obtaining Site-Specific Groundwater Data), or § 290.41(c) of 30 TAC (relating to Rules and Regulations for Public Water Systems), and
 - a. The number of proposed housing units at full build-out;
 - b. The average number of persons per housing unit;
 - c. The gallons of water required per day;
 - d. The water demand per housing unit per year (acre-feet per year); and,
 - e. The total expected residential water demand per year for the proposed subdivision (acre per feet per year).
- » **Nonresidential water demand estimate.** Water demand estimates at full build out shall be provided for all nonresidential uses as specified in § 290.3(c) of 30 TAC. Nonresidential uses shall be specified by type of use and groundwater demand per year (acre-feet per year) for each type of use. The estimate shall also include the existing nonresidential demand of any well including those identified under § 290.8(b) of 30 TAC or § 290.41(c) of TAC.
- » **Total annual water demand estimate.** An estimate of the total expected annual groundwater demand, including residential and nonresidential estimates at full build-out (acre-feet per year), shall be provided as specified in § 290.3(c) of 30 TAC.
- » **Submission of information.** The sources of information used and calculations performed to determine the groundwater demand estimates as required by this section shall be made available to the municipal or county authority if requested. The plat applicant shall provide any additional groundwater demand information required by the municipal or county authority as part of the plat

application.

D. GENERAL GROUNDWATER RESOURCE INFORMATION

- » **Aquifer identification.** Using Texas Water Development Board aquifer names, the aquifer(s) underlying the proposed subdivision which is planned to be used as the source of water for the subdivision shall be identified and generally described as specified in § 290.3(c) of TAC (relating to Certification of Groundwater Availability for Platting).
- » **Geologic and groundwater information.** To meet the requirements of this chapter, the following geologic and groundwater information shall be considered in planning and designing the aquifer test under § 290.8(c) of 30 TAC (relating to Obtaining Site-Specific Groundwater Data):
 - a. The stratigraphy of the geologic formations underlying the subdivision;
 - b. The lithology of the geologic strata;
 - c. The geologic structure;
 - d. The characteristics of the aquifer(s) and their hydraulic relationships;
 - e. The recharge to the aquifer(s), and movement and discharge of groundwater from the aquifer(s); and,
 - f. The ambient quality of water in the aquifer(s).

E. OBTAINING SITE-SPECIFIC GROUNDWATER DATA

- » **Applicability of section.** This section is applicable only if the proposed method of water distribution for the proposed Subdivision is individual water wells on individual lots. If expansion of an existing public water supply system or installation of a new public water supply system is the proposed method of water distribution for the proposed subdivision, site-specific groundwater data shall be developed under the requirements of Chapter 230, of 30 TAC (relating to Rules and Regulations for Public Water Systems) and the information developed in meeting these requirements shall be attached to the form required under § 230.3 of 30 TAC (relating to Certification of Groundwater Availability for Platting).
- » **Location of existing wells.** All known existing, abandoned, and inoperative wells within the proposed subdivision shall be identified, located, and mapped by on-site surveys. Existing well locations shall be illustrated on the plat required by the municipal or county authority.
- » **Aquifer testing.** Utilizing the information considered under § 230.7(b) of 30 TAC (relating to General Groundwater Resource Information), an aquifer test shall be conducted to characterize the aquifer(s) underlying the proposed subdivision. The aquifer test must provide sufficient information to allow evaluation of each aquifer that is being considered as a source of residential and nonresidential water supply for the proposed subdivision. Appropriate aquifer testing shall be based on typical well completions. An aquifer test conducted under this section utilizing established methods shall be reported as specified in § 230.3(c) of 30 TAC and shall include, but not be limited to the following items:
 - a. **Test well and observation well(s).** At a minimum, one (1) test well (i.e., pumping well) and one (1) observation well, shall be required to conduct an adequate aquifer test under this section. Additional observation well(s) shall be completed in the same aquifer or aquifer production zone as the test well. The locations of the test and observation well(s) shall be shown on the plat required by the municipal or county authority.
 - b. **Location of wells.** The test and observation well(s) must be placed within the proposed subdivision and shall be located at a radial distance such that the time-drawdown data collected during the planned pumping period fall on a type curve of unique curvature. In general, observation wells in unconfined aquifers should be placed no farther than three hundred (300) feet from the test well, and no farther than seven hundred (700) feet in thick, confined aquifers. The observation well should also be placed no closer to the test well than two (2) times the thickness of the aquifer's production zone. The optimal location for the observation well(s) can be determined by best professional judgment after completion and evaluation of the test well as provided in paragraph [d.] of this subsection.
 - c. **Lithologic and geophysical logs.** The test and observation wells shall be lithologically and geophysically logged to map and characterize the geologic formation(s) and the aquifer(s) in which the aquifer test(s) is to be performed.
 - i. A lithologic log shall be prepared showing the depth of the strata, their thickness and lithology (including size, range, and shape of constituent particles as well as smoothness), occurrence of water-bearing strata, and any other special notes that are relevant to the drilling process [or] to the understanding of subsurface conditions.

- ii. Geophysical logs shall be prepared which provide qualitative information on aquifer characteristics and groundwater quality. At a minimum, the geophysical logs shall include an electrical log with shallow and deep-investigative curves (e.g., sixteen (16) inch short normal/sixty-four (64) inch long normal resistivity curves or induction log) with a spontaneous potential curve.
 - iii. The municipal or county authority may, on a case-by-case basis waive the requirement of geophysical logs as required under this section if it can be adequately demonstrated that the logs are not necessary to characterize the aquifer(s) for testing purposes.
- d. **Well development and performance.** The test and observation well(s) shall be developed prior to conducting the aquifer test to repair damage done to the aquifer(s) during the drilling operation. Development shall insure that the hydraulic properties of the aquifer(s) are restored as much as practical to their natural state [state].
- i. Well development procedures applied to the well(s) may vary depending on the drilling method used and the extent of the damage done to the aquifer(s).
 - ii. During well development, the test well shall be pumped for several hours to determine the specific capacity of the well, the maximum anticipated drawdown, the volume of water produced at certain pump speeds and drawdown, and to determine if the observation well(s) are suitably located to provide useful data.
 - iii. Water pumped out of the well during well development shall not be allowed to influence initial well performance results.
 - iv. Aquifer testing required by this section shall be performed before any acidization or other flow-capacity enhancement procedures are applied to the test well.
- e. **Protection of groundwater.** All reasonably necessary precautions shall be taken during construction of test and observation wells to ensure that surface contaminants do not reach the subsurface environment and that undesirable groundwater (water that is injurious to human health and the environment or water that can cause pollution to land or other waters) if encountered, is sealed off and confined to the zone(s) or [of] origin.
- f. **Duration of aquifer test and recovery.** The duration of the aquifer test depends entirely on local and geologic conditions. However, the test shall be of sufficient duration to observe a straight-line trend on a plot of water level versus the logarithm of time pumped. Water pumped during the test shall not be allowed to influence the test results. Aquifer testing shall not commence until water levels (after well development) have completely recovered to their predevelopment level or at least to ninety percent (90%) of that level.
- i. At a minimum, a twenty-four (24) hour uniform rate aquifer test shall be conducted. Testing shall continue long enough to observe a straight-line trend on a plot of water level versus the logarithm of time pumped. If necessary, the duration of the test should be extended beyond the twenty-four (24) hour minimum limit until the straight-line trend is observed.
 - ii. If it is impractical to continue the test until a straight-line trend of water level versus the logarithm of time pumped is observed within the twenty-four (24) hour limit, the test shall continue at least until a consistent pumping-level trend is observed. In such instances,

failure to observe the straight-line trend shall be recorded.

- iii. If the pumping rates remain constant for a period of at least four hours and a straight-line trend is observed on a plot of water level versus the logarithm of time pumped before the twenty-four (24) hour limit has been reached, the pumping portion of the test may be terminated.
- iv. Water level recovery data shall be obtained to verify the accuracy of the data obtained during the pumping portion of the test. Recovery measurements shall be initiated immediately at the conclusion of the pumping portion of the aquifer test and shall be recorded with the same frequency as those taken during the pumping portion of the aquifer test. Time-recovery measurements shall continue until the water levels have recovered to pre-pumping levels or at least to ninety percent (90%) of that level. If such recovery is not possible, time-recovery measurements should continue until a consistent trend of recovery is observed.

g. Use of existing wells and aquifer test data.

- i. An existing well may be utilized as an observation well under this section if sufficient information is available for that well to demonstrate that it meets the requirements of this section.
- ii. The municipal or county authority may accept the results of a previous aquifer test in lieu of a new test if:
 - (1) The previous test was performed on a well located within a one-quarter (1/4) mile radius of the subdivision;
 - (2) The previous test fully meets all the requirements of this section;
 - (3) The previous test was conducted on an aquifer which is being considered as a source of water supply for the proposed subdivision; and
 - (4) Aquifer conditions (e.g., water levels, gradients, etc.) during the previous test were approximately the same as they are presently.

h. Need for additional aquifer testing and observation wells. Best professional judgment shall be used to determine if additional observation wells or aquifer tests are needed to adequately demonstrate groundwater availability. The Theis and Cooper-Jacob non-equilibrium equations, and acceptable modifications thereof, are based on well-documented assumptions. To determine if additional information is needed, best professional judgment shall be used to consider these assumptions, the site-specific information derived from the aquifer test required by this section, the size of the proposed subdivision, and the proposed method of water delivery.

- i. **Submission of information.** The information, data, and calculations required by this section shall be made available to the municipal or county authority, if requested, to document the requirements of this section as part of the plat application.

F. DETERMINATION OF GROUNDWATER QUALITY

- » Water quality analysis. Water samples shall be collected near the end of the aquifer for chemical analysis. Samples shall be collected from each aquifer being considered for water supply for the proposed Subdivision and reported as specified. For proposed subdivisions where the anticipated method of water delivery is from an expansion of an existing public water supply system or a new public water supply system, the samples shall be submitted for bacterial and chemical analysis as required by Chapter 290, Subchapter F of this title [Title 30 TAC] (relating to Drinking Water Standards Governing Drinking Water Quality and Reporting Requirements for Public Water Supply Systems).
 - a. For proposed subdivisions where the anticipated method of water delivery is from individual water supply wells on individual lots, samples shall be analyzed for the following:
 - (1) Chloride
 - (2) Conductivity
 - (3) Fluoride
 - (4) Iron
 - (5) Nitrate (as nitrogen)
 - (6) Manganese
 - (7) pH
 - (8) Sulfate
 - (9) Total hardness
 - (10) Total dissolved solids
 - (11) Presence/absence of total coliform bacteria
 - b. Conductivity and pH values may be measured in the field, and the other constituents shall be analyzed in a Texas Department of Health approved laboratory using methods approved by the City.

G. DETERMINATION OF GROUNDWATER AVAILABILITY

- » **(A) Time frame for determination of groundwater availability.** At a minimum, both a short- and long-term determination of groundwater availability shall be made, each considering the estimated total water demand at full build-out of the proposed subdivision. Groundwater availability shall be determined for ten years and thirty (30) years and for any other time frame(s) required by the municipal or county authority.
- » **(B) Other considerations in groundwater availability determination.** Groundwater availability determination shall take into account the anticipated method of water delivery as identified under § 230.5 of 30 TAC (relating to Proposed Subdivision Information) and will be compared to annual demand estimates at full build-out as determined under § 230.6 of 30 TAC (relating to Project Water Demand Estimate).
- » **(C) Determination of aquifer parameters.** The parameters of the aquifer(s) being considered to supply water to the proposed subdivision shall be determined utilizing the information considered under § 230.7 of 30 TAC (relating to General Groundwater Resource Information) and data obtained during the aquifer test under § 230.8 of 30 TAC (relating to Obtaining Site-Specific Groundwater Data) for individual water wells or under Chapter 290, Subchapter D of 30 TAC (relating to Rules and Regulations for Public Water Systems) and reported as specified in § 230.3(c) of 30 TAC (relating to Certification of Groundwater Availability for Platting). The time-drawdown and time-recovery data obtained during the aquifer test shall be used to determine aquifer parameters utilizing the non-equilibrium equations developed by Theis or Cooper-Jacob, or acceptable modifications thereof. The following aquifer parameters shall be determined:
 - a. Rate of yield and drawdown
 - b. Specific capacity
 - c. Efficiency of the pumped (test) well
 - d. Transmissivity
 - e. Coefficient of storage
 - f. Hydraulic conductivity
 - g. Recharge or barrier boundaries, if any are present
 - h. Thickness of the aquifer(s)

- » **(D) Determination of groundwater availability.** Using the information and data identified and determined in the above subsections (B) and (C) of this section, the following calculations shall be made.
 - a. Time-drawdown. The amount of drawdown at the pumped well(s) and at the boundaries of the proposed subdivision shall be determined for the time frames identified under subsection (A) of this section.
 - b. Distance-drawdown. The distance(s) from the pumped well(s) to the outer edges of the cone(s) of depression shall be determined for the time frames identified under subsection (A) of this section.
 - c. Well interference. For multiple wells in a proposed subdivision, calculations shall be made to:
 - i. Determine how pumpage from multiple wells will affect drawdown individual wells for the time frames identified under subsection (A) of this section; and
 - ii. Determine a recommended minimum spacing limit between individual wells and well yields from the wells that will allow for the continued use of the wells for the time frames identified under subsection (A) of this section.
- » **Determination of groundwater quality.** The water quality analysis required under § 230.9 of this title [Title 30 TAC] (relating to Determination of groundwater Quality) shall be compared to primary and secondary public drinking water standards and the findings documented as specified in Chapter 290 of 30 TAC.
- » **Submission of information.** The information, data, and calculations required by this section shall be made available to the municipal or county authority, if required, to document the requirements of this section as part of the plat application.

H. GROUNDWATER AVAILABILITY AND USABILITY STATEMENTS AND CERTIFICATION

- » **Groundwater availability and usability statements.** Based on the information developed under § 230.10 of 30 TAC (relating to Determination of Groundwater Availability), the following information shall be provided as specified in § 230.3(c) of 30 TAC (relating to Certification of Groundwater Availability for Platting):
 - a. The estimated drawdown of the aquifer at the subdivision boundary over a ten (10) year period and over a thirty (30) year period.
 - b. The estimated drawdown of the aquifer at the subdivision boundary over a ten (10) year period and over a thirty (30) year period.
 - c. The estimated distance from the pumped well(s) to the outer edges of the cone(s) of depression over a ten (10) year period and over a thirty (30) year period.
 - d. The recommended minimum spacing limit between wells and the recommended well yield.
 - e. The sufficiency of available groundwater quality to meet the intended use of the platted subdivision.
- » **Groundwater Availability Determination Conditions.** The assumptions and uncertainties that are inherent in the determination of groundwater availability should be clearly identified as specified in § 230.3(c) of 30 TAC. These conditions must be identified to adequately define the bases for the availability and usability statements. These bases may include, but are not limited to, uncontrollable and unknown factors such as:
 - a. Future pumpage from the aquifer or from interconnected aquifer from area wells outside of the subdivision or any other factor that cannot be predicted that would affect the storage of water in the aquifer.
 - b. Long-term impacts to the aquifer based on climatic variations.
 - c. Future impacts to usable groundwater due to unforeseen or unpredictable contamination.
- » **Certification.** Based on best professional judgment, current groundwater conditions, and the information developed and presented in the form specified by § 230.3(c) of this title, the licensed professional engineer certifies by signature, seal and date that adequate groundwater is available from the underlying aquifer(s) to supply the estimated demand of the proposed subdivision.

SECTION 5. PROCESSING OF PRELIMINARY PLAT

A. STAFF REVIEW

City staff will inspect the preliminary plat to see that it conforms with all the requirements of this ordinance. The applicant or his/her representative will be informed in writing by the City Administrator of any deficiencies in the preliminary plat.

B. APPROVAL BY THE CITY ADMINISTRATOR OR ENGINEER

The City Administrator or Engineer shall conditionally approve or disapprove the preliminary plat no later than twenty-one (21) calendar days after the date on which the City receives a complete plat submission. If the preliminary plat is conditionally approved, the City Administrator shall recommend to the Planning & Zoning Commission that the Commission conditionally approve the preliminary plat. If any major changes are required, the City may require submission of another preliminary plat restarting the twenty-one (21) day requirement. Should the preliminary plat as submitted fail to meet the conditions of this ordinance, the City shall disapprove the plat and note its disapproval in the minutes of the City records.

C. APPROVAL BY PLANNING & ZONING COMMISSION

The Planning & Zoning Commission shall conditionally approve or disapprove the preliminary plat no later than thirty (30) calendar days after the date on which the City Administrator adopted the recommended conditional approval by the Commission on the preliminary plat. Approval of the preliminary plat shall not constitute final acceptance of the final plat, but is authority to proceed with the preparation of the final plat. If the Commission requires any major changes, the Commission may require submission of another preliminary plat. Should the preliminary plat as submitted fail to meet the conditions of this ordinance, the Commission shall disapprove the plat and note its disapproval in the minutes of the Commission meeting.

D. EXPIRATION OF PLAT APPROVAL

Approval of the preliminary plat shall lapse one (1) year from the date of Planning & Zoning approval.

E. BEGIN COUNTING

The time begins when application is administratively complete with approval of the Planning & Zoning Commission.

F. DELAYS

Applicant has authority to request a postponement of plat approval process, not to exceed sixty (60) days, on review of a preliminary plat.

SECTION 6. SUBMISSION OF FINAL PLAT

A. PROCEDURES FOR SUBMISSION

No final plat shall be considered unless a preliminary plat has first been submitted to and approved by the Planning & Zoning Commission. The final plat and accompanying data shall conform to the preliminary plat as conditionally approved by the City, incorporating all changes, modifications, alterations and corrections required by the City and Planning & Zoning Commission. The applicant shall provide the following no later than thirty-one (31) calendar days prior to the City's consideration of the final plat:

1. Eight (8) 24"x36" blue or black line copies of the final plat, plus one (1) 8-1/2" x 11" black and white copy.
2. Three detailed sets of plans and specifications bearing the seal and signature of a registered professional engineer, together with detailed cost estimates of all subdivision improvements.
3. A digital file of the final plat in a format specified by the City.

The applicant shall submit to the City Administrator a formal application for final plat approval, accompanied by payment of the appropriate filing fee established by City Council. The application and all required payments shall be submitted no later than seven (7) calendar days prior to the Planning & Zoning Commission meeting at which the final plat is to be considered.

B. FORM AND CONTENT OF PLAT

The final plat shall be produced in ink or Computer Aided Design (CAD) on mylar or other reproducible media, twenty-four (24) inches wide and thirty-six (36) inches long, and to a scale of either one (1) inch to one hundred (100) feet or one (1) inch to fifty (50) feet. Where more than one (1) sheet is required, an index sheet no larger than twenty-four (24) inches wide and thirty-six (36) inches long shall be filed showing the entire subdivision, and all scales shall be uniform. The following information must be shown on or must accompany the plat:

1. Name of the subdivision, north arrow, the name of the land owner or owners, the name of the registered surveyor and/or engineer responsible for the preparation of the plat, scale, location map, total acres in the subdivision, and the location of the subdivision in reference to an original corner of the original survey of which said land is a part.
2. Certificate, signature and seal of the licensed surveyor who surveyed the land (see Exhibit A).
3. Certificate, signature and seal of the engineer, except when the plat does not require engineering considerations (see Exhibit A).
4. A certificate of ownership and dedication to the City of all streets, easements, alleys, parks, playgrounds or other dedicated public uses, signed and acknowledged before a notary public by the owners and by any holders of liens against the land (see Exhibit A).
5. Certificate of approval to be signed by the Chair and the Secretary of the Commission (see Exhibit A).

6. Certificate of approval to be signed by the Chair of the Planning & Zoning Commission and the City Secretary (see Exhibit A).
7. Certificate for recording the plat in the Bandera County Clerk's office.
8. The names and property lines of adjoining subdivisions and the property lines and names of property owners in contiguous unsubdivided tracts.
9. The name and location of adjacent streets, alleys, easements, watercourses, and other required information, all lines outside of the subdivision boundaries to be dashed.
10. The names of all proposed streets and the locations and right-of-way widths of all proposed streets and alleys.
11. Complete curve data (delta, arc length, radius, tangent, point of curvature, point of reverse curvature, point of tangency, long chord with bearing) between all lot corner pins.
12. Locations, dimensions and purposes of any easements or other rights-of-way to be dedicated to public use.
13. Lot and block lines, numbers of all proposed lots and blocks, dimensions for front, rear and side lot lines for lots in City limits, and the street address of each lot.
14. The use classification of each street based on the street definitions in this ordinance.
15. Plat notes indicating the location of sidewalks on both sides of all streets (except where sidewalks are not required by this ordinance), and the installation of double swing gates across all utility easements.
16. If applicable, the boundaries of the one hundred (100) year floodplain and floodway.
17. Subdivisions in an area having special flood hazards shall show on the plat:
 - a. A flood zone for that area which is subject to inundation by the one hundred (100) year flood.
 - b. The surface elevation(s) of the one hundred (100) year flood as depicted in the current floodplain map(s) provided to the City of Bandera by the Federal Emergency Management Agency (FEMA).
18. Minimum slab elevations of all lots that fall within the one hundred (100) year floodplain.
19. Other appropriate plat notes (see Exhibit A).
20. Appropriate easement notes (see Exhibit A).
21. A final erosion control plan and a construction sequencing plan. These plans shall be included in the subdivision construction documents.

SECTION 7. FINANCIAL GUARANTEES

A. REQUIRED PERFORMANCE BOND

No later than three (3) working days prior to consideration of the final plat by the Planning & Zoning Commission, the applicant shall file with the City Administrator either an irrevocable letter of credit, a cash deposit, a savings assignment, or a performance bond, in an amount equal to the estimated cost of the utility and street improvements to be made in the subdivision by the applicant, including the cost of erosion control during construction. Such bond or other financial guarantee shall be for the faithful performance, installation and completion of such improvements.

B. ADJUSTMENT OF BOND/DEPOSIT

Within ten (10) days after approval of the final plat, but prior to the start of construction, the applicant shall provide the City Administrator an executed copy of the utility and street construction contracts or a notarized statement certifying the final contracts so that the City may substantiate the estimated cost of improvements. The performance bond/deposit shall be adjusted to reflect the actual construction costs.

C. EXPIRATION OF BOND

The performance bond/deposit shall bear an expiration date of at least one (1) year and shall be retained by the City Administrator until all improvements have been completed and accepted by the City.

D. PAYMENT OF BOND

If all improvements have not been completed and accepted by the City thirty (30) calendar days prior to the expiration of the performance bond/deposit, the City Administrator shall present the performance bond/deposit for immediate payment.

SECTION 8. APPROVAL OF FINAL PLAT

A. PLANNING & ZONING COMMISSION REVIEW AND APPROVAL

The Planning & Zoning Commission shall review the final plat. Prior to final plat approval, the City Administrator shall furnish the Commission a report concerning utility and street construction plans, bonding requirements, filing fees and staff recommendations. When the Commission is satisfied that all conditions and requirements have been met, the Commission shall approve the final plat.

B. FILING REQUIREMENTS

Once the final plat has been approved by the Planning & Zoning Commission, the City Administrator shall hold the final plat until the applicant has complied with all final subdivision acceptance requirements of Article II, Section 10 of this ordinance. No later than ten (10) working days after compliance with Article II, Section 10 of this ordinance, the applicant shall file the approved final plat for record and provide the City with two (2) reproducible recorded tracings of the final plat.

C. DISAPPROVED PLATS

Should the final plat as submitted fail to meet the conditions of this ordinance, the Commission shall disapprove the plat and note its disapproval in the minutes of the respective meeting.

SECTION 9. VARIANCES

A. AUTHORITY TO GRANT VARIANCES

A variance can be granted only by the Board of Adjustment when in harmony with the general purpose and intent of this ordinance so that the public health, safety and welfare may be secured and substantial justice done. Pecuniary hardship to the applicant, standing alone, shall not be deemed to constitute undue hardship. In granting a variance, the Board of Adjustment shall prescribe only conditions that it deems necessary to or desirable in the public interest.

B. FINDINGS REQUIRED FOR VARIANCES

In making the findings herein required, the Board of Adjustment shall take into account the nature of the proposed use of the land involved, existing uses of land in the vicinity, the number of persons who will reside or work in the proposed subdivision, and the probable effect of such variance upon traffic conditions and upon the public health, safety, convenience and welfare in the vicinity. No variance shall be granted unless the Board of Adjustment makes affirmative findings as to all of the following:

1. That there are special circumstances or conditions affecting the land involved such that the strict application of the provisions of this ordinance would deprive the applicant of the reasonable use of his/her land;
2. That the variance is necessary for the preservation and enjoyment of a substantial property right of the applicant;
3. That the granting of the variance will not be detrimental to the public health, safety or welfare, or injurious to other property in the area; and
4. That the granting of the variance will not have the effect of preventing the orderly subdivision of other land in the area in accordance with the provisions of this ordinance.

C. PROCEDURES FOR VARIANCES

The applicant shall submit to the City Administrator a written application for each variance which is requested, along with the appropriate filing fee established by City Council. The Board of Adjustment shall not consider any action on the variance request until this fee has been paid. The findings of the Board, together with the specific facts upon which such findings are based, shall be incorporated into the minutes of the Board meeting at which the variance is granted or rejected. If the Board rejects a variance, the applicant may appeal to the appropriate courts.

SECTION 10. FINAL SUBDIVISION ACCEPTANCE REQUIREMENTS

Prior to final acceptance by the City of completed improvements for maintenance, the applicant shall file with the City Administrator or the Bandera County Commissioners Court, whichever is appropriate, the following:

1. Either a two (2) year warranty bond conditioned that the improvements are free from defects in materials and workmanship, or an irrevocable letter of credit, cash deposit or savings assignment, committing funds for the correction and repair of any defects in materials or workmanship. The bond, letter of credit, cash deposit or savings assignment shall be in the amount of ten percent (10%) of the contract price for the improvements.
2. Two (2) sets of certified "As Built" record drawing plans for each subdivision improvement.
3. A digital file of the "As Built" record drawing plans for each subdivision improvement in a format specified by the City.
4. Two (2) certified copies of all improvement costs, itemized as follows:
 - a. Streets, alleys, curbs, sidewalks and drainage features.
 - b. Water mains, valves, hydrants and services.
 - c. Sewer mains, lift stations, force mains, manholes and services.

Prior to acceptance of the subdivision improvements, the applicant shall provide the City a certified release of lien stating that all contractors, subcontractors and suppliers have been paid and that no liens exist and that no liens will be filed on the subdivision. The City shall give no acceptance until an acceptable certified release of lien is provided. No applications shall be accepted for building permits or utility connections, and no building permits shall be issued or utility connections made until such time as the City accepts the entire subdivision.

SECTION 11. REVIEW AUTHORITY

The process overview defines the application type, review and approval authority for each application, and Public Hearing and Notice requirements.

DEVELOPMENT APPLICATION APPROVAL PROCESS.

APPROVAL PROCESS	SOURCE	REVIEW AND APPROVAL AUTHORITY			NOTICE			
		ZBA	P&Z	CC	APPLICATION NOTICE	PUBLISHED NOTICE	PERSONAL NOTICE	POSTED NOTICE
LEGISLATIVE								
Annexation			R/PH	D/PH	Y	Y	Y	Y
Comprehensive Plan Amendment			R/PH/PM	D/PH/PH/PM	Y	Y	Y	Y
Place Type Text Amendment			R/PH	D/PH/PM	Y	Y	Y	N
Place Type Zoning Map Amendments			R/PH	D/PH/PM	Y	Y	Y	Y
New Neighborhood Plan			R/PH	D/PH	Y	Y	N	N
Preliminary Plat			D/PM			N	N	N
Final Plat			D/PM			N	N	N
Vacating Plat or Residential Replat			D/PH			Y	Y	Y
Change in status of nonconforming uses or structures			D/PH			N	N	N
Variance		D/PH				N	N	N
ADMINISTRATIVE								
Site Plan						N	N	N
Minor or Amending Plat						N	N	N
Public Improvement Plans						N	N	N
Drainage Plan						N	N	N
Building Permits						N	N	N
Floodplain Permit						N	N	N
Warrant						N	N	N
Administrative Adjustment						N	N	N

R - Required PH - Public Hearing PM - Public Meeting D - Decision A - Approval N - Not Required Y - Required

PUBLIC HEARING AND NOTICE.

	PUBLISHED NOTICE	OPTIONAL PERSONAL NOTICE	MAILED NOTICE
NOTIFICATION LOCATION	Newspaper	Subject Property	United States Mail
TIME BEFORE SET HEARING	15 days	10 days	10 days
INCLUDE IN NOTICE	<ul style="list-style-type: none"> » Date, time, and location of hearing; » Purpose of the hearing; and, » Identification of the subject property if the decision concerns an individual tract or parcel of land. 	<ul style="list-style-type: none"> » Purpose of the request; and » All public hearing dates. 	<ul style="list-style-type: none"> » Name of the applicant; » Date, time, and location of the hearing; » Purpose of the hearing; » Identification of the subject property; and, » The name of the appellant if an appeal.
NOTIFICATION INSTRUCTIONS	City Secretary or designee will be responsible for posting the notice in the newspaper of general circulation.	<ul style="list-style-type: none"> » Minimum 2'x2' sign placed on the street frontage in visible unobstructed location. » Utilize a minimum 6" lettering. » Shall stay in place until final action is taken or request is withdrawn. 	<ul style="list-style-type: none"> » Each owner of real property located within two hundred (200) feet of the exterior boundary of the property in question and any other persons deemed by the Lead Officer or decision-maker to be affected by this application; » The applicant and/or property owner; and » The appellant if an appeal.

ARTICLE III.

GENERAL SUBDIVISION DESIGN AND LAYOUT

SECTION 1. MINIMUM REQUIREMENTS

The intent of this ordinance is to create neighborhoods using lot and block patterns of Bandera. The design standards contained in this ordinance represent minimum values considered necessary to ensure good public health and safe development within the community. The design engineer and applicant are required to meet or exceed these standards. Approval of plans and specifications by the City shall not be construed as relieving the design engineer and the applicant of responsibility for compliance with this ordinance or with the requirements of other local, county or state authorities having jurisdiction. No preliminary plat or final plat shall be approved and no completed improvements shall be accepted unless they conform to the standards and specifications of this ordinance. (Ordinance 398 adopted 11/16/2021)

SECTION 2. GENERAL SUBDIVISION DESIGN

Every subdivision shall conform to the Comprehensive Plan of the City and the parts thereof. If a tract is subdivided into parcels larger than 3.4 acres or ordinary building lots, such parcels shall be arranged to allow the opening of future streets using the standards of this ordinance and when in the City limits, the Place Type Zoning Ordinance. Except for non-access easements required by this ordinance, there shall be no reserve strips controlling access to land dedicated or intended to be dedicated to public use. The locations, right-of-way widths and names of all proposed streets shall conform to those of the existing streets with which they may be or become extensions. The names of proposed streets shall not duplicate or be deceptively similar to the names of other streets within the City limits or within the extraterritorial jurisdiction of the City. To the extent possible, in order to preserve the cultural heritage of the City, street names, common areas, buildings, signs, and all possible aspects of the subdivision design shall conform to the Comprehensive Plan.

SECTION 3. PARKLAND AND CIVIC SPACE DEDICATION

All plats on property twenty (20) acres or greater in size that are to be approved by the City, including property being platted within the City's extraterritorial jurisdiction, shall show the area proposed for parkland to be dedicated to the public. This area shall be no less than five percent (5%) of the gross area of the property being platted, and shall have a suitable means of access from a public street.

In all instances, the City shall have the right to accept the dedication of parkland or to refuse it. Any parkland dedicated to the City shall be suitable for either active or passive recreational use. For example, a drainage area that serves no useful recreational purpose shall not be accepted as parkland.

If the City accepts the parkland dedication, the dedication shall be made on the final plat. Parkland dedication by separate instrument shall not be accepted. No final plat dedicating parkland shall be approved until the parkland dedication requirements are met.

A applicant involved in the following platting situations may apply for a parkland dedication exemption, provided the applicant can show evidence of no or limited impact on the existing parks and recreational facilities of the City:

1. Vacating and resubdivision plats
2. Amending and correction plats
3. Plats for projects designed specifically as elderly housing

SECTION 4. LOTS

A. MINIMUM LOT SIZE

The Place Type Zoning Ordinance establishes certain minimum standards for lots within the corporate limits of the City. This Subdivision Ordinance along with the Place Type Zoning Ordinance establishes minimum standards for lot sizes, street frontages and height requirements for areas within the corporate limits of the City and its extraterritorial jurisdiction.

1. A General Subdivision lot served by an individual water supply well and individual on-site sewage system (OSSF) shall have a minimum lot size of five (5) acres. The minimum lot size must be maintained exclusive of any floodway that may encroach on the lot.
2. A General Subdivision lot served by a public water supply and having an individual on-site sewage facility (OSSF) shall have a minimum lot size of two (2) acres. The minimum lot size must be maintained exclusive of any floodway that may encroach on the lot.
3. A General Subdivision lot served by a public water supply and by a public sewage disposal system shall have no minimum lot size.

B. BUILD TO LINES

For a subdivision within the corporate limits of the City, build to lines from the property lines shall meet the minimum requirements of the Place Type Zoning Ordinance for the Place Type and Character District applicable to the land being subdivided. For a subdivision outside the corporate limits of the City but within the City's extraterritorial jurisdiction, build to lines shall meet the minimum requirements which would be applicable in the least intensive Place Type which would permit the proposed land use if the subdivision were located inside the City's corporate limits. Building setback lines are established by the IBC as adopted by the City.

C. LOT FRONTAGE REQUIREMENTS

Lots in the City Limits shall conform to the standards of the Place Type Zoning Ordinance. Each lot shall be provided with adequate access to an existing or proposed public street.

1. The minimum lot frontage requirement for subdivisions with five (5) acre minimum lot sizes will be three hundred thirty-five (335) feet.
2. The minimum lot frontage requirement for subdivisions of two (2) acre minimum lot sizes will be one hundred fifty (150) feet.
3. The minimum lot frontage requirement for subdivision of one-half (1/2) acre minimum lot sizes will be one hundred (100) feet.
4. If the lot is on a cul-de-sac or cul-de-sac corner, the chord length will be fifty (50) to sixty (60) feet.

SECTION 5. BLOCKS

A. BLOCK LENGTH

Block length for subdivisions in the City limits are established by the Place Type Zoning Ordinance. Internal block makeup may vary in configuration to accommodate the natural netting or other physical features. Blocks outside the City but in the extraterritorial jurisdictions along neighborhood streets may not be longer than three hundred thirty-five (335) feet. Blocks along neighborhood streets may not be shorter than three hundred (300) feet except for interior neighborhood streets. Blocks along major streets, neighborhood mix streets, railroad, body of water, or similar barrier may not be longer than five hundred (500) feet except under special conditions and with the approval of the Planning & Zoning Commission.

B. BLOCK WIDTH

Block widths for subdivisions in the City Limits are established by the Place Type Zoning Ordinance. Blocks widths in the extraterritorial jurisdiction along neighborhood streets may not be longer than three hundred thirty-five (335) feet. Blocks shall be wide enough to allow two (2) tiers of lots of at least minimum depth, except when prevented by the size of the property or the need to back up to a rural street and except when an alternative design is approved by the Planning & Zoning Commission.

C. BLOCK NUMBERING

Blocks shall be numbered consecutively within the subdivision and/or sections of an overall plat as recorded.

SECTION 6. EASEMENTS

A. DEDICATION REQUIRED

Where necessary to adequately serve a subdivision with public utilities, the applicant shall dedicate or grant easements for poles, wires, conduits, drainage channels, storm sewers, sanitary sewers, water lines, gas lines, and other utilities. These easements shall be at least twenty (20) feet wide, except that where an easement contains multiple utilities and the City determines that a greater width is necessary, the Commission may require a minimum width of up to thirty (30) feet.

B. LOCATION OF EASEMENTS

The easements required under this section shall be continuous for the entire length of the block. These easements shall parallel as closely as possible the street line frontage of the block. Easements may not straddle but may cross property lines, and they may cross lots other than along lot boundary lines, if in the opinion of the Planning & Zoning Commission such locations are needed.

C. REQUIRED ACCESS AT FENCES

All fences crossing an easement shall have double swing gates or a removable fence panel to allow ready access to the easement.

D. EASEMENTS PART OF LOT AREA

The easements required under this section shall be considered a part of the lot area for purposes of the minimum lot size requirements of this ordinance and the Place Type Zoning Ordinance.

E. OVERHANG EASEMENTS

Where utilities are not located in alleys, an overhang easement at least six (6) feet wide must be provided on the opposing side of the twenty (20) foot easement strip, at a height at and above ten (10) feet. In all alleys, overhang easements at least six (6) feet wide must be provided on each side of the alley for electric and telephone lines, at a height at and above ten (10) feet.

F. ADDITIONAL EASEMENTS FOR GUY WIRES

Where aboveground utility easements or alleys are not themselves straight within each block, or if they do not connect on a straight course with the utility easements or alleys of adjoining blocks, then additional easements shall be provided for the placing of guy wires on lot division lines in order to support poles set on the curving or deviating easement lines or alley rights-of-way.

ARTICLE IV. STREETS

SECTION 1. GENERAL LAYOUT AND ALIGNMENT OF STREETS

A. PREVENTING CONFLICT OR CONFUSION.

New streets in a subdivision shall be named in a way that will provide continuity of street names and prevent conflict or confusion with existing street names in the City, in the City's extraterritorial jurisdiction or in the County. A proposed new street name is in conflict with this subsection where:

1. It duplicates or sounds phonetically similar to the name of a street already in use within the City or the City's extraterritorial jurisdiction or designated as a future extension in the current Thoroughfare Plan;
2. It differs from an existing street name in the City or the City's extraterritorial jurisdiction by the addition of an auxiliary designation including "avenue," "way," "boulevard," etc.; or
3. The street to be named is an extension of or is in substantial alignment with an existing street in the City, the City's extraterritorial jurisdiction or the County and the proposed street name is different from the existing street name.

B. CONTINUOUS EXTENSIONS.

For any new street segment that is or is planned to be a continuous extension of an existing street, the name of the existing street shall be continued.

