

# *Castroville Master Plan*

## *Credit and Acknowledgements*

### **2011 CITY OF CASTROVILLE**



### **City Council**

Robert Lee - Mayor

Sammy Tschirhart - District 1

Kyle L. McVay - District 2

Jeff Gardner (Ex-Council Joe Holzhaus) - District 3

Brad Livingston (Ex-Council Terry W. Beck) - District 4

David P. Stuart - District 5

### **Planning and Zoning Commission**

Richard Baes, Ex-Chairman

Thomas Campbell

Gary M. Carter

Herb Dyer, Chairman

Troy Griggs

Teri Barrow

David P. Stuart, Council Liaison

### **City Administration**

Paul Hofmann, City Administrator

# *Castroville Master Plan*

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### **2008 CITY OF CASTROVILLE**



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### **City Administration**

Joe Painter, City Administrator

# *Castroville Master Plan*

## *Credit and Acknowledgements*

**2008**

### **Castroville Horizons Master Plan Steering Committee**

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Etna Ortega, Master Plan Task Force Chairperson

Joe Painter, City Administrator

Planning & Development Consultant

### **Master Plan Task Force (Focus Group Members and Representation)**

#### **Master Plan Task Force Chairperson**

Etna Ortega

Chamber of Commerce

#### **Community and Public Facilities**

Gerry De La Fuente

Sports & Recreation Board

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Polly Edlund (Chairperson)

Emergency Services District

Ryan Frisenhahn

MVISD High School

Donna Jaklich

Scouts of American

Madaline Sherrill

Citizen at Large

Doris Uhl

Library Board

Lauren Warwas

MVISD High School

# *Castroville Master Plan*

## *Credit and Acknowledgements*

**2008**

### **Economic Development**

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Arnie Dollase	Chamber of Commerce
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Phillip Tschirhart	Financial Advisory Board

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Jane Brock	Design Review Board
Priscilla Garrett	Beautification Committee
Larry Johnson	Veterans
Julie Petty (Chairperson)	Historic Landmark Commission
Adam Zinsmeyer	Chamber of Commerce

### **Transportation and Land Use**

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Paul Carey (Chairperson)	Historic Landmark Commission
Delores Castleberry	Citizen at Large
Patrick Conner	Streets and Drainage Committee
Rebecca Gardner	Design Review Board
Vic Ortiz	Citizen at Large
Roland Ruiz	MVISD School Board of Directors
Bob Jack Rushing	Airport Advisory Board
Peggy Schriener	Regional Park Board

# *Castroville Master Plan*

## *Credit and Acknowledgements*

**2011**

### **5-Member Master Plan Task Force**

Etna Ortega, Chairperson

Donna Jaklich, Community and Public Facilities

Arnie Dollase, Economic Development

Priscilla Garrett, Historic Preservation

Paul Carey, Transportation and Land Use

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Planning & Development Consultant

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Kathy Rodriguez, Assoc. AIA, Consultant

# *Castroville Master Plan*

## *Ch 1 - Introduction –Why Plan*

**Why Plan?** Cities plan for the same reason all prudent organizations do to ensure their future viability. A master plan is a tool that allows a city to anticipate changes and to guide those changes in a cost-effective, orderly manner that is consistent with the desires of the community. Areas deemed desirable for future growth can be determined. Inefficient and haphazard development can be avoided. Established neighborhoods and sensitive natural features can be protected from over development.

A well thought-out master plan analyzes future trends and directs growth to areas where it is most suitable. It places incompatible land uses far away from each other, preventing future conflicts. It anticipates additional demands placed on public infrastructure by growth, eliminating overburdened infrastructure. Conversely, a master plan can also contain strategies for dealing with and/or reversing population and economic declines.

Master plans can be used as tools for properly managing and directing growth. Master plans lend predictability to developers by showing them the types of development desired where it would best be placed, and where future infrastructure will be built. Master plans give zoning and subdivision ordinances a sound legal basis, eliminating arbitrary, or capricious enforcement of zoning or subdivision ordinances.

A master plan, developed by the citizens, serves as a community consensus of the long-range vision of the city. This is the most important reason of all to plan. In face of constant change, a master plan allows the people of a city to determine a vision of what the community wants to be and how it wants to look in the future. The master plan puts the fate of the city in the hands of the citizens and gives them the right to decide their own future. In essence, a master plan is choice instead of chance.

# *Castroville Master Plan*

## *Ch 1 - Introduction - Previous Master Plan for Castroville*

### **1991 Master Plan**

In 1991, the City of Castroville hired J.T. Dunkin & Associates to prepare the first comprehensive (master) plan for Castroville which was administered by the State of Texas Department of Commerce. The preparation of this plan was financed through provisions of a Texas Community Development Program Grant from the U.S. Department of Housing and Urban Development, the 701 plan, was a prerequisite for any city seeking HUD funding. The plan prepared for the City of Castroville in 1991 included a future land use and thoroughfare plan and an annexation – growth strategy. Charles Rothe & Associates Engineers and Surveyors completed water, sanitary sewer and drainage studies to complete the range of the Master Plan. Following adoption of the comprehensive plan, Charles Rothe & Associates Engineers and Surveyors completed a Water and Wastewater System Capital Improvements and Impact Fees (1991 – 2001) plan.

### **Growth and Changes in Castroville**

Since the adoption of the 1991 Master Plan, the city has undergone many changes. Castroville has experienced the construction of several new retail and office establishments. New subdivisions, including River Bluff, were established and introduced considerable growth to the area. Issues concerning the Edwards Aquifer, a real estate boom/bust, changes in national and local policies, and changes in the economy become important factors in decision making. The 1991 master plan served the community well during this period, but new challenges were seen on the horizon. Recent growth from San Antonio moving to the west and the City's priority to preserve historic character of Castroville and maintain the city's high quality of life moved city officials into action. The Planning and Zoning Commission and City Council began discussing the need to update the 1991 master plan and prepare to responsibly manage the coming changes.

# *Castroville Master Plan*

## *Ch 1 - Introduction - Previous Master Plan for Castroville*

In early 2008, the City Council contracted with a planning consultant to guide and oversee the development of a new master plan for the city. The new master plan, titled *Castroville Master Plan* is described in the following section. In addition, the City hired Don McCrary & Associates Engineers & Surveyors to oversee the Capital Improvements Plan and Rimrock Consulting Company to update the City's impact fees.

# *Castroville Master Plan*

## *Ch 1- Introduction to Castroville Master Plan*

*Castroville Master Plan* is the City of Castroville's vision intended to guide the growth of the city over the next decade. It is a plan based on the community's belief of what Castroville can become and how it will look in the future. This community vision is the starting point for an action plan that outlines policy recommendations for the growth and physical development of the community. It states the city's goals regarding future land uses and establishes coordination with related city plans and ordinances. *Castroville Master Plan* provides the basis for the development of programs and services that have a positive impact on the physical development of the city, and provides direction regarding coordination with other public and private entities on the implementation of its stated goals. The *Master Plan's* scope includes the City of Castroville, its 1/2-mile Extra-Territorial Jurisdiction (ETJ) and adopted Extended ETJ.

### **Overview of Plan Contents**

*The Plan* contains four principal chapters: *Castroville Today*, *Castroville Trends*, *Castroville Tomorrow*, and *Castroville Action Plan*. *Castroville Today* is a profile of existing conditions in the community. This chapter includes factual information on the history of the city, the regional setting, the natural environment, the built environment and the people of Castroville. This chapter describes the present foundation upon which the future community will be built. *Castroville Trends* describes the national, state, regional, and local trends impacting the physical, economical, and social development of Castroville. This chapter includes information on population, demographics, construction, utility and rural land trends. *Castroville Trends* describes the forces, both within and outside the community, that are influencing the growth of Castroville. *Castroville Tomorrow* is the community's vision for the physical development of the city. This chapter includes the future major thoroughfare, land use, annexation/ETJ, community facilities, and downtown plans. Each of the individual master plan elements includes future policies for the city. *Castroville Action Plan* includes a set of implementation actions that are necessary to achieve the community's vision. Implementation actions are included for each master plan element in *Castroville Tomorrow*. The action provides specific actions and tasks to turn the concept into reality.

# *Castroville Master Plan*

## *Ch 1- Introduction to Castroville Master Plan*

*Castroville Master Plan* implements an innovative approach to the traditional comprehensive plan. This plan converts the 1991 Castroville Comprehensive Plan into a *Castroville Master Plan* which includes a *Castroville Today* (existing conditions), *Castroville Trends* (current growth trends), *Castroville Tomorrow* (including goals and objectives; population and economic projections; future land use plan and assumptions; future thoroughfare improvements; utility infrastructure systems; environmental and natural resources; housing conditions and growth; historic preservation and downtown revitalization; parks and open space; signs and enforcement; landscaping, neighborhood redevelopment; and community facilities), and the *Castroville Action Plan* give specific steps by which the community anticipates turning their vision into reality.

Four fundamental questions were used to organize and drive the public participation and planning process for the *Castroville Master Plan*. These questions are:

1. Where are we today as a community? (*Castroville Today*)
2. What are the forces shaping our future? (*Castroville Trends*)
3. Where do we want to go as a community? (*Castroville Tomorrow*)
4. How do we get there? (*Castroville Action Plan*)

### **Planning Process**

In February 2008, the City of Castroville contracted with a planning consultant to complete the *Castroville Master Plan*. In March 2008, the master plan process began with the formation of the Castroville Master Plan Steering Committee. This six-member committee developed a general outline and time schedule for plan preparation.

# *Castroville Master Plan*

## *Ch 1- Introduction to Castroville Master Plan*

In April 2008, the consultant began by researching the existing conditions and growth trends in the City of Castroville and its ETJ. This research updated and revised the existing comprehensive plan produced in 1991. The research culminated in creation of the Castroville Today and Castroville Trends sections of the plan which was presented to the City Council in July. In August 2008, the City Council (CC) appointed a 35-member Master Plan Task Force (MPTF) to oversee the master planning process. The MPTF represents a wide spectrum of community interests and was charged with developing a vision for the future of Castroville. The MPTF identified major issues and community goals to be addressed by the master planning process.

In September 2008, MPTF and the consultant began the public involvement process. The MPTF participated in a workshop that included an exercise that determined the overall opportunities and threats faced by Castroville. Following the workshop, the MPTF members were appointed to the following focus groups: community and public facilities; economic development; historic preservation and downtown area; and transportation and land use. Each focus group developed goals for issues specific to its focus and made presentations to the other focus groups. Lastly, the MPTF developed a vision statement for the City of Castroville and assisted in developing the preliminary Tomorrow Plans. The strength of the Castroville Master Plan is in the community consensus that has been built through the planning process that resulted in the development of the community's vision statement.

On December 1, 2008, the Master Plan Task Force voted unanimously to adopt the Castroville Tomorrow Citizens' Goals and the Castroville Tomorrow Vision Statement. Based on the goals and vision statement, the consultant then completed and presented the Tomorrow Plans to the MPTF. The *Tomorrow Plans* include the Major Thoroughfare Plan; Future Land Use Plan; Community and Public Facilities Plan; Historic Downtown Plan; and Economic Development Plan.

# *Castroville Master Plan*

## *Ch 1- Introduction to Castroville Master Plan*

The City Council approved a process for completing the Castroville Master Plan in June of 2010. The process included the creation of a Master Plan Task Force made up of a chair and four individuals representing the four focus groups. A professional consultant was contracted to provide guidance and staff support to the five member task force.

A series of public meetings were held in early 2011, the first being a Town Hall meeting January 11, 2011 where the elements of the Master Plan were presented to the public. The meeting marked the start of the 30-day comment period. The Planning and Zoning Commission met on March 9, 2011 and made a recommendation to the City Council to adopt the final draft of the master plan with a stipulation. A public hearing was held at the Council meeting held on March 21, 2011. *The Castroville Master Plan* was adopted by ordinance on April 4, 2011 by City Council.

# *Castroville Master Plan*

## *Ch 2 - Castroville Today –Introduction*

In order to develop a plan for the growth and development of the community, it is important to understand the existing conditions that have shaped the community. This section will describe:

### The History of Castroville

Castroville was founded by Henri Castro in 1842. Understanding how and why Castroville has grown over time is significant in determining how it will continue to grow in the future.

### Regional Setting

A city grows or declines along with the surrounding region. Understanding where Castroville is located and what cities are in the surrounding region will help determine the rate of its growth.

### The Natural Environment

Castroville has many unique physical and environmental features that contribute to the high quality of life in the community. The preservation of the natural environment, with its impact on physical development, is an important force shaping the growth of the city.

### The Built Environment

New development often follows current development patterns. The location and capacity of streets, the infrastructure, and available land, determine the direction and intensity of new growth.

# *Castroville Master Plan*

## *Ch 2 - Castroville Today –History*

Castroville<sup>1</sup> is located on the Medina River and U.S. Highway 90 in eastern Medina County.

The town was named for its founder, Henri Castro, with whom the Republic of Texas negotiated an empresario contract on January 15, 1842. Castro's grant began four miles west of the Medina River and comprised frontier lands in Comanche territory. Wanting to locate his first settlement on the Medina River, Castro purchased the sixteen leagues between his grant and the river from John McMullen of San Antonio.

He arranged transport for mostly Catholic Alsatian farmers to the Texas coast, from where the colonists were escorted overland to San Antonio. On September 2, 1844, Castro set out from San Antonio with his colonists, accompanied by Texas Ranger John C. Hays and five of his rangers, to decide upon a site for settlement. The company chose a level, park-like area near a sharp bend of the Medina River covered with pecan trees. Castro recounts in his memoirs that after crossing the river, members of his party killed two deer, three bears, and one alligator and caught numerous fish. Subsequently, the colonists endured raids by Comanches and Mexicans, droughts in 1848 and 1849, an invasion of locusts, and a cholera epidemic in 1849.

Castro patterned his town after European villages in which small town lots were surrounded by individual farming plots. The town was surveyed by John James; its streets were named in honor of Castro's relatives and friends and the capitals of Europe. In 1844 citizens of Castroville built St. Louis Catholic Church, the first church in Medina County. Zion Lutheran Church was built in 1853; the first public school classes taught in Medina County were held in this church in 1854. By 1856, Castroville supported three large stores, a brewery, and a water-powered gristmill. The community raised corn, cattle, horses, hogs, and poultry, and sold produce to the military posts in the area.

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<sup>1</sup> This section is taken from Handbook of Texas Online, s.v. "," <http://www.tshaonline.org/handbook/online/articles/CC/hjc5.html> (accessed May 30, 2008).

# *Castroville Master Plan*

## *Ch 2 - Castroville Today –History*

Castroville architecture and style were distinctly European. A cross was erected on Mount Gentilz. A visitor in the 1850s described Castroville as quite "un-Texan," with its "steep thatched roofs and narrow lanes" and the inn whose interior suggested "Europe rather than the frontier." The houses were not arranged along parallel lines but were spread out over many acres. Stores and residences were constructed without the broad front porches common to the South. The house builders used rough-cut stone or stone and timber combinations and smoothed over the exterior with lime plaster. The European method of building ground floors of stone and second floors with vertically placed timbers was characteristic of two-story construction. Many of the structures erected in Castroville's earliest days continue to house people and businesses 150 years later. Local builders made use of large cypress trees growing along the Medina River to produce shingles for home use or for market.

The first post office in Medina County opened in Castroville in 1847 with M. Laroch as postmaster. In 1848 the Texas legislature established Medina County and designated Castroville its county seat. In 1853 Castro donated two lots for the site of the new courthouse, which when completed in 1855 served as a school. A rock dam, still intact in 1945, was built in 1854 to furnish power for a gristmill.

During the Civil War, wagon trains loaded with freight stopped overnight at Castroville on their way to Mexico, and the town thrived. By the mid-1860s Castroville was the twelfth largest city in Texas. In 1884 the town had a population of 1,000, a weekly newspaper called the *Brackett Weekly News*, a steam gristmill and cotton gin, a brewery, Catholic and Lutheran churches, a convent, and a public school. The principal marketable goods produced at this time were cotton, hides, and grain. By 1890 pecans were being marketed, the *Castroville Anvil* was being published, and a telephone system had been installed. A bank opened by 1896, when the population was 750.

# *Castroville Master Plan*

## *Ch 2 - Castroville Today –History*

In 1880 the Southern Pacific Railroad, extending its line to the west, passed south of Castroville because the town refused to grant the railroad a bonus.

Hondo became the county seat in 1892. Castroville citizens voted that year to disincorporate their town, and it remained unincorporated until 1948. In 1908 the Castroville School had 172 white students, twelve black students, and four teachers. In 1915 the old courthouse was converted into a school with three large classrooms.

In 1914 Castroville had a population of 700 and a new weekly newspaper called the *Castroville Quill*. The population dropped to 500 during Prohibition. By 1931 the town had a population of 325 and nineteen businesses. In 1936 the population was 787; 65% German, 15% Mexican American and 20% French or American. Most farmers in the community lived in town and farmed their small tracts in the surrounding territory. The population in 1940 was 865. By 1953, Castroville had a population of 992 and thirty businesses. In 1962 it had 1,508 residents and forty businesses. The following year the Castroville Public Library, the first public library in Medina County, opened. In 1979 Castroville had a population estimated at 2,146 and thirty-five businesses.

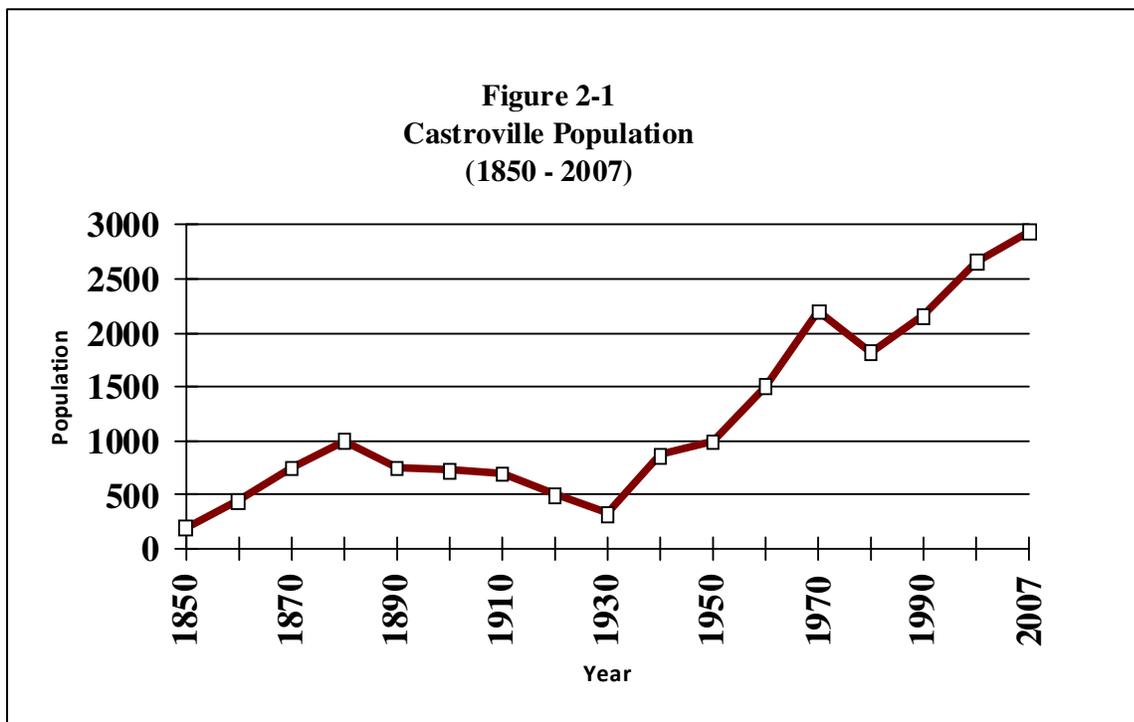
In 1984 the major agricultural products grown in the area were corn, maize, oats, wheat, vegetables, and hay. Agribusinesses in Castroville included a firm that processed whole-grain corn for local tortilla and corn-chip manufacturers, feed mills, and irrigation, tractor, and farm-implement dealers. Castroville became a center for applied research in genetics and artificial breeding of livestock. By 1989 Castroville had a population of 2,037 and thirty-three businesses. In 1990 the population was 2,159.

# Castroville Master Plan

## Ch 2 - Castroville Today –History

Within the city boundaries is one district listed in the National Register of Historic Places. Many of the ninety-seven Historical American buildings in Castroville can be seen on a walking tour; they include the Landmark Inn State Historic Site, the St. Louis Catholic and the Zion Lutheran churches, the Moye Formation Center, the Tarde Hotel, and Henri Castro's original homestead.

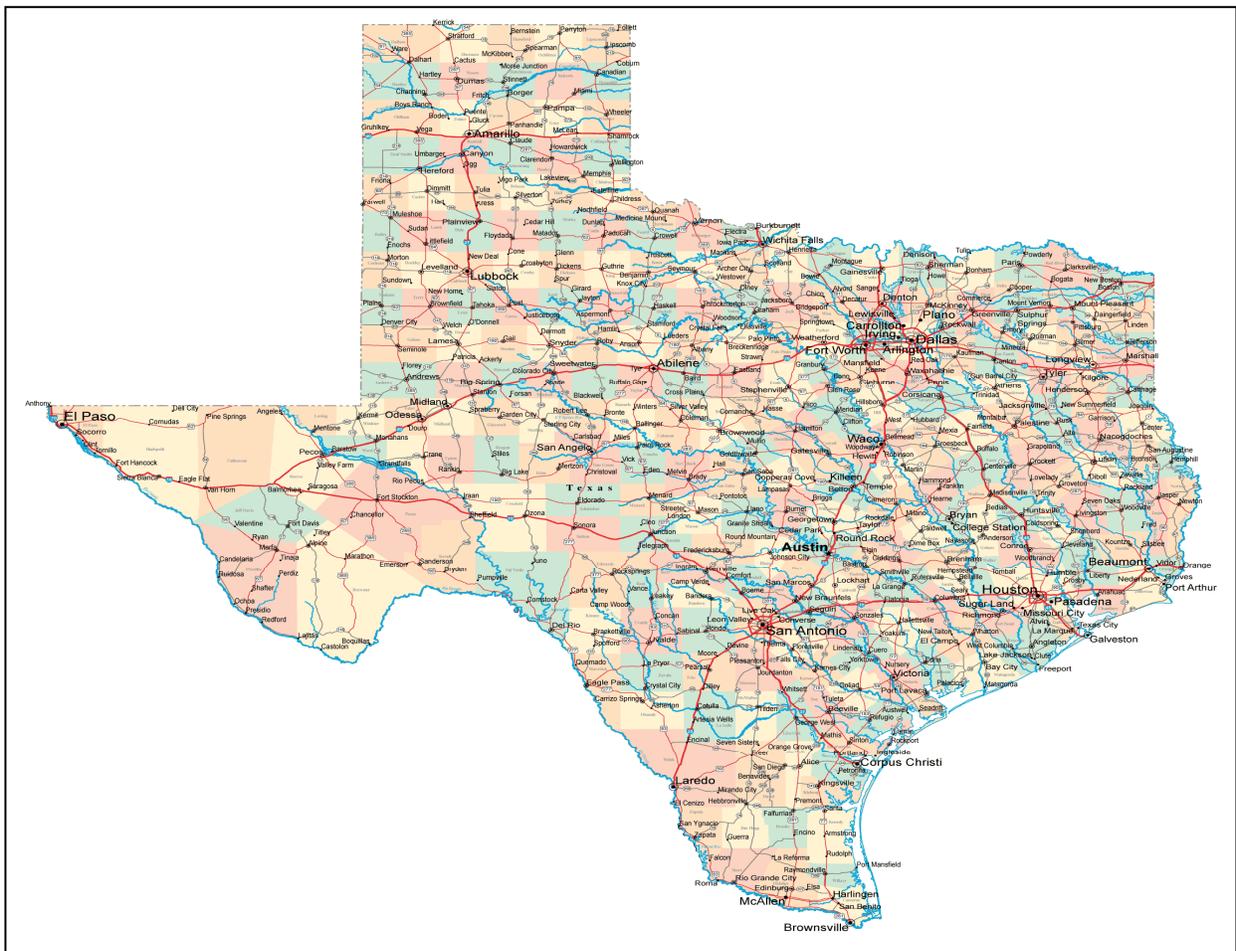
The population of Castroville has steadily increased over the years. In 1844, Castroville had a population of 200. Today, the population of Castroville is in excess of 2,840. Figure 2-1 presents Castroville population by decade.



# Castroville Master Plan

## Ch 2 Castroville Today – Regional Setting

Castroville is located in south-central Texas 22 miles west of San Antonio. Three of the ten largest cities in the United States (Houston, Dallas, and San Antonio) and 75% of the population of Texas are located within 300 miles of Castroville. The State of Texas map is presented in Figure 2-2.



**Figure 2-2 State of Texas**

# Castroville Master Plan

## Ch 2 Castroville Today – Regional Setting

Castroville is located along U.S. Highway 90 (US 90) between the cities of San Antonio and Hondo. San Antonio, a major tourism destination, is 22 miles to the east, while Austin, the State Capital, is 105 miles northeast. Lackland Air Force Base is located 10 miles east of Castroville. The Gulf of Mexico and Corpus Christi are located 167 miles to the southeast and the Mexican border is 130 miles to the west. Other cities in the area include Bandera, Devine, Hondo, La Coste, Lakehills and Lytle. Medina Lake is 15 miles north of Castroville.

Castroville is designated as part of the San Antonio Metropolitan Statistical Area (MSA). The San Antonio MSA includes Atascosa, Bandera, Bexar, Comal, Guadalupe, Kendall, Medina, and Wilson counties. The San Antonio MSA currently has a population exceeding 1,800,000. The San Antonio Metropolitan Statistical Area (MSA) map is presented in Figure 2-3.

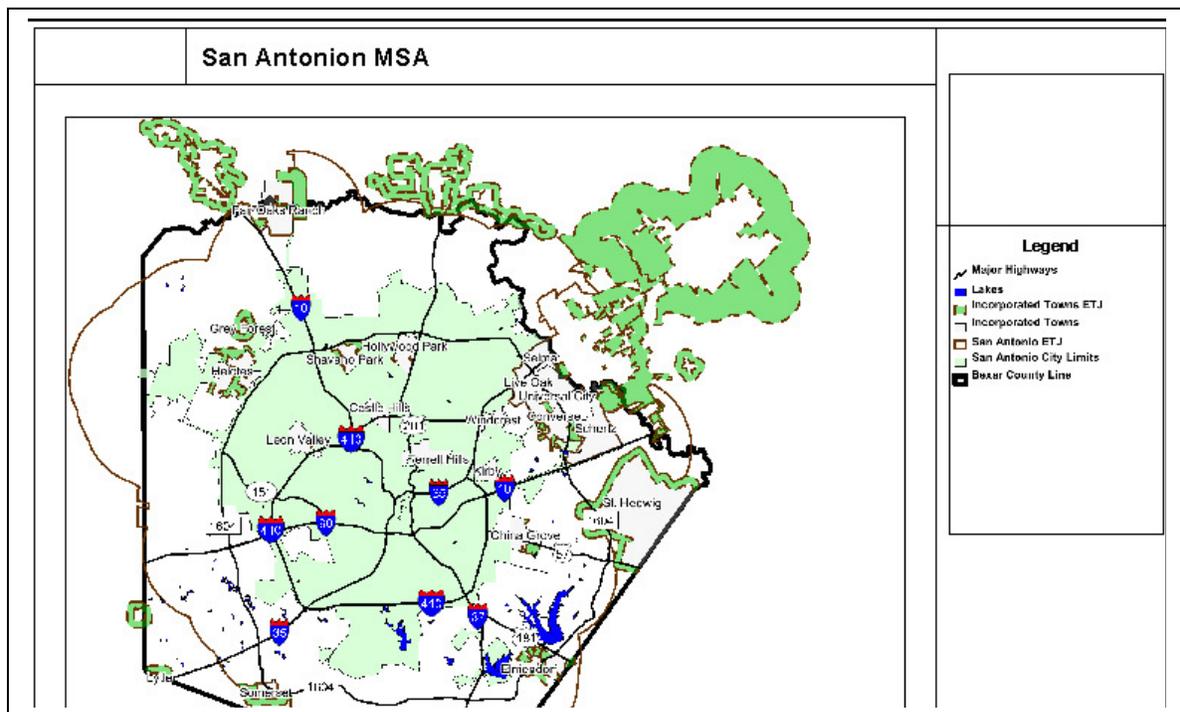
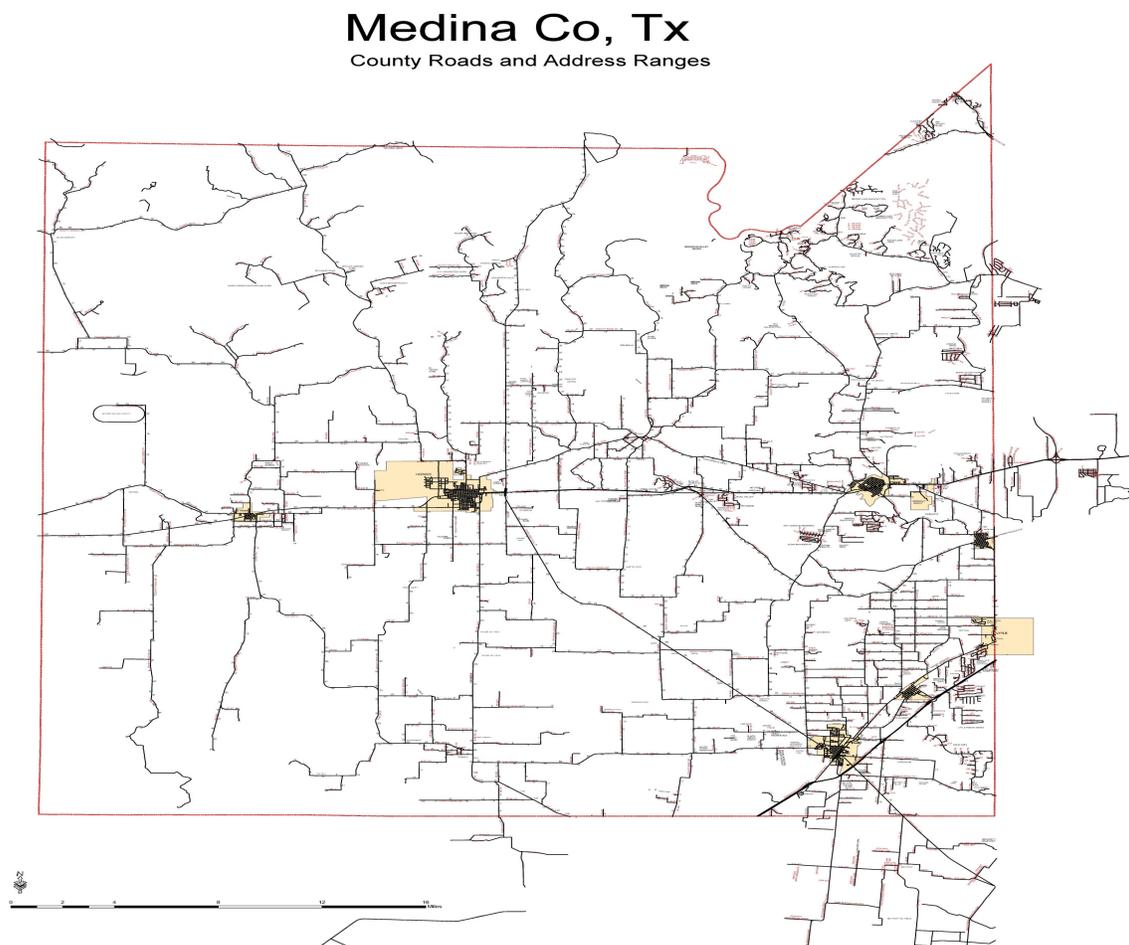


Figure 2-3 San Antonio Metropolitan Statistical Area

# Castroville Master Plan

## Ch 2 Castroville Today – Regional Setting

The city is located in eastern Medina County and is the second largest city in the county. According to the 2000 U.S. Census, approximately 7% of Medina County's population resides in Castroville. The Medina County map is presented in Figure 2-4.



**Figure 2-4. Medina County**

# Castroville Master Plan

## Ch 2 Castroville Today – Regional Setting

Castroville is situated in the Edwards Aquifer Region. The Edwards Aquifer is the water-bearing underground network of porous and honeycombed limestone formation of the Edwards Plateau. The southern segment of the aquifer stretches for 180 miles along the Balcones Escarpment from Brackettville to just south of Austin.

The City of Castroville covers nearly three square miles and its extra-territorial jurisdiction covers an additional 18.24 square miles. The City of Castroville ETJ and City of Castroville City Limits Jurisdiction map is presented in Figure 2-5 and Figure 2-6.

