



UNIFIED DEVELOPMENT CODE

2025 COMMUNITY ENGAGEMENT APPENDIX

Simplecity.Design

Purpose Statement

Back to Our Future

Created to protect the Castroville way of life

ENGAGEMENT OVERVIEW



Public engagement has been a key component throughout this planning effort. Input from a diversity of stakeholders is essential in any planning initiative and is crucial to creating a community that functions well for all its members.

As a city uniquely rooted in its history and keen to protect itself from “Anywhere, USA” cookie-cutter development, Castroville required a tailored and iterative community engagement strategy.

This customized input process has included meetings, events, and online feedback across five phases: the DNA Roundup, Castroville Dreamin’, the Design Rodeo, the Code Rodeo, and the Community Roundup. The first three phases included the broad-scale visioning that developed the Comprehensive Plan and the Downtown Master Plan. The final two phases defined the standards that would reach those goals. The policies and standards that regulate the built environment are aligned in the Unified Development Code.

The outcome of this journey is a new set of 21st century tools to guide the City toward a thriving future.



We heard you Castroville...

The Castroville comprehensive planning process outlined a path to address key challenges facing the community including historic preservation and projected growth. With the preservation of Castroville's historic buildings and culture top of mind, the plan outlines several big ideas and policies to guide the community over the next twenty years.

PRESERVE HISTORIC DISTRICT & SMALL-TOWN FEEL

Maintain Castroville's uniqueness and small town atmosphere where people feel connected.

CULTIVATE GOOD DEVELOPMENT

Preserve historic areas while permitting carefully guided peripheral development that respects the community's foundational grid pattern.

PROTECT NATURE, ADDRESS FLOODING & DROUGHT

Protect natural features such as the Medina River, parks, trails, and green spaces within neighborhoods, provide adequate drainage solutions with native landscaping.

IMPROVE CONNECTIONS AND PEDESTRIAN SAFETY

Enhance vehicular and pedestrian connections across barriers like the highway and the river, especially near the library and schools, around downtown, and to neighborhood parks.

SUPPORT LOCAL BUSINESSES & ENHANCE MAIN STREET

Support and promote unique, local businesses. Focus on Paris Street as the Main Street of Castroville with shared street standards.



THIS ENGAGEMENT APPENDIX

Building upon the first three phases, the process of creating the Unified Development Ordinance (UDO) incorporates all previous feedback into the final two phases to create the UDO structure.

This document is a compliment to the Comprehensive Plan which details the previous phases of community input. A brief summary of the final two phases that developed the UDO is followed by reports from all phases and includes all relevant comments received throughout the five community input phases.

THE UNIFIED DEVELOPMENT CODE (UDO) INPUT PROCESS

BRINGING THE CODES TO LIFE

The primary purpose of the final phase is to incorporate comments received and give the community a final say into the development ordinances and maps, and present the documents to the Planning & Zoning Commission and City Council for approval and adoption.

CODE RODEO

An engaging way for Castroville stakeholders to apply, tweak, and shape the standards of their City. Conversations focus on how codes are applied, such as for zoning districts, building types, and sign standards. Renderings, photos, and live sketching help the community visualize the conversation. With public conversation and design review, feedback loops inform the next phase.

COMMUNITY ROUNDUP

A fun, interactive community event to introduce the new UDO framework, ordinances & maps.

ADOPTION

Workshops and presentations to assist city officials through the adoption process.



UDO MEETINGS & ONLINE INPUT

The Castroville community developed the Castroville Comprehensive Plan and Downtown Plan simultaneously, while preparing to draft the UDO to codify those plans. The plan calls for a return to the traditional development patterns that define Castroville's historic downtown and adjacent neighborhoods. In order to achieve that goal, all development standards must be realigned to enforce the vision: the codes, ordinances, and development regulations must be updated.

THE CODE RODEO (August 6-7, 2024) introduced the community to the code framework, the types of standards and codes that regulate our built environment. Informal conversations at the in-person meeting guided the development of specific online questions to garner important insights from the community to begin calibrating the tools.

THE COMMUNITY ROUNDUP (September 23rd & December 10th) presented a draft map and draft set of the ordinances and standards that would comprise the UDO, to begin unpacking the components of each. At the in-person meeting, a brief presentation introduced the details and attendees were encouraged to ask questions, delve deeper, and leave specific comments on Place Type boards. Community members were invited to find their property on the draft zoning map and discuss how the UDO would preserve and enhance Castroville. The draft Comprehensive Plan and Downtown Master Plan were also presented at this meeting for confirmational feedback and review by the public. A formal process for a property owner to request a zoning change, was made available online. All of the materials presented at the Community Roundup meeting were carefully laid out online for continued community review.

On November 12, 2024, the draft UDO document was posted online along with a video introducing the UDO zoning components and explanations of the code. A video introduction of the draft Comprehensive Plan was also added to facilitate public digestion of all the related materials.



PUBLIC INPUT BY THE NUMBERS

General public participation in city governance processes is notoriously difficult to engage. For this process, 326 individuals registered for email or text notifications about the project, of which 146 individuals registered as meeting attendees. Not all participants were Castroville residents, of course. Some stakeholders are business owners or active community members living in Medina County or other nearby counties.

To benchmark the engagement success of the project, two metrics can be applied:

- In the May 4, 2024 - Special Election for Proposition A in the City of Castroville, 298 people voted in total (compared to 326 people who opted to receive updates on this project.)
- If all participants were to have been City of Castroville residents, approximately 30% of the Castroville population over age 18 (population 1,086) will have participated in the project and opted to receive updates.

As with many intricate topics such as zoning, few participants have the time or interest to be an active contributor. A small group of outspoken residents typically therefore have a greater impact, regardless of whether their opinions align with the larger population. This is also the case in Castroville, where approximately 44 individuals consistently attended multiple meetings.

Actions to counteract this, and engage more of the general public included opportunities for online engagement, signage across town at multiple phases, and outreach through niche groups such as youth gatherings at the library, outreach to school administrators and other interest groups.

The tables below present an overview summary of the engagement metrics.

Phase	Venue	Date(s)	Participant Metrics	New sign-ups for email, text
Code Rodeo	St Louis Braden Keller Community Center	Aug 6-8, 2024	25 people the first day, 28 people the second day	3
Community Roundup	Landmark Inn	Sept 23, 2024	40 Individuals, including St Louis Cathedral Board Members	6
Community Roundup II	Landmark Inn	December 10th	Event functioned as an informal come-and-go for the general public, and therefore used no sign-in sheet.	n/a



ONLINE ACTIVITY DETAIL

Online surveys covered the same topics as in-person meetings, sometimes posing more specific questions to further community dialogue productively. The table below highlights online engagement in more detail. Social Pinpoint was used as the project website platform because of its robust variety of survey-building tools, including map-based survey questions.

Phase	Online Input Window	Site Views	Site Visits	Visitors	Contributions	Contributors
Code Rodeo	Aug 29, 2024 - September 17, 2024	348	232	133	3	3
Community Roundup	September 25, 2024 - January 20, 2025	2,302	1,615	916	35	27
Total Including Previous Phases		9,451	4,746	2,647	1944	220

In the Code Rodeo phase of online input, three visitors signed up for the email and text notification list. Available documents were downloaded 36 times.

In the Community Roundup phase, of the 35 contributors, 15 signed up for the email and text notification list, 7 submitted input, 6 submitted the application for a place type change. Available documents were downloaded 474 times. (UDO 190 times, Historic Design Guidelines 101 times, Existing CZO 40 times, Community Meeting summaries 57 times.)

All relevant comments received online and in-person throughout all phases of the development of the Comprehensive Plan, Downtown Master Plan, and Unified Development Ordinance are included at the conclusion of this Appendix.

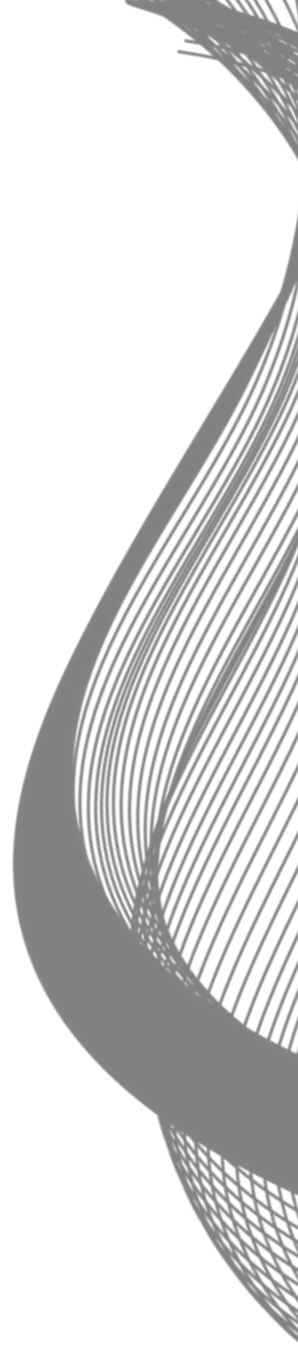


ADOPTION

The formal adoption process for the Comprehensive Plan, Downtown Master Plan, and Unified Development Ordinance involves everyone in Castroville. Since the Place Type zoning will replace the previous zoning codes and regulations, the city sent a formal Notification of Zoning Change to all property owners throughout Castroville city limits.

Beginning in December 2024 and continuing through 2025, a series of workshops with elected and appointed policy makers have been scheduled to ensure familiarity with the documents and allow plenty of time for questions to be answered and details of the plans and the UDO to be tweaked where necessary. The first of these was a public walkthrough with policy makers and the community on December 11, 2024.

Project ownership is critical to the success of this project. After years of refinement, the planning process is designed to create the perfect community toolkit to help visualize a locally determined future. The outcome of this journey is a new set of 21st century tools to guide the City toward a thriving future.







Input from Castroville Dreamin'

This briefing summarizes online input data points collected from **February 29** through **March 18, 2024**, as well as general comments heard at the Castroville Dreamin' Workshop **January 16-17, 2024**. There were 110 online contributors and approximately 155 in person.

Comprehensive Plan Topics: Growth Management and Infrastructure

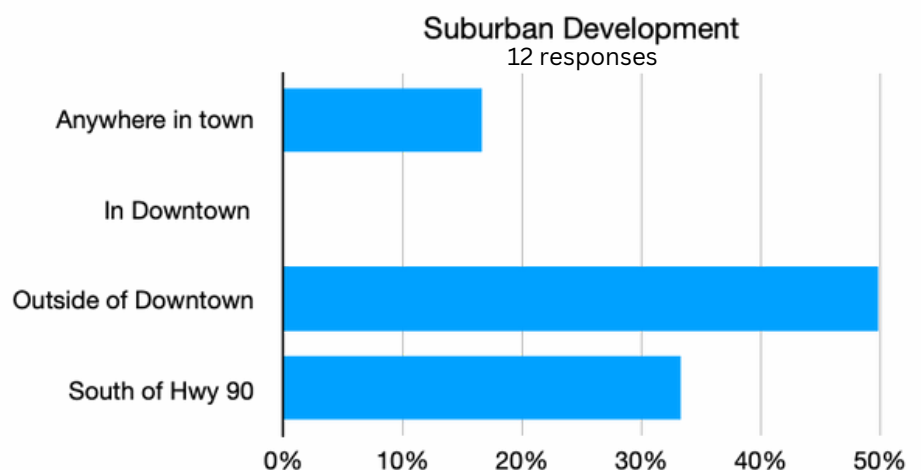


Suburban Development

Where should buildings like this be allowed?

- ☐ Anywhere in town
- ☐ In downtown
- ☐ Outside of downtown
- ☐ South of Hwy 90

Submit



Comprehensive Plan Topics: Growth Management and Infrastructure

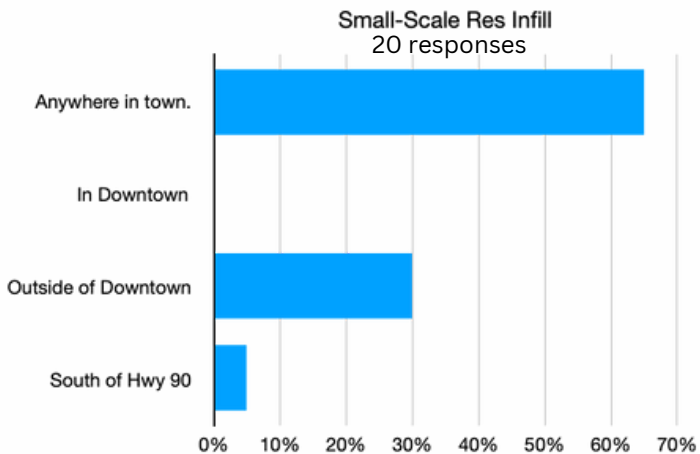
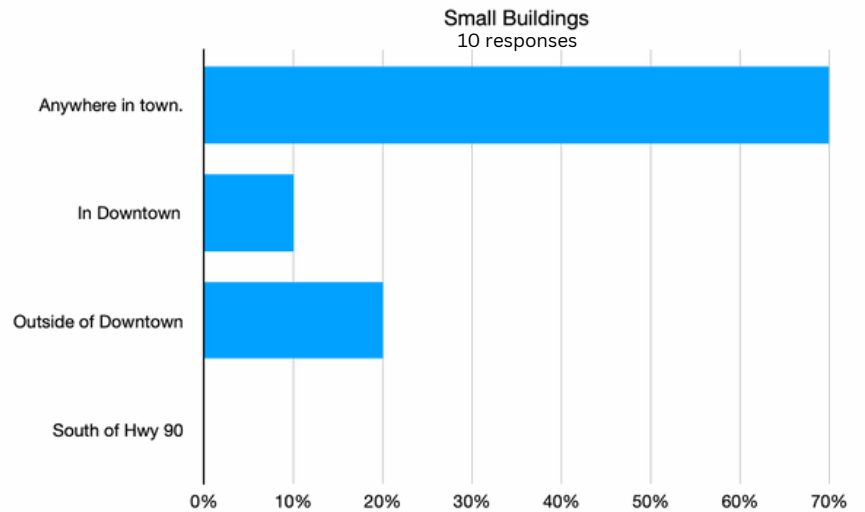


Small-Scale Buildings

Where in Castroville could other small buildings like All Local fit in?

- ☐ Anywhere in town
- ☐ In downtown
- ☐ Outside of downtown
- ☐ South of Hwy 90

Submit



Small-Scale Residential



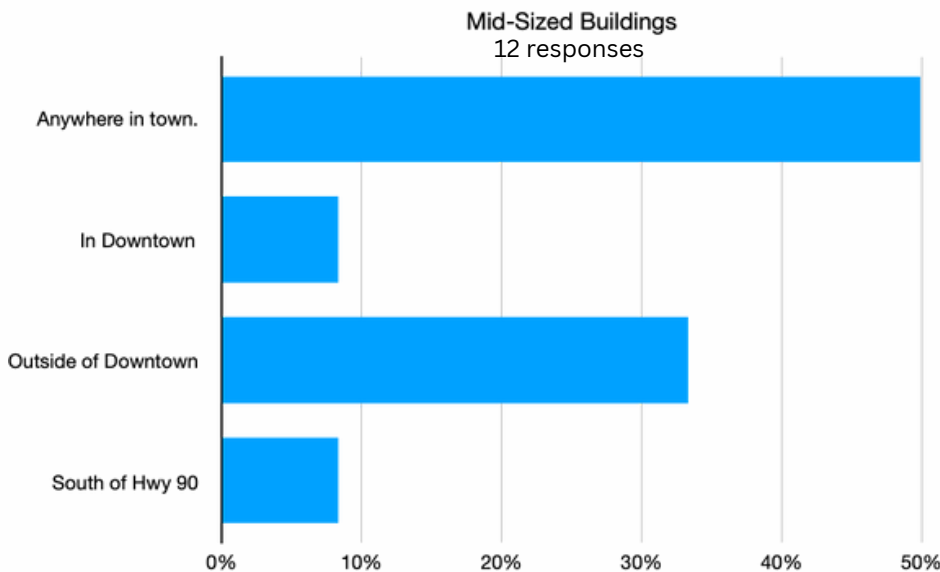
Where in Castroville would be a good fit for small-scale residential infill?

Specifically, one type of small residential unit, such as the granny flat, garage apartment, or mother-in-law suite, can fit on an existing lot with an existing home. This way, the character of the neighborhood looks the same, while adding some necessary housing for younger and older generations.

- ☐ Anywhere in town
- ☐ In downtown
- ☐ Outside of downtown
- ☐ South of Hwy 90

Submit

Comprehensive Plan Topics: Growth Management and Infrastructure



Mid-Sized Buildings

Where in Castroville could other mid-sized buildings (like Curious Interests Antiques) fit in?

- ☐ Anywhere in town
- ☐ In downtown
- ☐ Outside of downtown
- ☐ South of Hwy 90

Submit

Comments on Citywide Growth Management & Infrastructure

If you have specific ideas about where infill buildings like these could fit in, use the map to place a marker that corresponds to the building type category, and add your comments.

A lot of vacant single or double lots northwest of Houston Square are natural locations for slightly denser infill, especially in vernacular styles. Duplexes, pairs of smaller houses, etc. There used to be smaller businesses in this area, though current zoning has slowly strangled most of the "nonconforming uses."	616 Vienna Street, Castroville
Large setback requirements, especially corners, caused headaches when homes were built. Permission for tiny businesses would let them reclaim that lost space.	233 May Street, Castroville
Area is planned to be gridded with pedestrian connections to the neighborhood to the north. While it is slated for residential development, permission for tiny businesses could allow the neighborhood to be built with that assumption from the get-go, leading to better uptake and a much more vibrant area.	110 Willow Drive, Castroville
The owners of larger-than-average lots on May, Alvina, and Brieden could really benefit from the flexibility to add secondary units.	217 May Street, Castroville
The eastern part of Village Path is already currently zoned for all house-shaped/sized residential (single-family, duplex, fourplex, small apartments, townhomes, etc.). I think this permissive zoning should continue.	131 Village Path, Castroville

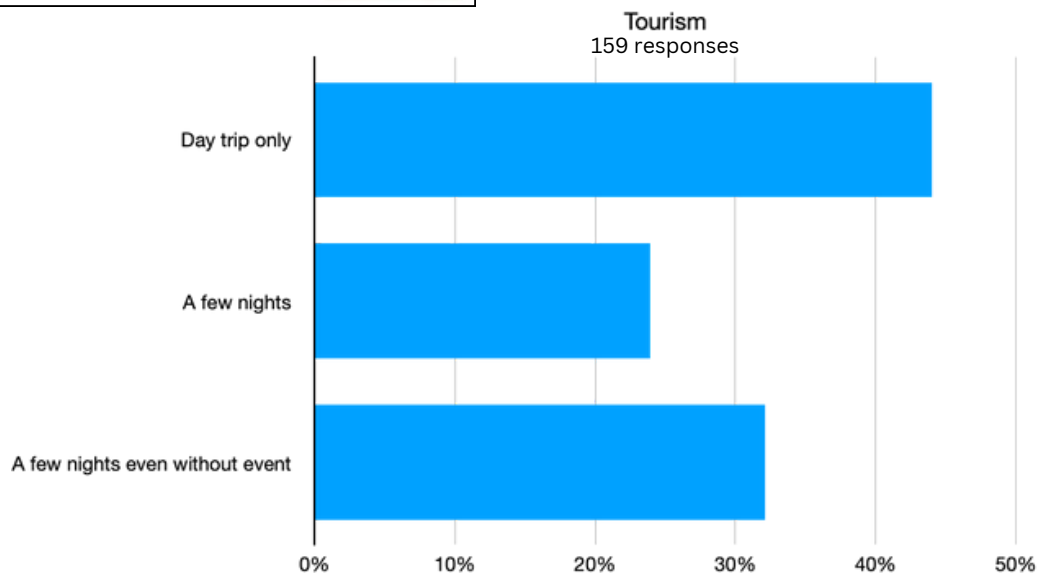
Comprehensive Plan Topics: Economy and Tourism

Tourism

What should tourism look like in Castroville?