C. ALIGNED MAJOR STREETS.

Streets serve as the key public spaces that connect people to places. Bandera's street grid is core to its success and is a pattern that represents the past and will guide its future. For new segments of major streets extended in approximately the same alignment as an existing major, neighborhood mix or neighborhood street, the name of the existing street shall be continued, even if some natural or man-made feature such as a creek, freeway, or golf course precludes physical continuation of the street.

D. ALIGNED NEIGHBORHOOD MIX AND NEIGHBORHOOD STREETS.

New segments of neighborhood mix and neighborhood streets shall not bear the name of any street existing in approximately the same alignment and separated by some natural or man-made feature such as a creek, freeway, or golf course.

E. DUPLICATION.

The primary name of a new street shall not duplicate the primary name of an existing street, except as specified above or if the new street is a cul-de-sac serving six (6) or fewer lots, in which case the new street may have the same primary name as the street from which it extends, provided that all the following conditions exist:

1. The suffix "court" is used to distinguish the name of that cul-de-sac from the name of the street from which it extends, and
2. The house numbers on that cul-de-sac are assigned as if they were actually on the side of the street from which the cul-de-sac extends, and
3. No existing cul-de-sac or court already carries the primary name.

F. RENAMING OR CHANGING EXISTING STREET NAMES.

1. Application shall be submitted to the City Administrator no less than twenty-one (21) days prior to the date of the Planning & Zoning Commission meeting at which the request is to be heard. An application form for such requests is available in the Office of the City Secretary.
2. All requests or proposals are submitted to the appropriate plat review authority three (3) days following application submittal.
3. Owners of property within two hundred (200) feet of the request are notified of the Planning & Zoning Commission meeting at which the request is to be heard.
4. Notice of the request is published in the newspaper fifteen (15) days prior to the date of the City Council final action on the ordinance changing the street name.
5. The plat review committee reviews the request and makes a recommendation to the Planning & Zoning Commission.
6. The Planning & Zoning Commission shall hold a public hearing on the request. If denied and not appealed, the proposed change cannot be resubmitted for at least one (1) year. If approved or denied and appealed, the request goes to City Council in the form of an ordinance.
7. The City Council shall consider the ordinance at two (2) readings - the second reading being a public hearing.
8. Conditions may be placed on the approval, including a requirement that the applicant is responsible for some or all of the public costs associated with the change (for example, new street signs, etc.).

G. PRIVATE STREETS.

1. To prevent future conflicts regarding street maintenance, private streets are prohibited, except where justified by special considerations.

2. Private streets may be permitted by approval of the City Council after evaluation of such considerations. Private streets shall be permitted only as rural or neighborhood streets.
3. Construction and development of private streets shall meet the standards for right-of-way width and improvements as applied to public streets.
4. At the time a private street is proposed, it shall be classified as a rural or neighborhood street, as described herein and made to conform in all respects with right-of-way paving, curb and gutter, construction, and design requirements as applicable to a public street.
5. New subdivision boundary streets shall not be private.
6. All private streets shall be built to City engineering standards.

SECTION 2. REQUIRED STREET IMPROVEMENTS

A. GENERAL SPECIFICATIONS

1. Street types are defined in Appendix A, Master Thoroughfare Plan and shall be used for the creation of new subdivisions. The pedestrian comfort shall be the primary consideration for the design of streets. Design conflicts between vehicular and pedestrian movement shall be decided in favor of the pedestrian. The applicant shall, at his/her sole cost and expense, provide all necessary street grading, pavement, curbing, gutters, sidewalks and storm sewer drains required to service the subdivision, including the perimeter streets contiguous to the subdivision. All street improvements shall meet the minimum specifications in the following table. Typical street cross-sections shall be as illustrated in Figure 1. Alternative typical cross-sections that provide a better pedestrian environment, protect the natural setting, or furthers the intent of building complete neighborhoods can be presented to the City Engineer for possible approval.

Editor's note—Figure 1, referred to above, is not printed herein.

TABLE A. REQUIRED STREET IMPROVEMENTS

STREET CLASSIFICATION	RIGHT-OF-WAY WIDTH	PAVEMENT WIDTH	CURBING	SIDEWALKS
MAJOR	60' - 80'	32' - 38'	Curb	17' both sides
NEIGHBORHOOD MIX	60'	28' - 32'	Curb or Laydown Curb	8' both sides
NEIGHBORHOOD	60'	28'	Curb or Laydown Curb	10' trail one side or 5' sidewalk both sides
RURAL	60'	24'	None Required	8' trail or 4' sidewalk
NEIGHBORHOOD ALLEY	20'	16'	None Required	None Required
MAJOR ALLEY	24'	20'	None Required	None Required

B. RIGHT-OF-WAY EXCEPTIONS FOR PLACE TYPE 3 RESIDENTIAL STREETS

The City supports the use of context sensitive design solutions and complete streets and will review projects on a case-by-case basis for conformance with these concepts. A neighborhood street right-of-way width may be reduced to forty (40) feet where a Place Type 3, residential street meets all of the following conditions:

1. The street is not more than one (1) block long and it intersects with other neighborhood streets at a "T" in mid-block.
2. The neighborhood street does not intersect at a major street.
3. A five (5) foot sidewalk easement is provided on both sides of the neighborhood street.

SECTION 3. STREET GEOMETRY STANDARDS

A. GENERAL REQUIREMENTS

The design of all streets in a subdivision shall conform to the standards of street geometry in the following table.

TABLE B. STREET GEOMETRY STANDARDS

STREET CLASSIFICATION	PAVEMENT CROWN OR CROSS SLOPE	MINIMUM GRADE	MAXIMUM GRADE	CENTERLINE HORIZONTAL RADIUS	MINIMUM CURVE
MAJOR	6"	0.3%	6%	300'	
NEIGHBORHOOD MIX	4"	0.3%	10%	100'	
NEIGHBORHOOD	4"	0.3%	10%	100'	
RURAL	4"	0.3%	10%	100'	
NEIGHBORHOOD ALLEY	0 - 7"	0.3%	10%	50'	
MAJOR ALLEY	0 - 7"	0.3%	10%	50'	

B. OTHER EXCEPTIONS TO MINIMUM RADIUS REQUIREMENT

Exceptions to the minimum centerline horizontal radius requirement in this section (other than those authorized by Subsection B above) may be granted only by the City Council upon appeal from the Planning & Zoning Commission at preliminary plat approval.

C. REVERSE CURVES

Reverse curves shall be separated by a minimum tangent of sixty (60) feet, except that the Planning & Zoning Commission may waive this requirement for interior neighborhood streets where the Commission finds that an exception is justified by the topography of the site and by the sight distance, right-of-way width, setbacks and other features.

D. VERTICAL CURVATURE

A gradual transition from one roadway grade to another shall be accomplished by means of a vertical parallel curve connecting two (2) intersecting tangents. The minimum length of vertical curve shall be computed from the following formula and table:

$L = KA$

Where:

L= the length of vertical curve in feet

K = a constant related to sight distance and geometry of a parabolic curve (see Table C)

A = the algebraic difference in grades in percent.

TABLE C. DESIGN VALUES FOR CONSTANT “K,” VERTICAL CURVATURE

STREET CLASSIFICATION	“K” CREST CURVES	“K” SAG CURVES
MAJOR	70	60
NEIGHBORHOOD	55	55
RURAL	55	55

E. SIGHT TRIANGLE REQUIREMENTS

Visual clearance shall be provided in all districts so that no fence, wall, architectural screen, earth mounding or landscaping 30 inches or higher above the street center line obstructs the vision of a motor vehicle driver approaching any street, alley, or driveway intersection. Sight Triangle distances can be adjusted from the minimums below based on the Place Type and context of the intersection.

TABLE D. MINIMUM SIGHT TRIANGLE (CLEAR ZONE)

STREET CLASSIFICATION	MINIMUM SIGHT TRIANGLE DISTANCE (At Intersection)	MINIMUM SIGHT TRIANGLE DISTANCE (At Alley)
MAJOR STREET	25 feet	10 feet
NEIGHBORHOOD MIX STREET	25 feet	10 feet
NEIGHBORHOOD STREET	25 feet	10 feet
RURAL STREET	25 feet	10 feet

F. INTERSECTION DESIGN

All streets shall intersect at a ninety (90) degree angle, or as close as possible to a ninety (90) degree angle considering the topography of the site. Variations must be approved by the City. Each new street intersecting with or extending to meet an existing street shall be tied to the existing street on centerline unless the new street ends at a “T” in mid-block.

SECTION 4. MINIMUM PAVEMENT DESIGN STANDARDS AND TESTING

Except as provided in Article 4, Section 5 - Standards for Alternative Design, the pavement of all streets and alleys shall meet the minimum specifications in the following table.

TABLE E. MINIMUM PAVEMENT DESIGN STANDARDS

STREET CLASSIFICATION	TYPE D ASPHALT SURFACE COURSE (LBS./SQ/YARD)	FLEX BASE 95% COMPACT-ED DENSITY (INCHES)	SUBGRADE % COMPACTED DENSITY
MAJOR	190	10	95
NEIGHBORHOOD MIX	165	8	95
NEIGHBORHOOD	165	8	95
RURAL	165	8	95
NEIGHBORHOOD ALLEY	165	8	95
MAJOR ALLEY	165	8	95

Laboratory testing shall meet the following requirements and shall be performed by a recognized testing laboratory during construction.

A. SUBGRADE PREPARATION, EMBANKMENT AND BACKFILL

Moisture-Density Relationship (Proctor Curve)	1 unless material changes
In-Place Moisture Content Test under flexible base	1 per 200 feet of street
In-Place Moisture Content Test under curb	1 per 200 feet of curb
In-Place Density Test under flexible base	1 per 200 feet of street
In-Place Density Test under curb	1 per 200 feet of curb

B. FLEXIBLE BASE COURSE

Moisture-Density Relationship (Proctor Curve)	1 per 5,000 CY of material
Eades and Grim pH Test	1 per Soil Classification
Atterberg Limits and Gradation	1 per 5,000 CY of material
In-Place Moisture Content Test under pavement	1 per 200 feet of street
In-Place Moisture Content Test under curb	1 per 200 feet of curb
In-Place Density Test under pavement	1 per 200 feet of street
In-Place Density Test under curb	1 per 200 feet of curb

C. HOT-MIX - HOT-LAID ASPHALTIC CONCRETE PAVEMENT

Surface Course Design	1
Extractions	2 per day run, or a minimum of 1 per 500 tons
In-Place Density Test	1 per 600 feet of street

SECTION 5. STANDARDS FOR ALTERNATE PAVEMENT DESIGNS

The City may approve alternative pavement designs provided such alternative is so designed, in the judgment of the City, as to assure reasonable durability and economy of maintenance and provided the alternative is in accordance with Tables A and B and the following provisions of this Section.

A. SOILS INVESTIGATION

The applicant shall, at his/her own expense, cause to be made a soils investigation by a qualified and independent geotechnical engineer licensed to practice in the State of Texas. The field investigation shall include test borings within the rights-of-way of all proposed streets. The number and locations of such borings shall be subject to the approval of the City. Atterberg limits and moisture contents shall be determined for all significant boring samples. The method used for these determinations shall be the same as that used by the Texas Department of Transportation using their latest Manual of Testing Procedures, 100-E Series test methods. The results of the soils investigation shall be presented to the applicant and to the City Administrator in written report form. Included as a part of the report shall be a graphical or tabular presentation of the boring data giving Atterberg limits and moisture contents, a soil description of the layers of different soils encountered in the profile of the hole, their limits in relation to a fixed surface datum, and such other information as needed to complete the soils investigation for pavement design purposes. Minimum depth of soil profile boring holes shall be ten (10) feet unless solid rock formations are encountered sooner.

B. PAVEMENT DESIGN LOADS

Pavement design shall be based on the Texas Department of Transportation tri-axial design standards in the following table.

TABLE F. MINIMUM PAVEMENT LOAD STANDARDS

STREET CLASSIFICATION	TOTAL EQUITY 18 KIP SINGLE AXLE LOAD APPLICATIONS	AVERAGE TEN HEAVY WHEEL LOADS DAILY	LOAD FREQUENCY DESIGN FACTOR
MAJOR	300,000	10,000	1.00
NEIGHBORHOOD MIX	60,000	6,000	0.80
NEIGHBORHOOD	60,000	6,000	0.80
RURAL	60,000	6,000	0.80
NEIGHBORHOOD ALLEY	60,000	6,000	0.80
MAJOR ALLEY	60,000	6,000	0.80

A written report containing pavement design data and recommendations based on the soils investigation shall be prepared at the applicant's expense by a qualified geotechnical engineer licensed to practice in the State of Texas, and shall be presented to the applicant and to the City Administrator. The report shall state the load criteria and the soil classifications used. When approved by the City, the geotechnical engineer preparing the report may use the tri-axial classification soils data given in Texas Department of Transportation report number 3-05-71-035, entitled "Tri-axial Classification of the Surface Soils of Texas, as Grouped by Soil Conservation Service Series."

When using the tri-axial data, the report shall so state. The pavement design shall be subject to the approval of the City and shall be shown on the street construction plans as approved. Where the plasticity index of the subgrade soil on which the street is to be built is in excess of twenty (20), the pavement design shall include subgrade stabilization unless approved otherwise by the City.

When subgrade soils are stabilized the minimum depth of stabilization shall be six (6) inches unless otherwise approved by the City. In the stabilization of swelling clay soils, the stabilizer used shall be hydrated lime. The lime shall be applied to the subgrade soil in slurry form unless otherwise approved by the City.

For alternate pavement designs within the City limits, the flexible base material and the stabilized layer, if used, shall extend at least eighteen (18) inches behind the back of the curb. The paving requirements shall be minimum thicknesses of hot-mix, hot-lay asphaltic concrete of one (1) and one-half (1.5) inches for neighborhood streets and rural streets, and two (2) inches for major and neighborhood mix streets. Street and alley pavements in Place Type 4 or 5 areas in the City limits or commercial or industrial uses outside the City limits shall utilize the design standards set forth herein for neighborhood mix or major streets. Alley pavements in Place Type 3 areas shall utilize the design standards set forth herein for neighborhood streets.

For alternate pavement designs outside the City limits, the flexible base material and the stabilized layer, if used, shall extend at least twenty-four (24) inches beyond the pavement edge, and a tack coat shall be applied for the full width. The paving requirement shall be a double asphalt surface treatment. The rate of application for MC-A, HVRS, CRS2 or HFRS2 emulsion for two (2) coats shall be a minimum of six-tenths (0.60) gallons per square yard. The first course shall be uncoated crushed rock applied at the rate of one (1) cubic yard per ninety (90) square yards. The second course shall be coated crushed rock applied at the rate of one (1) cubic yard per one hundred (100) square yards.

SECTION 6. PROTECTION OF LIMITED ACCESS STREETS

Where a major or neighborhood mix street borders upon or passes through a subdivision, the Planning & Zoning Commission may require any of the following alternatives to ensure the separation of local traffic from through traffic:

1. Rural streets to be provided on both sides or on the subdivision side of the major street;
2. Five-foot non-access easements to be provided along the frontage of the major street; or
3. All lots in the block to back up to, side up to, or front the major street with a minimum of twenty (20) feet of extra building setback, and the primary vehicular access to the lots to be off an alley with garages in the rear.

SECTION 7. CUL-DE-SACS

A. PERMANENT

Cul-de-sacs are reserved to areas where the topography, land or another physical features reject the ability to connect streets. In the interior of a subdivision, neighborhood streets ending in cul-de-sacs may be platted where the Planning & Zoning Commission deems it unavoidable or to highlight key features of the land. Where the land being subdivided adjoins property not being subdivided, neighborhood streets ending in cul-de-sacs may be platted provided the streets are carried to the boundaries of the subdivision. Place Type 3, P4 or P5 area streets permanently ending in cul-de-sacs may not be longer than three hundred and thirty-five (335) feet, and shall be provided at the closed end with a paved turnaround at least eighty (80) feet in diameter on a street right-of-way of at least one hundred (100) feet in diameter. Industrial area streets permanently ending in cul-de-sacs may not be longer than four hundred (400) feet, and shall be provided at the closed end with a paved turnaround at least one hundred (100) feet in diameter on a street right-of-way of at least one hundred twenty (120) feet in diameter.

B. TEMPORARY

A temporary turnaround must be built at the end of a street more than three hundred thirty-five (335) feet long that will be extended in the future. The following note shall be placed on the plat: "Cross-hatched area is a temporary easement for turnaround purposes until the street is extended to the (direction) on a recorded plat."

SECTION 8. ALLEYS

Alleys are optional but recommended in all subdivisions, provided that they conform to the standards and requirements of this ordinance. All alleys must intersect streets at a ninety (90) degree angle, or as close to a ninety (90) degree angle as practicable in the judgment of the City Administrator, and they must be approximately parallel to the streets on both sides. When two alleys or utility easements intersect or turn at a right angle, a cutoff of not less than ten (10) feet from the normal intersection of the property or easement line shall be provided along each property or easement line. Dead-end alleys are prohibited.

SECTION 9. CURBS

Except where curbs are not required, all streets within the City limits shall have reinforced concrete curbs. Curbs are optional outside the City limits. Minimum curb radii shall be as follows:

TABLE G. MINIMUM CURB RADIUS REQUIREMENTS

STREET INTERSECTION	9 - 15 feet
NONRESIDENTIAL DRIVEWAYS	10 feet
RESIDENTIAL DRIVEWAYS	5 feet

Compacted backfill shall be placed on all of the rights-of-way behind curbs to a minimum elevation equal to the top of the curb. Normal curb exposure shall be required where utility easements intersect streets.

SECTION 10. SIDEWALKS

A. GENERAL REQUIREMENTS

Concrete sidewalks shall be provided on both sides of all streets in a subdivision within the City limits, unless either (a) the applicant does not control one (1) side of the street or (b) the street is a rural street parallel to a major street. Concrete sidewalks are optional outside the City limits. Major streets shall have minimum seventeen (17) foot wide sidewalks on both sides, Neighborhood Mix streets shall have minimum eight (8) foot wide sidewalks on both sides, Neighborhood streets shall have a ten (10) foot wide trail on one side or five (5) foot wide sidewalks on both sides. Rural streets shall have a nine (9) foot trail or four (4) foot sidewalk on one side at minimum. Pedestrian ramps meeting the requirements of the Americans with Disabilities Act Accessibility Guidelines shall be required where all sidewalks meet curbs.

B. LOCATION OF SIDEWALKS

Required sidewalks along major and neighborhood mix streets shall be located in the street right-of-way, adjacent to and parallel to either the property line or the curb, as determined by the Planning & Zoning Commission to be most advantageous in connecting to adjacent developments. Required sidewalk details are provided in Table A - Required Street Improvements. Sidewalks along other streets may be located either in the street right-of-way or in a five (5) foot wide sidewalk easement. Along neighborhood streets, the required sidewalks shall be adjacent to and abutting the property line, unless the Commission approves an alternate location adjacent to the curb. Required sidewalks shall extend along all street frontage including the side of corner lots and block ends; provided, however, that where it is impractical for the applicant to provide such sidewalks on the side lot lines abutting majors or drainage ditches, the Planning & Zoning Commission may waive this requirement at preliminary plat approval. If physical circumstances prevent locating the sidewalks as provided by this section, then the exact location shall be at the discretion of the City.

C. SIDEWALK OBSTRUCTIONS

Mailbox clusters, kiosks of any character, and other similar sidewalk obstructions shall be located only in an extension of the sidewalk behind the minimum required sidewalk width.

D. TIMING OF SIDEWALK CONSTRUCTION

Construction of the sidewalks on each street is not necessary until construction begins on the first building on that street. However, to avoid undue costs and damage to sidewalks, the applicant, developer or builder may construct the sidewalk on each lot as it is developed. In no case will a Certificate of Occupancy be issued for a building until the required sidewalks have been constructed.

SECTION 11. DRIVEWAYS

A. GENERAL REQUIREMENTS

Driveway ramps must be constructed of reinforced concrete.

B. LOCATIONAL REQUIREMENTS

Where conditions of topography, traffic flow, traffic and pedestrian safety, community appearance or other factors warrant in the judgment of the Planning & Zoning Commission, the Commission may establish particular requirements for the number, spacing or location of driveways on the affected lots. Such requirements shall be determined at preliminary plat approval and they shall be recorded as vehicular non-access easements and/or in appropriate plat notes on the final plat.

SECTION 12. TRAFFIC-CONTROL SIGNS AND STREET SIGNS

All traffic-control signs shall be provided and installed by the applicant and shall conform with the Texas Manual on Uniform Traffic Control Devices for Streets and Highways, Volumes 1 and 2. All street signs shall be provided and installed by the applicant and meet the City's standard specifications and sign patterns.

SECTION 13. STREET LIGHTING

Street lighting shall be provided by the applicant according to City design standards at the following locations:

1. All intersections,
2. Street alignment changes greater than forty-five (45) degrees,
3. At mid-block on blocks twelve hundred (1,200) feet long, and at six hundred (600) feet intervals on blocks longer than twelve hundred (1,200) feet.

ARTICLE V. DRAINAGE AND FLOOD HAZARDS

SECTION 1. GENERAL REQUIREMENTS

A. FACILITIES REQUIRED.

The applicant shall provide an adequate storm drainage system to protect each lot throughout the subdivision from flooding. These drainage facilities may consist of a combination of natural features, swales, watercourse improvements, bridges and culverts, enclosed storm sewers and other man-made improvements to carry off stormwater within the subdivision. The system shall be integrated with the overall drainage system of the City, and the City in accordance with the requirements of this ordinance must approve the design.

B. LAND CLEARING RESTRICTIONS.

No clear-cutting or rough-cutting of land shall be permitted until a preliminary plat has been approved by the City Council, except for the limited clearing and rough-cutting which is necessary for soil testing and surveying as required by this ordinance. No other clearing or rough-cutting shall be permitted except as necessary for construction of temporary erosion and sedimentation controls until these controls are in place and approved by the City.

SECTION 2. REQUIRED DRAINAGE STUDY

The applicant shall submit a drainage study with the preliminary plat. The drainage study shall provide the following information, for both existing and fully developed conditions, for the entire watershed drainage area upstream of the lowest point(s) in the subdivision.

1. The entire watershed drainage area(s), depicted on a seven and one-half (7.5) minute series U.S.G.S. map.
2. The drainage area(s) within the subdivision, depicted on a topographic map with two-foot contour intervals.
3. Composite runoff factors.
4. Times of concentration.
5. Related rainfall intensity factors.
6. One hundred (100) year flood flow quantities with the one hundred (100) year floodplain limits for the existing watershed shown on the preliminary plat.
7. Preliminary street grades sufficient to determine high and low points, and direction of flows.
8. Proposed locations of inlets, storm sewers and culverts.
9. Proposed routing of drainageways.
10. All proposed drainage easements, including width of easement and configuration of channel.

The above information shall be supplemented with narrative text describing the watershed and the subdivision, including their general soil conditions, downstream channel conditions, all weather access, and the presence of special flood hazard areas within the subdivision. A professional engineer registered in the State of Texas shall prepare the study. The drainage study shall be submitted along with the preliminary plat. The City Administrator shall review the submission, verify that all ordinance requirements have been

met, and forward his/her recommendations to the Planning & Zoning Commission.

SECTION 3. DRAINAGE EASEMENTS

A. GENERAL REQUIREMENTS

Natural waterways and channels should be used wherever practical to carry runoff. The City must approve any modifications to existing waterways and channels. Where a subdivision is traversed by a watercourse, drainageway, natural channel or stream, an easement or right-of-way shall be provided conforming substantially to the one hundred (100) year floodplain or channel limits of such watercourse, plus additional width to accommodate future needs.

B. ENCLOSED SYSTEMS

Storm drainage easements of fifteen (15) feet minimum width shall be provided for existing and proposed enclosed drainage systems. Easements shall be centered on the systems. Larger easements, where necessary, shall be provided as directed by the City.

C. OPEN CHANNELS

Storm drainage easements along proposed or existing open channels shall provide sufficient width for the required channel and such additional width as may be required to provide ingress and egress of maintenance equipment; to provide clearance from fences and space for utility poles; to allow maintenance of the channel bank; and to provide adequate slopes necessary along the bank.

D. OVERFLOW DRAINAGE

Storm drainage easements shall be provided for emergency overflow drainageways of sufficient width to contain within the easement stormwater resulting from a one hundred (100) year frequency storm less the amount of stormwater carried in an enclosed system.

SECTION 4. DRAINAGE SYSTEM DESIGN STANDARDS

A. GENERAL REQUIREMENTS

Drainage facilities shall be provided and constructed as specified by the City in accordance with the City Drainage Design Standards and Construction Specifications.

B. METHOD OF COMPUTING RUNOFF

The method of computing runoff shall be the “Rational Formula” or some other method acceptable to the City. Runoff rates calculated by the Rational Formula shall be computed using one of the following methods of runoff coefficient determination:

1. Runoff coefficients based on the Place Type Zoning Districts according to Table “H” below, or
2. A composite runoff coefficient based on the percentages of different types of surfaces in the drainage area according to Table “I” below.

TABLE H. RATIONAL METHOD RUNOFF COEFFICIENTS BY ZONING DISTRICT

PLACE TYPE ZONING DISTRICT	SLOPE			
	UP TO 1%	OVER 1% & UP TO 3%	OVER 3% & UP TO 5%	OVER 5%
P5 CORE	0.95	0.96	0.97	0.97
P4 NEIGHBORHOOD MIX	0.95	0.96	0.97	0.97
P3 NEIGHBORHOOD	0.75	0.77	0.80	0.84
P2 RURAL	0.75	0.77	0.80	0.84
CIVIC SPACES - CS	0.75	0.77	0.80	0.84
P1 NATURE	0.68	0.70	0.72	0.75

TABLE I. RATIONAL METHOD RUNOFF COEFFICIENTS FOR COMPOSITE ANALYSIS

CHARACTER OF SURFACE	RETURN PERIOD (YEARS)			
	5	10	25	100
DEVELOPED AREAS				
ASPHALT	0.77	0.81	0.86	0.95
CONCRETE OR ROOF	0.80	0.83	0.88	0.97
PLANTED - POOR CONDITION (GRASS COVER < 50% OF THE AREA)				
LESS THAN 2% SLOPE	0.34	0.37	0.40	0.47
2% - 7% SLOPE	0.40	0.43	0.46	0.53
GREATER THAN 7% SLOPE	0.43	0.45	0.49	0.55
PLANTED - FAIR CONDITION (GRASS COVER 50% - 75% OF THE AREA)				
LESS THAN 2% SLOPE	0.28	0.30	0.34	0.41
2% - 7% SLOPE	0.36	0.38	0.42	0.49
GREATER THAN 7% SLOPE	0.40	0.42	0.46	0.53
PLANTED - GOOD CONDITION (GRASS COVER 75% OF THE AREA)				
LESS THAN 2% SLOPE	0.23	0.25	0.29	0.36
2% - 7% SLOPE	0.32	0.35	0.39	0.46
GREATER THAN 7% SLOPE	0.37	0.40	0.44	0.51
UNDEVELOPED AREAS				
CULTIVATED LAND				
LESS THAN 2% SLOPE	0.34	0.36	0.40	0.47
2% - 7% SLOPE	0.38	0.41	0.44	0.51
GREATER THAN 7% SLOPE	0.42	0.44	0.48	0.54
PASTURE OR RANGE LAND				
LESS THAN 2% SLOPE	0.28	0.30	0.34	0.41
2% - 7% SLOPE	0.36	0.38	0.42	0.49
GREATER THAN 7% SLOPE	0.40	0.42	0.46	0.53
FOREST OR WOODED LAND				
LESS THAN 2% SLOPE	0.25	0.28	0.31	0.39
2% - 7% SLOPE	0.34	0.36	0.40	0.47
GREATER THAN 7% SLOPE	0.39	0.41	0.45	0.52

C. ASSUMPTIONS FOR RUNOFF CALCULATIONS

In all cases, wet antecedent conditions shall be assumed. Runoff rates shall be computed on the basis of ultimate development of the entire watershed upstream from and including the proposed subdivision. For determination of time for concentration, times shall be figured on the basis that there shall be an improved drainage system upstream from the point under consideration. Rainfall intensities shall be obtained from the following table.

TABLE J. ASSUMED RAINFALL INTENSITIES (INCHED PER HOUR)

DURATION (MINUTES)	STORM FREQUENCY			
	5 - YEAR	10 - YEAR	25 - YEAR	100 - YEAR
5	8.72	10.15	11.43	14.23
10	6.84	7.95	8.99	11.25
15	5.69	6.60	7.49	9.41
20	4.90	5.68	6.46	8.13
30	3.88	4.50	5.13	6.48
45	3.01	3.48	3.99	5.05
60	2.48	2.87	3.30	4.18
120	1.52	1.75	2.03	2.59
180	1.13	1.30	1.51	1.93
240	0.91	1.05	1.22	1.56
360	0.67	0.77	0.90	1.15
720	0.39	0.45	0.53	0.68
1440	0.23	0.26	0.31	0.40

D. USE OF STREETS AND ALLEYS AS DRAINAGE FACILITIES

Alleys shall be designed to carry stormwater on at least a five (5) year frequency. Streets may be used for stormwater drainage only if the calculated stormwater flow does not exceed the height of the curb and the velocity does not exceed ten (10) feet per second. Neighborhood streets shall be designed on a basis of at least a five (5) year storm frequency and all other streets on at least a ten (10) year frequency. Where streets are not capable of carrying stormwaters as required above, drainage channels or storm sewers shall be provided. Street width shall not be increased beyond the width determined by the street classification solely to accommodate drainage.

E. STORM SEWERS

Where storm sewers are provided or required, their design shall be based on a twenty-five (25) year storm frequency and the City must approve the design. For all ordinary conditions, storm sewers shall be designed on the assumption that they will flow full under the design discharge; however, whenever the system is placed under a pressure head or there are construction, turns, submerged or inadequate outfalls, or other obstacles, the hydraulic grade line shall be computed and plotted in profile. In all cases adequate outlets shall be provided, and no storm sewers shall be less than eighteen (18) inches in diameter.

F. STREET INLETS TO STORM SEWERS

The entire twenty-five (25) year discharge shall be picked up at the point where the street can no longer handle the runoff flowing curb full. No allowance shall be made for overruns or partial street flows combined with storm sewer flows at initial pickup points. Street discharges, after initial pickup, may be based upon the street classification for frequency required.

G. CAPACITY OF OPEN DRAINAGE CHANNELS

The design of all open drainage channels shall be based on a twenty-five (25) year storm frequency and must be approved by the City. All open drainage channels shall be designed with at least the minimum freeboard specified in the following table.

DESIGN DEPTH OF FLOW	REQUIRED FREEBOARD
LESS THAN 5 FEET	0.5 feet
5 TO 10 FEET	10% of design depth of flow
GREATER THAN 10 FEET	1.0 foot

TABLE K. MINIMUM DRAINAGE CHANNEL FREEBOARD

Allowance for extra freeboard shall be made wherever design conditions such as channel bends or turns require it.

H. LINING OF OPEN DRAINAGE CHANNELS

The following table shall be used to determine the type of channel lining that shall be used for scour protection. Velocities are limited to flows produced by a storm event no greater than a ten (10) year event.

TABLE L. VELOCITY CONTROL REQUIREMENTS

VELOCITY	TYPE OF CHANNEL LINING REQUIRED
LESS THAN 3 FEET PER SECOND	EARTH OR SOD-LINED
3 TO 5 FEET PER SECOND	SOD-LINED
GREATER THAN 5 FEET PER SECOND	CONCRETE-LINED

Concrete-lined channels may also be used at velocities of five (5) feet per second or less if so desired by the applicant. Where velocities are in the super critical range, allowance shall be made in the design for the proper handling of the water.

I. DESIGN OF CONCRETE-LINED CHANNELS

All concrete-lined channels shall be designed according to the following standards, and the City must approve their design.

1. From the top of the concrete lining to the top of the ditch, the side slope shall not be steeper than three (3) horizontal to one (1) vertical, nor shall the slope be less than twelve (12) horizontal to one (1) vertical.
2. For normal conditions, the concrete lining shall be a minimum of four (4) inches thick and reinforced with No. 3 rebar placed not more than eighteen (18) inches on centers in both directions. Where the surface, the nature of the ground, height and steepness of slope, or other factors become critical, the concrete design shall be in accordance with the latest structural standards. All concrete lining shall develop a twenty-eight (28) day compressive strength of not less than twenty-five hundred (2,500) pounds per square inch.
3. Maximum side slopes of concrete riprap shall be one (1) to one (1), unless actual soils test data submitted by a soils engineer shows that a steeper special design is allowable. A minimum of two hundred (200) pounds per square foot surcharge shall be used.
4. Vertical walls shall not exceed a depth of two (2) feet unless the channel is properly fenced or enclosed.
5. Easements or rights-of-way for concrete-lined channels shall extend a minimum of five (5) feet on both sides of the extreme limits of the channel. "Extreme limits" of the channel shall mean the side slope intercept with the natural ground or proposed finished ground elevation.
6. The minimum N value of 0.015 shall be used for the roughness coefficient in Manning's formula for a wood float type surface finish.
7. Where conditions warrant, the design of alternative composite sections is encouraged.

J. DESIGN OF SOD-LINED AND EARTH CHANNELS

All sod-lined and earth channels shall be designed according to the following standards, and their design shall be approved by the City.

1. The side slope shall not be steeper than three (3) horizontal to one (1) vertical.
2. Easements or rights-of-way for sod-lined and earth channels shall extend a minimum of two (2) feet on one (1) side and fifteen (15) feet for an access road on the opposite side of the extreme limits of the channels, when such channels do not parallel and adjoin a street or alley. When such channels parallel and adjoin a street or alley, the easement or right-of-way shall extend a minimum of two (2) feet on both sides of the extreme limits of the channel. Where utilities are installed in the access road of the drainage right-of-way, said right-of-way shall extend two (2) feet on one side and seventeen (17) feet on the opposite side of the design limits of the channel. These seventeen (17) feet are to provide an accessway along the channel with a maximum cross slope of a one-half (1/2) inch per foot toward the channel.
3. The minimum N value of 0.035 shall be used for the roughness coefficient in Manning's formula for sod-lined and earth channels.

SECTION 5. FLOOD HAZARDS

A. GENERAL POLICY

All subdivisions shall conform to the "Flood Disaster Protection Act of 1973," Public Law 93-234, and the latest revisions thereof. The Flood Damage Prevention Ordinance as amended, and policies as dictated by the Federal Emergency Management Agency shall be adhered to.

B. FLOODPLAIN DESIGNATIONS AND GENERAL RESTRICTIONS

Federal floodplains are based on a one hundred (100) year frequency discharge and apply only in those areas where official Federal Emergency Management Agency maps have been prepared, or where one hundred (100) year water and surface profile studies are available for the City and its extraterritorial jurisdiction. Until a regulatory floodway is designated, no new construction, substantial improvements, or other development (including fill) shall be permitted in an area having special flood hazards as established in Article 3, Section B, Flood Damage Prevention Ordinance of the City of Bandera, Texas, unless it is demonstrated that the cumulative effect of the proposed development, when combined with all other existing and anticipated development, will not substantially increase the water surface elevation of the one hundred (100) year floodplain at any point within the City's subdivision jurisdiction.

C. GENERAL REQUIREMENTS IN FLOODPLAINS

The minimum building slab elevation in the one hundred (100) year floodplain shall be two (2) feet above the one hundred (100) year floodplain. The limits of the one hundred (100) year floodplain and the limits of the floodway shall be shown on the preliminary and final plats as applicable. No habitable structure shall be constructed within the limits of the one hundred (100) year floodplain.

D. FLOOD HAZARDS TO WATER AND WASTEWATER SYSTEMS

New or replacement water supply systems and/or wastewater systems shall be designed to minimize or eliminate infiltration of floodwaters into the systems and discharges from the systems into floodwaters. On-site waste disposal systems shall be located so as to avoid impairment of them or contamination from them during flooding.

E. REVIEW OF PROPOSED SUBDIVISION FLOOD HAZARDS

Proposed subdivisions shall be reviewed to assure that:

1. All such proposals are consistent with the need to minimize flood damage;
2. All public utilities and facilities, such as sewer, gas, electrical, and water systems are located, elevated, and constructed to minimize or eliminate flood damage; and
3. Adequate drainage is provided so as to reduce exposure to flood hazards.

F. ACCESS TO SUBDIVISIONS

The Planning & Zoning Commission shall not permit new “island” subdivisions, lots or streets that would be surrounded by the floodwaters of the one hundred (100) year floodplain, unless:

1. The area is accessible to high ground by a street elevated above the one hundred (100) year flood level; or
2. The evidence presented shows that the surface area and elevation of the “island” is sufficient to sustain the residents safely during a one hundred (100) year flood.

ARTICLE VI. WATER AND SEWERS

SECTION 1. GENERAL REQUIREMENTS FOR WATER SYSTEMS

A. SERVICE REQUIRED.

Each lot within a new subdivision within the corporate limits of the City shall be provided with domestic water service from the City of Bandera Water System. Each lot within a subdivision outside the corporate limits of the City, but within the limits of the City's extraterritorial jurisdiction and extended extraterritorial jurisdiction, shall be provided with domestic water service from a community water system meeting the design requirements of the Texas Commission on Environmental Quality or its successor agency and approved by the City, except that lots in subdivisions in which all lots have the required street frontage and total lot area of five (5) acres or larger to satisfy applicable portions of the Bandera County Well Construction Rules and Regulations (Bandera County River Authority and Groundwater District) may be served by individual private wells with the approval of the Planning & Zoning Commission at preliminary plat approval. The water distribution system required under this section shall include all pumping station production facilities, elevated storage tanks, fire hydrants and other appurtenances required to adequately serve the area being subdivided. The water distribution system required under this section shall also extend to the boundaries of the subdivision as necessary to provide for the future extension of the system into adjoining unsubdivided areas or for connection to the system in adjoining developed areas.