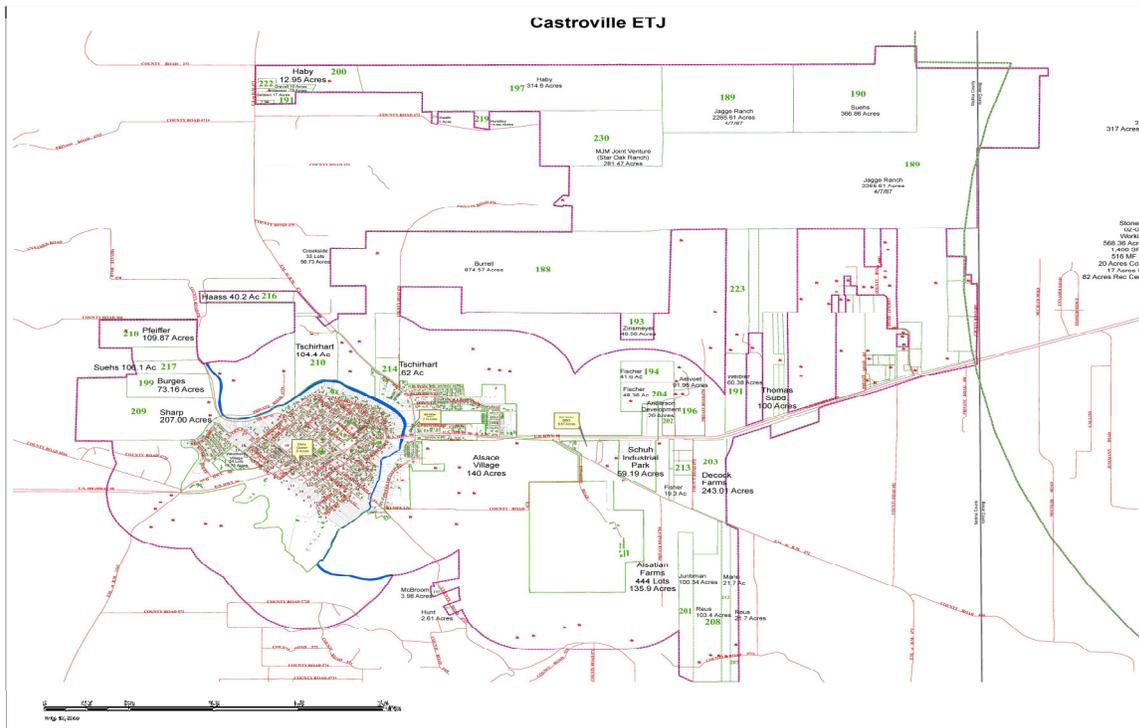
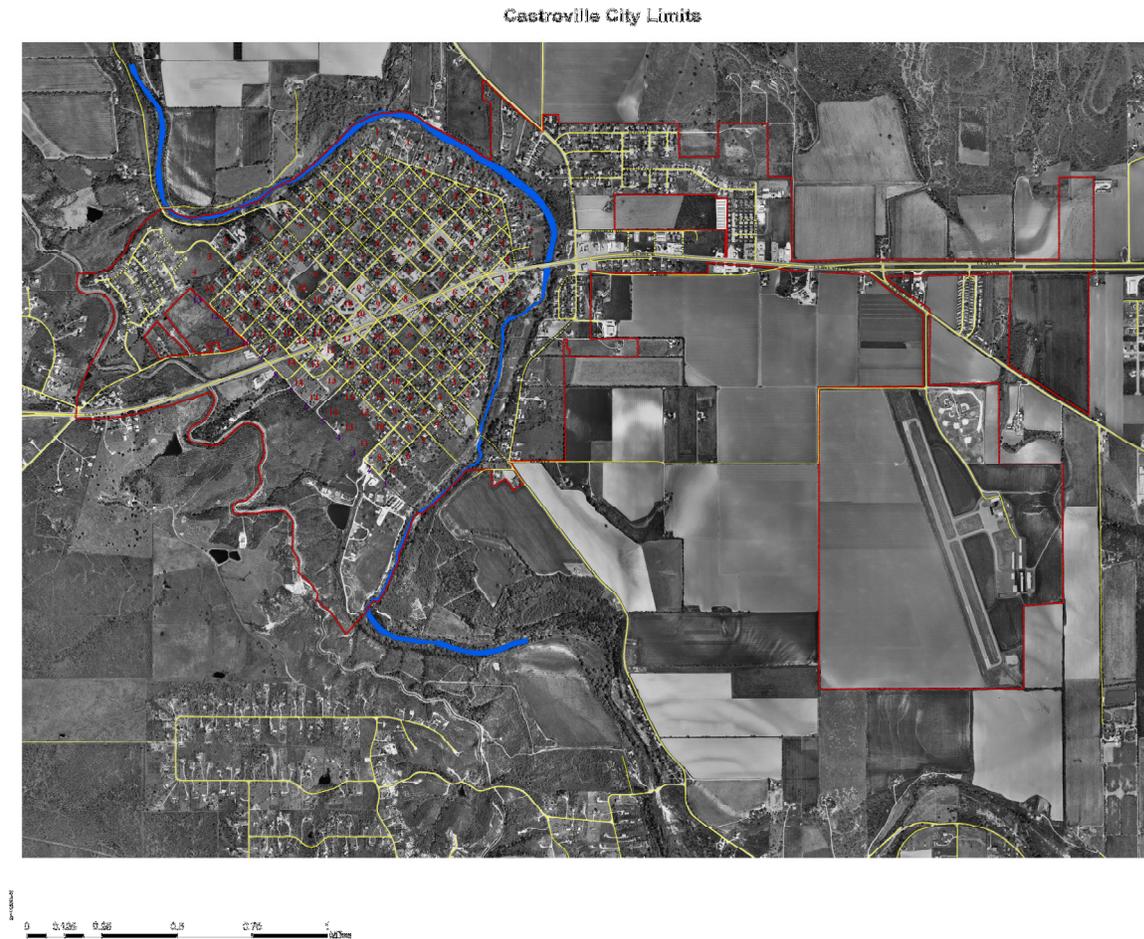


Figure 2-5. City of Castroville ETJ

# Castroville Master Plan

## Ch 2 Castroville Today – Regional Setting



**Figure 2-6. City of Castroville City Limits**

### **Geology<sup>1</sup>**

According to The University of Texas at Austin Bureau of Economic Geology, there are four geologic units that are in and around the City of Castroville. They are:

On the western side of Castroville beginning near US 90 and FM 1343 and running north and south is the Uvalde Gravel (QTu). This area contains gravel and sand, some clay; well-rounded pebble to cobble-sized gravel common, few boulders; mostly chert and limestone, commonly cemented by caliche. The precise age is unknown but the upper Tertiary to Quaternary deposits typically cap topographically high areas with thickness from several feet of gravel lag to more than 10 feet.

Beginning from FM 1343 to the cemeteries along US 90 and running north and south is the Escondido Formation (Kes). This area contains mudstone, siltstone, sandstone and silty limestone. It also includes thin (as much as 30 feet), lower marl and mudstone unit and Corsicana marl although outcrops are not common. The Escondido formation thickness ranges from 550 to 900 feet.

The majority of Castroville along both sides of the Medina River and running north and south is the Fluvial terrace deposits (Qt). This area contains unconsolidated gravel, sand, silt and clay along streams and rivers.

East of the Medina River and running north and south is the Leona Formation (Qle). This area contains fine calcareous silt grading down into coarse gravel.

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<sup>1</sup> Bureau of Economic Geology, "Geologic Atlas of Texas, San Antonio Sheet, Scale 1:250,000,"

University of Texas Press, Austin, TX, 1983.

# Castroville Master Plan

## Ch 2 - Castroville Today –The Natural Environment

### Topography

Land elevations in the Castroville area along US 90 range from a high of 950 feet above sea level at the Hotel Alsace on the west side of the city, descending to 730 feet above sea level along US 90 at the Medina River and gradually rising up to 890 above sea level at the Medicare Health Center on the east side of the city.

Although development costs are greater in areas with steep slopes, higher priced residential homes continue to be built in the western half of Castroville. The same hills and slopes that make improvements generally more expensive to construct also attract new builders to their scenic beauty. The Topography for the City of Castroville is included in Figure 2-7.

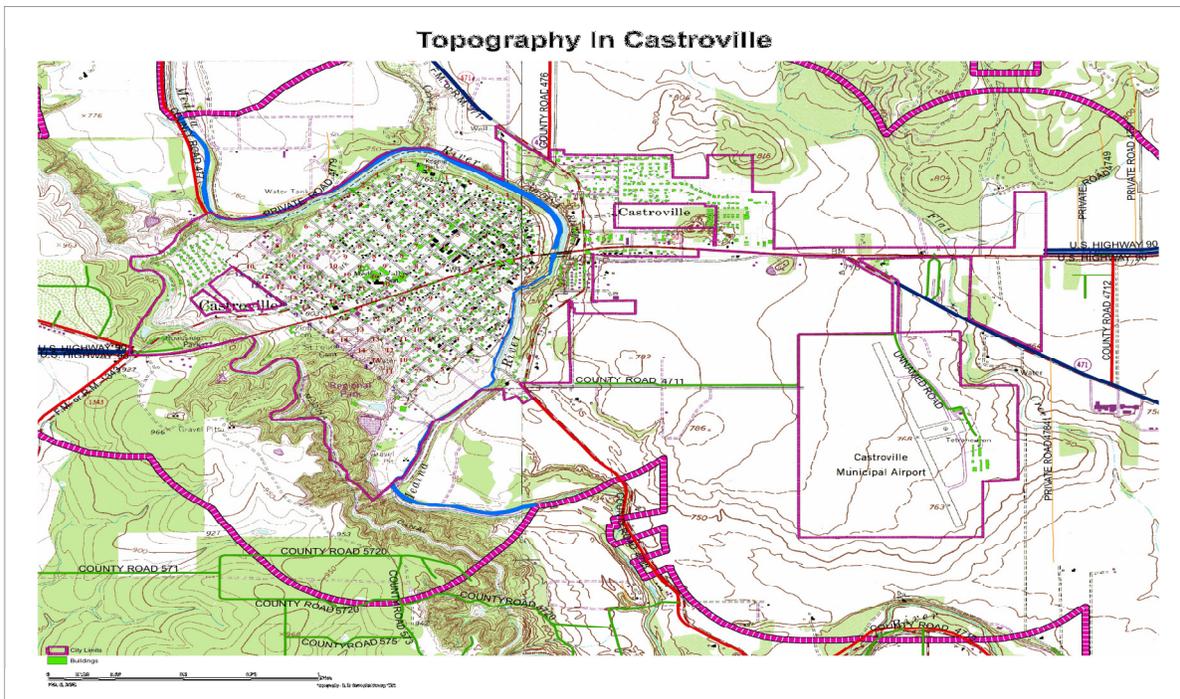


Figure 2-7. Topography in Castroville

### Soils

The three predominant soil types in and around the Castroville area are described by the United States Department of Agriculture as follows:

A) Olmos-Yologo-Hindes association:

Very shallow to moderately deep, gently sloping to sloping and undulating, gravelly and loamy, noncalcareous and calcareous soils.

B) Atco-Divot association:

Deep, nearly level to gently sloping, loamy, calcareous soils.

C) Knippa-Mercedes-Castroville association:

Deep, nearly level to gently sloping, loamy and clayey, calcareous soils.

### The Edwards Aquifer Region

The Edwards Aquifer is the water-bearing underground network of porous and honeycombed limestone formation of the Edwards Plateau. The southern segment of the aquifer stretches for 180 miles along the Balcones Escarpment from Brackettville to just south of Austin. It provides water for over two million people, irrigation for thousands of acres of cropland, and is the source for several water-based tourist attractions.

There are three zones associated with the Edwards Aquifer Region located within Medina County:

The recharge zone is the area of exposed porous or fractured limestone at the base of the Edwards Plateau. The recharge zone is generally located east of the catchment zone. Water in streams coming from the catchment area, as well as rain falling over the recharge zone, runs directly into the fractures and other karst features, such as caves and sinkholes, and continues down into the artesian area of the aquifer.

# *Castroville Master Plan*

## ***Ch 2 - Castroville Today –The Natural Environment***

It is estimated that 90-95% of the recharge occurs in stream beds. An area closely associated with the recharge zone is the transition zone.

The transition zone is an area located immediately to the south and southeast of the recharge zone where faults, fractures, and other geologic features present possible avenues for recharge of surface water into the Edwards Aquifer.

The artesian zone is the area of pressurized fresh water. The zone ranges between 5 to 30 miles in width and underlies 3,600 square miles in six counties. The water of the artesian zone is discharged through wells and natural springs. The artesian zone covers the majority of Medina County and includes the Castroville area.

### **Floodplains**

Heavy rainfalls associated with tropical and frontal systems occur periodically in Castroville. When combined with the rapid runoff associated with steep topography and increased impervious cover, the rainfalls can quickly cause disastrous floods. A major flood occurred in 2002 that overflowed the Medina River's bank causing an inundation of water throughout the majority of the downtown area of Castroville.

The City of Castroville is a participant in the National Flood Insurance Program created by Congress in 1968. This program allows city residents to purchase flood insurance at federally subsidized rates. The maps produced by the Federal Emergency Management Agency (FEMA) in 1978 divide the city into four flood zone categories: the floodway which includes the Medina River, the 100 year floodplain, the 500 year floodplain, and the area not within the floodplain.

# *Castroville Master Plan*

## ***Ch 2 - Castroville Today –The Natural Environment***

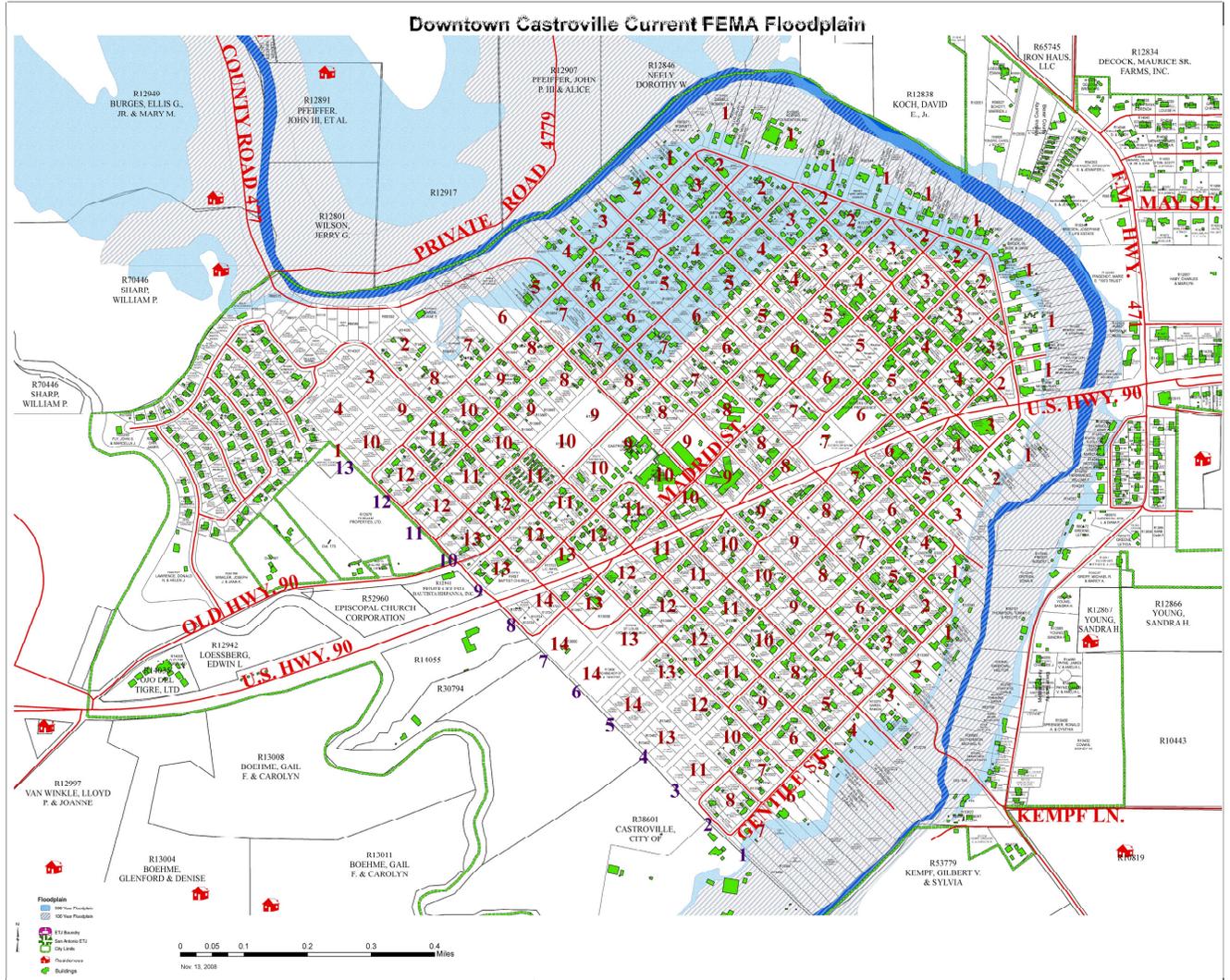
The floodway is defined as the channel of a stream and any adjacent areas that must be kept free of encroachments so that a 100 year flood can be carried without substantial increases in flood height. The 100 year floodplain is defined by FEMA as an area with a 1% or greater chance of being flooded within the given year. The 500 year floodplain is an area with a 0.2% or greater chance of being flooded within a given year.

The city has an adopted a Flood Damage Prevention Ordinance included within the Subdivision and Comprehensive Zoning Ordinance and the Public Works Department acts as the Floodplain Administrator to oversee the floodplain program. The ordinance prohibits any development in the floodway and no habitable structures in the 100 year floodplain. However, the minimum building slab elevation in the 100 year floodplain shall be one foot above the 100 year floodplain.

The city has no Drainage Master Plan. Any future plan should prioritize needed drainage improvements, evaluate funding alternatives, and establish acceptable levels of drainage service. The city does have an adopted Drainage System Design Standards included within the Subdivision Ordinance.

# Castroville Master Plan

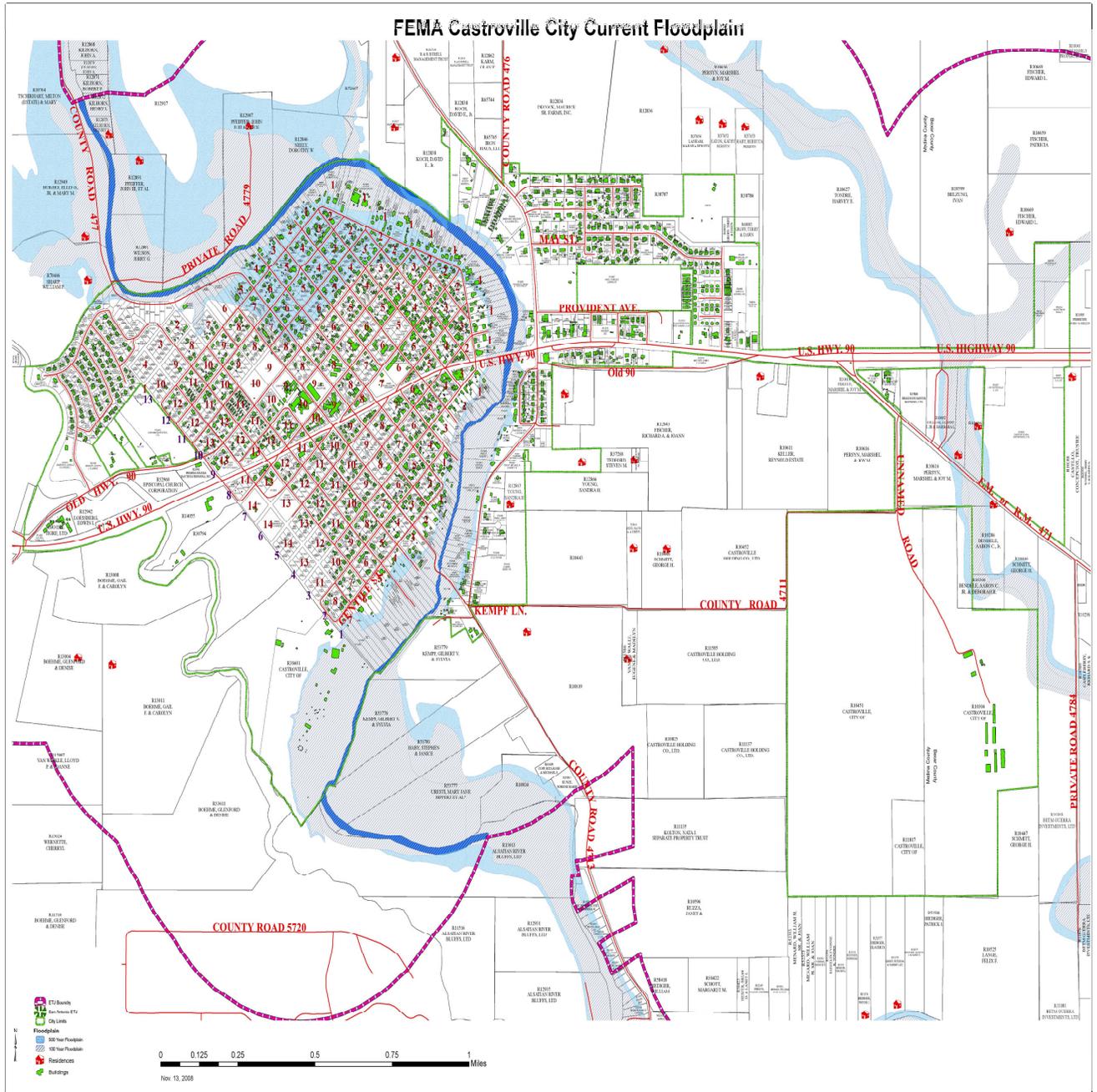
## Ch 2 - Castroville Today –The Natural Environment



**Figure 2-8 – FEMA Downtown Castroville 1978 Floodplain**

# Castroville Master Plan

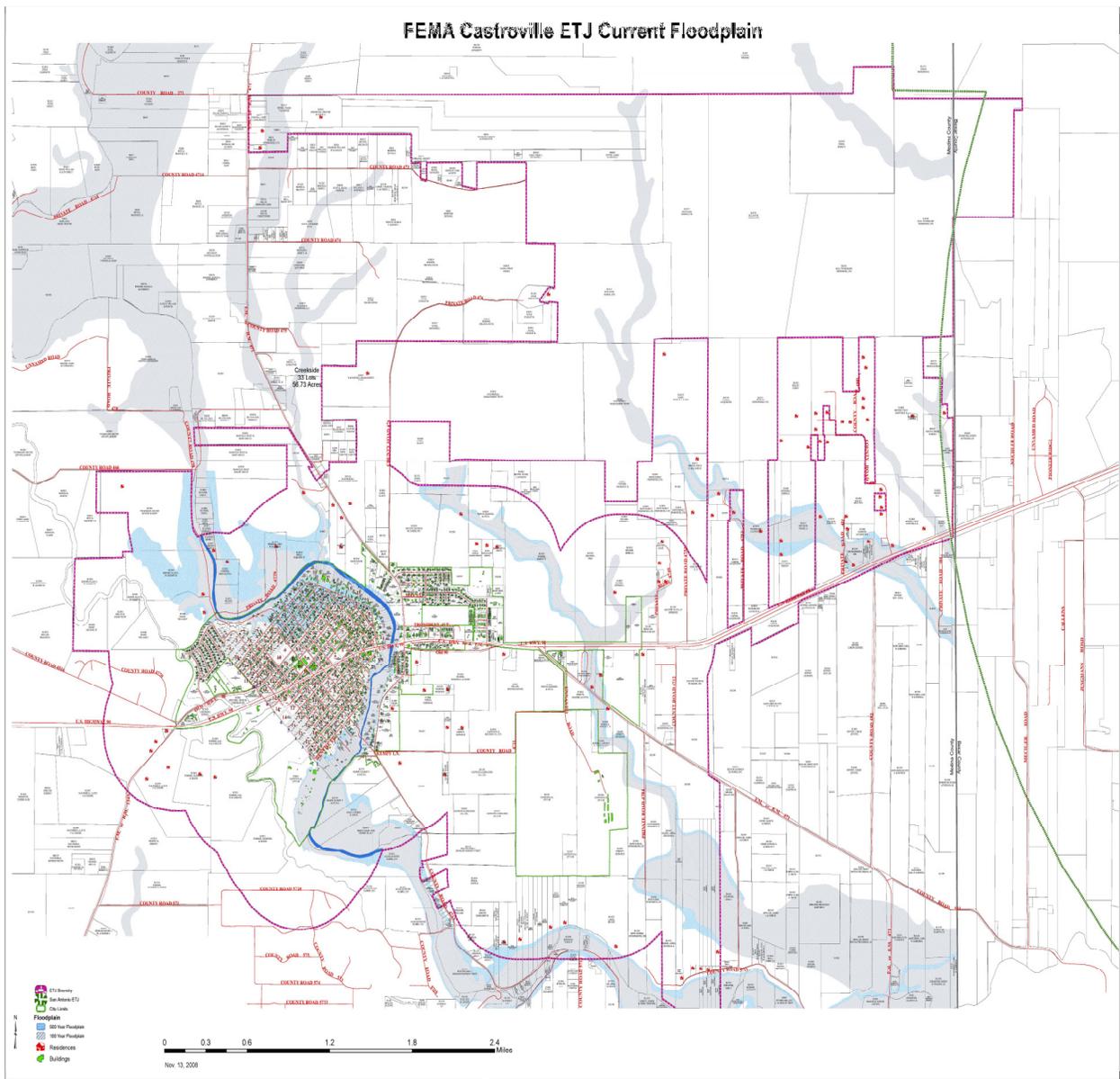
## Ch 2 - Castroville Today –The Natural Environment



**Figure 2-9 – FEMA Castroville City 1978 Floodplain**

# Castroville Master Plan

## Ch 2 - Castroville Today –The Natural Environment



**Figure 2-10 FEMA Castroville ETJ 1978 Floodplain**

***Ch 2 - Castroville Today –The Natural Environment***

Seventeen percent of the City and 12% of the surrounding ETJ is located in either the 100-year or 500-year floodplain.

**Castroville Floodplain Data**

<b>Floodplain <u>Area</u></b>	<b>Floodplain <u>Acres</u></b>	<b>Floodplain % <u>of Total Area</u></b>
City 100-year	221.10	12%
ETJ 100-year	1,043.18	9%
City 500-year	102.95	5%
ETJ 500-year	346.11	3%

**Figure 2-11. City of Castroville Floodplains**

# Castroville Master Plan

## Ch 2 - Castroville Today –The Built Environment

### Land Use

In April 2008, the consultant conducted a field survey of property in the Castroville city limits and ETJ. This survey included existing land uses, thoroughfares and zoning.



**Figure 2-12 2008 Land Use in Castroville ETJ**



# Castroville Master Plan

## Ch 2 - Castroville Today –The Built Environment

<u>Land Use Category</u>	<u>Acreage</u>	<u>Percentage</u>
Single Family Residential	549.3	29%
Manufactured Housing	5.8	1%
Multi Family Residential	9.7	1%
Commercial	144.5	7%
Industrial	0.0	0%
Public/Institutional	527.0	27%
Parks and Open Space	135.9	7%
Vacant	202.7	10%
Right of Way	340.9	18%

### Single Family Residential

The largest percentage of acreage in the City of Castroville is single family residential (29%) land use. In the City of Castroville, 74% of the single family homes are located north of US 90 and the remaining 26% are on the south side of US 90. Some concentrations of single family homes within the ETJ are in the Star Oak Ranch, Los Altos, Medina River West and New Alsace subdivisions. The remainder of the ETJ contains sparse homes on large acreage.

Public and Institutional Twenty seven percent of acreage in the City of Castroville is public and institutional land use. This category includes the Castroville Municipal Airport, city facilities, public safety facilities, public and private schools, churches, cemeteries, community centers, Moyer Center, Landmark Inn, Steinbach House, post office and Medina County facilities. Most of this land is tax exempt.

### Vacant Land

Ten percent of the acreage in the City of Castroville is vacant land. There are numerous vacant platted lots disbursed throughout the residential areas of the city which are suitable for infill development.

# *Castroville Master Plan*

## ***Ch 2 - Castroville Today –The Built Environment***

There are also several vacant commercial tracts along US 90 which are prime for commercial development. In addition, 18% of the acreage is right-of-way which includes paved streets and land dedicated for future streets. The majority of the ETJ is vacant land. Ninety five percent or 11,089 acres are currently vacant and farmland which is suitable for development.

### Commercial

Seven percent of the acreage in the City of Castroville is commercial land uses, which includes retail and office buildings. The majority of commercial land in Castroville is located in along US 90 and surrounding Houston Square in the downtown area.

### Parks and Open Space

Seven percent of the acreage in the City of Castroville is parks and open space. Parks include Castroville Regional Park, Koenig Park, Houston Square, September Square, Lion's Sports Complex near Castroville Elementary School, the Steinbach House Park and the Landmark Inn State Historic Site.

### Multi Family Residential

Less than one percent of the acreage in the City of Castroville is multi-family residential. Multi-family residential includes duplex, triplex, fourplex and apartment land uses. Multi-family units include Country Village (132 units), Village Apartments (40 units) and Little Alsace Apartments (12 units).

### Manufactured Housing

Less than one percent of the acreage in the City of Castroville is manufactured housing. The two manufactured home subdivisions are located on Houston Street (26 lots) and FM 471 N (21 lots).

### Industrial

There are no industrial land uses in the City of Castroville.

# *Castroville Master Plan*

## ***Ch 2 - Castroville Today –The Built Environment***

### Current Development Regulations

State Statutes and the Code of Ordinances grant legal authority to the City of Castroville to regulate the use of land within the city limits. The City of Castroville exercises this authority by enforcing adopted ordinances. Current development regulations of the city include the comprehensive zoning ordinance, buffer zone ordinance, subdivision ordinance, minor plat ordinance, design criteria for commercial buildings located in the commercial districts along US 90, building codes, substandard building regulations and historic property design guidelines. These ordinances are the legal tools used to implement the policies of the city's master plan. In addition, State Statutes grant authority to enforce subdivision ordinances, water quality ordinances and sign ordinances within the extra-territorial jurisdiction.

### **Downtown Area**

#### Central Business District

The Castroville Central Business District (CBD), originally developed during the late 1800's, is the largest, most intensely developed, mixed-use area within the city. The focal point of the CBD is Houston Square. Various land uses surround the square including retail, government, professional office, restaurants, churches and residential. Existing downtown Castroville land use is contained in Figure 2-14 below.

Ch 2 - Castroville Today –The Built Environment



Figure 2-14 2009 Downtown Castroville Land Use

**Zoning**

In January 2009, the consultant conducted a second field survey of property for the city. This survey included existing land uses, thoroughfares and zoning.

The Zoning District map is presented in Figure 2-8 and the Land Use and Zoning Map is in Figure 2-9.

# Castroville Master Plan

## Ch 2 - Castroville Today –The Built Environment

A summary of zoning districts inside the city limits by category are:

<u>Zoning District</u>	<u>Acreage</u>	<u>Percentage</u>
RA - Single Family Dwelling	729.1	39%
RC - General Residence	61.1	3%
MH - Manufactured Home Park	10.4	1%
HE - Historical	273.9	15%
CH - West/Central/East Commercial	772.3	41%
CG – (Historic) Central Business	24.7	1%
CF – Neighborhood Business	0.0	0%
II - Industrial	0.0	0%
PUD – Planned Unit Development	0.0	0%

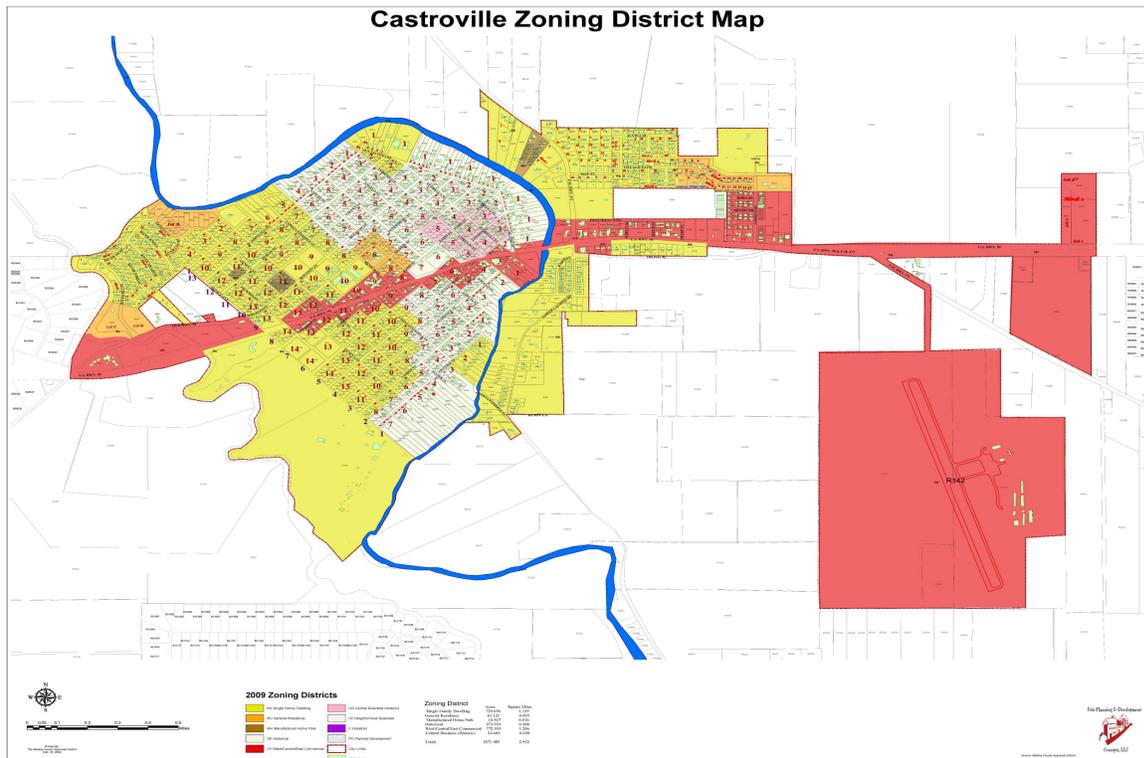


Figure 2-15 Castroville Zoning District Map

# *Castroville Master Plan*

## ***Ch 2 - Castroville Today –The Built Environment***

### CH - West/Central/East Commercial District

The largest percentage of acreage in the City of Castroville is zoned West/Central/East Commercial (41%). The West Commercial district begins at the western city limits and runs eastwardly along US 90 to Constantinople Street. The northern and southern boundaries are shown on the zoning district map. This district permits a wide variety of commercial uses intended to serve the entire community and includes the strip commercial areas which have developed along the major thoroughfares in the City of Castroville. The maximum building height permitted in this area is forty (40) feet or three (3) stories.