- ☐ Visitors come for festivals and events, as a day trip only.
- ☐ Visitors come for festivals and events and stay a few nights.
- ☐ Visitors have so much to see and do, they often come to stay for a few nights even when there's not a festival or event.

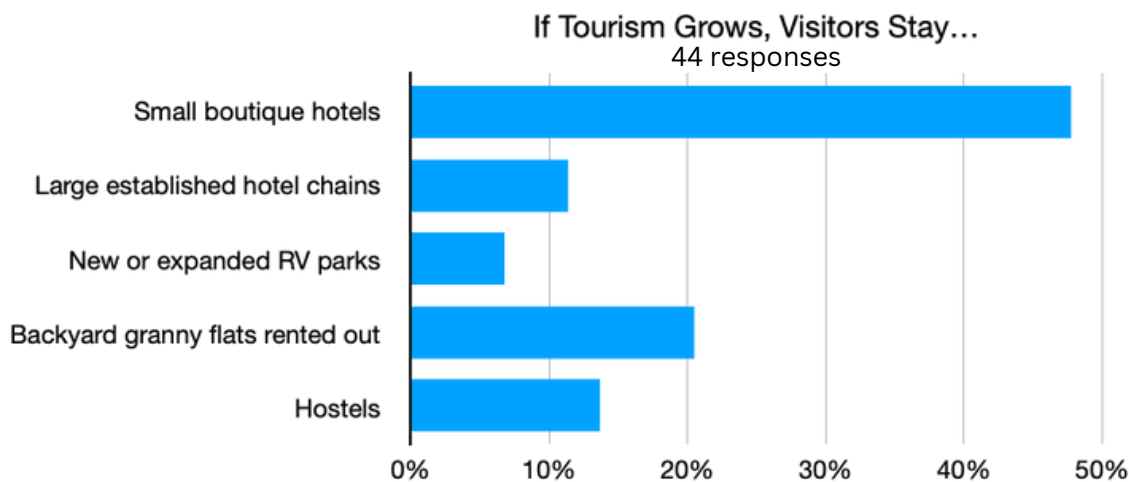
Submit



If tourism were to grow, where would you want visitors to stay overnight?

- ☐ Small boutique hotels
- ☐ Large established hotel chains
- ☐ New or expanded RV parks
- ☐ Backyard granny flats or carriage houses rented out like Airbnbs
- ☐ Hostels

Submit

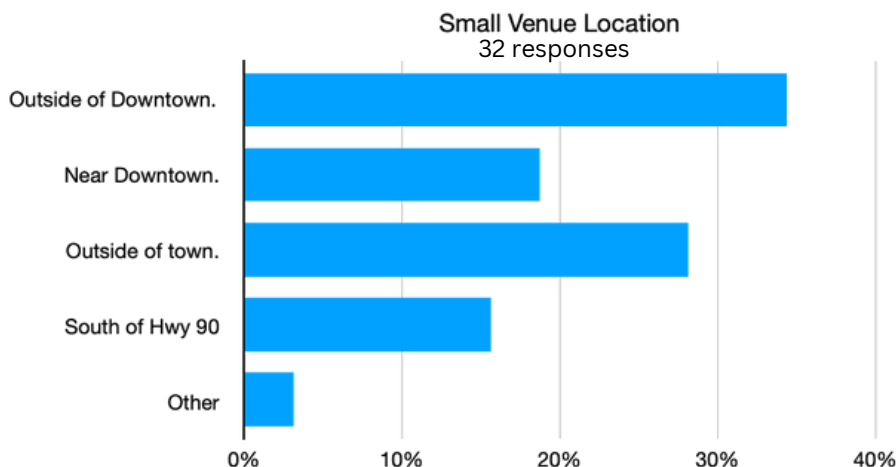


Comprehensive Plan Topics: Economy and Tourism

Events & Economy



Where might a small event venue fit well into Castroville?



What are your favorite things about the events, festivals, and traditions in Castroville?

Castroville's economy is catalyzed by a culture of festivals and hospitality - seen in events like Old Fashion Christmas, Fiorella Fridays, and the Alsatian Festival of Texas. If there were more events or more frequent community traditions, what things might those events need to include to be successful?

Add Comment

- Encourage healthy tourism that participates and shares in the daily life of our community. That's the right way to welcome visitors without becoming tacky or "touristy."
- We have an ample amount of festivals that are well organized for and by our community. Tourists have always been welcomed in small manageable groups. We do not want to be overrun by them.
- Don't just bring in big events: new events should start small, and be willing to fail. An organic growth over years and years is far better, and gives citizens time to engage and enjoy a new event (rather than hate it).
- Smallish, more frequent events would be more manageable for citizens I think (as far as increase of tourism). Fiorella Friday is a good example.
- Music festivals, historical venues tying Castroville to its European roots and its role in the history of Texas. Venues that that combine food, atmosphere and entertainment to draw in people.
- Don't want any new events, we like our small events as they are.
- Don't bring more tourism to Castroville, it will erode the small town feeling and will become like a Fredericksburg. Don't Fredricksburg my Castroville!

Comprehensive Plan Topics: Streets and Mobility



The Mansion House Pedestrian Bridge in Jim Thorpe, PA.

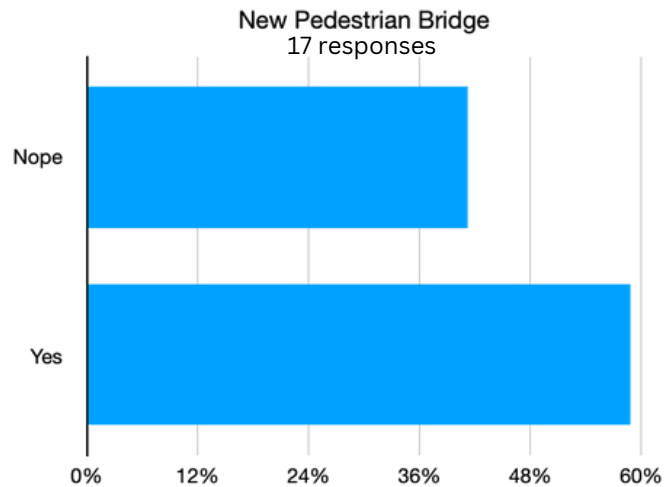
Downtown Access

Would you be supportive of a new pedestrian bridge across the river, connecting new Castrovilla to Old Town?

On the west side of the Medina River, a "paper street"*** could offer the space necessary for this connection. The exact location would need to be studied. Would you support an initiative to find the right connection points for a pedestrian bridge?

- ☐ Yes!
- ☐ Nope.

Submit

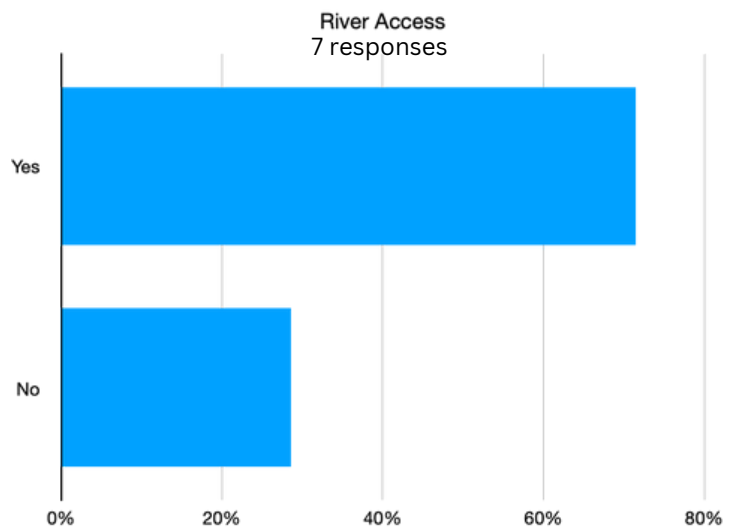


*** "Paper streets" are the public roads that terminate at the Medina River. In the past, these access points were open and available to the public but now they seem to exist only on paper, as some neighbors have discouraged public access.

Medina River Access

Would you support the City looking into reopening access to this amazing river at one or more of the "paper streets"?

- ☐ Yes!
- ☐ Nope.



Comprehensive Plan Topics: Streets and Mobility

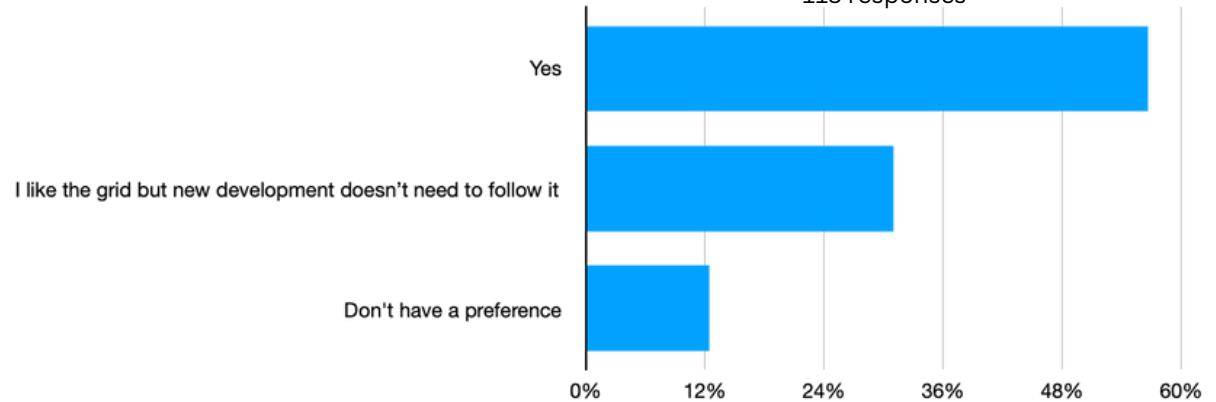
Street Patterns

Would you like to see new development surrounding Castroville built with a street grid like existing Castroville?

- ☐ Yes, let's continue the great development pattern of our town.
- ☐ I like the grid but don't think new development needs to share that pattern.
- ☐ I don't really care how new development looks or functions.

Submit

Street Patterns
113 responses



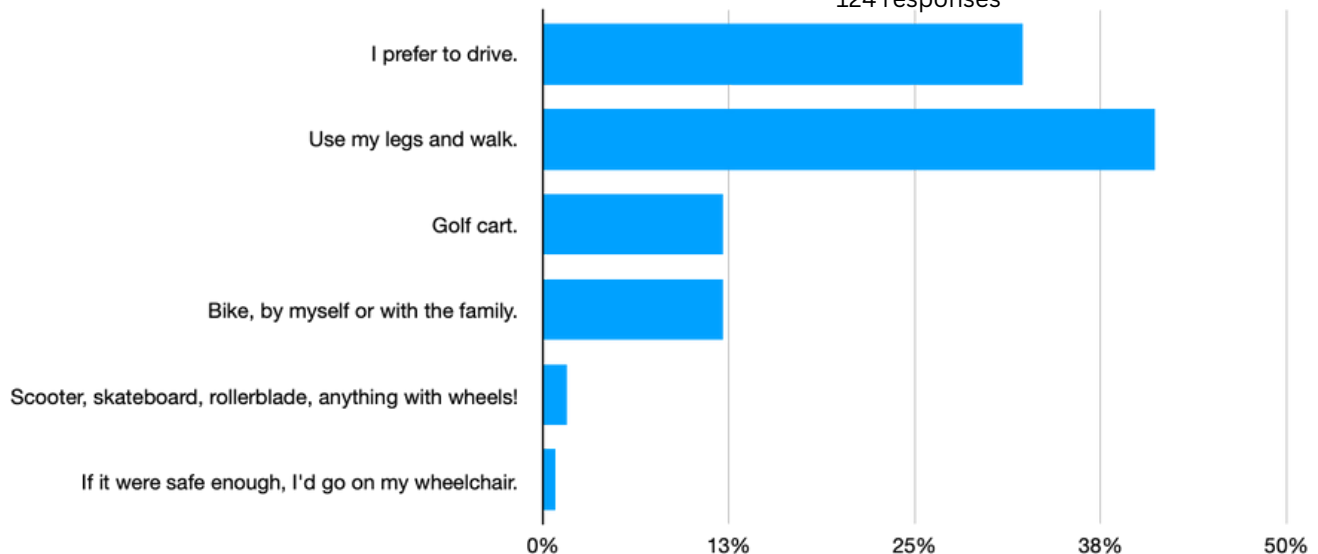
Getting Around Town

If the city had safer paths for biking and walking, how would you prefer to get to Downtown from your house?

- ☐ Golf cart.
- ☐ Use my legs and walk.
- ☐ Bike, by myself or with the family.
- ☐ Scooter, skateboard, rollerblade, anything with wheels!
- ☐ If it were safe enough, I'd go on my wheelchair.
- ☐ I prefer to drive.

Submit

Preferred Way of Getting to Downtown
124 responses



Comprehensive Plan Topics: Streets and Mobility

Comments on Citywide Streets and Mobility

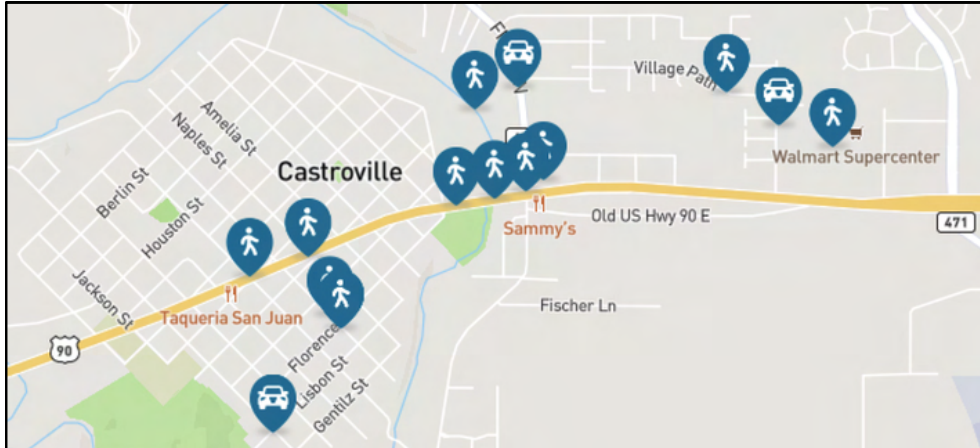
Can you imagine a Castroville where it's safe, comfortable, and easy to walk to dinner, the grocery store, or other places around town?

- Where do you currently enjoy or would like to walk, bike, drive a golf cart, or use other modes of transportation aside from the car?

- Where are there mobility challenges or pedestrian "gaps"?

- Where do you feel comfortable walking? Where do you not feel comfortable walking?

Please use this map to place your comments at the most appropriate location.



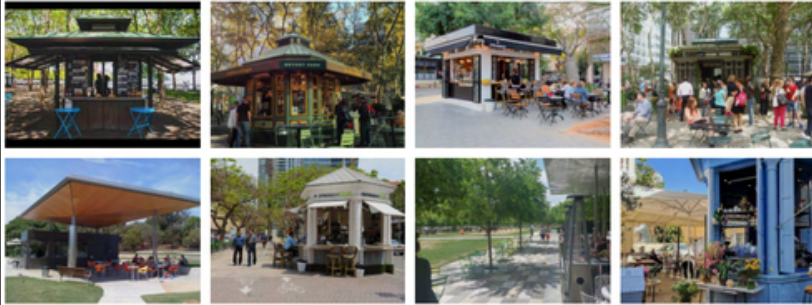
- Need traffic calming on roads leading to Regional Park (Geneva, Lisbon, and Athens.)
- Overall desire for sidewalks, safer crosswalks. Especially for young, old, and those pushing strollers. (Mailboxes often block sidewalks.)
- No sidewalks, walk in the street.
- Need safer ways to cross Hwy 90.
- Hard to cross 471.
- Need pedestrian and bike connections to: Walmart, Haby's, from school to the library.
- Could path under 90 used for Tour de Castroville be made public?
- Bridge at Landmark Inn over river.
- Intersection at Haby's needs work and ped/bike connection.

- Paper Streets should be fenced, maintained by City, and only accessible on foot.
- Protected ped/bike connectivity across river is needed. If the north side of the river is developed, extending one or two roads (Naples, Amelia, Angelo, Lorenzo) across the river would be a hugely important connection.
- City-owned lot could provide pedestrian connection between Country Lane and Village Path.
- Ped/bike access to schools is only available on the shoulders of really busy roads. Same for Hwy 90, 471, and the area around Walmart (the primary grocery store). Pedestrian access from the apartments and houses just to the west could take a lot of trips off 90.
- On Country Lane: A connection between the new development in Country Village and the (currently empty) Alsatian Oaks would provide a critical second route in/out. It may require purchasing build-ready lots.
- Country Lane and Village Path become shortcuts when HW90 is backed up. Need traffic calming.
- Ped/bike (and possibly auto) connection needed between Pris through to Alvina/Brieden.
- A walking and biking trail along some portions of the river would be great for residents, although not sure of the feasibility based on private ownership. Examples to look at would be Kerrville or City Trail in San Antonio.

Comprehensive Plan Topics: Spaces and Places

Where could tiny retail fit in Castroville?

Small cafe/restaurant spaces can enliven a park or plaza while offering a new business the opportunity to start small with only a limited initial investment. It could be a place to stop and enjoy a quick coffee or ice cream, or it could be a small retail business.



Are there things you like about this idea or the look of these? What would make something like this fit in Castroville: Alsatian design? Small enough to tuck into Houston Square and not block any views of St Louis Cathedral? Big enough to include a Community News pinboard? Where would you envision a small business like this in Castroville? Maybe near Downtown, at the regional park, next to the library, or someplace else?

[Add Comment](#)

- Small stores or pavilions would fit nicely near, but not in, parks & plazas. The small businesses near September Square do very well. House-form (1000 sq ft) is a better fit than pavillions. We do have a temporary version of this on Houston Square for Old Fashioned Christmas. Could fit well in big-box parking lots.
- Small store at the park, especially seasonal like ice cream in summer, and warm drinks in winter. Alsatian design would help.
- Many businesses fail due to low foot traffic. Long-time residents don't want more visitors. We like the quiet. Why ruin it. Reply from another citizen: Don't presume you speak for everyone. We should allow gentle, gradual change.

- We do not want development inside the river. Small buildings should be along 90 east or west of town. Reply from another citizen: Despite using "we", this is not a unanimous opinion. no part of Castroville should be completely preserved from change, inside the river or anywhere else.
- Preservation and restoration of existing structures is the ONLY discussion. Outside the historic district can be a conversation.
- None of these appeal to me. Not Castroville.
- None of these pics are "Castroville".

Do you have other ideas that would make Castroville even more family-friendly?

Tell us your idea

You have **140** characters left

[Moderation Policy](#)

[Submit](#)

- More, and wider sidewalks for families.
- More small parks throughout.
- Parks in new developments.
- Infrastructure improvements and upgrades, new businesses.
- No improvements needed.