B. OBLIGATIONS OF APPLICANT.

Within the perimeter of the subdivision, the applicant shall install, at his/her own cost and expense, all necessary pump stations, booster pumps, mains and appurtenances, including, but not limited to, valves, valve boxes and fire hydrants. The applicant shall provide all water lines necessary to properly serve each lot of the subdivision and to insure that existing and/or new water facilities can supply the required demand for domestic use and for fire protection at the desired pressure. The applicant shall install all mains and shall extend the service to all lots terminating thereon with a curb stop and meter box. The applicant shall submit a certificate to the City Administrator certifying that the system has been designed in accordance with the requirements of the Texas Commission on Environmental Quality or its successor agency, the Texas Department of Health, rules of the Texas Insurance Commission and this ordinance.

The applicant must provide transferable water rights or funding to purchase water rights to the City of Bandera for ample water supply for the subdivision. Ample water supply shall be determined by the City of Bandera. Funding provided to the City for purchase of water rights shall be determined by the City of Bandera using the prevailing water rate at the time of annexation or upon obtaining service within the extraterritorial jurisdiction.

SECTION 2. WATER SYSTEM DESIGN STANDARDS

All water production and distribution facilities shall be designed and sized to meet the minimum design standards in the latest edition of "Rules and Regulations for Public Water Systems" as established by the Texas Commission on Environmental Quality or its successor agency.

SECTION 3. WATER MAINS

A. GENERAL SPECIFICATIONS

Piping for water mains and connections shall be poly-wrapped ductile iron AWWA C151/C105 or Polyvinyl Chloride (PVC) AWWA C900 or C905, with either mechanical or single rubber gasket joints. All pipe, fittings and appurtenances shall be new materials.

B. MINIMUM DIAMETER

Water mains smaller than eight (8) inches shall not be permitted, except water mains less than six hundred (600) feet long and located solely in residential areas may be six (6) inches in diameter provided the minimum flow and pressure requirements set out in this ordinance are satisfied. No more than one (1) fire hydrant shall be installed on any six (6) inch water main.

C. MAXIMUM LENGTH

In all areas, water mains shall be the shorter of either three thousand (3,000) feet or that length which would by fluid friction render the main incapable of producing the minimum flow and pressure requirements set out in this ordinance for the type of area to be served.

D. LOOPING REQUIREMENTS

In all areas, water mains shall be looped between water mains whose inside diameter is eight (8) inches or larger.

E. LOCATION

All water mains shall be located in dedicated streets or fire lanes, or in the civic space. On streets with curbs and sidewalks, all water mains shall be located in the parkway between the curb and the sidewalk.

F. MINIMUM FLOW AND PRESSURE REQUIREMENTS

Water mains in principal commercial and industrial areas shall be sized so that the minimum fire flow from any single fire hydrant shall be not less than three thousand (3,000) gallons per minute with twenty (20) psig residual pressure. Water mains in light commercial areas shall be sized so that the minimum fire flows from any single fire hydrant shall be not less than fifteen hundred (1,500) gallons per minute with twenty (20) psig residual pressure. Water mains in residential areas shall be sized so that the minimum fire flow at any single fire hydrant shall not be less than seven hundred fifty (750) gallons per minute with twenty (20) psig residual pressure and a domestic use of two (2) gpm for every lot in the subdivision.

G. VALVE LOCATIONS

The distribution system in commercial and industrial areas shall be equipped with a sufficient number of valves and the valves shall be so located that no case of accident, breakage or repair to the water distribution system mains will necessitate shutting from service a length of water main greater than either one (1) side of a single block or a maximum of five hundred (500) feet. The distribution system in residential areas shall be equipped with a sufficient number of valves and the valves shall be so located that no case of accident, breakage or repair to the water distribution system mains will necessitate shutting from service a length of water main greater than either two (2) sides of a single block or a maximum of six hundred (600) feet.

H. SERVICE LINES

Service lines of two (2) inches or less shall be copper. Service lines larger than two (2) inches shall be copper, ductile iron AWWA C151/C105, or PVC AWWA C900. The minimum sizes of service lines that shall be used are as required in the following table.

TABLE M. MINIMUM WATER SERVICE LINE SIZES

NUMBER OF DWELLING UNITS	SERVICE LINE SIZE (INCHES)
1	3/4
2	1
3 TO 4	1-1/2
5 TO 10	2
11 TO 50	4
51 TO 80	6
GREATER THAN 80	8

SECTION 4. FIRE HYDRANTS

A. GENERAL REQUIREMENTS

All extensions or additions to the City distribution system within the City limits must meet the requirements set forth in the current Key Rate Schedule as promulgated by the Texas State Board of Insurance for the installation of fire hydrants. All fire hydrants shall have a six (6) foot clear horizontal radius of three hundred sixty (360) degrees around the fire hydrant free from obstructions. All fire hydrants shall be located on street corners or side property lines so as to be readily accessible at all times. All fire hydrants shall be equipped with at least a six (6) inch valve located on the hydrant lead and the valve and hydrant shall be mechanically anchored to the main.

B. MAXIMUM SPACING

Every building in the City limits shall be within five hundred (500) feet of a standard City fire hydrant. In commercial and industrial areas, hydrants shall be located so that there will be at least one (1) hydrant every three hundred (300) feet average as measured along dedicated streets. In light mercantile areas containing apartment houses, hydrants shall be located in dedicated streets or fire lanes behind curbs and be spaced not more than three hundred (300) feet hose lay from any building within the district, each distance to be measured down any standard fire hose laid from the fire hydrant to the building. In residential areas, hydrants shall be located so that there will be a fire hydrant every five hundred (500) feet average distance as measured along dedicated streets, including dedicated easements and fire lanes in mobile home parks and recreational vehicle parks.

SECTION 5. SANITARY SEWERS

Every subdivision shall be provided with a sewage disposal system meeting the design requirements of the Texas Commission of Environmental Quality (T.C.E.Q.) and approved by the City. Sanitary sewers shall be connected to serve each lot in the subdivision unless the Planning & Zoning Commission determines that such connection would require an unreasonable expenditure of funds when compared with other methods of sewage disposal or unless the subdivision meets the requirements of Section 6 of this Article. Where connection to the sewer system is not to be made immediately, plans shall be prepared for installation of a sewage collection system to serve each lot, and those parts of such system that will lie in the portion of streets intended for vehicular traffic shall be installed before the street is paved. The sewage collection and disposal systems required under this section shall include all gravity mains, lift stations, force mains, treatment facilities, manholes, and appurtenances required to adequately serve the area being subdivided.

The sewage collection and disposal systems required under this section shall also extend to the boundaries of the subdivision as necessary to provide for the future extension of the systems into adjoining unsubdivided areas or for connection to the systems in adjoining developed areas.

SECTION 6. SEPTIC SYSTEMS

When specifically authorized by the City Council, septic systems may be utilized for wastewater disposal on residential lots being served by private wells; provided that all lots in the subdivision have the street frontage and total lot area required to satisfy the applicable portions of the Texas Commission on Environmental Quality or its successor agency rules on septic systems.

When specifically authorized by the City Council, septic systems may be utilized for wastewater disposal on residential lots being served with water provided by a public or other community water system; provided that all lots in the subdivision have the street frontage and total lot area required to satisfy the applicable portions of the Subdivision Rules for the Texas Commission on Environmental Quality or its successor agency rules and regulations.

Any method of on-site wastewater disposal other than conventional septic systems shall require the specific approval of the City Council on a lot-by-lot basis.

When authorized by the City Council, septic systems shall be installed on each lot concurrent with any development thereon and the design of such system and the method of installation shall conform to the requirements of the Texas Commission on Environmental Quality or its successor agency and Bandera County.

SECTION 7. WASTEWATER SYSTEM DESIGN STANDARDS

A. GENERAL DESIGN STANDARDS

All wastewater collection system improvements shall be designed and sized to meet the minimum design standards in the latest edition of "Design Criteria for Sewage Systems" as established by the Texas Commission on Environmental Quality or its successor agency.

B. SEWER LOCATION

Where the location of the sewer is not clearly defined by dimensions on drawings, the sewer shall not be closer horizontally than ten (10) feet, or closer vertically than six (6) feet, to a water supply main or service line. Gravity sewer lines passing over water lines shall be constructed of pressure rated pipe for a distance of at least ten (10) feet on each side of the crossing, with no joints within five (5) feet of the crossing. In lieu of a pressure rated pipe crossing, the gravity sewer line shall be encased in concrete in accordance with regulations of the Texas Commission on Environmental Quality or its successor agency.

C. MATERIALS

Sewer lines shall be of PVC plastic, SDR 35/ASTM 3034, or another type pipe approved in writing by the City.

D. TRENCHING

Sewers shall be constructed according to City standard specifications as to trenching, bedding, backfill and compaction.

E. MINIMUM DIAMETER OF GRAVITY FLOW MAINS AND LINES

Eight (8) inch-diameter pipe shall be the minimum acceptable for gravity flow sewer mains and lines. All sewers shall be sized to accommodate the maximum peak flow plus infiltration flows that will render the pipe flowing no greater than three-fourths (3/4) full.

F. MANHOLES

Manholes shall be spaced not more than four hundred (400) feet apart and shall be constructed in accordance with City standard specifications.

G. LIFT STATIONS AND FORCE MAINS

Lift station capacity shall be no less than one hundred (100) gallons per minute per pump. Lift station force mains shall be designed and sized to produce a complete exchange of wastewater every other cycle of the pump. Force mains and fittings shall be of ductile iron or PVC pipe, pressure class. The pipe shall have either mechanical joints or rubber gasket joints as approved by the City. The minimum force main size shall be four (4) inches.

H. MINIMUM DIAMETER OF SERVICE LINES

Service lines serving individual lots shall be no smaller than four (4) inches in diameter.

ARTICLE VII.

UTILITY EXTENSIONS AND GENERAL SUBDIVISION IMPROVEMENTS

SECTION 1. GENERAL REQUIREMENTS

A. OBLIGATIONS OF APPLICANT.

The subdivider shall install at his/her own cost and expense all of the improvements required by this ordinance. The applicant shall comply with all other provisions of this ordinance prior to acceptance of the subdivision by the City.

B. ENGINEER RESPONSIBLE.

The applicant shall retain the services of a registered professional engineer, licensed in the State of Texas, whose seal shall be placed on each sheet of the construction plans, and who shall be responsible for the design and supervision of all improvements required in the subdivision.

C. CONSTRUCTION PLANS

Three complete sets of construction plans, specifications and contract documents shall be filed with the City Administrator upon filing of a final plat. These plans and specifications shall include street plans, drainage system plans, sanitary sewer system plans, water system plans and the overall utility layout. The street plans shall show roadway cross-sections and longitudinal slope for drainage, a full description of the proposed pavement or other street improvement, and its grade and slope. The drainage, sanitary sewer, water and utility system plans shall show the dimensions and specifications of the improvements to be installed, including proposed position on the ground, specifications of materials and construction, profile maps showing both ground surface and flow line, and other pertinent information of a similar nature. All such plans shall comply with the specifications and design standards set forth in this ordinance.

D. INSTALLATION OF UTILITIES BEFORE PAVING

Unless the applicant shall have received prior written permission to the contrary from the City, all utilities must be installed prior to the paving of a street or alley or portion thereof.

E. INSPECTION OF IMPROVEMENTS

The City shall from time to time inspect the construction of all utility facilities and streets in the subdivision during the course of construction to see that they comply with the standards governing them. In this regard, free access to the subdivision shall be accorded to City personnel by the applicant and the applicant's agents and employees.

F. FINAL PLANS

Upon the completion of construction of any utility or improvement, two (2) sets of reproducible drawings and an electronic format of complete record drawings, dated, signed and certified by the engineer in charge, shall be filed with the City, showing all features as actually installed, including materials, size, location, depth of elevation, numbers, end of lines, connections, wyes, valves, storm sewer drains, inlets, and any other pertinent items. The City shall not accept such utilities until the foregoing has been submitted to and approved by the City.

SECTION 2. SURVEY REQUIREMENTS

A. PLACEMENT OF LOT MARKERS AND STREET MONUMENTS

Monuments consisting of at least one-half-inch iron pipe or at least one-half (1/2) inch reinforced steel, twenty-four (24) inches in length, shall be placed at all corners of the block lines, and at the point of intersection of curves and tangents of the subdivision. Lot markers shall be metal, at least twenty-four (24) inches in length, placed at each corner of each lot, flush with the average ground elevation, or they may be countersunk, if necessary, to avoid being disturbed.

B. LOT MARKERS FOR UTILITY EASEMENTS

There shall be markers placed where a lot line crosses a utility easement with the exception of those blanket utility easements placed around all lots.

SECTION 3. COSTS OF UTILITY EXTENSIONS

A. WATER AND SEWER MAIN EXTENSIONS

The applicant shall install water and sewer mains from their present locations to the perimeter of the subdivision at his/her own cost and expense, subject to the provisions of this ordinance.

B. ELECTRIC DISTRIBUTION SYSTEM AND GAS MAIN EXTENSIONS

The applicant shall either (a) reimburse the City for the cost of extension of the electrical primary distribution system and/or the natural gas mains from their present locations to the perimeter of the subdivision or (b), with the City's approval, extend the electric distribution system and/or gas mains at the applicant's own expense. All underground gas main extensions shall be installed in accordance with Standard Gas Codes and in conformity with the Texas Railroad Commission.

C. ELECTRIC AND GAS SYSTEMS WITHIN THE SUBDIVISION

The applicant shall reimburse the City for the cost of installation of the electrical primary distribution system and the natural gas distribution system within the perimeter of the subdivision, including the installation of required streetlights and services to any required lift stations, booster pumps, and similar facilities. The electric distribution system and natural gas main extensions required under this section shall also extend to the boundaries of the subdivision as necessary to provide for the future extension of the systems into adjoining unsubdivided areas or for connection to the systems in adjoining developed areas. All underground gas lines shall be installed in accordance with Standard Gas Codes and in conformity with the Texas Railroad Commission.

D. LIFT STATIONS, BOOSTER PUMPS AND RELATED EQUIPMENT

In the event that it is determined that installation of equipment or appurtenances such as lift stations, booster pumps, or similar facilities is necessary in the area between the existing utility mains and the perimeter of a subdivision, the City Council shall, taking all circumstances into consideration, determine who shall bear the cost of such necessary equipment and appurtenances, and in what proportion each party shall be liable.

E. WAIVER OF COSTS FOR INDUSTRIAL PARKS AND COMMERCIAL DEVELOPMENTS

The requirements of subsections A and B of this section, for the applicant to install water and sewer mains from their present locations to the perimeter of the subdivision at his/her own cost and expense, and either to reimburse the City for the cost of electrical primary distribution system extensions and natural gas main extensions from their present locations to the perimeter of the subdivision or to extend these systems at his/her own expense, may be waived by the City Council for proposed industrial parks and commercial developments. Such waiver shall be at the discretion of the City Council after taking into consideration all the circumstances including, but not limited to, the following:

1. The ratio of the potential tax revenues and utility system revenues from property within the industrial park or commercial development to the costs to the City of extending water, gas and sewer mains and electric primary distribution lines to the proposed industrial park or commercial development.
2. The availability of funds for the extension of such mains and distribution lines.
3. The contribution, if any, by the applicant for the extension of the mains and distribution lines.

SECTION 4. COST DISTRIBUTION FOR OVERSIZE FACILITIES

In the event that the Planning & Zoning Commission deems it necessary and prudent to require lift stations, booster pumps, mains, equipment, streets and/or appurtenances which are larger or whose capacities are in excess of those which are usual, customary and necessary to meet the needs and requirements of a particular subdivision, then the Commission may recommend to the City Council and the Council may determine that the City shall pay to the applicant the difference in cost (including construction and installation) between those lift stations, booster pumps, mains, equipment, streets and/or appurtenances which the City requires the applicant to install, and the cost of like equipment of the size and/or capacity which would have adequately met and served the needs of the subdivision. Providing that funds are available, the City may also participate in the extra cost of bridges and/or large drainage structures on major and collector streets.

SECTION 5. MINIMUM SIZES FOR OVERSIZING CALCULATIONS

When calculations are made for oversizing requirements, the minimum sizes assumed to be necessary to serve the subdivision itself shall not be less than those in the following table.

TABLE N. MINIMUM SIZES FOR OVERSIZING CALCULATIONS

Water and Sewer Main	8 inches
Sewer Force Main	6 inches
Lift Station Capacity	100 gallons per minute per pump
Neighborhood Street Width	30 feet
Major Street Width	42 feet

SECTION 6. WATER AND SEWER MAIN EXTENSION REIMBURSEMENTS

A. ELIGIBILITY FOR REIMBURSEMENT

When an applicant must extend water and/or sewer mains through previously unserved and unsubdivided areas of a drainage basin, the City may reimburse the applicant for that proportional cost of the extension by those applicants who subdivide property between the original applicant's subdivision and the point of connection to existing City utilities.

B. FORMULA FOR REIMBURSEMENT

The amount of the reimbursement under this section shall be calculated as follows.

1. Determine the total area to be served by the water and sewer main extensions, including the original subdivision. It shall be the responsibility of the applicant to provide the City with this information, to be substantiated by City staff.
2. Determine the cost of extension of the trunk mains minus any oversizing costs contributed by the City.
3. Determine the trunk main unit cost per acre by dividing the total adjusted cost #2 by the total acreage #1.
4. The unit cost per acre shall be charged to each subsequent applicant who may connect to the trunk main, and shall be paid to the applicant who originally installed the trunk main, or the original applicant's heirs or assigns.
5. Force mains or interbasin transfers which may connect to the trunk main shall not be included in the reimbursement for trunk main extension.

C. FORFEITURE OF TRUNK MAIN REIMBURSEMENT

It shall be the sole responsibility of the applicant due reimbursement under this section to maintain his/her current address on file with the City Administrator. Should a reimbursement be payable and the applicant cannot be contacted at the address on file in the City Administrator's office, the right to a reimbursement under this section shall lapse twenty-four (24) months after the date of the initial attempt to contact the applicant and the applicant shall forfeit all claims to the reimbursement. The City may utilize all forfeited reimbursements for any purpose related to the water and sewer systems as determined by the City Council.

D. NEW APPLICANT'S CONTRIBUTION FOR TRUNK MAIN EXTENSION

When a new applicant's water and sewer mains are to be connected to trunk mains installed by prior applicants that meet the requirements of this section, the new applicant shall deliver to the City Administrator, prior to final plat approval, a check for his/her portion of the trunk main based on the formula in Subsection B above. The contribution shall be based on the trunk main unit cost per acre times the number of acres in the subject subdivision. It shall be the new applicant's responsibility to provide the City staff with evidence of the acreage involved.

ARTICLE VIII.

WIRELESS COMMUNICATIONS SYSTEM REGULATIONS

SECTION 1. DEFINITIONS

The following words and phrases when used in this Title shall for the purpose of this Title, have the meanings respectively ascribed to them in this section:

Wireless Communication System: (Antenna support structures for mobile and land-based telecommunication facilities.) Whip antennas, panel antennas, microwave dishes and receive-only satellite dishes, cell enhancers and related equipment for wireless transmission from a sender to one (1) or more receivers, such as for mobile cellular telephones, mobile radio system facilities, commercial mobile radio service and radio or television (commercial only) broadcasting towers and transmitting stations. This definition is inclusive of the placement of the above-referenced equipment on a monopole tower, a steel lattice tower, a guyed steel lattice tower and any communication tower which does or does not utilize guy wire support in addition to existing buildings or other independent support structures. This system shall also allow as one of its components an unmanned equipment shelter.

Antenna Support Structures:

1. **Monopole Antenna Structure:** a self-supporting pole type structure with no guy wire support, tapering from base to top and so designed to support fixtures which hold one (1) or more antennas and related equipment for wireless telecommunication transmission.
2. **Lattice Antenna Structure:** a steel lattice, self-supporting structure with no guy wire support, so designed to support fixtures which hold one (1) or more antennas and related equipment for wireless communication transmission.
3. **Guyed Lattice Antenna Structure:** a steel lattice, guy wire supported structure, so designed to support fixtures which hold one (1) or more antennas and related equipment for wireless communication transmission.

Building or other Independent Support Structures: buildings or other structures such as water towers, church steeples, utility poles and other creative locations.

Unmanned Equipment Building: an accessory building housing electronic and communication equipment as an associated and permitted part of a wireless communication system.

SECTION 2. GENERAL REQUIREMENTS:

A. WIRELESS COMMUNICATIONS SYSTEMS

Wireless Communications Systems shall be an allowed use by special permit only. Prior to filing a request for a building permit and/or a specific use permit, whichever is applicable, the following requirements must be met:

1. Antenna support structures shall be five hundred (500) feet from all residential zoning districts, measured from the base of the antenna support structure to the nearest residential zoning district boundary.
2. The Unmanned Equipment buildings shall not exceed seven hundred fifty (750) square feet of gross floor area per building and shall not exceed twelve (12) feet in overall height.
3. The overall height of antenna support structures, including the antenna, shall not exceed one hundred fifty (150) feet.

B. SHARED USE OF ANTENNA SUPPORT STRUCTURES.

The shared use of existing antenna support structures and approved antenna support structure sites shall be preferred to the construction of new such facilities. The antenna support structures must be constructed to support a minimum of two (2) antenna arrays from two (2) separate wireless communication system providers or users. Annually, the Building Official shall secure a list of known wireless communication system providers by advertisement in a newspaper of general circulation. The Building Official may add known wireless communication system providers to this list. This wireless communication system providers' list shall remain valid for one (1) calendar year. Prior to certification of any application, all applicants for antenna support structures shall comply with the following procedures:

1. All wireless communication system applicants shall provide notice by mail to all providers on the wireless communication providers' list with the following information: specifications of the proposed antenna support structure; its general location; its proposed height; and a phone number to locate the owner of the antenna support structure. A copy of the notice shall be mailed to the Building Official's office. The notices shall invite potential wireless communication system providers to apply for space on the proposed antenna support structure.
2. The applicant shall submit a report inventorying existing antenna support structures and antenna sites within a one (1) mile distance from the proposed site outlining opportunities for shared use as an alternative to the proposed one. In the case of co-location, the pro-rata reimbursement to the initial applicant from the future provider shall not exceed fifty-five percent (55%) of the original cost for construction of the antenna support structure.

C. PLACE TYPE ZONING

Wireless communications systems shall be a use permitted by right in all Place Type zoning districts if the land or structure is owned by the City of Bandera if:

1. All antenna support structures or buildings or other independent support structures where antenna[s] are proposed to be attached shall require a building permit. Antenna support structures located in residential zoning districts shall be monopole design. The height of a monopole antenna support structure, including the antenna, shall not exceed one hundred fifty (150) feet. Wireless communications systems shall not be allowed in City parks.
2. Antenna support structures shall be spaced from all dwellings at a minimum of one hundred ten percent (110%) of the height of the antenna support structure, measured from the base of the antenna support structure to the nearest dwelling. This spacing requirement does not apply to antennas attached to buildings or independent support structures.
3. Antenna array may be attached to buildings or independent support structures, if:
 - a. The pole replaced or modified is a functioning utility pole or light standard within a utility easement or public right-of-way, recreation facility light pole, or antenna support structure; and
 - b. The replaced or modified antenna support structure, including antenna array, does not exceed the height of the original utility, light standard, or recreation facility pole by more than twelve (12) feet, or the height of the original telecommunications tower and antenna array; and
 - c. The pole replaced with an antenna support structure does not obstruct a public alley, or other right-of-way, and pole appearance and function, except for antenna, are not significantly altered; and
 - d. The existing support structure is engineered to support the proposed antenna.
4. Radio and television antennas, limited to those used by the federal licensed amateur radio operators, unlicensed citizens band radio operators, and private citizens receiving television signals, including satellite dish antennas, and panel antennas for wireless internet communications shall be considered as permissible accessory uses in all zoning districts and shall be permitted in accordance with the regulations for detached accessory structures. Antenna support structures within nonresidential districts shall comply with the height and setback requirements for the particular district. The height of an antenna support structure shall be the total maximum to which it is capable of being raised and shall be measured from the finished grade adjacent to the antenna or antenna support structure if ground mounted or from the peak of the roof if roof mounted.

5. In addition to the previously stated regulations, the following shall apply to radio or television antennas in residential districts:
 - a. Antenna may be roof or ground mounted, freestanding or supported by guy wires, buildings or other structures in compliance with the manufacturer's structural specifications. A ground-mounted antenna shall be any antenna with its base mounted directly in the ground even if such an antenna is supported or attached to the wall of a building.
 - b. Roof-mounted antenna, including support structure, shall not extend higher than fifteen (15) feet above the peak of the roof, except a single vertical pole antenna may extend up to twenty (20) feet above the peak of the roof.
 - c. Ground-mounted antenna, including support structure, should not exceed seventy (70) feet in height. The antenna or antenna support structure shall not be located in any required front yard between the principal building and the front setback.

SECTION 3. ADDITIONAL REQUIREMENTS:

A. PERMITS.

1. In addition to a special use permit, a building permit from the Building Official of the City of Bandera shall be required for the installation of any antenna support structures, antenna attached to buildings or other independent support structures and unmanned equipment buildings developed for a wireless communication system or radio or television. Applications for a permit shall be accompanied by the following in duplicate:
 - a. A complete set of construction documents showing the proposed method of installation;
 - b. A copy of the manufacturer's recommended installation instructions, if any;
 - c. A diagram to scale showing the location of the antenna, property and setback lines, easements, power lines, all structures, and the distances from all residential zoning districts.
 - d. Certification by a structural or civil engineer registered by the State of Texas that the proposed installation complies with the requirement of the City of Bandera Building Code;
 - e. Certification shall be submitted stating that all antennas and antenna support structures shall comply with the height and illumination restrictions established by the FAA (Federal Aviation Administration) or other applicable Federal or State agencies.
2. Tower illumination: Towers shall not be illuminated except as required by the FAA (Federal Aviation Administration) or other applicable Federal or State agencies.
3. Radiation standards: Wireless communications systems shall comply with current FCC (Federal Communications Commission) standards for non-ionizing electromagnetic radiation (NIER). The applicant shall submit verification that the proposed site plan ensures compliance with these standards.

4. **Fencing for Wireless Communication Systems:** A fence shall [be] required around the antenna support structure and other equipment, unless the antenna is mounted on a building or other independent support structure. The fence shall not be less than eight (8) feet in height measured from the finished grade. Access to the antenna support structure shall be through a locked gate.
5. **Landscaping for Wireless Communication Systems:** Landscaping shall be required to screen as much of the antenna support structure as possible, the fence surrounding the antenna support structure, and any other ground level features (e.g. a building). A combination of existing/native vegetation, natural topography, man-made features such as berms, walls, decorative fences and any other features can be used instead of landscaping if those features achieve the same degree of screening as the required landscaping.
6. **Setbacks for Wireless Communications Systems:** Antenna support structures and unmanned equipment buildings shall meet the minimum building setback requirements for the Place Type zoning district in which they are located. Setbacks shall be measured from the base of the antenna support structure to all applicable property lines.
7. **Abandonment:** In the event the use of any wireless communication system, which would include any antenna support structure, has been discontinued for a period of one hundred eighty (180) consecutive days, the antenna support structure shall be deemed to be abandoned. Determination of the date of abandonment shall be made by the Building Official who shall have the right to request documentation and/or affidavits from the antenna support structure owner/operator regarding the issue of usage. Upon determination of abandonment, the owner/operator of the antenna support structure shall remove the antenna support structure within ninety (90) days of receipt of notice from the Building Official notifying the owner/operator of such abandonment. If such antenna support structure is not removed within the ninety (90) days, the Building Official may cause such antenna support structure to be removed at the owner's expense. If there are two (2) or more users of an antenna support structure, then this provision shall not become effective until all users cease using the antenna support structure.

EXHIBIT "A". PLAT CERTIFICATES AND NOTES

SURVEYOR'S CERTIFICATE

STATE OF TEXAS
COUNTY OF BANDERA

I hereby certify that this plat is true and correct and was prepared from an actual survey of the property made on the ground under my supervision.

Registered Public Surveyor

Sworn to and subscribed before me this the _____ day of _____, _____.

Notary Public in and for the State of Texas.

ENGINEER'S CERTIFICATE

An engineer's certificate is required in all cases except when the plat does not require engineering considerations.

STATE OF TEXAS
COUNTY OF BANDERA

I hereby certify that proper engineering consideration has been given in this plat to the matters of streets, lots and drainage layout. To the best of my knowledge this plat conforms to all requirements of the Subdivision Ordinance, except for those variances granted by the Planning & Zoning Commission of the City of Bandera.

Registered Professional Engineer

Sworn to and subscribed before me this the _____ day of _____, _____.

Notary Public in and for the State of Texas.

OWNER’S ACKNOWLEDGMENT

If the owner authorizes an agent, the owner shall file a notarized letter to that effect.

STATE OF TEXAS

COUNTY OF BANDERA

The owner of land shown on this plat, in person or through a duly authorized agent, dedicates to the use of the public forever all streets, alleys, parks, watercourses, drains, easements and public places thereon shown for the purpose and consideration therein expressed.

Owner

Duly Authorized Agent

STATE OF TEXAS

COUNTY OF BANDERA

Before me, the undersigned authority on this day personally appeared _____ known to me to be the person, whose name is subscribed to the foregoing instrument, and acknowledged to me that he/she executed the same for the purposes and considerations therein expressed and in the capacity therein stated. Given under my hand and seal of office this the _____ day of _____, _____.

Notary Public in and for the State of Texas.

APPROVAL OF THE CITY ADMINISTRATOR:

This plat of (name of subdivision) has been submitted to and considered by the City Administrator of the City of Bandera, Texas, and is hereby approved.

Dated this _____ day of _____, _____.

By: _____
City Administrator.

By: _____
City Secretary

APPROVAL OF THE PLANNING AND ZONING COMMISSION:

This plat of (name of subdivision) has been submitted to and considered by the Planning and Zoning Commission of the City of Bandera, Texas, and is hereby approved by such Commission.

Dated this _____ day of _____, _____.

By: _____
Commission Chair

By: _____
City Secretary

EASEMENT NOTES:

All properties designated as easements shall or may be utilized for the following purposes:

DRAINAGE EASEMENT:

Drainage, water diversion, and sanitary control, including without limitation, walls, beds, embankments, spillways, appurtenances, and other engineered devices (the "Drainage System")

Together with the right of ingress and egress over the adjacent land to or from the Easement for the purpose of constructing, reconstructing, inspecting, patrolling, operating, maintaining, repairing, and removing the Drainage System; the right to change the size thereof; the right to relocate along the same general direction of the Drainage System; the right to create and/or dredge a stream course, refill, or dig out such stream course, establish or change stream embankments within the Easement, install storm sewer systems, culverts, water gaps [gates], and protecting rails; the right to remove from the Easement all trees and parts thereof, or other obstructions, which reasonably endanger or may reasonably interfere with the efficiency of the Drainage System; and the right to place temporary structures for use in constructing or repairing the Drainage System.

With respect to the Drainage System, it is expressly agreed and understood by all parties hereto, that the intention is to improve conditions of sanitation and water drainage control on the Property for the benefit of the Property, adjacent property, and the community, but the City does not guarantee or warrant that such control work will be effective, nor does the City assume any additional liability whatsoever for the effects of flood, standing water, or drainage on or to the Property, or any other property or persons that might be affected by said stream, wash, or gully in its natural state or as changed by the City.

UTILITY EASEMENT:

Utilities, including, without limitation, sewer, water, gas, electricity, telephone, and cable television, with all necessary and/or desirable lines, laterals and/or appurtenances thereto (the "Utilities")

Together with the right of ingress and egress over the adjacent land to or from the Easement for the purpose of constructing, reconstructing, inspecting, patrolling, operating, maintaining, repairing, and removing the Utilities; the right to place new or additional Utilities in the Easement and to change the size thereof; the right to relocate along the same general direction of the Utilities; the right to remove from the Easement all trees and parts thereof, or other obstructions, which reasonably endanger or may reasonably interfere with the efficiency or operation of the Utilities; and the right to place temporary structures for use in constructing or repairing the Utilities.

1. The property owner retains the right to use all or any part of the Easement for any purpose that does not damage, destroy, injure, and/or unreasonably interfere with the use of the Easement. However, the easement shall be kept clear of all structures or other improvements.

2. The City shall make commercially reasonable efforts to ensure that damage to the Property is minimized and the City will at all times, after doing any work in connection with the System, restore the Property to the condition in which the Property was found before such work was undertaken to the extent that such restoration is reasonable in accordance with the City's usual and customary practices.

PLAT NOTES:

FENCE NOTES:

Easement Access at Fences: Double swing gates or a removable fence panel shall be installed wherever fences cross Utility Easements.

Obstructions of Drainage: Adequate structures shall be provided to allow the unhindered passage of all storm and drainage flows wherever fences cross Drainage Easements.

SIDEWALK NOTES:

Four-foot-wide (Substitute "Six-foot-wide" where required) reinforced concrete sidewalks shall be installed adjacent to all street frontage property lines of each lot fronting a street at such time as that lot is developed.

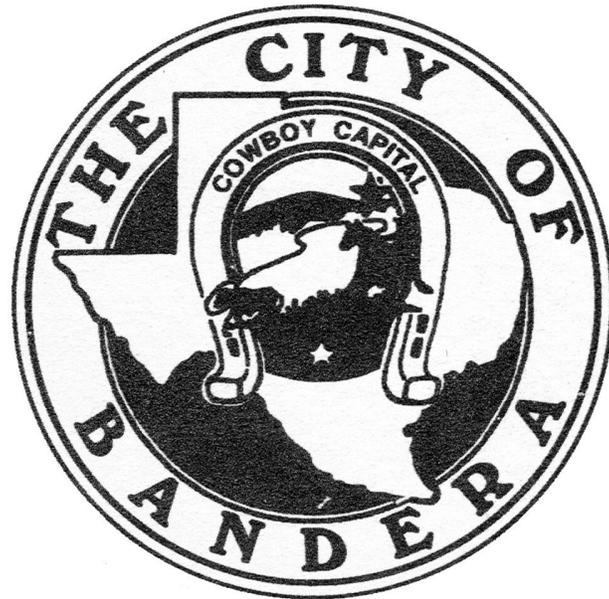
CAPITAL RECOVERY FEE ASSESSMENT:

Assessment and collection of the City of Bandera Water and Wastewater Utilities' capital recovery fees shall be the amount per lot as set forth in City Ordinance No. 239.

TAX CERTIFICATE:

Tax Certificate Affidavit filed this date in Volume _____, Page _____, Bandera County Official Records.

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CHAPTER 14

EXHIBIT A

CITY OF BANDERA, TX

ADOPTED NOVEMBER 16, 2021

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ARTICLE 14.01 GENERAL PROVISIONS

PLACE TYPE ZONING ORDINANCE

ADOPTED.

The zoning ordinance, Ordinance 397, adopted by the City on November 16, 2021, is included at the end of this chapter as Exhibit A. Due to the nature of the zoning ordinance and technicalities involved in adopting or amending it, such ordinance is printed herein as enacted, with only non-substantive formatting and style changes. Capitalization, punctuation, and numbering of articles, sections, and subsections have been retained as enacted. Subsequent amendments will be inserted in their proper place and denoted by a history note following the amended provisions. The absence of a history note indicates the material is unchanged from the original. Obviously misspelled words have been corrected without notation. Any other material added for purposes of clarification is enclosed in brackets.

EXHIBIT A

PLACE TYPE ZONING ORDINANCE

GENERAL

SHORT TITLE.

This Ordinance shall be known and may be cited as the "Place Type Zoning Ordinance" of the City of Bandera. (Ordinance 397 adopted 11/16/21).

PURPOSE.

As authorized by Chapter 211 of the Texas Local Government Code, the Place Type Zoning Standards and Districts, as herein established, have been made in accordance with an adopted Comprehensive Plan for the purpose of promoting the public health, safety, and general welfare, and protecting and preserving places and areas of historical, cultural, or architectural importance and significance in the City.

Standards have been designed to lessen the congestion in the streets; to secure safety from fire, and other dangers; to ensure adequate light and air; to prevent the overcrowding of land, to avoid undue concentration of population; and to facilitate the adequate provision of transportation, water, wastewater treatment, schools, parks, and other public requirements.

The standards for building neighborhoods require distribution of Place Types, to provide lifestyle and living variation that define distinct physical environments of varying degrees of urbanity and development intensity. The "P" designation represents each Place Type's relative place on a continuum of low intensity to high intensity development, from rural-to-urban, with the character and associated standards of "P5" being more urban than those of "P4."

ADOPTION OF LEGISLATIVE GRANT OF POWER.

Chapter 211, Texas Local Government Code, is hereby adopted, as it presently exists or is hereafter amended, and the provisions of this ordinance are adopted in the exercise of the power granted to municipalities by such statutes and pursuant to any and all other applicable laws.

VALIDITY.

If any section, paragraph, subdivision, clause, phrase, or provision of this ordinance shall be adjudged invalid or held unconstitutional, the same shall not affect the validity of this ordinance as a whole, or any part or provision thereof, other than the part so decided to be invalid or unconstitutional.

RULES OF WORDING.

- (1) Words, phrases, and terms defined herein shall be given the defined meaning.
- (2) Words, phrases, and terms not defined herein shall be given their usual and customary meanings except where the context clearly indicates a different meaning.
- (3) The text of the ordinances shall control captions, titles, and maps.
- (4) The word “shall” is mandatory and not permissive. The word “may” is permissive and not mandatory.
- (5) Words used in the singular include the plural and words used in the plural include the singular. Words used in the present tense include the future tense and words used in the future tense include the present tense.

DEFINITIONS

For the purposes of this Ordinance, certain terms and words are hereby defined; terms not defined herein shall be constructed in accordance with customary usage in municipal planning and engineering practices.

Accessory Building shall mean an outbuilding behind the main structure on the lot.

Addition shall mean any construction that increases the size of a structure in terms of site coverage, height, or gross floor area.

Administrative Approval shall mean the process by which the City Administrator reviews submitted administrative plats, public frontage, site and/or building plans and provide approval based on compliance with this ordinance.

Administrative Procedure shall mean the procedure to be followed for the approval of the subdivision or re-subdivision of an existing lot(s) when such subdivision meets certain limited conditions set by the City.

Administrative Review shall mean the process by which the City review submitted Neighborhood Plan, Public Frontage, site and/or building plans to determine compliance with this ordinance.

Administrator shall mean the City Administrator and or designated City Staff.

Alley shall mean a vehicular drive located to the rear of lots providing access to service areas, parking, rear building access or containing utility easements.