The Central Commercial district begins at Constantinople Street on the west and runs eastwardly along US 90 to the Medina River. The northern and southern boundaries of this district are shown on the zoning district map. This district permits a wide variety of commercial uses intended to serve the entire community. The maximum building height permitted in this area is thirty (30) feet or two and a half (2 1/2) stories.

The East Commercial district begins at the Medina River and runs eastwardly along US 90 to the eastern city limit. The northern and southern boundaries are shown on the zoning district map. This district permits a wide variety of commercial uses intended to serve the entire community and includes the strip commercial areas which have developed along the major thoroughfares in the City of Castroville. The maximum building height permitted in this area is forty (40) feet or three (3) stories.

### RA - Single Family Dwelling District

Thirty nine percent of acreage in the City of Castroville is zoned Single Family Dwelling. This district comprises the largest portion of the existing housing development in the City of Castroville, and in addition, is considered to be the proper classification for large areas of the

# *Castroville Master Plan*

## ***Ch 2 - Castroville Today –The Built Environment***

undeveloped land remaining in the City either as an interim or permanent zoning. This district is intended to be composed of single family dwellings together with public schools, churches, and public parks and similar and compatible uses as permitted. These uses are essential to create basic neighborhood units. The single family district is not intended to be subject to major alterations by future amendment except where changed conditions might justify such action, or where minor adjustments in the boundaries of a district may be appropriate in order to realize reasonable development of the land.

### HE – Historical District

Fifteen percent of the acreage in the City of Castroville is zoned Historical. This district is intended for places of cultural and historical importance of a local, state and national significance. The areas are characterized by the existence of a substantial number of homes, buildings, landmarks and other historic places constructed and established by the founders and early settlers of Castroville, many of which are of log, stone and frame construction in the style commonly referred to as Alsatian, German or Early Texas and Victorian. These buildings and places exist in significant quantity and concentrations within the City and create a unique historic character which establishes the necessity for historic zoning districts.

### RC – General Residence District

Three percent of the acreage in the City of Castroville is zoned General Residence. This district is intended to be applied to areas containing a mixture of single family, two family and multifamily dwellings. Districts are intended to be located near commercial and industrial areas and employment centers where they will serve both the City's housing needs and as transition areas between heavy traffic generators and single family dwelling districts. This district is designed to

protect the residential character and to prevent the overcrowding of land by providing minimum standards for building spacing, yards, off-street parking and building coverage. The maximum building height permitted in this area is thirty (30) feet or two and a half (2 1/2) stories.



# *Castroville Master Plan*

## ***Ch 2 - Castroville Today –The Built Environment***

### MH – Manufactured Home Park

Less than one percent of the acreage in the City of Castroville is zoned Manufactured Home Park. This district is intended to be applied to areas of the city where use of the land is dictated by previous use or previous zoning for Manufactured Home Park, obtained by Gilliam Mobile Home Park and excluding all others, for areas where the establishment of a Manufacture Home Park will provide additional economical housing for the citizens of the community and where such development may be appropriate in order to realize a reasonable development of vacant land within the City.

### CF – Neighborhood Business

There is no acreage in the City of Castroville zoned Neighborhood Business. This district allows convenience retail uses to residential areas having proximity. The CF district is intended to be applied at the intersections of major thoroughfares and/or collector streets.

### II - Industrial

There is no acreage in the City of Castroville zoned Industrial. By its nature, this district is intended for application in areas where uses of an industrial nature do not emit noxious odors, noises, dust, smoke and vibrations and will be compatible with other districts having proximity.

### PUD – Planned Unit Development

There is no acreage in the City of Castroville zoned Planned Unit Development. This district is intended to be applied to areas of the City where it can be determined that the approval of an overall development plan presented by the petitioner will result in appropriate land use which will be of benefit to the City in terms of compatibility of use, as well as timeliness and orderliness of development, while offering developer flexibility in terms of regulatory controls applicable to “single purpose development”.

## Ch 2 - Castroville Today –The Built Environment

### Transportation

The existing system of streets and thoroughfares in Castroville has developed in response to historical development patterns and natural constraints over the past 170 years. The major thoroughfares in Castroville were built as part of the state highway system, they include US 90 that links San Antonio and Hondo through Castroville; FM 471N that links Castroville to San Antonio; FM 471S that links Castroville to La Coste; and FM 1343 that links Castroville to Devine and all state owned and maintained. These thoroughfares provide Castroville with adequate regional access but do not provide a fully developed internal circulation system.

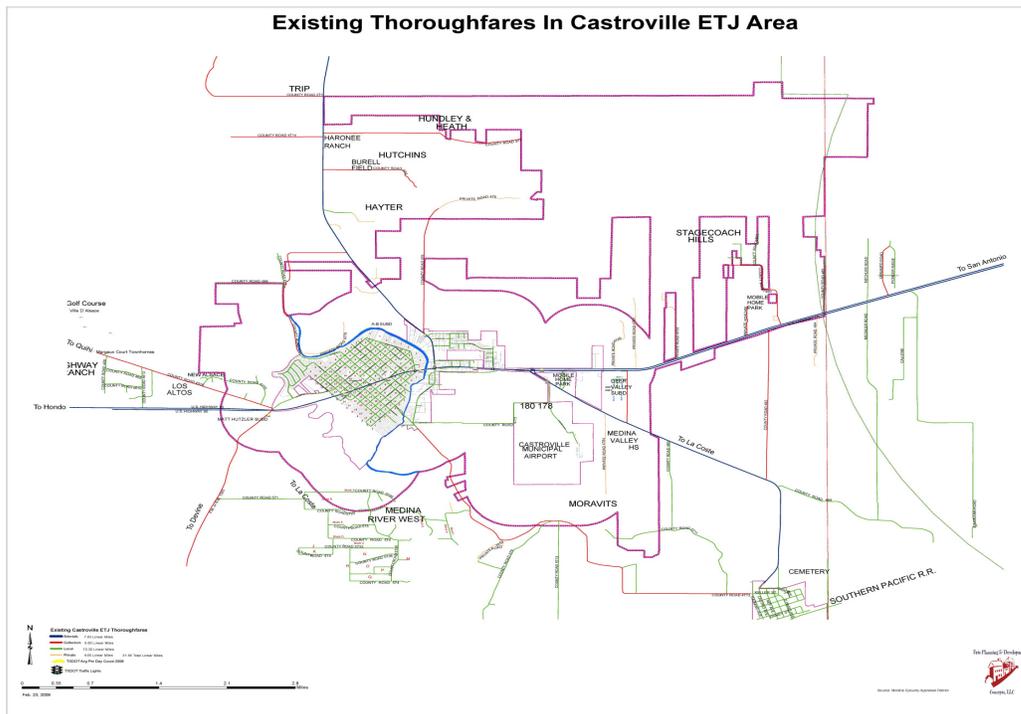
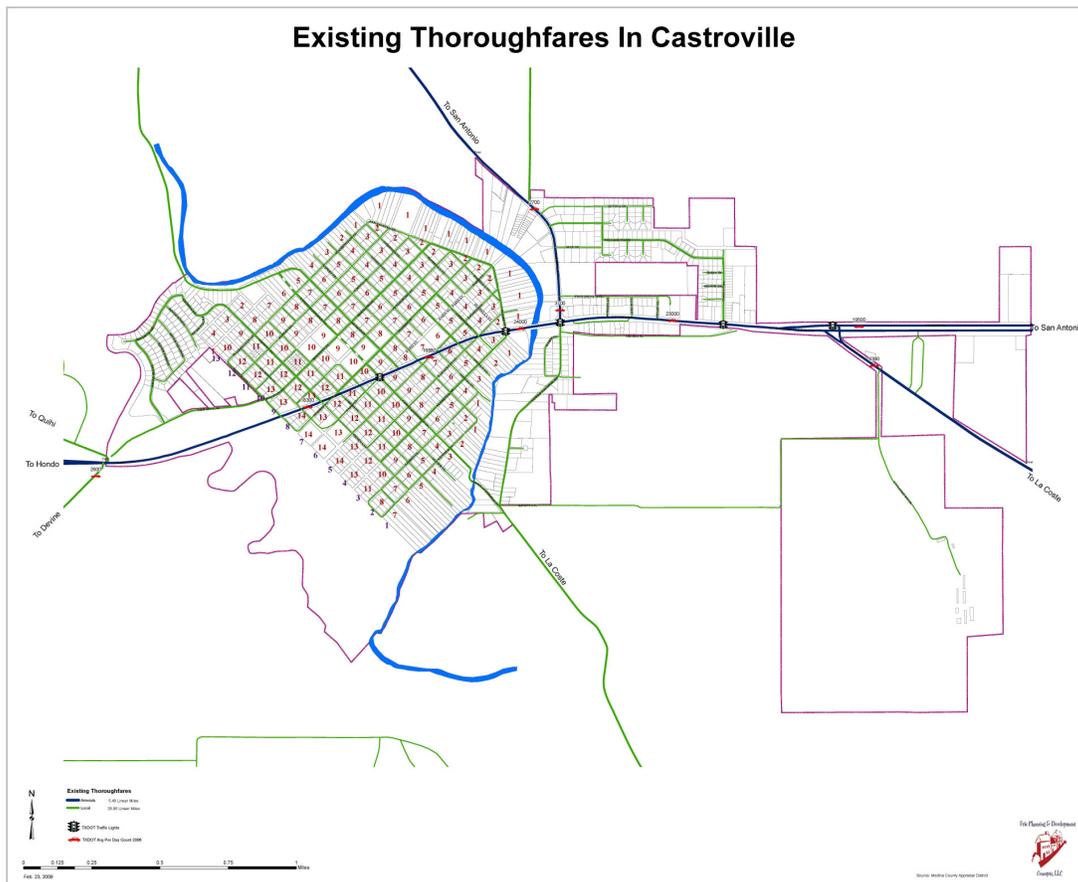


Figure 2-17. 2009 Thoroughfares in Castroville ETJ Area

## Ch 2 - Castroville Today –The Built Environment



**Figure 2-18. 2009 Thoroughfares in Castroville**

The state owned and maintained roads, the city owned and maintained streets and the county owned rural routes throughout the ETJ can best be presented through the functional classifications of the streets. The emphasis of the existing thoroughfare map is on the major streets within and surrounding the City that carry the majority of the City's traffic. The classification terms used to describe the three categories of streets identified on the exiting thoroughfare map are consistent with the Texas Departments of Transportation's (TxDOT) "Functional Classification Map."

## Ch 2 - Castroville Today –The Built Environment

Roads and streets are grouped into functional classes according to the type of service they are intended to provide in terms of traffic movement and access. A schematic illustration of a functionally classified roadway network is shown below.

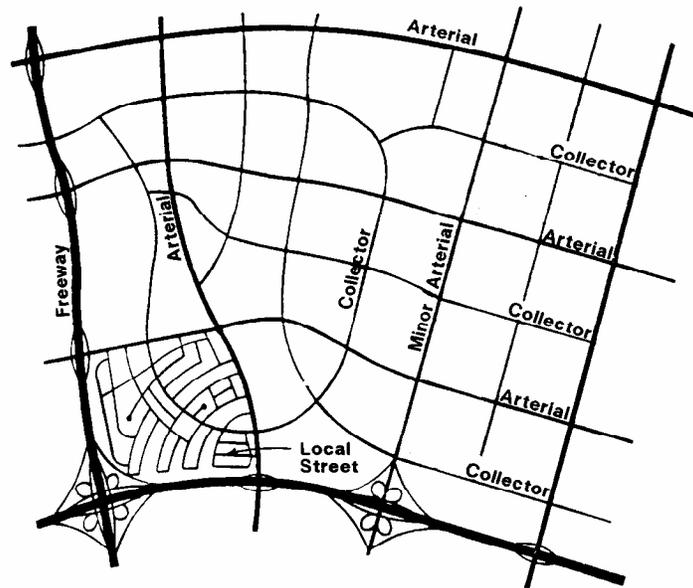


Figure 2-19 - Functional Classification Map

Castroville's existing thoroughfare network includes the following functional classes: Arterials, Collectors and Local Streets.

**Arterials** are streets and highways that provide a high degree of mobility, serve relatively high traffic volumes, have high operational speeds and serve a significant portion of through-travel or long-distance trips. Arterials together typically accommodate about 30 to 40 percent of a region's travel on 5 to 10 percent of the total roadway network. Arterials serve as primary routes through a region and between regions. They are continuous over long distances (greater than five miles) and accommodate both intraregional and interregional travel.

## ***Ch 2 - Castroville Today –The Built Environment***

Interregional mobility is one of the primary functions of these roadways. These roadways serve traffic entering the City of Castroville as well as traffic moving through Castroville to other parts of the central Texas area. Traditionally, these roadways are owned, operated, and maintained by TxDOT. Thus, the number of lanes and physical appearance is controlled by TxDOT, though they will work with local jurisdictions to incorporate local concepts for roadway appearance and needs for access. Arterials typically operate at speeds between 40 to 55 MPH. Typically, to expedite the movement of traffic, access to adjacent properties is minimized, on-street parking is prohibited and signals are spaced at not less than ½ mile intervals and are limited to only those intersections where the intersecting street is of a classification of Collector or higher. The 13.3 linear miles of existing Arterials in the City of Castroville and surrounding ETJ include US Highway 90, FM 471N, and FM 471S.

**Collectors** are the connectors between Arterials and Local Streets, which serve to collect traffic and distribute it to the Arterial network. Collectors also serve to provide direct access to a wide variety of residential, commercial and other land uses, and their design involves site-specific considerations. They provide direct service to neighborhoods and other local areas, and may border or traverse neighborhood boundaries. Parking is generally permitted on Collectors.

Since Collectors are used for short distance trips between Local Streets and Arterials, they should be continuous in the spaces between Arterials. Collectors should not be more than two miles in length. Collectors should generally line up across an Arterial, to promote connectivity between neighborhoods and reduce short trips on the Arterial, but such alignment should be carefully considered as to not promote the misuse of the Collectors as an Arterial. To provide efficient traffic circulation and preserve amenities of neighborhoods, Collectors should desirably be spaced at about one-quarter to one-half mile intervals, depending on development density.

Subdivision street layout plans should include Collectors as well as Local Streets in order to provide efficient traffic access and circulation.

# *Castroville Master Plan*

## ***Ch 2 - Castroville Today –The Built Environment***

Since Collectors generally carry higher traffic volumes than Local Streets, they require a wider roadway cross section. A Collector should rarely be designed to accommodate more than two travel lanes throughout its length; such a design will encourage the misuse of the Collector as an Arterial. A Collector should be designed for an operating speed of 30 to 35 MPH. Collectors typically make up about 5 to 10 percent of the total street system. Collectors serve an important role in collecting and distributing traffic between Arterials and Local Streets. Their identification is essential in planning and managing traffic ingress/egress and movement within residential neighborhoods as well as commercial and industrial areas. There are no existing streets within the Castroville city limits that are currently considered Collectors. There are 8.86 linear miles of Collectors in the surrounding ETJ. They include FM 1343 to Devine, CR 4516 to Quihi, CR 4713 to La Coste, CR 476, CR 477, CR 481 and CR 485.

**Local Streets** include all other streets and roads that are not included in higher classes. They include internal and access streets that allow direct access to residential and commercial properties and similar traffic destinations. Direct access to abutting land is their primary role, for all traffic originates from or is destined to abutting land. Use of appropriate geometric designs, traffic control devices, curvilinear alignments and discontinuous streets should discourage through-traffic and excessive speeds. On-street parking is generally permitted. Trip lengths on Local Streets are short, volumes are low and speeds are slow, typically 25 to 30 MPH. A typical local street should accommodate one travel lane and two parking lanes and a width of 26 to 28 feet of pavement is desirable, although cross-sections as wide as 34 feet can be acceptable. Often on rural Local Street sections with open-ditch drainage and unpaved shoulders, portions of the shoulder and drainage ditch slope are used for parking. Local Streets typically comprise about 65 to 80 percent of the total street system in urban areas.

Ch 2 - Castroville Today –The Built Environment

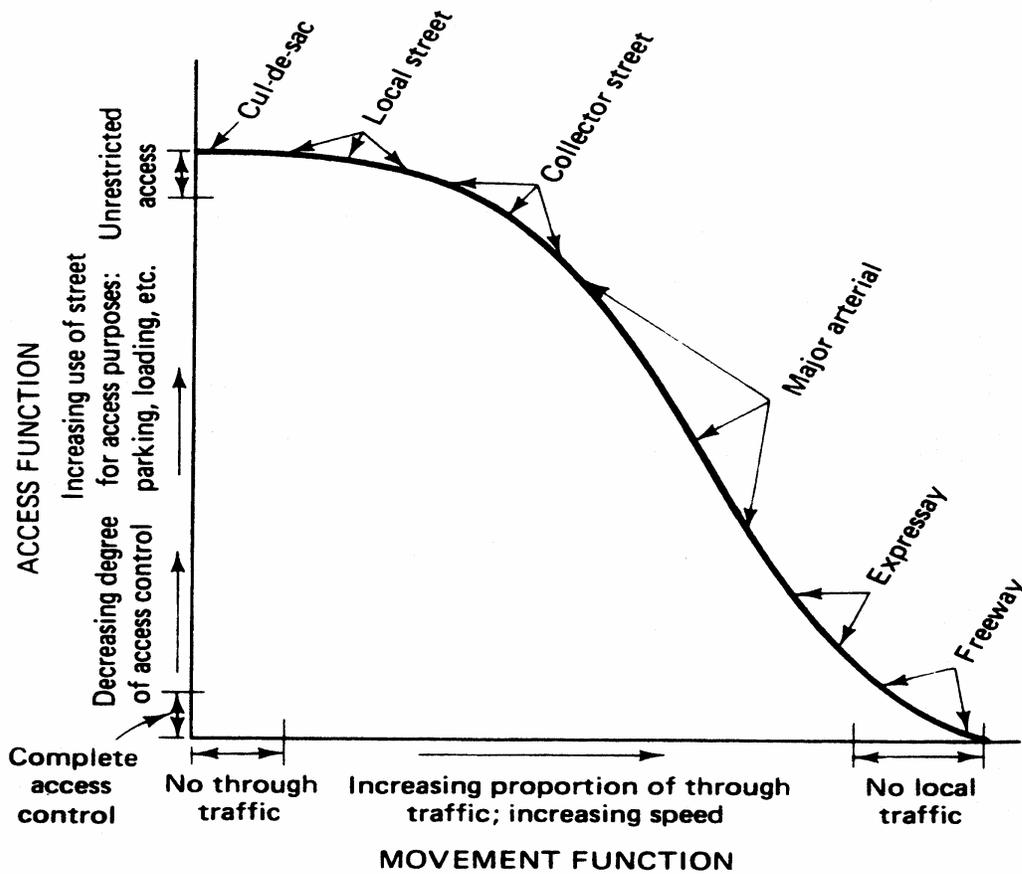


Figure 2-20. Traffic Movement Function Verses Land Access

**Traffic Movement vs. Land Access**

One important principal of thoroughfare planning is the "traffic movement function" versus "land access function". Each class of street shares a portion of each function, as illustrated by Figure 2 -20.

## Ch 2 - Castroville Today –The Built Environment

### Traffic Access vs. Land Access

For Major Arterials, emphasis is placed upon the movement function—moving vehicles across town with a controlled number of intersecting streets and driveways that conflict with the movement of traffic. On the opposite side of the scale, the function of Local Streets is to provide access to adjoining land. A residential cul-de-sac is one example--the traffic service function is non-existent. In theory, only trips having an origin or destination at a lot on the cul-de-sac would be made on such a street. On many other streets, the two functions are shared more evenly. US 90 through downtown Castroville is an example of a Major Arterial street where both access and movement is emphasized. The mix of functions results in relatively high traffic volumes, particularly during peak periods. In other words, traffic movement is sacrificed for the benefit of land access. Both functions are important. Without the land access function being served, motorists would be trapped in their cars with no ability to arrive at a destination. It is important that the street network allow traffic to flow smoothly and safely within and through the city for all trips.

### Historic Preservation<sup>1</sup>

Twenty miles from downtown San Antonio and nestled in the Medina Valley sits Castroville, more a village in feel than a city. Castroville was officially settled in 1844 by Henri Castro and a cadre of immigrants recruited primarily from the Alsace region of France. It still retains the character and the fabric built by its founding families, and adapted by families who made this community home for more than 150 years. Alsatian-influenced vernacular dwellings hug the narrow streets, standing proud on their lots within a family of distinctly placed outbuildings — cisterns, barns and smokehouses to name a few. Homes constructed later, such as the Sears & Roebuck Queen Anne kit house built in 1911 at 509 Florence, still respect the traditional site

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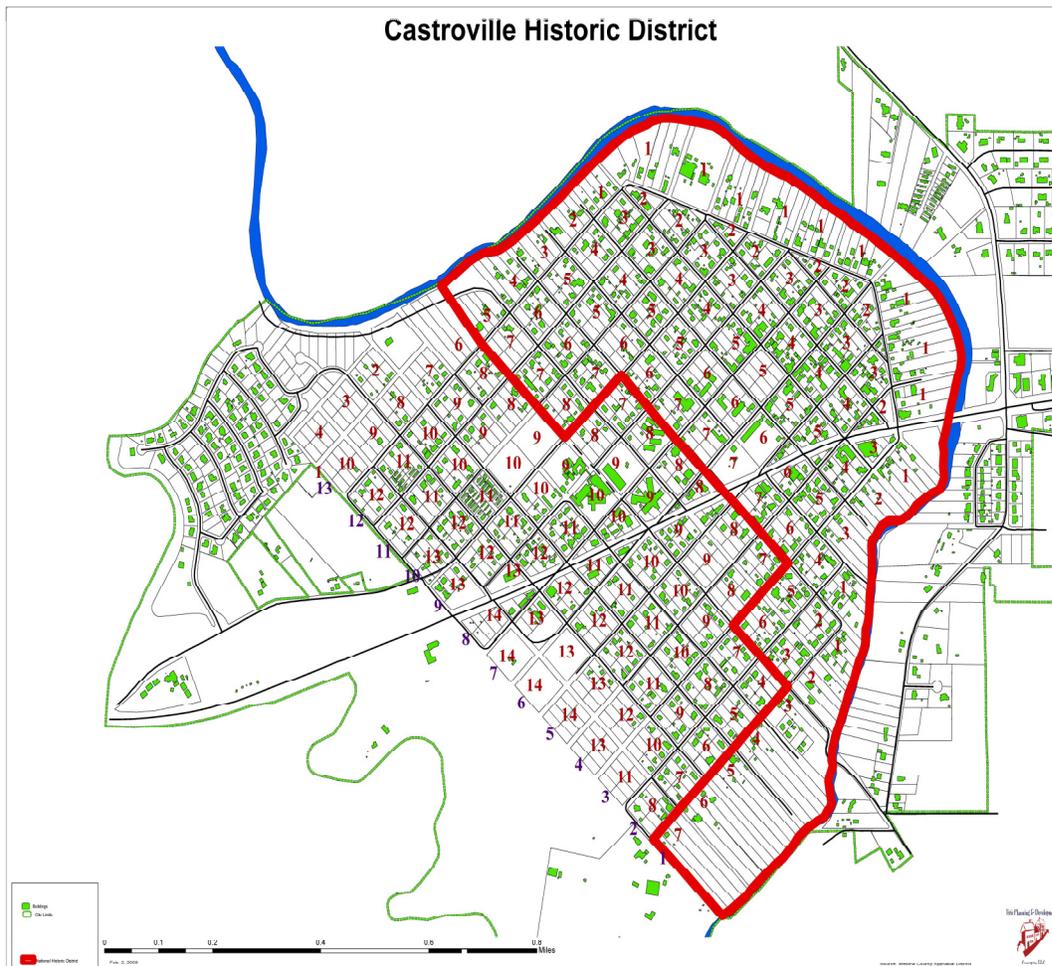
<sup>1</sup> Texas Historical Commission. Visionaries in Preservation. *Castroville Historic Preservation Action Plan*. October 2002.

# Castroville Master Plan

## Ch 2 - Castroville Today –The Built Environment

plan indicative of an early-Texas agricultural village. Gracious lots still frame the lazy Medina River, the most desirable location for early settlers to build and still coveted property today.

Historic Castroville lies between a low upland and a large bend in the Medina River. The river's narrow valley is developed in large cultivated plots with some remaining patches of woodlands along the riverbank. The rocky uplands are oak and South Texas scrub brush woodlands, more suitable for grazing and game management.



**Figure 2-21. Castroville Historic District**

## ***Ch 2 - Castroville Today –The Built Environment***

### **National Historic Register District**

In 1970, Castroville became one of the first three historic districts in Texas listed on the National Register of Historic Places. The National Historic Register District boundaries are roughly bounded by the Medina River, Gime, Houston and Constantinople streets and include approximately 230 historic structures. The Landmark Inn complex is the only individually listed property in Castroville.

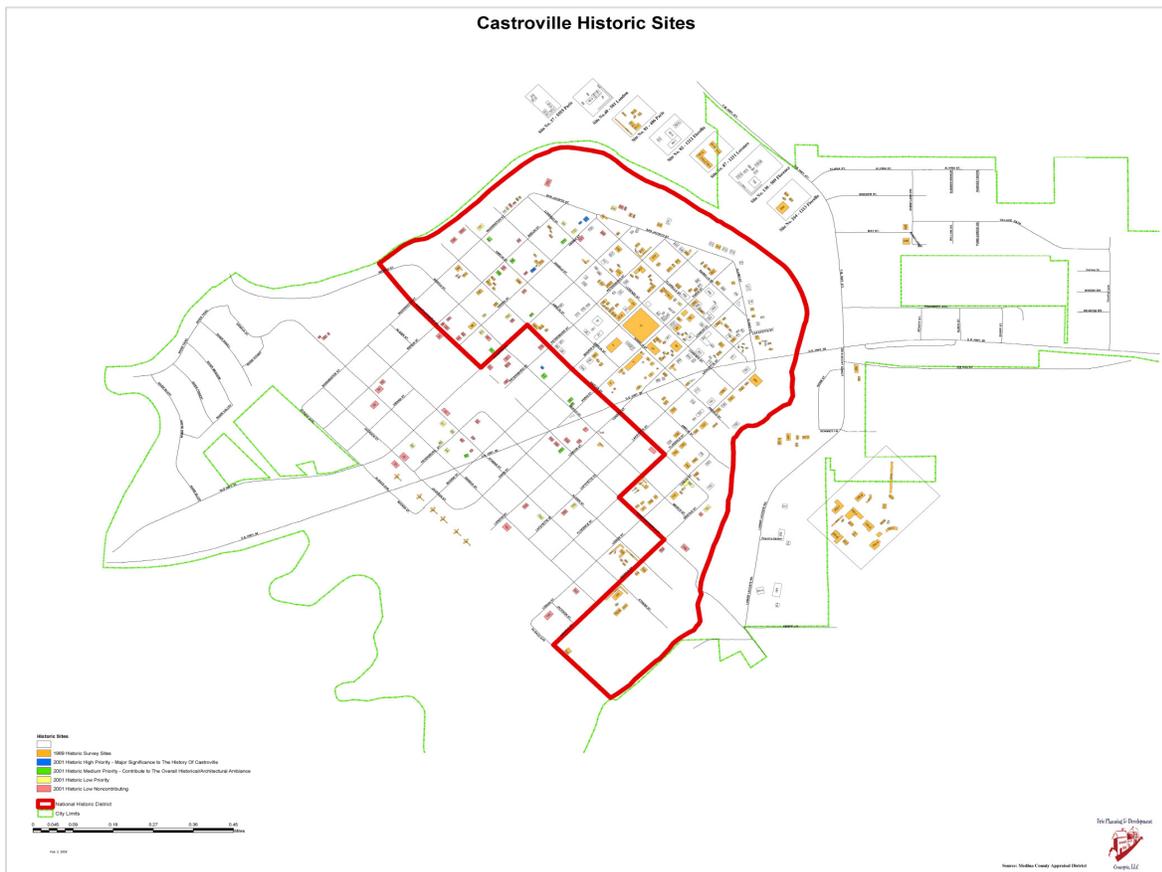
The state of Texas designated 12 Recorded Texas Historic Landmarks in Castroville between 1962 and 2000. In addition, Texas Parks and Wildlife established a State Historic Site for the Landmark Inn in 1974. Castroville secured the Certified Local Government status from the Texas Historical Commission in August 1999 and became a pilot community in its Visionaries in Preservation Program in 2001.

The City of Castroville enacted a local historic preservation ordinance, along with the designation of the National Register District, in 1975. While the ordinance is intended to protect the designated district, it only has jurisdiction over properties identified in a 1969 survey completed by the Texas Historical Commission. The historic district has changed on the zoning map to include three contiguous districts, two residential and one commercial, indicated with an HE (Historical) and CG (Central Historic Business). This district is intended for places of cultural and historical importance of a local, state and national significance. The areas are characterized by the existence of a substantial number of homes, buildings, landmarks and other historic places constructed and established by the founders and early settlers of Castroville, many of which are of log, stone and frame construction in the style commonly referred to as Alsatian, German or Early Texas and Victorian. These buildings and places exist in significant quantity and concentrations within the City and create unique historic character which establishes the necessity for historic zoning districts.

# Castroville Master Plan

## Ch 2 - Castroville Today –The Built Environment

Different preservation organizations have erected plaques and markers on the historic homes and buildings of Castroville, including the Pioneer Castroville Home, the Special Castroville Home and the San Antonio Conservation Society Award.



**Figure 2-22. Castroville Historic Sites**

# Castroville Master Plan

## Ch 2 - Castroville Today –The Built Environment

In 2000/2001, Castroville completed a survey of historic resources which identified 446 historic properties within the city limits. The *2001 Historic Resources Survey of Castroville* reveals that domestic architecture represents 83% of all of the historic buildings in Castroville. This group comprises 247 of the 446 buildings identified in the survey. All other categories of building types encompass 17% of the total number of historic buildings. The building types represented in the survey break down as follows:

Domestic	247 buildings
Commercial	33 buildings
Institutional	10 buildings
Cemeteries	7 sites
Industrial	1 building
Transportation	2 structures

The City of Castroville, as a Certified Local Government, oversees the preservation program and activities within the city limits through the Historic Landmark Commission and the Historic Preservation Officer. The main responsibility of the Medina County Historical Society has been the review of state subject markers and Recorded Texas Historic Landmarks throughout the county.

The area's long-established preservation community includes organizations such as the Castro Garden Club, est. 1952, the Castroville Conservation Society, est. 1999, and occasional support by the San Antonio Conservation Society. The continuous focus is preserving Castroville's cultural and architectural resources that reflect the city's heritage. Other organizations such as The Castro Colonies Heritage Association, the Friends of the Landmark Inn, and the Medina County Historical Society play an important role in preservation activities in Castroville and Medina County.

# Castroville Master Plan

## Ch 2 - Castroville Today –People

### City Population

The 2000 U.S. Bureau of the Census population count for Castroville was 2,664. In 2000, there were 1,025 housing units and average household size was 2.74 persons per household.

Seventy-four percent of the population is located north of US 90 and 26% on the south.