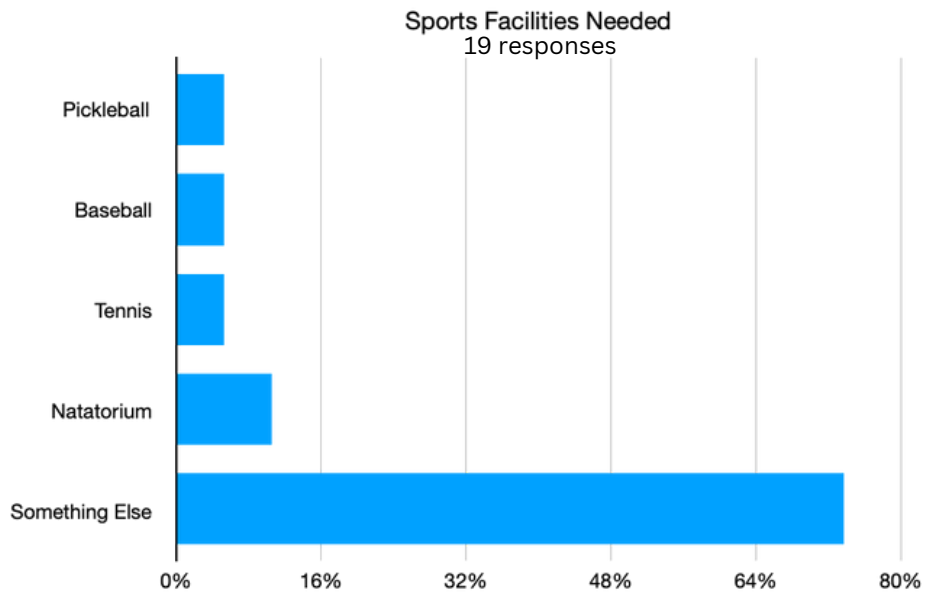
Comprehensive Plan Topics: Spaces and Places



Sports in Castroville

What sports facilities does Castroville need?

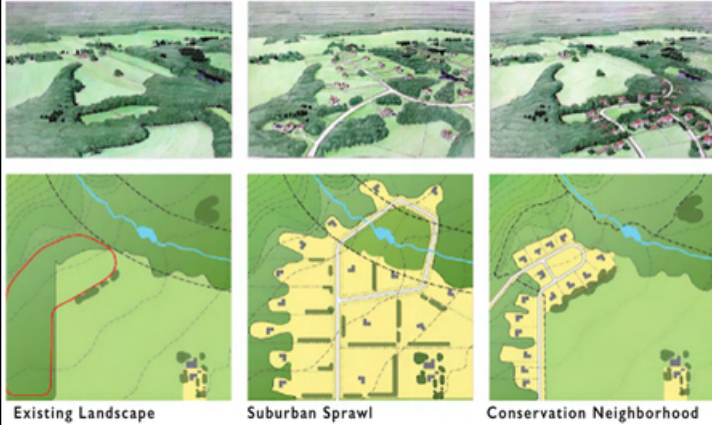
- ☐ Natatorium for swimming
- ☐ Pickup basketball hoop
- ☐ Soccer field
- ☐ Tennis court
- ☐ Rugby or flag football field
- ☐ Pickleball courts
- ☐ Baseball fields
- ☐ Something else



- We need more flexible spaces. The same paved space can be used for tennis, pickleball, and basketball. (Just not at the same time!) The same grassy field can be used for soccer, flag football, rugby, ultimate frisbee, etc. Spreading these small 'multi-purpose' fields/courts throughout the city would mean more families walking to parks and fewer cars driving through neighborhoods.
- Sidewalks! We need decent places to WALK!
- Sand volleyball courts outside the Regional Park would be nice.
- No need to expand what is available. Put the lights back on the softball field on Houston Street.
- Develop a Dog Park on the 8 acres currently owned by the City located behind the Chevy Dealership.
- DOG PARK!
- A regional sports complex. Everything's scattered about.

Comprehensive Plan Topics: Design with Nature

Conservation Development



By Design Your Town

Rather than building dozens of single-family homes spread across a property (as current zoning requires), the same number of homes would be allowed to be closer together or be taller, allowing green space to be aggregated and preserved.

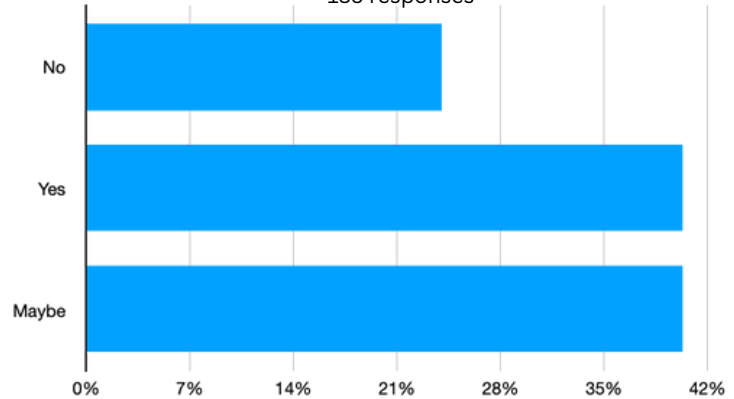
Conservation development can preserve permeable land for groundwater recharge, ecosystem protection, stormwater drainage, and animal migration, among other benefits.

Would you be supportive of concentrating development if it meant preserving open space?

- ☐ No, conservation development is not for Castroville.
- ☐ Yes, I would be interested in seeing conservation development.
- ☐ Maybe, but I'd like to learn more about this before deciding.

Submit

Conservation Development
135 responses



Native Landscaping

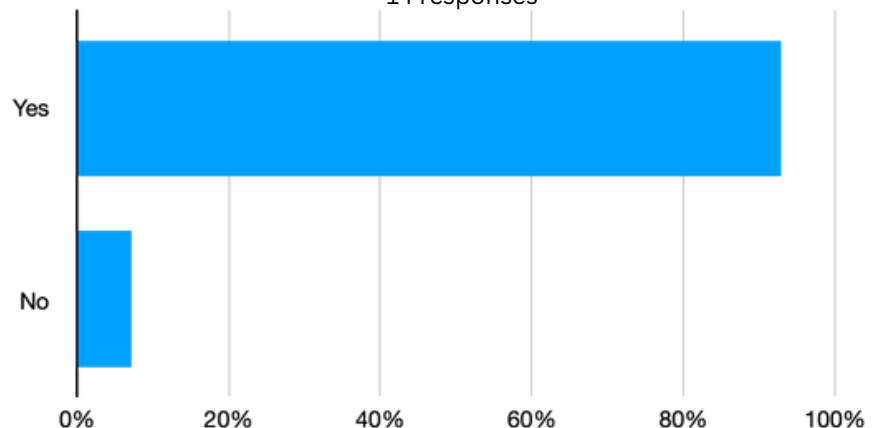
Do you support policies or initiatives that would encourage more native landscaping?

Knowing the extent of the current water restrictions in the area, and the likelihood that drought conditions or water restrictions are likely to increase in severity in the future, do you support policies to encourage more natural landscaping?

- ☐ Yes, this seems prudent.
- ☐ No, this is not Castroville.

Submit

Native Landscaping
14 responses



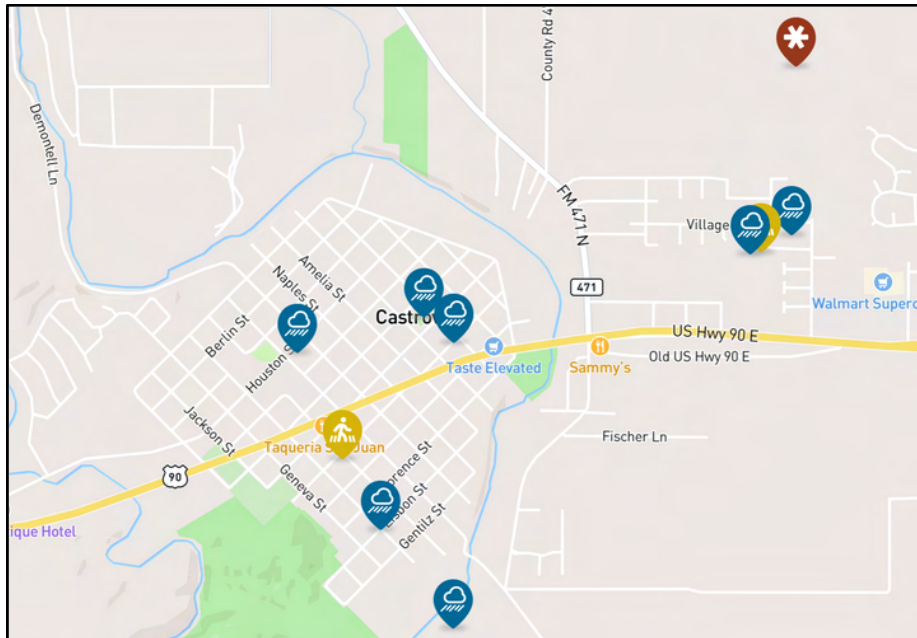
- Our tree cover is not very diverse - a majority of our trees are oaks. Given the prevalence of oak wilt, we could lose a lot of trees quickly. We should encourage a greater diversity of trees, especially on public land. (Good job in Lyon's Park.)
- Program like SAWS uses to encourage homeowners to use a natural landscape - 1/3 native plants, 1/3 turf, 1/3 permeable.
- Grey water reuse.
- Any new impermeable surfaces in the bowl of the river must be evaluated carefully to avoid flooding old Castroville.

Comprehensive Plan Topics: Design with Nature

Opportunities to design with nature

Please use this map to place your comments that have a geographic reference, such as:

- Where is there city-owned landscaping that could be transitioned to drought-tolerant native landscaping?
- Where does small area flooding occur?
- How could we "connect parks and destinations" in Castroville? Are there streets you enjoy walking or that you consider good connector routes between landmarks or parks?



- Greenspace via retaining surrounding farm fields or natural landscape would be nice.
- Some lots east of the river haven't sold in over a year and have big, old trees. Could be a park.
- More public access to the river would be nice - once there's water in it again.
- Residents east of the Medina need a small park.
- Better trail upkeep and expansion of parkland.
- Follow the natural contours of the land to design with nature east of town.
- Greater tree coverage in the eastern part of town would mitigate drainage and runoff issues.
- Link Lions Park to Regional Park
- Flooding is an issue for the homes along Village Path. On the south side of Village Path, there is flooding along the backs of the houses caused by drainage from the neighborhood and field behind (the field - to the southwest? - is planned for residential development). Perhaps the City-owned lot at 134 Village Path could be an important connection to new residential area. On the north side of Village Path, the canal behind the homes backs up when it rains - and the field to the north is planned for a new neighborhood.
- There is severe flooding on Athens Street when it rains, as much of the southern quarter of the city drains down this street.
- Water flows through town on Mexico Street. London Street floods too and drains to the river.
- See the Watershed Analysis reports by Texas A&M.
- Zoning protection for developing current open spaces. Ordinances that require developers to include open spaces in the center of their developments.

Which street Downtown functions most like a Main Street?

For commerce, and for community activity, would you say that Paris St, Fiorella St, Lorenzo St, Angelo St, Madrid St, or another street serves as the Main Street Downtown? (See map below.)

Post your thoughts

- Fiorella at 90, to Paris, and on all sides around Houston Square.
- The "L" of Fiorella and Paris streets bookended by the streets that border the two squares. All should have sidewalks, street trees, and underground utilities.
- HW90 used to follow Fiorella & Paris before TxDOT bulldozed
- Should not expand past Fiorella and Paris.

What enhancements would improve your experience of the streets in Downtown Castroville?

At the workshop in January, participants mentioned things like enhancing streetscaping, relocating utility lines underground, and consolidating parking to increase space for pedestrians and sidewalk cafes. Do you agree? What would you add to the conversation?

Add Comment

- Underground utilities within 2-3 blocks of Houston Square. Keep the streets and sidewalks clean and in good repair.
- All are great ideas! Start with consistent, nice sidewalks.
- Less heat-absorbing asphalt, more green space, better shade, more consistent sidewalks, accessible bike parking. (City Hall rack is behind the building, behind a handicapped parking sign.)
- Access to downtown from East.
- Make downtown enjoyable to be in. Increase space for pedestrians and enhance streetscaping. Utilities underground would be a bonus.

Sidewalk Seating



Credit City of Minneapolis



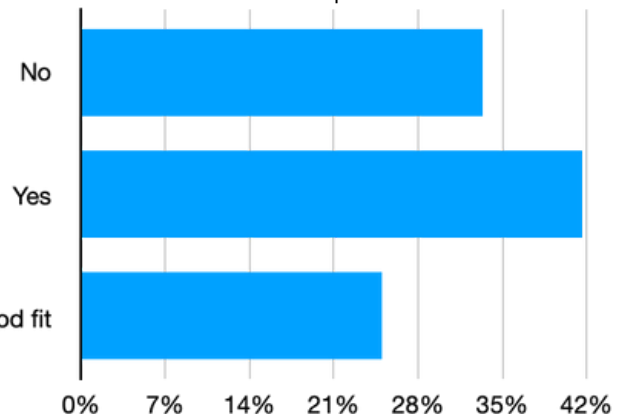
Credit Streetsblog San Francisco

Would you support exploring creative ways to widen sidewalks and increase space for pedestrians and sidewalk cafes?

- ☐ No, I do not think sidewalk seating belongs downtown.
- ☐ Yes, wider sidewalks and some cafe seating would be nice.
- ☐ Maybe, in places where it's a really good fit.

Submit

Widen Sidewalks - Pedestrian Realm
12 responses



Downtown Plan Topics: Economy and Tourism

Are there events that used to occur in Castroville, that you'd like to see revived?

Just a few decades ago, street dances were held in front of the American Legion building, local crafters gathered often to exchange expertise and sell their art, and young people rented bicycles to explore Castroville's unique charm. What will be the "draw" for Castroville in the next generation? What events would stimulate Castroville's economy (for locals and/or tourists)?

[Add Comment](#)

- Street dances would be so fun! Dancing in general is something Castroville could use more of, whether it's through events or a new dance hall.
- Street dances and block parties would be great. I would love to see more small events that get people out of their houses. It would be great if the city created or encouraged more public places for those small events to happen.
- Current events are enough, no more need to be revived. Peaceful lifestyle is important to us.
- The tourism we've enjoyed this far is great but no need to attract more tourists or new subdivisions. Non-natives erode what makes it home.

Businesses Renting Space

Some local business owners have mentioned that rent costs for some downtown businesses are high. How could the City help address this?

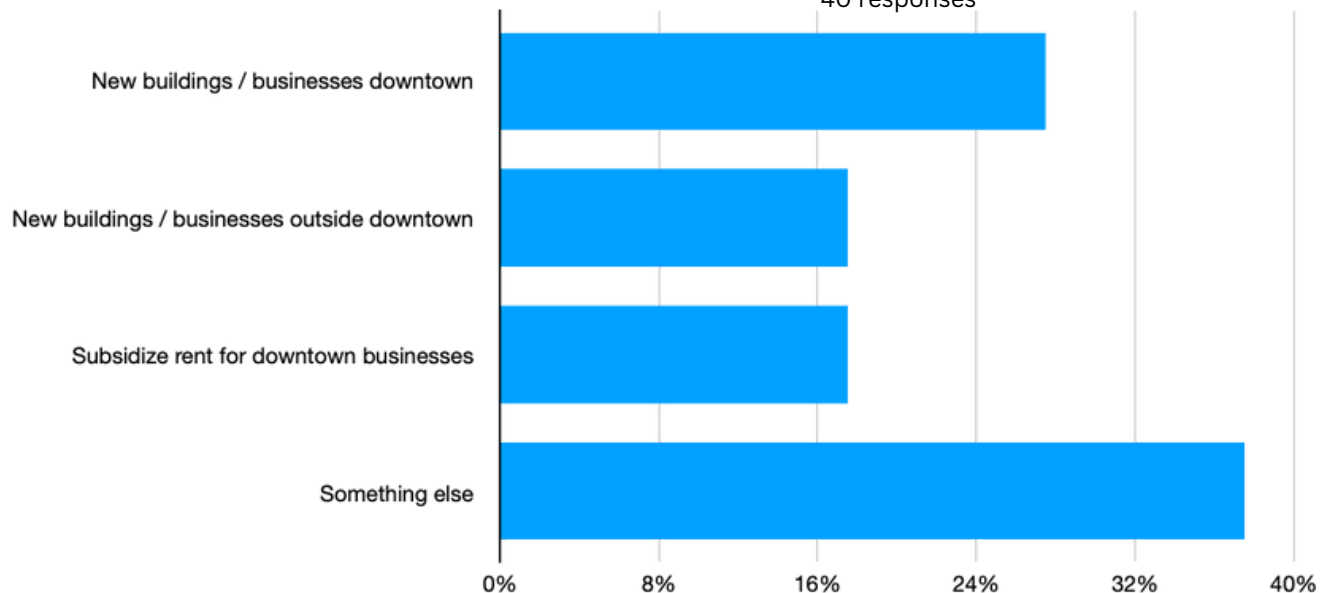
- ☐ Allow more supply through zoning for new buildings and businesses downtown.
- ☐ Allow more supply through zoning for new buildings and businesses only outside of downtown.
- ☐ Subsidize rent for downtown businesses that need assistance staying or expanding downtown.
- ☐ Something else.

[Submit](#)

If you answered "something else" above, what do you have in mind?

- Against subsidizing rents for business.
- Increased foot traffic would help businesses. Wider sidewalks and high-quality businesses to attract day-trip visitors from San Antonio.
- Rent is high because land costs, taxes, and utilities are high.
- Prefer vacant buildings if businesses can't afford it.
- Leave it the way it is.

Downtown Business Rents
40 responses



Downtown Plan Topics: Economy and Tourism

Where do you consider the historic core of Castroville to be?

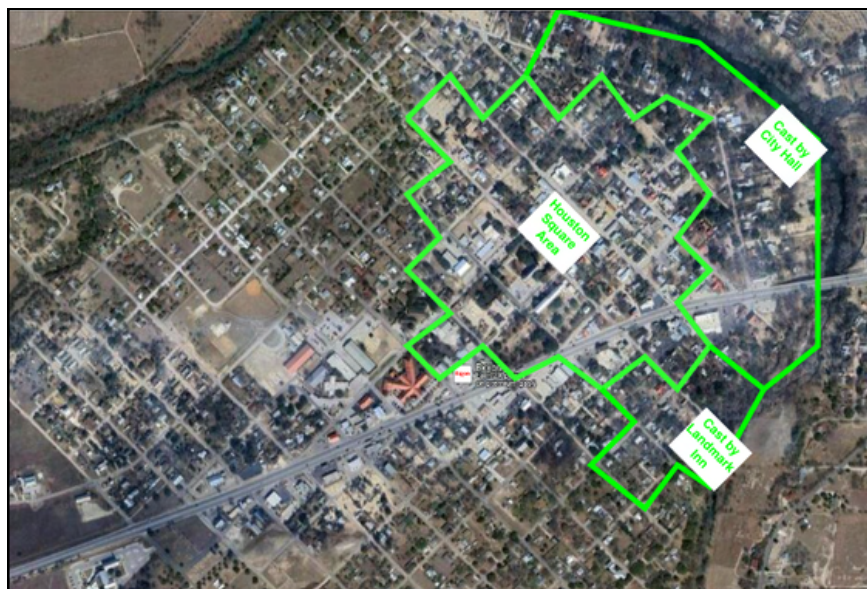
Try to be specific. What streets or other landmarks form the boundary of the historic downtown?
Upload images and other files if you'd like.