Alteration shall mean any change, demolition or modification to a structure or site designated as a historic landmark or located in a local historic area including, but not limited to, the following:

- (a) Exterior changes to or modification of any buildings or structures, architectural details or visual characteristics.
- (b) Construction of new structures.
- (c) Disturbance, placement or removal of exterior objects that affect the exterior qualities of the property.

Amending Plat shall mean plat as defined in 212.016 of the Texas Local Government Code and the procedure for such plats shall be the same as the procedure as defined herein.

American Grid shall mean the grid plan, grid street plan, or gridiron plan is a type of city plan that the streets run at right angles to each other, forming a grid.

Appeal shall mean a means for obtaining review of a decision, determination, order, or failure to act.

Applicant shall mean a person or entity who submits to the City an application for an approval required by this ordinance. To be qualified as an applicant under this ordinance, the person or entity must have sufficient legal authority or proprietary interests in the land to commence and maintain proceedings under this Chapter. The term shall be restricted to include only the property owner(s), or a duly authorized agent and representative of the property owner.

Application shall mean a written request to the City for an approval required by this ordinance that contains all information required by this ordinance and that has been deemed administratively complete by the City.

Arcade shall mean colonnade supported upper stories of a building projecting over the sidewalk, where the facade of the first story remains at or behind the frontage line.

Architectural Element shall mean the unique details and component parts that combined, form the architectural style of a structure, building or object.

Apartment Building shall mean a building or series of buildings containing greater than five (5) dwelling units in a building with exterior dwelling unit entrances, primarily rented or leased for terms longer than thirty (30) days.

Awning shall mean a cloth, plastic, or other nonstructural covering that either is permanently attached to a building or can be raised or retracted to a position against the building when not in use. This term does not include canopies.

Bicycle Corral shall mean a group of either short-term or long-term bicycle parking spaces that are located in the vehicular parking area adjacent to the curb. The corral is generally surrounded by a painted white box on the street with flexible vertical delineators and a wheel stop where vehicles are likely to back into the adjacent parking spot.

Bicycle Rack, Long-Term shall mean a bicycle parking fixture that provides at least two (2) bicycle spaces and includes at least a four (4) foot wide by six (6) foot long dimension, intended for parking more than three (3) hours, and is fully protected from the elements.

Bicycle Rack, Short-Term shall mean a bicycle parking fixture that provides at least two (2) bicycle spaces and includes at least a four (4) foot wide by six (6) foot long dimension, intended for parking less than three (3) hours.

Block shall mean an aggregate land area circumscribed by streets or thoroughfares.

Block Face shall mean the aggregate of all the principal frontage lines or alternatively the building facades on one side of a block.

Building shall mean a structure having a roof supported by columns or walls for the shelter, support or enclosure of persons, animals, real property, and business activity.

Building Block shall mean the 335' X 335' block created by dividing a farm lot. It is the foundation of the walkable environment.

Building Official shall mean the inspector or administrative official charged with responsibility for issuing permits and enforcing the Building Code and this ordinance where indicated.

Building Placement shall mean the four (4) options for placement of a building on a lot in the ordinance including edgeyard, rearyard, sideyard, and courtyard.

Building Types shall mean a range of structures with different standards to create a variety of options for human settlements. Building Types are organized by Building Placement.

Bunkhouse shall mean a secondary building located toward the rear of the same lot as a principal building used as an additional dwelling unit.

Business shall mean a place where a person practices their regular occupation, profession, or trade.

By Right shall mean characterizing a proposal or component of a proposal for a Neighborhood Plan or Site Plan that complies with this ordinance and is permitted and processed administratively without public hearing.

Cart shall mean a lightweight pushcart that is designed to be pushed or pulled by hand and is used for vending.

Certificate of Occupancy shall mean an official certificate issued by the City through the Building Official that indicates conformance with the zoning standards and building codes and authorizes legal use of the premises that it is issued; may be referred to as an occupancy permit.

Character District Map shall mean the official map or maps that are part of the Comprehensive Plan and delineate the boundaries of individual Character Districts.

City Council shall mean the governing body of the City of Bandera, Texas.

City Engineer shall mean a registered Engineer or their representative employed by the City.

City or The City shall mean the City of Bandera and its authority of its City Limits and ETJ.

City Secretary shall mean the City Secretary of the City of Bandera or the authorized representative of the secretary.

Civic shall mean a designation for public sites dedicated for civic buildings and civic space.

Civic Building shall mean a building operated by not-for-profit organizations dedicated to arts, culture, education, recreation, government, transit, and municipal parking, or as approved by the Planning and Zoning Commission and City Council.

Civic Space shall mean an outdoor area dedicated for public use. Civic space types are defined by the combination of certain physical constants including the relationships among their intended use, their size, their landscaping, and the buildings that front them.

Clustered Land Development or CLD shall mean a Development Pattern structured by a pedestrian shed oriented toward a common destination such as a general store, meeting hall, schoolhouse, or church clustered together in order to preserve open space. CLD takes the form of a small settlement standing free in the countryside.

Commercial shall mean the term collectively defining workplace, office, retail, and lodging uses.

Common Destination shall mean an area of focused community activity, usually defining the approximate center of a pedestrian shed. It may include without limitation one (1) or more of the following: a Civic Space, a Civic Building, a commercial center, or a transit station, and may act as the social center of a neighborhood.

Comprehensive Plan shall mean a document adopted by the City that consists of graphic and textual policies that govern the future development of the City and that consists of various components governing specific geographic areas and functions and services of the City.

Conservation Easement shall mean a voluntary legal agreement between a landowner and a land trust or government agency that permanently limits uses of the land in order to protect its conservation values.

Construction shall mean the act of adding an addition to an existing building, structure or object or the erection of a new principal or accessory building, structure or object on any lot, parcel or site.

Courtyard shall mean the placement of a building within the boundaries of its lot to create a private courtyard, while internally defining one (1) or more private patios. Courtyard is a building type.

Curb shall mean the edge of the vehicular pavement that may be raised or flush to a swale. It usually incorporates the drainage system.

Demolition shall mean an act or process which: (1) destroys a lot, parcel or site or building, structure or object in its entirety, (2) destroys a part of a lot, parcel or site or building, structure or object and permanently impairs its structural, historic or architectural integrity, (3) removes the building, structure or object or any part thereof from the original lot, parcel or site without the requisite moving permit, or (4) removes architectural elements and features from the exterior of a building, structure or object.

Development shall mean any construction activity or alteration of the landscape, its terrain contour or vegetation, including the erection or alteration of structures or land use.

Development Pattern shall mean options for land configuration for a Neighborhood Plan. The three types addressed in this ordinance are Cluster Land Development (CLD), Traditional Neighborhood Development (TND), and Village Cluster Development (VCD).

Drainage shall mean any activity that intentionally alters the hydrological regime of any locality by facilitating the removal of surface or ground water. It may include the construction, deepening, extending, opening, installation or laying of any canal, drain or pipe, either on the land or in such a manner as to encourage drainage of adjoining land.

Driveway shall mean a vehicular lane within a lot, often leading to a garage.

Duplex shall mean a building with two (2) units within one (1) structure on a lot. The configuration can be side by side, stacked, front to back, etc.

Dwelling shall mean any building or portion thereof, that is designed or used as living quarters for one (1) or more families.

Edgeyard Building shall mean a building that occupies the center of its lot with setbacks on all sides. edgeyard is a building type.

Elevation shall mean the exterior wall of a building that is set along a frontage line. Syn. Facade.

Encroachment shall mean any structural element that breaks the plane of a vertical or horizontal regulatory limit, extending into a setback, into the public frontage, or above a height limit.

Extraterritorial Jurisdiction (ETJ) shall mean the area adjacent to the City Limits of the City over that the City is authorized to control, among other things, subdivision as prescribed or defined by law.

Facade shall mean the principal face of a building, including parapet walls and omitted wall lines, or any part of a building that encloses or covers usable space. Where separate faces are oriented in the same direction, or in directions within forty-five (45) degrees of one another, they are to be considered as part of a single facade.

Farm Lot shall mean the equivalent of four (4) Bandera Blocks which are 335' X 335' with between sixty (60) feet and eighty (80) feet of right-of-way reserved between the blocks. A farm lot is bounded by streets and measures approximately 750' X 750'.

Filed shall mean the date when a submission has been deemed an administratively complete application. A plan or permit application shall be reviewed for completeness and be deemed administratively complete to be considered filed.

Final Plat shall mean a plat as defined in 212.014 or 212.015 of the Local Government Code and the procedure for such plats shall be the same as standard procedure as defined herein.

Floodplain shall mean an area of land subject to inundation by a one hundred (100) year frequency flood as determined using standard engineering practices and generally as shown on the FIRM (Flood Insurance Rate Map) of the City of Bandera.

Food Trailer shall mean cart that has at least two (2) wheels, is designed to be attached to and drawn by a motor vehicle and is used for vending.

Frontage shall mean the area between a building facade and the vehicular lanes, inclusive of its built and planted components. Frontage is divided into private frontage and public frontage.

Frontage Line shall mean a lot line bordering a public frontage. Facades facing frontage lines define the public realm and are therefore more regulated than the elevations facing other lot lines.

Full Cut-Off Fixtures shall mean fixtures, as installed, that are designed or shielded in such a manner that all light rays emitted by the fixture, either directly from the lamps or indirectly from the fixture, are projected below a horizontal plane running through the lowest point on the fixture where light is emitted.

Gallery shall mean an attached cantilevered shed or a lightweight colonnade extending from a building facade to overlapping the sidewalk.

Green shall mean a Civic Space Place Type (P-CS) for unstructured recreation, spatially defined by landscaping rather than building frontages.

House shall mean a single dwelling unit edgeward building on a regular lot.

Kiosk shall mean a small, quasi-permanent booth-like structure that is located outdoors and is used for vending.

IBC/ ICC (International Building Code/ International Code Council) shall mean the Code or Codes adopted by the City of Bandera to ensure public health and safety of buildings, including all related Codes.

Infill/ Infill Development shall mean new development on land that had been previously developed, including most greyfield and brownfield sites, or remainder lands surrounded by developed lands and cleared land within urbanized areas.

Layer shall mean a range of depth of a Lot within those certain elements are permitted.

First Layer: The area of a lot from the frontage line to the facade of the principal building.

Second Layer: The area of a lot set behind the first layer to a depth of twenty (20) feet in all Place Types.

Third Layer: The area of a lot set behind the second layer and extending to the rear lot line.

Light Trespass shall mean light emitted from fixtures designed or installed in a manner that unreasonably causes light to fall on a property other than the one where the light is installed, in a motor vehicle drivers' eyes, or upwards toward the sky.

Lighting shall mean any source of light that does not include natural light emitted from celestial objects or fire. The term includes any type of lighting, fixed or movable, designed or used for outdoor illumination of buildings or homes, including lighting for billboards, streetlights, canopies, gasoline station islands, searchlights used for advertising purposes, externally or internally illuminated on- or off-premises advertising signs, and area-type lighting. The term includes luminous elements or lighting attached to structures, poles, the earth, or any other location.

Lot shall mean an undivided tract or parcel of land having frontage on a public right-of-way or on an approved civic space or open space having direct thoroughfare access, and that is or may be offered for sale, conveyance, transfer or Improvement, that is designated as a distinct and separate tract, and that is identified by a tract, or Lot number or symbol in a duly approved plat that has been properly filed of record.

Lot Coverage shall mean the percentage of the area of a lot covered by building, parking, or other impervious footprints. Permeable materials qualify for a Lot Coverage reduction percentage as determined by the City Administrator.

Lot Line shall mean the boundary that legally and geometrically demarcates a lot.

Lot of Record shall mean a lot that is part of a plat that has been recorded in the office of the County Clerk of Bandera County.

Lot Width shall mean the length of the principal frontage line of a lot.

Lumen shall mean the unit of measurement used to quantify the amount of light produced by a bulb or emitted from a fixture (as distinct from "watt," a measure of power consumption). The initial lumen rating associated with a given lamp is generally indicated on its packaging or may be obtained from the manufacturer. (Abbreviated lm)

Lumens per Acre shall mean the total number of lumens produced by all lamps utilized in outdoor lighting on a property divided by the number of acres, or part of an acre, with outdoor illumination on the property.

Luminous Elements (of a light fixture) shall mean the lamp (light bulb), any diffusing elements, and surfaces intended to reflect or refract light emitted from the lamp individually or collectively comprise the luminous elements of a light fixture (luminaire).

Main Civic Space shall mean the primary outdoor gathering place for a community. The main civic space is often,

but not always, associated with an important civic building.

Manufactured Home shall mean a structure, transportable in one (1) or more sections, which is built on a permanent chassis and designed for use with or without a permanent foundation when attached to the required utilities. The term “manufactured home” does not include a “recreational vehicle.”

Minor Plat shall mean a plat as defined in 212.014 or 212.015 of the Local Government Code and the procedure for such plats shall be the same as standard procedure as defined herein.

Mobile Home shall mean a factory assembled structure approved by the municipality with the necessary service connections made so as to be movable on site and designed to be used as a permanent dwelling.

Neighborhood Plan shall mean a neighborhood design plan created through a series of maps defining the physical form, Place Type allocation, block types, and extent of a settlement as required the ordinance. The three Development Patterns addressed in this ordinance are CLD, TND, and VCD and allow for the creation of a variety of Neighborhood Plan patterns.

Non-contributing Structure shall mean a structure within a designated local Historic District that is not considered to be of historical significance or which does not possess significant physical features, historical associations, or historical architectural qualities.

Nonresidential shall mean a property used for purposes other than to residential.

Open Space shall mean land intended to remain undeveloped; it may be for civic space, left natural or integrate trails or other activities.

Ordinary Maintenance shall mean activities relating to a property that would be considered ordinary or common for maintaining the property, such as a) repair using the same material and design as the original and does not require structural modifications; b) repainting; c) reroofing, using the same type; or d) repair of sidewalks and driveways.

OSSF shall mean on-site sewage facility, commonly referred to as septic systems, whether of a traditional or “engineered” design.

Park shall mean a civic space type that is a natural preserve available for unstructured recreation.

Path or Pathway shall mean a pedestrian way traversing a park or rural area with landscape matching the contiguous open space, ideally connecting directly with the urban sidewalk network.

Pedestrian shall mean any person afoot. A person who uses an electric personal assistive mobility device or a manual or motorized wheelchair is considered a pedestrian unless the manual wheelchair qualifies as a bicycle. For the purposes of this paragraph, “motorized wheelchair” means a self-propelled wheelchair that is used by a person for mobility.

Pedestrian Shed shall mean the area covered by a five (5) minute walk from the center of a neighborhood (about one-quarter (0.25) miles or one thousand three hundred twenty-five (1,325) feet). The acreage of the pedestrian shed is determined by the Development Pattern.

Place Types or Place Type Zones shall mean geographic boundaries that use standards to establish the building types density, height, and other elements of the intended habitat. Each Place Type has associated standards relating to the private and public frontages.

Place Type Zoning Map shall mean the official map or maps that are part of this ordinance and delineate the boundaries of individual districts.

Planning and Zoning Commission shall mean a board, appointed by the City Council, authorized to recommend changes in the zoning and other planning functions as delegated by the City Council. Also referred to as the “Commission.”

Plat shall mean a division of land creating building lots or tracts, showing all essential dimensions, and other information necessary to comply with the standards of the City of Bandera, approved by the City of Bandera, and recorded in the plat records of Bandera County. It shall include plan, plat or replat, both singular and plural.

Plaza shall mean a civic space type designed for civic purposes and commercial activities in the more urban Place Types, generally paved and spatially defined by building frontages.

Pre-Construction shall mean a formal meeting with the City Engineer before a Public Improvement Plan or Public Improvement Plan Agreement may be approved.

Pre-Development Meeting shall mean a formal meeting with City staff required before a request for any plat, replat, or plat vacation may be submitted to the City.

Premises shall mean land together with any buildings or structures situated thereon.

Preservation shall mean the stabilization of a historic building, its materials and features in their present condition to prevent future deterioration. Preservation focuses on the maintenance and repair of existing historic materials and retention of a property's form as it has evolved over time.

Primary Frontage shall mean the private frontage designed to bear the address and principal entrance(s) of a building.

Principal Building shall mean the main building on a lot.

Principal Entrance shall mean the main point(s) of access for pedestrians into a building or unit within a building.

Principal Building Facade shall mean the primary street side of the building facing the public realm.

Principal Frontage shall mean the private frontage designed to bear the address and principal entrance(s) of a building.

Private Frontage shall mean the privately held first lot layer and the facade of the building.

Private Realm shall mean the privately-owned lot layers, land and /or structures.

Project shall have the same definition as "development".

Public Frontage shall mean the area between the curb of the vehicular lanes and the frontage line.

Public Improvement Plan means any project for the erection, construction, alteration, repair or improvement of any public structure, building, road, or other public improvement of any kind.

Public Realm shall mean the streets, parks, squares, green spaces, and other interconnected outdoor places that require no key to access them and are available without charge for everyone to use.

Public Wastewater Treatment and Collection System shall mean a system that is installed and maintained by an entity that holds a wastewater CCN from the state and is served by a wastewater treatment facility that holds a discharge permit from the Texas Commission on Environmental Quality, or successor entity.

Rearyard Building shall mean a building that occupies the full frontage line, leaving the rear of the lot as the sole yard.

Reconstruction shall mean the act or process of reassembling, reproducing or replacing by new Construction, the form, detail and appearance of property and its setting as it appeared at a particular period of time by means of Removal of later work or by the replacement of missing earlier work or by reuse of original materials.

Recreational Vehicle shall mean a portable home designed as a temporary dwelling for travel and recreational and vacation uses. Such homes shall not exceed eight feet in width and 46 feet in length and shall be classified as

a recreational vehicle whether or not its wheels, rollers, skids or other rolling equipment have been removed, and whether or not any addition thereto has been built on the ground; and shall also include pick-up campers, converted buses, self-powered motor homes, tent trailers, tents and analogous temporary portable housing and accessory buildings.

Recreational Vehicle Park shall mean any lot, tract, or parcel of land upon which accommodation is provided for two (2) or more recreational vehicles used as living or sleeping quarters by the day, week, or month, whether a charge is or is not made. A recreational vehicle park is a unified development of recreational vehicle spaces provided for recreational vehicle use, with or without community facilities and permitted permanent buildings.

Rehabilitation shall mean the act or process of returning a property to a state of utility through repair or alteration that makes possible an efficient contemporary use while preserving those portions or features of the property that are significant to its historical, architectural, and cultural values.

Relocation shall mean any change of the location of a structure in its present location to another location within the City Limits.

Removal shall mean permanently moving a structure or feature or tree from its current location.

Replat shall mean a plat as defined in Chapter 212.014 or 212.015 of the Local Government Code and the procedure for such plats shall be the same as standard procedure as defined herein.

Residence or Residential shall mean a structure designated and built for someone to live. Same as dwelling.

Resubdivision shall mean the division of any part of an existing Subdivision, including any change of Lot(s) size therein, and/or with relocation of any Street lines.

Restoration shall mean the act or process of accurately recovering the form and details of a building, structure or object or lot, parcel or site and its setting as it appeared at a particular period of time by means of the removal of later work or by the replacements of missing earlier work.

Screened shall mean shielded, concealed, and effectively hidden from view by a person standing at ground level on an abutting Site, or outside the area or feature so Screened by a fence, wall, hedge, berm, or similar architectural or landscape feature.

Secondary Frontage shall mean on corner lots, the private frontage that is not the principal frontage.

Setback shall mean the area of a lot measured from the lot line to a building facade or elevation that is maintained clear of permanent structures, with the exception of encroachments listed in this Code. The Build-to-Line replaces the front setback in the zoning standards.

Shall or May shall mean the word "shall" shall be deemed mandatory, the word "may" shall be deemed permissive.

Sidewalk shall mean a type of walkway paved with concrete or pavers.

Sideyard shall mean the placement of a building within the boundaries of its lot to create a private sideyard, with a setback to one (1) side. Sideyard is one of the four (4) Building Placement types..

Sight Triangle shall mean a triangular shaped area required on corner lots at the intersection of two (2) streets including alleys that impact multi-modal traffic safety.

Sign shall mean a structure, sign, display, light device, figure, painting, drawing, message, plaque, poster, billboard, or other object that is designed, intended, or used that includes text or images designed to communicate. Signs located completely within an enclosed building and not exposed to view from outside the building or structure shall not be considered a sign. Each display surface of a sign or sign face shall be a sign.

Site(s) shall mean the location of a significant event, a prehistoric or historic occupation or activity, Building or

Structure, whether standing, ruined, or vanished, where the location itself possesses historical, cultural, architectural or archeological value regardless of the value of any existing structure.

Site Plan shall mean the engineered or surveyed drawings depicting proposed development of land.

Sketch Drawing shall mean a preliminary design of a subdivision and/or development that illustrates the layout of rights-of-way, blocks, lots, easements, civic/open spaces, drainage and land uses. A sketch drawing is preliminary in nature but provides enough detail to define the physical form of a subdivision and/or development to allow staff to provide relative feedback to an applicant. Review of a sketch drawing is not considered the filing of an original application or plan for development for purposes of Chapter 245 of the Texas Local Government Code.

Standard Procedure shall mean the procedure to be followed for the approval of a subdivision when the land proposed to be subdivided.

Square shall mean a civic space designed for unstructured recreation and civic purposes, circumscribed by thoroughfares, spatially defined by building frontages, and consisting of paths and/or sidewalks, lawn and trees, formally lining the space.

Standards shall mean the mandatory requirements or rules of this Code.

Story shall mean a habitable level within a building, excluding an attic or raised basement.

Street shall mean a local urban thoroughfare of low speed and low to moderate capacity.

Street Network Plan shall mean the system of thoroughfares identifying the physical location of each thoroughfare and its Street Type.

Street Trees shall mean any tree that is growing in the City right-of-way, whether in improved (between the Sidewalk and the Curb) or unimproved (no Sidewalk and/or Curb) right-of-way.

Street Type shall mean a particular type of street and its characteristics, including right-of-way width, number and dimensions of elements, and the intended purpose of the Street.

Structure shall mean anything constructed or erected, the use of which requires location on the ground, or that is attached to something having a location on the ground.

Subdivision shall mean the division of any lot, tract or parcel of land into two (2) or more parts in order to lay out a subdivision of the tract, including an addition to the City, to lay out a neighborhood, building, or other lots, or to lay out streets, alleys, squares, parks, or other parts of the tract intended to be dedicated to public use or for the use of purchasers or owners of lots fronting on or adjacent to the streets, alleys, squares, parks, or other parts.

Swale shall mean a low or slightly depressed area for drainage, usually vegetated.

Terminated Vista shall mean a location at the axial conclusion of a Thoroughfare or Pedestrian way. A Building located at a Terminated Vista, designated on a Neighborhood Plan, is required or recommended to be designed in response to the axis.

Texas Department of Transportation and/or TxDOT shall mean the state agency authorized by the State Legislature, or its successor agency, to regulate matters related to highway and road construction. (Note: When any TxDOT standard, "Item" regulation, definition or other matter is referenced, utilized, or adopted herein, the City also specifically adopts by this note of reference, and shall automatically apply without further amendment to this Code, the applicable successor TxDOT standard(s), "Item(s)", regulation(s), definition(s) or other matter(s), as amended by state law over time).

Thoroughfare shall mean a way for use by vehicular and pedestrian traffic and to provide access to lots and open spaces, consisting of vehicular lanes and the public frontage.

Travel Trailer see Recreational Vehicle.

Uplighting shall mean lighting that is directed in such a manner as to project light rays above the horizontal plane running through the lowest point on the fixture where light is emitted.

Village Center Development or VCD shall mean a Development Pattern structured by a Pedestrian Shed oriented toward a common destination such as a general store, meeting hall, schoolhouse, or church with dense P4 and P5 Place Types surrounded by Open Space. Vehicles are kept on the peripheral and rear of the development.

Walkability shall mean a measure of how easy it is to travel a place by walking. Walkable places are safe, comfortable, interesting, and have useful destinations.

Walkway shall mean the section of the public frontage dedicated exclusively to pedestrian activity.

Warrant shall mean a ruling that would permit a practice that is not consistent with a specific provision of this Code, but that is justified by its Intent. Warrants are granted administratively, jointly by the City Administrator & City Engineer.

ADMINISTRATION

When a building permit/sign permit application is submitted to the City office, it must be accompanied with a drawing of the property showing the location of the structure or sign and a drawing of the construction or sign. Applications shall also include a description of how the structure or sign conforms to the Master Plan, if at all. The plans and specifications will be reviewed for compliance with all City building and zoning ordinances by the following City officials:

- (1) The Building Inspector or, in each [case] of a conflict of interest, the Public Works Director; and
- (2) The City Administrator or, in case of a conflict of interest, the Mayor.

The building permit/sign permit shall be signed by each of the two (2) City officials for the permit to be granted.

SUPPLEMENTAL DISTRICT REGULATIONS

DISTRICT REGULATIONS.

Except as provided in this Ordinance, no building shall be erected, reconstructed or structurally altered, nor shall any building or land be used, for any purpose other than is permitted in the district in which such building or land is located.

MOBILE HOMES, HUD-CODE MANUFACTURED HOMES, AND RECREATIONAL VEHICLE.

The following regulations shall apply within the City, to the permitted use of HUD-Code manufactured homes, mobile homes and recreational vehicle:

- (1) No mobile home shall be permitted anywhere in the City.
- (2) Development of HUD-Code manufactured home sites shall be permitted only within Place Type 2.
- (3) No HUD-Code manufactured home shall be allowed in the City unless it meets the requirements of the Texas Manufactured Housing Code.
- (4) Except as set out in this subsection, residential occupancy of recreational vehicles within the City limits shall be permitted only in Place Type 2. Residential occupancy of one (1) recreational vehicle outside of Place Type 2 shall be permitted for a period not to exceed fourteen (14) days within any given one-year period, whether calculated cumulative or consecutively. Such limited residential occupancy shall also be subject to all applicable City, county, and state laws and regulations. A recreational vehicle must remain mobile at all times in that it must be capable of running and being driven under its own power or is capable of being towed without any physical modification. Storage of one (1) unoccupied recreational vehicle is permitted in all districts of the City; however, such storage is permitted only in the second or third layer of the lot and is prohibited on public streets and rights-of-way.

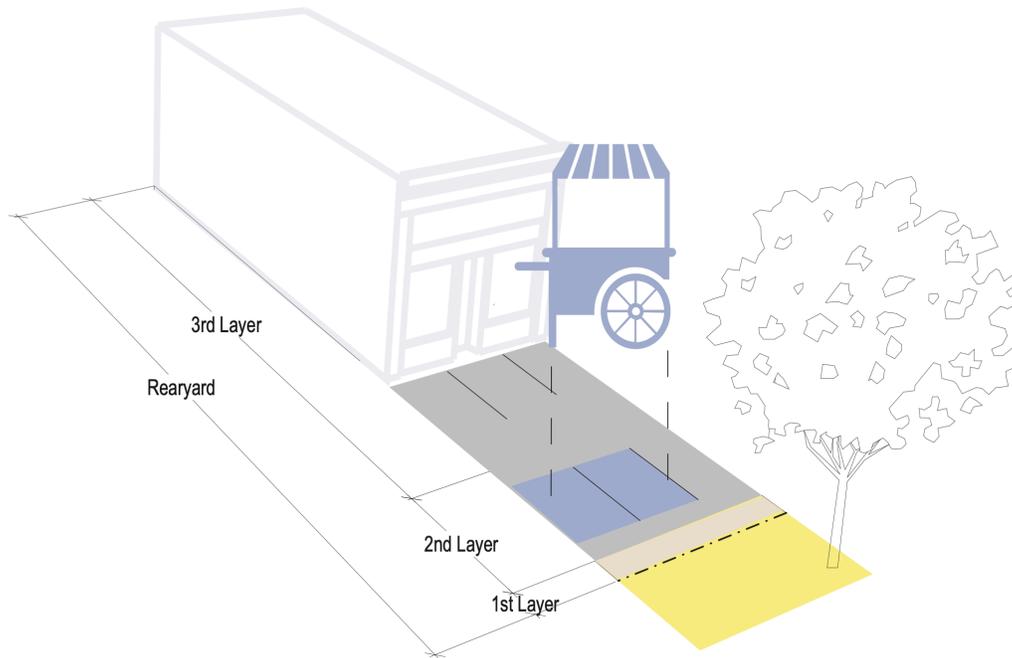
CARTS, KIOSKS, AND FOOD TRAILERS.

Freestanding, mobile structures that occupy a lot on a temporary basis. Typically, these structures are associated with an existing principal building on a lot. They may also occupy civic space or public right-of-way through a separately granted permit or license agreement.

- (1) Carts, Kiosks, and Food Trailers shall be permitted in P1, P4, P5, and CS Place Types.
- (2) The approval process for Carts, Kiosks, and Food Trailers is outlined in the Cart, Kiosk, and Food Trailer Checklist.

(3) See the Business Regulations of the City of Bandera for additional standards and regulations.

CARTS, KIOSK, AND FOOD TRAILER EXAMPLE FIGURE:



HOME OCCUPATION.

Home occupations must meet the following requirements:

- (1) The incidental use shall never be permitted as a principal use.
- (2) The home occupation use shall not utilize more than fifty percent (50%) of the gross floor area of the dwelling.
- (3) No exterior alterations shall be permitted, and no construction features shall be permitted which are not customarily found in a dwelling.
- (4) There shall be no exterior storage of equipment or materials used in the occupation.
- (5) The home occupation must be conducted entirely within a building.

- (6) No signs identifying the home occupation shall be permitted; but nameplates, not exceeding two (2) square feet in area, may be permitted when attached flat to the main structure.

EFFECT ON EXISTING CONDITIONS.

NONCONFORMING USES:

The lawful use of land existing on the date of this Ordinance although such use does not conform to the provisions of this Ordinance may be continued. But if such nonconforming use is discontinued, any future use of such premises shall be in conformity with the provisions of this Ordinance.

The lawful use of any building existing on the date of adoption of this Ordinance may be continued even though such use does not conform to the provisions of this Ordinance, [and] such use may be extended throughout the building, provided no structural alterations, except those required by law or Ordinances, are made therein.

The right of nonconforming uses to continue shall be subject to such regulations as to the maintenance of the premises and conditions of operation as may, in the judgment of the City Council, be reasonably required for the protection of adjacent property.

COMPLETION OF EXISTING BUILDINGS:

Nothing contained in this Ordinance shall require any change in the plans, construction, or designated use of a building actually under construction before or on the date of adoption of this Ordinance, and which entire building was completed within a year from that date.

NONCONFORMING STRUCTURES:

Continuance of nonconforming structures. Except as herein provided, any nonconforming structure may be occupied and operated and maintained in a state of good repair.

Enlargement or extension of nonconforming structures. A nonconforming structure in which a nonconforming use is operated shall not be enlarged or extended; a nonconforming structure in which only permitted uses are operated may be enlarged or extended if the enlargement or extension can be made in compliance with all of the provisions of this Ordinance established for structures in the Place Type in which the nonconforming structure is located.

Restoration of damaged, nonconforming structures. A nonconforming structure damaged in any manner and from any cause whatsoever to the extent of not more than fifty (50) percent of its replacement cost may be restored, provided restoration is begun within one (1) year and completed within two (2) years of the date of the damages.

ZONING CLASSIFICATION

PLACE TYPE ZONING MAP PLACEMENT.

The boundaries of Place Types set out herein are delineated upon a Place Type Zoning Map of the City, adopted as part of this Ordinance as fully as if the same were set forth herein in detail. One (1) original of the Place Type Zoning Map shall be filed in the office of the City Secretary. This copy shall be the official Place Type Zoning Map and shall bear the signature of the Mayor and attestation of the City Secretary. This copy shall not be changed in any manner. In case of any question, this copy, together with amending Ordinances, shall be controlling.

ZONING MAP DESIGNATIONS.

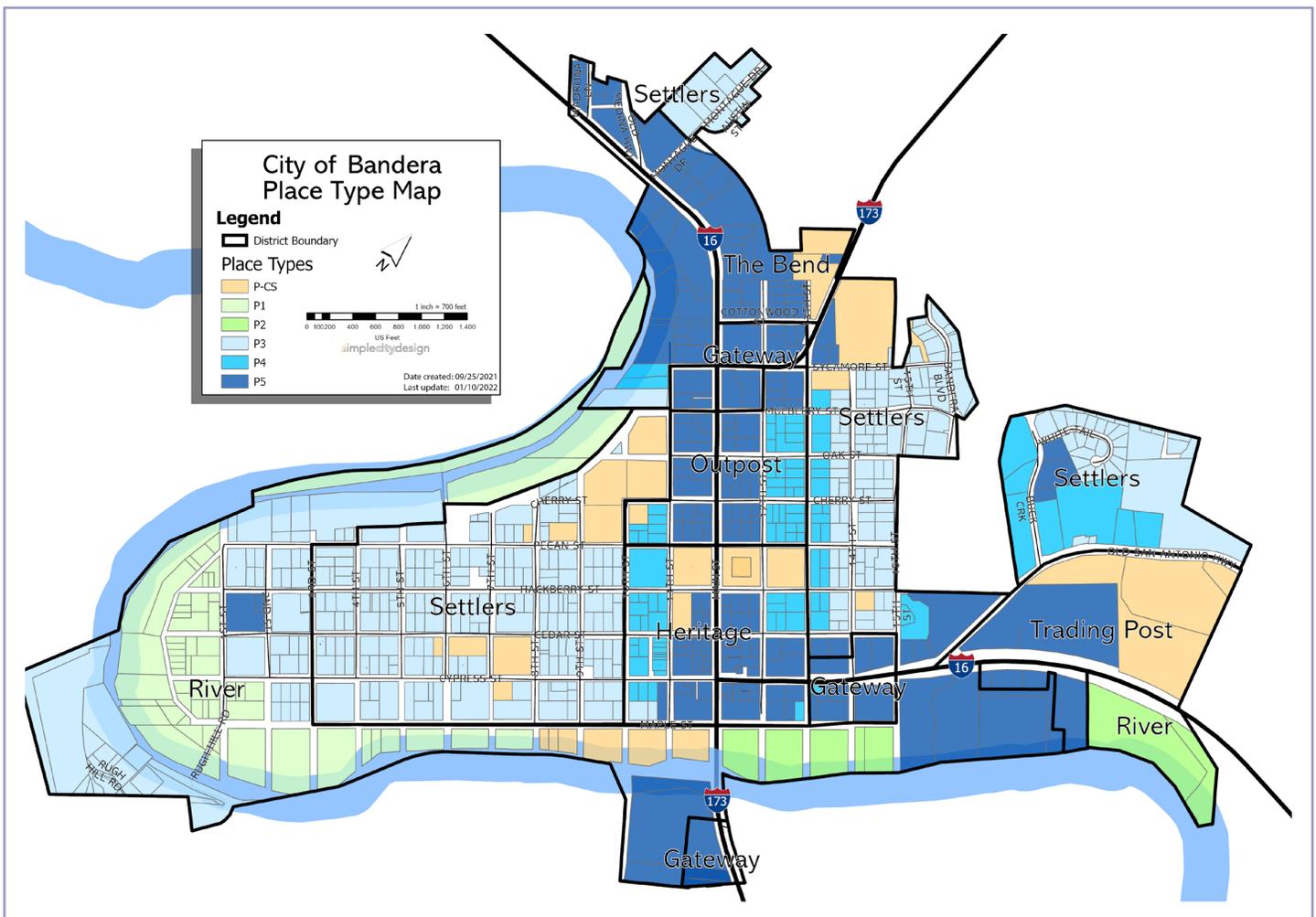
The boundary lines shown on the Place Type Zoning Map are usually along streets, alleys, property lines, or extensions thereof. Where uncertainty exists as to the boundaries of Place Types as shown on the official Place Type Zoning Map:

- (1) Boundaries indicated as approximately following the centerline of streets, highways, or alleys shall be construed to follow such centerline.
- (2) Boundaries indicated as approximately following platted Lot lines shall be construed as following such lot lines.
- (3) Boundaries are indicated as approximately following City limits shall be construed as following the City limits.
- (4) Boundaries indicated as following the centerline of all creeks, streams, or drainage-ways shall be construed to follow such centerline, and in the event of change in the centerline, shall be construed to move with such centerline.
- (5) Boundaries indicated as parallel to or extensions of features indicated in Subsections 1 through 4 above shall be so construed. Distances not specifically indicated on the official zoning maps shall be determined by the scale of the map.
- (6) Whenever any street, alley, or other public way is vacated by official action of the City Council or whenever such area is franchised for building purposes, the Place Type Zoning line adjoining each side of such street, alley, or other public way shall be automatically extended to the centerline of such vacated street, alley, or way and all areas so involved shall then and henceforth be subject to all standards of the extended Place Types.
- (7) The zoning classification applied to a tract of land adjacent to a street shall extend to the centerline of the street, unless as a condition of zoning approval, it is stated that the zoning classification shall not apply to the street.
- (8) Where physical features on the ground are at variance with information shown on the Official Place Type Zoning Map or when there arises a question as to how or whether a parcel of property is zoned and such question cannot be resolved by the application of Subsections 1 through 7, the property shall be considered as classified P2 Rural, in the same manner as provided for newly annexed territory.

NEWLY ANNEXED TERRITORY ESTABLISHING CLASSIFICATION.

All territory annexed to the City hereafter shall be temporarily classified as P2 Rural, unless otherwise classified at the time of such annexation, until permanently zoned by the City Council.

ZONING MAP.



PLACE TYPE ZONING

GENERAL.

The establishment of Place Types in the City of Bandera, Texas, are intended to promote compatible patterns of land use and site development consistent with the City's adopted Comprehensive Plan.

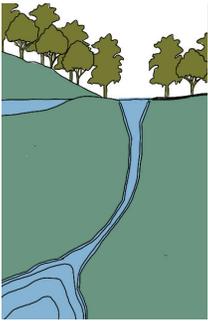
DESCRIPTION.

Place Types are the transition of places from natural to urban, through the use of specific zoning standards. Place Types replace conventional zoning districts with identifiable characteristics that represent six (6) arrangements of places. The zoning standards reflect the Place Type and were inspired by the DNA of the Bandera community.