<b><u>2008 Housing Units</u></b>	<b><u>Number of Units</u></b>	<b><u>Percentage</u></b>
North of US 90 and west of Medina River	522	48%
North of US 90 and east of Medina River	283	26%
South of US 90 and west of Medina River	210	19%
South of US 90 and east of Medina River	76	7%
	<hr/>	<hr/>
<b>Total</b>	<b>1,091</b>	<b>100%</b>

The January 1, 2008 City of Castroville population estimate is 2,840. The consultant derived the population estimate using the following method:

2008 Housing Units (1,091) x Average Household Size (2.74) x Occupancy Rate (95%) = 2,840

### Extra-Territorial Jurisdiction (ETJ) Population

The Castroville ETJ covers nearly 18 square miles. Fifty six percent of the population is located north of US 90 and 44% on the south. The majority of people in the ETJ are evenly distributed throughout the area with concentrations in the Los Altos, Westcreek, Stony Creek, Medina River West and Deer Valley subdivisions.

# Castroville Master Plan

## Ch 2 - Castroville Today –People

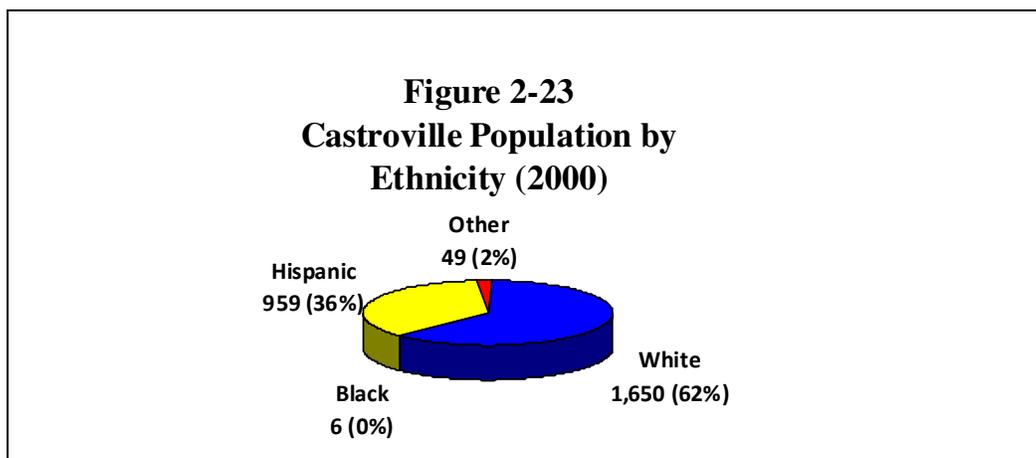
<u>2008 Housing Units</u>	<u>Number of Units</u>	<u>Percentage</u>
North of US 90 and west of FM 471 N	10	4%
North of US 90 and east of FM 471 N	155	52%
South of US 90 and west of FM 471 S	93	31%
South of US 90 and east of FM 471 S	40	13%
<b>Total</b>	<b>298</b>	<b>100%</b>

The January 1, 2008 Castroville ETJ population estimate is 776. Frie Planning & Development Concepts derived the population estimate using the following method:

$$2008 \text{ Housing Units (298)} \times \text{Average Household Size (2.74)} \times \text{Occupancy Rate (95\%)} = 776$$

### Ethnicity

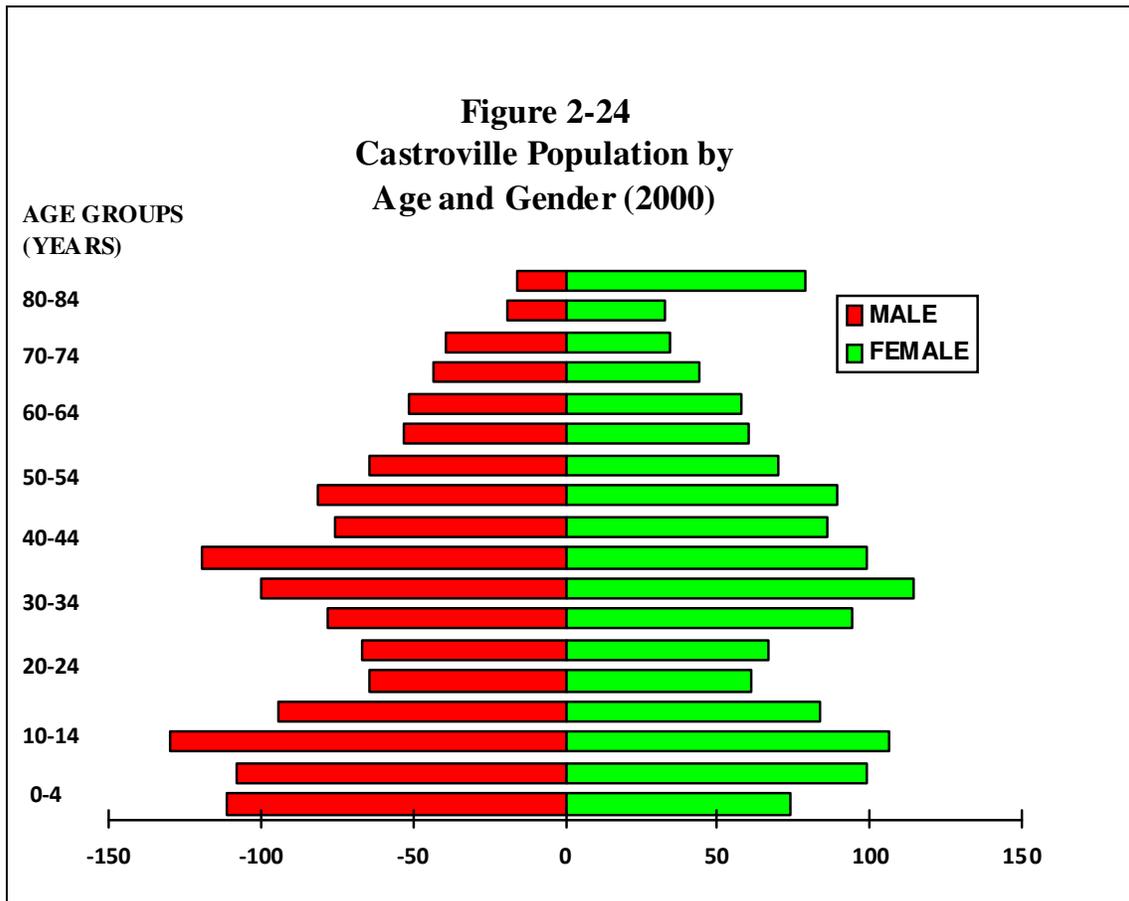
The people of Castroville are ethnically diverse. According to the 2000 census, the population is 62% White, 36% Hispanic, 0% Black, and 2% other. Figure 2-23 presents Castroville population by ethnicity.



Source: 2000 United States Census

### Age and Gender

The population of Castroville is relatively young. According to the 2000 Census, the median age in Castroville is 37.4 years old. The median age of males is 35.3 and the median age of females is 38.9. Thirty percent of the population is under 18 years and 16% is 65 or older. Females make up 51% of the population, while males comprise the remaining 49%. Figure 2-24 presents Castroville population by age and gender.

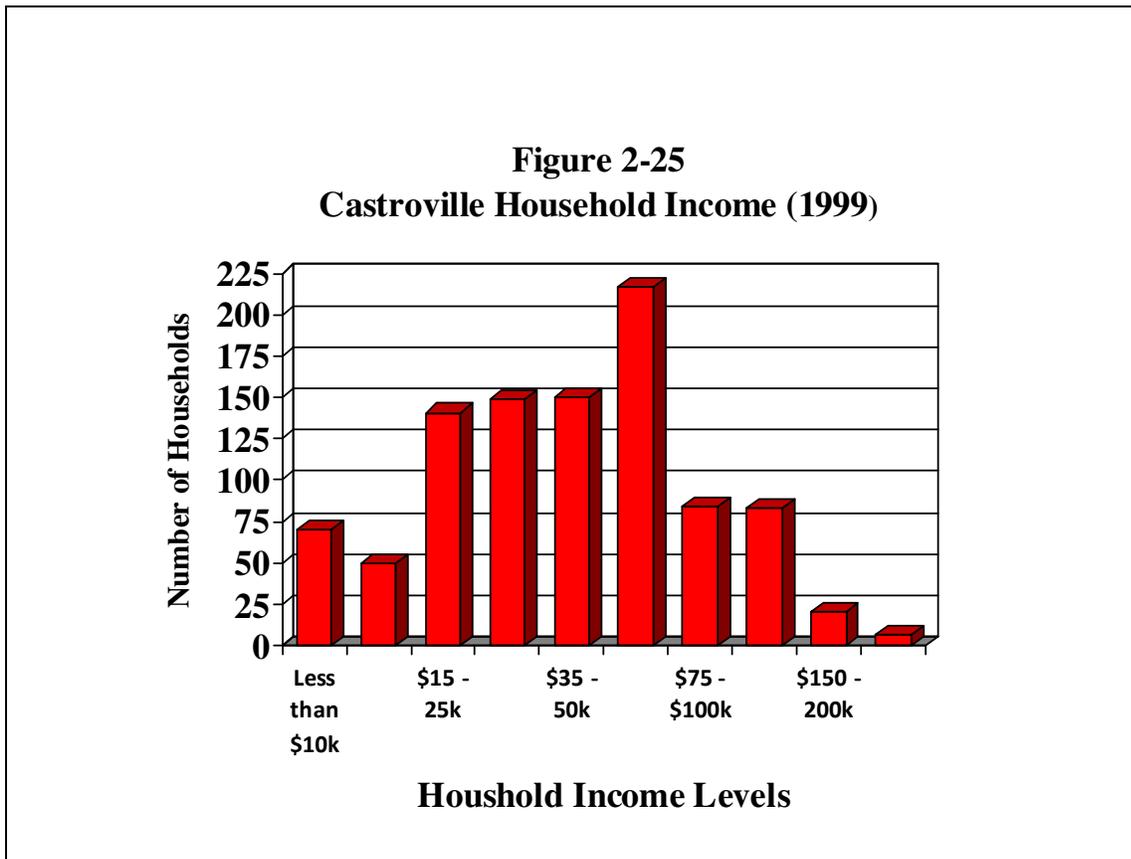


Source: 2000 United States Census

**Ch 2 - Castroville Today –People**

**Income**

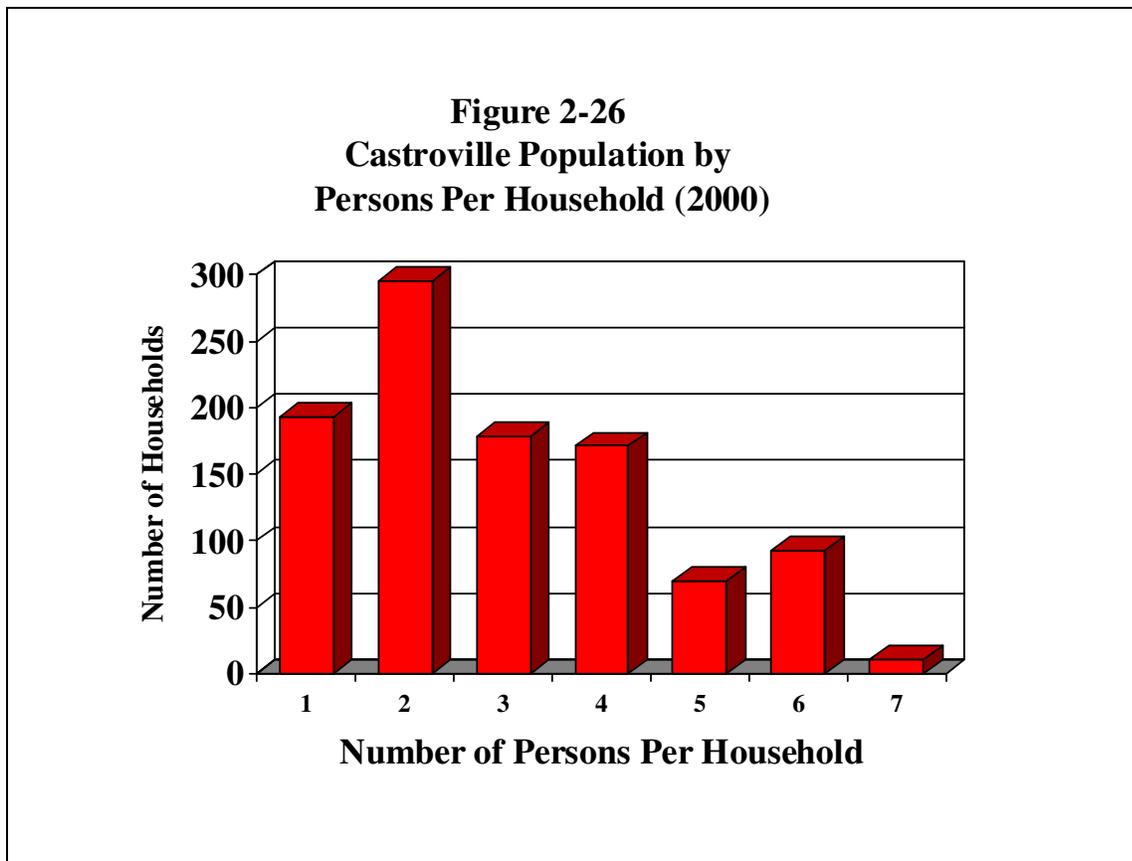
The City of Castroville has a median household income of \$42,308 compared to \$39,140 for the San Antonio Metropolitan Statistical Area (MSA) and \$36,063 for Medina County. Eighty-nine percent of the 972 households in Castroville earn \$100,000 or less and 11% are above \$100,000 per year. Only five percent of Castroville families are below the poverty level. Figure 2-25 presents the breakdown of Castroville households by income levels.



Source: 2000 United States Census

**Households Characteristics**

According to the 2000 Census, there were 941 households in Castroville. Of those, 77% contain families (a householder and one or more persons living in the same household who are related to the householder by birth, marriage, or adoption). The remaining 23% are non-family households (a householder living alone or with non-relatives only i.e., roommates). Average household size in both Castroville and Texas is 2.74 persons compared to 2.59 for the United States. Nearly one-third of Castroville households are 2-person households. Figure 2-26 presents Castroville population by persons per household.

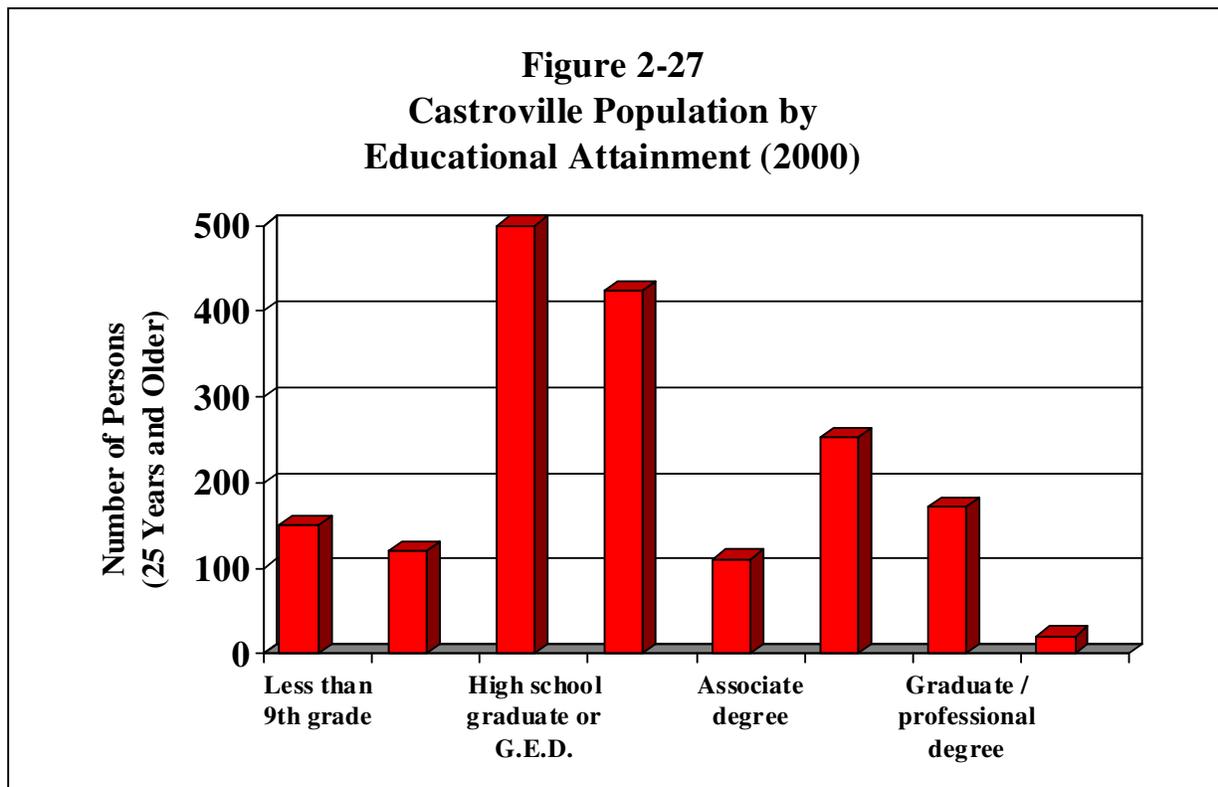


Source: 2000 United States Census

## Ch 2 - Castroville Today –People

### Educational Attainment

According to the 2000 Census, the people of Castroville fall into two general groups based on education. Sixty-eight percent of the population 25 years and older have at least some college education, and 32% of those over 24 years have received at least one college degree. However, 24% of the population 25 years and older have less than a high school education. Figure 2-27 presents Castroville population by educational attainment.



Source: 2000 United States Census

# *Castroville Master Plan*

## ***Ch 3 - Castroville Trends - Introduction***

In order to develop a plan for the growth and development of Castroville, it is important to understand the trends that are affecting the future of the community. These trends influence the location, type, and rate of growth in the community. This section will describe:

- Population Trends
- Demographic Trends
- Construction Trends
- Utility Trends
- Rural Land Trends

The future of Castroville is influenced not only by the events that occur locally, but also by the events that occur in regional geographical areas. Therefore, local trends are discussed in the context of county, regional, state and national trends.

### **Implications for Planning**

Analyzing past and future trends is a critical step in the planning process. A community that wishes to determine its future must first understand the trends that are influencing its growth. Only then can an appropriate plan of action be undertaken to result in a future most desired by its citizens.

Due to its close proximity to San Antonio, one of the faster growing metropolitan areas in the U.S., Castroville is projected to experience rapid growth over the next several decades. Population growth, economic growth, increased construction activity, and greater demands on infrastructure are expected to occur in the city.

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While this growth will provide the citizens of Castroville with many economic opportunities, the challenge will be to manage the growth so it does not destroy the unique qualities of the city.

Greater population in the future will mean the necessity to build more places for the citizens to live, work and shop. Decisions must be made where this new construction activity is best suited to occur. More people also mean a greater strain on existing infrastructure, such as roads, water, wastewater, electric and gas facilities. Where should the new infrastructure be constructed, and how will it be paid for are questions that should be addressed far in advance before demand for new facilities arise. By planning for future problems before they occur, many of the pains normally associated with rapid growth can be avoided.

Growth trends should be continually monitored to anticipate the need for new city services. Although the community may not be able to alter significant regional or state trends, it will be better prepared to deal with trends on a local level.

## Ch. 3 – Castroville Trends - Highlights

### Population Trends

- Located in the rapidly growing San Antonio Metropolitan Statistical Area (MSA).
- Population has almost tripled in the past 50 years rising from 990 in 1950 to 2,664 in 2000.
- January 1, 2008 population estimate is 2,990. This represents a 6% increase since 2000.
- Projected to exceed 3,300 residents by the year 2020, an increase of 24% over the 2,664 in 2000.

### Demographic Trends

- Median age in Castroville is 37 years old. Castroville has a higher median age than the U.S., Texas, San Antonio MSA and Medina County.
- Average household size in Castroville decreased from 2.8 in 1990 to 2.7 persons per household in 2000.
- Higher percentage of home ownership than the U.S., Texas and the San Antonio MSA. Owner occupied units comprised 69% of the total housing units in 2000, up from 63% in 1990.
- Higher median household income than the U.S., Texas, San Antonio MSA and Medina County. Castroville income increased 75% from \$24,308 in 1989 to \$42,308 in 1999. During the same period, poverty levels decreased from 15% to a low 5%.

## Ch. 3 – Castroville Trends - Highlights

### Construction Trends

- 2002-2007, Castroville added 65 new homes, and no multifamily, manufactured or 2-4 family homes during the past five years.
- New residential construction activity has exceeded \$8.6M between 2002 and 2007. The average construction cost per new home in 2007 was \$126,670.
- New nonresidential construction in Castroville has been sporadic over the past five years exceeding \$9.8M. Some of the larger projects include the Lundquist Chevrolet dealership; Security Service Federal Credit Union Plaza; Tractor Supply; remodeling of the Kidney Dialysis Center and the Castroville Airport terminal/hangars.

### Utility Trends

The number of water, wastewater, electric and gas accounts have continually increased over the past five years. All utility accounts reached all-time high in 2007. Water accounts represented the largest increase. The number of active water accounts rose from 1,055 in 2002 to 1,192 in 2007, a 13% increase.

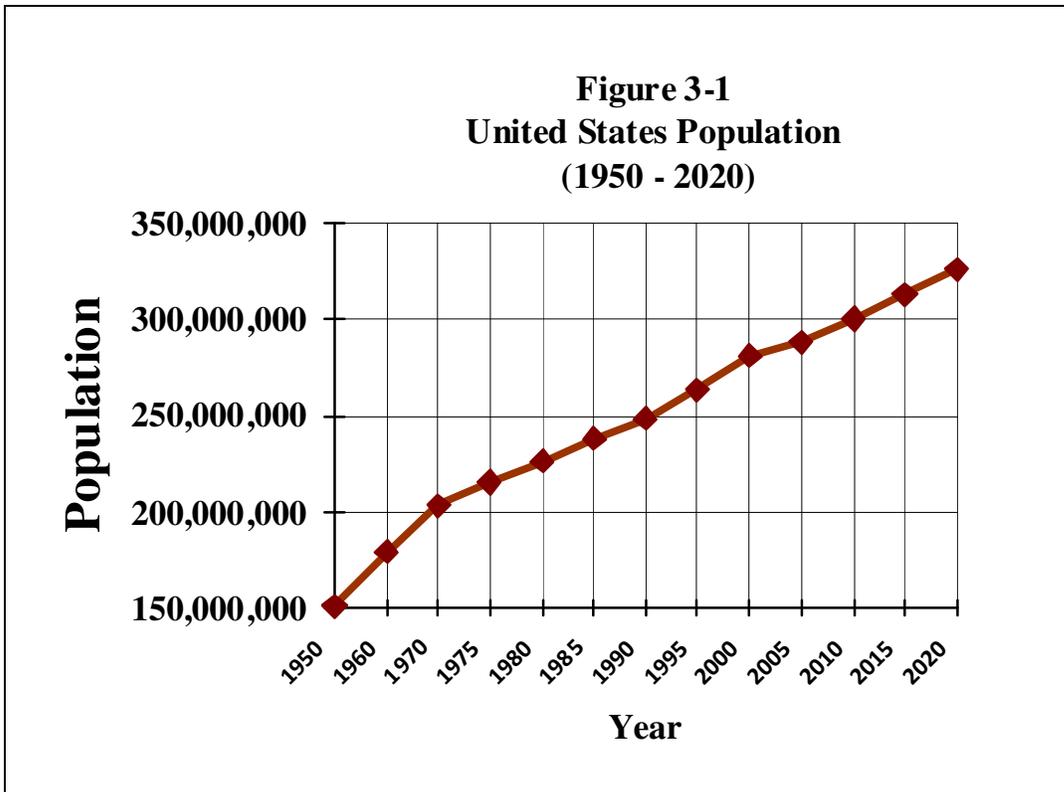
### Rural Land Trends

- In the past several years, many large farm and pasture lands have been purchased for residential development.
- South Edwards Plateau area (Frio, Maverick, Medina, Uvalde and Zavala counties) rural land prices have increased dramatically over the past decade from \$700/acre in 1997 to \$2,623/acre in 2007, a 275% increase.
- Sharp increase in rural land prices has been occurring over the past decade and this trend is expected to continue over the next several years.

**Ch. 3 – Castroville Trends - Population**

**United States Population Trends**

Between 1950 and 2000, the United States (U.S.) population grew from 151,325,798 to 276,241,000. This represented an increase of 124,916,202 persons during the 50 year period, or an average annual growth rate of 1.2%. By 2020, the population of the U.S. is projected to reach 326,000,000, an increase of 49,759,000 persons from 2000. This represents an average annual growth rate of 0.9% over the 20 year time period.

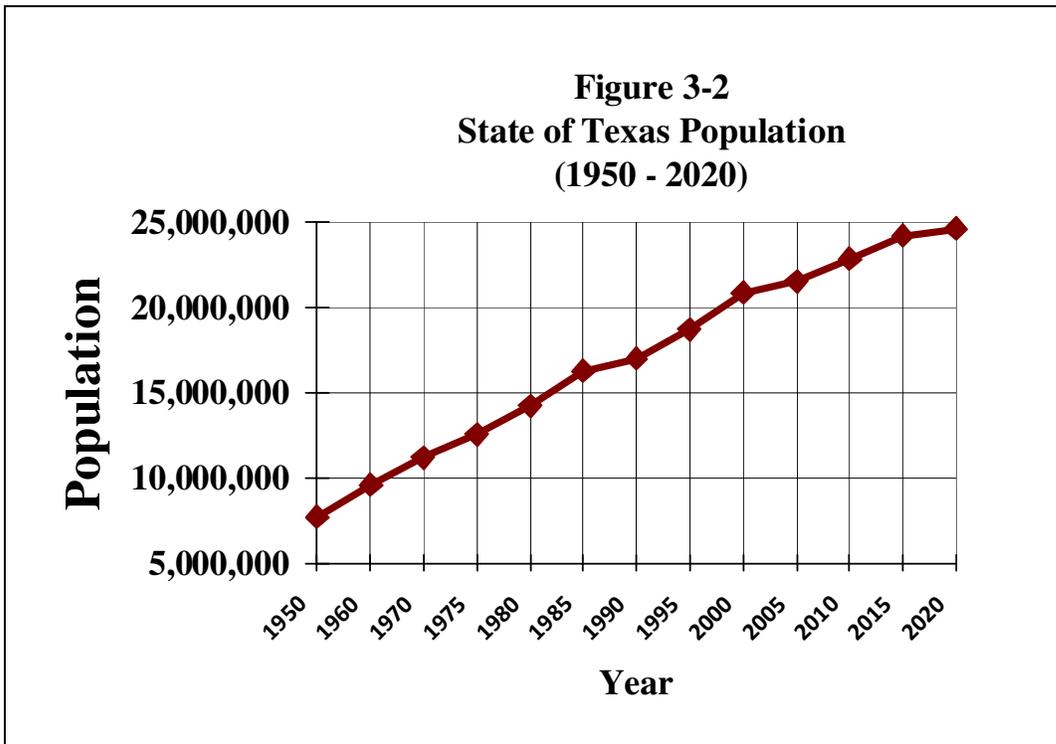


Sources: U.S. Bureau of the Census and Texas State Data Center.

## Ch. 3 – Castroville Trends - Population

### State of Texas Population Trends

The state of Texas has experienced rapid growth throughout much of its history. The population increased from 7,711,194 in 1950 to 20,067,965 in 2000. This represents an average annual growth rate of 1.9%. In the 1990's, Texas surpassed New York as the second most populous state. Although the crisis in the oil industry and resulting economic recession slowed Texas's growth during the late 1980's, the economy has since diversified, and the population is projected to reach 24,600,000 by the year 2020. This represents an annual increase of 1.0% from 2000. Although growth rates are lower than in the past, Texas is expected to outpace the nation in the foreseeable future.

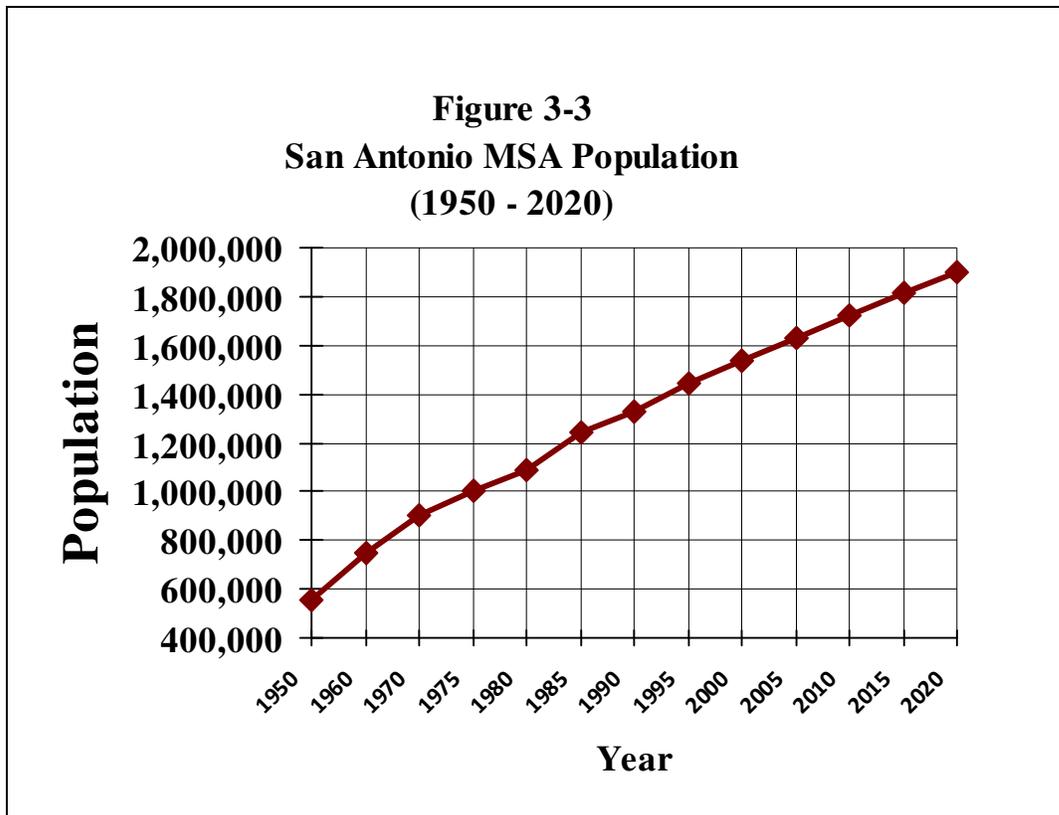


Sources: U.S. Bureau of the Census and Texas State Data Center.

Ch. 3 – Castroville Trends - Population

San Antonio MSA Population Trends

The San Antonio Metropolitan Statistical Area (MSA) grew from 556,881 to 1,535,715 between 1950 and 2000. This increase represented an average annual growth rate of 2.0%. High birth rates and migration to the area explain the additional 978,834 persons. This high growth rate is projected to stabilize, with an annual growth rate of 1.1% between 2000 and 2020. The San Antonio MSA population is projected to reach 1,900,000 by 2020.

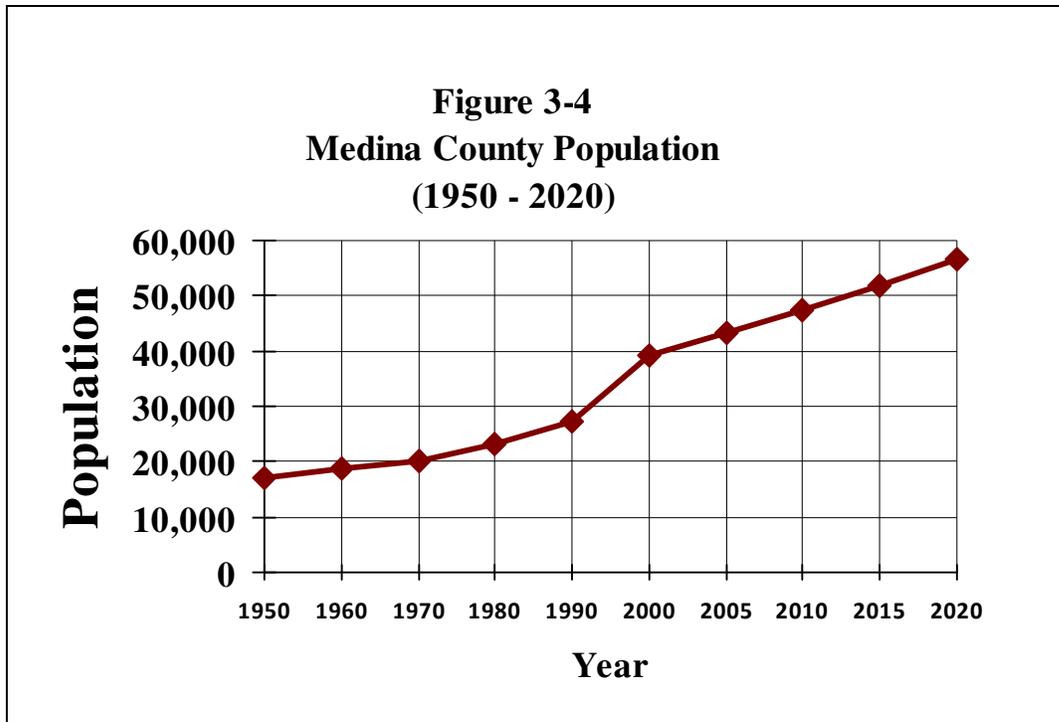


Sources: U.S. Bureau of the Census and Texas State Data Center.