[Add Comment](#)

- Around Houston Square.
- Houston Square and surrounding on Angelo, Madrid, Lorenzo and Paris Streets. Including Moye, St. Louis School, Luigi's Restaurant on Angelo. Paris Street to the American Legion Post, Tarde Hotel on Fiorella St, and London St to Hwy 90, around September Square, to Landmark Inn on Florence.
- The Historic District boundaries.
- Everything inside the Oxbow of the Medina River, to the BMA Canal on the west.
- Everything within 3 blocks of Houston Square, City Hall, or the Landmark Inn. While historic buildings exist elsewhere, either the majority of buildings are from the last 50 years or the density and uses don't feel like a downtown. Castroville "as is", with the current tax and utility rates, can't afford to maintain infrastructure that serves the currently-existing areas. (Many of our roads are crumbling, we have frequent water line breaks and boil orders, and summer brownouts are common.) Refusing even mild change inside existing areas of town means rates & taxes will have to go up (faster than inflation) to continue providing the same services and infrastructure. Never mind expanding police force or fixing flood-prone neighborhoods.
- All property was originally surveyed by Henri Castro. Don't expand commercial, multifamily or townhomes into the residential areas.
- Original layout by Henry Castro defines historic Castroville. The Historic Business District should be limited to the area currently zoned as the Commercial Historic District. Commercial Zoning must not be allowed to encroach on residential areas.
- Everything within the bend of the river.
- River to Gentz St.
- River to canal.



Historic District boundaries



Map submitted by stakeholder

Downtown Plan Topics: Economy and Tourism

Downtown Parking

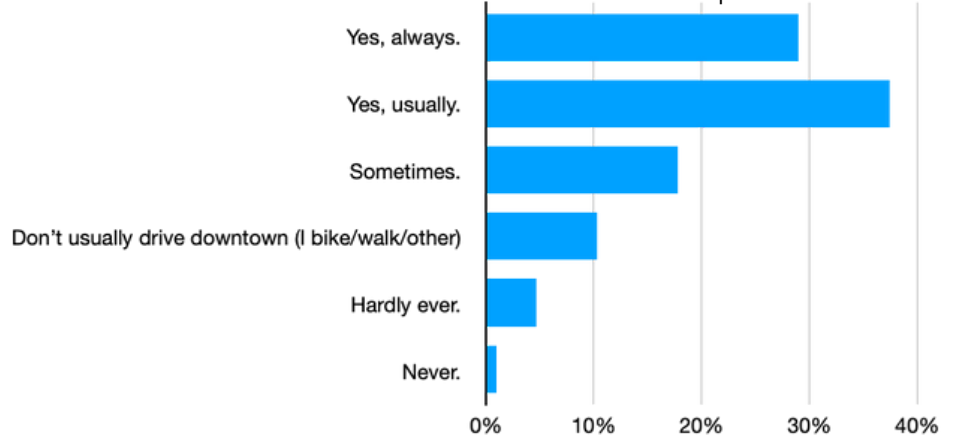
When you go downtown, is there a parking space available within 2 blocks of your destination?

If you have a handicapped parking permit, is there a space for you at your destination?

- ☐ Yes, always.
- ☐ Yes, usually.
- ☐ Sometimes.
- ☐ Hardly ever.
- ☐ Never.
- ☐ I don't usually drive downtown (bike/walk/other).

Submit

Downtown Parking Within 2 Blocks
107 responses



Downtown Tiny Retail Spaces

Small cafe/restaurant spaces can enliven a park or plaza while offering a new business the opportunity to start small with only a limited initial investment. It could be a place to stop and enjoy a quick coffee or ice cream, or it could be a small retail business.

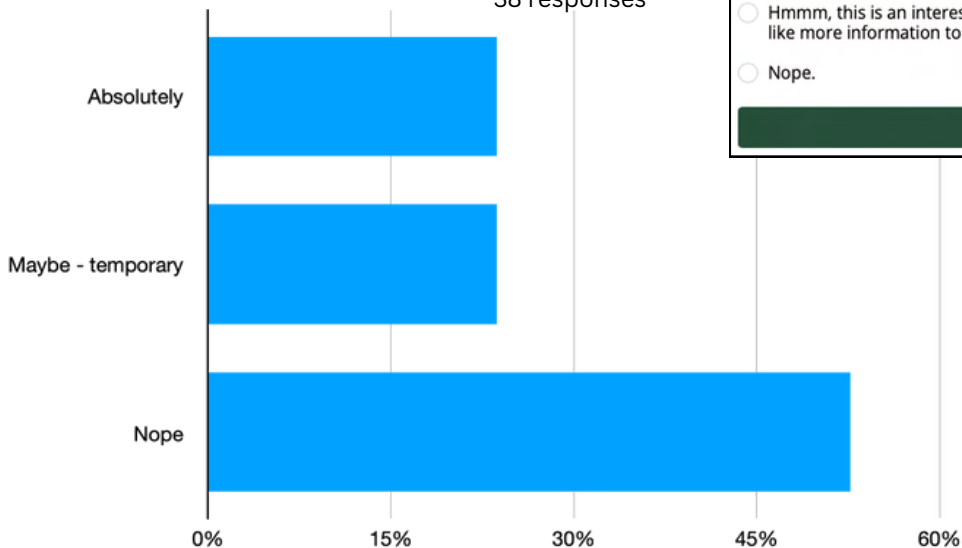


Would you be interested in seeing a creative small retail space or similar temporary pop-up retail in Downtown Castroville?

- ☐ Absolutely, this looks cool! Let's talk about where they might go.
- ☐ Hmm, this is an interesting idea. Could this be done in a temporary way to see how it works? I'd like more information to make sure it fits in Castroville.
- ☐ Nope.

Submit

Temporary Pop-up Retail
38 responses



Downtown Plan Topics: Taming Hwy 90

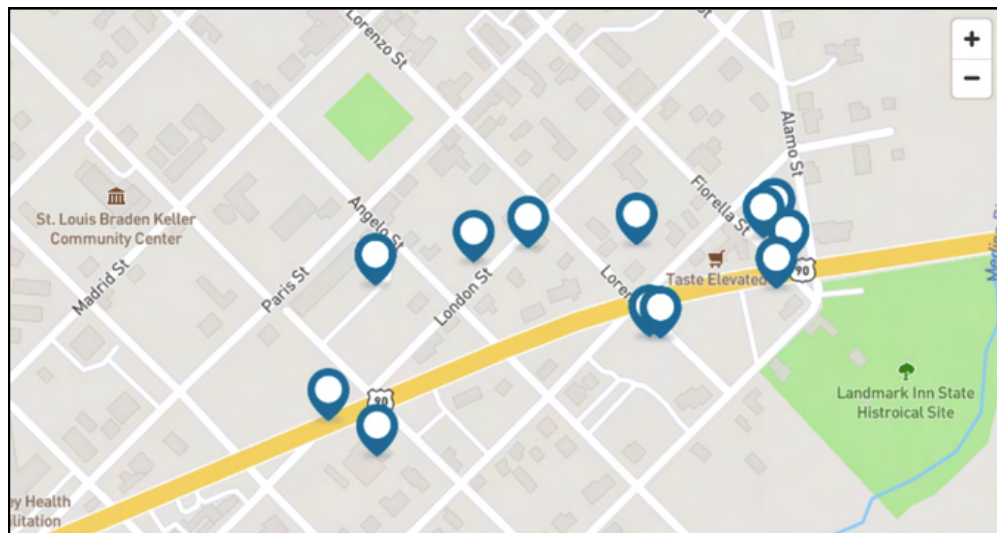
How do you tame a Highway?

The sketch below is an access management plan, which reimagines the existing complicated highway intersections by illustrating one idea for a safer design: one-way 'slip streets' that would run almost parallel to the highway and lead drivers to the primary intersections. This idea would create three signalized intersection lights while providing access to businesses along calmer streets more conducive to local businesses.

The sketch also depicts the potential for redevelopment along Hwy 90 with calmer streets, more local businesses, and possibly even an "Alsatian village" style that could entice people to stop in Castroville.

Share your thoughts about this idea by placing a marker on the map and adding your comments.

- Would you be interested in exploring this idea further?
- What opportunities or constraints do you know of that would be important to keep in mind?
- Would you add anything to this sketch or have another idea for how to make Hwy 90 safer?



- Putting a gateway at a five-way intersection of Fiorella, Alamo, and 90 is not the edge of town - it's the middle. Putting a 'gateway' there is skipping over everything east of the Medina River - a quarter of Castroville's residents and a significant portion of its businesses. As Alsatian Oaks and other developments grow in on the east side, we will need to move our thinking this way too.
- Love the idea of a roundabout! This would really help slow traffic down through town, and could provide a unique feel (so we don't just look the same as any other highway).
- Allowing redevelopment of non-historic buildings or large empty spaces (parking lots, etc.) should be allowed in the historic district - right now a quarter of this block is a parking lot. That's incredibly dissonant with a historic area.
- Historic buildings should be protected, but making the space around them less asphalt and more beautiful would be a good thing. And not every building in the Historical District (which covers over a third of the city) is historic and merits protection.
- Need a better way to safely cross Hwy 90 from the south side to the north side. Crosswalks are not safe. There are too many people running red lights and others not paying attention to pedestrians.
- I really like the idea of reworking the large areas of parking lots. Reducing parking requirements and setbacks could let businesses along 90 get a lot more out of their land.
- The need to accommodate farm equipment through the middle of town could be reduced by creation of bypass routes, creating alternative points to cross the river, or farmers using existing alternate crossings.
- A bypass is required to move the number of cars that TxDOT deems necessary. That would facilitate TxDOT being willing to work with us to improve Hwy 90 through the town.

Downtown Plan Topics: Taming Hwy 90

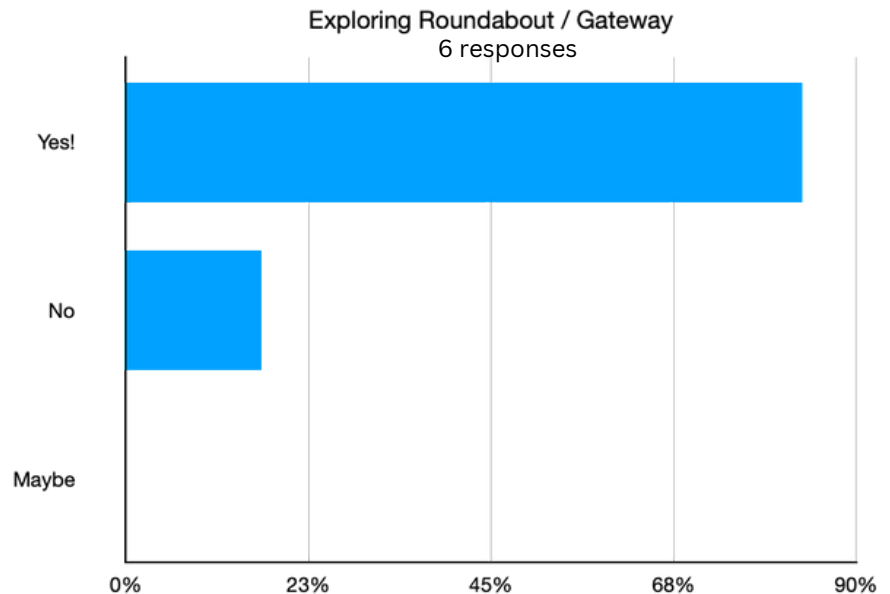
Gateway to Castroville

Five-point intersection of Hwy 90, Fiorella St, Alamo St, and Florence St

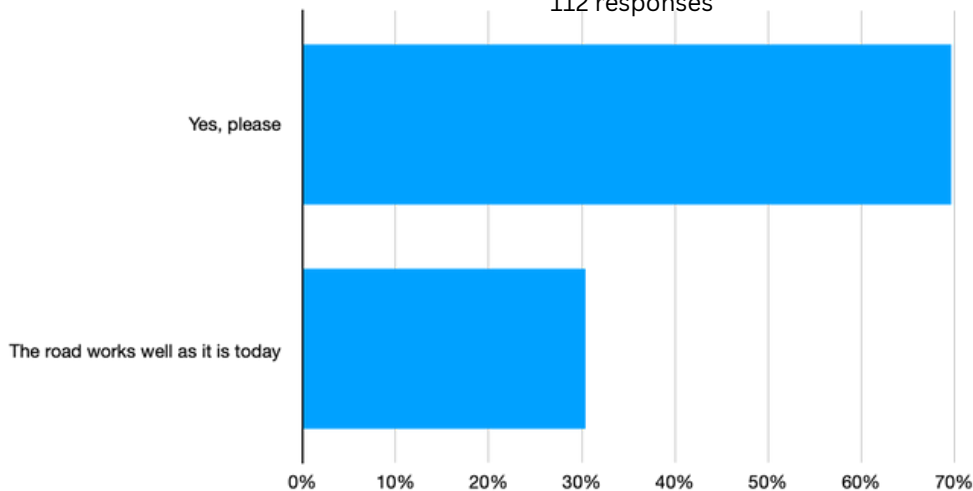
For everyone's safety, it's important to slow traffic entering Castroville. A gateway can be one tool to get drivers' attention and create a sense of arrival. A roundabout was put forward as one option that would simultaneously calm traffic and provide a gateway.

Would you be supportive of exploring the feasibility of a roundabout or other type of gateway feature here?

- ☐ Yes!
- ☐ No.
- ☐ Maybe.



Working with TxDOT on Hwy 90 Safety
112 responses



Reimagining the Highway

Would you like to see the city work with TXDOT toward a safer design for Hwy-90?

A safer Hwy 90 could be achieved by a boulevard design with a pedestrian refuge in the median, and safer crossings at more intersections.

- ☐ Yes, please work with TXDOT to make Hwy-90 safer for all users.
- ☐ The road works well as it is today.

Downtown Plan Topics: Houston Square

Parking at Houston Square

Would you support striping to define parking spaces on Houston Square?

Do you think it would help the parking capacity at Houston Square if the parking area were striped and more defined?

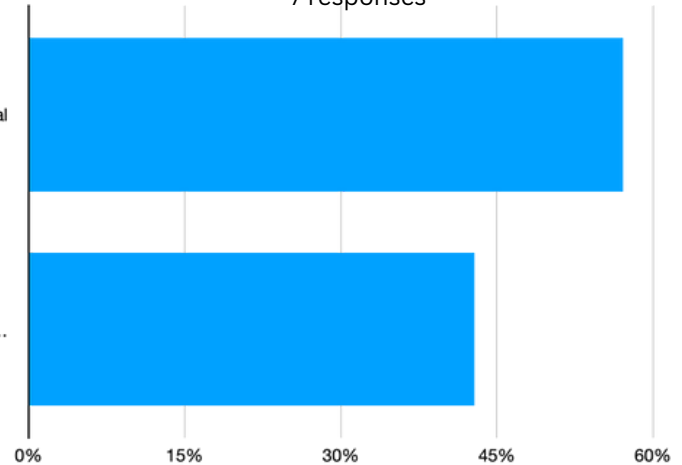
- ☐ Yes, I do think it could be beneficial to stripe or better-define the parking spaces.
- ☐ No, I do not think it would be beneficial to stripe or better-define the parking spaces.

Submit

No I do not think it would be beneficial

Yes, it could be beneficial...

Define Parking Spaces on Houston Square
7 responses



Houston Square - Activate!

Imagine you could single-handedly make Houston Square whatever you want it to be! What components (whether temporary or permanent) would you add? You can stay within the categories provided, or go off-script with your own brilliant ideas.

What other creative ideas could enhance Houston Square?

What other creative ideas might help Houston Square look like the real heart and soul of Castroville, and enhance the events and activities already happening here? (max 140 characters).

Tell us your idea

You have 140 characters left

Moderation Policy

Submit

- Trees! Trees! Trees!
- Bricks/pavers/cobbles would make the central space nicer after rare rains, and could also help channel water to new and old trees/plantings.
- Plant drought-resistant plants.
- Just leave it open to enjoy the view of the church.
- One way to create a more lively space might be to create one 'dedicated food truck spot' on 2 or 3 of the sides of the square.
- Leave it as it is. We love the way it is.
- Long, narrow open/covered seating could be nice on the northeast side. Like narrow pavilions. Leave the sightlines across the square open.
- Defined Edges is my favorite of the 4 options. I don't think more space than that should be repurposed, as the parking is needed.
- Possibly public restrooms. Pavers would be nice around the fountain.
- A little ice cream shop with outdoor seating would be so fun here.
- Plant more trees, shrubs, and flowers.
- No buildings on Houston Square.

- Some new trees are needed. It just needs to be kept up. Clean up the parking area.
- Years ago our plantings here failed because it's so hot and dry and there's no water source nearby.
- Houston Square regularly fills up with cars for church events: weekly Mass, funerals, weddings. Using some space as covered areas for seating/vendors could be ok, however, a large portion should remain for parking.
- Expand the landscaped central area of the square slightly (keeping most parking). BUT plant trees in the exterior portion so that you get full tree coverage. Convert the asphalt to a drivable hard gravel. Will maintain parking while giving a far more park-like experience when not being used for parking.
- With the recent drought, it may be hard for new trees planted to survive without a lot of maintenance.
- Nothing should block the view of St Louis Church. It's a photo location for prom and other special events.
- Expand the landscaped central area of the square slightly (keeping most parking). BUT plant trees in the exterior portion so that you get full tree coverage. Convert the asphalt to a drivable hard gravel. Will maintain parking while giving a far more park-like experience when not being used for parking.

Downtown Plan Topics: Courtyards and Connections



How to Replicate Castroville's Great Courtyards

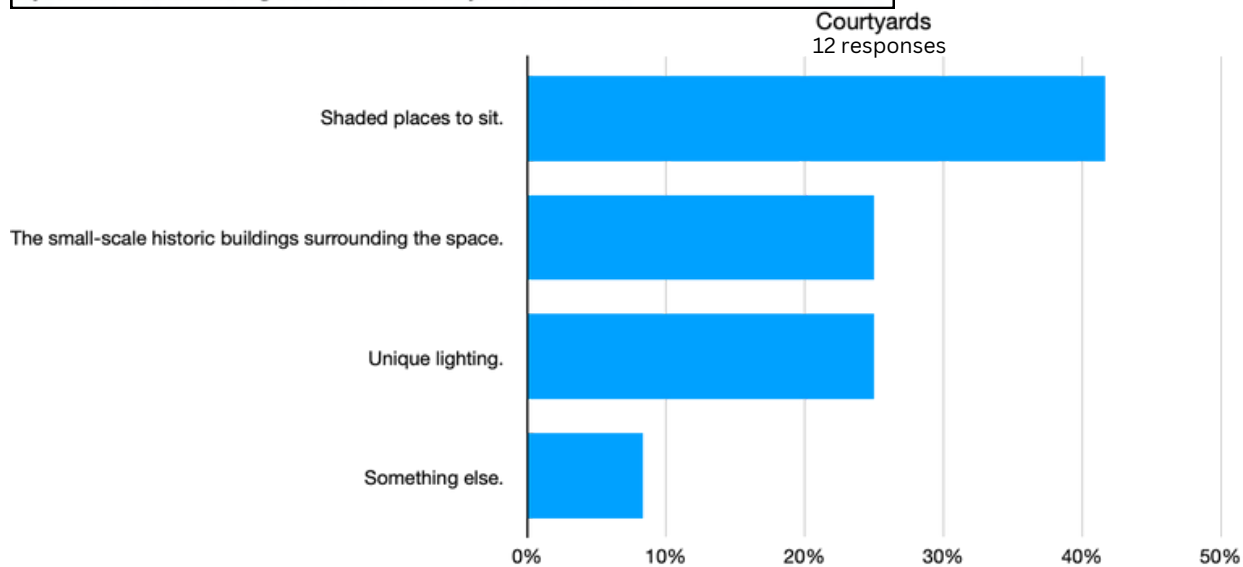
What are the elements of Castroville's courtyards that make them lovely places to be?

