

# Comparison of DA Policy and Current Ordinances.

## 1. Charrette Process for Collaborative Planning

### Development Agreement Policy:

- Establishes an optional but **formalized Charrette process** as a collaborative design workshop between the City and the developer.
- Includes: kickoff meeting, site tour, development standards drafting, refinement period, and staff-developer coordination for Council presentation.
- Purpose: Align development outcomes with community goals and expedite approval through early consensus.

### Not addressed in Zoning or Chapter 100:

- Neither code references Charrettes, collaborative design, or coordinated pre-development planning processes. Zoning and subdivision processes are linear and transactional.
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## 2. Citywide Guiding Principles for Development Patterns

### Development Agreement Policy:

- Introduces **planning philosophy and urban form goals**, including:
  - Logical growth outward from the city center.
  - Complete neighborhoods (walkable, mixed-use, integrated services).
  - Preservation of nature, historic sites, and view corridors.
  - Infrastructure-scaled building intensity.
  - Inclusion of trail networks and civic buildings.

### Not addressed in Zoning or Chapter 100:

- The zoning ordinance regulates by use type and district but lacks these forward-looking design principles.
  - Chapter 100 focuses on platting and infrastructure, not character or long-term planning frameworks.
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## 3. Fiscal Productivity & Return on Investment (ROI)

### Development Agreement Policy:

- Requires applicants to calculate and demonstrate that their development:
  - Is fiscally productive to the City over time.
  - Will pay for its own infrastructure and service needs.

- Will not require a subsidy from the City.

**Not addressed in Zoning or Chapter 100:**

- No code provisions require fiscal impact analysis or cost-revenue modeling.
  - City does not currently assess long-term budgetary viability of developments through its standard zoning or subdivision processes.
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## **4. Trail Network Integration**

**Development Agreement Policy:**

- Requires internal trail networks connecting to civic space, parks, or off-site destinations.
- Trails must be built to AASHTO standards and routed through the highest elevations along floodplains when possible.

**Not addressed in Zoning or Chapter 100:**

- Chapter 100 discusses parkland dedication and pathways but not trail networks.
  - Zoning code does not regulate off-street pedestrian or recreational connectivity.
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## **5. Civic Facility Dedication Requirement**

**Development Agreement Policy:**

- Each neighborhood must dedicate:
  - At least one public tract (minimum 2 acres or 10% of land) for future civic use (schools, libraries, meeting halls, etc.).
  - This tract can be used as open space if not developed immediately.

**Not addressed in Zoning or Chapter 100:**

- No provision mandates dedicated civic space in new neighborhoods.
  - Parkland dedication (Chapter 100) is strictly for recreation.
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## **6. Neighborhood Services Requirement (Proximity to Daily Needs)**

**Development Agreement Policy:**

- Requires that:

- Each lot be within 2,500 feet of retail, food, or service facilities to promote walkability and reduce vehicle dependence.
- Services may be internal or proximate, and intended to support complete neighborhood design.

**Not addressed in Zoning or Chapter 100:**

- Zoning permits neighborhood commercial zones but does not require proximity or inclusion of service uses in residential neighborhoods.
  - Subdivision code does not mandate neighborhood-serving land use.
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## **7. Architectural and Façade Standards**

**Development Agreement Policy (Commercial + Residential):**

- Specifies architectural features such as:
  - Minimum 80% masonry for commercial buildings.
  - 70% glass on the ground floor for street-facing commercial façades.
  - Residential requirements for porches, roof variations, stoops, and minimum 30% façade glazing.
  - Design rules prohibit garage-dominated frontages; require J-swing, alley-access, or garage setbacks.
  - Elevation variety to avoid repetition across neighboring homes.

**Not addressed in Zoning or Chapter 100:**

- No architectural material, façade transparency, or streetscape design standards in code.
  - Zoning addresses setbacks, lot sizes, and land use, but not form-based design elements.
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## **8. ADUs Allowed by Right**

**Development Agreement Policy:**

- Requires all residential lots to allow for one Accessory Dwelling Unit (ADU) by right.
- ADUs must be placed to the rear of the primary structure and designed to blend into the neighborhood.

**Zoning Ordinance:**

- Only allows secondary residential structures in specific zones (e.g., I-I district for caretakers) and does not grant a universal right to ADUs.
- Policy shifts from discretionary to entitled ADUs on all lots, a significant policy change.

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## **9. Mixed Housing Types & Density Integration**

### **Development Agreement Policy:**

- Mandates mix of housing types (single-family, duplex, townhomes, courtyard homes).
- Encourages “gentle density” with a minimum of 2 units per lot, even on traditionally single-family parcels.

### **Zoning Ordinance:**

- Defines strict use districts (R-A, R-C, etc.) with minimum lot size and unit limits.
  - Does not require or encourage a housing mix.
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## **10. Block Size and Street Network Requirements**

### **Development Agreement Policy:**

- Requires developers to follow Castroville’s traditional 330’ x 330’ block pattern.
- Allows up to 690’ blocks with pedestrian breaks.
- Prohibits cul-de-sacs (unless justified) and requires interconnected grid patterns.

### **Subdivision Ordinance (Chapter 100):**

- Provides block length maximums (e.g., 1,200’ for minor streets), but no minimum or preferred configuration.
  - No design intent regarding walkability or network redundancy.
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## **11. Alleys, Parking Placement, and Driveway Limits**

### **Development Agreement Policy:**

- Encourages alleys for residential access and mandates non-dominant parking design.
- Commercial: no more than 25% of parking allowed in front of the building.
- Promotes shared driveways and alley service to limit curb cuts.

### **Zoning and Subdivision Ordinances:**

- No alley design guidance, and front-loaded garages are standard.
  - Minimum restrictions on parking placement for commercial developments.
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## **12. Optional Standards for Incentives (Section 7)**

### **Development Agreement Policy:**

- Developers seeking incentives must go beyond minimums by offering:
  - Traditional Alsatian architectural themes,
  - Open space preservation via clustered density,
  - Public amenity enhancements.

### **Not addressed in Zoning or Chapter 100:**

- No incentive policy or tradeoff framework exists in either ordinance.
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## **13. Formal Incentive Program Process**

### **Development Agreement Policy:**

- Enables financial incentives (fee waivers, reimbursement, tax relief) for developers who exceed standards.
- Requires cost estimates and justification of public benefit.

### **Not addressed in Zoning or Chapter 100:**

- No procedure for economic development incentives in land development regulations.
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## **14. Development Agreement Lifecycle Provisions**

### **Development Agreement Policy includes:**

- **Expiration date**, and terms for:
  - Amendments (with possible Charrette),
  - Extensions (by Council vote),
  - Termination (pending legal language).

### **Zoning/Subdivision Codes:**

- Do not include contractual lifecycle clauses.
- Plat approvals expire after a set period, but broader development rights and obligations are not addressed.