**Ch. 3 – Castroville Trends - Population**

**Medina County Population Trends**

Medina County's population of 17,013 in 1950 grew to 39,304 by 2000, an increase of 131%. This increase represented an average annual growth rate of 2.1%. This large population increase is attributable to the strategic location near San Antonio and people moving away from the San Antonio city limits to take advantage of lower home prices and higher quality of life in Medina County. The population of Medina County is projected to increase by 44% by 2020, reaching nearly 57,000, due to the increasingly diversified economy, the effects of North American Free Trade Agreement (NAFTA), and the suburbanization of eastern Medina County as San Antonio continues to grow outward.

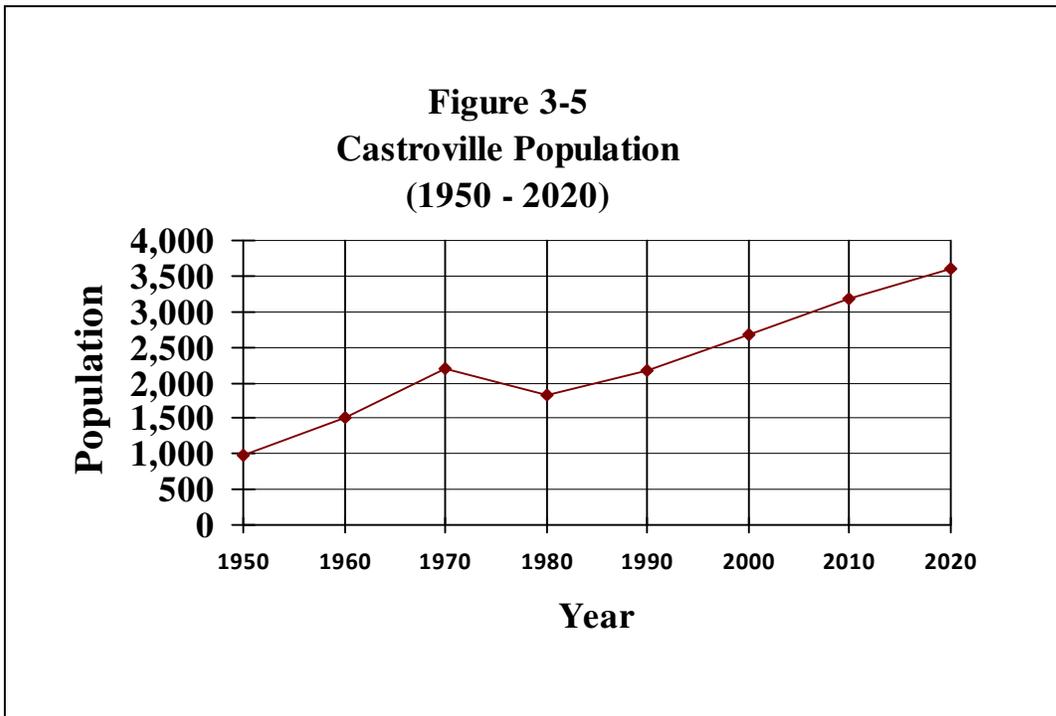


Sources: U.S. Bureau of the Census and Texas State Data Center.

**Ch. 3 – Castroville Trends - Population**

**Castroville Population Trends**

The population of Castroville has steadily increased from 990 in 1950 to 2,664 in 2000. This near tripling of the population in 50 years represents an annual average growth rate of 2.0%. The city's rapid growth is due mainly to the high quality of life and the continued suburbanization of San Antonio during the period. In the future, the city is expected to take advantage of its diversifying economy and strategic location near San Antonio for continued growth. Castroville is projected to exceed 3,600 by the year 2020.



Source: City of Castroville.

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## Ch. 3 – Castroville Trends - Population

### Future Population

The Medina County development projects once completed will have an estimated population of: **Total Lots (1,171) x Average Household Size (2.74) = 3,208 Persons**

The San Antonio development projects once completed will have an estimated population of: **Total Lots and Units (38,084) x Average Household Size (2.74) = 104,350 Persons**

At present, Castroville's zoned land use is 39% single family residential, 3% multi-family apartment/condominium and 1% manufactured housing (trailers). If the percentages are applied to the total land mass using the current 2.74 persons per living unit the following population numbers result:

Single Family	14,362
Multi-Family	1,105
Manufactured	736
<b>TOTAL</b>	<b>16,203</b>

If the "built" numbers of today are applied there is 30% single family residential, 1% multi-family and 1% manufactured housing. When these percentages are applied to the total land mass, 21 sq. mi., using the same 2.74 factor the population result is:

Single Family	11,048
Multi-Family	368
Manufactured	368
<b>TOTAL</b>	<b>11,784</b>

\*Percentages are from Chapter, Land Use and Zoning

## ***Ch. 3 – Castroville Trends - Demographics***

### **Age Trends**

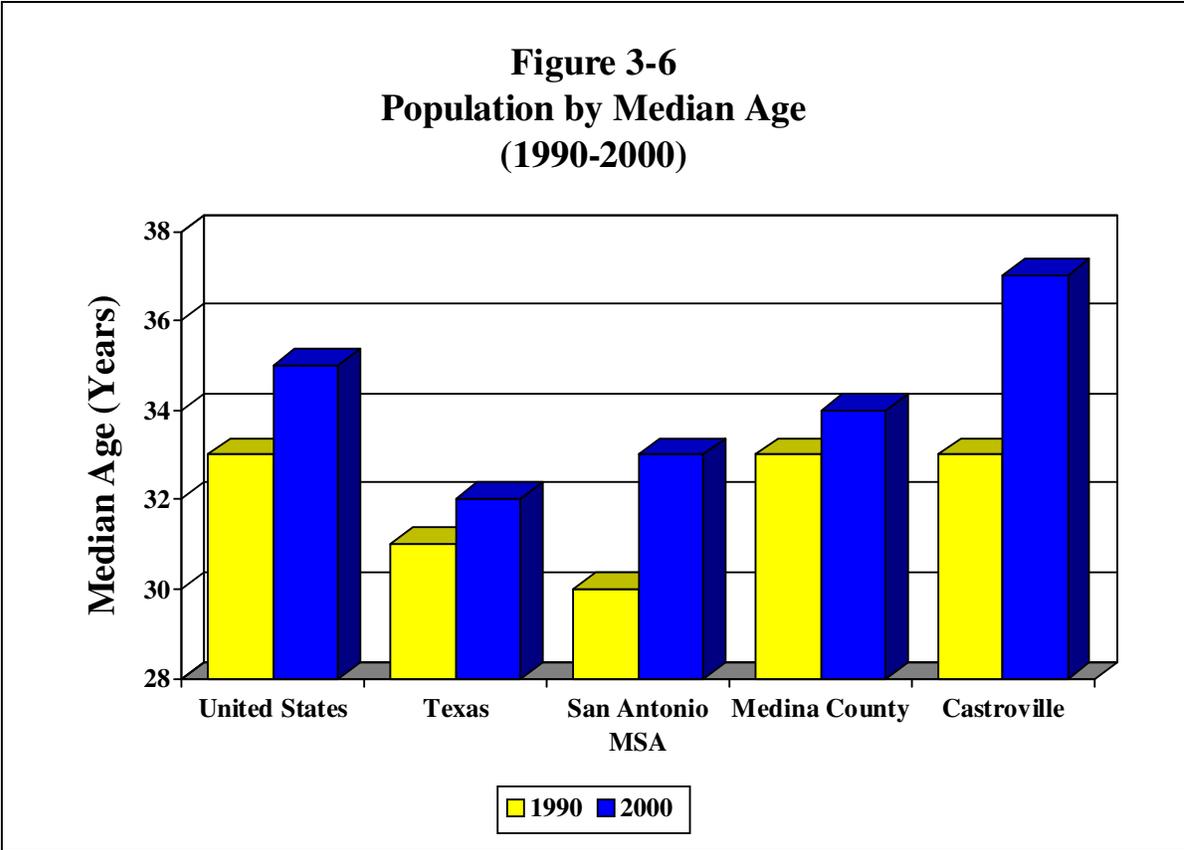
The median age of Americans has been increasing in recent decades. As families are getting smaller, there are fewer children to offset the aging of the baby boomers. In addition, people are living longer today than in the past, as evidenced by the growing percentage of the population over the age of 65. Almost 15% of the population of the U.S. was 65 or over in 2000, up from 13% in 1990. As the baby boomers edge towards retirement, this percentage will continue to increase.

The median age of the United States was almost 35 years old in 2000, up from 33 years in 1990. In Texas, the median age increased from 31 years in 1990 to almost 32 years in 2000. Regions of the country growing rapidly in population, such as Texas, tend to be younger as economic opportunities attract young workers, who are often starting families. The median age for the San Antonio MSA was 33 years in 2000. This reflects the predominance of many military personnel in the area as well as the growing economic opportunities associated with the medical industry, which attracts many young professionals to the area.

Medina County, and Castroville in particular, have more mature populations due to the high quality of life the area offers families seeking a more suburban or rural lifestyle. The median age of Medina County increased from 33 to 34 years between 1990 and 2000.

The general aging of the Texas population as well as steady influx of new residents accounts for this increase. The median age of Castroville increased more dramatically, from 33 to 37 years. Castroville has a higher median age than Medina County because of its proximity to San Antonio and new residents, including retirees, are attracted to the higher quality of life Castroville offers.

Ch. 3 – Castroville Trends - Demographics



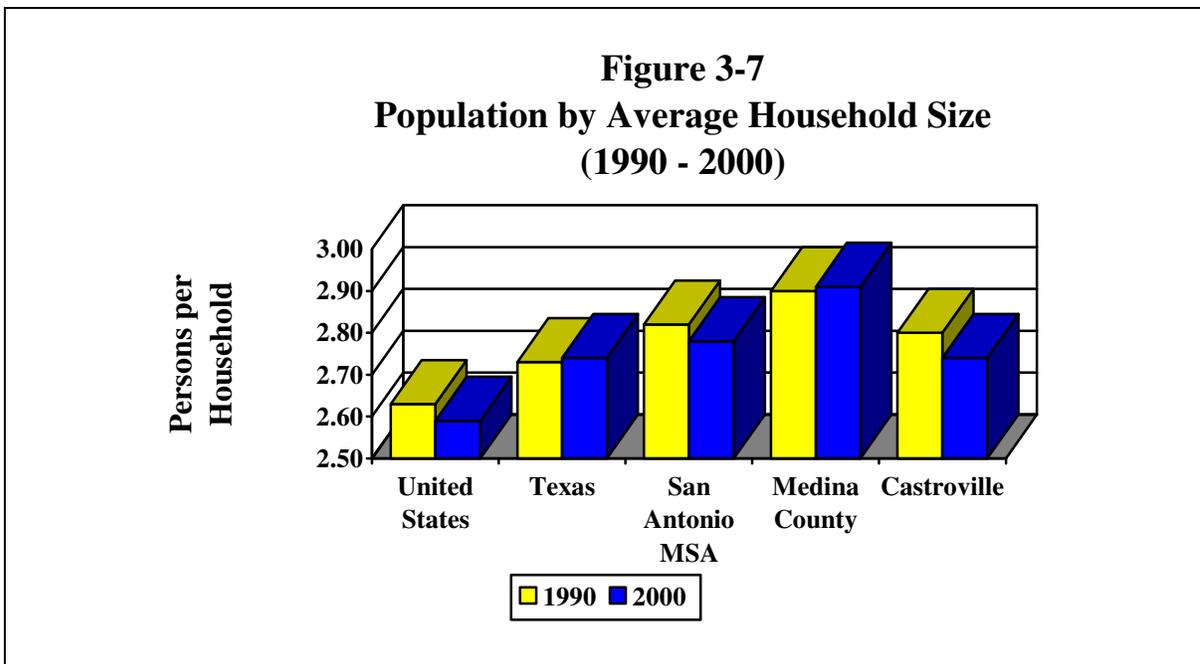
Source: U.S. Bureau of the Census.

## Ch. 3 – Castroville Trends - Demographics

### Household Characteristics Trends

Average household sizes in America have been decreasing over the past few decades as families are becoming smaller. Another factor in the decrease of average household sizes is the tendency for people to marry at an older age than in the past. This means more single people are living by themselves which decreases household size. In the United States, the median household size decreased from 2.63 persons per household in 1990 to 2.59 in 2000.

The average household size in Castroville decreased from 1990 to 2000. The average household size in 2000 was 2.74 persons per household, down from 2.80 in 1990. This decrease was larger than experienced in most areas and agrees with the higher median age of people in Castroville. The households which experienced the largest increases in 2000 were the one and two person households.



Source: U.S. Bureau of the Census.

## ***Ch. 3 – Castroville Trends - Demographics***

### **Housing Trends**

There were over 115,000,000 housing units in the U.S. in 2000, an increase of approximately 14,000,000 from the previous decade. Of those housing units, nearly 60% were owner-occupied units. This was up 2% from 1990. Renter-occupied units accounted for 31% of the total housing units. Vacant units represented 9% of the total housing units in 2000, down slightly from 1990. A vacant unit is any dwelling not occupied at the time of the census, regardless of the circumstances. Vacant units can include vacation homes, newly built homes not yet moved into, and apartments in between tenants.

Texas experienced a steady increase of housing units during the 1990's as the economy stabilized from the boom-bust real estate cycle during the 1980's. During the 1990's, nearly 115,000 housing units were added per year on average. There were over 8,000,000 housing units in the Texas in 2000, an increase of over 1,100,000 from the previous decade. Owner-occupied housing units rose from 53% of all units in 1990 to 58% in 2000. Renter-occupied units decreased from 34% to 33%, while vacant units decreased from 13% to 9% of the total housing stock.

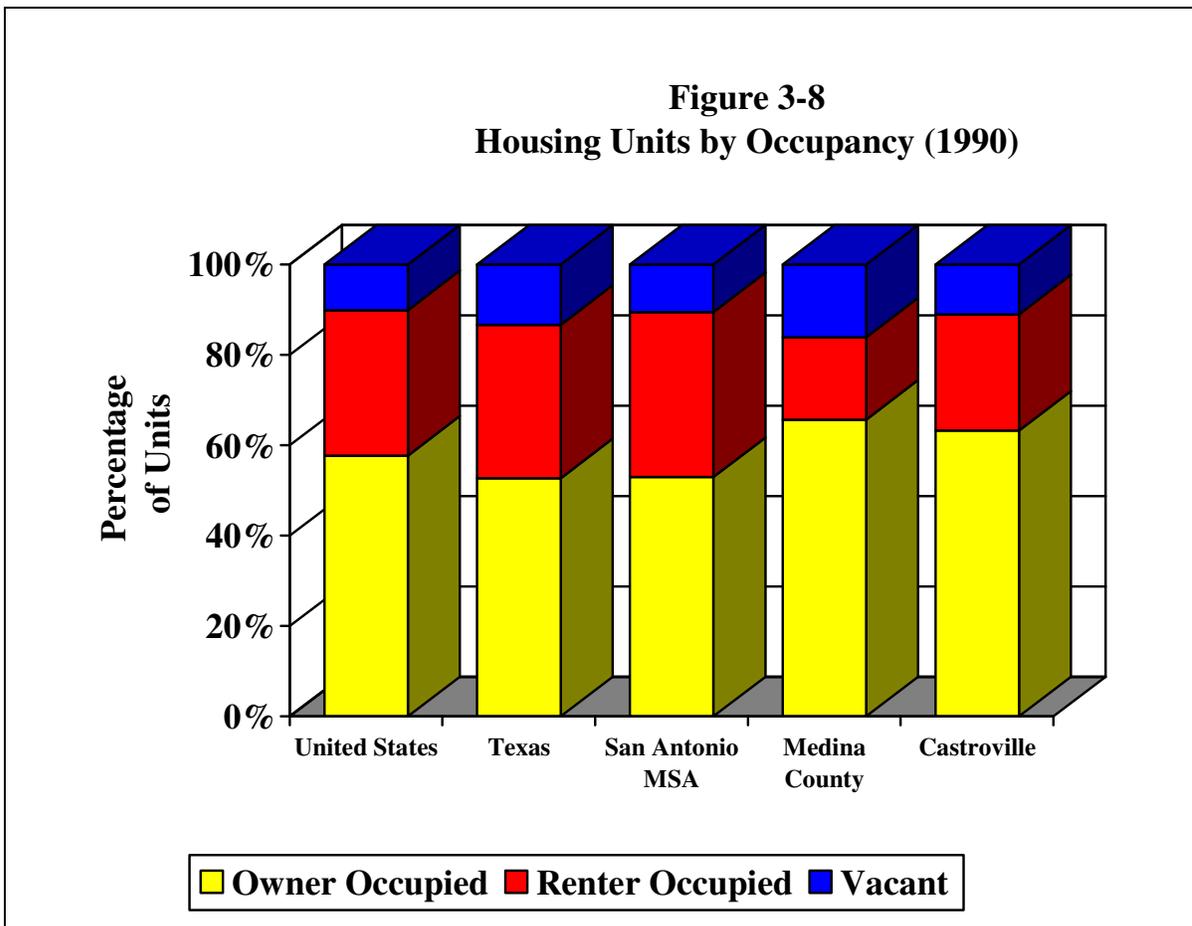
Events in San Antonio mirrored those occurring in Texas, with owner-occupied housing units increasing from 53% in 1990 to 59% in 2000. Thousands of dwelling units were built each year adding over 55,000 units during the decade. Renter-occupied units decreased from 37% to 34% of the total, and vacant units decreased from 11% to 7% as San Antonio grew.

The city of Castroville had 1,025 housing units in 2000, a 19% increase from the 859 units in 1990. Castroville has higher owner occupancy rate than the U.S., Texas and the San Antonio MSA.

# Castroville Master Plan

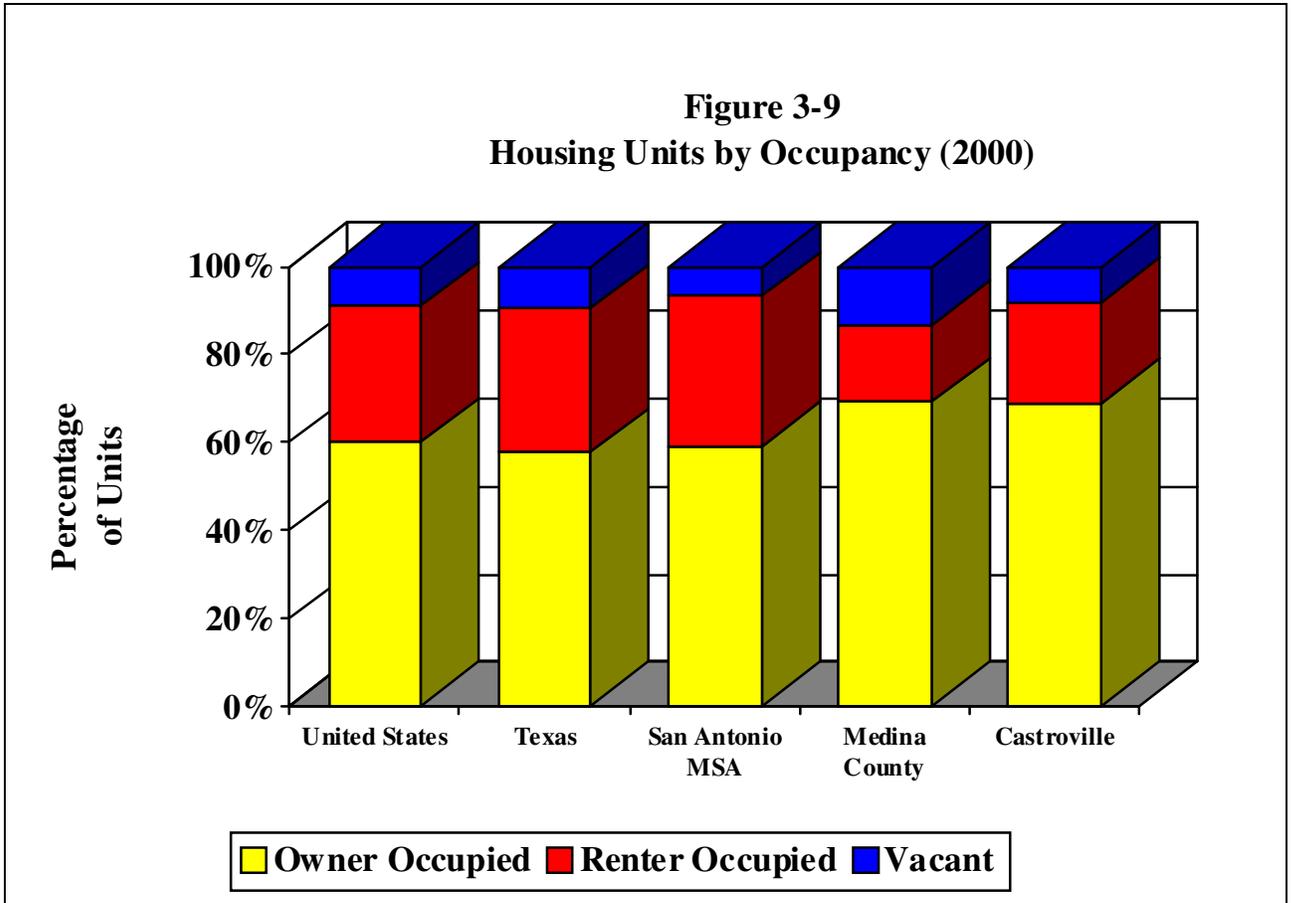
## Ch. 3 – Castroville Trends - Demographics

The percentage of owner occupied housing units increased from 63% of the total housing units in 1990 to 69% in 2000. Renter occupied units also decreased from 26% in 1990 to 23% in 2000. Vacancy also decreased during the decade from 11% to 8%.



Source: U.S. Bureau of the Census.

Ch. 3 – Castroville Trends - Demographics



Source: U.S. Bureau of the Census.

### Income Trends

Median household income is one of the most accurate portrayals of the economic status of Americans. Another statistic often used is the percentage of people or families whose income lies below the poverty level. The percentage of families whose annual income was below the poverty level decreased slightly from 1990 to 2000. The median household income for the U.S. in 1989 was \$30,056.

# *Castroville Master Plan*

## ***Ch. 3 – Castroville Trends - Demographics***

By 1999, this had increased to \$41,994. Along with the modest increase in median household income, there were also a lower percentage of families living below the poverty level. However, one in ten families in 1999 did not earn enough income to be considered above poverty status. The 1990 census recorded income data in 1989 dollars, while the 2000 census recorded income data in 1999 dollars. The 1989 numbers have been adjusted for inflation to 1999 levels for the purpose of comparison.

In Texas, the stable economy of the 1990's increased many people's earnings. Median household income actually increased 47% from \$27,016 in 1989 to \$39,927 in 1999. Poverty levels decreased between 1990 and 2000, as the percentage of families living below the poverty level dropped from 14% to 12%.

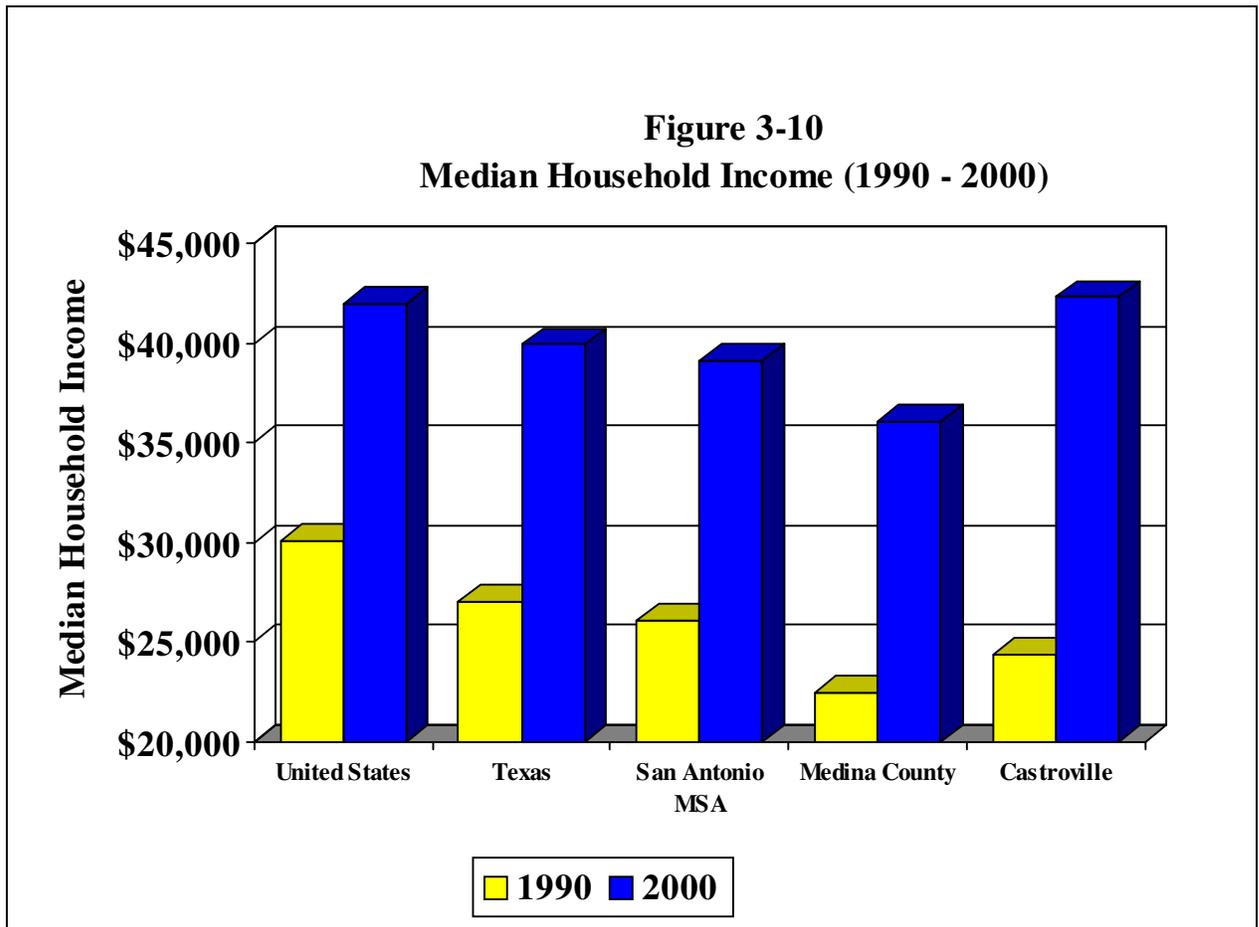
San Antonio MSA income levels increased dramatically between 1990 and 2000. Median household income actually increased 50% from \$26,092 in 1989 to \$39,140 in 1999. Poverty levels dropped from 16% in 1990 to 12% in 2000.

The median household income in Medina County is lower than the U.S., Texas, San Antonio MSA and Castroville. However, the median household income increased 60% from \$22,455 in 1989 to \$36,063 in 1999. During the same period, the percentage of families living below the poverty level declined dramatically from 19% to 12%. Many new homes were built in eastern Medina County during this period as San Antonio's growth moved southwestwardly.

In Castroville, the median household income in 1999 was higher than the U.S., Texas, San Antonio MSA and Medina County. The median household income had a remarkable increase from \$24,357 in 1989 to \$42,308 in 1999, an increase of 75%. During the same period, poverty levels decreased dramatically from 15% to a low 5%.

**Ch. 3 – Castroville Trends - Demographics**

Many expensive homes were built in Castroville during this period, as families moved to Castroville from San Antonio to experience a higher quality of life and improved lifestyle.



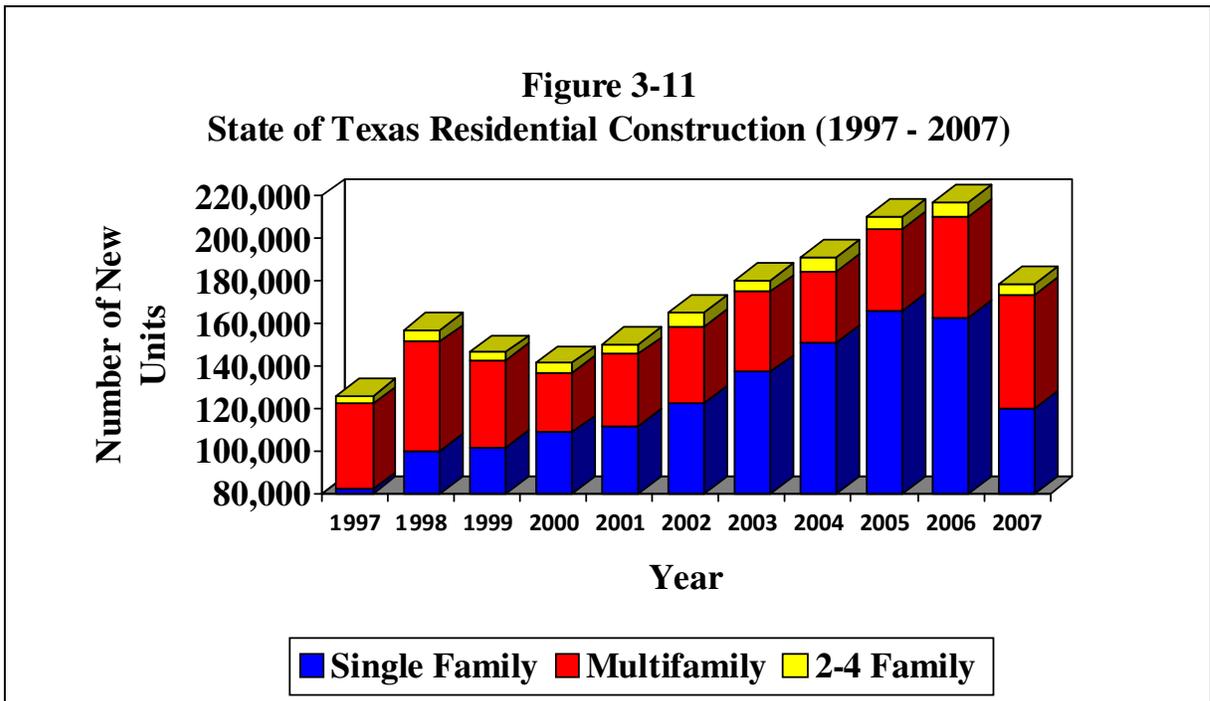
Source: U.S. Bureau of the Census

Ch 3 Castroville Trends - Construction

State of Texas Construction Trends

Residential Construction

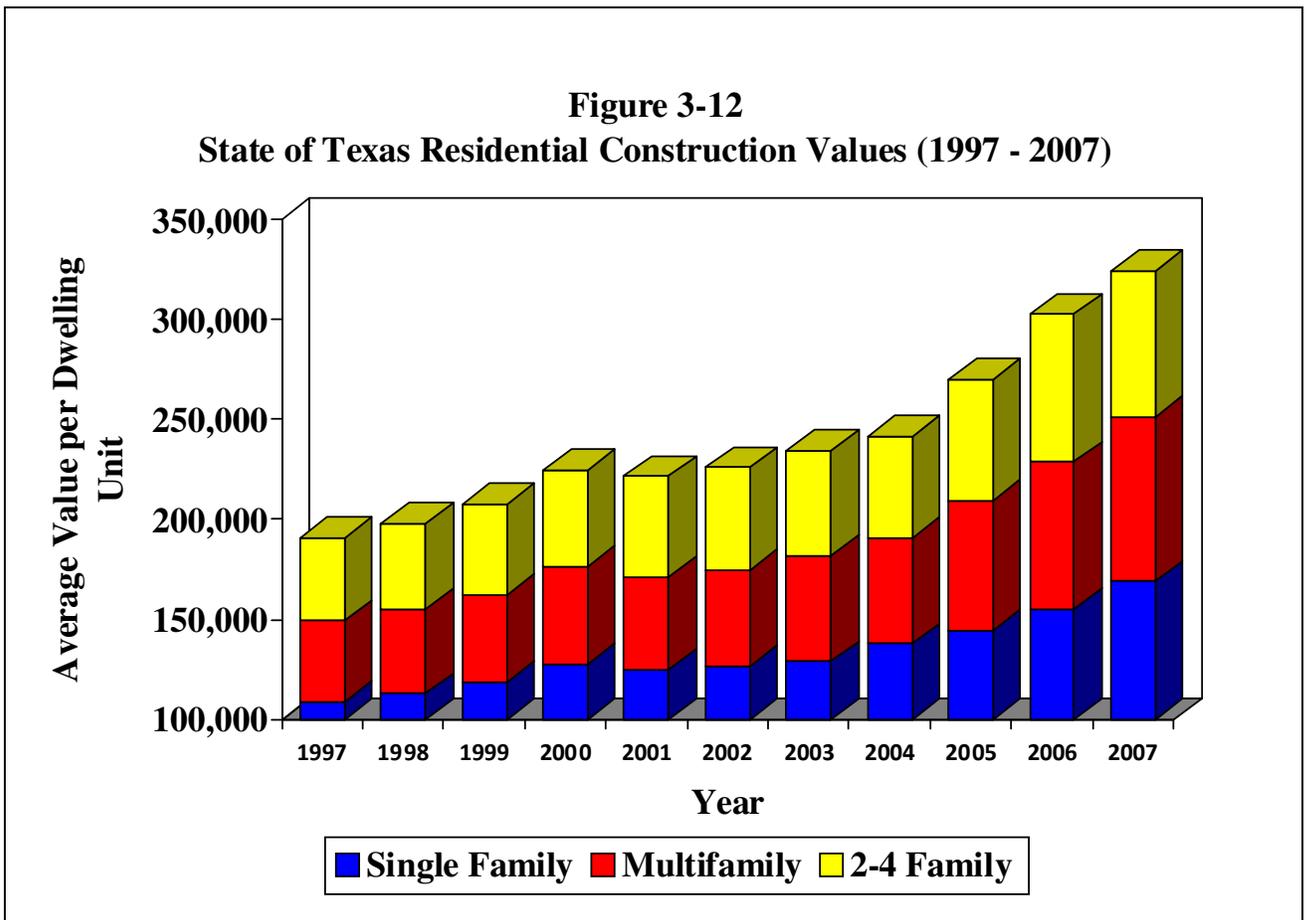
Beginning in 2000, the state began a gradual recovery in construction activity that has continued to increase annually until 2007. New residential construction in the state of Texas peaked in 2006, adding nearly 217,000 new units to the market in response to strong population growth. In 2007, construction began to decline due to over-speculation in the real estate market and financial problems in the sub-prime lending industry. The main component in the construction decrease was single family housing, where only 120,366 new homes were constructed statewide in 2007. However, the multifamily market continued to increase and peaked in 2007 with 53,196 new units added statewide.