Downtown Castroville is unique in the number and variety of great courtyards and gathering places. What would it take to replicate these, in other parts of town or in new neighborhood developments?

- ☐ The small-scale historic buildings surrounding the space.
- ☐ Shaded places to sit.
- ☐ Unique lighting.
- ☐ Something else.

Submit

If you answered "something else" above, what do you have in mind?



- All of the above - nice garden area, shaded with lighting.
- Do not use public funds to build courtyards that benefit commercial development.
- Developers today do not have the soul it takes to create something that is 200 years old
- Smaller setbacks than currently required, reduced parking requirements, smaller buildings allowed.
- Zoning regulations are needed to protect the current open spaces in downtown west of the river.

APPENDIX: All Public Input Comments

Some local business owners have mentioned that rent costs for some downtown businesses are high. How could the City help address this? (Answers for “something else” option)

- this is a complicated question. as a business owner downtown the thing that would help the most would be increased foot traffic as sales solves all problems, even high rent. We believe this could happen with two things. 1- we need sidewalks to improve our downtown area, make castroville walkable and more attractive to visitors. 2- we don't need just any type of businesses downtown but quality businesses that are worthy of a daytrip to our city. we talk to our customers and ask them where they are from and why they came. we get a lot of day trippers from the SA area and usually they say they came to visit pottery or blu lacy as they saw both on social media and wanted to see for themselves.
- They need to lower the rent.
- Negotiate with landlord.
- None of the above. Businesses need to pay fair market value for their rent. If not, they need to take their business elsewhere.
- It is not the cities responsibility to address this issue. Businesses should pay the fair market price of rent. They will have no problem paying rent if they have a good business.
- Tenants should better negotiate rental rates with their landlords. No pubic funds should ever be used to subsidize commercial development. Businesses need to be able to modify their business plan as needed to succeed. It is not the taxpayer/utility rate payers responsibility to ensure a business succeeds.
- Tenants should better negotiate rents with their landlords or consider changing their business model. No taxpayer subsidized rent
- City should not control rent costs. Lack of parking limits downtown businesses.
- The reason rent is so high is because those property owner pay a lot in taxes
- The reason why rent is so high is because it is expensive to own property in Castroville. Cost to purchase, taxes, utilities, etc.
- New buildings should be outside the river on 90
- Not everything needs to be located in the historic area of town.
- Subsidizing the rent for downtown businesses Hell No!! I do not want my tax money spent to help businesses locate downtown. Property owners have the right to charge any amount the market will bear. If prospective businesses cant afford the rent downtown we don't want them there. Add more restrictions to zoning for new development in downtown. Add more zoning for new development restrictions to areas east of the river and west of the hill. You people still don't get the picture. People in Castroville do not want growth! The only way to slow down growth is to increase Zoning and Development Agreements Restrictions to meet low population density and the high quality of life that enables. The only way to slow down growth is to increase Zoning and Development Agreements Restrictions to meet low population density and the high quality of life that enables. We can not stop growth, but we sure as hell can slow it down by setting very high standards. This will keep out developers that are not willing to meet our standards and forcing us to accept theirs. City Council Quit catering to developers!
- Leave it just the way it has been. That's what makes Castroville the place we love. Simple economics.
- For areas positioned in the city that might be suitable for a change in zoning to allow commercial expansion without encroaching on residential could be considered with S designation for many business types so approval would not be automatic but carefully scrutinized.

APPENDIX: All Public Input Comments

What are your favorite things about the events, festivals, and traditions in Castroville?

Comment / Up Votes / Down Votes

- Music festivals, Historical venues tying Castroville to its European roots and its role in the history of Texas. Venues that that combine food, atmosphere and entertainment to draw in people / 2 / 0
- The boutique shops and restaurants that we love for local use can only be supported in the long run if we have a steady stream of outside visitors. Even Dzuik's or Haby's Bakery wouldn't survive solely with local shoppers. We should encourage healthy tourism that participates and shares in the daily life of our community. That's the right way to welcome visitors without becoming tacky or "touristy." To that end, we currently lack high quality boutique hotels and B&Bs in the historic district and should encourage their creation as this would bring the kind of visitors who enhance and strengthen the community. / 1 / 1
- old fashioned christmas is a great example of an event done well. this last year it was crowded (in a good way)... we noticed that many spots of downtown are not lit well and that discouraged people from spreading out throughout town. so for this event and future ones an effort to light areas along paris and fiorella would be a good idea. for future events i would suggest a plan to utilize the great spaces we have and have a monthly market days , car shows, seasonal celebrations like Mardi Gras,, diva nights (girls night out event), knife and gun show, hunters expo or hunting season kickoff.. / 1 / 0
- New events should start small, and be willing to fail. The citizens/residents nearest the event need to see it's good, not an intrusion. A parade like on Independence Day or a festival like St. Louis' Day would cause massive backlash if it materialized out of thin air. An organic growth over years and years is far better, and gives citizens time to engage and enjoy a new event (rather than hate it).Also, not every event has to be massive - the bank on Houston Square holds a lunch on the sidewalk every Independence Day. No tourists, just community building. That's valuable too. / 1 / 0
- New events should still be tied to the culture of Castroville if possible. Smallish, more frequent events would be more manageable for citizens I think (as far as increase of tourism). Fiorella Friday is a good example. I wouldn't necessarily want any more large events, as we already have St. Louis Day, 4th of July and Old Fashioned Christmas. / 1 / 0
- Castroville is wonderful. We do not need to promote more events. We need to retain the culture and the spirit of this unique town, and bringing more people and events will NOT accomplish that goal / 0 / 0
- Castroville is wonderful. We do not need to promote more events. We need to retain the culture and the spirit of this unique town, and bringing more people and events will NOT accomplish that goal / 0 / 0
- Tourism. / 0 / 0
- New festivals/events to disrupt residential historic charm of castrovill / 0 / 0
- there are enough events in Castroville. No new events are needed/wanted that disrupt the quiet residential charms of castrovill / 0 / 0
- I don't believe we need anymore events than what the city already has in the historic area of Castroville / 0 / 0
- We do not need to create more events. Leave as is rather than striving to make us something we aren't. Too much tourism is detrimental to the historic community. Eventually creates problems for citizens and the old Castroville disappears. / 0 / 0

APPENDIX: All Public Input Comments

- The beauty of the festivals and traditions in Castroville is of small town charm and involvement, a large part of the community becomes involved with the events. If you try to grow and commercialize and grow these events you will ruin these events for the local residents, and instead allow a few interests to monetize these festivals to the detriment of the community as a whole. Fredericksburg, New Braunfels, and Bandera are prime examples, most residents are not satisfied with the crowds day after day. / 0 / 0
- Best thing is that they are not large events. I agree that Castroville events should remain small. Parking will always be an issue. / 0 / 0
- The city already has enough events. We don't need anymore events. We don't want to make this a Fredericksburg! We love the quiet, small, open spaces of our city. This is what makes it unique!! Don't Fredericksburg my Castroville!! / 0 / 1
- We currently have an ample amount of festivals that are well organized for and by our community. We do not want to be flooded by events to draw tourists to our city. Tourist have always been welcomed in small manageable groups. We do not want to be over run by them. Every aspect of this city planners proposals are geared to tourism. He asked for our input but ignores our wishes / 0 / 1
- That they are small and usually only involve local folks from our community. / 0 / 1
- Leave Castroville as is. If self-aggrandizing developers and business owners are looking for a "Big Score", have them focus on moving traffic out of town on a Limited Access roadway i.e. I-35 thru Lytle, Devine etc. This is where the opportunity for development would be most promising while bringing much more sales tax revenue to the city of Castroville (after annexation) while preserving the culture of the existing city. / 0 / 1
- Reply from another citizen, reply to above: Please forgive my being dense, but I don't understand. How does a limited access roadway through other towns bring sales tax revenue to the city of Castroville? / 0 / 0
- First this survey is stilted towards to increasing tourism when it asks "What should tourism look like in Castroville?" That is not the question that should be asked! There should be an answer box included in this survey "Do you want tourism?" I do not want to increase the tourism in Castroville!! I do not want to increase the tourism in Castroville! Boerne, Fredericksburg, New Braunfels, the tourism overwhelms the citizens and horribly ruins their quality of life. Ask the long time residents of these cities what they think about the tourism. Increases in tourism will cause an influx of large established Hotel Chains, small boutique hotels New and expanded RV parks, AirBNBs that ruin the long term home rental market, and Flop House flea and bedbug infested Hostels / 0 / 2

APPENDIX: All Public Input Comments

Event Ideas - Other

Answer / Up Vote / Down Vote

- Street dances would be so fun! Dancing in general is something Castroville needs event place or a new dance hall. / 1 / 0
- Street dances and block parties would be great. I would love to see more small events that get people out of their houses. It would be great if the city created or encouraged more public places for those small events to happen. / 1 / 0
- Street dances would be so fun! Dancing in general is something Castroville could use more of, whether it's through events or a new dance hall. / 1 / 0
- Castroville has been unique to itself and survived on it's own for local residents for generations. The tourism we've enjoyed this far is great but the need to attract more tourist or new subdivisions full of those who are not native to the area only erodes the reason so many of us are proud to still call it home. / 0 / 1
- I think we have enough events and none need to be revived. We enjoy our peaceful lifestyle. We don't need people tearing up our yards and playing loud music all hours of the night. The Tardy Hotel is a good example of this issue. / 0 / 1
- current ordinance requires businesses to have off-street parking with handicap parking. Enforce the current ordinance / 0 / 1

APPENDIX: All Public Input Comments

Where do you consider the historic core of Castroville to be?

Comment / Up Votes / Down Votes

- There were historically businesses scattered all over the historic city (which I would define as everything within the bend of the river). There were dance halls and hamburger restaurants by Koenig Park and ice stores (selling ice) along Washington street. There were gas stations along Houston street. I would be in favor of allowing mixed uses again as it was in the past (especially for low impact uses like coffee shops/professional services). / 1 / 0
- city center is around the area of Houston Sq / 1 / 0
- Houston Square and all that surrounds it on Angelo, Madrid, Lorenzo and Paris Streets. Also to include the Moye, St. Louis School and what is now Luigi's Restaurant on Angelo. Then down Paris Street to the American Legion Post and up Fiorella St. to include London St. all the way to Hwy 90 and all the way around September Square. Perhaps add the Tarde Hotel on Fiorella as well as the Landmark Inn on Florence. / 1 / 0
- Historic homes are throughout the entire town. As much as this survey company would like to put our tax dollars into downtown buildings and certain people's projects, it is absolutely not "OK". This city is taxing its citizens out of their homes. Leave Castroville as is and focus on the new developments. / 1 / 1
- St Louis Catholic Church is the heart of this community. The historic district is established and a matter of public record / 0 / 0
- Everything inside the Oxbow of the Medina River connecting with the BMA Canal on the west. 0 / 0
- I would consider anything within 3 blocks (Manhattan Distance) of Houston Square, City Hall, or the Landmark Inn part of the historic downtown. (I roughly sketched the overlap of these areas below.) While historic buildings exist elsewhere, either most of their neighbors are from the last 50 years or it's not really densities and uses that feel like a downtown. Castroville "as is", with the current tax and utility rates, can't afford to maintain the infrastructure that serves the currently-existing areas. (Many of our roads are crumbling, we have frequent water line breaks and boil orders, and summer brownouts barely get my attention any more.) Refusing even mild change inside existing areas means rates & taxes will have to go up (faster than inflation) to continue providing the same services and infrastructure. Never mind expanding the police force or fixing flood-prone neighborhoods. / 0 / 0
- All property originally surveyed by Henri Castro within our River Bend should be the Historic Core. The historic core and historic downtown should be everything in the original Survey done by Henri Castro. We love our current 1 house on 1/3 acre ordinance that keeps our residential properties open and keeps things like multi-housing town homes and commercial property out of our residential areas. Do not expand the commercial areas into our residential areas as well. / 0 / 2
- The city has trouble funding improvements to the current infrastructure due to a significant mis-application of the resources available to the city. Castroville has some of the highest tax valued property in the county, one of the highest property tax rate, some of the highest utility rates and has spent an enormous amount of money on wants versus needs. The \$400,000+ spent on this project, for example, could have been better used to meet infrastructure needs versus changing rules and ordinances to support developers over the needs of the citizens. the original layout (1844) of the city is the historic district. The commercial areas currently zoned for commercial should be the only areas zoned as commercial. No commercial area should be allowed to expand in a currently zoned residential area / 0 / 2

APPENDIX: All Public Input Comments

- the original layout established bHenri Castro defines Historic Castroville. The Historic Business District should be limited to the area currently zoned as the Commercial Historic District. Commercial Zoning must not be allowed to encroach residential areas. / 0 / 1
- Everything within the curve of the River / 0 / 1
- From the river to Gentilz St. / 0 / 1
- The Historic Core of Castroville should be all property within the Medina River bend & to the canal / 0 / 1
- This question is misleading. We have an historic district that defines where the historic district is located and it is available on the city website. / 0 / 1
- Some people reference the historical district from the City's zoning maps. - Citizen comment from January Dreamin' workshop / 0 / 1

APPENDIX: All Public Input Comments

Opportunities to design with nature

Comment / Category / Address

- Greater tree coverage here would significantly improve the drainage and runoff issues in this area of the city as far more of the rain would soak into the ground. / Flooding / 415 Fm Rd 1796, Castroville, Texas 78009, United States
- Linking Lions Park to the regional park would be great. Trails here are small but people come from surrounding communities to use them. - Citizen comment from January Dreamin' workshop / Connector Routes / 1115 Algiers Street, Castroville, Texas 78009, United States
- See the Watershed Analysis reports by Texas A&M. We need to take our future into our own hands. - Citizen comment from January Dreamin' workshop / Flooding / 1202 Gentilz Street, La Coste, Texas 78009, United States
- Follow the natural contours of the land to design with nature east of town. - Citizen comment from January Dreamin' workshop / Other Comments / 1079 US Highway 90 E, Castroville, Texas 78009, United States
- Water flows through town on Mexico Street. - Citizen comment from January Dreamin' workshop Flooding / 912 Houston Street, Castroville, Texas 78009, United States
- Floods here and drains to the river. - Citizen comment from January Dreamin' workshop / Flooding / 501 London Street, Castroville, Texas 78009, United States
- This city-owned lot could be an important connection through to new residential area. / Connector Routes / 134 Village Path, Castroville, Texas 78009, United States
- This canal drains much of the existing neighborhood and the platted-but-not-built new part immediately to the north. It backs up pretty high when it rains. / Flooding / 143 Village Path, Castroville, Texas 78009, United States
- Flooding along the back of these houses caused by drainage from neighborhood and field behind. (Field is planned for residential development.) / Flooding / 132 Village Path, Castroville, Texas 78009, United States
- There is severe flooding on Athens street when it rains, as much of the southern quarter of the city drains down this street. / Flooding / 1113 Lisbon Street, Castroville, Texas 78009, United States
- Linking Lions Park to the regional park would be great. Trails here are small but people come from surrounding communities to use them. - Comment from January Dreamin' workshop / Connector Routes / 1115 Algiers Street, Castroville, Texas 78009, United States
- See the Watershed Analysis reports by Texas A&M. We need to take our future into our own hands. - Comment from January Dreamin' workshop / Flooding / 1202 Gentilz Street, La Coste, Texas 78009, United States
- Follow the natural contours of the land to design with nature east of town. - Comment from January Dreamin' workshop / Other Comments / 1077 US Highway 90 E, Castroville, Texas 78009, United States
- Water flows through town on Mexico Street. - Comment from January Dreamin' workshop / Flooding / 912 Houston Street, Castroville, Texas 78009, United States
- Floods here and drains to the river. - Comment from January Dreamin' workshop / Flooding / 501 London Street, Castroville, Texas 78009, United States

APPENDIX: All Public Input Comments

How & where does nature fit into Castroville?

Answer / Address/ Up Vote / Down Vote

- Greenspace via retaining surrounding farmfields or natural landscape would be nice. / Private Road 4749, Castroville, Texas 78009, United States / 2 / 0
- There are lots here which haven't sold in over a year and have big, old trees. A small park could be nice. / 327 Janice Avenue, Castroville, Texas 78009, United States / 2 / 0
- A small park here would be nice / 134 Village Path, Castroville, Texas 78009, United States / 2 / 0
- More public access to the river would be nice - once there's water in it again. / 206 US Highway 90 East, Castroville, Texas 78009, United States / 1 / 0
- A small park east of the Medina river could be a great benefit to citizens who live in this area. / 1108 Country Lane, Castroville, Texas 78009, United States / 1 / 0
- Expand park land and better trail upkeep. / 818 Alsace Avenue, Castroville, Texas 78009, United States / 0 / 0

APPENDIX: All Public Input Comments

Streets and Mobility

Comment / Category / Address

- The pedestrian/bike crossing infrastructure at this light needs to be dramatically improved and beautified. / Walk/Bike Location / 1216 Constantinople Street, Castroville, Texas 78009, United States
- This intersection is a death trap for walking and biking. I can't get my kids from the historic city to see their great grandparents on bikes in Country Village or on Lower LaCoste Road. It's an absolute failure of transportation planning. / Walk/Bike Location / 103 Fm 471 North, Castroville, Texas 78009, United States
- Would be nice if the bridge was more pleasant/safe to cross on foot or bike. / Walk/Bike Location / 202 US Highway 90 East, Castroville, Texas 78009, United States
- Hard to cross 471 / Traffic Calming / 408 Fm 471 North, Castroville, Texas 78009, United States
- We don't need sidewalks. I walk in the street all the time. - Citizen comment from January Dreamin' workshop / Walk/Bike Location / 912 Mexico Street, Castroville, Texas 78009, United States
- We need sidewalks. Drivers don't pay attention. It's not safe to push a stroller in the street. - Citizen comment from January Dreamin' workshop / Walk/Bike Location / 912 Mexico Street, Castroville, Texas 78009, United States
- A pathway under 90 here is used for Tour de Castroville. Having a paved path for public use here would create a safe way to cross town - Citizen comment from January Dreamin' workshop / Walk/Bike Location / 209 US Highway 90 West, Castroville, Texas 78009, United States
- Kids need to be able to cross safely from school to the library. - Citizen comment from January Dreamin' workshop / Walk/Bike Location / 802 US Highway 90 West, Castroville, Texas 78009, United States
- Geneva, Lisbon, and Athens see significant traffic going towards the Regional Park, especially in soccer season. Strategic traffic calming would help the residents hear feel safer. / Traffic Calming / 1213 Lisbon Street, Castroville, Texas 78009, United States
- Country Lane and Village Path become shortcuts when HW90 is backed up. These 32-foot-wide residential streets see over 2000 car-trips a day. Slowing down this traffic to keep our kids safe should be a significant priority. Narrowing (pavement or visual) and speed bumps or chicanes would make this neighborhood a lot safer. / Traffic Calming / 1032 Country Lane, Castroville, Texas 78009, United States
- Difficult and unsafe to cross river on foot or bike. Would love to be able to visit west side of city without piling kids in the car. / Walk/Bike Location / 415 Fm 471 North, Castroville, Texas 78009, United States
- Haby's is a city treasure, but difficult and unsafe to reach by foot. This may be partially alleviated if/when development in field to north is built. / Walk/Bike Location / 207 US Highway 90 East, Castroville, Texas 78009, United States
- Would like to be able to safely walk to Walmart. No pedestrian access exists from nearby neighborhood and apartments, forcing hundreds or thousands of unnecessary car-trips onto HW90 every week. / Walk/Bike Location / Walmart Supercenter, 1151 Us Highway 90 E, Castroville, Texas 78009, United States
- Enjoy walking & biking around neighborhood. 3' sidewalks are impassable to bikes & strollers because of large mailboxes, so we're usually in the street. Cars drive too fast on this 1/2 mile straightaway. / Walk/Bike Location / 135 Village Path, Castroville, Texas 78009, United States

APPENDIX: All Public Input Comments

How do you tame a highway?