PLACE TYPES ESTABLISHED WITH DESCRIPTIONS.

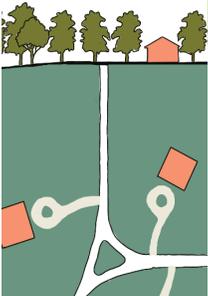
The City of Bandera is hereby divided into six (6) Place Types. All land within the City Limits shall be classified into one of the following six (6) Place Types:

PLACE TYPE CHART.



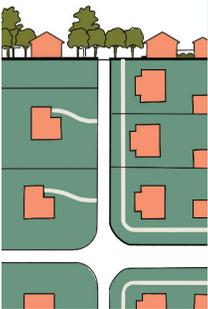
P1: NATURE

The Nature Place Type is land that has been left in a natural state or reverting to a wilderness condition, including lands unsuitable for settlement due to topography, hydrology or vegetation. P1 is intended to preserve areas that contain sensitive habitats, active or passive civic spaces, parks, and limited agriculture uses.



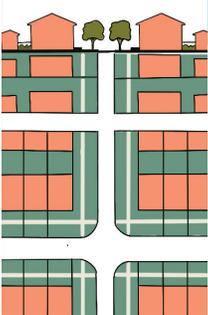
P2: RURAL

The Rural Place Type regulates mainly large lot sparsely settled land or land used for agricultural purposes and food production. This Place Type helps preserve Bandera's natural beauty and agricultural roots. Rural living and sparsely settled lands are to be located in a manner that does not cause a nuisance to more intensely inhabited areas.



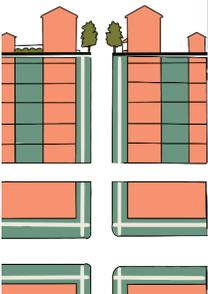
P3: NEIGHBORHOOD

The Neighborhood Place Type is a residential Place Type. It regulates generally low density detached housing types in varied styles. Neighborhood also supports civic spaces, such as schools and places of worship. Owner occupied residential lots may have one (1) bunkhouse behind the primary building. Neighborhood is adjacent to higher density Place Types that have some mixed use buildings. Landscaping is naturalistic and build-to-lines vary from relatively deep to shallow. In certain areas where the topography requires an alternative development pattern, the roads and blocks may be irregular to accommodate for natural conditions.



P4: NEIGHBORHOOD MIX

The Neighborhood Mix Place Type functions as a smooth transition from the commercial oriented P5 Core place type outward to the established residential P3 Neighborhood Place Type. P4 Neighborhood Mix regulates a variety of building types ranging from smaller more traditional commercial form buildings to intermixed house-from commercial and detached residential residences. This Place Type provides flexibility for this area to easily transition between low intensity commercial and residential building types allowing for the neighboring P5 Core Place Type to expand and contract overtime, increasing Bandera's economic resiliency.



P5: CORE

The Core Place Type regulates a higher density mixture of building types that accommodate commercial, restaurants, and bars, retail, offices, hotels, and apartments. The P5 Core Place Type radiates out from Main Street splitting Bandera in half. Main Street has buildings set close to the sidewalk and high pedestrian and car traffic. P5 is integrated into the grid through a network of streets with the potential for wide sidewalks, consistent street tree planting, and a highly walkable environment throughout the Place Type. P5 promotes a continuous line of buildings critical to defining the public frontage.

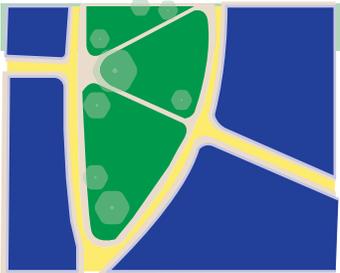
P6 - CIVIC SPACE. SEE TYPES BELOW:

Civic Spaces and/or Civic Buildings serve as community features appropriate to their Place Types. Civic Spaces provide relief from the urban environment inside each neighborhood. See Civic Space Types below:



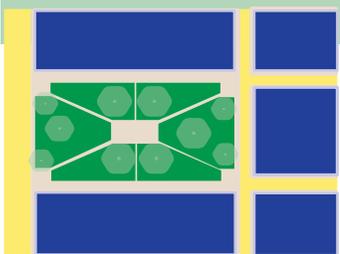
PARK

A natural preserve available for unstructured recreation. It is standalone from building frontages. Its landscape shall consist of paths and trails, meadows, water bodies, woodlands and open shelters, all naturally disposed. Parks may be lineal, following the trajectories of natural corridors.



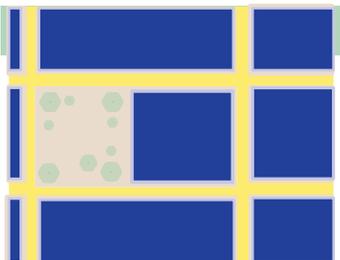
GREEN

A Civic Space, available for unstructured recreation. A Green may be spatially defined by landscaping rather than building frontages. Its landscape shall consist of lawn and trees, naturally disposed.



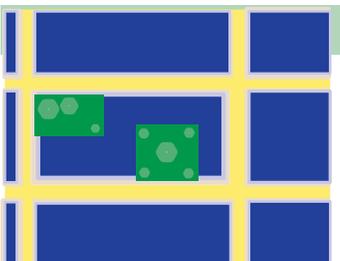
SQUARE

A Civic Space available for unstructured recreation and civic purposes. A Square is spatially defined by building frontages. Its landscape shall consist of paths, lawns and trees, formally disposed. Squares shall be located at the intersection of important streets.



PLAZA

A Civic Space available for civic purposes and commercial activities. A Plaza shall be spatially defined by building frontages. Its landscape should consist of pavement related materials. Trees are optional. Plazas should be located at the intersection of important streets.



PLAYGROUND

A Civic Space designed and equipped for the recreation of children. A Playground should be fenced and may include an open shelter. Playgrounds shall be interspersed within residential areas and may be placed within a block. Playgrounds may be included within parks and greens.

PLACE TYPE ZONING CHANGE AND ORDINANCE AMENDMENTS PROCEDURES.

AUTHORITY TO AMEND THE PLACE TYPE ZONING ORDINANCE.

The regulations, restrictions, and boundaries established by this Ordinance may from time to time be amended, supplemented, changed, modified, or repealed. The Planning & Zoning Commission shall make a preliminary report on all such proposed amendments, supplements, changes, modifications, or repeals, hold public hearing, and thereafter submit its final report to the City Council.

The City Council may from time to time, after receiving a final report by the Planning & Zoning Commission and after public hearings required by law, amend, supplement, or change the standards herein provided or the boundaries of the Place Types Zones specified on the Place Type Zoning Map. Any ordinance standards or Place Type Zone boundary amendment may be ordered for consideration by the City Council, be initiated by City, the Planning & Zoning Commission, or be requested by the owner of the property, or the authorized representative of an owner of the property.

Consideration for a change in any district boundary line or special zoning standard may be initiated only with written consent of the property owner, or by the Planning & Zoning Commission or City Council on its own motion, when it finds that public benefit will be derived from consideration of such matter. In the event the ownership stated on an application and that shown on the City records are different, the applicant shall submit proof of ownership.

No person who owes delinquent taxes or any other delinquent debts or obligations to the City of Bandera, and that are directly attributable to a piece of property requested for zoning shall be allowed to submit a Place Type Zoning request until the taxes, assessments, debts, or obligations directly attributable to said property and owed by the owner or previous owner thereof shall have been first fully discharged by payment, or until an arrangement satisfactory to the City has been made for the payment of such debts or obligations. It shall be the applicant's responsibility to provide evidence or proof that the taxes have been paid.

PROCEDURE FOR AMENDMENT AND CHANGES IN THE PLACE TYPE ZONING.

A written request for change in the Place Type Zoning Ordinance is required to be filed with the City. In making a determination regarding a requested Place Type zoning change, the City Council shall consider the following factors:

- (1) Whether the Place Type characteristics permitted by the proposed Place Type zoning change shall be appropriate in the immediate area concerned and the City as a whole.
- (2) Whether the proposed change is in accord with the Comprehensive Plan, any existing or proposed plans for providing public schools, streets, water supply, sanitary sewers, and other utilities to the area, and shall note the findings.
- (3) The amount of vacant land currently classified for similar development in the vicinity and elsewhere in the City, and any special circumstances that may make a substantial part of such vacant land unavailable for development.
- (4) The recent rate that land is being developed in the same Place Type classification as the request, particularly in the vicinity of the proposed change.
- (5) How other areas designated for similar development will be, or are unlikely to be, affected if the proposed amendment is approved.
- (6) Any other factors that will substantially affect the public health, safety, or general welfare.

All written requests for change in the Place Type zoning of a property or for change in the textual provision of this Ordinance and for special approval of uses permitted in certain zones, where such approval is indicated in the permitted uses contained in this ordinance, shall be filed with the City Council.

PLACE TYPE ZONING CHANGE FEE.

When a request is filed for any change in Place Type zone boundaries or for any change in the Place Type Zoning Ordinance or classifications, such written request shall be accompanied by a fee as determined by the City Fee Schedule to be paid to the City Secretary immediately upon filing such written request.

Until the fees are paid, no notice of such written request shall be issued, and no hearing shall be had before the City Council. The City Secretary shall keep and preserve an itemized record of all fees received and the disposition thereof.

PREVIOUS DENIAL OF REZONING REQUEST.

No written request for the rezoning of any lot, lots, or block of land situated in the City shall be received or filed with the City Council if within one (1) year prior thereto the City Council, after notice and hearing, has denied a written request for rezoning of the same property. Provided, however, if the applicant produces by sworn affidavit with new and relevant evidence, which was not presented at the previous hearing, the City Council shall have the right to waive the one (1) year period and proceed to hear and consider such written request.

PUBLIC HEARING REQUIRED FOR ZONING CHANGE.

No change in the Place Type zone boundaries, or Place Type zoning classification or regulations or for special approval of any use shall become effective until after a public hearing before the City Council at which parties in interest and citizens shall have an opportunity to be heard, after notice has been given as required by this ordinance.

NOTICE OF PUBLIC HEARING REQUIRED.

At least fifteen (15) days' notice of the time and place of such hearing before the City Council shall be published in an official newspaper, or a paper of general circulation, in the City.

In addition, written notice of all public hearings before the City Council on proposed changes in zoning classifications shall be sent to owners of real property lying within two hundred (200) feet of the property on which the change in zoning classification is proposed, such notice to be given not less than ten (10) days before the date set for hearing, to all such owners who have rendered their said property for City taxes as the ownership appears on the last approved City tax roll. Such notice may be served by depositing same, properly addressed and postage paid, in the City's post office.

Where property lying within two hundred (200) feet of the property proposed to be changed is located in territory which was annexed to the City after the final date for making the renditions which are included on the last approved City tax roll, at least fifteen (15) days' notice of the time and place of such hearings shall be given to such owners by publication in an official newspaper, or a paper of general circulation, in the City.

The City Council may not adopt the proposed change until after the thirtieth (30th) day after the date the notice required by this subsection is given.

THREE-FOURTHS VOTE.

A favorable vote of three-fourths (3/4) of all members of the City Council shall be required to approve any change in zoning when written objections are received from twenty percent (20%) of the owners of the area within the required notification area of the adjacent landowners that comply with the provisions of Section 211.006 of the Texas Local Government Code, commonly (referred to as the “twenty percent (20%) rule”).

If a protest against such proposed amendment, supplement, or change has been filed with the City Secretary, duly signed and acknowledged by the owners of twenty percent (20%) or more, either of the area of the lots included in such a proposed change or those immediately adjacent to the area thereof extending two hundred (200) feet therefrom or of those directly opposite thereto extending two hundred (200) feet from the street frontage of such opposite lots, such amendments shall not become effective except by a three-fourths (3/4) vote of the City Council.

When the Planning and Zoning Commission makes a recommendation(s) that a proposed Place Type zoning change be denied, the request (in its original form) shall require a three-fourths (3/4) majority vote from City Council for it to be approved.

FINAL APPROVAL AND ORDINANCE ADOPTION.

Upon approval of the Place Type zoning request by the City Council, the applicant shall submit all related material with revisions, if necessary, to the City for the preparation of the amending ordinance. The Place Type zoning request shall be approved by the City Council in a Public Hearing and may approve rezoning with conditions.

PROCEDURE FOR NEWLY ANNEXED LAND.

As soon as reasonable, after an annexation ordinance is approved by the City Council, the City Administrator shall prepare an application for zoning the newly annexed land from P2 Rural to a more permanent Place Type zone. The application shall be placed on the City Council’s agenda. All procedures as set forth in this Ordinance shall apply.

ANNEXATION PROCEDURES.

The procedure for processing an annexation application shall follow the requirements established in Chapter 43 of the Texas Local Government Code. See the Development Application Approval Process table on page A3-52 for the approval procedure of Annexation applications.

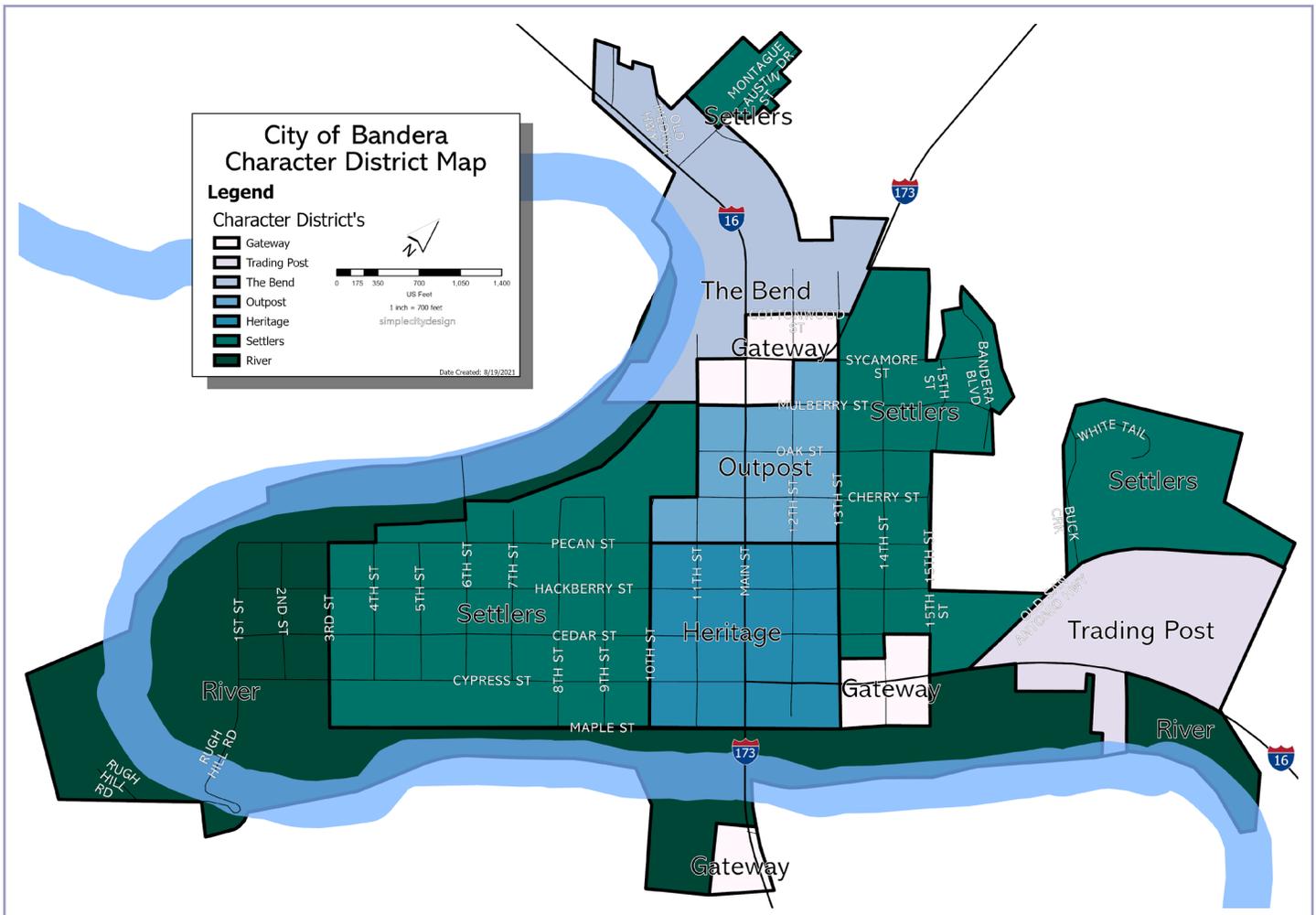
CHARACTER DISTRICT REGULATIONS.

INTENT.

Character Districts are the largest regulating geographic boundary in the Code. The boundaries are intended to have standards that align with the natural landscape and the patterns of development established on the land. Development Patterns, Place Types, and street types are localized and represented in the standards. These regulations governs the preparation of a Character District Map that allocates identity and special standards to areas within the City of Bandera. Character Districts shall integrate the largest practical geographic area, overlapping property lines, as necessary, and municipal boundaries, if possible.

CHARACTER DISTRICT MAP.

The City Council hereby adopts the City of Bandera Character District Map (hereafter referred to as the "Character District Map"), that is on file with the City Secretary. The Character District Map is hereby incorporated into this Ordinance by reference as though it were fully included here. The location and boundaries of the districts in these regulations are hereby established and will be shown on the Character District Map.



INTERPRETATION OF DISTRICT BOUNDARIES.

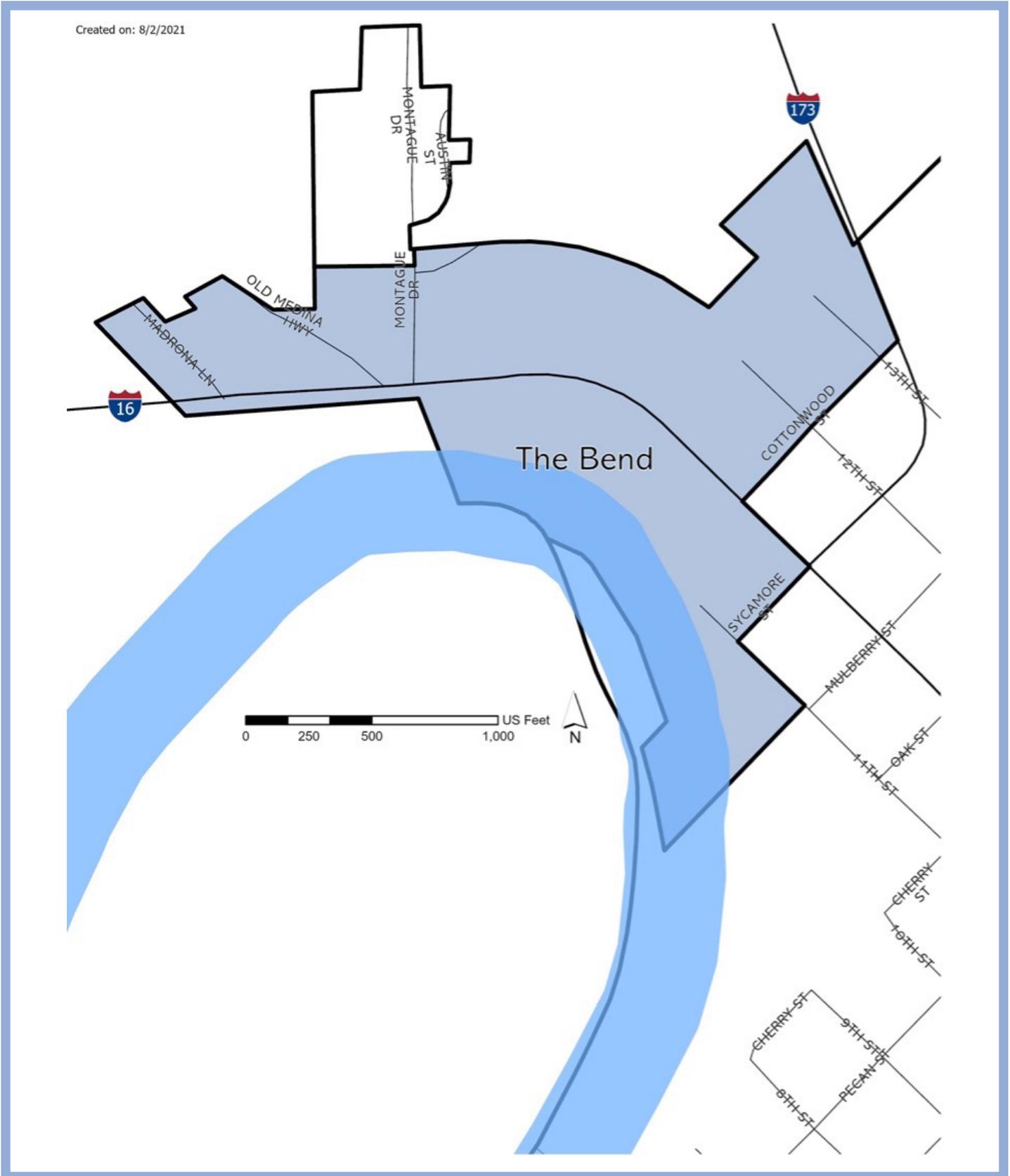
The City Administrator will be initially responsible for interpretations of the official Character District Map. The following Standards will govern the interpretation of District boundaries:

- (1) Boundaries indicated as approximately following the centerlines or right-of-way lines of streets, highways, alley, railways, or public utility easements will be construed to follow such lines.
- (2) Boundaries indicated as approximately following platted Lot or tract lines will be construed as following such lines, whether public or private.
- (3) Boundaries indicated as approximately following the City Limit line will be construed to follow such City Limit line.
- (4) Boundaries indicated as approximately following the center, mean high water mark, or shoreline of streams, rivers, canals, lakes, marsh areas, or other bodies of water, lowland, or tidal areas, will be construed to follow such boundaries.

CHARACTER DISTRICT DESCRIPTIONS AND STANDARDS.

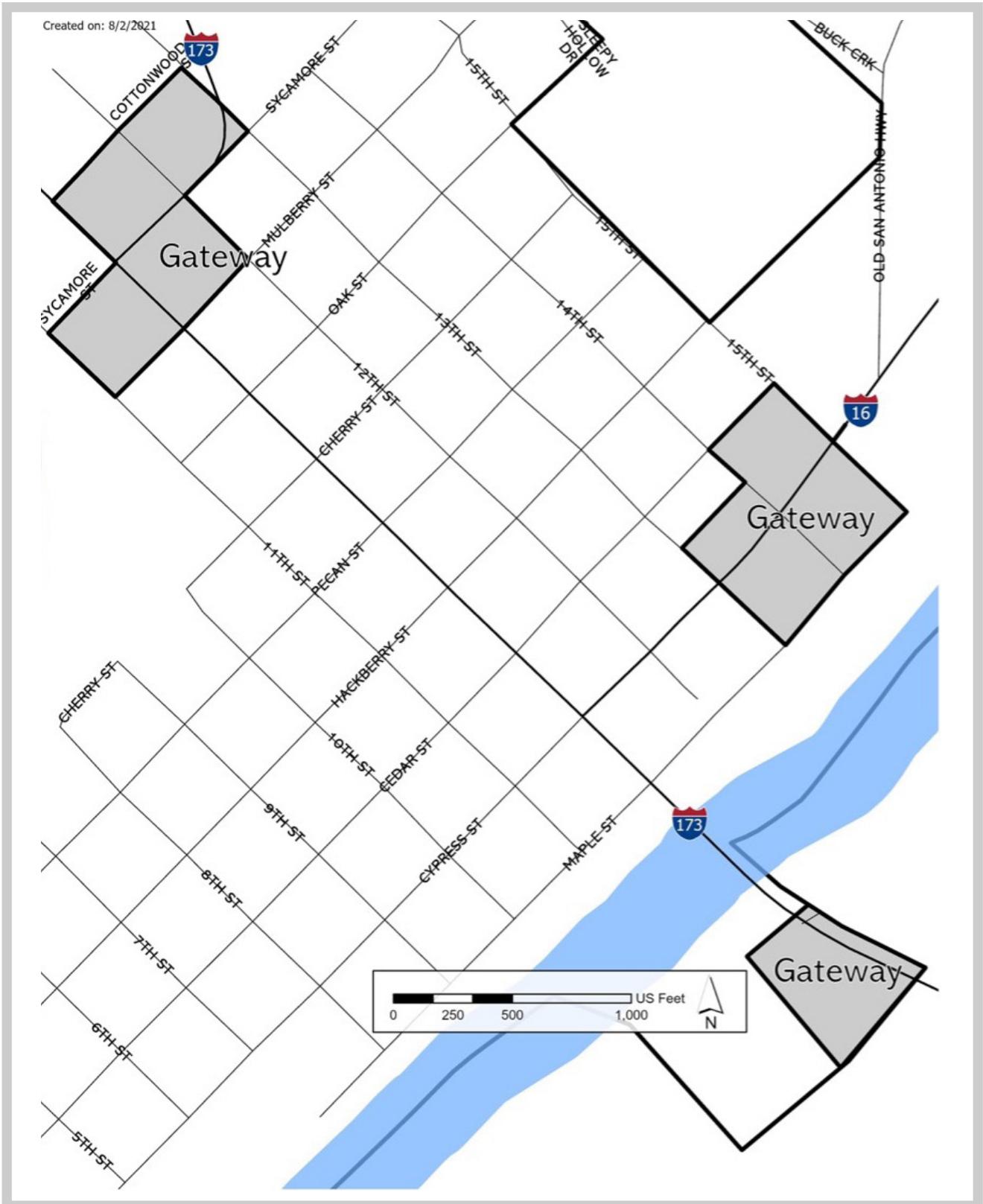
The Character District descriptions and standards must serve as the development requirements that coordinate with the individual Character District for each other corresponding development patterns, Place Types, street types, building and block types. The seven (7) Character Districts Descriptions are as follows:

#1 BEND DISTRICT



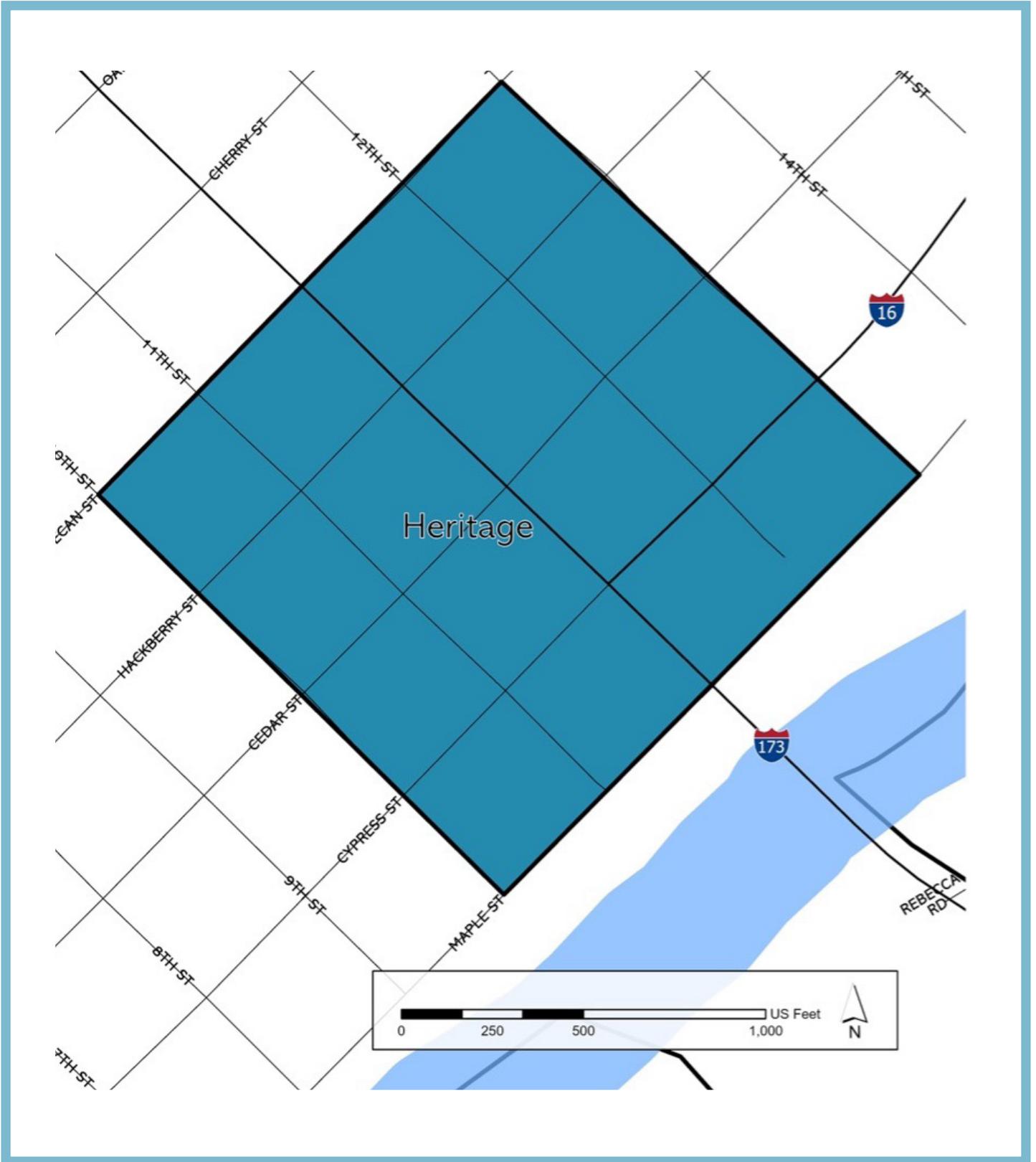
	P1	P2	P3	P4	P5
BLOCKS					
LENGTH	N/A	750 ft	335 ft	335 ft	335 ft
PERIMETER	N/A	3,000 ft	1,340 ft	1,340 ft	1,340 ft
LOTS					
WIDTH	N/A	60 ft min.	40 ft min.	no min.	no min.
AREA	N/A	no min.	8,000 sf min.	no min.	no min.
LOT COVERAGE (MAX.)	N/A	40%	60%	70%	80%
BUILD-TO-LINE "BTL"	N/A	10 ft - no max.	10 ft - no max.	5 ft - 15 ft	2 ft - 15 ft
FACADE BUILDOUT AT BTL (MIN.)	N/A	40%	40%	60%	80%
BUILDINGS					
MAX. HEIGHT (STORIES)	N/A	2	2	3	3
EDGEYARD	NP	P	P	P	NP
SIDEYARD	NP	NP	NP	P	P
COURTYARD	NP	NP	NP	NP	P
REARYARD	NP	NP	NP	P	P
PRIVATE FRONTAGE					
COMMON YARD	NP	P	P	P	NP
PORCH (OPTIONAL FENCE)	NP	P	P	P	NP
SHOPFRONT	NP	NP	NP	P	P
GALLERY	NP	NP	NP	NP	P
ARCADE	NP	NP	NP	NP	P
PUBLIC FRONTAGE					
RURAL FRONTAGE	P	P	NP	NP	NP
NEIGHBORHOOD FRONTAGE	NP	P	P	P	NP
MIX FRONTAGE	NP	NP	NP	P	P
MAJOR FRONTAGE	NP	NP	NP	NP	P
CIVIC SPACE					
PARK	P	P	P	NP	NP
GREEN	NP	NP	P	P	P
SQUARE	NP	NP	NP	P	P
PLAZA	NP	NP	NP	NP	P
PLAYGROUND	P	P	P	P	P
>3 ACRES DEVELOPMENT					
CLD REQUIRES	no min.	50% min.	10% - 30%	20% - 40%	NP
TND REQUIRES	no min.	no min.	10% - 30%	40% - 60%	10% - 30%
BUNKHOUSE					
FRONT SETBACK	N/A	BTL+20 ft min.	BTL+20 ft min.	BTL+20 ft min.	n/a
REAR SETBACK	N/A	IBC	IBC	40 ft max.	IBC
SIDE SETBACK	N/A	IBC	IBC	IBC	IBC
MAX. HEIGHT (STORIES)	N/A	2 max.	2 max.	2 max.	2 max.
PARKING LOCATION					
FIRST LAYER	N/A	P	P	P	NP
SECOND LAYER	N/A	P	P	P	NP
THIRD LAYER	N/A	P	P	P	P

#2 GATEWAY DISTRICT



	P1	P2	P3	P4	P5
BLOCKS					
LENGTH	N/A	750 ft	335 ft	335 ft	335 ft
PERIMETER	N/A	3,000 ft	1,340 ft	1,340 ft	1,340 ft
LOTS					
WIDTH	N/A	60 ft min.	40 ft min.	no min.	no min.
AREA	N/A	no min.	8,000 sf min.	no min.	no min.
LOT COVERAGE (MAX.)	N/A	40%	60%	70%	80%
BUILD-TO-LINE "BTL"	N/A	10 ft - no max.	10 ft - no max.	5 ft - 15 ft	2 ft - 15 ft
FACADE BUILDOUT AT BTL (MIN.)	N/A	40%	40%	60%	80%
BUILDINGS					
MAX. HEIGHT (STORIES)	N/A	2	2	3	3
EDGEYARD	NP	P	P	P	NP
SIDEYARD	NP	NP	NP	P	P
COURTYARD	NP	NP	NP	NP	P
REARYARD	NP	NP	NP	P	P
PRIVATE FRONTAGE					
COMMON YARD	NP	P	P	P	NP
PORCH (OPTIONAL FENCE)	NP	P	P	P	NP
SHOPFRONT	NP	NP	NP	P	P
GALLERY	NP	NP	NP	NP	P
ARCADE	NP	NP	NP	NP	P
PUBLIC FRONTAGE					
RURAL FRONTAGE	P	P	NP	NP	NP
NEIGHBORHOOD FRONTAGE	NP	P	P	P	NP
MIX FRONTAGE	NP	NP	NP	P	P
MAJOR FRONTAGE	NP	NP	NP	NP	P
CIVIC SPACE					
PARK	P	P	P	NP	NP
GREEN	NP	NP	P	P	P
SQUARE	NP	NP	NP	P	P
PLAZA	NP	NP	NP	NP	P
PLAYGROUND	P	P	P	P	P
>3 ACRES DEVELOPMENT					
CLD REQUIRES	no min.	50% min.	10% - 30%	20% - 40%	NP
TND REQUIRES	no min.	no min.	10% - 30%	40% - 60%	10% - 30%
BUNKHOUSE					
FRONT SETBACK	N/A	BTL+20 ft min.	BTL+20 ft min.	BTL+20 ft min.	n/a
REAR SETBACK	N/A	IBC	IBC	40 ft max.	IBC
SIDE SETBACK	N/A	IBC	IBC	IBC	IBC
MAX. HEIGHT (STORIES)	N/A	2 max.	2 max.	2 max.	2 max.
PARKING LOCATION					
FIRST LAYER	N/A	P	P	P	NP
SECOND LAYER	N/A	P	P	P	NP
THIRD LAYER	N/A	P	P	P	P

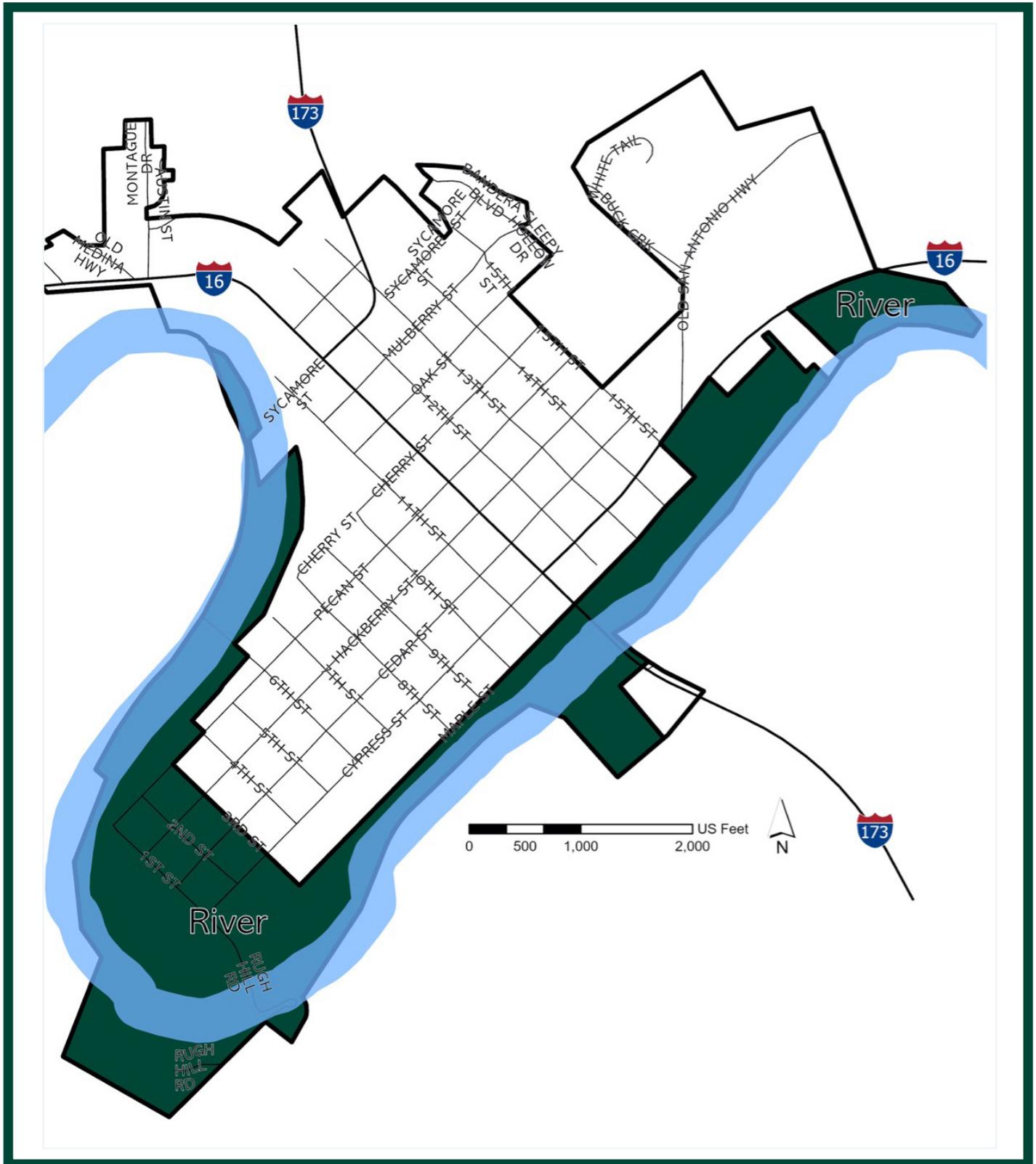
#3 HERITAGE DISTRICT



	P1	P2	P3	P4	P5
BLOCKS					
LENGTH	N/A	750 ft	335 ft	335 ft	335 ft
PERIMETER	N/A	3,000 ft	1,340 ft	1,340 ft	1,340 ft
LOTS					
WIDTH	N/A	60 ft min.	40 ft min.	no min.	no min.
AREA	N/A	no min.	8,000 sf min.	no min.	no min.
LOT COVERAGE (MAX.)	N/A	40%	60%	70%	80%
BUILD-TO-LINE "BTL"	N/A	10 ft - no max.	10 ft - no max.	5 ft - 15 ft	2 ft - 15 ft
FACADE BUILDOUT AT BTL (MIN.)	N/A	40%	40%	60%	80%
BUILDINGS					
MAX. HEIGHT (STORIES)	N/A	2	2	3	3
EDGEYARD	NP	P	P	P	NP
SIDEYARD	NP	NP	NP	P	P
COURTYARD	NP	NP	NP	NP	P
REARYARD	NP	NP	NP	P	P
PRIVATE FRONTAGE					
COMMON YARD	NP	P	P	P	NP
PORCH (OPTIONAL FENCE)	NP	P	P	P	NP
SHOPFRONT	NP	NP	NP	P	P
GALLERY	NP	NP	NP	NP	P
ARCADE	NP	NP	NP	NP	P
PUBLIC FRONTAGE					
RURAL FRONTAGE	P	P	NP	NP	NP
NEIGHBORHOOD FRONTAGE	NP	P	P	P	NP
MIX FRONTAGE	NP	NP	NP	P	P
MAJOR FRONTAGE	NP	NP	NP	NP	P
CIVIC SPACE					
PARK	P	P	P	NP	NP
GREEN	NP	NP	P	P	P
SQUARE	NP	NP	NP	P	P
PLAZA	NP	NP	NP	NP	P
PLAYGROUND	P	P	P	P	P
>3 ACRES DEVELOPMENT					
CLD REQUIRES	no min.	50% min.	10% - 30%	20% - 40%	NP
TND REQUIRES	no min.	no min.	10% - 30%	40% - 60%	10% - 30%
BUNKHOUSE					
FRONT SETBACK	N/A	BTL+20 ft min.	BTL+20 ft min.	BTL+20 ft min.	n/a
REAR SETBACK	N/A	IBC	IBC	40 ft max.	IBC
SIDE SETBACK	N/A	IBC	IBC	IBC	IBC
MAX. HEIGHT (STORIES)	N/A	2 max.	2 max.	2 max.	2 max.
PARKING LOCATION					
FIRST LAYER	N/A	P	P	P	NP
SECOND LAYER	N/A	P	P	P	NP
THIRD LAYER	N/A	P	P	P	P