Sources: U.S. Bureau of the Census and Real Estate Center at Texas A&M University.

Ch 3 Castroville Trends - Construction

Although the number of new units decreased in 2007, the average value per dwelling unit peaked in the state of Texas in 2007 in all types of housing. Average 2007 value per single family unit was \$169,000; multifamily was \$82,000 and 2-4 family was \$73,500. Since 1997, average value per unit continued an upward trend as construction values have continued to increase annually. Construction values totaled over \$25 billion in 2007 as the single family market captured over 90% of the total value and 67% of the total new units constructed.



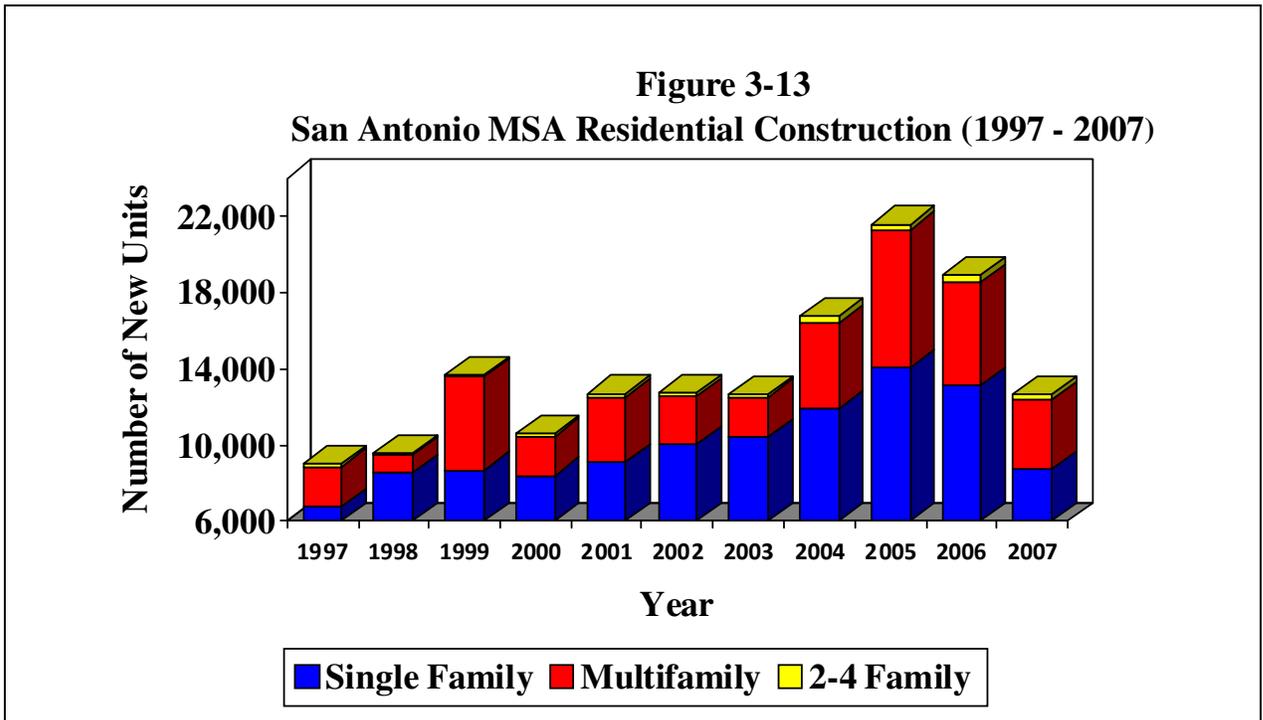
Sources: U.S. Bureau of the Census and Real Estate Center at Texas A&M University.

Ch 3 Castroville Trends - Construction

San Antonio MSA Construction Trends

Residential Construction

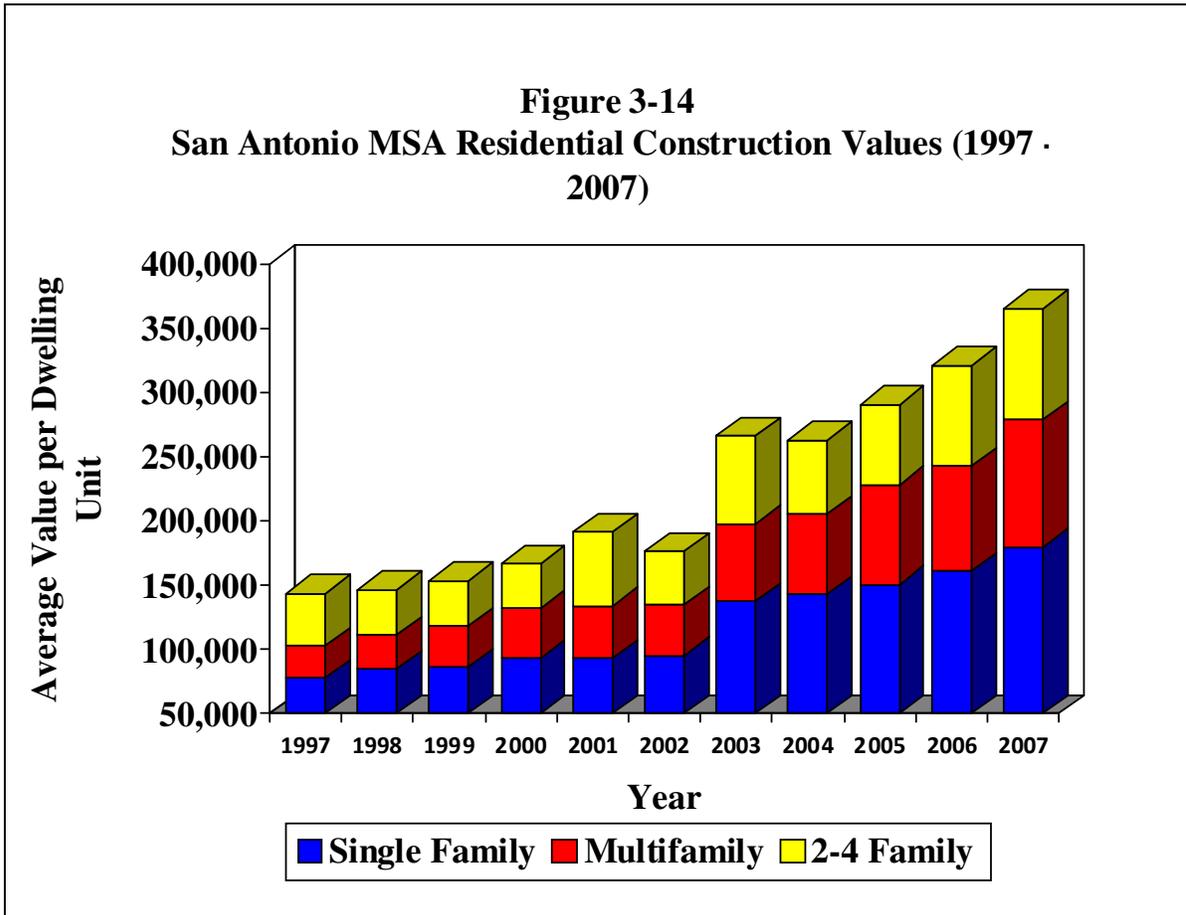
New residential construction in the San Antonio MSA was very active during the past decade. Single family construction led the residential market, adding 73% of the 150,932 new units built between 1997 and 2007. From 1997 to 2007, multifamily construction was quite dynamic adding an average of 3,880 units per year. Between 1997 and 2007, single family homes continued to rise until 2007, adding an average of nearly 11,000 new homes per year in the San Antonio MSA area. In 2007, the residential market added over 12,600 new units, with single family homes contributing 69%, multifamily 29% and the 2-4 family market contributed the remaining 2%.



Sources: U.S. Bureau of the Census and Real Estate Center at Texas A&M University.

Ch 3 Castroville Trends - Construction

Residential construction values were on the rise during the past decade and increased dramatically beginning in 2003. Even though new construction units decreased exponentially in 2007, construction values reached their highest level in the past decade. The 2007 construction value totaled over \$1.9 billion with new homes adding over 80% of the value. Average 2007 value per single family unit was \$179,500, multifamily was \$99,400 and 2-4 family was \$86,500. Since 1997, average value per unit continued an upward trend as construction values have continued to increase annually.



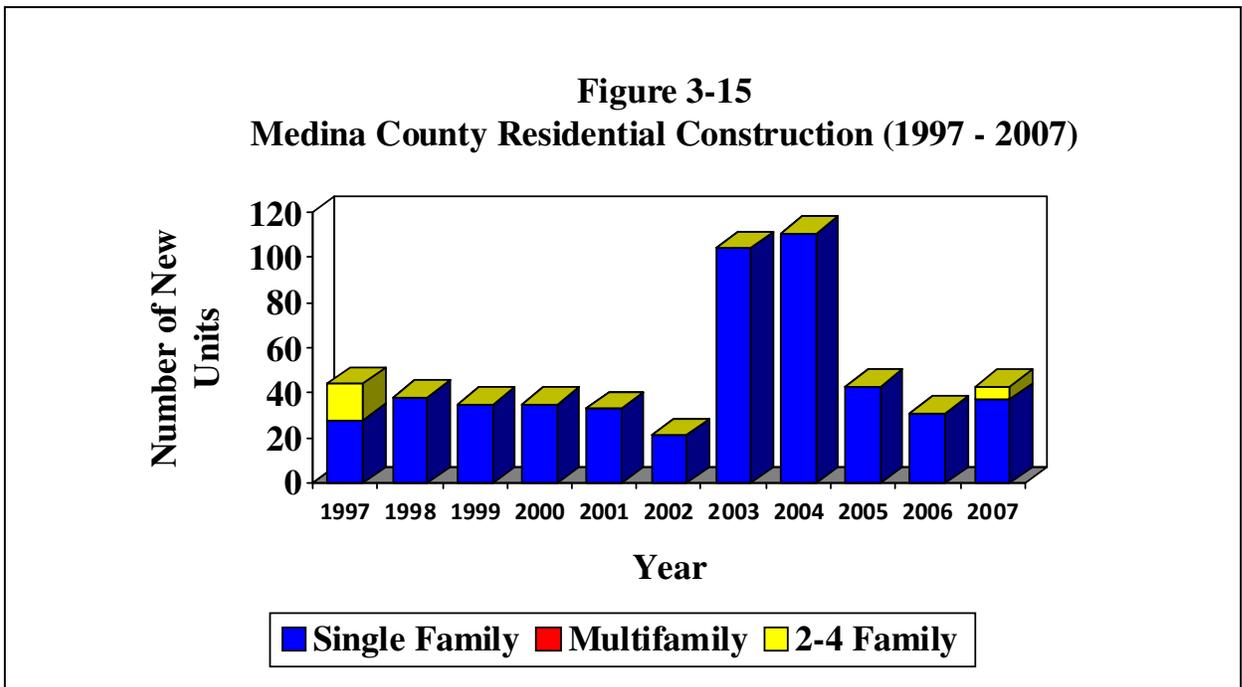
Sources: U.S. Bureau of the Census and Real Estate Center at Texas A&M University.

Ch 3 Castroville Trends - Construction

Medina County Construction Trends

Residential Construction

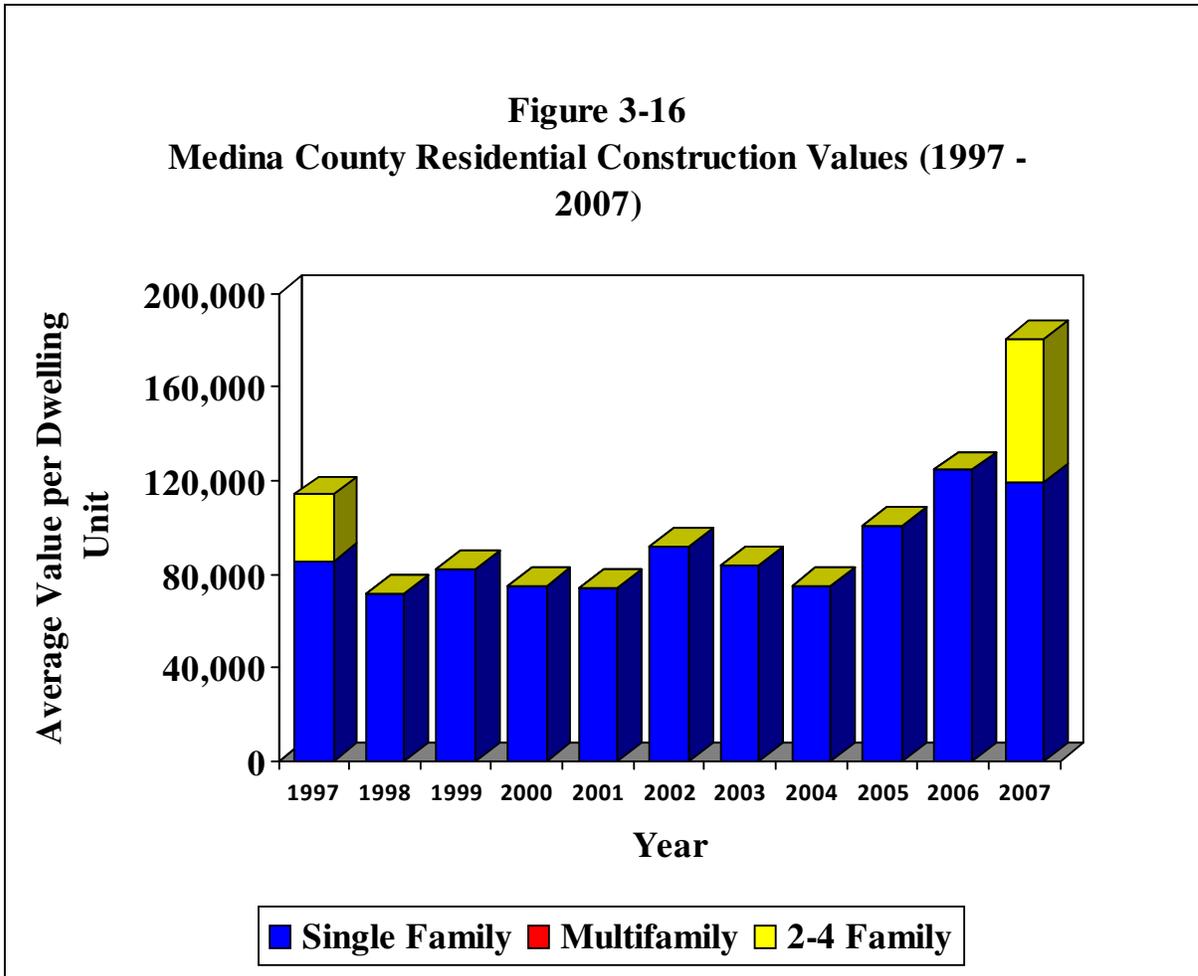
New residential construction in Medina County was dynamic during the past decade. Single family construction led the residential market, adding 96% of the 538 new units built between 1997 and 2007. There were no multifamily units and only twenty two 2-4 family units added during the decade. Single family construction peaked in 2003 and 2004 with the addition of the Stony Creek, Westcreek and Deer Valley subdivisions adding 215 new homes. In 2007, the residential market added over 43 new units, with single family homes contributing 86% and the 2-4 family market contributed the remaining 14%.



Sources: U.S. Bureau of the Census and Real Estate Center at Texas A&M University.

Ch 3 Castroville Trends - Construction

Residential construction values were steady during the past decade and began to rise annually starting in 2004. Even though new construction units decreased dramatically after 2003 - 2004, construction values were on the rise and peaked in 2007. The 2007 construction values totaled over \$4.8 million with new homes adding over 92% of the value. Average 2007 value per single family unit was \$119,400 and 2-4 family was \$61,000.



Sources: U.S. Bureau of the Census and Real Estate Center at Texas A&M University.

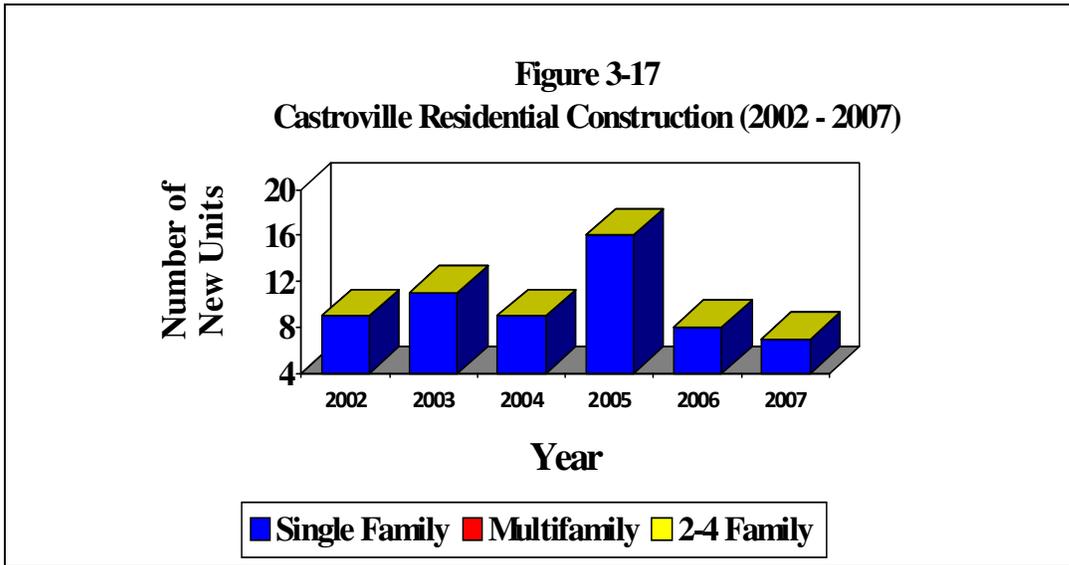
Ch 3 Castroville Trends - Construction

Castroville Construction Trends

Residential Construction

New residential construction in Castroville has been active since 2002. Single family construction led the residential market, adding all 65 new units built between 2002 and 2007. Single family construction peaked in 2005 with 16 new homes built in Castroville.

In the past five years, homes have been built throughout the City. The number of new homes built by street include: River Knoll (7), Lafayette (7), Geneva St. (6), Washington (4), Berlin (4), River Forest (3), Lisbon (2), Alsace (2), Gentilz (2), Village Path (2), Houston (2), Geneva Ct. (2), Lower La Coste (2), Vienna (2), Spring Rain (1), San Jacinto (1), Florence (1), London (1), River Court (1), Fisher (1), Brieden (1), River Valley (1), Constantinople (1), Old Hwy. 90 W (1) and Van De Walle Ln. (1).



Source: Frie Planning & Development Concepts.

# Castroville Master Plan

## Ch 3 Castroville Trends - Construction

Residential construction values have been steady during the past five years in Castroville with a peak of \$196,774 per dwelling unit in 2003. The construction values between 2002 and 2007 totaled over \$8.6 million with new single family homes adding all of the value. Average 2007 value per single family unit was \$126,669. and Proposed Development Activity is in Figure 3-18 and Commercial Construction Trends for Castroville area is included as Figure 3-19

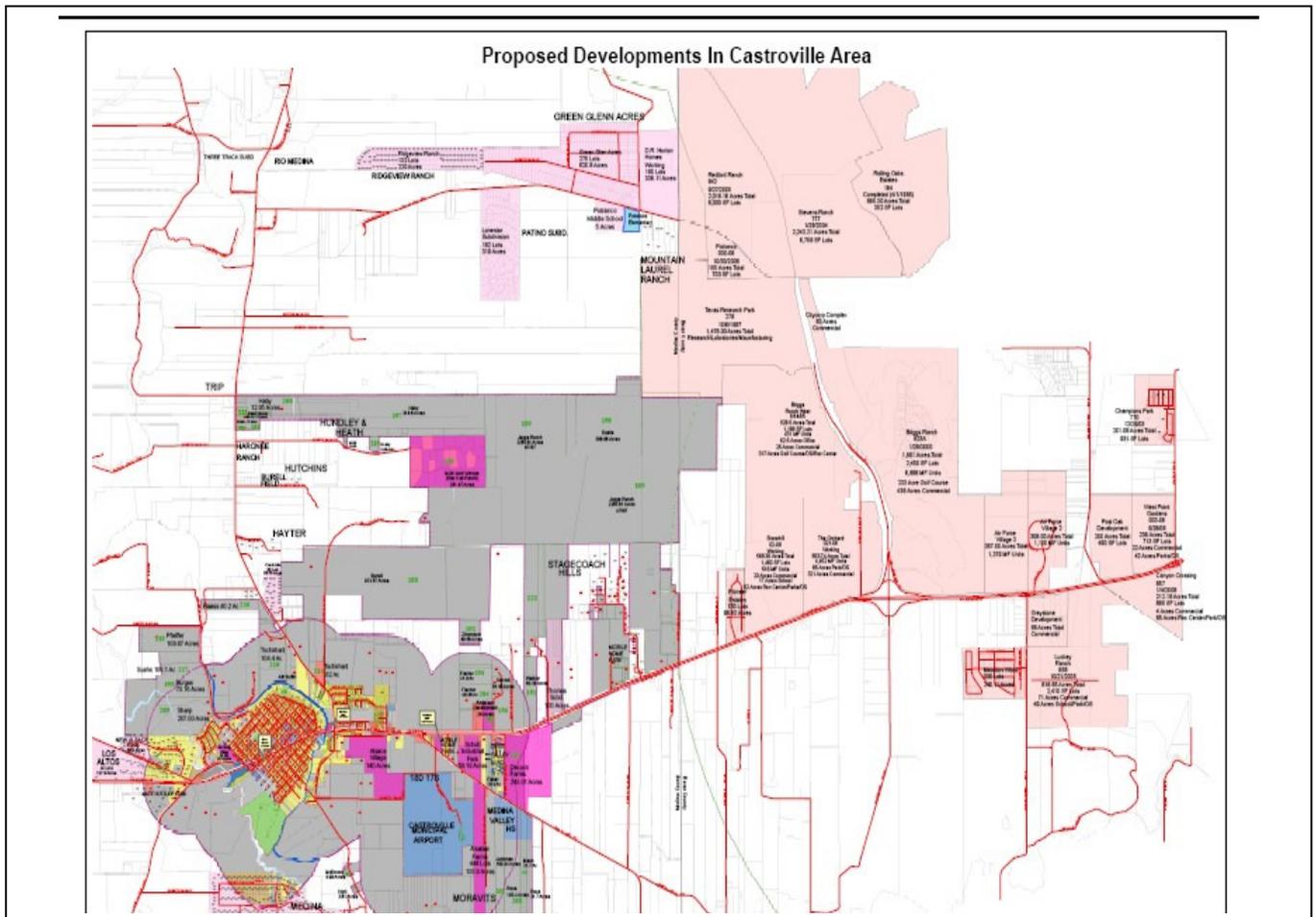


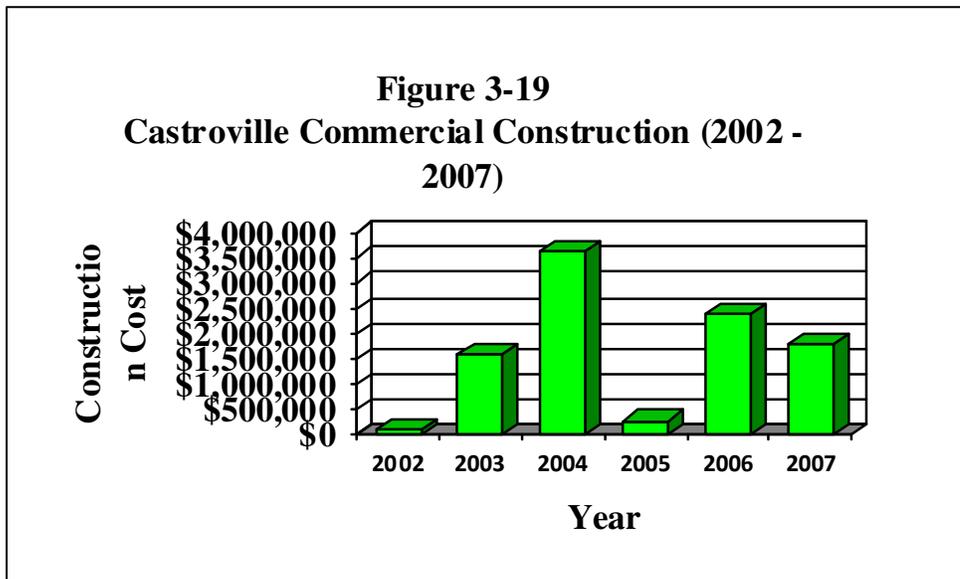
Figure 3-18 2009 Proposed Development Activity in

Ch 3 Castroville Trends - Construction

Commercial Construction

New commercial construction in Castroville has been sporadic over the past five years. Commercial construction includes for-profit retail and office buildings and excludes all non-profit construction (i.e. schools, churches, government, etc.). Total commercial construction in Castroville has exceeded \$9.8 million between 2002 - 2007. Construction values have ranged from a high of \$3.6 million in 2004 to a low of \$265,000 in 2002. Some of the larger projects during 2002 – 2004 include the Linguist Chevrolet dealership (\$3M); remodeling of Kidney Dialysis Center (\$1.25M); Castroville Airport terminal building/hangars C&D (\$865k); and the Schuhart office building (\$150k). The last few years have been quite active.

Some of the larger projects during 2006-07 include the Security Service Federal Credit Union (SSFCU) Plaza consisting of SSFCU, Shake’s Yogurt Shop, Tinka-Taco Mexican restaurant, Domino’s Pizza and Starr Realty (\$1.7M); Tractor Supply (\$1.3M); dental office (\$500k) and Medina Eye Center (\$395k).



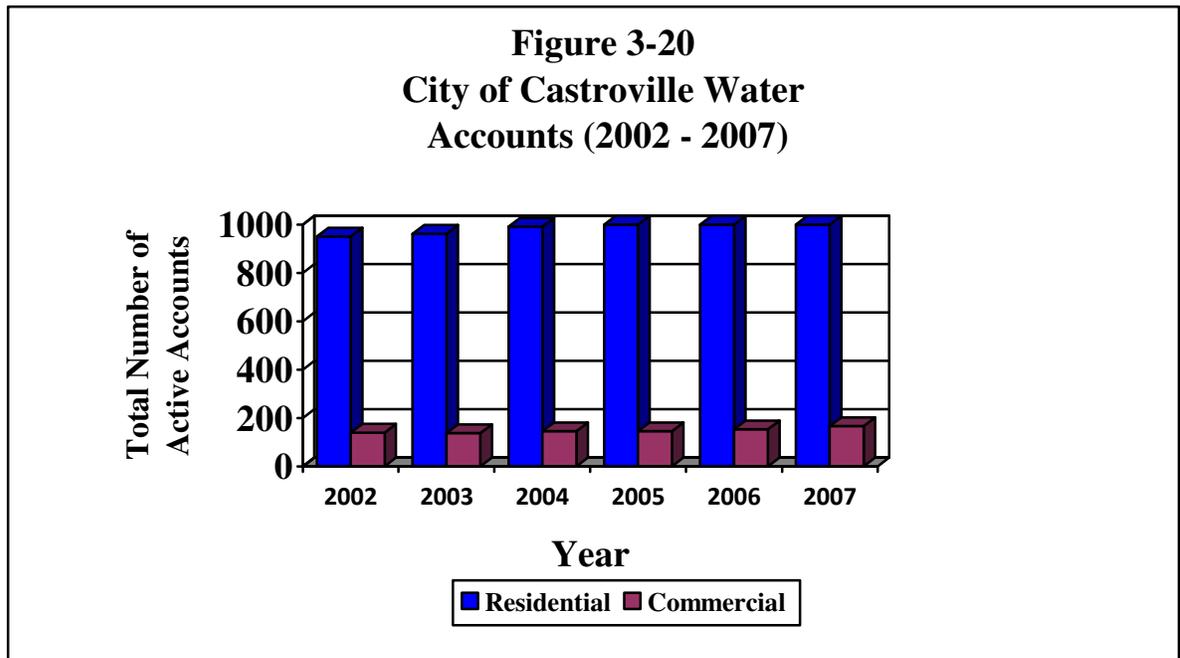
Source: Frie Planning & Development Concepts.

# Castroville Master Plan

## Ch 3 Castroville Trends - Utilities

### Water

The City of Castroville water accounts have remained steady over the past five years. The total number of accounts rose from 1,055 in 2002 to 1,192 in 2007. This represents a 13% increase in the number of accounts during this period or an annual increase of 2.5%. The largest annual increase occurred in 2003, resulting in the peak of commercial construction activity in 2004. There was a gradual increase from 2002 to 2007 as the number of water accounts in the city reached an all-time high in 2007.



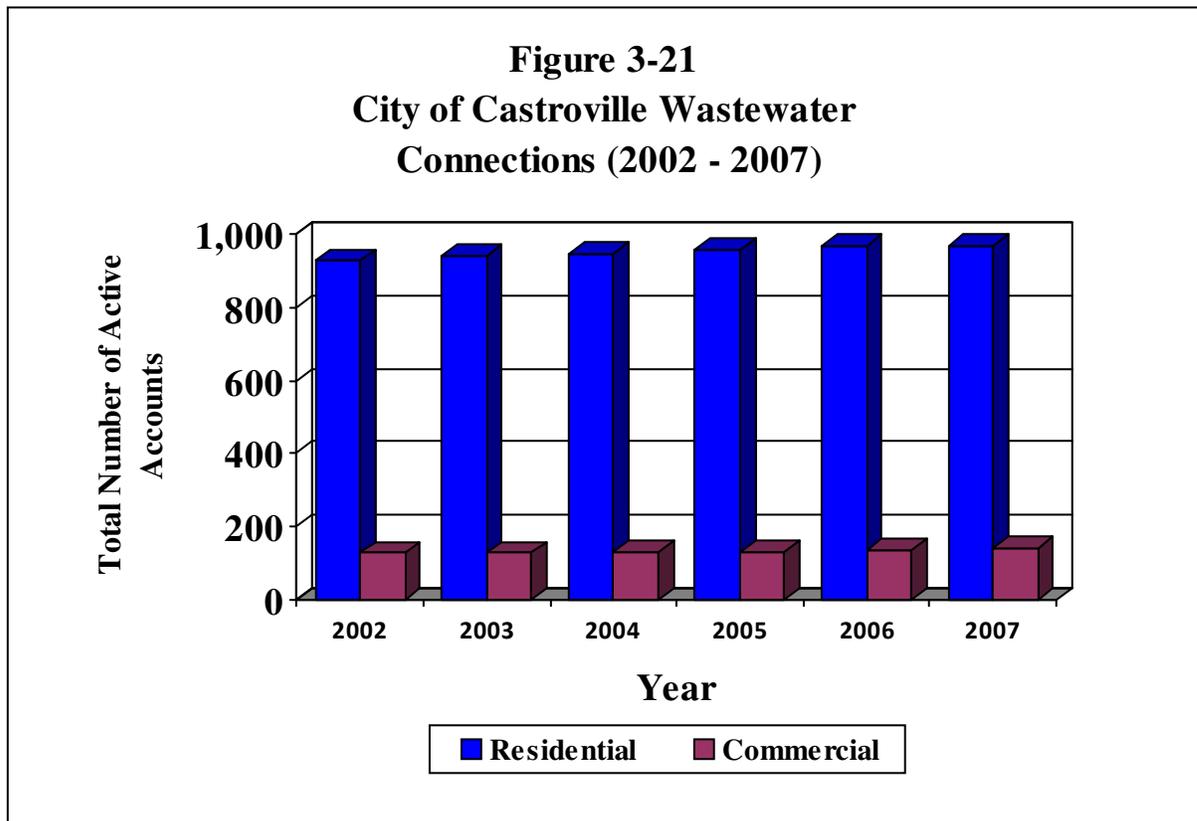
Source: City of Castroville Public Works Department.