Comment / Address

- One important thing to note is that the five-way intersection of Fiorella, Alamo, and 90 is not the edge of town - it's the middle. Putting a 'gateway' there is skipping over everything east of the Medina River - a quarter of Castroville's residents and a significant portion of its businesses. As Alsatian Oaks and other developments grow in on the east side, we will need to move our thinking this way too. / 7800 Fm 471 South, Castroville, Texas 78009, United States
- Historic buildings should be protected, but making the space around them less asphalt and more beautiful would be a good thing. And not every building in the Historical District (which covers over a third of the city) is historic and merits protection. / 505 London Street, Castroville, Texas 78009, United States
- Allowing redevelopment of non-historic buildings or large empty spaces (parking lots, etc.) should be allowed in the historic district - right now a quarter of this block is parking lot. That's incredibly dissonant with a historic area. / 502 Lafayette Street, Castroville, Texas 78009, United States
- The need to accommodate farm equipment through the middle of town could be reduced by creation of bypass routes, creating alternative points to cross the river, or farmers using existing alternate crossings. / 1006 Fiorella Street, Castroville, Texas 78009, United States
- I really like the idea of reworking the large areas of parking lot. Reducing parking requirements and setbacks could let the businesses along 90 get a lot more out of their land. / 706 US Highway 90 West, Castroville, Texas 78009, United States
- These buildings are in the historical district, which extends south. - Citizen comment from January Dreamin' workshop / Castroville True Value Hardware, 702 Us Highway 90 W, Castroville, Texas 78009, United States
- Historical district extends south and west of this house. - Citizen comment from January Dreamin' workshop / 1016 Lorenzo Street, Castroville, Texas 78009, United States
- Utility box here connected with the Landmark Inn, may be historic? - Citizen comment from January Dreamin' workshop / 405 US Highway 90 West, Castroville, Texas 78009, United States
- Everything north of Lafayette here is in the historical district. - Citizen comment from January Dreamin' workshop / 413 Lafayette Street, Castroville, Texas 78009, United States
- The entirety of the block is in the historical district. - Citizen comment from January Dreamin' workshop / 501 London Street, Castroville, Texas 78009, United States
- All of the buildings on this block north of the slip street are in the historical district. - Citizen comment from January Dreamin' workshop / 600 London Street, Castroville, Texas 78009, United States
- A roundabout or gateway would need to be wide enough to accommodate tall and wide farm equipment that frequently comes through town. - Citizen comment from January Dreamin' workshop / 1006 Fiorella Street, Castroville, Texas 78009, United States
- Love the idea of a roundabout! This would really help slow traffic down through town, and could provide a unique feel (so we don't just look the same as any other highway). / 1006 Fiorella Street, Castroville, Texas 78009, United States

APPENDIX: All Public Input Comments

HWY 90 - Additions Thoughts - Send a Message

- We don't need a roundabout or spend any city money on Hwy 90. It is fine as it is.
- I'm sure others have shared this, but HW90 is currently under strict TxDOT control. Until an alternative route is found and accepted by TxDOT, the odds of any changes through town are low. We have offered safer HW90 sections to TxDOT at other places in town and been shot down.
- Getting a BY Pass Loop Around Castroville is the most important thing to reduce the current traffic load on current HWY 90.
- Planning something for the current HWY 90 is a waste of time until there is a By Pass loop around Castroville.
- TxDOT does not want anything to slow down traffic on the current 90 and will fight anything we come up with

APPENDIX: All Public Input Comments

Where are connection points needed through Castroville?

Answer / Address

- If the north side of the river is developed, extending one or two of the roads (Naples, Amelia, Angelo, Lorenzo) across the river would be a hugely important connection. / 605 Washington Street, Castroville, Texas 78009, United States
- There is an unimproved drainage ... well it's not really a ditch any more. But this drainage piece, which is city-owned, could provide a pedestrian connection between Country Lane and Village Path, shortening many walks through this neighborhood. / 123 Village Path, Castroville, Texas 78009, United States
- Pedestrian/bicycle access to the middle school and high school is only available on the (unprotected and narrow) shoulder of a high-speed road. Something better could really help traffic, both at the school and at 90/471/Walmart / 8365 Fm 471 South, Castroville, Texas 78009, United States
- A connection between the new development in Country Village and the (currently empty) Alsatian Oaks would provide a critical second route in/out. It may require purchasing several build-ready residential lots. / 1202 Country Lane, Castroville, Texas 78009, United States
- Pedestrian / bicycle access to Walmart, our city's primary grocery store, is basically nonexistent. Pedestrian access from the apartments and houses just to the west could take a lot of trips off 90. / Walmart Supercenter, 1151 Us Highway 90 E, Castroville, Texas 78009, United States
- More protected / isolated pedestrian and bike connectivity across the river is needed. / 209 US Highway 90 West, Castroville, Texas 78009, United States
- A connection (at least pedestrian and bike, possibly automobile) from Pris through to Alvina/Brieden is needed. / 1219 Alamo Street, Castroville, Texas 78009, United States
- Better pedestrian connectivity is needed through this intersection. / 203 US Highway 90 East, Castroville, Texas 78009, United States

APPENDIX: All Public Input Comments

Additional Thoughts - Send a Message on Streets & Mobility

- We should have a bridge at Landmark Inn that connects the historic part of the city with the East side.
- At best, the paper streets should be fenced and maintained by the city with access to the river by the public by foot. No vehicle traffic should be permitted beyond the point where an abutting property owner access their property.
- A walking and biking trail along some portions of the river would be great for residents, although not sure of the feasibility based on private ownership. Examples to look at would be Kerrville tx, or the city trail in San Antonio.
- A better way to safely cross Hwy 90 from the south side to the north side. Crosswalks are not safe - there are too many light runners and others not paying attention to pedestrians.
- I would like to see a river walkway from the Castroville Regional Park all the way under the Hwy 90 bridge!
- I did not answer some of the question because specific areas were not mentioned. If you want responses to ideas, explain where you are describing within the historic district or outside of it. Those are two completely different answers.

APPENDIX: All Public Input Comments

Creative Ideas for Houston Square

Comment / Up Votes / Down Votes

- Bricks/pavers/cobbles would make the central space nicer after rare rains, and could also help channel water to new and old trees/plantings. / 3 / 0
- TREES! TREES!TREES! / 2 / 0
- You are not listening to what was said at the last public workshops. No Retail Buildings of any kind. Plant More Trees, Shrubs, Flowers / 2 / 1
- Plant drought resistant plants. / 1 / 0
- Leave Houston square as it is. We don't want any building or structures on it. We want it open to enjoy the view of the church. / 1 / 0
- One way to create more lively space might be to create one 'dedicated food truck spot' on 2 or 3 of the sides of the square. / 1 / 0
- Long, narrow open/covered seating could be nice on the northeast side. Like narrow pavilions. Leave the sightlines across the square open. / 1 / 0
- Defined Edges is my favorite of the 4 options. I don't think more space than that should be repurposed, as the parking is needed. / 1 / 0
- No buildings should be built on Houston square other than possibly public restrooms. Pavers would be nice around the fountain. / 0 / 0
- Leave Houston square as it is. We love it the way it is!! / 0 / 1
- Leave both Houston and September Squares alone!!!! / 0 / 1
- Leave the square alone. Some new trees are needed. It just needs to be kept up. Clean up the parking area. / 0 / 1
- I don't see how any of the examples retain 75% of the parking. I think it should be left as is. / 0 / 1
- Leave Houston square as it is. We love it the way it is!! / 0 / 1

APPENDIX: All Public Input Comments

Houston Square Map Comments & More Uses

- Years ago our plantings here failed because it's so hot and dry and there's no water source nearby. Anything planted here needs to be hardy and well-maintained. - Citizen comment from January Dreamin' workshop
- A little ice cream shop with outdoor seating would be so fun here. - Citizen comment from January Dreamin' workshop
- I don't want buildings on the square. - Citizen comment from January Dreamin' workshop
- Nothing on the square should block the view of St Louis Church. Everyone who visits the town takes a photo of the church. The church is also a photo op on the way to prom and other special events. - Citizen comment from January Dreamin' workshop
- With the recent drought it may be hard for new trees planted to survive without a lot of maintenance. - Citizen comment from January Dreamin' workshop
- Expand the landscaped central area of the square slightly (keeping most parking). BUT plant trees in the exterior portion so that you get full tree coverage. Convert the asphalt to a drivable hard gravel. Will maintain parking while giving a far more park-like experience when not being used for parking.
- Respectfully you guys need to drop the idea of building on Houston Square. We have told you several times that is not for sale so please just drop it.
- Houston square regularly fills up with cars for church events, including weekly Mass, funerals and weddings. Using some of the space to make covered areas for seating/vendors could be ok, however I think a large portion should remain for parking.

APPENDIX: All Public Input Comments

Where could tiny retail fit in Castroville?

Answer / Up Vote / Down Vote

- Small stores or pavilions would fit very nicely near, but not necessarily on/in, existing parks & plazas. There are a number of small businesses in small buildings near September square that do very well. I think that, generally, small house-form businesses (<1000 sq ft) are a better fit for Castroville than pavilions though. On the other hand, we do cover Houston Square in less formal tiny businesses every Old Fashioned Christmas. So maybe there's a time and place. It would be neat to permit this kind of building in the parking lots of big box stores - if said big box stores were OK with it. Walmart's parking lot is always half-empty, even on Black Friday. Let them pull in some rental revenue from entrepreneurial locals. / 2 / 0
- A small store or pavilion business could be really nice at the park. It would be fun if it was seasonal (ex: ice cream in summer, warm drinks in winter). Alsatian design would certainly help it fit in. / 1 / 0
- There have been many failed businesses here. Not enough traffic or the items being sold have limited appeal. During the day for much of the year it is too hot to get out and explore around town. There is very little desire from long time residents to make this a tourist town. Only newer move-ins seem to want to save us from ourselves with lots of razzle dazzle to bring tourist. Just leave things as they are. There are already places new businesses could open. We do not need or want more tourism. We live here because it is quiet and friendly. Why ruin it / 0 / 0
- Don't presume to speak for everybody. I do not think any part of Castroville should be completely preserved from change, inside the river or anywhere else. We should allow gentle, gradual change everywhere. / 0 / 0
- It still appears that simple city wishes to develop Houston Square - We do NOT want development inside the river in historic Castroville - The above images are nice but they would need to be placed on hwy 90 either west or east of Castroville. / 0 / 1
- Reply from another citizen: Despite using "we", this is not a unanimous opinion. I do not think any part of Castroville should be completely preserved from change, inside the river or anywhere else. We should allow gentle, gradual change everywhere. / 1 / 0
- Once again, Houston square is off the table. It's too important and useful as is. Brighten it up, sure, but no change to the existing layout. If you are indeed listening to the voices of the community you would understand that preservation and restoration of existing structures is the ONLY discussion. NO new development big or small within the historic district. Outside the historic district can be a conversation but it seems no one is interested at focusing ideas in those areas. / 0 / 1
- stop talking about changes to Houston or September Squares / 0 / 1
- None of these pics are "Castroville". Hoping this survey company is going to LISTEN to the wishes of the people..... don't think for a moment about putting anything on Houston Square!!!! / 0 / 1
- None of these appeal to me at all. They are not Castroville... / 0 / 1

APPENDIX: All Public Input Comments

Do you have other ideas that would make Castroville even more family-friendly?

Answer / Up Vote / Down Vote

- Build more (and wider) sidewalks so children and families can get around safely. / 3 / 0
- Build more small, simple parks in existing neighborhoods. / 3 / 0
- Focus funds and resources on infrastructure improvements and upgrades. Facilitate new small business ventures in areas of town that allow. / 2 / 0
- It's a small town and very family friendly - we do not need developers to improve this. / 2 / 1
- Definitely more sports facilities - Citizen comment from January Dreamin' workshop / 1 / 0
- Purchase more land for parks. Mandate that every development have one acre of open space park at the center of that development / 1 / 0

APPENDIX: All Public Input Comments

Other Sports Responses

Answer / Up Vote / Down Vote

- We need more flexible spaces. The same paved space can be used for tennis, pickleball, and basketball. (Just not at the same time!) The same grassy field can be used for soccer, flag football, rugby, ultimate frisbee, etc. Spreading these small 'multi-purpose' fields/courts throughout the city would mean more families walking to parks and fewer cars driving through neighborhoods. / 2 / 0
- Sidewalks! We need decent places to WALK! / 1 / 0
- I don't really care how new development looks or functions. / 1 / 0
- Sand volleyball courts outside the Regional Park would be nice. / 1 / 0
- no need to expand what is available. Put the lights back on the softball field on Houston street / 0 / 0
- Develop a Dog Park on the 8 acres currently owned by the City located behind the Chevy Dealership. / 0 / 1
- DOG PARK! / 0 / 1
- need regional sports complex. We already have sports area scattered about. / 0 / 1

APPENDIX: All Public Input Comments

Growth & Infrastructure Map Comments

Answer / Address

- There are a lot of vacant single or double lots northwest of Houston Square. These spaces make natural locations for slightly denser infill, especially in vernacular styles. Duplexes, pairs of smaller houses, etc. There also used to be smaller businesses in this area, although the current zoning has slowly strangled most of the "nonconforming uses." / 616 Vienna Street, Castroville, Texas 78009, United States
- Large setback requirements, especially on corners, caused headaches for these homeowners when they built. However, permission for tiny businesses would let them reclaim some of that lost space, if they want. / 233 May Street, Castroville, Texas 78009, United States
- This area is planned to be gridded with pedestrian connections to the existing neighborhood to the north. While it is slated for residential development, permission for tiny businesses could allow the neighborhood to be built with that assumption from the get-go, leading to better uptake and a much more vibrant area. / 110 Willow Drive, Castroville, Texas 78009, United States
- The owners of larger-than-average lots on May, Alvina, and Brieden could really benefit from the flexibility to add secondary units. / 217 May Street, Castroville, Texas 78009, United States
- The eastern part of Village Path is already currently zoned for all house-shaped/sized residential (single-family, duplex, fourplex, small apartments, townhomes, etc.). I think this permissive zoning should continue. / 131 Village Path, Castroville, Texas 78009, United States

APPENDIX: All Public Input Comments

What enhancements would improve your experience of the streets in Downtown Castroville?

- The "L" of Fiorella and Paris streets bookended by the streets which border the two squares are today our main streets. All of these should have sidewalks, street trees, and underground utilities.
- underground utilities in the area within two or three blocks around Houston Square. Keep the streets and pedestrians ways clean and in good repair
- all of those are great ideas! i think the first place to start are consistent and well kept sidewalks.
- Less heat-absorbing asphalt, more green space, better shade and more consistent sidewalks would help, as well as more accessible bike parking. (The City Hall bike rack is behind the building, tucked behind a handicapped parking sign.) Better pedestrian/bike access from the east side of the river or south side of 90 would also help - right now 30-40% of citizens have little to no safe access without a car.
- A big part of improving the downtown experience is making it enjoyable to BE in. I think the priority there is increasing space for pedestrians and enhancing streetscaping. Relocating utility lines underground would be a nice bonus.

APPENDIX: All Public Input Comments

Which street Downtown functions most like a Main Street?

- we are unique in that we have two main streets fiorella and paris. fiorella has great access to shopping, restaurants, park areas and courtyards and then a left on paris connects to the square, which is an anchor for special events.
- The "main street" in Castroville is really sections of multiple streets. East of the river, 90 is the main street (although it could be a much better one.) West of the river, it starts on Fiorella at 90, then heads northwest until Paris street, where it turns and heads southwest. It then loops around Houston Square and runs into itself and finishes. This area has more of a "main street" feel, because it WAS the main street last time we had one. As I understand it, HW90 used to follow Fiorella & Paris before TxDOT bulldozed its way through town. That old alignment left seeds of a Main Street that could be cultivated today.
- Given the options for what I'd consider "main street" I think it would be Paris street. It passes St. Louis church, the square, restaurant, shops, theater... A good mix of establishments.
- Paris Street - The Fourth of July parade goes down Paris. - Citizen comment from January Dreamin' workshops
- zoning regulations are needed to protect the current openspaces in downtown west of the river
- Main street downtown should be Fiorella and Paris street. It should not be expanded out of this area.

APPENDIX: All Public Input Comments

Courtyards - Other Ideas

- Do not use public funds to build courtyards that benefit commercial development.
- it's really all of the above . nice garden area , shaded with lighting
- Developers today do not have the soul it takes to create something that is 200 years old
- Smaller setbacks than currently required, reduced parking requirements, smaller buildings allowed.
- zoning regulations are needed to protect the current openspaces in downtown west of the river

APPENDIX: All Public Input Comments

More thoughts you'd like to share on this topic? Send a message. (various topics)

- One house per residential lot, period!!!
- Stop approving and incorporating new large scale subdivisions! We do not have the infrastructure, streets, water resources to continue to support new developments. Traffic is already horrible along hwy 90, and the brand new subdivisions of Alsation oaks and flat creek have not even begun to build much.
- NO HIGH DENSITY - Our growth over the last 200 years has been organic. We do not want high density builds inside the river in old Castroville.
- We want to make sure and keep our 1 house on 1/3 acre lot size for all the properties surveyed by Henri Castro creating the City of Castroville. We don't want multi-family townhomes and commercial in our residential districts. Keep the current commercial district and don't expand it!!
- Right now, our tree cover is not very diverse - a significant plurality, if not overwhelming majority, of our trees are oaks. Given the prevalence of oak wilt in the area, we could lose a lot of trees very quickly. We should encourage a greater diversity of trees, especially on public land. (They did a good job with this in recent Lyon's Park improvements.)
- How about instituting a program like SAWS uses to encourage homeowners to use a natural landscape - 1/3 native plants, 1/3 turf, 1/3 permeable landscape. Also... What about making the effluent available for use on landscapes?
- Castroville is historic - that is what it should remain regardless of the outside pressure. It should be treated as a national park - with respect. This means 1/3 acre = 1 lot = 1 house. Castroville also sits in a bowl with the Medina river. Special consideration should be followed with building anything in that bowl to avoid flooding old Castroville. The main issue is hwy 90 - this needs to be re-routed around Castroville.
- I think we need a mix of local businesses and franchises.
- This should be the decision of the business. Not the city's issue.
- Zoning protection for developing current open spaces.
- Ordinances that require developers to include open spaces in the center of their developments.