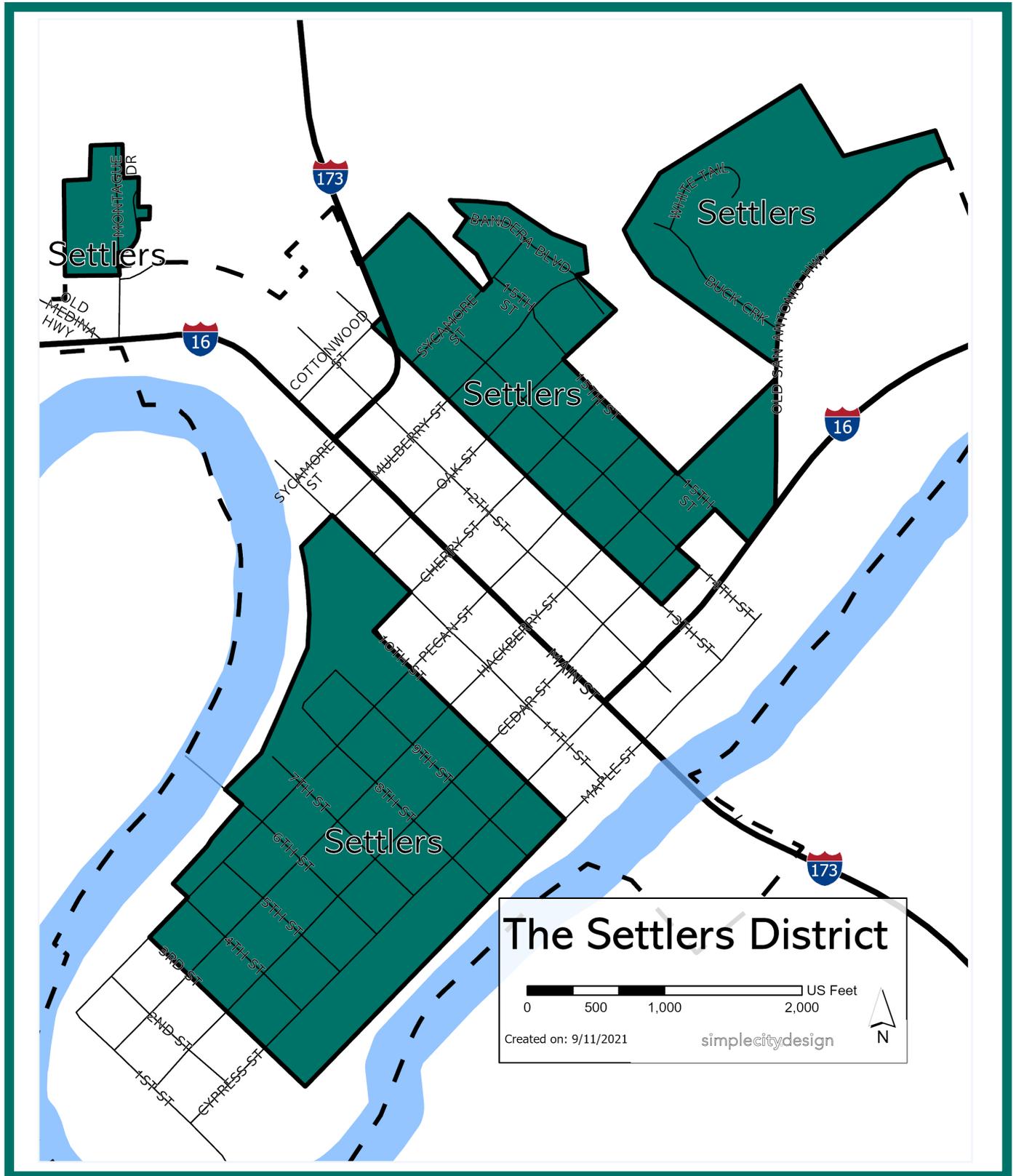
	P1	P2	P3	P4	P5
BLOCKS					
LENGTH	N/A	750 ft	335 ft	335 ft	335 ft
PERIMETER	N/A	3,000 ft	1,340 ft	1,340 ft	1,340 ft
LOTS					
WIDTH	N/A	60 ft min.	40 ft min.	no min.	no min.
AREA	N/A	no min.	8,000 sf min.	no min.	no min.
LOT COVERAGE (MAX.)	N/A	40%	60%	70%	80%
BUILD-TO-LINE "BTL"	N/A	10 ft - no max.	10 ft - no max.	5 ft - 15 ft	2 ft - 15 ft
FACADE BUILDOUT AT BTL (MIN.)	N/A	40%	40%	60%	80%
BUILDINGS					
MAX. HEIGHT (STORIES)	N/A	2	2	3	3
EDGEYARD	NP	P	P	P	NP
SIDEYARD	NP	NP	NP	P	P
COURTYARD	NP	NP	NP	NP	P
REARYARD	NP	NP	NP	P	P
PRIVATE FRONTAGE					
COMMON YARD	NP	P	P	P	NP
PORCH (OPTIONAL FENCE)	NP	P	P	P	NP
SHOPFRONT	NP	NP	NP	P	P
GALLERY	NP	NP	NP	NP	P
ARCADE	NP	NP	NP	NP	P
PUBLIC FRONTAGE					
RURAL FRONTAGE	P	P	NP	NP	NP
NEIGHBORHOOD FRONTAGE	NP	P	P	P	NP
MIX FRONTAGE	NP	NP	NP	P	P
MAJOR FRONTAGE	NP	NP	NP	NP	P
CIVIC SPACE					
PARK	P	P	P	NP	NP
GREEN	NP	NP	P	P	P
SQUARE	NP	NP	NP	P	P
PLAZA	NP	NP	NP	NP	P
PLAYGROUND	P	P	P	P	P
>3 ACRES DEVELOPMENT					
CLD REQUIRES	no min.	50% min.	10% - 30%	20% - 40%	NP
TND REQUIRES	no min.	no min.	10% - 30%	40% - 60%	10% - 30%
BUNKHOUSE					
FRONT SETBACK	N/A	BTL+20 ft min.	BTL+20 ft min.	BTL+20 ft min.	n/a
REAR SETBACK	N/A	IBC	IBC	40 ft max.	IBC
SIDE SETBACK	N/A	IBC	IBC	IBC	IBC
MAX. HEIGHT (STORIES)	N/A	2 max.	2 max.	2 max.	2 max.
PARKING LOCATION					
FIRST LAYER	N/A	P	P	P	NP
SECOND LAYER	N/A	P	P	P	NP
THIRD LAYER	N/A	P	P	P	P

#5 THE RIVER DISTRICT



	P1	P2	P3	P4	P5
BLOCKS					
LENGTH	N/A	750 ft	335 ft	335 ft	335 ft
PERIMETER	N/A	3,000 ft	1,340 ft	1,340 ft	1,340 ft
LOTS					
WIDTH	N/A	60 ft min.	40 ft min.	no min.	no min.
AREA	N/A	no min.	8,000 sf min.	no min.	no min.
LOT COVERAGE (MAX.)	N/A	40%	60%	70%	80%
BUILD-TO-LINE "BTL"	N/A	10 ft - no max.	10 ft - no max.	5 ft - 15 ft	2 ft - 15 ft
FACADE BUILDOUT AT BTL (MIN.)	N/A	40%	40%	60%	80%
BUILDINGS					
MAX. HEIGHT (STORIES)	N/A	2	2	3	3
EDGEYARD	NP	P	P	P	NP
SIDEYARD	NP	NP	NP	P	P
COURTYARD	NP	NP	NP	NP	P
REARYARD	NP	NP	NP	P	P
PRIVATE FRONTAGE					
COMMON YARD	NP	P	P	P	NP
PORCH (OPTIONAL FENCE)	NP	P	P	P	NP
SHOPFRONT	NP	NP	NP	P	P
GALLERY	NP	NP	NP	NP	P
ARCADE	NP	NP	NP	NP	P
PUBLIC FRONTAGE					
RURAL FRONTAGE	P	P	NP	NP	NP
NEIGHBORHOOD FRONTAGE	NP	P	P	P	NP
MIX FRONTAGE	NP	NP	NP	P	P
MAJOR FRONTAGE	NP	NP	NP	NP	P
CIVIC SPACE					
PARK	P	P	P	NP	NP
GREEN	NP	NP	P	P	P
SQUARE	NP	NP	NP	P	P
PLAZA	NP	NP	NP	NP	P
PLAYGROUND	P	P	P	P	P
>3 ACRES DEVELOPMENT					
CLD REQUIRES	no min.	50% min.	10% - 30%	20% - 40%	NP
TND REQUIRES	no min.	no min.	10% - 30%	40% - 60%	10% - 30%
BUNKHOUSE					
FRONT SETBACK	N/A	BTL+20 ft min.	BTL+20 ft min.	BTL+20 ft min.	n/a
REAR SETBACK	N/A	IBC	IBC	40 ft max.	IBC
SIDE SETBACK	N/A	IBC	IBC	IBC	IBC
MAX. HEIGHT (STORIES)	N/A	2 max.	2 max.	2 max.	2 max.
PARKING LOCATION					
FIRST LAYER	N/A	P	P	P	NP
SECOND LAYER	N/A	P	P	P	NP
THIRD LAYER	N/A	P	P	P	P

#6 THE SETTLER'S DISTRICT



	P1	P2	P3	P4	P5
BLOCKS					
LENGTH	N/A	750 ft	335 ft	335 ft	335 ft
PERIMETER	N/A	3,000 ft	1,340 ft	1,340 ft	1,340 ft
LOTS					
WIDTH	N/A	60 ft min.	40 ft min.	no min.	no min.
AREA	N/A	no min.	8,000 sf min.	no min.	no min.
LOT COVERAGE (MAX.)	N/A	40%	60%	70%	80%
BUILD-TO-LINE "BTL"	N/A	10 ft - no max.	10 ft - no max.	5 ft - 15 ft	2 ft - 15 ft
FACADE BUILDOUT AT BTL (MIN.)	N/A	40%	40%	60%	80%
BUILDINGS					
MAX. HEIGHT (STORIES)	N/A	2	2	3	3
EDGEYARD	NP	P	P	P	NP
SIDEYARD	NP	NP	NP	P	P
COURTYARD	NP	NP	NP	NP	P
REARYARD	NP	NP	NP	P	P
PRIVATE FRONTAGE					
COMMON YARD	NP	P	P	P	NP
PORCH (OPTIONAL FENCE)	NP	P	P	P	NP
SHOPFRONT	NP	NP	NP	P	P
GALLERY	NP	NP	NP	NP	P
ARCADE	NP	NP	NP	NP	P
PUBLIC FRONTAGE					
RURAL FRONTAGE	P	P	NP	NP	NP
NEIGHBORHOOD FRONTAGE	NP	P	P	P	NP
MIX FRONTAGE	NP	NP	NP	P	P
MAJOR FRONTAGE	NP	NP	NP	NP	P
CIVIC SPACE					
PARK	P	P	P	NP	NP
GREEN	NP	NP	P	P	P
SQUARE	NP	NP	NP	P	P
PLAZA	NP	NP	NP	NP	P
PLAYGROUND	P	P	P	P	P
>3 ACRES DEVELOPMENT					
CLD REQUIRES	no min.	50% min.	10% - 30%	20% - 40%	NP
TND REQUIRES	no min.	no min.	10% - 30%	40% - 60%	10% - 30%
BUNKHOUSE					
FRONT SETBACK	N/A	BTL+20 ft min.	BTL+20 ft min.	BTL+20 ft min.	n/a
REAR SETBACK	N/A	IBC	IBC	40 ft max.	IBC
SIDE SETBACK	N/A	IBC	IBC	IBC	IBC
MAX. HEIGHT (STORIES)	N/A	2 max.	2 max.	2 max.	2 max.
PARKING LOCATION					
FIRST LAYER	N/A	P	P	P	NP
SECOND LAYER	N/A	P	P	P	NP
THIRD LAYER	N/A	P	P	P	P

#7 THE TRADING POST DISTRICT



	P1	P2	P3	P4	P5
BLOCKS					
LENGTH	N/A	750 ft	335 ft	335 ft	335 ft
PERIMETER	N/A	3,000 ft	1,340 ft	1,340 ft	1,340 ft
LOTS					
WIDTH	N/A	60 ft min.	40 ft min.	no min.	no min.
AREA	N/A	no min.	8,000 sf min.	no min.	no min.
LOT COVERAGE (MAX.)	N/A	40%	60%	70%	80%
BUILD-TO-LINE "BTL"	N/A	10 ft - no max.	10 ft - no max.	5 ft - 15 ft	2 ft - 15 ft
FACADE BUILDOUT AT BTL (MIN.)	N/A	40%	40%	60%	80%
BUILDINGS					
MAX. HEIGHT (STORIES)	N/A	2	2	3	3
EDGEYARD	NP	P	P	P	NP
SIDEYARD	NP	NP	NP	P	P
COURTYARD	NP	NP	NP	NP	P
REARYARD	NP	NP	NP	P	P
PRIVATE FRONTAGE					
COMMON YARD	NP	P	P	P	NP
PORCH (OPTIONAL FENCE)	NP	P	P	P	NP
SHOPFRONT	NP	NP	NP	P	P
GALLERY	NP	NP	NP	NP	P
ARCADE	NP	NP	NP	NP	P
PUBLIC FRONTAGE					
RURAL FRONTAGE	P	P	NP	NP	NP
NEIGHBORHOOD FRONTAGE	NP	P	P	P	NP
MIX FRONTAGE	NP	NP	NP	P	P
MAJOR FRONTAGE	NP	NP	NP	NP	P
CIVIC SPACE					
PARK	P	P	P	NP	NP
GREEN	NP	NP	P	P	P
SQUARE	NP	NP	NP	P	P
PLAZA	NP	NP	NP	NP	P
PLAYGROUND	P	P	P	P	P
>3 ACRES DEVELOPMENT					
CLD REQUIRES	no min.	50% min.	10% - 30%	20% - 40%	NP
TND REQUIRES	no min.	no min.	10% - 30%	40% - 60%	10% - 30%
BUNKHOUSE					
FRONT SETBACK	N/A	BTL+20 ft min.	BTL+20 ft min.	BTL+20 ft min.	n/a
REAR SETBACK	N/A	IBC	IBC	40 ft max.	IBC
SIDE SETBACK	N/A	IBC	IBC	IBC	IBC
MAX. HEIGHT (STORIES)	N/A	2 max.	2 max.	2 max.	2 max.
PARKING LOCATION					
FIRST LAYER	N/A	P	P	P	NP
SECOND LAYER	N/A	P	P	P	NP
THIRD LAYER	N/A	P	P	P	P

DEVELOPMENT PATTERNS.

DESCRIPTION.

Development Patterns are used for projects over 13.6 acres. The physical landscape lends itself to supporting a range of human settlement patterns.

INTENT.

Development Patterns are the manner in which a neighborhood is configured. Different geographies accept different Development Patterns. To accommodate Bandera’s range of landscapes, there are three (3) Development Patterns that provide adequate facilitation of Development. The Development Pattern type will be used to guide the creation of the Neighborhood Plan configurations suitable for different geographies and Character Districts.

DEVELOPMENT PATTERNS BY CHARACTER DISTRICTS.

Development Patterns are geographically sensitive and regulated by the Character Districts. These three (3) distinct Developments Patterns were introduced in the Comprehensive Plan:

	TRADITIONAL NEIGHBORHOOD DEVELOPMENT (TND)	CLUSTER LAND DEVELOPMENT (CLD)	VILLAGE CENTER DEVELOPMENT (VCD)
BEND DISTRICT	P	P	P
GATEWAY DISTRICT	P	P	P
HERITAGE DISTRICT	P	P	P
OUTPOST DISTRICT	P	P	P
RIVER DISTRICT	NP	NP	NP
SETTLER'S DISTRICT	P	P	P
TRADING POST DISTRICT	P	P	P

P = PERMITTED

NP = NOT PERMITTED

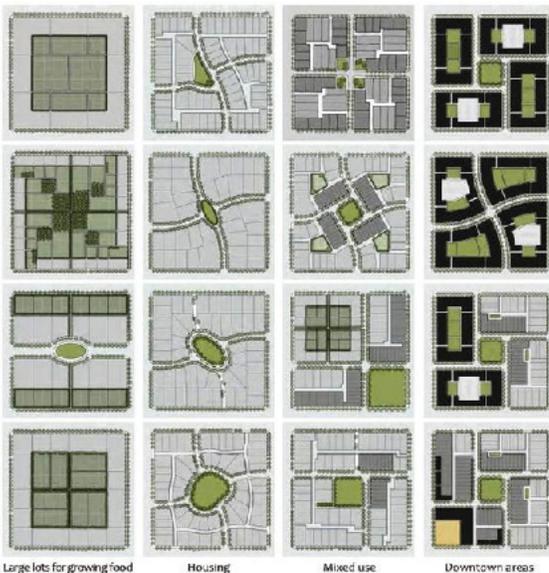
DEVELOPMENT PATTERNS TYPES.

TRADITIONAL NEIGHBORHOOD DEVELOPMENT (TND).

Intent: TND may occur in infill areas and involve adaptive reuse of existing buildings or can be created as new construction or a new Neighborhood Plan on previously undeveloped land. TND characteristics include the continuation of the grid as the basic platform of arrangement of the Neighborhood Plans. They contain a range of housing types, a network of well-connected streets and blocks, well defined public spaces, and have amenities such as stores, schools, and places to meet and linger within walking distance of residences. TND is the primary and default Development Pattern in the City of Bandera.

Standards:

- (1) Location: The TND is located within a Character District that allows for the Development Pattern.
- (2) 1,360' preferred max block perimeter
- (3) 335' x 335' preferred block size.
- (4) If block dimensions exceed the preferred block perimeter and size, a 20' pedestrian walkway shall be included at mid-block.
- (5) Smaller blocks are allowed by right.



SOURCE: granarydistrict.org



SOURCE: bourbonblog.com



SOURCE: levelhomeslifestyle.com



SOURCE: missingmiddlehousing



SOURCE: commons.wikimedia.org

CLUSTER LAND DEVELOPMENT (CLD).

Intent: CLD offers a compulsory alternative to conventional neighborhoods for the purpose of:

- Encouraging the use of land in accordance with its character and adaptability;
- Assuring the permanent preservation of open space, agricultural lands, and other natural resources through land reservations or conservation easements;
- Allowing innovation and greater flexibility in the design of residential developments to ensure the same overall amount of development normally permitted with the conventional home lot size;
- Facilitating the construction and maintenance of streets, utilities, and public services in a more economical and efficient manner increasing affordability and reducing the cost of building and maintaining infrastructure;
- Ensuring compatibility of design and use between neighboring properties; and,
- Encouraging a less sprawling form of development, thus preserving open space as undeveloped land.



SOURCE: buildinglifeconsultancy.com



Standards:

- (1) A minimum of 50 % of the Neighborhood Plan shall be permanently allocated to P1 Nature and/or P2 Rural Place Types.
- (2) The dedicated P1 lands shall be deemed civic or open space and will be set aside by the applicant through an irrevocable conservation easement or similarly determined method, as approved by the City Council.
- (3) Areas not considered civic or open space:
 - (a) The area of any street right-of-way proposed to be dedicated to the public.
 - (b) Any submerged land area.



SOURCE: <http://www.nccoho.org/>



SOURCE: sf.curbed.com

VILLAGE CENTER DEVELOPMENT (VCD).

Intent: A VCD is a series of small streets lined with buildings at the street edge creating a unique village style community.

Description: VCD consists of a small dense grouping of predominately P4 and P5 buildings serving as Residential, live/ work and Commercial and office buildings organized in a vernacular, curvilinear grid, or grid network of blocks and Streets. The streets are small and serve as shared streets. Vehicles are kept on the exterior of the developments. Buildings are located directly to the street edge.



SOURCE: [instagram.com/yohomeau/](https://www.instagram.com/yohomeau/)



SOURCE: [hartnessliving.com](https://www.hartnessliving.com)

Standards:

- (1) Vehicles are kept on the exterior of the key areas of developments to create plazas and civic spaces throughout the Development.
- (2) Buildings are located directly to the street edge at the frontage line and occupy 80% to 100% of the lot frontage.
- (3) Parking shall be located in the third layer of the lot.
- (4) Vehicle access shall be kept in the rear of the property served by alleys or the rear lanes.
- (5) P3 shall be limited to 10% of the development.
- (6) P1 and CS shall be more than 40% of the development.
- (7) P4 and P5 shall make up the remaining 50% of the development.



SOURCE: [excursiopedia.com](https://www.excursiopedia.com)

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DEVELOPMENT PROCEDURES AND PLAN APPLICATIONS.

DEVELOPMENT PROCESS.

The development application submittal and review process consist of submitting a development application to the City and obtaining review of the development proposal by the City Administrator. An overview of the submittal and review process includes:

- 1 A pre-application meeting;
- 2 Application submittal and review, that may include public participation;
- 3 Application approval;
- 4 Administrative decision by the City Administrator; or
- 5 A recommendation and subsequent decision from one or more of the following public hearing bodies:
 - » Zoning Board of Adjustment (ZBA),
 - » City Council, and/or
 - » Planning and Zoning Commission.
- 6 Refer to pg. A3-52 "Development Application Approval Process" for the specific review processes.
- 7 Application for construction document review and permits;
- 8 Inspections; and,
- 9 Certificate of Occupancy.

STEP 1: PRE-APPLICATION MEETING:

Development activities begin with a pre-application meeting request to the City. The primary purpose of the pre-application meeting is for staff to help identify scope of the development proposal, so that the City can determine the appropriate submittal requirements and process(es), including whether the development will require administrative or public approval. The specific pre-application meeting submittal requirements vary by application type. Refer to the pre-application checklist.

REQUIREMENTS:

All pre-development meetings require the following:

- (1) Completed pre-development checklist; and
- (2) Application narrative.

OPTIONAL ITEMS:

- (1) Site map and photos;
- (2) Conceptual plans;
- (3) Aerial photo;
- (4) Existing utilities; and
- (5) Proposed drainage.

FORMAT:

The pre-development meeting between City staff and the applicant to discuss a proposed development application typically lasts thirty (30) to sixty (60) minutes. Staff will contact the applicant to schedule the pre-development meeting within five (5) days of receipt of the pre-development request. In general, the pre-development meeting is scheduled within two (2) to three (3) weeks of the receipt of the pre-application request. Information exchanged at the pre-development meeting allows City staff and the applicant to come to a more complete understanding of the size, scope, and feasibility of the proposal.

OUTCOMES:

Based on the discussion at the meeting and a site visit, the proposal will be processed by the City:

1. To determine if the application may be processed administratively or require a public hearing to obtain a decision on the application.
2. To provide the applicant with the appropriate development application checklist(s) and any related information; and
3. To determine if additional information may need to be submitted, and a subsequent pre-application meeting to be conducted for further review.

STEP 2: DEVELOPMENT APPLICATION SUBMITTAL AND REVIEW:

After the development application submission is deemed complete, the City Administrator will distribute the application to reviewing staff and begin the review process. Review times vary upon whether approval is achieved administratively or through the public hearing process. See the appropriate application checklist to determine if public notification is necessary before submitting a complete development application. Once a development application is deemed completed and accepted, the City Staff manages the application and follows the specific review processes per application type.

After review of a development application that requires only an administrative decision, staff will notify the applicant with the following:

- (1) List of issues to be resolved before a decision will be made on the application; or
- (2) A written decision on the application.

The development of a detached residential building in Place Type Neighborhood "P3" or Neighborhood Mix "P4" on a platted lot or a lot of record, that complies with current Place Type district Development Dstandards, may proceed with construction document review and permits. All other development proposals must submit a development application through the Planning and Development Department for approval before obtaining approval of construction document review and permits.

STEP 3: APPLICATION FOR CONSTRUCTION DOCUMENT REVIEW AND PERMITS:

Step 3 consists of preparing and submitting construction documents for review and obtaining permits for construction activities. Refer to the Development Application Approval Process for the detailed requirements for applications and submittals. Construction documents may be submitted with the second review of the Development Application to the City.

STEP 4: INSPECTIONS:

All permitted construction activities must be inspected by the City. Inspections forms and checklists will be provided at City Hall. Refer to pg. A3-54 "Permitting" – for Inspection information.

STEP 5: CERTIFICATE OF OCCUPANCY AND CERTIFICATION OF SHELL BUILDING:

The Certificate of Occupancy (CO) or Certification of Shell Building is issued in accordance with the City's adopted building and fire codes, once the City has determined that all requirements have been satisfied. See International Fire Code (IFC) and local amendments for requirements.

DEVELOPMENT APPLICATION APPROVAL PROCESS.

APPROVAL PROCESS	SOURCE	REVIEW AND APPROVAL AUTHORITY			NOTICE			
		ZBA	P&Z	CC	APPLICATION NOTICE	PUBLISHED NOTICE	PERSONAL NOTICE	POSTED NOTICE
LEGISLATIVE								
Annexation				D/PH/PH	Y	Y	Y	Y
Comprehensive Plan Amendment			R/PH/PM	D/PH/PH/PM	Y	Y	Y	Y
Place Type Text Amendment			R/PH	D/PH/PM	Y	Y	Y	N
Place Type Zoning Map Amendments			R/PH	D/PH/PM	Y	Y	Y	Y
New Neighborhood Plan			R/PH	D/PH	Y	Y	N	N
Preliminary Plat			D/PM			N	N	N
Final Plat			D/PM			N	N	N
Vacating Plat or Residential Replat			D/PH			Y	Y	Y
Change in status of nonconforming uses or structures			D/PH			N	N	N
Variance		D/PH				N	N	N
ADMINISTRATIVE								
Site Plan						N	N	N
Minor or Amending Plat						N	N	N
Public Improvement Plans						N	N	N
Drainage Plan						N	N	N
Building Permits						N	N	N
Floodplain Permit						N	N	N
Warrant						N	N	N
Administrative Adjustment						N	N	N

R - Required PH - Public Hearing PM - Public Meeting D - Decision A - Approval N - Not Required Y - Required

PUBLIC HEARING AND NOTICE.

	PUBLISHED NOTICE	OPTIONAL PERSONAL NOTICE	MAILED NOTICE
NOTIFICATION LOCATION	Newspaper	Subject Property	United States Mail
TIME BEFORE SET HEARING	15 days	10 days	10 days
INCLUDE IN NOTICE	<ul style="list-style-type: none"> » Date, time, and location of hearing; » Purpose of the hearing; and, » Identification of the subject property if the decision concerns an individual tract or parcel of land. 	<ul style="list-style-type: none"> » Purpose of the request; and » All public hearing dates. 	<ul style="list-style-type: none"> » Name of the applicant; » Date, time, and location of the hearing; » Purpose of the hearing; » Identification of the subject property; and, » The name of the appellant if an appeal.
NOTIFICATION INSTRUCTIONS	<p>City Secretary or designee will be responsible for posting the notice in the newspaper of general circulation.</p>	<ul style="list-style-type: none"> » Minimum 2'x2' sign placed on the street frontage in visible unobstructed location. » Utilize a minimum 6" lettering. » Shall stay in place until final action is taken or request is withdrawn. 	<ul style="list-style-type: none"> » Each owner of real property located within two hundred (200) feet of the exterior boundary of the property in question and any other persons deemed by the Lead Officer or decision-maker to be affected by this application; » The applicant and/or property owner; and » The appellant if an appeal.

PERMITTING.

To ensure compliance with the intent and standards of this Place Type Zoning Ordinance and to safeguard the health, safety, and welfare of the public, the City requires the approval of construction documents for most development and construction activity within the City. In addition to the approval of the construction documents, the City requires the issuance of a building, permission to work in the right-of-way, or when applicable, a permission to place private improvements in the right-of-way permits for most development and construction activities.

An infill development application, less than 3.4 acres, that complies with the intent and standards of this ordinance with existing utilities, requires the least amount of permits.

Maintenance and minor modifications to existing structures may not require the approval of construction documents or the issuance of permits, as determined by the City Administrator or their designee, consistent with the authority provided in City ordinances, IBC, or IFC.

INSPECTIONS:

Inspections are made for building, electrical, mechanical, plumbing, and Place Type compliance for residential, commercial and industrial development, and for the remodeling of existing buildings. Water, sewer, paving, concrete, and grading activities also require City inspection.

As part of the development process, all permitted construction activities must be inspected by City staff or designated representatives. The review of plans and issuance of permits do not authorize ordinance violations that may be discovered by City inspectors at the job site.

TEMPORARY CERTIFICATE OF OCCUPANCY:

Under certain conditions, the issuance of a TCO allows temporary occupancy, with the approval of the City Administrator, until the building is completed, and a Final CO is issued. Should the TCO expire prior to the issuance of the Final CO, the expiration will require the City to take appropriate steps as outlined in the City's Building Code and the associated amendments.

CERTIFICATE OF OCCUPANCY:

Before any development can be occupied or used, an applicant must apply for a CO. Additionally, all City Administrator stipulations must be complied with before the City will issue a Certification-of-Shell Building or a final CO. Typically, within three staff working days of submitting an application, the CO or Certification-of-Shell Building will be issued, provided the development passes a Final Inspection. The issuance of a CO shall not be construed as an approval of a violation of the provisions of any City Code or ordinance.

The City's adopted building code requires certain information to be included on the CO:

- (1) Project address; and
- (2) Name of the owner of the property at the time the certificate was issued.

The CO stays with the property in perpetuity, even with changes in ownership. If the property ownership changes during construction, documentation of that fact can be submitted, and a change made to the permit. Refer to the City's Building Code and amendments for additional information.

SITE DEVELOPMENT PLANS.

The following standards focus on the relationship of a proposed site plan to the natural terrain of the property, as well as the relationships the proposed development will have with existing or planned development around the site. The goal is to fit development into the natural settings with minimal intrusion to the environment and surrounding properties.

TERRAIN:

- (1) Incorporate the natural site features, such as natural drainage systems and native vegetation into the site design.
- (2) Orient common recreational, patio, outdoor dining, and other such facilities toward natural features.
- (3) Incorporate major vistas and view corridors that give special emphasis to the river, tree canopy, and other natural features or open space areas into the site and building design.

BUILDINGS:

- (1) Buildings are to be built according to the Place Type Zoning Ordinance. This ordinance ensures intensity transitions by Place Type and building type. Buildings should represent their function in design.
- (2) Minimum building materials are established by the International Building Code (IBC), as adopted by the City.
- (3) Buildings interacting with the public realm should enhance the public spaces they abut and face.

SITE PLAN PROCESS:

- (a) The City Administrator, after staff review, shall approve, approve with conditions, or disapprove all Site Plans. If the Site Plan is disapproved, the City Administrator shall provide a written statement to the applicant listing the deficiencies that the plan has as related to specific the Place Type Zoning Ordinance, City ordinances, or state laws.
- (b) If the applicant amends its filed Site Plan application in response to the City's initial disapproval, the applicant may file its amended application at City Hall. City staff will then have up to fifteen (15) business days to approve or disapprove the amended application. The City Administrator may either:
 - (1) Approve the plan if the response adequately addresses each reason for the disapproval; or
 - (2) Disapprove the plan if the response does not adequately address each reason for disapproval or creates new reasons for a violation of a City ordinance. Any disapproval shall include a written statement of the reasons for disapproval that clearly articulates the reason for disapproval including citation to the law, including a statute or City ordinance that is the basis of disapproval. Any plan that is disapproved after the City has reviewed the response in the form of an amended application may be refiled at any time as a new Site Plan application.
- (c) If the City Administrator denies the Site Plan, the applicant may appeal that decision to the City Council within five (5) business days of receipt of decision. The City Administrator shall uphold or reject the decision of the City Administrator within ten (10) business days. If the City Administrator upholds the decision of denial, an applicant may appeal that decision to the City Council. The applicant must request in writing that the Site Plan be placed on the City Council's agenda within ten (10) days from the date the appeal was denied by the City Administrator. The City Council shall have final approval or disapproval on all Site Plans that are appealed.
- (d) Effect of Site Plan approval. If development of a lot with an approved Site Plan has not commenced within two (2) years of the date of final approval of the site plan, the Site Plan shall be deemed to have expired. Any development on a lot with an expired Site Plan shall be required to submit a new Site Plan as outlined above.
- (e) It is recognized that final architectural and engineering design may necessitate minor changes in the approved Site Plan. In such cases, the City Administrator shall have the authority to approve minor modifications of an approved Site Plan, provided that such modifications do not materially change the circulation and building location on the site, or any conditions specifically attached as part of approval.

SITE PLAN APPLICATION:

PURPOSE.

The purpose of a Site Plan is to ensure efficient and safe land development, a harmonious mixture of Place Types and building types, compliance with appropriate design standards, safe and efficient vehicular and pedestrian circulation, parking and loading, and adequate water supply, drainage and stormwater management, sanitary facilities, and other utilities and services.

APPLICABILITY.

Site Plan review and approval shall be required for new construction or the significant enlargement or alteration of any exterior dimension of any building, structure, or improvement involving the items listed below:

- (1) Any non-residential development;
- (2) Any non-residential P4 development, all P5 developments, or manufactured/mobile home park;
- (3) Any property with two (2) or more buildings per platted lot; and
- (4) As used in this section, the term “improvements” shall also include alterations made to land only, such as paving, filling, clearing, or excavating. As used in this section, the term “significant enlargement or alteration” shall mean the construction of structures, or the alteration of land, if such construction or alteration impacts or potentially affects other existing or future land uses, including those on adjacent or nearby land.

DETERMINATION.

The City Permit Staff shall make the initial determination of whether the proposed development, construction, enlargement, or improvement requires a Site Plan or not. The initial determination is subject to review by the City Administrator.

- (1) The Site Plan must be prepared by a licensed and registered professional land surveyor, a professional land planner, architect and/or a licensed professional engineer.
- (2) No building permit shall be issued for any of the above developments unless a Site Plan is first approved by the City. No Certificate of Occupancy shall be issued unless all construction and development conform to the Site Plan, as approved by the City.
- (3) The fee for a Site Plan is set forth in adopted Fee Schedule.

INCOMPLETE SUBMISSIONS.

All required items and information must be received by the City in order for a Site Plan submission to be considered an application that can be filed. Incomplete submissions will not be reviewed or filed until all deficient items or information has been received.

OFFICIAL FILING DATE.

- (1) For the purpose of these regulations, the “official filing date” shall be the date upon which a submission for approval for a Site Plan, that contains all required elements mandated by City ordinance, is deemed complete by the City.
- (2) To be considered complete, the application must contain all elements and information required, including all related fees. It is only after the official filing date that any statutory period required for approval or disapproval of the Site Plan shall commence to run.
- (3) No application shall be deemed officially filed until after the City Administrator determines that the submission is complete.

SITE PLAN SUBMITTAL REQUIREMENTS.