# Castroville Master Plan

## Ch 3 Castroville Trends - Utilities

### Wastewater (Sewer)

The City of Castroville wastewater accounts have followed trends similar to the water accounts. The number of accounts in 2002 and 2007 were 1,055 and 1,110, respectively, representing a 5.2% increase over five years or an annual increase of 1%. The largest annual increase occurred in 2006 following the all-time high of residential construction activity in 2005. Gradual increases have occurred since 2002, and by 2007, the number of active accounts had reached record highs.



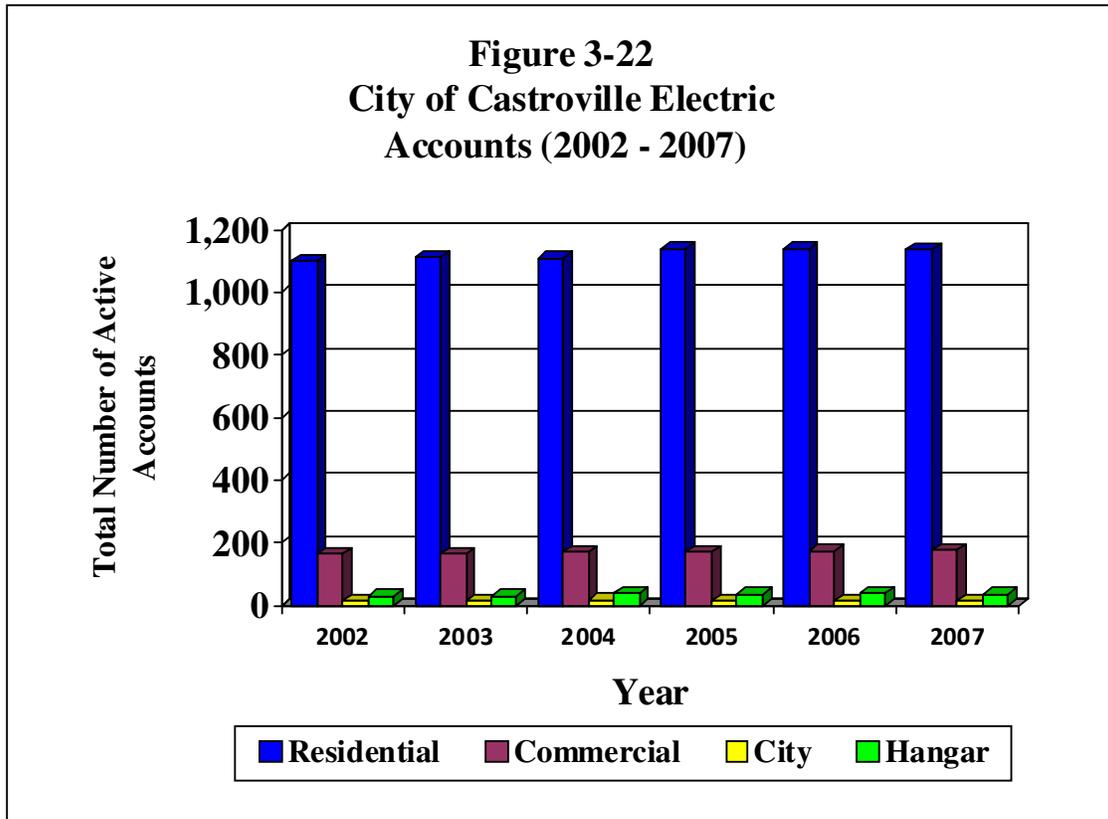
Source: City of Castroville Public Works Department.

# Castroville Master Plan

## Ch 3 Castroville Trends - Utilities

### Electric

The City of Castroville electric accounts increased from 1,308 in 2002 to 1,362 in 2007, representing a 4% increase or a low annual increase of .8%. The largest annual increase occurred in 2005 when residential construction activity reached an all-time high. The number of electric accounts has continued an upward trend since 2002, with the exception of 2007, when the City of Castroville decreased by five accounts.



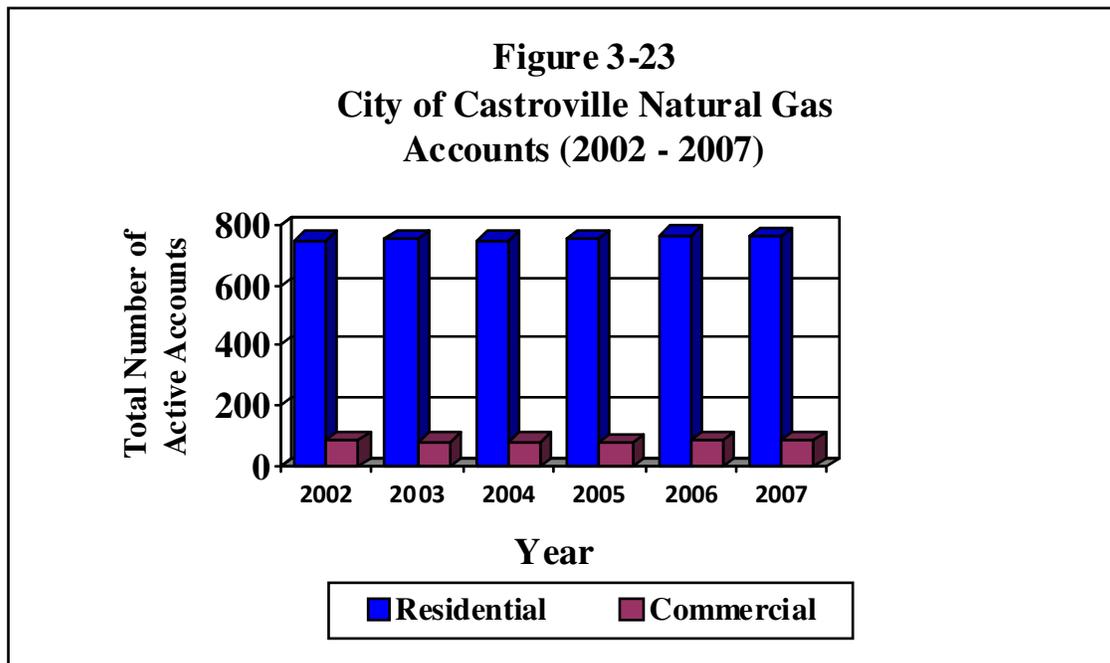
Source: City of Castroville Public Works Department.

# Castroville Master Plan

## Ch 3 Castroville Trends - Utilities

### Natural Gas

The City of Castroville natural gas accounts have fluctuated during the past five years. Increases occurred in 2005 and 2007, with the other years remaining stable or slightly decreasing. Overall, the number of accounts rose from 836 in 2002 to 857 in 2007. This represents a 2.5% increase in the number of accounts over the five year period or a low annual increase of .5%.



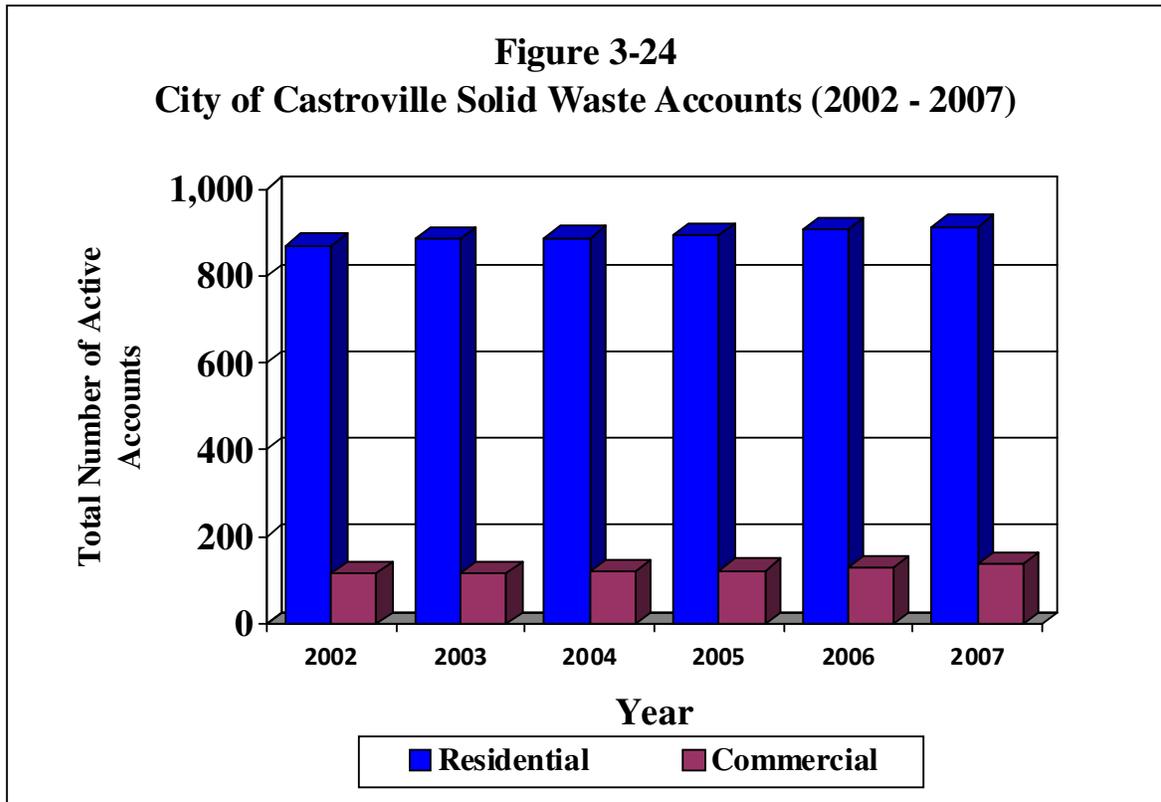
Source: City of Castroville Public Works Department.

# Castroville Master Plan

## Ch 3 Castroville Trends - Utilities

### Solid Waste (Garbage)

The City of Castroville solid waste accounts have continued an upward trend over the past five years. The number of accounts rose from 987 in 2002 to 1051 in 2007. This represents a 6.5% increase in the number of accounts or an annual increase of 1.3%. The largest annual increase occurred in 2006 when 19 accounts were added.



Source: City of Castroville Public Works Department.

### **Transition Zone between Texas Hill County and Upper Brush Country**

#### Rural Land Prices

The Transition Zone includes Bexar, Comal, Guadalupe, Medina and Uvalde Counties. The primary motivation for large tract development, in counties adjoining Bexar County and the City of San Antonio, is residential subdivision development. Western Bexar County continued to be aggressively developed with most national residential development companies building subdivisions; this was after the announcement of the future development plans to construct 60,000 homes in the area. East Medina County is also experiencing development pressure and growth. The announcement of the new Texas A&M campus, on the south side of San Antonio, will have an effect on South Bexar County and north sectors of both Atascosa and Wilson counties. The new Toyota truck plant, now in operation in South Bexar County, has had a positive influence on land values.

Demand for recreational land is excellent in all of the counties. Live water features are a driving force for properties located along the edge of the Hill Country. Weekend recreational ranches are common in the Transition Zone due to the short driving distance to San Antonio.

Demand for farmland in Bexar, Comal and Guadalupe counties is stable, but not nearly as great as for recreational or investment lands. It is noted that open farmland, in the San Antonio area is “prime” for dense residential development as long as public utilities are in the nearby proximity.

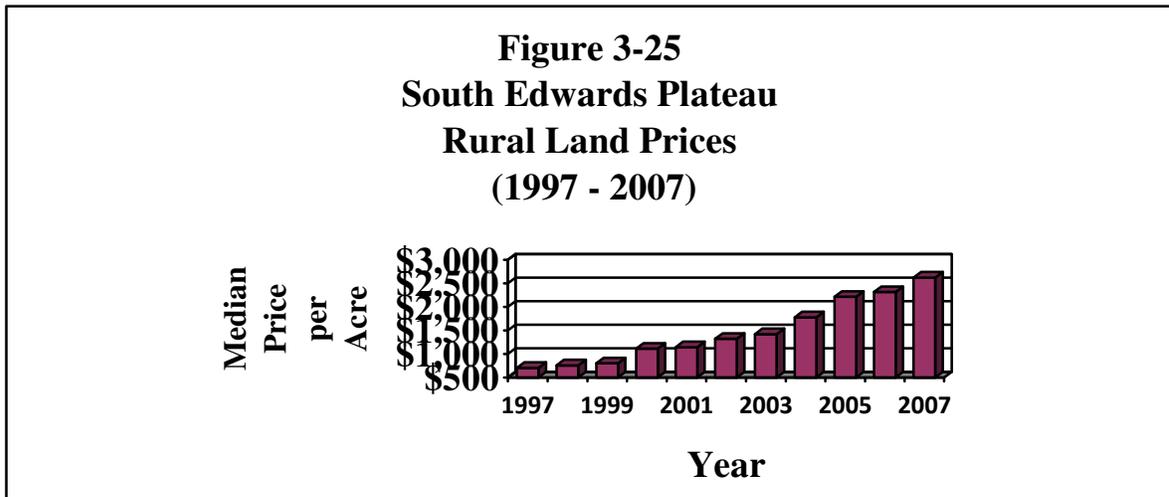
# Castroville Master Plan

## Ch 3 Castroville Trends –Rural Land

Many open tracts of farm and pasture lands are purchased for development. Overall, the western portion of Medina and Uvalde counties generally has less intense land uses. These areas are appealing to recreational uses.

Water rights speculation has positively impacted farmland pricing in Bexar, Medina and Uvalde counties. Irrigated farms, with good Edwards’s water rights, are in high demand. Irrigated farms, with Carrizo irrigation water, are in more demand today than they were last year.

The median price per acre in the South Edwards Plateau rose from \$700 in 1997 to \$2,623 in 2007. This represents a 275% increase in rural land prices during this period or an astounding annual growth rate of 14%. A sharp increase has been occurring for the past decade and is expected to continue in the next several years.



Source: Real Estate Center at Texas A&M University.

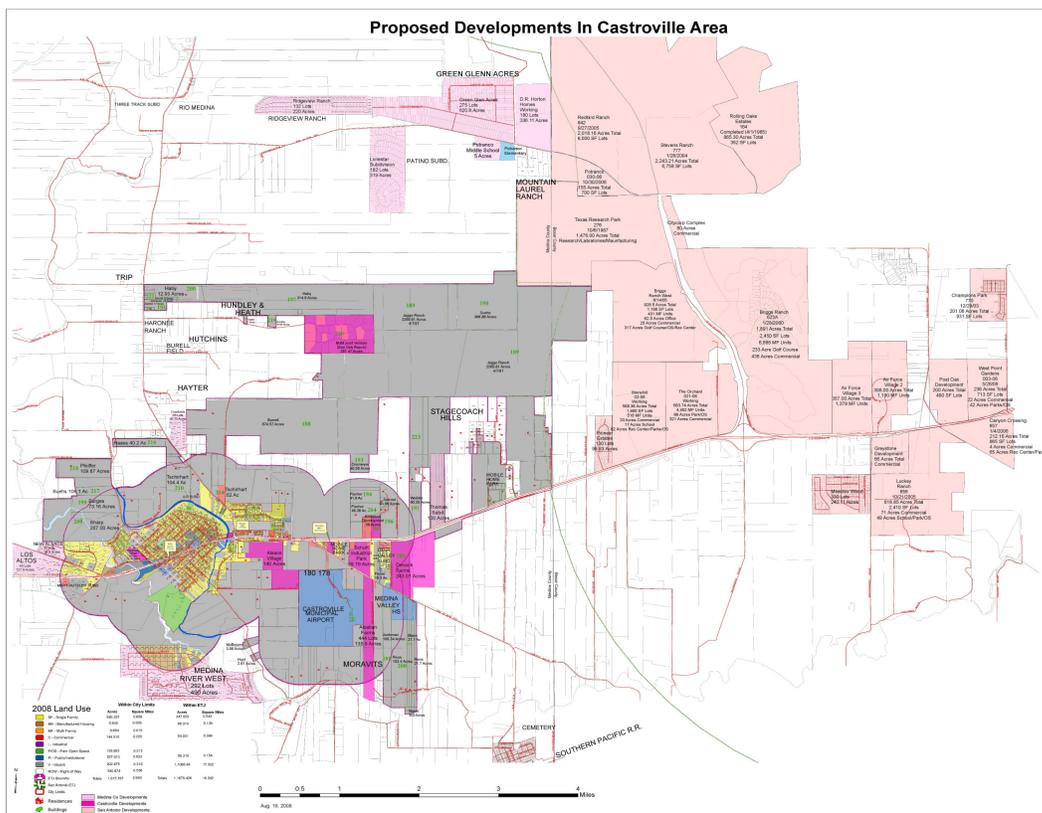
Note: The South Edwards Plateau area contains Frio, Maverick, Medina, Uvalde and Zavala counties.

# Castroville Master Plan

## Ch 3 - Castroville Trends – San Antonio and Medina County Development Projects

### San Antonio and Medina County Development Projects

The future of Castroville is influenced not only by the development and construction locally, but also by the development projects that occur in regional geographical areas. Therefore, development projects in both eastern Medina County and the western San Antonio ETJ near SH 211 and Highway 90 are shown in Figure 3-26. These trends are outside forces that influence the growth of Castroville.



**Figure 3-26 Proposed Developments in Castroville Area**

# Castroville Master Plan

## Ch 3 - Castroville Trends – San Antonio and Medina County Development Projects

**Figure 3-27 Approved Master Development Plans by the City of San Antonio in their ETJ.**

<u>Subdivision Name</u>	<u>Total Acres</u>	<u>Single Family Lots</u>	<u>Multifamily Units</u>	<u>Commercial</u>	<u>Parks/Schools Golf Courses</u>
Redbird Ranch	2,028	6,000			
Potranco	155	700			
Stevens Ranch	2,243	6,758			
Rolling Oaks Estates	865	352			
Texas Research Park	1,476			1,476	
Citi Corp complex	60			60	
Briggs Ranch West	929	1,188	431	88	317
Briggs Ranch	1,891	2,450	6,886	436	233
Pioneer Estates	99	130			
Stonehill	568	1,460	516	20	99
The Orchard	564		4,452	321	60
Champions Park	201	931			
Air Force Village 2	308		1,190		
Air Force Village 3	357		1,379		
Post Oak Development	200	490			
West Point Gardens	236	713		22	42
Greystone Development	66			66	
Canyon Crossing	212	865		4	65
Meadow Wood	240	330			
Luckey Ranch	619	2,410		71	49
<b>TOTALS</b>		<b>13,307</b>	<b>24,777</b>	<b>2,564</b>	<b>865</b>

*Source: City of San Antonio Planning & Development Department*

The San Antonio development projects once completed will have a population estimate of

**Total Lots and Units (38,084) x Average Household Size (2.74) = 104,350 Persons**

# Castroville Master Plan

## Ch 3 - Castroville Trends – San Antonio and Medina County Development Projects

**Figure 3-28 Subdivisions approved by Medina County and legally recorded in eastern Medina**

Subdivisions approved by Medina County and legally recorded in eastern Medina County.

<u>Subdivision Name</u>	<u>Total Acres</u>	<u>Single Family Lots</u>
Ridgeview Ranch	220	132
Green Glen Acres	621	275
D. R. Horton Homes	336	180
Lonestar Subdivision	319	182
Creekside	57	33
Medina River West	490	292
Los Altos	128	44
New Alsace	40	33
<b>TOTALS</b>	<b>2,211</b>	<b>1,171</b>

Source: Medina County Appraisal District

The Medina County development projects once completed will have a population estimate of

$$\text{Total Lots (1,171) x Average Household Size (2.74) = 3,208 Persons}$$

The January 1, 2008 City of Castroville population estimate is 2,990. The consultant derived at the population estimate using the following method:

$$\text{2008 Housing Units (1,091) x Average Household Size (2.74) = 2,990 Persons}$$

# *Castroville Master Plan*

## *Ch 4 - Castroville Tomorrow –Introduction*

The first step in the master planning process is to identify the characteristics of Castroville and to understand the existing conditions that have shaped the community into what it is today. The second step in the master planning process is to understand the trends that affect the future of the community and to determine where the community is headed if current trends continue. The future of Castroville is influenced not only by the events that occur locally, but also by the events that occur in larger regional areas. The third step in the master planning process involves the actual development of a vision for the future. A vision is the overall image of what the community strives to be and how it wants to look at some point in the future. Based on identified community goals, the community's vision is what the citizens of Castroville want their city to look like in the future. While developing the vision involves imagination, the process is also firmly grounded in reality. By basing efforts on the existing conditions of the community and the trends affecting the community, citizens can create a vision that is realistic and achievable.

This section includes the overall goals and the vision statement developed by the citizens of Castroville. The following master plan elements are included:

- Major Thoroughfare
- Future Land Use
- Community and Public Facilities
- Historic Preservation
- Economic Development

# *Castroville Master Plan*

## ***Ch 4 - Castroville Tomorrow –Introduction***

In addition, this section includes a set of policies to guide the future development of Castroville. Policies are included for each master plan element. The policies are based on the vision statement and citizens' goals developed by the City Council appointed 36-member Castroville Master Plan Task Force (MPTF) during the visioning process. The policies adopted in the 1991 Comprehensive Plan were reviewed and revised in conformity with those policies derived from the activities of the Master Plan Task Force.

# *Castroville Master Plan*

## *Ch 4 - Castroville Tomorrow –Visioning Process*

Visioning is simply the process by which a community envisions the future it wants, and plans how to achieve it. It brings people together to develop a shared image of what they want their community to become. Once the community has envisioned where it wants to go, it can begin to consciously work toward that goal.

The City of Castroville began a visioning process in March 2008. The master planning process began with the formation of the Master Plan Steering Committee (MPSC). The steering committee members included:

- Bob Lee, Mayor
- Richard Baes, Chairman – Planning and Zoning Commission
- Jeff Gardner, City Council District 3 and Planning and Zoning Commission Council Liaison
- Joe Painter, City Administrator

This five-member steering committee developed a general outline and time schedule for the master plan preparation. The steering committee solicited volunteers to serve on the Castroville Master Plan Task Force. In August 2008, the City Council (CC) appointed a 36-member Master Plan Task Force (MPTF), chaired by Etna Ortega, to oversee the master planning process. The MPTF represents a wide spectrum of community interests and was charged with developing a vision for the future of Castroville. The MPTF identified major issues and developed high priority community goals to be addressed during the master planning process. In August 2008, the MPTF and the consultant began the public involvement process. The MPTF began participating in a series of workshops that included exercises where the MPTF identified what makes Castroville a unique place and examined the circumstances that will have an impact on Castroville.

# *Castroville Master Plan*

## *Ch 4 - Castroville Tomorrow –Visioning Process*

Following the first workshop, the MPTF members were appointed to the following focus groups:

- Transportation and Land Use
- Community and Public Facilities
- Historic Preservation and Downtown Area
- Economic Development

Each focus group developed goals for issues specific to its topic and made presentations to the other focus groups. The MPTF as a whole reached consensus of the citizen's goals, developed a vision statement for the City of Castroville and assisted in the development of the *Castroville Tomorrow* chapter.

# *Castroville Master Plan*

## ***Ch 4 - Castroville Tomorrow – Vision Statement***

On December 1, 2008, the Master Plan Task Force voted unanimously to adopt the *Castroville Tomorrow Citizen's Goals* and the *Castroville Tomorrow Vision Statement*.

The following is the overall vision statement developed by the Master Plan Task Force:

### ***Planning for Our Future; Protecting Our Historic Past***

The members of the Master Plan Task Force, envision Castroville as a City that:

- Plans and manages our growth
- Focuses and promotes tourism
- Protects our historic resources
- Encourages economic development and the creation of an economic development corporation
- Promotes, protects and enhances our unique natural setting
- Provides adequate public areas to include parkland, walkways and other recreational venues
- Preserves and promotes our Alsatian heritage
- Readily pursues voluntary Extra-Territorial Jurisdiction expansion and annexation
- Encourages and coordinates a regional comprehensive Thoroughfare Corridor Development Plan
- Preserves and enhances our Downtown Historic area
- Protects our fertile farming Medina River Valley
- Encourages a diverse range of housing for our residents to live at all stages of life

# *Castroville Master Plan*

## ***Ch 4 - Castroville Tomorrow – Citizen's Goals***

The four focus groups of the Master Plan Task Force developed major goals for Castroville Master Plan. Some of the goals are concepts that apply to more than one segment and will be implemented in the Master Plan elements.

### **Natural, Cultural and Social Resources**

#### **Goal 1 - Protection of the Medina River**

The public and private sectors should work together to protect the Medina River as a vital ecological habitat, aesthetic amenity, tourism resource, and an important source of the city's identity.

#### **Goal 2 - Protection of the Edwards Aquifer**

The city shall protect water quality and control appropriate development over the Edwards Aquifer and its recharge zone.

#### **Goal 3 - Other Natural Resources**

The city shall protect and control appropriate development of other natural resources within the city and its extraterritorial jurisdiction (ETJ).

#### **Goal 4 - Cultural Resources**

The city shall encourage, enhance, and coordinate arts and cultural activities.

#### **Goal 5 - Social Resources**

The community shall coordinate and facilitate social services through well-located, easily accessible facilities and better coordination of programs.

# *Castroville Master Plan*

## *Ch 4 - Castroville Tomorrow – Citizen's Goals*

### **Community Growth and Land Use**

#### **Goal 1 – Community Growth**

Aggressively pursue voluntary inclusion of properties surrounding the City of Castroville, from the ETJ of La Coste north to FM 1957, into the Extended ETJ of Castroville and secure that land as future development prospects under the influence of Castroville and to increase the opportunity for Castroville to secure future groundwater rights.

#### **Goal 2 – Future Land Use**

Develop a future land use plan for properties within Castroville and within the probable year 2030 ETJ of Castroville to include preferred locations for low density, medium density and multi-family housing areas and light-industrial, business and retail commercial areas.

#### **Goal 3 – Regional Planning**

Organize Medina County communities to develop Highway 90 and FM 471 Corridor Plans to coordinate development potential and maximize community influence in the more rural properties along these major thoroughfares.

### **Transportation**

#### **Goal 1 - Mobility**

Improve the overall mobility of citizens in and through Castroville and provide for future growth of the surrounding community by implementing a comprehensive thoroughfare plan which moves people and products safely and efficiently with consideration for the environment and the agricultural community and which maximizes the potential of the ETJ of Castroville.

# *Castroville Master Plan*

## ***Ch 4 - Castroville Tomorrow – Citizen's Goals***

### **Goal 2 - Traffic Flow**

Promote the use of alternative transportation through the development of pathways and bikeways and encourage the development and use of public transportation opportunities within and through Castroville.

## **Community and Public Facilities**

### **Goal 1 – Recreational Space**

- Prepare a Parks and Recreation Master Plan that identifies areas where new recreation areas and public facilities are needed. Identify possible sites in both undeveloped incorporated areas and future development areas.
- The City shall work to incorporate additional park space, buffer zones, open spaces, sidewalks, hike/bike trails and community centers in future development plans.
- The City shall continue to support, improve, maintain, protect, and enhance Castroville Regional Park and all current parks.
- Encourage the addition of a local skating/skateboard facility and enhance historic park areas around the community.
- Utilize special areas for bike lanes and walking trails throughout the city along the highway, along River Road, along highways, areas between Mexico St. and the Medina River, along Lower La Coste Road to Constantinople, Old Hwy 90 up to Quihi Rd at the 3 points intersection.

# *Castroville Master Plan*

## ***Ch 4 - Castroville Tomorrow – Citizen’s Goals***

- Develop a multi-sport community complex to include all sports and encourage accessibility to a diverse group of citizens and age groups.
- Complete Houston Sports Facility including playscapes for younger children and incorporate safety issues and adequate parking.
- Present adequate and aesthetically pleasing access to all public and private facilities (postal services, banks, community service businesses, city buildings, stores and commercial business buildings). Allow for public access to accommodate delivery vehicles to all public and private facilities.
- Encourage linking walkways in commercial areas.
- Make use of available properties and flood prone areas for recreation or as public facilities. Incorporate areas such as sporting areas and parks with grass that is easily maintained and will not be destroyed by flooding.

### **Goal 2 – Public and Private Facilities**

- Recognize intersections where crosswalks are needed and mark them accordingly.
- Encourage and promote diverse housing options for the elderly
- Support the development of Neighborhood Watch Programs and associations with Law Enforcement Programs and planning projects.

# *Castroville Master Plan*

## *Ch 4 - Castroville Tomorrow – Citizen's Goals*

- Encourage and promote community transportation focusing on the aging people unable to drive to public facilities such as grocery stores, medical visits, etc.
- Develop a Comprehensive Emergency Services Plan that will include 911 expansion, wider streets and center lanes for emergency vehicle access.
- Establish funding partnerships with church facilities and neighborhood non-profit community centers, libraries and museums in existing and new areas to provide services to assist a variety of age groups and interests. Incorporate public access and adequate parking into these projects. Promote enhancement of current facilities and expansion of future facilities in newly developed areas.
- Encourage a recreation center to house and provide alternative access to more youth and family oriented activities for the community. Encourage community events for kids to keep them safe and active. Focus on all interests especially alternatives to non-sports related activities. Encourage a multi-use community meeting facility to assist non-profits such as Boy Scouts, 4-H, general public meetings, etc.
- Establish partnerships and promote relationships with local law enforcement officers.
- Establish partnerships with schools and education programs to enhance existing facilities, plan for future growth.

# *Castroville Master Plan*

## *Ch 4 - Castroville Tomorrow – Citizen's Goals*

### **Economic Development**

#### **Goal 1—Quality of Life**

Recognize, maintain and utilize the quality of life as a magnet to attract the types of businesses and residents Castroville desires. In short, plan and encourage managed growth and protect the historic past.

#### **Goal 2—Economic Development Funding**

Create a legally recognized, quasi-governmental Economic Development Corporation (EDC), charged with growing the economic base of the City to meet the goals of the City's Master Plan and meet the needs of the City. This EDC and the City must have and maintain a professional website to promote its goals and inform the community-at-large.

#### **Goal 3—Diversification of Economic Base**

Maintain and grow a diverse economic base for the city that both preserves and is an enhancement to the quality of life, with emphasis on light, clean industry, tourism, technology and internet-based businesses, destination lodging, medical facilities and services, recreation, agriculture, day care centers, light warehousing.

#### **Goal 4—Development of Airport Facilities**

Capitalize on the full economic potential of the Castroville Airport property as long as populated areas and the environment are not adversely affected.

#### **Goal 5—Tourism**

Enhance and manage the development of tourism as a form of economic development.

# *Castroville Master Plan*

## ***Ch 4 - Castroville Tomorrow – Citizen’s Goals***

### **Goal 6—Infrastructure Enhancement**

Develop/enhance and improve on the components of the city’s infrastructure to accommodate growth and development, specifically water, wastewater, roadway and communication systems.

### **Goal 7—Housing**

Support an adequate supply of housing in all price ranges and configurations to support economic development efforts.

### **Goal 8—Community Gateways/Beltways**

Implement a Highway 90 Corridor Overlay District that will incorporate and add to the standards from the current Highway 90 Design Criteria Ordinance and stress the creation of attractive “gateways” into Castroville, which provide aesthetically pleasing and informative entrances into and around the city.

### **Goal 9—Buffer Zones (Open Space)**

Encourage Conservation Trusts and Easements with landowners within the ETJ to preserve the agricultural heritage of the community and the quality of life.

### **Goal 10—Incentives**

Develop guidelines for any incentives used to attract business, which do not dilute the quality of life or the historic character of the city and surrounding area.

## **Historic Preservation and Downtown Area**

### **Goal 1—Downtown Area**

Protect the historic character and promote economic development.

# *Castroville Master Plan*

## *Ch 4 - Castroville Tomorrow – Citizen's Goals*

### **Goal 2—Historic Preservation**

Effectively communicate and educate the public on the importance of preserving the historic assets and implement standards that will oversee the development and the improvement of buildings within the historic district.

### **Goal 3—Downtown Improvements**

Undertake physical improvements to enhance Castroville's historic section through appropriate signage, connectivity and development and enhancement of public spaces.

# *Castroville Master Plan*

## *Ch 4 - Castroville Tomorrow –Major Thoroughfare Plan*

### **Introduction**

The Major Thoroughfare Plan for Castroville is the long-range general plan for guiding thoroughfare system improvements, including existing and planned extensions of city streets and highways. The primary objective is to ensure the appropriate alignments of roadways and the reservation of adequate right-of-way. This will allow the orderly and efficient expansion and improvement of the thoroughfare system to serve existing and future transportation needs. The Major Thoroughfare Plan is coordinated with the Future Land Use Plan and provides a mechanism for roadway expansions and extensions as property is developed.

