

UDO

Removed

- 2.2.24.1 Remove Section: For the purposes of Section 212.016(10)(C), all plats within the Neighborhood Infill FutureLand Use category qualify as residential improvement areas.
- 5.2.3.1 (1)(c): "Lodging with a full time, on-site operator. Special Use Permit without a full time, on-site operator"
- Cottage Court Allowance in P2, P2.5
- Mention of Warrants throughout document
- Mention of any reference to City Charter

Added

- Integrated Subdivision Ordinance (Chapter 100) of existing CZO including in Section 3.8 Neighborhood Design Standards:
 - Streets
 - Drainage and Flood Hazards
 - Water and Sewers
 - Permit Expiration and Project Dormancy
- Created section for Drainage and Flood Standards from existing CZO
 - 3.8.4
- Definitions: Engineering Standards shall refer to the City of San Antonio's Design Guidance Manual
- 5.4.3.1 (2): Add P2 to Parking Design Standards- At a minimum, use dust palliative or other surfacing materials that minimize the generation of fine dust particulates for P2.5, P3, P3M and P4.
- Definition of House-Form Commercial/Office

Modified

- Throughout: Filled in discrepancies to allow Castro Streets to be allowed in all Place Types throughout document.
- Throughout: Residential Alley- Not allowed in P2 & P2.5
- 3.8.1.5: Street Widths adjusted to orient in order of intensity
- 3.8.1.5: Adding missing ROW and Pavement Width
 - Yield Streets serving Original Castro Area- Castroville's uniquely narrow streets and ROW in the historic plat of the city is most translatable to traditional yield streets. These will have a minimum dedicated right-of-way of __ and a minimum (paving) width curb to curb of __
 - Yield Streets serving Original Castro Area- Castroville's uniquely narrow streets and ROW in the historic plat of the city is most translatable to traditional yield streets. These will

have a minimum dedicated right-of-way of 40' and a minimum (paving) width curb to curb of 20'

- 3.8.1.5: Yield Streets changed to Castro Streets
 - 3.8.1.5 (b)
 - 3.8.1.14 (3)
 - Table: 3.8.1 (B) Street, Path, and Trail Standards By Place Type Zoning District
 - 3.8.5.5(5) Remove axial termination and change to visual terminus
- 3.8.7 *Remove section:* Acceptance of Public Improvements 5.10.11.2 (17): Highway 79 and North Main Street to Highway 90
- 5.10.10.3 Sign Administration: *Adjust Permitting from ZBA to City Council* "If the City denies a permit, the applicant may appeal through a variance to the ZBA."
- 5.4.7.1(1)(b) Bicycle Spaces: Lowered number of bike stalls required
- Changed Civic Space link 4.2.3.10 to 4.2.3.9
 - 3.8.5.1 (2)(c):
 - 3.8.5.2 (2)
- 3.8.5.2: Adjusted Ped Shed link from 3.7.17 to correct link of 3.6.17
- 6.1.5.1 "The City may designate a historic landmark without the property owner's approval." This is not allowed without a $\frac{3}{4}$ vote by P&Z and City Council.
 - *Added with a super majority, $\frac{3}{4}$ vote*
- 5.3.7.4 Change opening to doors and windows: What are openings? Does that mean doors and windows? May be necessary to define.

Version 3 – Released
01/24

Comprehensive Plan

Modified

- Pg7. Image pixelated

Removed

- Pg. 66 Mention of speed bumps

Modified

- Grammatical and spelling errors
- Pg. 7 Improved image quality
- Pg. 78 The following are options Castroville can implement in streets throughout the city which mitigate speeding while promoting the shared street culture seen throughout Castroville's more established neighborhoods. To:
 - The following are options Castroville can implement in streets throughout the city *instead of speed bumps*, which mitigate speeding while promoting the shared street culture seen throughout Castroville's more established neighborhoods.

Downtown Plan

To Be Removed

To Be Added

Modified

- General
 - Improve spacing between text for clarity
 - Fixed grammatical and spelling errors
- Title page
 - Insert Castroville Logo
 - Improve link of base image
- Pg 2: The area includes the properties along Highway 90 leading Westward and eastward toward new growth areas.
- Pg 3 Each project will require cooperation and have budgetary implications to be calculated at the start of the project.
- Pg 4 Simplecity Capitalize the "S"
- Pg 4 ~~The~~ Castroville's DNA is comprised of its streets, buildings, sidewalks, courtyards, and more.
- Pg 5:
 - Community members feel that the connection between rural and urban places is the critical element of **what makes Castroville**, Castroville

UDO

Removed

Added

- Street type cross-sections
- Light styles graphics

Modified

- Place type map: Remove P3 from inside the horseshoe
- General
 - Fixed grammatical and spelling errors

Supplemental guidelines. The HPO or the HLC may develop, and the City Council may approve, such supplemental guidelines as it may find necessary to implement the regulations of historic overlay zoning or the findings applicable to the designation of a particular historic property. Such guidelines may include, but are not limited to the following:

UDO

Removed

Added

- Street type
- Index of each chapter
- Water rights section 100-25c

Modified

- ADUs- In all zoning classifications, they will be permitted by a Special Use Permit
- RV Parks- In P2 zoning classification, they will be permitted by a Special Use Permit
- 2.2.3 design charrette optional- Provides greater flexibility for development negotiations
- On-street parking is allowed in P2.5
- Change P2.5 zoning from “Historic Residential” to “Traditional Residential”
- RV parking to be allowed in 2nd and 3rd layer in accordance with existing zoning
- Minimum lot frontage with 2.5 of 80.’
- Section 5.11 enforcement control from Sign Administrator to Code Compliance

To Be Added In Next Draft

- Add street subsection specifications- Provides greater clarity for street sections.
- Section 100-122 Traffic control signs