Design Rodeo Survey

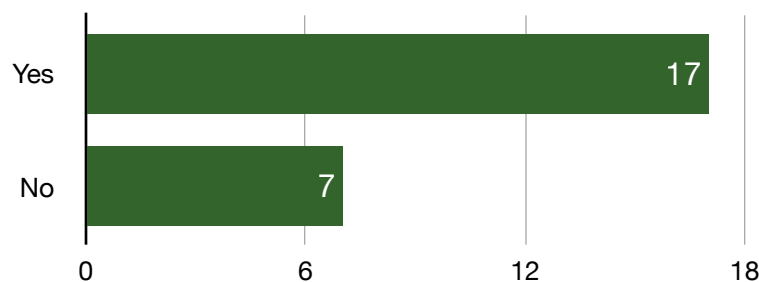


Summary of complete survey input from the Design Rodeo phase.

Seventy-seven Individuals attended the in-person meetings, held Wednesday March 27th-Thursdays March 28th. Thirteen individuals online (some who attended the in-person meeting) contributed to the online survey, open May 11th through May 31st.

Classification Areas

Do the approximate boundaries of these areas best represent where these zones should be established?



Where do tweaks need to occur?

- I feel as time goes on with the growth. The water conservation is a big item with more homes and more businesses coming in so a committee to monitor should be in place to be prepared to address by forecasting initiatives to help possible problems as best as possible.
- All areas that border the river should be in an Area of Conservation rather than Area of Change. Change is the worst option for a river.
- A one-block buffer around downtown should be Area of Change to allow organic buffer zone and gradual intensification.
- The TIRZ seems to extend too far north of 90. should not go further north than Madrid St
- The areas surrounding the river is the most beautiful part of town and must be marked "Conservation"
- Move the newer areas a little further east past Sammy's
- I don't understand the "Change" area
- Downtown TIRZ should not extend north of Madrid and east of Fiorella. No multifamily, commercial, or mixed-use outside of this boundary as well.

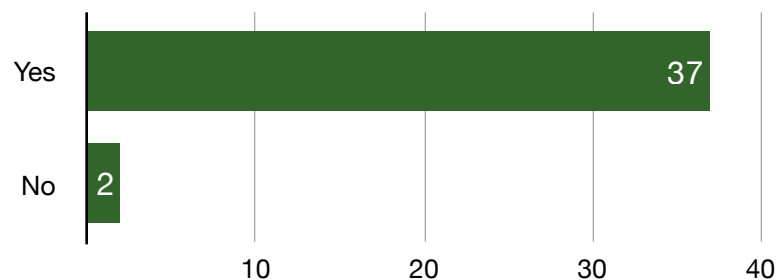
Design Rodeo Survey



- East of town, where the flood zone is being narrowed, how does that impact the flood zone of properties upstream and downstream? In the Change Area (Milosav's drawings) some townhome and multiplex areas are great as long as it's not a whole area that looks just alike.
- How many times does the long time residents of Castroville living in the HE residential district have to say NO to these proposed plans? The commercial areas - both Hwy 90 and the historic commercial areas need to remain as is and not be expanded to allow multi family developments and commercial areas in established residential areas. Leave Houston Square alone. Leave the public works facility alone as was discussed with City Council more than 10 years ago when development of this area was proposed. There is no need to "recreate" any ordinances or development plans. Tweak what we have to meet current laws and leave the rest alone!!!. Apply new development guidelines to new development outside the original footprint of the city.
- The downtown core commercial boundary area to stay within the area from Magnolia coffee to Blue Lacey. It should not extend outside this area. We do not want multi-housing, commercial areas bleeding into our historic and residential areas.
- I am not sure if hwy90 can handle the traffic.
- Don't change the way it is! Tweaks are not needed - changes to current zoning is NOT needed.

Mitigating Impacts of New Development

Knowing that Castroville is in a flash-flood area and frequently experiences drought for long periods, should the City of Castroville require specific water conservation measures and greenspace allotment for new development?



Comments

- Yes-conservation, No- greenspace
- Already in current ordinances

Design Rodeo Survey

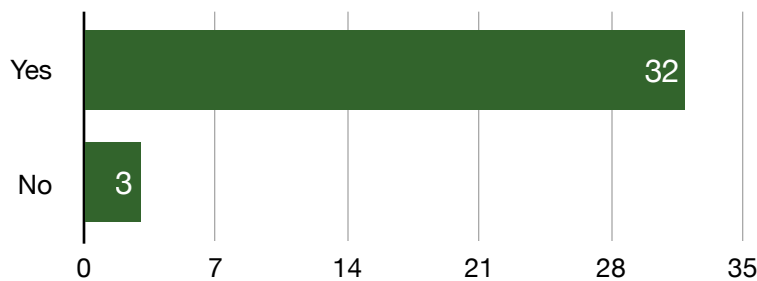


- We have drought measures in place from the Edward Aquifer already. If greenspace allotment must exist, it should be in the new development only. Leave the core of Castroville alone.
- Concentrate on stopping all the subdivisions coming and be tuff when you tell them that all new yards will be zeroscape. Arizona has beautiful subdivisions and there is no water wasted. This should be our top Our water is gone and this has to be done.

Highway 90

Castroville residents of all ages would like to cross Hwy 90, including kids crossing between school and the library, parents with strollers, families crossing between the regional park, home, and Downtown, and seniors meeting up with friends, etc.

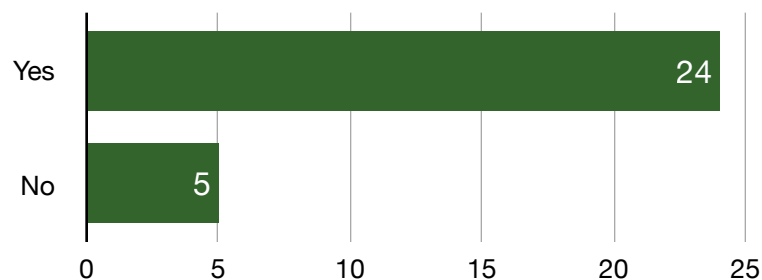
Do you support conversations with TxDOT to improve crossing safety for all ages?



Comments

- Like idea but not critical

Seeing the conceptual sketch for how “slip streets” could consolidate access points across 90, are you able to see how you would access businesses?



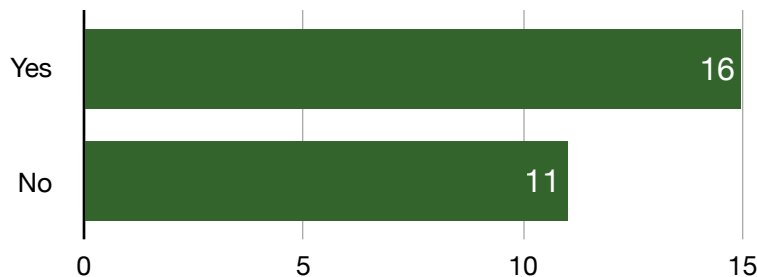
Design Rodeo Survey



Comments

- Yes, somewhat
- Don't understand the question
- No to slip streets
- Not a fan of slip streets. Crossing and lighting yes, but slip streets seem a bit unnecessary.

Could this design or a similar design work well to get you where you need to go?



Do you have insights on design improvements that could make this work better?

- Yes, I can see how it could work well, sort of
- Provide parking for out of area patrons (so they can walk the area.) Mitigate the huge traffic noise and pollution of thru-traffic!
- Walk path (pedestrian) over highway 90
- I have lived here 30 years. The lights on Hwy 90 at the streets area all we need to get on 90 safely.
- Drop shared left turn lane on Hwy 90 bridge for protected pedestrians
- Focus on safe crossing, less on slip streets
- One-way streets are a good idea
- Need better traffic options al the way around
- Need more information
- No more than 3-story if back from the street
- Please abandon this idea of redesigning HI Way 90 through Castroville as it will only lead to more congestion. In lieu of this concept, please concentrate on looping/ routing HI Way 90 around Castroville to alleviate further inner city congestion and enhance traffic flow between San Antonio and points further west of Castroville.
- I believe in going three lanes going each way instead of two as growth is going to happen all the way down Hwy 90 into Hondo in the future.

Design Rodeo Survey



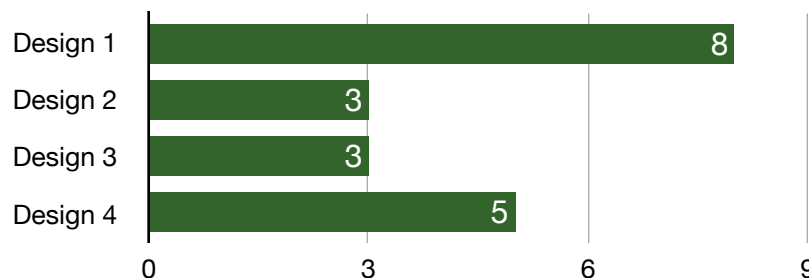
- This will put businesses on Hwy 90 out of business. You will have to take their land to achieve this plan. We don't want a Boerne or a Frederickburg. Go around Castroville with the Hwy.
- Bypass
- Not sure how this works without taking businesses and land away from existing property owners.
- This would make it difficult to get to our businesses. Looks like a land grab.
- this is a DREAM , who is going to pay for tearing down the buildings that exist and buying the property. lets quite DREAMING and get real about this whole thing.
- Please leave historic Castroville “as is” and take the ideas for changes to the new areas of development outside the core original footprint of the city.

Potential for the Public Works Yard

The city's budget is bolstered by properties that pay property tax. Depending on what buildings are on the property, the property tax paid can contribute more or less to the city's budget. With more overall property tax income from infill development, the property tax burden goes down for everyone (lower taxes!) and the city has the funds it needs to provide services (fix potholes!)

Knowing that the City of Castroville receives no property tax income from surrounding growth outside of the city limits, infill development becomes Castroville's only opportunity to lower taxes.

With this in mind, which version of Public Works Yard do you prefer and why?



What works well about this design, from your perspective?

- I like the plaza of greenspace in the middle (Design 2)
- Upstairs apartments in the business area, above new or existing businesses could work really well
- More integrated with the neighborhood. Public art space opportunity? (Option 3)

Design Rodeo Survey



- Prefer the housing type and look of design 4
- I like that design 3 looks inward and provides interior private space
- ANY WOULD BE BETTER THAN CURRENT! DO THIS NOW!
- Dog park. Design 1 flows better than the other 3. If it's designed like the Pearl it will work. Please choose trees that are compatible with the area. Don't put a huge oak that will be 30 ft in an area 5ft wide.
- Design 4's plaza style greenspace is great. East-facing courtyards are summer-safe
- Instead of a pool or dog park, create a sitting space for families like the Pearl. Restore existing historical home, design 1.
- Good plan but take out multifamily in Design 1
- Leave it alone! No multifamily without citizen approval.
- Option 4 but with the courtyard of option 1 in place of the parking there
- Parking should be mixed up (a little here a little there) but enough so people don't park on the street.

Additional Comments:

- where should people park boats, RVs
- What is and is not acceptable for home-based businesses (ie- driveway auto repair)
- Concerned about light pollution
- Why is there not an option for none of the above or Other? Looks like a loaded question! I choose none of the above. I would say clean the public works yard up and take all the poles and stuff to the land the city already owns North of Hwy 90. Then, there would be plenty of space for improvements and additions instead of the city buying more property for a new Public Works yard. Too bad you guys capped the water well here. Maybe a good idea to re-instate the water well on this property for future growth!
- The city held a public hearing on development of this property more than 10 years ago resulting in public works staying put. Nothing new here. Leave it alone. Build a new municipal office building and relocate the materials for public works to property owned by the city next to the airport or behind the Chevy dealership as was originally planned when the city was GIFTED the property from the developer that built the dealership. Do not turn this property into another PUD for the benefit of a developer at the expense of the city. Leave it alone.

Paris Street as a Shared Street

Comments or questions regarding the Paris Street sketches:

- Retaining the original history of the city is important. So making it into an area of attraction is key to making friendly to all to come and just even have a nice walk or a picnic.

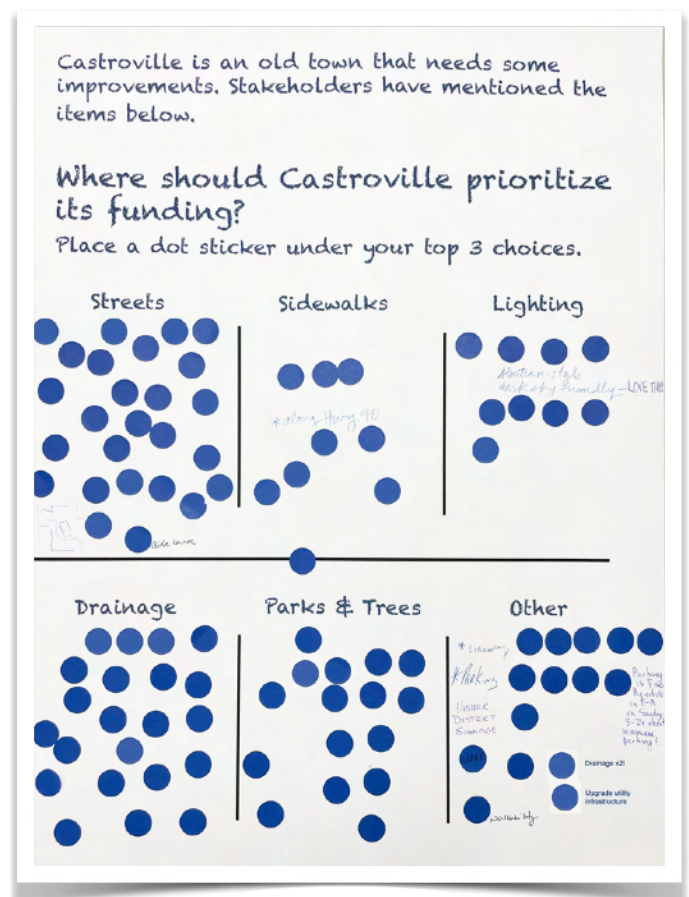
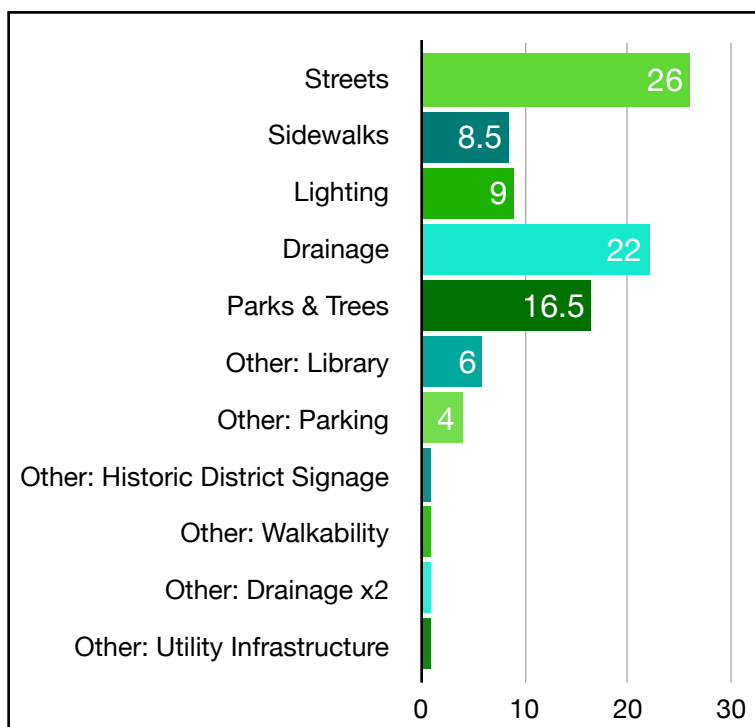
Design Rodeo Survey



- I think it is important to remember the need for both walking, parking, and driving space. Long drought periods. Necessary permeable ground to allow water absorption. And careful selection of greenery to assist with allergies.
- the street is not wide enough for what is in the picture. to get locals there to shop you have to have what they want --when they want it----at a price they are willing to pay. sounds simple but so many times it does not take place. then you are back to what we have now.
- you cant drive down Paris now without having to wait for another car to get by, how about one way only.
- The process, how the questions were framed, and the multiple-choice answers provided are misleading and dishonest. Simple City is being directed by pro-growth developers to influence our city codes which will allow the destruction of what is left of our home by implementing building codes that will allow high density construction within the city limits of old Castroville.
- It is obvious that this process is an attempt to justify changing city code to meet developer's requirements for high density development in Castroville.

Funding Prioritization

Where should Castroville prioritize its funding?



Design Rodeo Survey

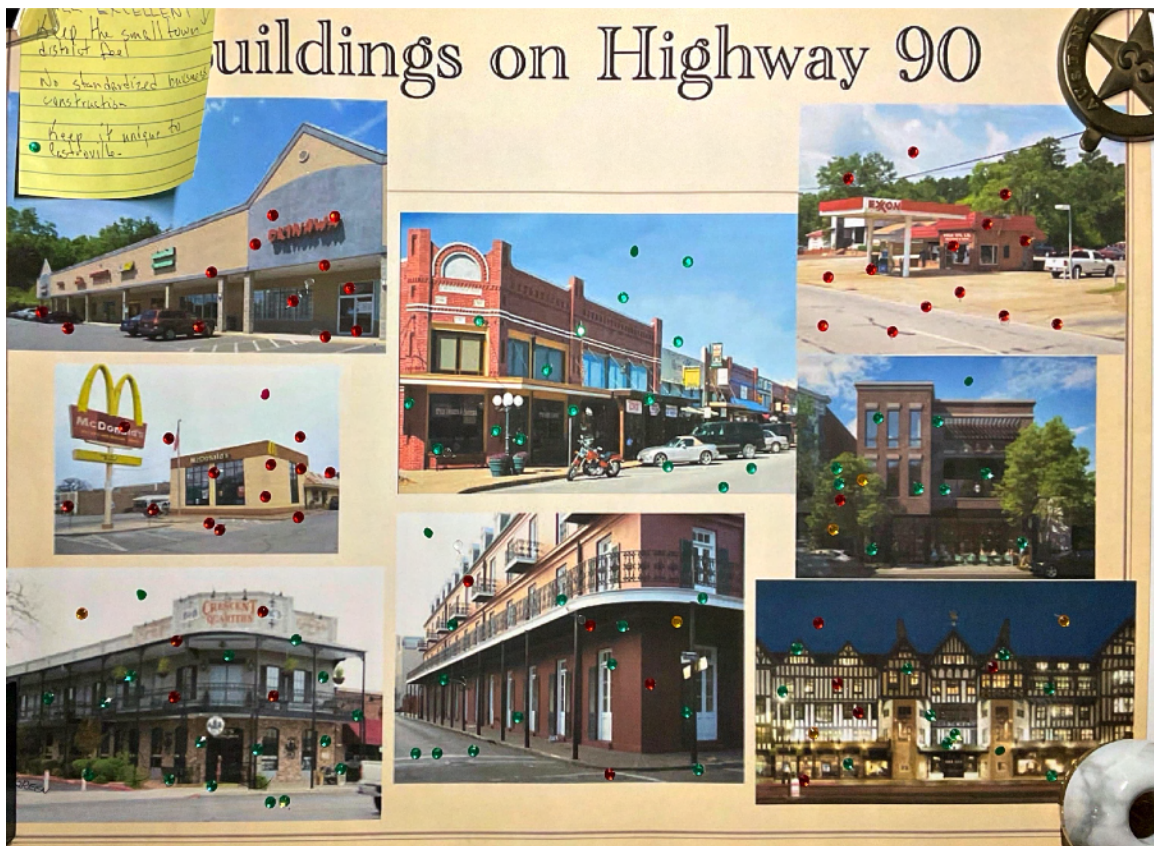


Visual Preference Survey

General Comments and Questions

- This side of town needs a mall like La Cantera or North Park Mall - with sit down restaurants and entertainment for everyone not to have travel across town.
- We are not ready for a la cantera type shopping center and the influx of crime and people it would bring. The growth this town is experiencing is already impacting our tiny community, and we need to focus on planning for the future, but not jump 10 years forward. This was a good exercise, and appreciate allowing us to include our feedback. I'm fine with some fencing, especially if crime starts increasing. We already have many homes with fences, some have privacy fences. I'm not sure what the fuss is about if you're not in the historic areas.
- No multi-housing, mixed or commercial in our Historic or Residential downtown area.
- Apply all of the proposed UDO to the new areas of development. The Mayor has often referenced the new rules would apply to new development when others have spoken in opposition to what you are trying to do here. Respect that and leave the original footprint of historic Castroville alone.