The benefits provided by the Major Thoroughfare Plan include:

- Reserving adequate rights-of-way for future long-range transportation improvements
- Making efficient use of available resources by designating and recognizing the major streets that will likely require higher cost design of improvements
- Minimizing the amount of land required for street and highway purposes
- Identifying the functional role that each street should be designed to serve, in order to promote and maintain a proper relationship of traffic and land use patterns
- Informing citizens which streets are intended to be developed as arterial and collector thoroughfares, so that private land use decisions can anticipate which streets will become major traffic facilities in the future
- Providing information regarding thoroughfare improvement needs which can be used to determine priorities and schedules in the city's capital improvements program and capital budget
- Minimizing the negative impacts of street widening and construction on neighborhood areas and the overall community by recognizing where future improvements may be needed and incorporating thoroughfare needs in the city's master planning process

# Castroville Master Plan

## Ch 4 - Castroville Tomorrow –Major Thoroughfare Plan

Specific objectives and steps in the preparation of the Major Thoroughfare Plan include:

- Reviewing the existing thoroughfare system and determining what typical kinds of roadways exist in terms of functional classification
- Analyzing the existing physical development and travel patterns within the urban area
- Projecting future travel needs and evaluating the adequacy of the existing street system to serve existing and future traffic demands
- Assessing the identified classes of thoroughfares to determine their capacity to serve the desired mix of access versus traffic movement
- Determining the relationship of proposed thoroughfare classes to transportation needs in terms of roadway capacity, safety and area impacts
- Developing the thoroughfare system map for a hierarchical network of thoroughfare classes, based upon identified transportation needs, economic benefits, environmental and land use impacts, and compatibility with other elements of the city's Master Plan
- Preparing policies and an action plan for the effective administration, enforcement, and future amendment of the Major Thoroughfare Plan

Physical constraints to thoroughfare development must be recognized in the preparation of the Major Thoroughfare Plan. Existing physical constraints include:

- Topographic constraints such as steep slopes or abrupt changes in the Hill Country elevation;
- Existing development presents obstacles to thoroughfare improvements in areas where insufficient right-of-way was obtained when the property was originally

# Castroville Master Plan

## Ch 4 - Castroville Tomorrow –Major Thoroughfare Plan

platted, or where buildings were constructed with minimal setbacks from the right-of-way;

- Public parks and historic sites may be constraints when a thoroughfare improvement would require conversion of parkland to other uses or impact cultural resources;
- Major water features, such as the canal, Medina River, and floodplain areas, affect thoroughfare alignment and may increase the capital cost of thoroughfare improvements for necessary bridges or fill sections;
- Sensitive environmental areas such as prime Medina River Valley farmland, the Edwards Aquifer Recharge Zone; and
- Existing neighborhoods may also present an impediment when residents object to the impacts of a planned thoroughfare improvement within or affecting the area.

The Major Thoroughfare Plan is component of the *Castroville Master Plan*. Requirements and procedures for the development, administration, and enforcement of the Major Thoroughfare Plan is part of the city's ordinances and regulations. Other planning tools have been used to address the land use impacts of thoroughfare development including the zoning and the subdivision ordinances. The Master Plan is the primary tool for integrating transportation and land use planning. The Zoning Ordinance, combined with effective master planning, is also an effective tool for integrating transportation and land development. The Subdivision Ordinance has a direct effect on the way in which development relates to the thoroughfare system and is an effective tool for acquiring future right-of-way, construction costs and ensuring that future development is compatible with transportation requirements.

### **Major Thoroughfare Plan Contents**

This section of the Castroville *Master Plan* describes a transportation system designed to improve mobility and increase safety for the next few decades. Currently, the City of Castroville contains nearly 33 linear miles of arterial and local streets and the surrounding ETJ contains an additional 32 linear miles of arterials and collectors. A key element in this plan is the addition of 32 more linear miles of new arterial and collector thoroughfares. In the spirit of regional coordination, the City of Castroville's proposed new arterials and collectors are designed in conjunction with the City of San Antonio's Major Thoroughfare Plan. This results in a grand total of 97 linear miles shown on the Castroville ETJ Major Thoroughfare Plan, a 49% increase in proposed thoroughfares. The Major Thoroughfare Plans are presented on the following pages.

# Castroville Master Plan

## Ch 4 - Castroville Tomorrow –Major Thoroughfare Plan

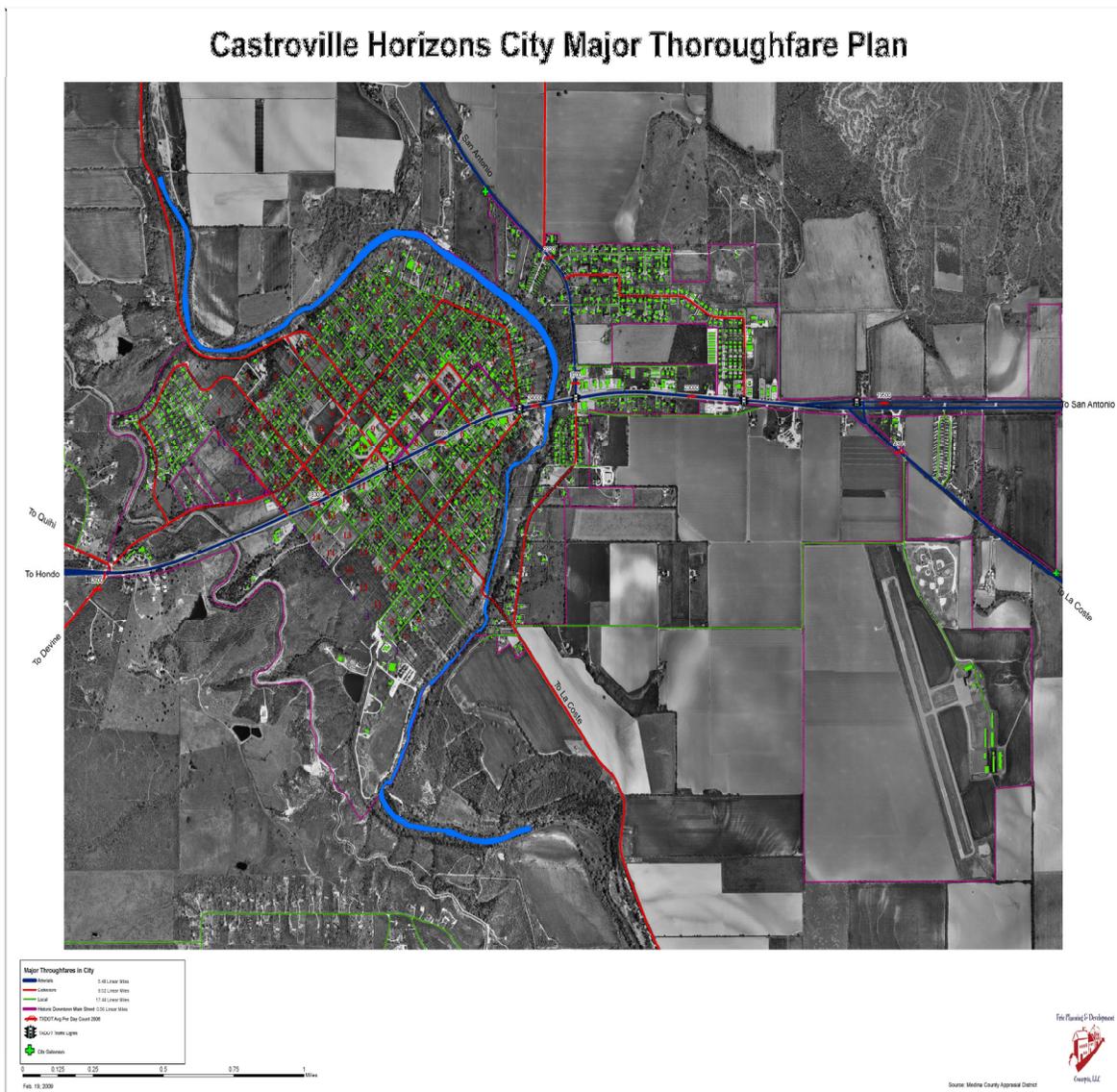
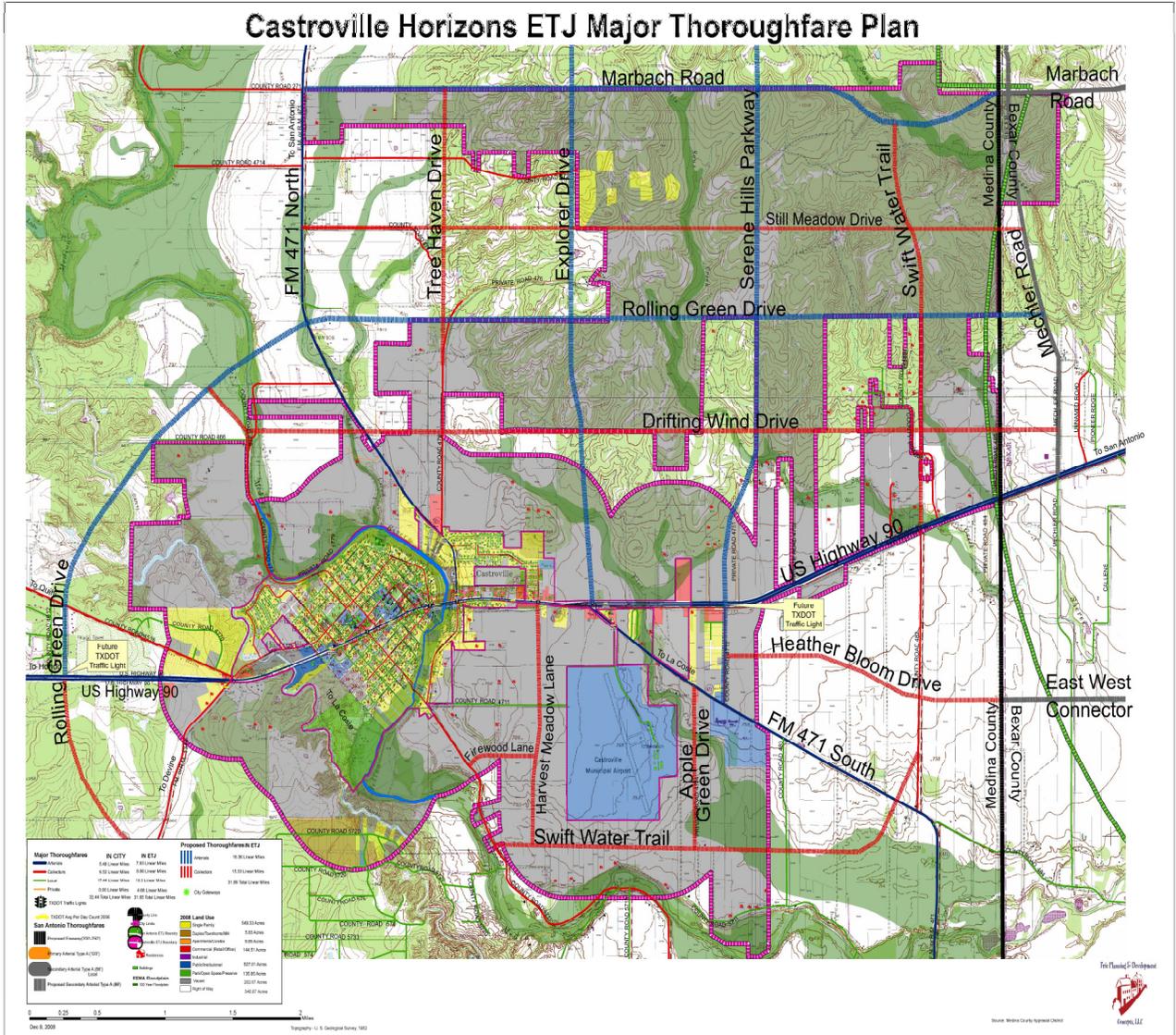


Figure 4-1 Castroville City Major Thoroughfare Plan

# Castroville Master Plan

## Ch 4 - Castroville Tomorrow –Major Thoroughfare Plan



**Figure 4-2 Castroville ETJ Major Thoroughfare Plan**  
(Some street names are for illustration purposes only)

# *Castroville Master Plan*

## *Ch 4 - Castroville Tomorrow –Major Thoroughfare Plan*

The Major Thoroughfare Plans contains a classification system which includes the following functional classes of roadways:

- Arterials
- Collectors
- Local Streets
- Central Business District Main Streets

### **Arterials**

Arterials are major streets and highways that provide a high degree of mobility, serve relatively high traffic volumes, have high operational speeds and serve a significant portion of through-travel or long-distance trips. Arterials together typically accommodate about 30 to 40 percent of a region's travel on 5 to 10 percent of the total roadway network. Arterials serve as primary routes through a region and between regions. They are usually continuous over long distances (greater than five miles) and accommodate both intraregional and interregional travel.

Interregional mobility is one of the primary functions of these roadways. These roadways serve traffic entering Castroville as well as traffic moving through Castroville to other parts of the south central Texas region. Traditionally, these roadways are owned, built, operated, and maintained by the Texas Department of Transportation. Thus, the number of lanes and physical appearance is controlled by TxDOT, though they will work with local jurisdictions to incorporate local concepts for roadway appearance and needs for access. Arterials typically operate at speeds between 40 to 55 MPH.

# *Castroville Master Plan*

## *Ch 4 - Castroville Tomorrow –Major Thoroughfare Plan*

Typically, to expedite the movement of traffic, access to adjacent properties is minimized, on-street parking is prohibited and signals are spaced at not less than ½ mile intervals and are limited to only those intersections where the intersecting street is of a classification of Collector or higher. Existing and proposed Arterials in the City of Castroville and surrounding ETJ are US Highway 90, FM 471N, FM 471S, Marbach Road, Rolling Green Drive north of US Highway 90, Explorer Drive and Serene Hills Parkway. There are 13.31 linear miles of existing Arterials and an additional 16.36 linear miles of proposed Arterials included in the Major Thoroughfare Plans.

The City of San Antonio Arterials that connects with Castroville's Arterials on the Major Thoroughfare Plan includes US Highway 90, Marbach Road Mechler Road and an East & West Connector.

### **Collectors**

Collector Streets are the connectors between arterials and local streets, which serve to collect traffic from local streets and distribute it to the arterial network. Collectors also serve to provide direct access to a wide variety of residential, commercial and other land uses, and their design involves site-specific considerations. They provide direct service to neighborhoods and other local areas, and may border or traverse neighborhood boundaries. Parking is generally permitted on collectors. Since collectors are used for short distance trips between local streets and arterials, they should be continuous in the spaces between arterials. Collectors should not be more than two miles in length. Collectors should generally line up across an arterial, to promote connectivity between neighborhoods and reduce short trips on the arterial, but such alignment should be carefully considered as to not promote the misuse of the collectors as an arterial.

# *Castroville Master Plan*

## *Ch 4 - Castroville Tomorrow –Major Thoroughfare Plan*

To provide efficient traffic circulation and preserve amenities of neighborhoods, collectors should desirably be spaced at about one-quarter to one-half mile intervals, depending on development density. Subdivision street layout plans should include collectors as well as local streets in order to provide efficient traffic access and circulation. Since collectors generally carry higher traffic volumes than local streets, they require a wider roadway cross section. A collector should rarely be designed to accommodate more than two travel lanes throughout its length; such a design will encourage the misuse of the collector as an arterial. A collector should be designed for an operating speed of 30 to 35 MPH. Collectors typically make up about 5 to 10 percent of the total street system. Collectors serve an important role in collecting and distributing traffic between arterials and local streets. Their identification is essential in planning and managing traffic ingress/egress and movement within residential neighborhoods as well as commercial and industrial areas.

Proposed new collectors within the ETJ should provide adequate circulation within the surrounding ETJ.

# *Castroville Master Plan*

## *Ch 4 - Castroville Tomorrow –Major Thoroughfare Plan*

### **Local Streets**

Local streets include all other streets and roads that are not included in higher classes. They include internal and access streets that allow direct access to residential and commercial properties and similar traffic destinations. Direct access to abutting land is their primary role, for all traffic originates from or is destined to abutting land. Use of appropriate geometric designs, traffic control devices, curvilinear alignments and discontinuous streets should discourage through-traffic and excessive speeds. On-street parking is generally permitted. Trip lengths on local streets are short, volumes are low and speeds are slow, typically 25 to 30 MPH. A typical local street should accommodate one travel lane and two parking lanes and a width of 26 to 28 feet of pavement is desirable, although cross-sections as wide as 34 feet can be acceptable.

Often on rural local street sections with open-ditch drainage and unpaved shoulders, portions of the shoulder and drainage ditch slope are used for parking. Local streets typically comprise about 65 to 80 percent of the total street system in urban areas.

There are 26.96 linear miles of existing local streets within the City of Castroville and an additional 10.30 linear miles within the surrounding ETJ. The Major Thoroughfare Plans do not address proposed local streets as these are determined and designed during the platting or site plan development stage. The City should ensure adequate circulation of local streets that connect to collectors.

# Castroville Master Plan

## Ch 4 - Castroville Tomorrow –Major Thoroughfare Plan

### **Central Business District Main Streets**

The **Central Business District** key streets include Paris Street from Hwy. 90 to Fiorella Street and Fiorella Street from Hwy. 90 to Paris Street. These streets serve to bring people into and through this area. Over time, the City should put a high priority on improving these streets with trees and landscaping, benches, street lights, hanging banners, and maybe street clocks,

Terms like *new urbanism*, *smart growth* and *context sensitive design* are used to describe these types of streets and the common thread is simple: a higher priority by local communities in how streets are planned, built and maintained. Historic streets are central to the critical role they play in presenting a unique community identity, healthy business environment and public space for citizens to use and enjoy.

### **Major Thoroughfare Plan Policies**

To ensure the appropriate alignments of roadways and allow the orderly and efficient expansion and improvement of the thoroughfare system to serve existing and future transportation needs, the City shall:

# *Castroville Master Plan*

## *Ch 4 - Castroville Tomorrow –Major Thoroughfare Plan*

### **T-1. General Transportation Planning:**

**Policy T-1.1:** Acquire future rights-of-way and construction costs, through dedication or other means, for the extension of collector and arterial roadways shown on the Major Thoroughfare Plan.

**Policy T-1.2:** Establish a program to periodically publish articles and news releases about upcoming improvement projects and amendments to the Major Thoroughfare Plan.

**Policy T-1.3:** Use the Major Thoroughfare Plan to serve as the guide for public investment and private development of transportation infrastructure.

**Policy T-1.4:** Encourage context-sensitive design to ensure that new transportation infrastructure is compatible with the Castroville community and its natural setting.

**Policy T-1.5:** Review street and thoroughfare design standards with the intent of encouraging aesthetically pleasing as well as safe roads.

**Policy T-1.6:** Investigate whether Road Utility Districts (RUDs) and Capital Improvement Projects (CIPs) would be useful tools for improving the City of Castroville’s transportation network.

**Policy T-1.7:** Earmark funds for the long-term development of the Castroville Municipal Airport recognizing its local value as a transportation mode for business and trade activity.

# *Castroville Master Plan*

## ***Ch 4 - Castroville Tomorrow –Major Thoroughfare Plan***

### **T-2. Regional Planning:**

**Policy T-2.1:** Encourage and coordinate a Regional Comprehensive Thoroughfare Corridor Development Plan that improves mobility throughout the eastern Medina and western Bexar counties.

**Policy T-2.2:** Continue to cooperate with the City of San Antonio to make decisions consistent with the Major Thoroughfare Plans of each City.

**Policy T-2.3:** Establish a Transportation Committee to coordinate with the Texas Department of Transportation, Medina County and surrounding jurisdictions to implement transportation system improvements.

**Policy T-2.4:** Work more closely with the San Antonio – Bexar County Metropolitan Planning Organizations (MPO) to ensure citizen input and coordination in future highway projects.

**Policy T-2.5:** Work as closely as possible with TxDOT and the Medina County Road Department to ensure that their plans take into consideration the desires of the citizens of the City of Castroville.

### **T-3. Mobility:**

**Policy T-3.1:** Improve the overall mobility of automobiles in and through Castroville and provide for future growth of the surrounding ETJ by implementing the Major Thoroughfare Plan which moves people and products safely and efficiently with consideration for the environment and the agricultural community and which maximizes the potential of the ETJ of Castroville.

# *Castroville Master Plan*

## ***Ch 4 - Castroville Tomorrow –Major Thoroughfare Plan***

**Policy T-3.2:** Protect the long-term planning interests of the city and ETJ through public coordination efforts and proactive means to preserve thoroughfare rights-of-way and ensure adequate capacity and quality standards.

**Policy T-3.3:** Through the development review process, ensure adequate right-of-way and construction of collector and arterial thoroughfares while preserving mobility and ensuring traffic safety.

**Policy T-3.4:** Invest in transportation facilities where they will be most cost-effective, including the use of transportation demand management and transportation system management approaches.

### **T-4. Traffic Flow:**

**Policy T-4.1:** Maintain active involvement with The Texas Department of Transportation and other agencies to participate in and oversee the improvement of local roadways, using corridor design methods including raised medians, controlled access, sidewalks, bicycle lanes, visible street signs with block numbers and underground utilities.

**Policy T-4.2:** Establish an ongoing transportation improvement program to improve current traffic conditions and plan for future improvement needs.

**Policy T-4.3:** Require transportation projects to include landscaping, tree preservation and protection of green space within the right-of-way, consistent with traffic safety and design standards.

# *Castroville Master Plan*

## ***Ch 4 - Castroville Tomorrow –Major Thoroughfare Plan***

**Policy T-4.4:** Use the street classification system to acquire the necessary rights-of-way to meet the functional service needs of each thoroughfare.

**Policy T-4.5:** Coordinate private land development decisions with the Major Thoroughfare Plan and provide adequate access and circulation both on-site and off-site.

**Policy T-4.6:** Provide access between developments, ensure citywide and ETJ mobility, and minimize response time for emergency vehicles.

**Policy T-4.7:** Evaluate the appropriate placement and use of traffic control devices to provide for efficient traffic operation, lessen congestion and improve traffic safety.

### **T-5. Alternative Modes of Transportation:**

**Policy T-5.1:** Promote the use of alternative transportation through the development of pathways and bikeways and encourage the development and use of public transportation opportunities within and through Castroville.

**Policy T-5.2:** Encourage development of pedestrian and bicycle facilities recognizing their tourism value and the environmental significance of alternative transportation modes.

**Policy T-5.3:** Provide an effective way to prioritize sidewalk improvement areas by type of street and adjacent land use.

# *Castroville Master Plan*

## *Ch 4 - Castroville Tomorrow –Major Thoroughfare Plan*

**Policy T-5.4:** Invest in pedestrian facilities to provide a safe means for residents and visitors to walk to parks, schools and other community destinations.

**Policy T-5.5:** Plan and invest to support a full range of transportation choices for the community, including walking, bicycling, public transportation and travel by automobile.

**Policy T-5.6:** When transportation projects are designed, provide for non-vehicular travel as well as automobile travel.

**Policy T-5.7:** Expand the transportation system for Castroville and include a network of designated routes for non-motorized travel. Public investments should support construction of these routes and related infrastructure such as benches, signage and bike racks.

**Policy T-5.8:** Develop planning, zoning and subdivision requirements for new residential developments to include a connected network of sidewalks, paths and/or bike routes so residents can travel within their neighborhoods on foot or bicycle. Designs should minimize the impacts of off-street parking and vehicular traffic.

**Policy T-5.9:** Implement planning, zoning and subdivision requirements for non-residential uses, particularly for large projects. This should include design that facilitates non-automobile travel as well as auto travel and parking.

**Policy T-5.10:** In highly walkable areas of Castroville, require design standards and offer development incentives to support pedestrian and bicycle infrastructure as well as automobile infrastructure.

# *Castroville Master Plan*

## *Ch 5 - Castroville Action Plan–Introduction*

### **TURNING THE VISION INTO REALITY**

The action plan for *Castroville Master Plan* is a set of guidelines that will turn the vision for Castroville into a reality. These action plans will serve as a guide for future decision making by establishing priorities, identifying resources and setting goals.

Implementation actions are included for each master plan element in *Castroville Tomorrow*. The elements include:

- Major Thoroughfare
- Future Land Use
- Community and Public Facilities
- Historic Preservation
- Economic Development

The implementation actions are based on the goals developed by the Master Plan Task Force during their visioning process and the policies in *Castroville Tomorrow*. The implementation actions are not listed in specific or priority order, they are just listed as a set of tasks to be completed.

# *Castroville Master Plan*

## *Ch 5 - Castroville Action Plan –Major Thoroughfare*

### **Major Thoroughfare Implementation Actions**

- The City will review and update the Major Thoroughfare Plan every three years beginning in 2014.
- The City will revise the Subdivision Ordinance to implement the policies in the Major Thoroughfare Plan.
- The City will implement a Major Thoroughfare Plan amendment process for any development project that requests a revision to the Major Thoroughfare Plan.
- The City will take into consideration the Major Thoroughfare Plan during the Capital Improvements Program process.
- The City will create at least four attractive “City Gateways” into Castroville, which provide aesthetically pleasing and informative entrances into the city, as shown on the Major Thoroughfare Plan on Highway 90, FM 471N and FM 471S.
- The City will require right-of-way dedication and construction of all Major Thoroughfares by subdivider as indicated in the Subdivision Ordinance.
- The City will perform traffic counts every three years or as needed and evaluate the need for transportation related improvements and include in the Capital Improvements Program process.

# *Castroville Master Plan*

## ***Ch 5 - Castroville Action Plan –Major Thoroughfare***

- The City will prepare a Transportation System Management Plan which includes improvements such as alternatives to on-street parking where feasible, restrictions on driveway access, improvements in intersection signalization, adding right-turn lanes, adding continuous left-turn lanes, and elimination of blind corners.
- The City will work with the Texas Department of Transportation, Medina County, San Antonio and surrounding municipalities to coordinate Major Thoroughfare Plans.
- The City will participate in the development of a Regional Comprehensive Thoroughfare Corridor Development Plan.

# *Castroville Master Plan*

## *Ch 5 - Castroville Action Plan – Future Land Use*

### **Future Land Use Implementation Actions**

- The City will review the Future Land Use Plan every three years beginning in 2014.
- The City will complete a city-wide rezoning process to comply with the Texas Local Government Code that zoning regulations must be adopted in accordance with a master plan.
- The City will revise the zoning and subdivision ordinances to implement the policies in the Future Land Use Plan.
- The City will develop a hybrid zoning code which maintains the traditional zoning ordinance (land use compatibility) and adds form-based zoning techniques (which concentrates on design-based elements such as compatible context, scale, design, architectural style and historic character).
- The City will revise the Subdivision Ordinance to prohibit development within the 100-year floodplain, require public land dedication and develop hike and bike trails in the floodplain. The City will revise the Subdivision Ordinance to allow for transfer of development rights within the 100-year floodplain.
- The City will actively engage in voluntary inclusion of properties surrounding the City of Castroville, from the ETJ of La Coste north to FM 1957, into the extended ETJ of Castroville and secure that land as future development prospects under the influence of Castroville and to increase the opportunity for Castroville to secure future groundwater rights.

# *Castroville Master Plan*

## *Ch 5 - Castroville Action Plan – Future Land Use*

- The City will pursue Texas Local Government Code, Section 212.172, ETJ Development Agreements which allows City’s regulation of land uses, environmental and development ordinances.
- The City will revise and update the Impact Fee Ordinance in compliance with Texas Local Government Code, Chapter 395.
- The City will complete a Highway 90 Corridor Overlay District to combine the Castroville Design Criteria for Commercial Buildings Located in the Commercial Districts along U.S. Highway 90, Section 9. Business/Residential Transition Area of the Zoning Ordinance and include attractive “City Gateways” into Castroville, which provide aesthetically pleasing and informative entrances into the city.
- The City will maintain an agreement with Medina County regarding subdivision regulatory authority in the ETJ according to Texas Local Government Code Chapter 242.
- The City will develop Conservation Trusts and Easements {Texas Natural Resources Code, Chapter 183 and Internal Revenue Code, Section 170 (h)} with landowners within the extra-territorial jurisdiction to preserve the agricultural heritage of the community and the quality of life similar to Green Spaces Alliance of South Texas program.
- The City will prepare a Historic Preservation Plan to be adopted as an element of the Future Land Use Plan.
- The City will prepare water, wastewater and drainage master plans to implement the policies in the Future Land Use Plan.

# *Castroville Master Plan*

## *Ch 5 - Castroville Action Plan – Future Land Use*

- The City will revise and publish population estimates and forecasts every three years.
- The City will develop and initiate a program to amortize nonconforming signs and amend the comprehensive sign ordinance to include the extra-territorial jurisdiction as allowed in the Texas Local Government Code, Section 216.003 and 216.902.
- The City will prepare and adopt a Watershed Ordinance to control water quality throughout the City and extra-territorial jurisdiction.
- The City will develop Conservation Trusts and Easements {Texas Natural Resources Code, Chapter 183 and Internal Revenue Code, Section 170 (h)} with landowners within the extra-territorial jurisdiction to preserve the agricultural heritage of the community and the quality of life similar to Green Spaces Alliance of South Texas program.
- The City will prepare a Historic Preservation Plan to be adopted as an element of the Future Land Use Plan.

# *Castroville Master Plan*

## ***Ch 5 - Castroville Action Plan–Community and Public Facilities***

### **Community and Public Facilities Implementation Actions**

- The City will review the Community and Public Facilities Plan every three years beginning in 2014.
- The City will coordinate the implementation of the Community and Public Facilities Plan with all infrastructure master plans.
- The City will incorporate the Community and Public Facilities Plan into the Capital Improvements Program process.
- The City will prepare a Parks and Recreation Plan to be adopted as an element of the Community and Public Facilities Plan.
- The City will develop a Sidewalk Improvement Program to be incorporated into the Capital Improvements Program.
- The City will work with the Medina Valley Independent School District to ensure adequate infrastructure is coordinated with the future location of schools in accordance with the MVISD Strategic Plan.
- The City will revise the Subdivision Ordinance to accept a fee in lieu of parkland dedication to acquire parkland for the Castroville Multi-Sports Community Complex, Castroville Regional Park expansion and community parks at the approximate locations shown on the Community and Public Facilities Plan.
- The City will revise the Subdivision Ordinance to prohibit development within the 100-year flood plain, require public land dedication and develop hike and bike trails in the flood plain.

# *Castroville Master Plan*

## ***Ch 5 - Castroville Action Plan–Community and Public Facilities***

- The City will develop a Comprehensive Emergency Services Plan that will include 911 expansion, wider streets and center lanes for emergency vehicle access in areas of new development.
- The City will work with the Federal Aviation Administration to implement the Castroville Municipal Airport Master Plan.

# *Castroville Master Plan*

## *Ch 5 - Castroville Action Plan –Historic Preservation*

### **Historic Preservation Implementation Actions**

- The City will review the Historic Preservation Plan every three years beginning in 2014.
- The City will incorporate the Historic Preservation Plan into the Capital Improvements Program process.
- The City will consider applying for Certified Local Government Grants to fund a Strategic Historic Preservation Plan.
- The City shall review and amend the existing historic preservation ordinance according to Master Plan policies and the Historic Preservation Plan,
- The City shall maintain a survey of historic resources that is comprehensive, current, and accessible to the public.
- The City shall give local designation to Individual Landmarks and Historic Districts in accordance with local preservation ordinances.
- The City will work with organizations such as TxDOT, Texas Historical Commission, Keep Texas Beautiful, etc. to secure grants to implement the Historic Preservation Plan.
- The City shall promote preservation as a “green” and sustainable planning and development principle.
- The City shall increase public awareness that historic preservation contributes to the City’s economic development.

# *Castroville Master Plan*

## *Ch 5 - Castroville Action Plan –Economic Development*

### **Economic Development Implementation Actions**

- The City will review the Economic Development Plan every three years beginning in 2014.
- The City will create a Chapter 4A or 4B Castroville Economic Development Corporation (CEDC), charged with growing the economic base of the City to meet the goals of the master plan and needs of the City. This EDC and the City will have and maintain a professional website to promote its goals and inform the community-at-large.
- The City will incorporate the Economic Development Plan into the Capital Improvements Program process.
- The City will complete a targeted industries study to determine strategies for attracting the most appropriate sectors of emerging industries to Castroville.
- The City will review economic development programs allowed by Texas Local Government Code (TLGC) and Texas Tax Code (TTC): economic development programs (TLGC Chapter 380); public improvement districts (TLGC, Chapter 372); municipal development districts (TLGC, Chapter 377); neighborhood empowerment zones (TLGC, Section 378.002); tax abatements (TTC, Chapter 312); tax increment financing (TTC, Chapter 311); tax increment reinvestment zones (TTC, Chapter 311); developer participation agreements (TLGC, Section 212.071); ETJ development agreements (TLGC, Section 212.172); and industrial district agreements (TLGC, Section 42.044) to determine which are most appropriate programs for Castroville.