- (1) A Site Plan submittal shall include all items listed on the Site Plan checklist, provided by the City of Bandera in order to be considered a complete submittal after an administrative completeness review by the City.
- (2) All submittals shall be delivered to City Hall.
- (3) If the City Staff determines that a submittal is incomplete during the administrative completeness review, then the incomplete submittal will not be accepted for filing.
- (4) The applicant shall be required to submit a fee in accordance with the adopted Fee Schedule for the completeness review. If the application is deemed incomplete, the applicant shall be required to submit a new fee for completeness review with the next application submittal.
- (5) Any requested variance or warrant must be submitted for approval and approved prior to submission for a request for a Site Plan. If the Site Plan requires a variance or warrant, and one has not been approved, the Site Plan shall be denied until such time the need for the variance or warrant is removed or the variance or warrant is submitted and approved.

SITE PLAN DETAIL REQUIREMENTS.

- (1) Site Plans cannot be approved until the final plat is recorded.
- (2) Site Plans must be prepared by a licensed and registered professional land surveyor and/or a licensed professional engineer, architect, or planner.
- (3) Building permits will not be issued for any development until the Site Plan is approved.
- (4) Property taxes must be paid prior to approval of the Site Plan.
- (5) Signs require separate permits – approval of the Site Plan does not constitute approval of any included sign plans or sign elements.
- (6) Signature blocks shall be placed on the Site Plan. Signature blocks shall also be placed for any additional entities responsible in preparing the Site Plan. See the Site Plan checklist for details.

PRINCIPLES AND STANDARDS FOR SITE PLAN REVIEW:

- (1) The following criteria have been set forth as a guide for evaluating the adequacy of proposed development in the City of Bandera. The City Staff shall review the Site Plan for compliance with all applicable ordinances and the Comprehensive Plan; as a means to assure harmony with surrounding uses and the overall plan for development of the City of Bandera; as well as for the promotion of the health, safety, order, efficiency, and economy of the City; and for the maintenance of property values and the general welfare.
- (2) Based upon its review, City staff may approve, conditionally approve, or deny the Site Plan based on evaluation of the Site Plan details based on the items listed on the Site Plan checklist with respect to:
 - i. The Site Plan's compliance with all provisions of this ordinance and other ordinances of the City of Bandera, including but not limited to off-street parking and loading, lighting, civic space, and the generation of objectionable smoke, fumes, noise, odors, dust, glare, vibration, or heat
 - ii. The impact of the development relating to the preservation of existing natural resources on the site and the impact on the natural resources of the surrounding properties and neighborhood.
 - iii. The relationship of the development to adjacent development in terms of harmonious design, setbacks, maintenance of property values, and negative impacts.
 - iv. The provision of a safe and efficient vehicular and pedestrian circulation system.
 - v. The design and location of off-street parking and loading facilities to ensure that all such spaces are usable and are safely and conveniently arranged.
 - vi. The sufficient width and suitable grade and location of streets designed to accommodate prospective traffic and to provide access for firefighting and emergency equipment to buildings.
 - vii. The coordination of streets and sidewalks to arrange a convenient system.
 - viii. The use of landscaping and screening:
 - » to provide adequate buffers to shield lights, noise, movement, or activities from adjacent properties when necessary, and
 - » to complement the design and location of buildings and be integrated into the overall site design.
 - ix. Exterior lighting to ensure safe movement and for security purposes, that shall be arranged to minimize glare and reflection on adjacent properties and to protect Bandera's dark skies.
 - x. The location, size, and configuration of civic space areas to ensure that such areas are suitable for intended recreation and conservation uses.
 - xi. Protection and conservation of soils from erosion by wind or water or from excavation or grading.
 - xii. Protection and conservation of creeks, tributaries, or other waterways and areas subject to flooding.
 - xiii. The adequacy of water, drainage, sewage facilities, garbage disposal, and other utilities necessary for essential services to residents and occupants.

LANDSCAPE PLAN.

LANDSCAPE DESIGN IN THE PRIVATE REALM.

Landscape design in the Private Realm must comply with the standards of this section. The maximum height of any shrubs, ornamental plants, boulders, walls, or other such materials within designated sight distances and traffic safety triangles is eighteen (18) inches. For plants, this shall be the natural height of the plant. Any trees that are to be placed in the sight distances and traffic safety triangles shall have a canopy that is kept eight (8) feet above the street height and a maximum mature trunk diameter of eight (8) inches. If the tree canopy overhangs the roadway, then the canopy shall be a minimum of fourteen and one-half (14.5) feet above the road.

Utilize a palette of plants in a landscape design that adhere to native plants. Low Water Use/Drought Tolerant plants are encouraged. Plant and tree placement shall consider the natural culture of that type of plant or tree. Trees (or shrubs) shall not be placed in a Public Utility Easement (PUE), emergency vehicle access easement, or their equivalent. Trees shall be placed at least seven (7) feet back from any underground public water or sewer lines, power line conduit, or drainage pipes within a dedicate drainage easement dedicated to the City.

ALL PLACE TYPES.

The introduced landscape shall consist primarily of native species requiring minimal irrigation, fertilization, and maintenance.

SPECIFIC TO PLACE TYPES P1, P2, P3 & P4:

Private frontages may choose from various landscapes; naturalistic, lawn, garden, etc.

PLACE TYPES P5:

- (1) The introduced landscape shall consist primarily of durable species tolerant of soil compaction.
- (2) Landscape plans shall be prepared by a Landscape Architect or professional and submittals shall include the following information:
 - a. Minimum scale of one (1) inch equals forty (40) feet or appropriate scale for legibility.
 - b. Location, size, and species of all existing trees to be preserved indicating true size as measured four and one-half (4.5) feet above natural soil level.
 - c. Location of all plant and landscaping material to be used, including plants, paving, benches, screens, fountains, statues, earthen berms, ponds (to include depth of water), topography of site, or other landscape features.
 - d. Identification of all plant material to be used (Common and/or Botanical).
 - e. Size of all plant material to be used at time of planting, appropriate spacing shall be indicated on plan and approved by the City.
 - f. Layout and description of irrigation, sprinkler, or water systems including placement of water sources. A Texas license irrigation seal is necessary on all irrigation plans that require certification.
 - g. All common areas, non-residential, and multi-family landscape areas will be irrigated with a mechanical irrigation system including turf and ground cover areas.
 - h. North indicating mark.
 - i. Date of the Landscape Plan and any revisions.
 - j. Size and location of all existing and proposed utilities, including easements.
 - k. Details and/or cross sections as required for clarification by the City.
 - l. Topography shall include final grade at one (1) foot intervals using spot elevations and/or contours to define proposed drainage patterns as required by the City.
 - m. Parkways and medians shall have a minimum of six (6) inches of topsoil.
 - n. A certified Landscape Architect or professional shall be required for the preparation and submission of the landscape plan.

PUBLIC IMPROVEMENT PLANS.

PUBLIC IMPROVEMENT PLAN REQUIREMENTS:

This section identifies requirements for preparing construction documents for public improvement plans that are submitted to the City for approval. It includes a cover sheet and all required plan sheet information, specifics for digital submittals, all required approval blocks, and special requirements.

SUBMITTAL REQUIREMENTS:

- (1) Prepare all public improvement plans for submittal to City for approval to construct any site requiring grading and drainage, landscape, water, wastewater, and streets according to the following standards.
 - (i) Sheet Size: Prepare plans on 24" x 36" sheets, unless otherwise approved by Building Official, prior to the first submittal of construction documents.
 - (ii) Scale: Requirements for scale depend on the type of submittal. Plan and profile sheets shall use a horizontal scale of 1 inch = 40 feet and a vertical scale of 1 inch = 4 feet, unless otherwise approved by the Building Official prior to the first submittal of construction documents.
 - (iii) Lettering: All lettering, numbering and line work must be uniform and legible. Use a minimum ten (10) point font for all lettering.
- (2) Plan Review Submittal:
 - (i) The number and types of plans sets to be submitted for review are identified in the construction document requirement checklist provided after the approval of a development review application.
 - (ii) Present plan layout, graphics, and callouts in a clear and an uncluttered manner acceptable to the City Engineer and Planning staff.
 - (iii) Provide cross-referencing between all plan sheets that have details, detail call-outs, notes, cross-sections, etc.
 - (iv) Orient north at the top or right side of each sheet. Provide a north arrow and bar scale.
- (3) Seal/ Signature:

Include appropriate professional State of Texas seal, signature, and date on each sheet. Copies of this information are acceptable on the improvement plans submitted during the review cycles to the City. Original plans are submitted for approval at the end of plan review, the originals shall bear the registrant's seal with a wet signature and date. Except for capital improvement plans, a registered landscape architect is not required to prepare and seal landscape and irrigation plans.
- (4) Plan Approval Submittal:

Upon approval of the public improvement plans, an additional plans set may be required for staff signature.

COVER SHEET

The following information must be included on the cover sheet:

- (i) Title – Include the development name and the plan set content
- (ii) City Name – Below the title, include the City name “City of Bandera, TX”
- (iii) Vicinity Map – Locate the development relative to a minimum of two (2) intersecting arterial streets
- (iv) Legal Description – Provide development property legal description. When a legal description is not feasible, list the township, range, section, and location
- (v) Benchmark
- (vi) Public Improvement Plan Signature Blocks

RECORD DRAWINGS

- (1) The applicant will provide the City with the original (4-mil) Mylar drawings or photographic (4-mil) Mylars required for the “record drawings” of construction within all public rights-of-way or easements dedicated to the City.
- (2) The Engineer representing the applicant shall present to the City Engineer, reproducible complete record drawing plans for all paving, drainage structures, and water and sewer lines within thirty (30) days after completion of all contracts and as a condition of final acceptance of the subdivision.

SURVEY REQUIREMENTS

Monuments consisting of one-half ($\frac{1}{2}$) inch iron pipe or one-half ($\frac{1}{2}$) inch reinforced steel or larger, twenty-four (24) inches in length, shall be placed at all corners of the block lines, and at the point of intersection of curves and tangents of the subdivision.

NEW NEIGHBORHOOD PLANS.

APPLICABILITY.

- (1) Neighborhood Plans are for any development project over 13.6 acres or equal to or larger than a four (4) Bandera blocks. Neighborhood Plans are used as the process to create new complete neighborhoods. Each neighborhood will be made of a series of blocks created for a variety of street types, building types, and Place Types. Before preparing a Neighborhood Plan, standards in this ordinance should be reviewed including Chapter 5 - Character Districts in the Comprehensive Plan and pg. A3-44 "Development Patterns" to ensure the neighborhood complies with standards set forth in those sections.
- (2) Neighborhoods include a mix of Place Types. Different types of neighborhoods have different allocations of Place Types.
- (3) Neighborhood Plans using the Traditional Neighborhood Design (TND) pattern may use the downtown Bandera grid blocks as helpful new neighborhood examples. Neighborhood Plans in Character Districts that allow for Cluster Land Development (CLD), or Village Center Development (VCD); may create alternative designs to the block that best integrate with the existing site conditions. For more information on Development Patterns, see pg. A3-44 "Development Patterns" in Appendix 3 - Place Type Zoning Ordinance.

PROCESS.

- (1) Creating a Neighborhood Plan is a three-step process. Specific requirements, standards, and recommendations are outlined in the Development Procedures and Plan Applications section beginning on page A3-49. Additional requirements and recommendations may be determined at the pre-application meeting. The specific standards for an application will be determined at the pre-application meeting. A response will be issued by City Administrator to the applicant to summarize the pre-application meeting. The three-step process is as follows on the next page.
- (2) See the Development Application Approval Process table on page A3-52 for the specific New Neighborhood Plan approval procedure.

STEP ONE NEIGHBORHOOD PLAN:**SUBMISSION INCLUDES:**

- 1 Legal description & geographic location map;
- 2 Block structure and measurements;
- 3 Place Type designations by lot;
- 4 Street network plan showing existing streets and proposed street types to and through the development.
- 5 Street Types:
 - (a) Each street type is scaled proportional to the associated Place Types and building types.
 - (b) Blocks with street types with wider than sixty (60) feet of right-of-way can chose to create smaller blocks or propose to adjust the grid to accommodate the selected network of street types.
 - (c) Blocks adjacent to undeveloped land, areas unsuitable for development, or pre-existing incomplete blocks may be exempt from block face length and block perimeter requirements by warrant.

STEP TWO SUBDIVISION PLAT SUBMITTAL:**SUBMISSION INCLUDES:**

- 1 Subdivision Plat.
- 2 See Appendix 2: Article 2 of the Subdivision Ordinance for platting requirements.

STEP THREE BUILDING PERMITTING:**SUBMISSION INCLUDES:**

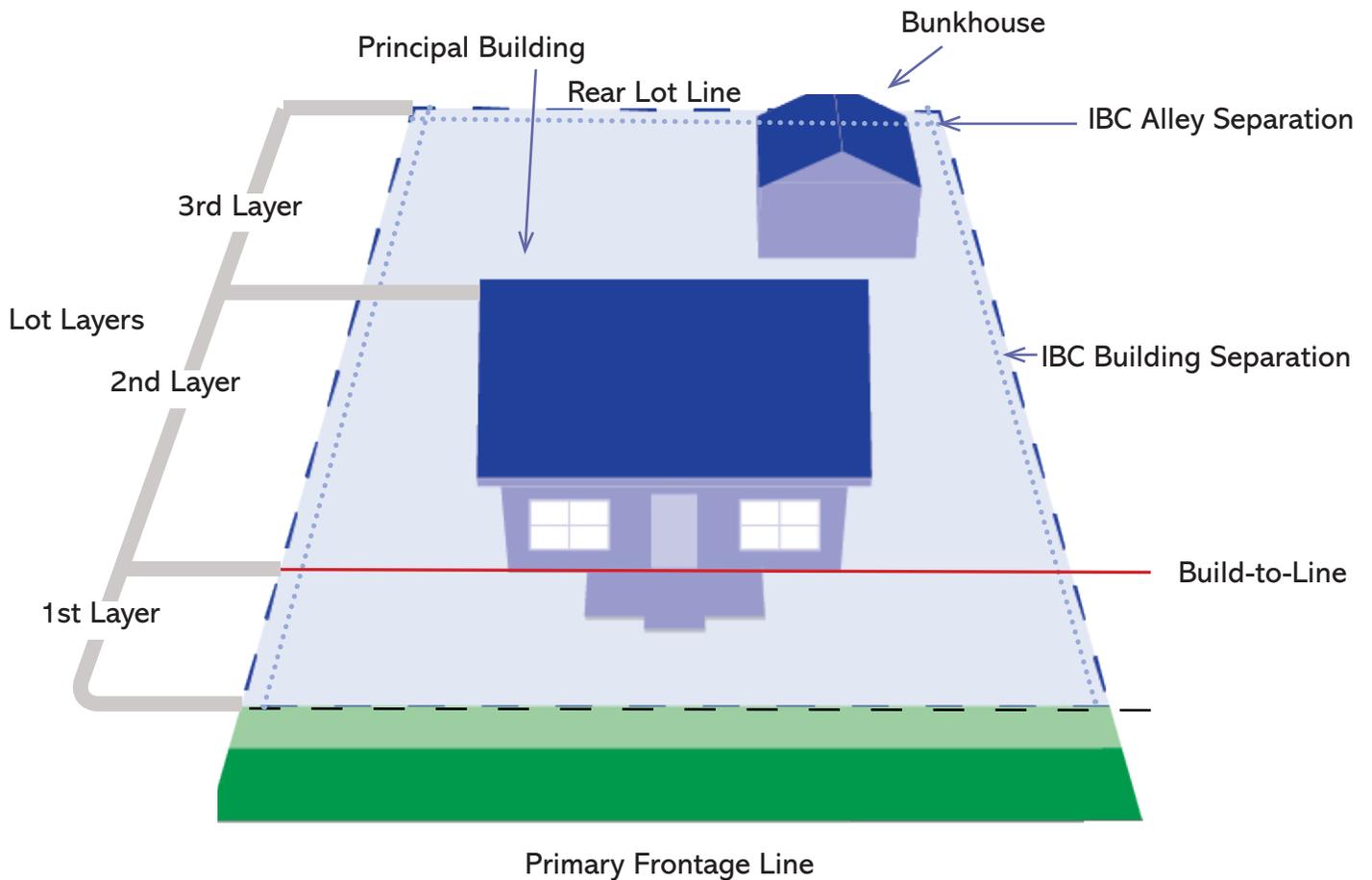
- 1 Public Frontage, pg. A3-72: Illustrate compliance with this ordinance, public improvement, and street requirements.
- 2 Site Plan: See Site Development Plans, pg. A3-55, for requirements.

PRIVATE REALM.

Lots and Buildings located within the City of Bandera shall be subject to the requirements of this section. Regulatory terminology related to Lots used in this section is diagrammed for illustrative purposes only. Building types diagrammed are provided for illustrative purposes only.

LOT STANDARDS.

LOT DIMENSIONS & STRUCTURE DIAGRAM:



LOT STRUCTURE DESCRIPTIONS

BUILDINGS

Principal Building	The main building on a lot.
Accessory Structures	A secondary building located toward the rear of the same lot as a principal building that may include a dwelling unit called a Bunkhouse.

LOT LAYERS

Lots shall be divided into regulatory layers as illustrated in the diagram on page A3-66, and frontage lines below. Standards for the second and third layers pertain only to the primary frontage. Standards for the first layer pertain to both frontages.

First Layer	The first layer is the area of a lot from the frontage line to the facade of the principal building.
Second Layer	The second layer is the area of the lot set behind the first layer to a depth of twenty (20) feet in all Place Types.
Third Layer	The third layer is the area of a lot set behind the second layer and extending to the rear lot line.

LOT

Build-to-Line	The minimum percentage of the front building facade that must be located within the first layer.
	The location of the build-to-line, on infill properties, is established per Place Type, and for new neighborhoods, on the Neighborhood Plan.
Lot Width	The length of the principal frontage line of a lot. Lot width is measured between the side lot lines at the build-to-line.
Frontage Line	Where the property line meets R.O.W.
	Lots may have multiple frontages.
	One (1) frontage line is designated the principal frontage line and all remaining frontage lines are designated as secondary frontage lines.
Rear Lot Line	Where the property line meets alley R.O.W. or an adjoining side / rear property line.
	All buildings and structures must be located at or behind the side or rear International Building Code (IBC) separation line.

LOT OCCUPATION:

- (1) In P2-P4, two (2) dwelling units may be built on each Lot, one (1) principal building and one (1) accessory unit or bunkhouse.
- (2) The property owner must reside on the property in order for the bunkhouse to be used as short-term rental unit.
- (3) Lot coverage by buildings is specified in the Bandera Development Table.
- (4) For building height, see standards by Place Type and Character District.
- (5) Stories may not exceed fourteen (14) feet in height from finished floor to finished ceiling, except for a first floor commercial building, which shall be a minimum of eleven (11) feet with a maximum of twenty-five (25) feet.
- (6) In the one hundred (100) year floodplain, a first level residential or lodging shall be raised a minimum of two (2) feet from the base flood elevation.

PLACE TYPES	P1	P2	P3	P4	P5
LOT OCCUPATION					
LOT COVERAGE		40% max.	60% max.	70% max.	80% max.
FACADE BUILDOUT AT BUILD-TO LINE		40% min.	40% min.	60% min.	80% min.
BUILD-TO-LINE		10 ft - no max	10 ft - no max	5 ft - 15 ft	2 ft - 15 ft
Lots exceeding 1/2 acre may extend the 1st layer of the lot up to 80 ft from the frontage line.					
BUILDING HEIGHT (STORIES)					
PRINCIPAL BUILDING		2 max.	2 max.	3 max.	3 max.
BUNKHOUSE		2 max.	2 max.*	2 max.	2 max.

*Bunkhouses in P3 may be used as short-term rental if the property owner lives on-site.

DEVELOPMENT STANDARDS:

BUILDING SEPARATION.

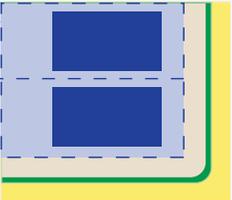
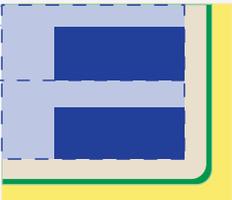
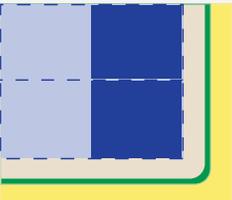
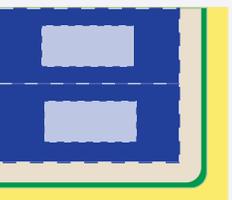
Fences and screening walls may extend into the International Building Code (IBC) Building separation line and alley setback. Side and rear building separation will be determined by the IBC as adopted by the City.

BUILDING PLACEMENT.

Principal buildings shall be positioned on a lot in accordance with the building standards per Place Type.

The first layer is the area of land between the frontage line and the build-to-line. The first layer is measured from the frontage line. The required build-to-line is the minimum percentage of the front building facade that must be located within the first layer, measured based on the width of the building divided by the width of the lot.

All structures and encroachments customarily allowed on the lot are permitted in the first layer, with the exception of the garage. The garage must be located behind the principle facade and start in the second layer.

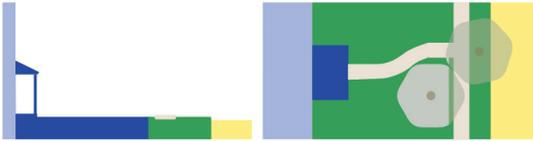
BUILDING PLACEMENT		BUILDING TYPES	P1	P2	P3	P4	P5
	<p>EDGEYARD</p> <p>A building that occupies the center of its lot with setbacks on all sides from the lot lines. The front yard is intended to be visually continuous with the yards of adjacent buildings.</p>	<p>VILLA</p> <p>HOUSE</p> <p>DUPLEX</p> <p>TRI/FOURPLEX</p>	NP	P	P	NP	NP
	<p>SIDEYARD</p> <p>A building that occupies one side of the lot with the setback to the other side.</p>	<p>SIDEYARD</p>	NP	NP	NP	P	P
	<p>REARYARD</p> <p>The placement of a building within the boundaries of its lot to create a rearyard, leaving the rear of the lot as private space or available for dedicated parking in its commercial form. The frontage line is a continuous line of frontages that define the public realm.</p>	<p>COMMERCIAL</p> <p>APARTMENT</p> <p>ROWHOUSE</p>	NP	NP	NP	NP	P
	<p>COURTYARD</p> <p>A building placed within the boundaries of its lot to create a private courtyard, while internally defining one or more private patios. Common walls shared with adjacent buildings create a continuous façade along the frontage line that steadily defines the public frontage.</p>	<p>HOUSE</p> <p>APARTMENT</p>	NP	NP	NP	P	P

P = PERMITTED

NP = NOT PERMITTED

PRIVATE FRONTAGE ENCROACHMENTS.

The private frontage is the area between the building facades and the lot lines. Permitted first Layer Encroachments include:

		P1	P2	P3	P4	P5
COMMON YARD						
	Common to Bandera, residential buildings are set back substantially from the frontage line with an unfenced front yard that is visually continuous with neighboring yards supporting a common landscape.	NP	P	P	P	NP
PORCH WITH OPTIONAL FENCE						
	Many residential buildings in Bandera have front porches. The build-to-line is setback from the frontage to create room for a wide porch and a fenced-in yard. The optional fence helps maintain a strong street edge that allows the homeowner extra fenced-in yard space.	NP	P	P	P	NP
SHOPFRONT						
	A popular retail frontage in Bandera, commercial shopfront build-to-lines are aligned close to the lot frontage line with the building entrance at sidewalk grade. Shopfronts have substantial glazing on the sidewalk level and an awning that may overlap the sidewalk.	NP	NP	NP	P	P
GALLERY						
	A frontage seen on many of the historic western storefronts in Bandera, the facade is aligned close to the frontage line with an attached cantilevered shed or a lightweight colonnade overlapping the sidewalk. The frontage type provides shade for pedestrians on the sidewalk.	NP	NP	NP	NP	P
ARCADE						
	A colonnade supporting habitable space that overlaps the sidewalk, while the facade at sidewalk level remains at or behind the frontage line. This type is conventional for retail use.	NP	NP	NP	NP	P

P = PERMITTED
NP = NOT PERMITTED

ENCROACHMENT DEVELOPMENT STANDARDS:

- (1) The facade of the principal building shall be built parallel to the frontage line or to the tangent of a curved frontage line of a lot.
- (2) All facades shall be glazed with clear glass not less than twenty percent (20%) of the first story. Glazing shall be calculated as the total combined area of window glazing (lights or panes within each window’s casing) divided by the total area of the facade for the target story of a building.
- (3) Buildings with a first floor on Main Street or P5 shall be glazed with clear glass no less than seventy percent (70%) of the first story.
- (4) Openings above the first story shall not exceed fifty percent (50%) of the total building wall area, with each facade being calculated independently.
- (5) All opening, including porches, galleries, arcades, and windows, with the exception of shopfronts, shall be square or vertical in proportion.

PRIVATE FRONTAGE ENCROACHMENTS TABLE:

PLACE TYPES	P1	P2	P3	P4	P5
FIRST LAYER ENCROACHMENTS	N/A				
OPEN PORCH	P	50% max.	50% max.	80% max.	80% max.
R.O.W. ENCROACHMENTS	N/A				
GALLERY / ARCADE	NP	NP	NP	w/in 2 ft of curb	w/in 2 ft of curb
FIRST LAYER ENCROACHMENT DEPTHS	N/A				
PORCH	NP	5 ft min.	8 ft min.	8 ft min.	N/A
GALLERY	NP	NP	NP	10 ft min.	10 ft min.
ARCADE	NP	NP	NP	NP	12 ft min.

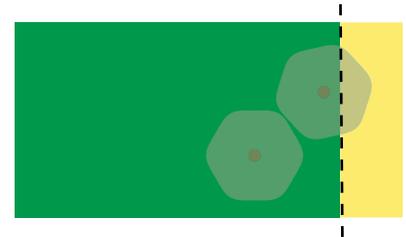
P = PERMITTED NP = NOT PERMITTED

PUBLIC FRONTAGE.

The public frontage is the area between the private lot line and the edge of the vehicular lanes.

RURAL FRONTAGE

This frontage has open swales drained by percolation, wide shoulders or bicycle trails, and no parking. The landscaping consists of the natural condition or multiple species arranged in naturalistic clusters. Buildings are buffered by distance or berm.

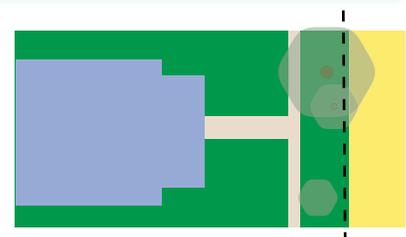


ASSEMBLY	CURB	WALKWAY	PLANTER
Width: 16-24 ft	Open Swale: 10-30 ft	Path: 8 ft trail or 4 ft sidewalk on one side.	Clustered Trees of varied species within a continuous swale.



NEIGHBORHOOD FRONTAGE

This frontage has open swales drained by percolation and a wide shoulder, walking path, or bicycle trail along one (1) or both sides and yield parking. The landscaping consists of multiple species arrayed in naturalistic clusters.

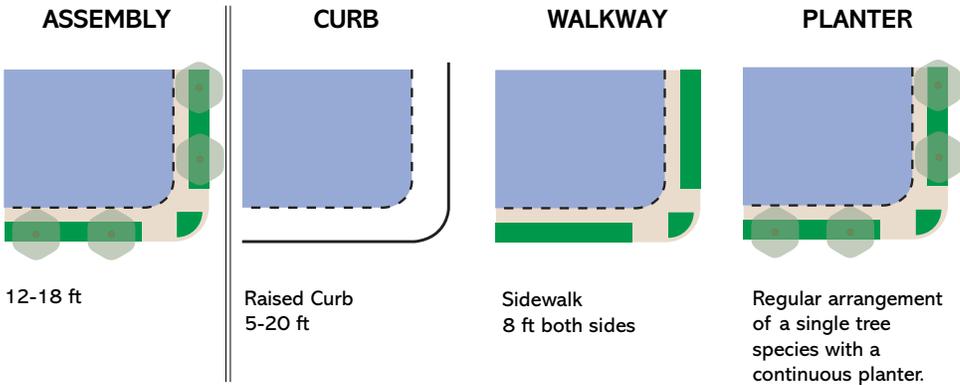
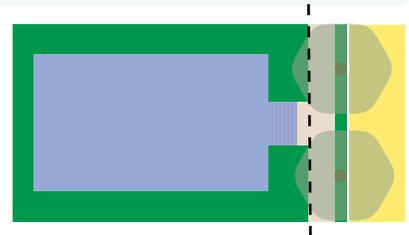


ASSEMBLY	CURB	WALKWAY	PLANTER
Width: 12-24 ft	Open Swale: 10-30 ft	Path: 10 ft trail on one side or 5 ft sidewalk on both sides.	Clustered Trees of varied species within a continuous swale.



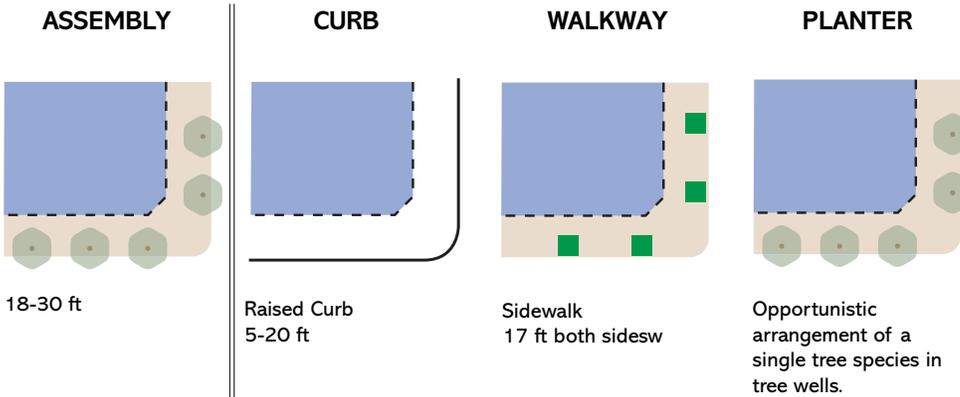
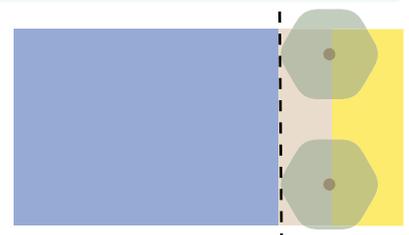
MIXED FRONTAGE

This frontage has raised curbs drained by inlets and sidewalks separated from the vehicular lanes by individual or continuous planters, with parking on one (1) or both sides. The landscaping consists of street trees of a single or alternating species aligned in a regularly spaced pattern.



MAJOR FRONTAGE

This frontage has raised curbs drained by inlets and very wide sidewalks along both sides separated from the vehicular lanes by separate tree wells with grates and parking on both sides. The landscaping consists of a single tree species aligned with regular spacing where possible, but clears the storefront entrances.



PUBLIC FRONTAGE DEVELOPMENT STANDARDS.

PUBLIC FRONTAGE STANDARDS.

The public frontage of streets contributes to the character of each Place Type and Character District. Building types may be configured in a variety of patterns and layouts along different Street Types. Public frontage designs must include a public frontage plan showing:

- (1) The type of drainage located adjacent to the vehicle lane;
- (2) The furnishing zone area provided to accommodate street trees or landscaping, Public infrastructure, and public furniture; and,
- (3) Walkways provided for pedestrians serving as a block break may be approved by the City Administrator.

The public frontage of streets shall be designed as specified in this Ordinance. Public frontage passing from one Place Type to another shall be adjusted to meet the transitioning standards as required by the City Administrator. For planting within the furnishing zone, the permitted species of street trees are provided in the street tree Section. The furnishing zone diagram must include:

- (1) Public Frontage diagram.
- (2) Street trees shall be planted in P3, P4, and P5. Awnings, arcades, or galleries may be used in lieu of street trees in P4 and P5.
- (3) Street trees shall be planted in a regularly-spaced pattern in P4 and P5 and;
- (4) When planted, street trees shall be a minimum height of ten (10) feet and/or two (2) inches in caliper.
- (5) Public frontage from a terminated vista or civic space may be exempt from street tree requirements by warrant.
- (6) To keep walkways and driveways clear from tree branch obstructions, street tree canopy, at maturity with minor pruning, shall provide a minimum vertical clearance of eight (8) feet for sidewalks and paths, driveways, parking spaces, streets, and loading areas. Vertical clearance measurements shall be taken from the bottom branches of the main canopy to the ground surface below.
- (7) Spacing of trees can be adjusted by warrant to accommodate specific site conditions and for the allowance of encroachments.
- (8) For installation within the frontage zone, the prescribed types of public lighting and spacing shall be shown in Bandera's lighting ordinance. The spacing may be adjusted by warrant to accommodate site specific conditions.
- (9) The paving design of the walkway shall be continuous for the extent of each block face.
- (10) Sidewalks are required on all major streets and neighborhood streets. Existing neighborhood streets are exempt. The width and location of sidewalks shall be in accordance with the Place Type zoning. The area between curb and sidewalk shall be excavated or filled to provide a uniform grade to match with the longitudinal street grade. The ground elevation at the right-of-way line shall be not more than two (2) feet nor less than three (3) inches above the elevation of the top of the adjacent curb or street edge. All sidewalks shall be of a continuing common surface, not interrupted by steps or abrupt changes in level. Wherever sidewalks end, at cross streets or parking areas, they shall bend to a common level by constructing ramps in compliance with Americans with Disabilities Act (ADA) dimensions and standards. All the broom-swept smooth and uniform to provide a non-slip surface.

DRIVEWAYS.

For corner lots, all driveways shall be located at the secondary frontage. Driveways shall be located as far from the adjacent public street intersection as practical to achieve maximum available corner clearance, with consideration of property limits, adjacent curb cuts, topography, and existing drainage facilities.

Non-Alley loaded driveways may intersect a street no closer than twenty (20) feet from the intersection of two (2) street rights-of-way in P1, P2, and P3, and forty (40) feet in P4 and P5.

Mid-block lots greater than forty (40) feet in width at the frontage are allowed one (1) driveway with a maximum width of twenty-four (24) feet for two-way and twelve (12) feet for one-way driveways. In P4 and P5, driveways accessing up to an eighty (80) foot wide street right-of-way must be spaced two hundred (200) feet apart centerline to centerline, and driveways accessing more than an eighty (80) foot wide street right-of-way must be spaced three hundred (300) feet apart centerline to centerline. Nothing in this section shall prevent all site access to any property.

STREETS.

INTENTS.

Streets serve as the key public spaces that connect people to places. Bandera's street grid is core to its success and is a pattern that represents the past and will guide its future. The Public Frontage is the space where public investments and land is used to connect people to places.

The Pedestrian comfort shall be the primary consideration for the design of streets. Design conflicts between vehicular and pedestrian movement shall be decided in favor of the Pedestrian.

A diversity of street tree and plant species should be planted throughout the City of Bandera to promote resistance to disease and insect blight. Street Trees and/or landscaping should be planted to create a visually unified streetscape.

GENERAL.

Development located within the City Limits shall be subject to the requirements of this section. Development in the ETJ shall comply with the rules of Subdivision Chapter, Sign Chapter, and all environmental regulations as allowed by State law and the rules established by the Inter-local Agreement with Bandera County.

Streets are intended for use by vehicular and pedestrian traffic and to provide access to lots and civic spaces. New streets shall be required when block lengths exceed maximum length permitted to create Town Lots.

STREET ARRANGEMENT: The original grid pattern within Bandera establishes the foundation for the Street Network. Unless otherwise approved by the City Council, provision shall be made for the extension of Streets through any new neighborhood. Off-center Street intersections with Streets in adjacent neighborhoods shall be avoided. All Streets shall be continuous or in alignment with existing streets unless variations are deemed advisable by the Council due to topography and requirements of traffic circulation.

STREET DESIGN: To assure adequate and proper streets, a soils evaluation report by a licensed Engineer shall be required. This report shall be submitted with the plans and specifications for street improvements.

STREET WIDTHS: Major Streets serving Place Type P5 shall have a minimum dedicated right-of way of eighty (80) feet and a minimum paving width Curb to Curb of thirty-two (32) feet. Neighborhood Streets used to primarily serve neighborhoods and serving Place Types P3, P4, or P5 shall have a minimum dedicated right-of-way of sixty (60) feet and a minimum (paving) width Curb to Curb of twenty-eight (28) feet. Rural Streets in P2 and the ETJ shall generally be constructed with concrete ribbon curbs and the right-of-way may vary.

INTERSECTIONS.

All streets, major, neighborhood connector or P3 Streets must intersect at a ninety (90) degree angle, unless existing site constraints will not allow for this alignment. Curbs at acute angle intersections, if approved, shall have twenty-five (25) foot radii at acute corners. Each new street intersection with, or extending to meet, an existing street, shall be tied to the existing street on center line.

MINIMUM CURB RADIUS INTERSECTIONS:

- (1) Major Streets – 9-12 foot
- (2) Neighborhood Streets - 15 foot
- (3) Rural Streets - 20 foot

CUL-DE-SACS.

Dead-end streets must be avoided unless approved due to geographically sensitive areas, topography, railroad tracks, or another physical barrier as approved by the City Administrator or City Engineer. Dead-end streets may be platted where the land being divided adjoins property not being divided, in which case the streets shall be carried to the boundaries thereof. Streets designed to be permanently dead-end shall not be longer than five hundred (500) feet and shall be provided at the closed end with a paved cul-de-sac at least eight (80) feet in diameter. Temporary turnarounds are to be used at the end of a Street more than three hundred (300) feet long that will be extended in the future.

PARTIAL OR HALF-STREETS.

Partial or half-streets may be provided where the City Council believes that a street should be located on a property line.

STREET NAMES.

New streets shall be named to provide continuity of name with existing streets and to prevent conflict with identical or similar names in other parts of the City, as determined by the 911 coordinator for the City and/or County.

PRIVATE STREETS.

To prevent future conflicts regarding street maintenance, private streets are prohibited, except where justified by special considerations. Private streets may be permitted by approval of the City Council after evaluation of such considerations.

STREET SIGNS.

Street signs are required at all intersections. Signs will meet current City sign standards or match the existing street signs of the adjacent joining streets.

NEW STREETS.

GENERAL.