Image Selection



Design Rodeo Survey



Downtown Buildings



New Castroville Buildings - Low Intensity Residential



Design Rodeo Survey



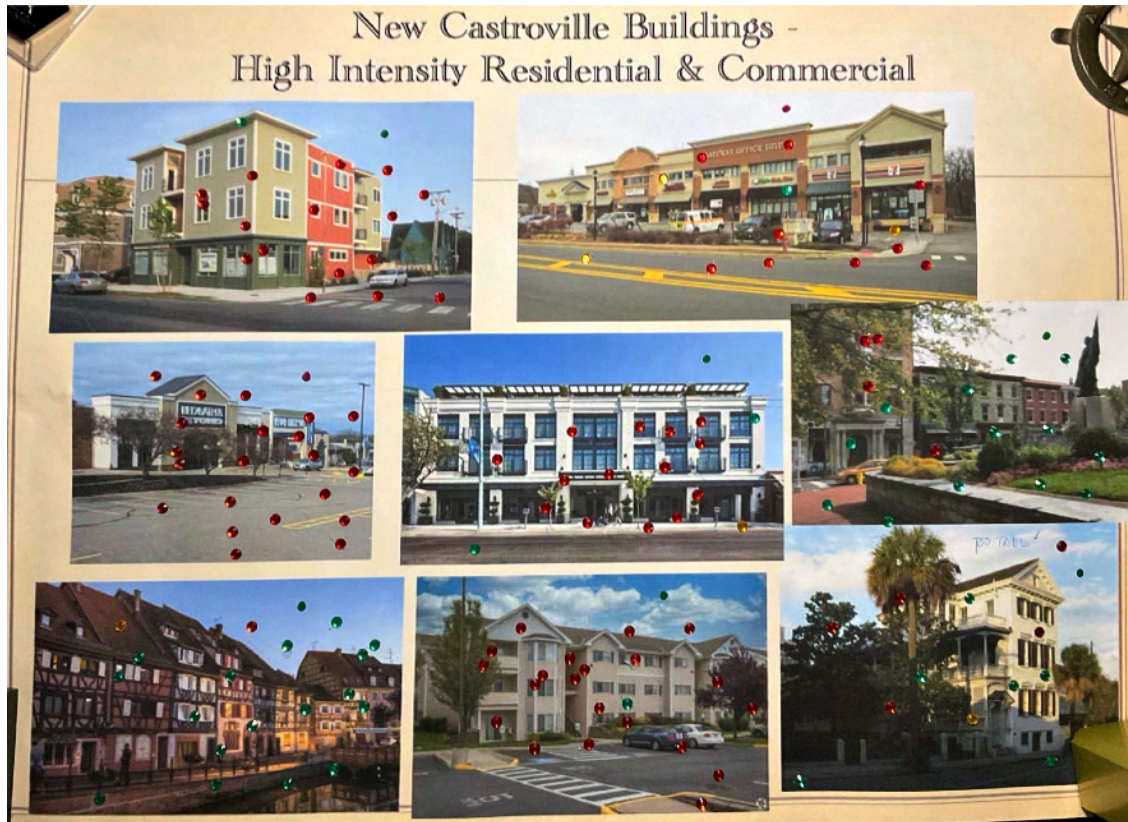
New Castroville Buildings - Low Intensity Commercial



New Castroville Buildings - Medium Intensity Residential & Commercial



Design Rodeo Survey



Code Rodeo Meeting Comments August 6-7th, 2024



Place Type

P2 RURAL:

- Require a designated parking area (no parking on grass)

P2.5 HISTORIC RESIDENTIAL

- Limit height to 1.5 in historic district

P3 NEIGHBORHOOD:

- Allow home-based businesses and business signage
- Clear separation between commercial and residential areas
- Allows a duplex and two ADUs or just one ADU on one lot?

P4 NEIGHBORHOOD COMMERCIAL

- Should have a 5ft min build-to line / front setback
- Commercial should face and embrace adjacent residential. No strip centers or commercial buildings with backs facing the residential.
- Public Works should not take away from the minimum lot coverage.
- Allow 3 story mixed-sed if style fits local historic character.

P5 URBAN DISTRICT

- Allow shared parking



- Building storefront frontage should include entrances to all uses within building.
- 2 story maximum
- 2.5 stories max within the historic core
- 5 ft setback minimum (rather than zero)
- Shared parking

EC EMPLOYMENT CENTER

- Change to “Industrial Center”?
- 3 acre lot minimum
- Max height requirement

PLACE TYPE ALLOCATION PER DEVELOPMENT PATTERN

- Change “Cluster Land Development” to “Conservation Neighborhood” & increase P1 & P2 to 50% each.

CIVIC SPACE

- Parks requirements for new developments
- Require trees to be planted in backyards

Building Types: Commercial

- Require human-scale frontage designs for commercial and mixed-use commercial buildings
- Limit curb cuts for Highway Commercial

Building Types: Residential

- House large lot: How tall?
- Mix all of these types to improve / increase density, infill, affordability.



Signage


- A-frame sidewalk signs can be problematic for accessibility (any way to limit size to a % of the sidewalk, placed near building or near street?)
- Love how the blade sign mimics a village feel
- Reduce pole sign heights (where are these allowed exactly?)
- Control or limit digital signage

Public Frontage Street Sections

- How can bike safety lanes be incorporated?
- Can Yield Street Landscaping be recommended for around Houston Square?

APPENDIX

- CASTROVILLE PLACE TYPE ZONING -

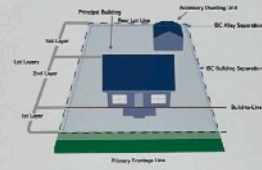


P2

RURAL

GENERAL DESCRIPTION

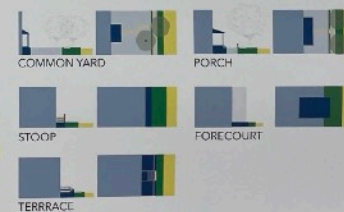
The Rural Place Type is characterized by mainly large lot sparsely settled land or land used for agricultural purposes. This Place Type includes land uses such as agricultural production, fields and grazing lands with associated homesteads, as well as agricultural businesses. These areas help preserve the natural beauty surrounding the City of Castroville and pay homage to the City's humble beginnings. Most of the land in the Rural Place Type is undeveloped and properties are located on multiple acres. Land is multi-use and does not follow in-city development standards.




LOTS

WIDTH	NO MINIMUM
AREA	2.5 ACRE MINIMUM
LOT COVERAGE	30% MAXIMUM
BUILD-TO-LINE "BTL"	10 FEET - NO MAXIMUM
FACADE BUILDOUT AT BTL	0%
MAXIMUM HEIGHT	2.5 STORIES
BUILDING DISPOSITION	EDGEYARD

PRIVATE FRONTAGE TYPES




BUILDING TYPES



ACCESSORY DWELLING UNITS ALLOWED IN 3RD LAYER OF LOT

SPACE



PARKING LOCATION PERMITTED

FIRST LAYER
SECOND LAYER
THIRD LAYER
RECREATIONAL VEHICLE PARKING IN THIRD LAYER

SIGNAGE

• ADDRESS

Can we use "setback"? →

NO
yes!

would there be restrictions on the age of a "new" vehicle home addition to a property? (some RV parks require newer RVs)

(some RV parks require newer RVs)

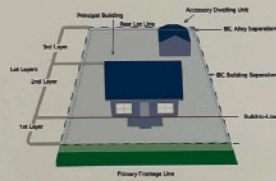
- CASTROVILLE PLACE TYPE ZONING -



P3 NEIGHBORHOOD

GENERAL DESCRIPTION

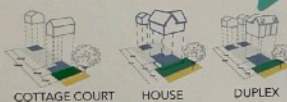
The Neighborhood Place Type regulates residential lots. This zone permits many different residential housing types, including cottage courts, individual and duplex buildings. Neighborhood is adjacent to higher density Place Types where commercial services are available within a short distance from homes.



LOTS

WIDTH	NO MINIMUM
AREA	3,500 SQ FEET
LOT COVERAGE	60% MAXIMUM
BUILD-TO-LINE "BTL"	0 FEET - 35 FEET
FACADE BUILDOUT AT BTL	40% MINIMUM
MAXIMUM HEIGHT	2.5 STORIES
BUILDING DISPOSITION	EDGEYARD SIDEYARD COURTYARD

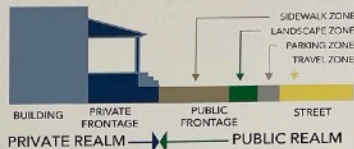
BUILDING TYPES



ACCESSORY DWELLING UNITS ALLOWED IN 3RD LAYER OF LOT

PARKING LOCATION PERMITTED

SECOND LAYER
THIRD LAYER
RECREATIONAL VEHICLE PARKING IN
THIRD LAYER



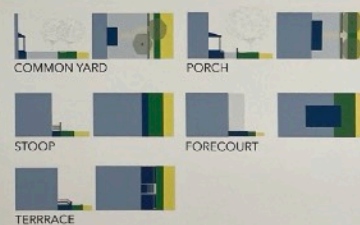
STREETS

BLOCK PERIMETER	1,440 FEET MAXIMUM
BLOCK LENGTH	360 FEET MAXIMUM
STREET TYPE	YIELD NEIGHBORHOOD NEIGHBORHOOD AVENUE RESIDENTIAL ALLEY COMMUNITY BOULEVARD - 2 LANE

PUBLIC FRONTAGE (RIGHT-OF-WAY)

SIDEWALK ZONE	5 FEET - 15 FEET
LANDSCAPE ZONE	3 FEET - 8 FEET
VEHICULAR PARKING ZONE	PARALLEL - 8 FEET
VEHICULAR TRAVEL ZONE	20 FEET - 24 FEET

PRIVATE FRONTAGE TYPES



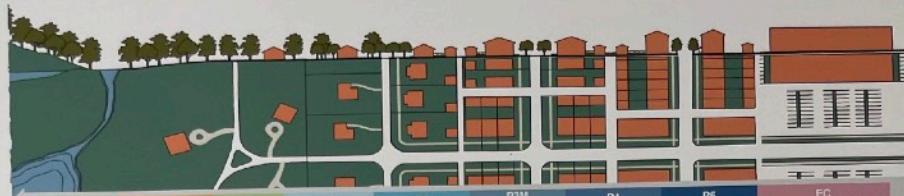
CIVIC SPACE



SIGNAGE

• ADDRESS

- CASTROVILLE PLACE TYPE ZONING -

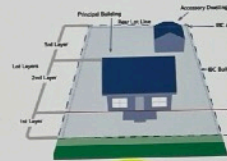


P4

NEIGHBORHOOD COMMERCIAL

GENERAL DESCRIPTION

The Neighborhood Commercial Place Type functions by providing neighborhoods with services. P4 regulates a variety of building types ranging from smaller commercial buildings to intermixed house-form commercial and attached and detached residential. This Place Type provides flexibility for areas to easily transition between residential building types and low intensity commercial.



No strip centers or commercial blots & bleds. During the residential residential retail should enhance residential.

LOTS

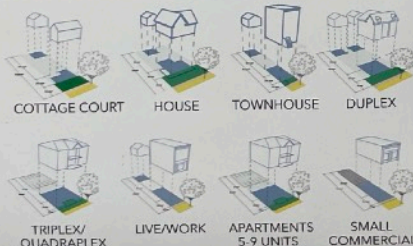
WIDTH 30 FEET MINIMUM
AREA 3,500 MINIMUM
LOT COVERAGE 75% MAXIMUM
BUILD-TO-LINE "BTL" 0 FEET - 15 FEET
FACADE BUILDOUT AT BTL 60% MINIMUM
MAXIMUM HEIGHT 2.5 STORIES
BUILDING DISPOSITION EDGEYARD, SIDEYARD, COURTYARD, REARYARD

5' 10' minimum

Public spaces making way from the area

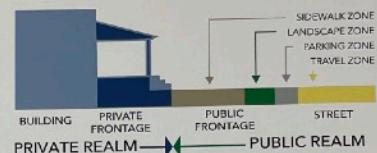
3 story mixed use w/ style going local historical

BUILDING TYPES



PARKING LOCATION PERMITTED

SECOND LAYER
THIRD LAYER
12th STREET



STREETS

BLOCK PERIMETER 1,440 FEET MAXIMUM
BLOCK LENGTH 360 FEET MAXIMUM
STREET TYPE NEIGHBORHOOD, NEIGHBORHOOD AVENUE, RESIDENTIAL ALLEY, COMMUNITY BOULEVARD - 2 LANE, COMMUNITY BOULEVARD - 4 LANE, MULTI-WAY BOULEVARD

PUBLIC FRONTAGE (RIGHT-OF-WAY)

SIDEWALK ZONE 5 FEET - 18 FEET
LANDSCAPE ZONE 3 FEET - 8 FEET
VEHICULAR PARKING ZONE PARALLEL - 8 FEET, ANGLED - 17 FEET
VEHICULAR TRAVEL ZONE 20 FEET - 24 FEET

PRIVATE FRONTAGE TYPES



CIVIC SPACE



SIGNAGE

• ADDRESS • FREE STANDING • MONUMENT
• WINDOW • BLADE/HANGING

Community Roundup Online Comments October 2024 - January, 2025



November 30, 2024 from “cortezle”

The Unified Development Ordinance (UDO) represents a significant step in achieving these goals. Its emphasis on transparency, streamlined processes, and compatibility with the comprehensive plan is commendable. However, like many property owners, we are concerned about how these changes—particularly the transition to Place Type Zoning—may impact long-standing property uses and community harmony.

Several issues merit closer attention:

Nonconforming Uses: The transition from RC to P4 raises concerns about property owners’ ability to continue existing uses or make renovations without undue restrictions. Explicit grandfathering provisions, as well as clear guidelines for transitional compliance, would provide much-needed clarity.
Community Alignment and Trust: Castroville has made great strides in public engagement through workshops and hearings. Building on this, creating a Results Team or similar mechanism for ongoing community feedback and monitoring could ensure alignment with long-term community goals.
Transparency in Implementation: As detailed in the UDO, transitional provisions and compatibility reviews are crucial for balancing growth and preservation. Expanding these elements with concrete examples and scenarios will help property owners navigate changes confidently.

The lessons from other cities are instructive. For example, overdevelopment in sensitive areas and economic displacement have been common challenges in zoning transitions elsewhere. Transparent communication and community-focused oversight can help Castroville avoid similar pitfalls.

I respectfully recommend the following actions:

Include detailed grandfathering provisions to protect current property uses. Enhance compatibility reviews to ensure harmony between new developments and historic neighborhoods. Publish a user-friendly implementation guide, with practical examples to aid property owners in understanding new zoning impacts. Establish mechanisms for ongoing community feedback, such as a Results Team, to monitor and refine zoning outcomes.

These steps align with the city’s goals and reflect principles of transparency, trust, and accountability that have been successful in similar initiatives. Thank you for your dedication to preserving and improving our community. I look forward to continued dialogue and am happy to provide additional input.

November 9, 2024 from “redelgal”

Houston Square - The space functions as is. Saint Louis Church dominates and the square allows views to the steeple from the far corners of the space. You enter the square, you have a sight line to the steeple. The addition of some perimeter medians that encompass the utility poles along Lorenzo and Paris may have merit, but easy in and out also has merit. Can utilities along Paris street be put underground? I would vote no to a perimeter median on Angelo Street in front of the church. The interior double row of trees is superfluous.

Highway 90 - alleviated by the addition of over 200 trees? Is a Highway 90 bypass a prerequisite for a roundabout at Alamo Street? The area already has several amenities, the Landmark Inn, September Square and the green canopy of the Medina River. The outside diameter of a double lane roundabout is usually between 160 and 180 feet. Central water feature will be high maintenance in a spot difficult to

access. Architectural conformity to the genius loci should be top priority and add trees as infrastructure and space allow.

The LID beds- as long as there is enough water to keep them alive during drought, enough city workers to weed, remove trash and eradicate the inevitable Hackberries and Ligustrum. How many square feet do we need to make a difference?

Public Works Site-the four options all generate additional impervious cover to add to flooding concerns. Why not just green space? Add the trees here. It would bookend the Houston Square and St. Louis block and the entire rectangle could have a perimeter walkway. Design the majority of the public works land to serve as a large scale, low maintenance water retention area.

October 24, 2024 from “Bruce & Tammy”

We are unable to provide constructive feedback on the proposed zoning changes without being able to review the proposed companion documents to better understand why certain zoning changes are being proposed. The public needs to see the proposed draft UDO before we can make an informed decision on how the city should proceed with this process.

As discussed with two City Council members after the September 28 City Council meeting when the proposed zoning changes were presented to city council by Simple City, we encourage all references to accessory dwelling units (aka Granny Flats) be either removed from the proposed UDO or the proposed UDO be put on hold until after the upcoming State Legislature Session ends. While we are not aware of any law that requires the city to include accessory dwelling units in our zoning rules, in the last session there was an attempt to pass legislation that required cities to allow them. The legislation failed and will probably come up again for consideration. The current draft UDO includes language that would allow TWO on each residential lot in addition to the main house and any other accessory buildings such as a garage or storage unit. In doing the math, the proposed UDO would allow THREE 1,600 square foot houses on each residential lot in conflict with the current social contract with the city that has followed the general rule of one house per residential lot with specific rules on any accessory structures to be added. We see this portion of the proposed UDO as an end around for planned unit developments to pop up anywhere and/or everywhere in the established residential areas of the city. For example, we, with the support of many other concerned citizens, have argued against a proposed development that would have placed 15 or more residences on a five-lot property next door to our house for more than a year. If adopted, this new UDO with the inclusion of the accessory dwelling (aka Granny Flats) provisions simply allows this development to proceed with what has been prohibited in the city for nearly 50 years.

We believe the city leaders need to take a step back and, as a minimum, wait until after the 2025 Legislative Session to see what, if any, state laws may or may not change concerning development rules before making major changes to the current zoning and development rules that will impact longtime residents of the City of Castroville.

October 19, 2024 from “mArgO”

Heights should be restricted to 1.5 in historic neighborhood. Grandfather in all others but keep new builds to 1.5 stories.

The historic neighborhoods should generally NOT have rental properties on them. Grandfather in those with historical buildings that rent as B&Bs, etc., but do not allow any new rentals of any sort on homesteaded lots. Our streets are already too congested and there are way too many unsightly outbuildings, etc.