The new streets section establishes and documents the policies, procedures, and practices for how the City manages physical improvements in the Street right-of-way and on public property. It attempts to provide a comprehensive resource for all procedures, standards, and guidelines affecting physical changes in the street right-of-way.

The Streets section summarizes the requirements of this ordinance for street and alley improvements and presents specific criteria for design and installation.

INTENT.

The intent of the new street regulations is to provide a palette of street typologies and design elements reflecting the character of different areas within the City. The new street regulations provide adequate travel lanes for vehicles, cyclists, and pedestrians. The City supports the use of context sensitive design solutions and complete streets and will review projects on a case-by-case basis for conformance with these concepts.

The street typical cross-sections displayed in this section provide a guide to balancing the needs of all modes of travel. Modifications to these typical cross sections may be made by the City Engineer. The appropriate street typical cross-section will be selected by the City Engineer based on both engineering and land use context factors, including anticipated vehicle volumes.

Administrative design adjustments approved by the City Administrator may be appropriate when an existing Building would impede roadway expansion; when transitioning from a different street section; or where strict compliance with this ordinance would pose a safety hazard.

STREET RIGHT-OF-WAY WIDTH.

Alignments may be adjusted as approved by the City Administrator. Applicants must dedicate sufficient right-of-way to the City for streets and sidewalks, in accordance with this Chapter. Typical street right-of way widths are illustrated in this section. The City may require turn lanes and additional right-of-way beyond that shown in the applicable street typical cross-section to accommodate turn lanes when warranted.

MEASUREMENT OF STREETS & PUBLIC REALM.

FACE OF CURB: All measurements of parking spaces and lane widths are taken from the front face of curb and are inclusive of the gutter.

PAVEMENT MARKINGS: All measurements of parking spaces and lane widths are made to the center of pavement markings.

STREET TYPES.

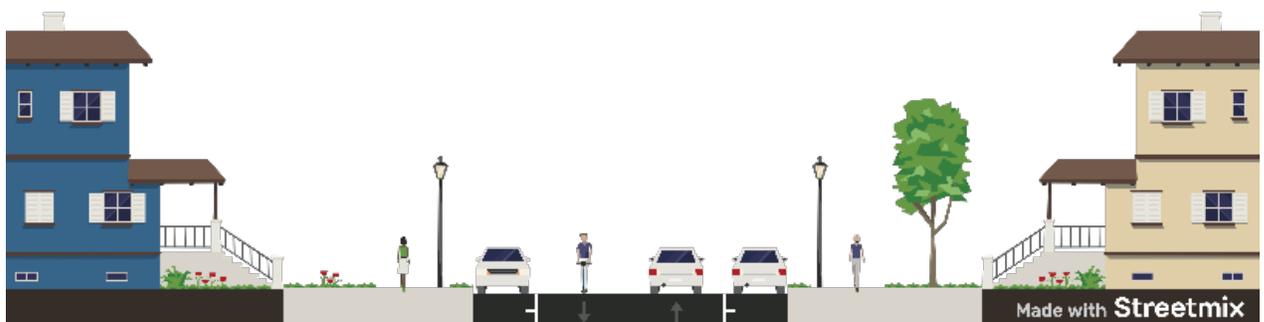
Three (3) streets types have been provided which correspond back to the built environment they serve. Street Types were created in conjunction with other standards within this ordinance to promote a walkable environment and protect the natural setting. Each street type contains characteristics which correspond with the Place Types and building types.

The following street illustrations are to be used as a guide when designing streets for Neighborhood Plans and infill street designs. The street types categories are as follows:

- (1) **Major Streets (80' R.O.W.)** - provide a higher degree of mobility than most of the grid network by serving travel between major destinations or activity centers, as well as providing local cross-City route alternatives to the major highway routes. These streets should be designed as walkable, low-to-moderate speed thoroughfares that carry both through and local traffic, pedestrians, and bicyclists. These streets are also important connections for primary goods movement and emergency response routes. These streets will often require additional right-of-way than a typical grid connector, either for additional through travel lanes or for dedicated pedestrian and bicycle facilities.



- (2) **Neighborhood Streets (60' R.O.W.)** - provide a higher degree of direct access to abutting property. These streets should be designed as walkable, low-speed streets that connect different development districts and residential neighborhoods with each other. The Local Connector Street network should provide continuous, connected links to distribute local travel patterns. Due to the diversity of content in neighborhoods these streets serve, a variety of street design elements and cross sections may be appropriate to serve adjacent land use contexts. This includes potential accommodations for higher pedestrian, bicyclist, or on-street parking demand.



- (3) **Rural Streets (R.O.W. varies)** - provide local access to rural areas primarily characterized by large lots, Farm Lot scale developments or open space. Due to environmental protections, rolling terrain, and low-density development context, a rural cross section and design elements are recommended.



COMPLIANCE WITH THOROUGHFARE MASTER PLAN.

INTENT.

The pattern of streets on the Thoroughfare Master Plan is intended to create a connected street network that provides a variety of routes for pedestrian and vehicular traffic, while respecting the conditions of the natural environment.

Within a New Neighborhood Plan, the location of internal streets may vary from their locations on the Thoroughfare Master Plan, subject to the following conditions:

- (1) The proposed arrangement meets the intent of this Code.
- (2) The proposed street configuration promotes active, safe, and healthy transportation.
- (3) No block perimeter shall exceed the requirements of the Place Types.
- (4) Overall connectivity to adjacent tracts shall not be decreased.

Within a New Neighborhood Plan, Streets that divide Farm Lots into building blocks are required, except in Place Type P1 and P2, subject to the following conditions:

- (1) Civic spaces may be incorporated on streets that are not critical for vehicle traffic.

When a street is associated with certain proposed Place Types, additional right-of-way will be required as follows:

- (1) When the P5 Place Type is proposed on both sides of a street, each side of the street shall provide an additional seven (7) feet of right-of-way.
- (2) When necessary for main Civic Space Place Type.

Property where new streets, a new Neighborhood Plan are not required, building and/or site development permits shall not be issued for the development or redevelopment of any street within the City of Bandera prior to the approval of compliance of a Public Frontage Plan consisting of the following items:

- (1) Type of drainage
- (2) Width and design of the furnishing zone
 - (a) Planting technique, tree species, and spacing of street trees;
 - (b) Public Infrastructure, including public lighting; and,
 - (c) Public furniture.

ALLOCATION & STRUCTURE OF BLOCKS.

INTENT.

The Bandera Building Block is the foundation of Bandera and the Code. The TND pattern of blocks is the preferred configuration of land development where the land provides for the acceptance of such pattern. Blocks are encouraged to be different and unique while respecting the patterns defined within the standards.

BLOCKS.

The internal street network shall be structured to define blocks with the following maximum block lengths and block perimeters (not including exterior R.O.W. dedication):

- (1) P1 unlimited / unlimited
- (2) P2 750 ft. max / 3,000 ft. perimeter
- (3) P3 335 ft. max / 1,340 ft. perimeter
- (4) P4 335 ft max / 1,340 ft. perimeter
- (5) P5 335 ft max / 1,340 ft. perimeter

Block faces, within P3, P4, and P5, exceeding three hundred and thirty-five (335) feet shall be equipped with a twenty (20) foot pedestrian way.

Blocks adjacent to undeveloped land, areas unsuitable for development, or pre-existing incomplete blocks may be exempt from block face length and block perimeter requirements by warrant.

Blocks with more than one (1) Place Type designation shall use the most intense designation to inform the block face length and block perimeter.

ALLEYS.

ALLEY CONSTRUCTION.

Alleys serve TND developments to distribute services and vehicles to the rear of the lots. Limiting the interruptions into the public realm adds to the cohesive walkable environment throughout the community. Alley developments are preferred, therefore, construction standards provided in the various cross-sections are flexible to encourage the inclusion of alleys.

Alleys surface types will vary by Character District and Place Type.

Streets and alleys shall be designed by a register engineer meeting the specifications of this Ordinance and other City of Bandera construction standards.

PAVEMENT TYPE: Alleys shall be paved with reinforced concrete conforming to street paving requirements.

ALTERNATIVE CONSTRUCTION METHODS: May be approved by the Director of Engineering.

WIDTH: A minimum paved width of sixteen (16) feet and a minimum right-of-way of twenty (20) feet shall be required for all alleys.

DRAINAGE: Adequate drainage shall be provided with paved sections or by swales to drain all lots to streets without drainage easements through lots, where possible. The depth of swale shall be as required for drainage with a minimum longitudinal slope of one-half percent (0.5%) toward a street or drainage easement.

EASEMENTS.

The Applicant platting property shall dedicate easements as follows:

- (1) All easements created prior to the subdividing of any tract of land must be shown on the preliminary plat. The applicant shall plat lots and dedicate easements for utilities and drainage ways in the following manner:
 - (a) Easements for utilities, drainage ways, or transmission lines shall be retained on front, side, and/or rear Lot lines as required by the City and utility companies. Easements across parts of a Lot other than as described above shall be required as deemed necessary and most appropriate by the City. The City Administrator shall require access for ease of maintenance of all easements.
- (2) Off-site Easements:
 - (a) Easements in areas adjoining a proposed development necessary to provide adequate drainage thereof or to serve such development with utilities shall be obtained by the applicant prior to final plat approval.
- (3) Privately-owned easements.
- (4) Standards for easements.

EMERGENCY ACCESS AND FIRE LANES.

Emergency Access Provisions:

- (1) The City Administrator will review all proposed developments for safe and appropriate access, parking lanes, private streets, driveway access points, and other emergency access items.
- (2) Fire Lanes shall meet the standards of the IFC as adopted by the City.

PARKING AND DRIVE-THROUGH FACILITIES.

INTENT.

Parking shall not be the driver of site planning. The standards in the Code support this notion through limited and eliminating parking. The intent of building a walkable, bikeable, and an easily navigable City means all mode of transportation are available to reduce the reliance on the car.

The location of the parking shall be established and shown on the Neighborhood Plan, and/or site plan:

- (1) Shared parking is available and determined with the Site Plan in P2, P4, and P5. Lot coverage shall not exceed the Place Type standards.
- (2) Parking requirements in P3 will be market driven. Lot coverage shall not exceed the Place Type standards.

- (3) P5 shall establish parking maximums based on the market demands per use as determined by the City Administrator at the time of application.
- (4) On-site surface parking must be located in the second layer or third layer of each lot as defined by the Place Types standards.
- (5) Residential garage access is permitted from the public street or from an alley. Access may be taken from the street or corner lots, in which case the garage doors may face the side street.
- (6) Residential garage front facades must begin in the third layer.
- (7) Open parking areas shall be masked from the Frontage by building or street screening and will be regulated in size by lot cover requirements of the Place Type.
- (8) Parking spaces provided internal to a lot shall be located entirely behind the minimum rear setback as specified by building type and Place Type.

PARKING SPACES.

- (1) Designed parking spaces and drive aisles locations shall be placed in the second or third layer of the lot, in accordance with the Code.
- (2) Accessible (Disabled) Parking Spaces:
 - (a) Adequate designed accessible parking spaces shall be provided as required by the IBC and designed in accordance with the parking area landscaping.

PARKING LANDSCAPING.

- (1) Incorporate parking lot landscaped areas and medians into parking lots every twelve (12) spaces
- (2) Use landscape plant materials that are drought tolerant, have minimal dropping of pods and sap, and have canopies that can have a canopy bottom at least 10 feet above the ground.
- (3) Use single trunk trees in parking lot landscape areas in accordance with the approved tree list by the City of Bandera.

TRAFFIC CONTROL DEVICES IN ON-SITE PARKING LOTS.

- (1) When traffic control devices are utilized in on-site parking lots, it is recommended that the general principles and standard traffic control device designs be used to regulate the flow of traffic.

DEAD-END PARKING AISLES.

- (1) The maximum dead-end parking aisle for designated emergency access length is one hundred fifty (150) feet for fire-sprinklered structures, and one hundred fifty (150) feet for non-sprinklered structures, unless a turn-around is provided for emergency access. All parking aisles shall be connected to the next through access point, particularly if there is a public street.

PARKING SURFACING.

- (1) Use asphaltic pavement, concrete, or a similar material approved by the City Administrator for all parking areas in P5.
- (2) At a minimum, use dust palliative or other surfacing materials that minimize the generation of fine dust particulates for P2, P3, and P4.
- (3) At a minimum, use a stable dust-free material on drive aisles in civic spaces and other recreational facilities. The City Administrator may require an alternative surface such as concrete or asphalt in some circumstances.
- (4) The parking stalls may be improved with a soil mix treated with a dust palliative.

CROSS ACCESS CONNECTIONS.

- (1) Cross-access easements and connections to adjoining properties shall be required to connect driveways and parking lots where no alley is present.
- (2) Internal vehicular circulation areas shall be designed and installed to allow for cross-access between abutting lots;
- (3) In the event these conditions cannot be met without undue hardship or if such connections would create undesirable traffic flow, the City Administrator may waive the connection requirement.
- (4) Where a parking lot connection is required, an easement for ingress and egress to adjacent lots shall be recorded on the plat or by separate instrument as appropriate.

DRIVE-THROUGH FACILITIES.

Drive-throughs are required to be located in the 2nd or 3rd layer of the lot or located from an alley.

Where allowed, locate and design drive-through facilities shall follow the following criteria:

- (1) Do not locate drive-through facilities adjacent to residential uses.
- (2) Screen vehicular storage areas for drive-through facilities placed on the street side of a building, or any other location that is directly visible from adjacent properties with screen walls, mounding, and/or dense landscaping at least three (3) feet in height at the time of planting.
 - (a) Shared parking is available and determined with the Site Plan in P2, P4, and P5. Lot coverage shall not exceed the Place Type standards.
 - (b) Parking requirements in P3 will be market driven. Lot coverage shall not exceed the Place Type standards.

BICYCLE PARKING.

LOCATIONS.

- (1) This section applies to civic buildings and Place Types P4 and P5.
- (2) Short-term bicycle parking must be located within one hundred (100) feet of the main public entrance of the Building or facility.
- (3) Long-term bicycle parking must be located within five hundred (500) feet of the main public entrance of the Building or facility.
- (4) Bicycle parking facilities shall not interfere with accessible paths of travel or accessible parking as required by the Americans with Disabilities Act, as amended.
- (5) When a rack is placed within a sidewalk or pedestrian right-of-way, a minimum of four (4) feet from the required rack dimension shall be provided for pedestrian clearance.
- (6) Bicycle racks shall be located in highly visible and well-lit areas to minimize theft and vandalism.
- (7) When automobile parking spaces are provided in a structured parking garage, all required long-term and short-term bicycle spaces shall be located inside the garage on the ground level. Alternative layout and design of racks to maximize space may be approved by the City Administrator.
- (8) Alternative Locations: In the event that compliance may not be feasible because of demonstrable hardship, the City Administrator may approve an alternative location.

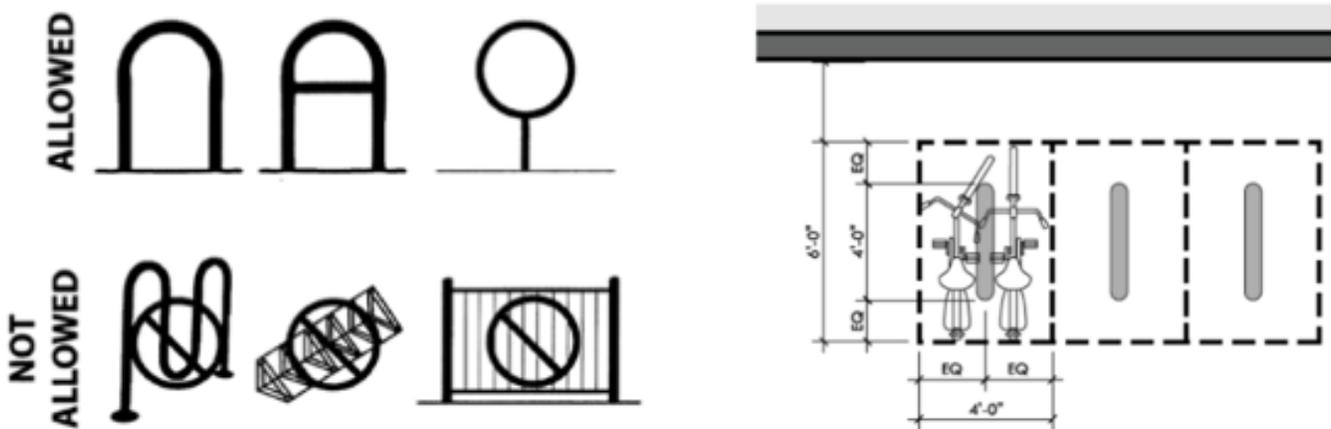


LAYOUT AND DESIGN.

- (1) Each bicycle rack shall be designed to accommodate two (2) bicycle parking spaces (two (2) bicycle spaces per rack) while using the allowed bike rack designs below:
 - (a) Racks shall be designed to accommodate “U”-shaped locking devices and support the bicycle horizontally in two (2) places.
 - (b) The racks shall be constructed of durable materials to withstand permanent exposure to the elements, such as powder-coated metal or stainless steel.
 - (c) All bicycle parking spaces must be hard-surfaced or at minimum a compact gravel base.
 - (d) All bicycle racks shall be securely anchored to the ground using a concrete footing and tamper-proof anchors.
 - (e) Decorative bicycle racks that enhance the sense of place and contribute to the character of the development are encouraged, but are subject to approval by the City Administrator.

(2) Bicycle Parking Space Size, Access Aisles and Vertical Clearance

- (a) Bicycle racks shall provide clearance from other objects by using a standard footprint that is at least four (4) feet wide by six (6) feet long, as depicted below, and shall hold at least two (2) bicycles.
- (b) In cases where bicycle parking spaces are not visible from the primary drive aisle approaching the Building, signage shall be used to direct cyclists safely to bicycle parking areas (Manual for



Uniform Traffic Devices Sign D4-3). These Signs shall not be placed in the public right-of-way.

BICYCLE PARKING REQUIREMENT.

- (1) The number of bicycle parking racks shall be based on the amount of automobile parking spaces and shall be provided in accordance with the following. Where fractional bicycle parking spaces result, the spaces required shall be rounded up to the nearest whole number.

BICYCLE PARKING STANDARDS

(1) P5 & P4 Non-Residential

- » 0-40 required auto spaces = 2 short-term bicycle parking spaces minimum
- » 41-60 required auto spaces = 4 short-term bicycle parking spaces minimum
- » 61-80 required auto spaces = 6 short-term bicycle parking spaces minimum
- » 81-100 required auto spaces = 8 short-term bicycle parking spaces minimum
- » 101+ required auto spaces = minimum 10 short-term bicycle parking spaces or two and one-half (2.5%) of required automobile spaces, whichever is greater, will be provided as short-term bicycle parking spaces

(2) Multifamily

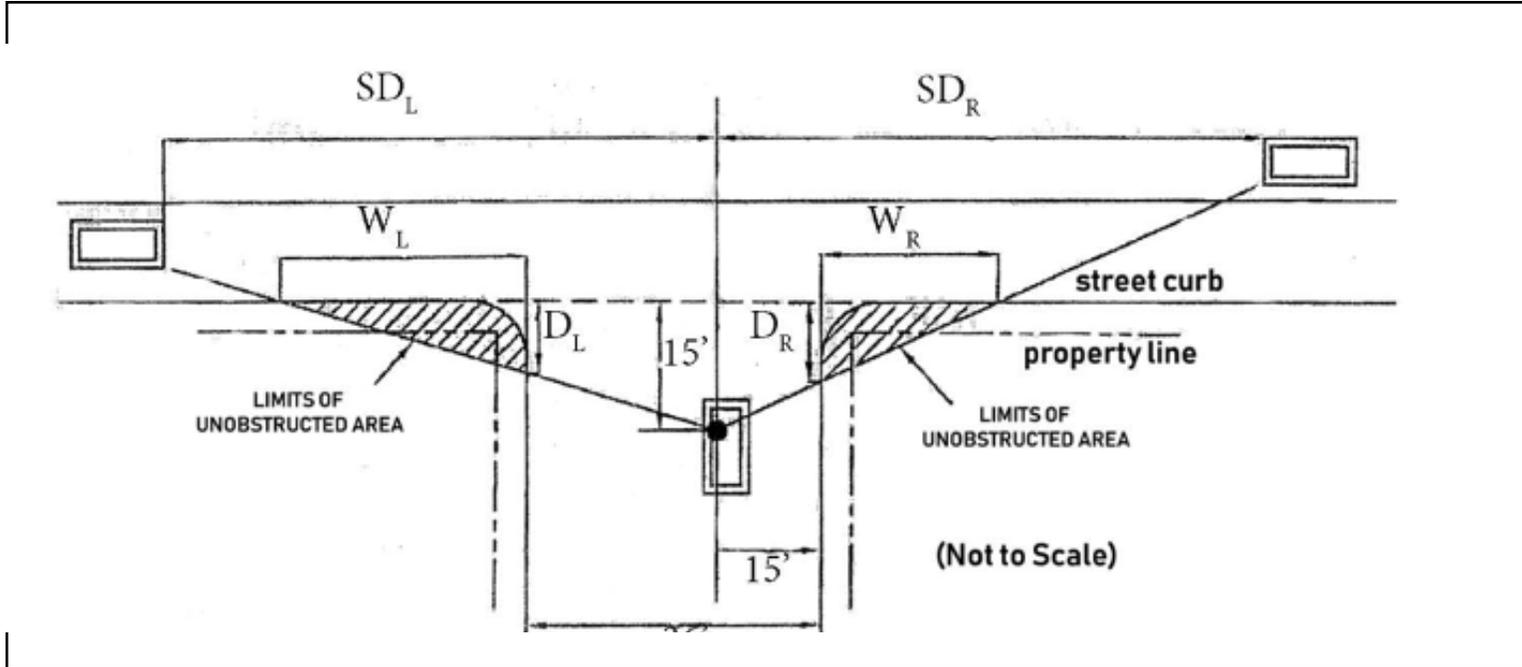
- » The minimum number of long-term bicycle parking spaces shall be equal to ten (10%) of the required auto spaces.

(3) Bicycle parking is required in all P5 and P4 Place Types with non-residential uses.

- (a) Bicycle parking for residential uses is only required with multifamily building types.
- (b) The number of provided automobile parking spaces and bicycle parking spaces shall be shown in a chart format on the site plan. The location and footprints of bicycle racks corrals shall be shown on the site, as well as the location of any bicycle parking signage.
- (c) In all cases where bicycle parking is required, no fewer than two (2) spaces (one (1) rack) shall be required.
- (d) Up to one-half (1/2) of the required short-term bicycle parking spaces may be substituted with long-term bicycle parking spaces.

SITE TRIANGLES.

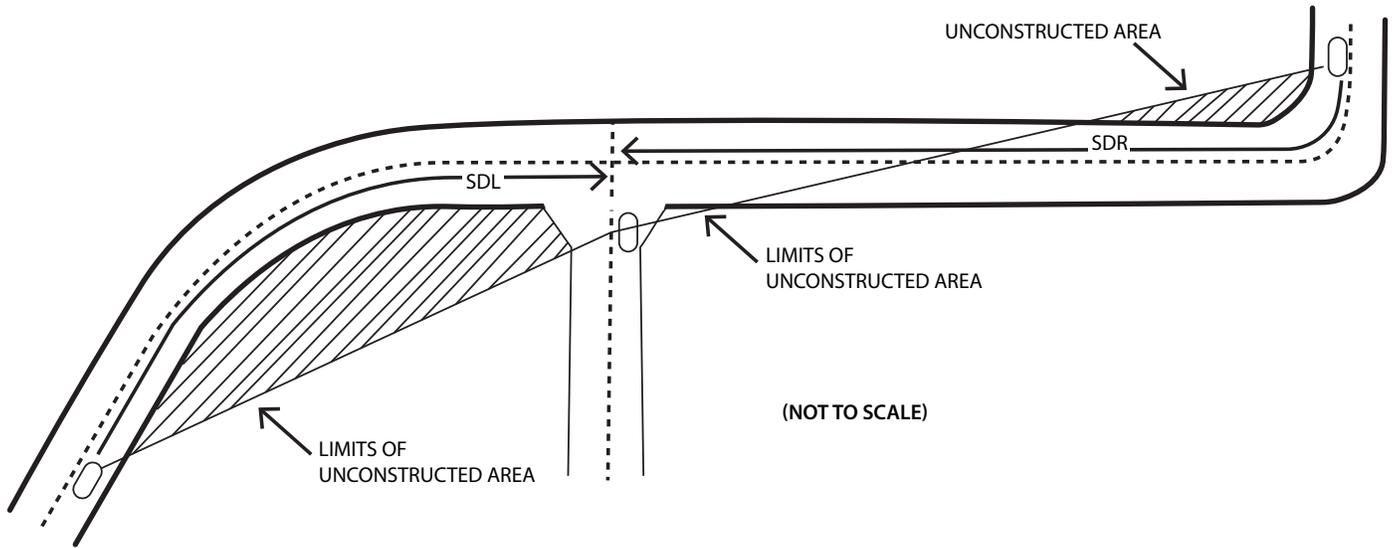
FIGURE: SITE VISIBILITY REQUIREMENTS



ASSUMPTIONS.

- (1) At-grade intersection with approaches of three (3.0) or, three and one-half (3.5) foot driver eye height above pavement; both drivers can see each other.
- (2) SD_L and SD_R are the required sight distance, in feet, to the left and to the right as measured from the driver's eye on the controlled intersection approach looking towards oncoming cross traffic.
- (3) W_L and W_R are the distance, in feet, along the curb line of the side of the visibility triangle parallel to the path of traffic on the uncontrolled intersection approach.
- (4) D_L and D_R are the distance, in feet, along the curb line of the side of the visibility triangle parallel to the path of the driver on the controlled intersection approach.
- (5) The distances given for W_L , W_R , D_L , and D_R are applicable to ninety (90) degree intersections only.

SPEED LIMIT	MINIMUM SITE DISTANCE		90-DEGREE INTERSECTIONS			
	SD_L	SD_R	W_L	W_R	D_L	D_R
20	180	190	89	80	13	13
25	245	255	128	111	13	14
30	315	325	210	120	13	14
35	390	400	270	165	14	14
40	480	545	330	210	14	14
45	580	650	400	260	14	14
50	585	655	400	260	14	14



STREET TREES.

These standards and guidelines are designed to optimize conditions for street trees in all Place Types categories as defined in the Code.

They address these key items:

- (1) Preferred plant list for approved types of plants and trees.
- (2) Soil volumes based on Place Type, street type, and soil availability.
- (3) One thousand (1,000) cubic feet for an individual large deciduous canopy tree. Alternative soil volume standards are defined for urban Place Types where recommended soil volume is not available.
- (4) Design methods to create soil volume where soil is not available. Design methods include soil cells to achieve soil volume, open soil areas, covered soil areas, and utility integration.
- (5) Evaluate based on the Geographic Sensitive Nature of this ordinance, these items shall be reviewed:
 - (a) Height and Spread. Will the tree bump into anything such as power lines, awnings, tall trucks, etc. when mature?
 - (b) Is the tree deciduous or coniferous? Will it lose its leaves in the winter?
- (6) Form or shape. A columnar tree will grow in less space. Round and V-Shaped species provide the most shade.
- (7) Growth rate. How long will it take for your tree to reach its full height? Slow growing species typically live longer than fast growing species.
- (8) Soil, sun, and moisture requirements.
- (9) Hardiness zone indicates the temperature extremes in that a tree can grow.

PREFERRED PLANT LIST FOR APPROVED TYPES OF PLANTS AND TREES.

TREES & SHRUBS			VINES
COMMON NAME			COMMON NAME
American Elm	Fragrant Pink Mimosa	Soapberry	Bracted Passionflower
American Smoketree	Hawthorne	Spanish Oak (TX Red Oak)	Carolina Snailseed
Bigtooth Maple	Kidneywood	Spicebush	Coral Honeysuckle
Black Dalea	Mexican Plum	Sycamore-leaf Snowbell	Lindheimer's Morning Glory
Blanco Crabapple	Mock Orange - Canyon	Texas Barberry	Texas White Honeysuckle
Corolina Buckthorn	Mock Orange - Texas	Texas Madrone	Trumpet Creeper
Cedar Elm	Possumhaw	Texas Mulberry	Virginia Creeper
Creek Plum	Redroot	Texas Redbud	
Dwarf Palmetto/Bush Palmetto	Red Mulberry	Witch Hazel	
Elbowbush (Desert Olive)	Roughleaf Dogwood		
Escarpment Black Cherry	Rusty Blackhaw Viburnum		
Eve's Necklace	Shin Oak		
False Indigo	Slippery Elm		

STREET TREES - SOIL VOLUME.

- (1) A tree's ability to grow and stay healthy is largely dependent on available rooting space. Trees in highly urbanized areas, where trees exist in small planting spaces with little available soil, tend to be short-lived with stunted growth. Trees in typical urban tree boxes rarely reach their full growth potential and cannot provide the wide range of environmental services that mature, healthy trees offer.
- (2) Trees need two (2) cubic feet of soil volume for every square foot of crown area spread. A tree in a typical four (4) foot by six (6) foot street tree space has seventy-two (72) cubic feet of available soil. This is not adequate space. When the roots cannot grow out of the box, the tree is expected to grow to a canopy spread of eight (8) feet before declining. Larger soil volumes will yield larger trees.
- (3) These guidelines focus on increased soil volumes as one of the best ways to enable larger and healthier trees to grow in cities.
- (4) Design Methods for Achieving Soil Volume. To achieve the required soil volume in areas where native soil is available, several methods can be used.
 - (a) Continuous Trenches:
 - (i) In areas where several trees are to be planted, the area shall be treated as one (1) continuous trench, that connects several tree pits, to provide extra soil volume for root growth by allowing trees to share soil space, unless there are site constraints, and must be approved by the City Engineer.
 - (b) Shallow Geocellular Sandwich System:
 - (i) For uses with lightweight traffic, the sandwich system creates rootable soil volume for trees, underneath the hardscapes in urban areas. This system, also known as a suspended pavement system, consists of shallow, high-strength modular cells suitable for sub-base replacement that spread weight loads over a large area, preventing compaction of soil in the tree's root zone. At the same time, the open structure of the system prevents roots from causing any damage to the pavement and serves as a distribution and delivery mechanism for air and water for the entire rootable soil volume. This system can be used underneath sidewalks, bike-lanes, light weight traffic, and parking lots without reducing the available above ground urban space.
 - (ii) Soil Cells are plastic structures designed to be filled between the voids with soil and covered with pavement. Tree roots grow in the soil between the structural supports. There are many brands on the market. Install per manufacturer's instructions.
 - (c) Root Paths
 - (i) Native soils under or at back of sidewalk may count towards soil volume if there is an opportunity provided for the tree roots to pass under the paved area where they can grow at a normal rate and connect the tree to the adjacent open soil area. Root paths can make this connection.
 - (ii) Root paths are narrow trenches, roughly four (4) inches wide by one (1) foot deep, installed in a compacted subgrade before the gravel base for pavement is added.
 - (iii) A commercially available aeration mat material and quality topsoil can be added to the trench to support drainage. Root paths will be installed for new plantings during construction, at the time of subgrade preparation and before the paved surface is installed.

- (iv) Root paths extend radially from the tree pit and may connect to adjacent tree pits, and/or other nearby planting areas such as native soil, lawns, or civic space on the opposite side of the sidewalk from the street.
 - (v) Root paths may be most applicable in P4 and P5 areas where tree roots need to be directed around utilities and planting space is limited.
- (5) Creating Soil Volume in Place Types P5, and some designs for P4:
- (a) For areas where little or no native soil is available, current research shows that soil cells are the best method for creating soil volume under pavement.
 - (b) An open soil area is an unpaved area of soil surrounding a tree, that contains existing, new or amended soil. An open soil area may be planted or covered with mulch.
 - (c) Open soil areas reduce impervious surfaces and stormwater runoff.
- (6) Root Barrier:
- (a) Root barrier must be used in areas adjacent to sidewalks and buildings. Deflector barriers are acceptable. They must be thirty (30) inches deep minimum and installed per manufacturer's instructions.
- (7) Tree Well Openings:
- (a) There must be space between the curb and the tree trunk. The opening around the base of the tree must allow a transition zone at maturity. The minimum tree well opening is 4' x 6'.
 - (b) A variety of pavements, both solid and permeable, can be used to create a covered tree space. Pavers, such as granite cobbles and permeable paver blocks, placed with gaps between the stones allow water to flow to the soil below. Tree grates are not encouraged. If used, they must have removable center rings so the tree opening can expand as the tree grows. A long-term maintenance plan is required to address issues such as a trunk growing into a grate, watering, mulch and soil that needs replenishing, pavers that must be leveled, etc.

COORDINATION OF UTILITIES WITH SOIL CELLS.

- (1) Using Soil Cells in areas with utilities requires good coordination. The respective utility owners need to be involved in the conversation. They may have specific requirements that need to be addressed, such as vertical and/or horizontal separation, minimum depth/cover, or protective measures such as encapsulating their lines in granular bedding or insulating them to prevent freezing.
- (2) In the event that Soil Cells will be installed over utility lines, it is also important to discuss what level of loading or ground pressure the utility line can withstand.
- (3) Soil Cells must have openings on all four sides and because there is a considerable amount of void space in each frame, running utilities through the Cell frames is a simple way to integrate utilities directly in to the system. This approach can be applied to new or existing utilities.
- (4) Each frame is its own separate component and can be maneuvered to leave the utility inside of the frame.
- (5) Note: This method is not applicable to storm, sanitary sewer, or water mains.

STREET TREE SPECIFICATIONS

These standards are for all Street Trees, in Place Types P5:

- (1) Spacing. One (1) four (4) foot caliper canopy tree shall be planted in the public right-of-way along the length of the lot frontage at a minimum spacing of thirty (30) feet.
- (2) Overhead Conflict. Where there are conflicts with overhead lines, Understory trees shall be planted in the public right-of-way along the length of the lot frontage at a minimum spacing of fifteen (15) feet and a maximum spacing of thirty (30) feet.
- (3) Tree Species:
 - (a) Shall be native and drought tolerant. Approval of alternative trees can be approved by the City Administrator
 - (i) Only use nursery-grown material that complies with all required inspection, grading, standards, and plant regulations in accordance with the latest edition of the 'American Standard for Nursery Stock'.
 - (b) Provide sound, healthy, vigorous, freshly dug, nursery-grown stock, free from plant diseases, and insect eggs. Heeled-in stock or stock from cold storage will not be accepted.
- (4) Provide plants:
 - (i) With healthy, normal root systems.
 - (ii) That have been grown for at least two (2) years under climatic conditions similar to those where scheduled for planting.
 - (iii) That have been grown in properly spaced blocks.
 - (iv) That have been transplanted or root pruned at least twice, and at least once in the past three years.
 - (v) That have a habit of growth normal for the species.
 - (vi) With symmetrical growth typical for the variety and species. Match plants for symmetry of a grouping where required.

(5) Delivery, Storage, and Handling:

- (a) All plant materials shall be handled and packed in accordance with good nursery practices. Material shall be adequately protected during transit to prevent windburn, drying, or overheating. Upon delivery, plant materials will be adequately protected from the sun, freezing, and/or drying winds.
- (b) When plants cannot be planted immediately after delivery:
 - (i) Place plants on clean surface, in protected area, away from heat-gaining materials such as pavements and masonry.
 - (ii) Cover roots and root crowns with moist sod or approved mulch to protect them from sun and wind.
 - (iii) Water as necessary to keep them in good condition.
 - (iv) Where required, plant materials may be stored in a temporary shed or by heeling-in, using good nursery practice.
 - (v) Plant materials that are not adequately protected, left out of the ground un-protected overnight, left with roots exposed to the sun, improperly protected during transit, unloading, heeling-in, or during the planting operation shall be rejected and removed from the development.

(6) Protection of Plant Materials

- (a) Protect existing trees and other vegetation identified to remain in place against unnecessary cutting, breaking, and skinning of roots, skinning and bruising of bark, smothering of trees by stockpiling construction materials, or excavated materials within the drip line, excess foot or vehicular traffic, or parking of vehicles within the drip line. Provide temporary fences, barricades, or guards as required to protect trees and vegetation to be left standing.
- (b) Provide protection for roots over one and one-half (1.5) inches in diameter that are cut during construction operations.
- (c) Temporarily cover all exposed roots with wet burlap to prevent roots from drying out. Provide earth cover as within twenty-four (24) hours, making sure that burlap is kept wet until such time.
- (d) Repair or replace trees and vegetation damaged by construction. Damaged trees are to be repaired and restored to full growth status, as determined by a qualified tree expert or arborists.
- (e) No equipment, materials, trash, or other debris will be stored under trees to remain.

(7) Tree Pits:

- (a) Pits shall be circular in outline. Pit depths shall be measured in relation to finished grade.
- (b) Planter boxes and container grown plants:
 - (i) Diameter: two (2) times wider than rootball.
 - (ii) Depth: as deep as rootball.
 - (iii) Where pit depth is over-excavated, backfill with prepared topsoil to fill depth so that balls will be at correct height.

(8) Planting Trees:

- (a) In individual pits, set plants so that after settlement they will be one-quarter (1/4) above finished grade.
- (b) Center plants in pits and place them upright.
- (c) Face each plant to give best appearance to closest observation point.
- (d) Cut off broken, frayed, and dead roots.
- (e) Handle plants to prevent damage.
- (f) Set tree in pit. Thoroughly wet burlap. Loosen tie material and carefully roll back burlap so that ball is not broken. Cut the loose burlap and tie material. Pull back one-third (1/3) of burlap. Do not pull tie material or burlap out from under balls.
- (g) Before planting container grown plants, carefully remove from container and unwind any circulating roots; if bent cut back just behind the bend; or cut the roots back one (1) inch on all sides and the bottom.

(9) Backfilling Tree Pits:

- (a) Place prepared soil mixture medium until pit is approximately three-quarters (3/4) full.
- (b) Compact and settle soil by watering thoroughly. After water has soaked in, complete backfilling to finished grade and again compact and settle soil by thoroughly soaking.
- (c) If further settling occurs, add additional soil so that finished backfilling is even with finished grade. Do not fill above root flare.
- (d) Form ridge of soil around individual trees to form ring to hold water.
- (e) Reinspect trees to ensure they take root over the next three (3) weeks.